

APPENDIX F

Transportation Data

| Group | Area | Scenario | Sub-Area | Calendar Year | Season | Title | Veh & Tech | EMFAC2007 Category | Vehicle Population | VMT | Trips | R-TOG Emissions | I-TOG Emissions | S-TOG Emissions | Total TOG EX Emissions | DIURN-TOG Emissions |
|-------|------|-------------|----------|---------------|-------------|-------------------------------------|-------------|--------------------|--------------------|--------------|------------|-----------------|-----------------|-----------------|------------------------|---------------------|
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | ALL | ALL | ALL | 37,103.62 | 1,192,076.70 | 243,990.28 | 0.31 | 0.00 | 0.21 | 0.52 | 0.04 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | All Other Buses - DSL | OBUS - DSL | OBUS - DSL | 10.89 | 601.42 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | LDA - DSL | LDA - DSL | LDA - DSL | 77.79 | 2,357.82 | 462.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | LDA - GAS | LDA - GAS | LDA - GAS | 13,767.38 | 453,687.92 | 85,748.75 | 0.05 | 0.00 | 0.05 | 0.10 | 0.01 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | LDT1 - DSL | LDT1 - DSL | LDT1 - DSL | 3.04 | 78.78 | 15.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | LDT1 - GAS | LDT1 - GAS | LDT1 - GAS | 4,167.69 | 126,226.69 | 24,676.48 | 0.04 | 0.00 | 0.03 | 0.07 | 0.01 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | LDT2 - DSL | LDT2 - DSL | LDT2 - DSL | 2.00 | 55.33 | 10.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | LDT2 - GAS | LDT2 - GAS | LDT2 - GAS | 5,951.34 | 200,062.91 | 36,960.18 | 0.03 | 0.00 | 0.03 | 0.06 | 0.01 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | LHD1 - DSL | LHDT1 - DSL | LHDT1 - DSL | 1,764.69 | 64,330.27 | 22,197.59 | 0.02 | 0.00 | 0.00 | 0.02 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | LHD1 - GAS | LHDT1 - GAS | LHDT1 - GAS | 1,437.15 | 50,651.33 | 21,411.46 | 0.04 | 0.00 | 0.03 | 0.07 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | LHD2 - DSL | LHDT2 - DSL | LHDT2 - DSL | 324.34 | 11,914.49 | 4,079.85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | LHD2 - GAS | LHDT2 - GAS | LHDT2 - GAS | 89.72 | 3,227.49 | 1,336.62 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | MCY - GAS | MCY - GAS | MCY - GAS | 1,504.95 | 12,332.86 | 3,009.61 | 0.04 | 0.00 | 0.01 | 0.05 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | MDV - DSL | MDV - DSL | MDV - DSL | 4.97 | 170.64 | 28.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | MDV - GAS | MDV - GAS | MDV - GAS | 6,548.08 | 219,424.61 | 40,518.73 | 0.05 | 0.00 | 0.05 | 0.10 | 0.01 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | MH - DSL | MH - DSL | MH - DSL | 115.93 | 1,328.91 | 11.59 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | MH - GAS | MH - GAS | MH - GAS | 636.22 | 7,171.35 | 63.65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | Motor Coach - DSL | OBUS - DSL | OBUS - DSL | 4.20 | 607.16 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | OBUS - GAS | OBUS - GAS | OBUS - GAS | 19.54 | 977.13 | 892.47 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | PTO - DSL | HHDT - DSL | HHDT - DSL | 0.00 | 127.30 | | 0.00 | | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | SBUS - DSL | SBUS - DSL | SBUS - DSL | 35.42 | 1,332.22 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | SBUS - GAS | SBUS - GAS | SBUS - GAS | 11.08 | 486.28 | 44.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T6 Ag - DSL | MHDT - DSL | MHDT - DSL | 24.75 | 832.87 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T6 CAIRP heavy - DSL | MHDT - DSL | MHDT - DSL | 0.64 | 40.07 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T6 CAIRP small - DSL | MHDT - DSL | MHDT - DSL | 1.89 | 132.14 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T6 instate construction heavy - DSL | MHDT - DSL | MHDT - DSL | 13.28 | 613.49 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T6 instate construction small - DSL | MHDT - DSL | MHDT - DSL | 22.74 | 1,354.97 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T6 instate heavy - DSL | MHDT - DSL | MHDT - DSL | 121.26 | 5,690.22 | | 0.00 | 0.00 | | 0.01 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T6 instate small - DSL | MHDT - DSL | MHDT - DSL | 213.17 | 12,933.92 | | 0.01 | 0.00 | | 0.01 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T6 OOS heavy - DSL | MHDT - DSL | MHDT - DSL | 0.37 | 22.97 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T6 OOS small - DSL | MHDT - DSL | MHDT - DSL | 1.09 | 75.76 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T6 Public - DSL | MHDT - DSL | MHDT - DSL | 54.17 | 907.11 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T6 utility - DSL | MHDT - DSL | MHDT - DSL | 4.52 | 89.02 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T6TS - GAS | MHDT - GAS | MHDT - GAS | 112.30 | 4,449.81 | 2,246.81 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 Ag - DSL | HHDT - DSL | HHDT - DSL | 2.35 | 162.80 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 CAIRP - DSL | HHDT - DSL | HHDT - DSL | 6.18 | 1,413.70 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 CAIRP construction - DSL | HHDT - DSL | HHDT - DSL | 0.13 | 29.04 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 NNOOS - DSL | HHDT - DSL | HHDT - DSL | 5.98 | 1,590.35 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 NOOS - DSL | HHDT - DSL | HHDT - DSL | 2.25 | 514.83 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 other port - DSL | HHDT - DSL | HHDT - DSL | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 POAK - DSL | HHDT - DSL | HHDT - DSL | 0.57 | 87.02 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 POLA - DSL | HHDT - DSL | HHDT - DSL | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 Public - DSL | HHDT - DSL | HHDT - DSL | 3.09 | 76.91 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 Single - DSL | HHDT - DSL | HHDT - DSL | 7.85 | 530.08 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 single construction - DSL | HHDT - DSL | HHDT - DSL | 1.12 | 75.11 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 SWCV - DSL | HHDT - DSL | HHDT - DSL | 1.08 | 53.63 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 tractor - DSL | HHDT - DSL | HHDT - DSL | 3.53 | 476.68 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 tractor construction - DSL | HHDT - DSL | HHDT - DSL | 0.84 | 56.00 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7 utility - DSL | HHDT - DSL | HHDT - DSL | 0.16 | 4.10 | | 0.00 | 0.00 | | 0.00 | |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | T7IS - GAS | HHDT - GAS | HHDT - GAS | 11.73 | 1,388.35 | 234.78 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | UBUS - DSL | UBUS - DSL | UBUS - DSL | 5.54 | 721.54 | 22.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | 1 | Amador (MC) | 2013 | Annual | Amador_2013 | UBUS - GAS | UBUS - GAS | UBUS - GAS | 4.62 | 601.28 | 18.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| HTSK-TOG Emissions | RUNL-TOG Emissions | RETL-TOG Emissions | Total TOG Emissions | R-ROG Emissions | I-ROG Emissions | S-ROG Emissions | Total ROG EX Emissions | DIURN-ROG Emissions | HTSK-ROG Emissions | RUNL-ROG Emissions | RETL-ROG Emissions | Total ROG Emissions | R-CO Emissions | I-CO Emissions | S-CO Emissions | Total CO Emissions | R-NOx Emissions | I-NOx Emissions | S-NOx Emissions |
|-----------------------|-----------------------|-----------------------|------------------------|--------------------|--------------------|--------------------|---------------------------|------------------------|-----------------------|-----------------------|-----------------------|------------------------|-------------------|-------------------|-------------------|-----------------------|--------------------|--------------------|--------------------|
| 0.08 | 0.30 | 0.02 | 0.96 | 0.26 | 0.00 | 0.19 | 0.46 | 0.04 | 0.08 | 0.30 | 0.02 | 0.90 | 5.11 | 0.01 | 2.25 | 7.38 | 1.35 | 0.02 | 0.20 |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0.03 | 0.07 | 0.01 | 0.21 | 0.04 | 0.00 | 0.04 | 0.08 | 0.01 | 0.03 | 0.07 | 0.01 | 0.19 | 1.09 | 0.00 | 0.49 | 1.58 | 0.11 | 0.00 | 0.03 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0.02 | 0.06 | 0.00 | 0.16 | 0.03 | 0.00 | 0.03 | 0.06 | 0.01 | 0.02 | 0.06 | 0.00 | 0.15 | 0.87 | 0.00 | 0.35 | 1.22 | 0.09 | 0.00 | 0.02 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0.01 | 0.05 | 0.00 | 0.12 | 0.02 | 0.00 | 0.03 | 0.05 | 0.01 | 0.01 | 0.05 | 0.00 | 0.12 | 0.69 | 0.00 | 0.31 | 1.00 | 0.10 | 0.00 | 0.03 |
| 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.08 | 0.00 | 0.00 | 0.09 | 0.36 | 0.01 | 0.00 |
| 0.01 | 0.05 | 0.00 | 0.12 | 0.03 | 0.00 | 0.03 | 0.06 | 0.00 | 0.01 | 0.05 | 0.00 | 0.12 | 0.43 | 0.01 | 0.34 | 0.78 | 0.06 | 0.00 | 0.05 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.06 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.04 | 0.00 | 0.02 | 0.06 | 0.00 | 0.00 | 0.00 |
| 0.00 | 0.01 | 0.00 | 0.06 | 0.04 | 0.00 | 0.01 | 0.04 | 0.00 | 0.00 | 0.01 | 0.00 | 0.06 | 0.39 | 0.00 | 0.03 | 0.43 | 0.02 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0.01 | 0.06 | 0.00 | 0.19 | 0.04 | 0.00 | 0.05 | 0.09 | 0.01 | 0.01 | 0.06 | 0.00 | 0.17 | 1.09 | 0.00 | 0.51 | 1.60 | 0.20 | 0.00 | 0.05 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.11 | 0.01 | 0.00 | 0.00 |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.03 | 0.00 | 0.00 | 0.00 |
| | | | 0.00 | 0.00 | | | 0.00 | | | | | 0.00 | 0.00 | | | 0.00 | 0.00 | | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.02 | 0.00 | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| 0.00 | 0.01 | 0.00 | 0.02 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.07 | 0.00 | 0.10 | 0.17 | 0.01 | 0.00 | 0.01 |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.13 | 0.00 | 0.06 | 0.19 | 0.01 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.03 | 0.01 | 0.00 | 0.00 |

| Group | Area | Scenario | Sub-Area | Calendar Year | Season | Title | Veh & Tech | EMFAC2007 Category | Vehicle Population | VMT | Trips | R-TOG Emission | I-TOG Emissions | S-TOG Emissions | Total TOG EX Emissions | DIURN-TOG Emissions | HTSK-TOG Emissions |
|-------|------|---------------|----------|---------------|------------------|-------------------------------------|-------------|--------------------|--------------------|--------------|------------|----------------|-----------------|-----------------|------------------------|---------------------|--------------------|
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | ALL | ALL | ALL | 42,991.83 | 1,421,947.08 | 281,950.90 | 0.11 | 0.00 | 0.06 | 0.17 | 0.02 | 0.04 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | All Other Buses - DSL | OBUS - DSL | OBUS - DSL | 14.32 | 832.71 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | LDA - DSL | LDA - DSL | LDA - DSL | 90.37 | 2,801.14 | 560.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | LDA - GAS | LDA - GAS | LDA - GAS | 15,993.87 | 543,012.56 | 100,914.06 | 0.01 | 0.00 | 0.01 | 0.02 | 0.00 | 0.01 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | LDT1 - DSL | LDT1 - DSL | LDT1 - DSL | 3.43 | 120.59 | 21.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | LDT1 - GAS | LDT1 - GAS | LDT1 - GAS | 4,710.94 | 150,103.22 | 28,578.09 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | LDT2 - DSL | LDT2 - DSL | LDT2 - DSL | 2.31 | 76.75 | 14.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | LDT2 - GAS | LDT2 - GAS | LDT2 - GAS | 6,901.97 | 239,859.29 | 43,211.87 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | LHD1 - DSL | LHDT1 - DSL | LHDT1 - DSL | 2,020.08 | 74,101.45 | 25,410.09 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | LHD1 - GAS | LHDT1 - GAS | LHDT1 - GAS | 1,645.14 | 60,116.61 | 24,510.19 | 0.01 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | LHD2 - DSL | LHDT2 - DSL | LHDT2 - DSL | 382.43 | 14,034.48 | 4,810.47 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | LHD2 - GAS | LHDT2 - GAS | LHDT2 - GAS | 105.78 | 3,887.12 | 1,575.98 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | MCY - GAS | MCY - GAS | MCY - GAS | 1,818.53 | 15,856.63 | 3,636.69 | 0.04 | 0.00 | 0.01 | 0.05 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | MDV - DSL | MDV - DSL | MDV - DSL | 5.64 | 195.01 | 35.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | MDV - GAS | MDV - GAS | MDV - GAS | 7,432.19 | 248,581.02 | 44,713.62 | 0.01 | 0.00 | 0.01 | 0.03 | 0.01 | 0.01 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | MH - DSL | MH - DSL | MH - DSL | 133.45 | 1,535.95 | 13.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | MH - GAS | MH - GAS | MH - GAS | 732.35 | 8,617.79 | 73.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | Motor Coach - DSL | OBUS - DSL | OBUS - DSL | 5.75 | 852.33 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | OBUS - GAS | OBUS - GAS | OBUS - GAS | 22.82 | 1,062.08 | 1,042.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | PTO - DSL | HHDT - DSL | HHDT - DSL | 0.00 | 191.38 | | 0.00 | | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | SBUS - DSL | SBUS - DSL | SBUS - DSL | 41.19 | 1,429.08 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | SBUS - GAS | SBUS - GAS | SBUS - GAS | 12.92 | 567.09 | 51.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T6 Ag - DSL | MHDT - DSL | MHDT - DSL | 23.18 | 819.02 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T6 CAIRP heavy - DSL | MHDT - DSL | MHDT - DSL | 0.78 | 51.44 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T6 CAIRP small - DSL | MHDT - DSL | MHDT - DSL | 2.48 | 179.59 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T6 instate construction heavy - DSL | MHDT - DSL | MHDT - DSL | 27.81 | 1,343.78 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T6 instate construction small - DSL | MHDT - DSL | MHDT - DSL | 52.12 | 3,301.93 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T6 instate heavy - DSL | MHDT - DSL | MHDT - DSL | 178.82 | 8,795.62 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T6 instate small - DSL | MHDT - DSL | MHDT - DSL | 344.10 | 21,981.67 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T6 OOS heavy - DSL | MHDT - DSL | MHDT - DSL | 0.44 | 29.49 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T6 OOS small - DSL | MHDT - DSL | MHDT - DSL | 1.42 | 102.96 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T6 Public - DSL | MHDT - DSL | MHDT - DSL | 77.73 | 1,317.59 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T6 utility - DSL | MHDT - DSL | MHDT - DSL | 7.92 | 159.27 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T6TS - GAS | MHDT - GAS | MHDT - GAS | 132.96 | 6,331.70 | 2,660.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 Ag - DSL | HHDT - DSL | HHDT - DSL | 2.22 | 159.11 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 CAIRP - DSL | HHDT - DSL | HHDT - DSL | 8.73 | 2,123.07 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 CAIRP construction - DSL | HHDT - DSL | HHDT - DSL | 0.28 | 68.53 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 NNOOS - DSL | HHDT - DSL | HHDT - DSL | 8.65 | 2,388.37 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 NOOS - DSL | HHDT - DSL | HHDT - DSL | 3.18 | 773.17 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 other port - DSL | HHDT - DSL | HHDT - DSL | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 POAK - DSL | HHDT - DSL | HHDT - DSL | 1.03 | 212.11 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 POLA - DSL | HHDT - DSL | HHDT - DSL | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 Public - DSL | HHDT - DSL | HHDT - DSL | 4.45 | 111.03 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 Single - DSL | HHDT - DSL | HHDT - DSL | 11.25 | 796.07 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 single construction - DSL | HHDT - DSL | HHDT - DSL | 2.52 | 177.27 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 SWCV - DSL | HHDT - DSL | HHDT - DSL | 1.55 | 77.42 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 tractor - DSL | HHDT - DSL | HHDT - DSL | 5.14 | 715.87 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 tractor construction - DSL | HHDT - DSL | HHDT - DSL | 1.93 | 132.17 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7 utility - DSL | HHDT - DSL | HHDT - DSL | 0.29 | 7.29 | | 0.00 | 0.00 | | 0.00 | | |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | T7IS - GAS | HHDT - GAS | HHDT - GAS | 3.51 | 414.61 | 70.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | UBUS - DSL | UBUS - DSL | UBUS - DSL | 6.46 | 841.44 | 25.84 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1 - | | 1 Amador (MC) | 2030 | Annual | Amador_2030_Alt1 | UBUS - GAS | UBUS - GAS | UBUS - GAS | 5.38 | 701.20 | 21.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| RUNL-TOG Emissions | RETL-TOG Emissions | Total TOG Emissions | R-ROG Emissions | I-ROG Emissions | S-ROG Emissions | Total ROG EX Emissions | DIURN-ROG Emissions | HTSK-ROG Emissions | RUNL-ROG Emissions | RETL-ROG Emissions | Total ROG Emissions | R-CO Emissions | I-CO Emissions | S-CO Emissions | Total CO Emissions | R-NOx Emissions | I-NOx Emissions | S-NOx Emissions | Total NOx Emissions | R-CO2 Emissions |
|--------------------|--------------------|---------------------|-----------------|-----------------|-----------------|------------------------|---------------------|--------------------|--------------------|--------------------|---------------------|----------------|----------------|----------------|--------------------|-----------------|-----------------|-----------------|---------------------|-----------------|
| 0.16 | 0.01 | 0.40 | 0.09 | 0.00 | 0.05 | 0.14 | 0.02 | 0.04 | 0.16 | 0.01 | 0.38 | 1.68 | 0.02 | 0.71 | 2.41 | 0.43 | 0.02 | 0.09 | 0.54 | 735.21 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.08 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.99 |
| 0.02 | 0.00 | 0.06 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.02 | 0.00 | 0.05 | 0.37 | 0.00 | 0.14 | 0.51 | 0.04 | 0.00 | 0.01 | 0.05 | 193.52 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 |
| 0.02 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.02 | 0.00 | 0.04 | 0.16 | 0.00 | 0.08 | 0.24 | 0.02 | 0.00 | 0.00 | 0.02 | 62.06 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 |
| 0.03 | 0.00 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.03 | 0.00 | 0.05 | 0.21 | 0.00 | 0.08 | 0.28 | 0.02 | 0.00 | 0.01 | 0.03 | 116.20 |
| 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.07 | 0.00 | 0.00 | 0.07 | 0.12 | 0.01 | 0.00 | 0.12 | 42.43 |
| 0.03 | 0.00 | 0.05 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.03 | 0.00 | 0.05 | 0.06 | 0.01 | 0.14 | 0.21 | 0.01 | 0.00 | 0.04 | 0.06 | 64.23 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.02 | 8.04 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 4.15 |
| 0.00 | 0.00 | 0.07 | 0.04 | 0.00 | 0.01 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.36 | 0.00 | 0.05 | 0.40 | 0.02 | 0.00 | 0.00 | 0.02 | 2.71 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 |
| 0.05 | 0.00 | 0.10 | 0.01 | 0.00 | 0.01 | 0.02 | 0.01 | 0.01 | 0.05 | 0.00 | 0.09 | 0.37 | 0.00 | 0.18 | 0.54 | 0.06 | 0.00 | 0.02 | 0.08 | 153.87 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 2.06 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.51 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.61 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.80 |
| | | 0.00 | 0.00 | | | 0.00 | | | | | 0.00 | 0.00 | | | 0.00 | 0.00 | | | 0.00 | 0.45 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | | 0.01 | 2.03 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.46 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.06 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.07 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.23 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.75 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 4.29 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.01 | 0.01 | 0.00 | | 0.01 | 11.42 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.01 | 0.00 | | 0.01 | 0.03 | 0.00 | | 0.03 | 28.55 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.04 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.13 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.73 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.21 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 4.78 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.30 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.01 | 4.01 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.13 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.01 | 4.51 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.46 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.40 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.21 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.50 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.33 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.15 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.35 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.25 |
| | | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.01 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 2.17 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.03 | 0.01 | 0.00 | 0.00 | 0.01 | 0.58 |

| RESTL-TOG Emissions | Total TOG Emissions | R-ROG Emissions | I-ROG Emissions | S-ROG Emissions | Total ROG EX Emissions | DIURN-ROG Emissions | HTSK-ROG Emissions | RUNL-ROG Emissions | RESTL-ROG Emissions | Total ROG Emissions | R-CO Emissions | I-CO Emissions | S-CO Emissions | Total CO Emissions | R-NOx Emissions | I-NOx Emissions | S-NOx Emissions | Total NOx Emissions | R-CO2 Emissions | I-CO2 Emissions | S-CO2 Emissions |
|---------------------|---------------------|-----------------|-----------------|-----------------|------------------------|---------------------|--------------------|--------------------|---------------------|---------------------|----------------|----------------|----------------|--------------------|-----------------|-----------------|-----------------|---------------------|-----------------|-----------------|-----------------|
| 0.01 | 0.43 | 0.09 | 0.00 | 0.06 | 0.15 | 0.02 | 0.04 | 0.17 | 0.01 | 0.40 | 1.80 | 0.02 | 0.76 | 2.58 | 0.46 | 0.02 | 0.09 | 0.57 | 784.68 | 2.70 | 25.83 |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.15 | 0.01 | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.05 | 0.00 | 0.00 |
| 0.00 | 0.06 | 0.01 | 0.00 | 0.01 | 0.02 | 0.00 | 0.01 | 0.02 | 0.00 | 0.05 | 0.40 | 0.00 | 0.15 | 0.54 | 0.04 | 0.00 | 0.01 | 0.05 | 206.56 | 0.00 | 8.81 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.03 | 0.00 | 0.05 | 0.18 | 0.00 | 0.08 | 0.26 | 0.02 | 0.00 | 0.01 | 0.03 | 66.24 | 0.00 | 2.89 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
| 0.00 | 0.06 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.03 | 0.00 | 0.05 | 0.22 | 0.00 | 0.08 | 0.30 | 0.03 | 0.00 | 0.01 | 0.03 | 124.03 | 0.00 | 5.13 |
| 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.07 | 0.00 | 0.00 | 0.07 | 0.13 | 0.01 | 0.00 | 0.13 | 45.28 | 0.34 | 0.00 |
| 0.00 | 0.06 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.03 | 0.00 | 0.05 | 0.06 | 0.01 | 0.15 | 0.22 | 0.02 | 0.00 | 0.05 | 0.06 | 68.53 | 0.23 | 1.72 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.02 | 8.57 | 0.06 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 4.43 | 0.01 | 0.11 |
| 0.00 | 0.07 | 0.04 | 0.00 | 0.01 | 0.05 | 0.00 | 0.00 | 0.01 | 0.00 | 0.06 | 0.38 | 0.00 | 0.05 | 0.42 | 0.02 | 0.00 | 0.00 | 0.02 | 2.88 | 0.00 | 0.17 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 |
| 0.00 | 0.11 | 0.01 | 0.00 | 0.01 | 0.02 | 0.01 | 0.01 | 0.05 | 0.00 | 0.10 | 0.40 | 0.00 | 0.19 | 0.58 | 0.06 | 0.00 | 0.02 | 0.08 | 164.24 | 0.00 | 6.76 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 2.20 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.94 | 0.00 | 0.00 |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.72 | 0.08 | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.86 | 0.01 | 0.04 |
| | 0.00 | 0.00 | | | 0.00 | | | | | 0.00 | 0.00 | | | 0.00 | 0.00 | | | 0.00 | 0.48 | | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | | 0.01 | 2.16 | 0.20 | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.01 |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.14 | 0.02 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.07 | 0.00 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.25 | 0.00 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.86 | 0.02 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 4.58 | 0.05 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.01 | 0.01 | 0.00 | | 0.01 | 12.19 | 0.16 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.01 | 0.00 | | 0.01 | 0.03 | 0.00 | | 0.03 | 30.46 | 0.30 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.04 | 0.00 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.14 | 0.00 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.84 | 0.07 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.22 | 0.01 | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.04 | 0.00 | 0.00 | 0.00 | 0.01 | 5.10 | 0.04 | 0.17 |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.32 | 0.01 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | | 0.01 | 4.28 | 0.32 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.14 | 0.01 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.01 | 4.81 | 0.39 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.56 | 0.14 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.43 | 0.02 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.23 | 0.04 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.60 | 0.07 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.36 | 0.02 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.16 | 0.02 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.44 | 0.03 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.27 | 0.01 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.01 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.02 | 2.32 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.03 | 0.01 | 0.00 | 0.00 | 0.01 | 0.61 | 0.00 | 0.00 |

| R-SOx Emissions | I-SOx Emissions | S-SOx Emissions | Total SOx Emissions | Fuel GAS (1000 gal) | Fuel DSL (1000 gal) |
|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|
| 0.01 | 0.00 | 0.00 | 0.01 | 69.15 | 12.23 |
| 0.00 | 0.00 | | 0.00 | | 0.10 |
| 0.00 | 0.00 | 0.00 | 0.00 | | 0.10 |
| 0.00 | 0.00 | 0.00 | 0.00 | 21.77 | |
| 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 7.00 | |
| 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 13.05 | |
| 0.00 | 0.00 | 0.00 | 0.00 | | 4.11 |
| 0.00 | 0.00 | 0.00 | 0.00 | 7.55 | |
| 0.00 | 0.00 | 0.00 | 0.00 | | 0.78 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.49 | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.42 | |
| 0.00 | 0.00 | 0.00 | 0.00 | | 0.01 |
| 0.00 | 0.00 | 0.00 | 0.00 | 17.31 | |
| 0.00 | 0.00 | 0.00 | 0.00 | | 0.20 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.74 | |
| 0.00 | 0.00 | | 0.00 | | 0.16 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | |
| 0.00 | | | 0.00 | | 0.04 |
| 0.00 | 0.00 | | 0.00 | | 0.21 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | |
| 0.00 | 0.00 | | 0.00 | | 0.10 |
| 0.00 | 0.00 | | 0.00 | | 0.01 |
| 0.00 | 0.00 | | 0.00 | | 0.02 |
| 0.00 | 0.00 | | 0.00 | | 0.17 |
| 0.00 | 0.00 | | 0.00 | | 0.42 |
| 0.00 | 0.00 | | 0.00 | | 1.11 |
| 0.00 | 0.00 | | 0.00 | | 2.77 |
| 0.00 | 0.00 | | 0.00 | | 0.00 |
| 0.00 | 0.00 | | 0.00 | | 0.01 |
| 0.00 | 0.00 | | 0.00 | | 0.17 |
| 0.00 | 0.00 | | 0.00 | | 0.02 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.57 | |
| 0.00 | 0.00 | | 0.00 | | 0.03 |
| 0.00 | 0.00 | | 0.00 | | 0.41 |
| 0.00 | 0.00 | | 0.00 | | 0.01 |
| 0.00 | 0.00 | | 0.00 | | 0.47 |
| 0.00 | 0.00 | | 0.00 | | 0.15 |
| 0.00 | 0.00 | | 0.00 | | 0.00 |
| 0.00 | 0.00 | | 0.00 | | 0.04 |
| 0.00 | 0.00 | | 0.00 | | 0.00 |
| 0.00 | 0.00 | | 0.00 | | 0.02 |
| 0.00 | 0.00 | | 0.00 | | 0.15 |
| 0.00 | 0.00 | | 0.00 | | 0.03 |
| 0.00 | 0.00 | | 0.00 | | 0.02 |
| 0.00 | 0.00 | | 0.00 | | 0.13 |
| 0.00 | 0.00 | | 0.00 | | 0.03 |
| 0.00 | 0.00 | | 0.00 | | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | |
| 0.00 | 0.00 | 0.00 | 0.00 | | 0.21 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | |

| Total TOG Emissions | R-ROG Emissions | I-ROG Emissions | S-ROG Emissions | Total ROG EX Emissions | DIURN-ROG Emissions | HTSK-ROG Emissions | RUNL-ROG Emissions | RESTL-ROG Emissions | Total ROG Emissions | R-CO Emissions | I-CO Emissions | S-CO Emissions | Total CO Emissions | R-NOx Emissions | I-NOx Emissions | S-NOx Emissions | Total NOx Emissions | R-CO2 Emissions | I-CO2 Emissions |
|---------------------|-----------------|-----------------|-----------------|------------------------|---------------------|--------------------|--------------------|---------------------|---------------------|----------------|----------------|----------------|--------------------|-----------------|-----------------|-----------------|---------------------|-----------------|-----------------|
| 0.39 | 0.08 | 0.00 | 0.05 | 0.14 | 0.02 | 0.04 | 0.16 | 0.01 | 0.36 | 1.62 | 0.02 | 0.69 | 2.33 | 0.42 | 0.02 | 0.08 | 0.52 | 709.42 | 2.44 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.05 | 0.01 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.96 | 0.00 |
| 0.05 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.02 | 0.00 | 0.05 | 0.36 | 0.00 | 0.13 | 0.49 | 0.04 | 0.00 | 0.01 | 0.05 | 186.58 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 |
| 0.04 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.02 | 0.00 | 0.04 | 0.16 | 0.00 | 0.07 | 0.23 | 0.02 | 0.00 | 0.00 | 0.02 | 59.83 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 |
| 0.05 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.03 | 0.00 | 0.05 | 0.20 | 0.00 | 0.08 | 0.27 | 0.02 | 0.00 | 0.01 | 0.03 | 112.03 | 0.00 |
| 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.07 | 0.00 | 0.00 | 0.07 | 0.11 | 0.01 | 0.00 | 0.12 | 41.02 | 0.31 |
| 0.05 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.03 | 0.00 | 0.05 | 0.06 | 0.01 | 0.14 | 0.20 | 0.01 | 0.00 | 0.04 | 0.06 | 62.09 | 0.20 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.02 | 7.77 | 0.06 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 4.01 | 0.01 |
| 0.06 | 0.04 | 0.00 | 0.01 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.35 | 0.00 | 0.04 | 0.39 | 0.02 | 0.00 | 0.00 | 0.02 | 2.62 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 |
| 0.10 | 0.01 | 0.00 | 0.01 | 0.02 | 0.01 | 0.01 | 0.05 | 0.00 | 0.09 | 0.35 | 0.00 | 0.17 | 0.52 | 0.06 | 0.00 | 0.02 | 0.07 | 148.36 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 1.99 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.29 | 0.00 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.56 | 0.07 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.78 | 0.01 |
| 0.00 | 0.00 | | | 0.00 | | | | | 0.00 | 0.00 | | | 0.00 | 0.00 | | | 0.00 | 0.43 | |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | | 0.01 | 1.96 | 0.18 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.03 | 0.02 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.06 | 0.00 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.23 | 0.00 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.69 | 0.02 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 4.15 | 0.04 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | | 0.01 | 11.04 | 0.14 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.01 | 0.00 | | 0.01 | 0.03 | 0.00 | | 0.03 | 27.60 | 0.27 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.04 | 0.00 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.13 | 0.00 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.67 | 0.06 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.20 | 0.01 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 4.62 | 0.04 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.29 | 0.01 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.01 | 3.88 | 0.29 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.13 | 0.01 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.01 | 4.36 | 0.35 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.41 | 0.13 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.39 | 0.01 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.21 | 0.04 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.45 | 0.07 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.32 | 0.01 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.14 | 0.01 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.31 | 0.03 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.24 | 0.01 |
| 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.01 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 2.10 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.02 | 0.01 | 0.00 | 0.00 | 0.01 | 0.56 | 0.00 |

| RESTL-TOG Emissions | Total TOG Emissions | R-ROG Emissions | I-ROG Emissions | S-ROG Emissions | Total ROG EX Emissions | DIURN-ROG Emissions | HTSK-ROG Emissions | RUNL-ROG Emissions | RESTL-ROG Emissions | Total ROG Emissions | R-CO Emissions | I-CO Emissions | S-CO Emissions | Total CO Emissions | R-NOx Emissions | I-NOx Emissions | S-NOx Emissions | Total NOx Emissions | R-CO2 Emissions | I-CO2 Emissions | S-CO2 Emissions |
|---------------------|---------------------|-----------------|-----------------|-----------------|------------------------|---------------------|--------------------|--------------------|---------------------|---------------------|----------------|----------------|----------------|--------------------|-----------------|-----------------|-----------------|---------------------|-----------------|-----------------|-----------------|
| 0.01 | 0.43 | 0.09 | 0.00 | 0.06 | 0.15 | 0.02 | 0.04 | 0.17 | 0.01 | 0.40 | 1.80 | 0.02 | 0.76 | 2.58 | 0.46 | 0.02 | 0.09 | 0.58 | 786.39 | 2.70 | 25.90 |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.16 | 0.01 | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.05 | 0.00 | 0.00 |
| 0.00 | 0.06 | 0.01 | 0.00 | 0.01 | 0.02 | 0.00 | 0.01 | 0.02 | 0.00 | 0.05 | 0.40 | 0.00 | 0.15 | 0.54 | 0.04 | 0.00 | 0.01 | 0.05 | 207.00 | 0.00 | 8.83 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
| 0.00 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.03 | 0.00 | 0.05 | 0.18 | 0.00 | 0.08 | 0.26 | 0.02 | 0.00 | 0.01 | 0.03 | 66.38 | 0.00 | 2.89 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
| 0.00 | 0.06 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.03 | 0.00 | 0.05 | 0.22 | 0.00 | 0.08 | 0.31 | 0.03 | 0.00 | 0.01 | 0.03 | 124.29 | 0.00 | 5.15 |
| 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.07 | 0.00 | 0.00 | 0.07 | 0.13 | 0.01 | 0.00 | 0.13 | 45.38 | 0.34 | 0.00 |
| 0.00 | 0.06 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.03 | 0.00 | 0.05 | 0.06 | 0.01 | 0.15 | 0.22 | 0.02 | 0.00 | 0.05 | 0.06 | 68.69 | 0.23 | 1.73 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.02 | 8.59 | 0.06 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 4.44 | 0.01 | 0.11 |
| 0.00 | 0.07 | 0.04 | 0.00 | 0.01 | 0.05 | 0.00 | 0.00 | 0.01 | 0.00 | 0.06 | 0.38 | 0.00 | 0.05 | 0.42 | 0.02 | 0.00 | 0.00 | 0.02 | 2.88 | 0.00 | 0.17 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 |
| 0.00 | 0.11 | 0.01 | 0.00 | 0.01 | 0.02 | 0.01 | 0.01 | 0.05 | 0.00 | 0.10 | 0.40 | 0.00 | 0.19 | 0.58 | 0.06 | 0.00 | 0.02 | 0.08 | 164.59 | 0.00 | 6.78 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 2.20 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.96 | 0.00 | 0.00 |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.72 | 0.08 | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.86 | 0.01 | 0.04 |
| | 0.00 | 0.00 | | | 0.00 | | | | | 0.00 | 0.00 | | | 0.00 | 0.00 | | | 0.00 | 0.48 | | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | | 0.01 | 2.17 | 0.20 | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.01 |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.14 | 0.02 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.07 | 0.00 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.25 | 0.00 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.87 | 0.02 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 4.59 | 0.05 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.01 | 0.01 | 0.00 | | 0.01 | 12.22 | 0.16 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.01 | 0.00 | | 0.01 | 0.03 | 0.00 | | 0.03 | 30.53 | 0.30 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.04 | 0.00 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.14 | 0.00 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.85 | 0.07 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.22 | 0.01 | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.04 | 0.00 | 0.00 | 0.00 | 0.01 | 5.11 | 0.04 | 0.17 |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.32 | 0.01 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | | 0.01 | 4.29 | 0.32 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.14 | 0.01 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.01 | 4.82 | 0.39 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.56 | 0.14 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.43 | 0.02 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.23 | 0.04 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.61 | 0.07 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.36 | 0.02 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.16 | 0.02 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.45 | 0.03 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.27 | 0.01 | |
| | 0.00 | 0.00 | 0.00 | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.01 | 0.00 | |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.01 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.02 | 2.32 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.03 | 0.01 | 0.00 | 0.00 | 0.01 | 0.62 | 0.00 | 0.00 |

| ID | Roadway Name | 2013_ADT | 2030_Project_ADT | 2030_Alt1_ADT | 2030_Alt2_ADT | 2030_Alt3_ADT |
|-----|---------------------|----------|------------------|---------------|---------------|---------------|
| 28 | Highway 88 | 4042 | 4948 | 4730 | 4940 | 4561 |
| 37 | Highway 88 | 3337 | 4154 | 3968 | 4148 | 3785 |
| 65 | Steiner Road | 193 | 187 | 190 | 177 | 187 |
| 67 | Shenandoah Road | 1505 | 2045 | 1956 | 2047 | 1771 |
| 67 | Shenandoah Road | 1505 | 2045 | 1956 | 2047 | 1771 |
| 107 | Consoltation Street | 503 | 450 | 532 | 444 | 465 |
| 111 | Highway 26 | 2338 | 3062 | 2622 | 3049 | 2720 |
| 122 | Camanche Parkway | 4128 | 5667 | 4607 | 5509 | 4799 |
| 124 | Camanche Road | 4607 | 6132 | 5066 | 5950 | 5301 |
| 124 | Camanche Road | 4607 | 6132 | 5066 | 5950 | 5301 |
| 128 | Buena Vista Road | 694 | 944 | 903 | 945 | 817 |
| 131 | Highway 88 | 8531 | 11510 | 11105 | 11519 | 10261 |
| 134 | Michigan Bar Road | 1504 | 2045 | 1956 | 2047 | 1771 |
| 137 | Highway 104 | 1951 | 2647 | 2537 | 2649 | 2310 |
| 140 | Highway 104 | 3580 | 5004 | 4823 | 5030 | 4327 |
| 143 | Carbondale Road | 374 | 762 | 583 | 764 | 590 |
| 148 | Highway 16 | 5011 | 6746 | 6524 | 6751 | 6061 |
| 149 | Jackson Valley Road | 2208 | 2109 | 2044 | 2059 | 1954 |
| 150 | Old Stockton Road | 188 | 201 | 235 | 213 | 196 |
| 151 | Highway 88 | 6936 | 9879 | 9590 | 9904 | 8813 |
| 155 | Highway 104 | 7047 | 9042 | 8831 | 9351 | 8124 |
| 165 | Highway 124 | 2472 | 3128 | 3067 | 3282 | 2788 |
| 170 | Highway 104 | | 9079 | 8786 | 9391 | 8049 |
| 175 | Jackson Valley Road | 18 | 569 | 337 | 560 | 329 |
| 176 | Buena Vista Road | 369 | 571 | 518 | 569 | 467 |
| 178 | Jackson Valley Road | 278 | 3868 | 2200 | 3879 | 2219 |
| 181 | Highway 88 | 15191 | 18972 | 19021 | 19202 | 17304 |
| 181 | Highway 88 | 15191 | 18972 | 19021 | 19202 | 17304 |
| 182 | Stony Creek Road | 452 | 482 | 531 | 477 | 444 |
| 184 | Stony Creek Road | 285 | 316 | 359 | 311 | 275 |
| 186 | Highway 88 | 15358 | 19099 | 19156 | 19333 | 17477 |
| 189 | Highway 104 | 8113 | 13193 | 12081 | 13336 | 10902 |
| 189 | Highway 104 | 8113 | 13193 | 12081 | 13336 | 10902 |
| 198 | Jackson Gate Road | 4003 | 8071 | 6296 | 8142 | 6312 |
| 202 | Highway 88 | 11526 | 16823 | 14126 | 16890 | 14235 |
| 210 | Mariposa Street | 2869 | 4864 | 3815 | 4914 | 3817 |
| 212 | Highway 49 | 20928 | 28787 | 26122 | 29006 | 25625 |
| 215 | Jackson Gate Road | 1008 | 1413 | 1093 | 1445 | 1317 |
| 215 | Jackson Gate Road | 1008 | 1413 | 1093 | 1445 | 1317 |
| 216 | Highway 124 | 1978 | 2650 | 2480 | 2673 | 2284 |
| 217 | Highway 124 | 1879 | 2564 | 2394 | 2593 | 2192 |
| 229 | Highway 16 | 4805 | 6495 | 6257 | 6503 | 5835 |
| 240 | Highway 16 | 4835 | 6487 | 6231 | 6483 | 5844 |
| 241 | Latrobe Road | 2384 | 3341 | 3119 | 3355 | 2893 |
| 246 | Latrobe Road | 2770 | 3756 | 3604 | 3759 | 3286 |
| 246 | Latrobe Road | 2770 | 3756 | 3604 | 3759 | 3286 |
| 249 | Highway 124 | 1753 | 2347 | 2113 | 2352 | 2019 |
| 259 | Highway 16 | 8345 | 10771 | 10441 | 10738 | 9744 |

| ID | Roadway Name | 2013_ADT | 2030_Project_ADT | 2030_Alt1_ADT | 2030_Alt2_ADT | 2030_Alt3_ADT |
|-----|---------------------|----------|------------------|---------------|---------------|---------------|
| 260 | Highway 49 | 11860 | 15069 | 15009 | 15121 | 13647 |
| 264 | Highway 49 | | | | | |
| 269 | Old Sacramento Road | 502 | 487 | 651 | 470 | 485 |
| 278 | Highway 49 | 2133 | 2839 | 2781 | 2840 | 2660 |
| 297 | Clinton Road | | | | | |
| 300 | New York Ranch Road | 4169 | 4031 | 3930 | 4015 | 4116 |
| 301 | Ridge Road | 10617 | 12068 | 10806 | 11884 | 11365 |
| 302 | New York Ranch Road | 4289 | 4078 | 3946 | 4063 | 4123 |
| 304 | Ridge Road | 9403 | 11338 | 9267 | 11153 | 10354 |
| 307 | Highway 49 | 517 | 392 | 423 | 400 | 407 |
| 320 | Bunker Hill Road | 40 | 45 | 43 | 40 | 43 |
| 339 | Fiddletown Road | 3064 | 3200 | 3103 | 3121 | 3099 |
| 341 | Shenandoah Road | 2102 | 2575 | 2517 | 2564 | 2326 |
| 344 | Highway 49 | 2118 | 2823 | 2770 | 2830 | 2645 |
| 345 | Shenandoah Road | 1772 | 2266 | 2197 | 2261 | 2009 |
| 361 | Shake Ridge Road | 643 | 793 | 671 | 767 | 751 |
| 363 | Sutter Creek Road | 788 | 816 | 785 | 787 | 804 |
| 368 | Fiddletown Road | 1106 | 1112 | 1104 | 1082 | 1076 |
| 374 | Butte Mountain Road | 590 | 611 | 590 | 587 | 600 |
| 379 | Buena Vista Road | 3805 | 5206 | 4486 | 5074 | 4613 |
| 382 | Highway 124 | 1754 | 1761 | 1962 | 1780 | 1747 |
| 386 | Buena Vista Road | 4015 | 5465 | 4844 | 5340 | 4843 |
| 390 | Highway 88 | 8528 | 12006 | 11588 | 11948 | 10451 |
| 402 | Highway 124 | 3214 | 3550 | 3807 | 3524 | 3355 |
| 422 | Eureka Road | 1347 | 1106 | 1222 | 1111 | 1202 |
| 423 | Old Ridge Road | 1086 | 865 | 831 | 856 | 954 |
| 425 | Ridge Road | 11934 | 13252 | 11948 | 13067 | 12511 |
| 439 | Highway 49 | 9743 | 13134 | 12681 | 13143 | 11735 |
| 444 | Climax Road | 502 | 586 | 471 | 574 | 547 |
| 448 | Mt Zion Road | 792 | 1101 | 1137 | 1073 | 1082 |
| 453 | Ridge Road | 8924 | 10781 | 8857 | 10608 | 9832 |
| 461 | Climax Road | 349 | 340 | 474 | 342 | 332 |
| 462 | Highway 88 | 7227 | 7743 | 6437 | 7634 | 7403 |
| 463 | Ridge Road | 7981 | 9814 | 8065 | 9669 | 8880 |
| 465 | Highway 88 | 15201 | 17550 | 14482 | 17295 | 16276 |
| 466 | Highway 88 | 13874 | 16032 | 13459 | 15826 | 14870 |
| 481 | Highway 49 | 20129 | 24857 | 22752 | 24932 | 22685 |
| 482 | Highway 88 | 14659 | 15002 | 14004 | 14901 | 14595 |
| 510 | Highway 49 | 20050 | 22714 | 21204 | 22804 | 21321 |
| 511 | Highway 49 | 17319 | 20659 | 20485 | 20826 | 19159 |
| 539 | Highway 88 | 7838 | 9468 | 8393 | 9414 | 8662 |
| 549 | Highway 88 | 6733 | 8391 | 7894 | 8363 | 7581 |
| 580 | Highway 49 | 138 | 153 | 162 | 148 | 145 |
| 588 | Highway 88 | 444 | 460 | 1078 | 528 | 451 |
| 704 | | 9841 | 13238 | 12786 | 13244 | 11833 |
| 500 | | 11606 | 14847 | 15194 | 14874 | 13560 |
| 480 | | 16261 | 18673 | 18834 | 18810 | 17601 |
| 478 | | 17689 | 20798 | 20925 | 20941 | 19791 |

| ID | Roadway Name | 2013_ADT | 2030_Project_ADT | 2030_Alt1_ADT | 2030_Alt2_ADT | 2030_Alt3_ADT |
|------|--------------|----------|------------------|---------------|---------------|---------------|
| 476 | | 21869 | 26495 | 24471 | 26585 | 24351 |
| 804 | | 8176 | 9853 | 9987 | 9933 | 9177 |
| 987 | | | | | | |
| 170 | Same as 987 | 6750 | 9079 | 8786 | 9391 | 8049 |
| 25 | | 833 | 1194 | 802 | 1192 | 992 |
| 200 | | 17170 | 19841 | 18938 | 19988 | 18421 |
| 510 | | 20050 | 22714 | 21204 | 22804 | 21321 |
| 257 | | 11636 | 14838 | 14787 | 14899 | 13425 |
| 786 | | 7884 | 9410 | 9532 | 9433 | 8804 |
| 335 | | 2058 | 2765 | 2902 | 2826 | 2584 |
| 296 | | 9427 | 9745 | 8882 | 9596 | 9556 |
| 109 | | 12976 | 15414 | 13246 | 15248 | 14207 |
| 117 | | 10594 | 12316 | 10615 | 12167 | 11449 |
| 556 | | 5008 | 6725 | 6032 | 6719 | 5902 |
| 565 | | 4784 | 6220 | 5524 | 6213 | 5500 |
| 561 | | 5305 | 6995 | 6272 | 6989 | 6156 |
| 169 | | 6722 | 9041 | 8747 | 9352 | 8015 |
| 529 | | 3457 | 3356 | 3400 | 3398 | 3452 |
| 532 | | 5899 | 5772 | 5869 | 5801 | 5860 |
| 518 | | 4995 | 4919 | 4928 | 4926 | 4996 |
| 523 | | 2425 | 2469 | 2512 | 2470 | 2440 |
| 883 | | 517 | 392 | 423 | 400 | 407 |
| 312 | | 961 | 974 | 972 | 976 | 999 |
| 892 | | 941 | 958 | 921 | 921 | 946 |
| 441 | | 37 | 40 | 47 | 39 | 39 |
| 788 | | 4616 | 5312 | 5077 | 5230 | 4936 |
| 557 | | 693 | 666 | 684 | 658 | 651 |
| 836 | | 4716 | 4644 | 4365 | 4653 | 4661 |
| 293 | | 1864 | 2235 | 1545 | 2220 | 2159 |
| 331 | | 2595 | 2541 | 3006 | 2594 | 2550 |
| 733 | | 943 | 1112 | 997 | 1070 | 1058 |
| 885 | | 3134 | 5326 | 4907 | 5357 | 4922 |
| 292 | | 785 | 814 | 782 | 785 | 802 |
| 258 | | 8040 | 10819 | 10350 | 10800 | 9645 |
| 968 | | | | | | |
| 956 | | | | | | |
| 952 | | | | | | |
| 945 | | | | | | |
| 957 | | | | | | |
| 921 | | | | | | |
| 903 | | | | | | |
| 916 | | | | | | |
| 910 | | | | | | |
| 77 | | 1194 | 1425 | 2074 | 1421 | 1307 |
| 1011 | | 421 | | | | |
| 979 | | 1132 | | | | |
| 518 | | 4995 | 4919 | 4928 | 4926 | 4996 |

| Daily VMT By Speed Bin | 2013 | 2030_Project | 2030_Alt1 | 2030_Alt2 | 2030_Alt3 |
|------------------------|------------------|------------------|------------------|------------------|------------------|
| 0-5 MPH | 0 | 0 | 0 | 0 | 0 |
| 5-10 MPH | 0 | 0 | 0 | 0 | 0 |
| 10-15 MPH | 1,364 | 4,102 | 1,859 | 4,127 | 1,885 |
| 15-20 MPH | 892 | 1,665 | 2,582 | 1,672 | 2,601 |
| 20-25 MPH | 177,863 | 231,235 | 224,533 | 230,678 | 207,270 |
| 25-30 MPH | 7,132 | 23,030 | 9,264 | 23,164 | 8,758 |
| 30-35 MPH | 65,100 | 97,301 | 84,237 | 96,487 | 84,468 |
| 35-40 MPH | 93,620 | 288,964 | 256,808 | 294,372 | 213,792 |
| 40-45 MPH | 320,309 | 299,073 | 268,774 | 279,892 | 264,044 |
| 45-50 MPH | 142,148 | 117,967 | 149,900 | 128,796 | 181,346 |
| 50-55 MPH | 295,990 | 343,532 | 290,538 | 344,027 | 288,387 |
| 55-60 MPH | 38,393 | 34,908 | 59,006 | 34,995 | 36,545 |
| 60-65 MPH | 49,265 | 79,023 | 74,447 | 79,052 | 85,596 |
| TOTAL VMT | 1,192,077 | 1,520,801 | 1,421,947 | 1,517,262 | 1,374,693 |

| Daily VMT By Speed Bin Fraction | 2013 | 2030_Proj | 2030_Alt1 | 2030_Alt2 | 2030_Alt3 |
|---------------------------------|----------|-----------|-----------|-----------|-----------|
| 0-5 MPH | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |
| 5-10 MPH | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |
| 10-15 MPH | 0.001144 | 0.002698 | 0.001307 | 0.002720 | 0.001371 |
| 15-20 MPH | 0.000748 | 0.001095 | 0.001816 | 0.001102 | 0.001892 |
| 20-25 MPH | 0.149204 | 0.152048 | 0.157905 | 0.152036 | 0.150775 |
| 25-30 MPH | 0.005983 | 0.015144 | 0.006515 | 0.015267 | 0.006371 |
| 30-35 MPH | 0.054611 | 0.063980 | 0.059241 | 0.063593 | 0.061445 |
| 35-40 MPH | 0.078535 | 0.190008 | 0.180603 | 0.194015 | 0.155520 |
| 40-45 MPH | 0.268699 | 0.196655 | 0.189018 | 0.184472 | 0.192075 |
| 45-50 MPH | 0.119244 | 0.077569 | 0.105419 | 0.084887 | 0.131918 |
| 50-55 MPH | 0.248298 | 0.225889 | 0.204324 | 0.226742 | 0.209783 |
| 55-60 MPH | 0.032207 | 0.022954 | 0.041496 | 0.023065 | 0.026584 |
| 60-65 MPH | 0.041327 | 0.051961 | 0.052356 | 0.052102 | 0.062266 |

| | | | | | |
|--------------|----------|----------|----------|----------|----------|
| TOTAL | 1 | 1 | 1 | 1 | 1 |
|--------------|----------|----------|----------|----------|----------|

| Scenario | 0-5 MPH | 5-10 MPH | 10-15 MPH | 15-20 MPH | 20-25 MPH | 25-30 MPH | 30-35 MPH | 35-40 MPH | 40-45 MPH | 45-50 MPH | 50-55 MPH | 55-60 MPH | 60-65 MPH |
|------------------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 2013 | 0.000000 | 0.000000 | 0.001144 | 0.000748 | 0.149204 | 0.005983 | 0.054611 | 0.078535 | 0.268699 | 0.119244 | 0.248298 | 0.032207 | 0.041327 |
| 2030_Proj | 0.000000 | 0.000000 | 0.002698 | 0.001095 | 0.152048 | 0.015144 | 0.063980 | 0.190008 | 0.196655 | 0.077569 | 0.225889 | 0.022954 | 0.051961 |
| 2030_Alt1 | 0.000000 | 0.000000 | 0.001307 | 0.001816 | 0.157905 | 0.006515 | 0.059241 | 0.180603 | 0.189018 | 0.105419 | 0.204324 | 0.041496 | 0.052356 |
| 2030_Alt2 | 0.000000 | 0.000000 | 0.002720 | 0.001102 | 0.152036 | 0.015267 | 0.063593 | 0.194015 | 0.184472 | 0.084887 | 0.226742 | 0.023065 | 0.052102 |
| 2030_Alt3 | 0.000000 | 0.000000 | 0.001371 | 0.001892 | 0.150775 | 0.006371 | 0.061445 | 0.155520 | 0.192075 | 0.131918 | 0.209783 | 0.026584 | 0.062266 |

| | VMT |
|------------------|---------|
| 2013 | 1192077 |
| 2030_Proj | 1520801 |
| 2030_Alt1 | 1421947 |
| 2030_Alt2 | 1517262 |
| 2030_Alt3 | 1374693 |

| ID | Roadway Name | 2013_ADT | 2030_Project_ADT | 2030_Alt1_ADT | 2030_Alt2_ADT | 2030_Alt3_ADT |
|-----|---------------------|----------|------------------|---------------|---------------|---------------|
| 28 | Highway 88 | 4042 | 4948 | 4730 | 4940 | 4561 |
| 37 | Highway 88 | 3337 | 4154 | 3968 | 4148 | 3785 |
| 65 | Steiner Road | 193 | 187 | 190 | 177 | 187 |
| 67 | Shenandoah Road | 1505 | 2045 | 1956 | 2047 | 1771 |
| 67 | Shenandoah Road | 1505 | 2045 | 1956 | 2047 | 1771 |
| 107 | Consoltation Street | 503 | 450 | 532 | 444 | 465 |
| 111 | Highway 26 | 2338 | 3062 | 2622 | 3049 | 2720 |
| 122 | Camanche Parkway | 4128 | 5667 | 4607 | 5509 | 4799 |
| 124 | Camanche Road | 4607 | 6132 | 5066 | 5950 | 5301 |
| 124 | Camanche Road | 4607 | 6132 | 5066 | 5950 | 5301 |
| 128 | Buena Vista Road | 694 | 944 | 903 | 945 | 817 |
| 131 | Highway 88 | 8531 | 11510 | 11105 | 11519 | 10261 |
| 134 | Michigan Bar Road | 1504 | 2045 | 1956 | 2047 | 1771 |
| 137 | Highway 104 | 1951 | 2647 | 2537 | 2649 | 2310 |
| 140 | Highway 104 | 3580 | 5004 | 4823 | 5030 | 4327 |
| 143 | Carbondale Road | 374 | 762 | 583 | 764 | 590 |
| 148 | Highway 16 | 5011 | 6746 | 6524 | 6751 | 6061 |
| 149 | Jackson Valley Road | 2208 | 2109 | 2044 | 2059 | 1954 |
| 150 | Old Stockton Road | 188 | 201 | 235 | 213 | 196 |
| 151 | Highway 88 | 6936 | 9879 | 9590 | 9904 | 8813 |
| 155 | Highway 104 | 7047 | 9042 | 8831 | 9351 | 8124 |
| 165 | Highway 124 | 2472 | 3128 | 3067 | 3282 | 2788 |
| 170 | Highway 104 | | 9079 | 8786 | 9391 | 8049 |
| 175 | Jackson Valley Road | 18 | 569 | 337 | 560 | 329 |
| 176 | Buena Vista Road | 369 | 571 | 518 | 569 | 467 |
| 178 | Jackson Valley Road | 278 | 3868 | 2200 | 3879 | 2219 |
| 181 | Highway 88 | 15191 | 18972 | 19021 | 19202 | 17304 |
| 181 | Highway 88 | 15191 | 18972 | 19021 | 19202 | 17304 |
| 182 | Stony Creek Road | 452 | 482 | 531 | 477 | 444 |
| 184 | Stony Creek Road | 285 | 316 | 359 | 311 | 275 |
| 186 | Highway 88 | 15358 | 19099 | 19156 | 19333 | 17477 |
| 189 | Highway 104 | 8113 | 13193 | 12081 | 13336 | 10902 |
| 189 | Highway 104 | 8113 | 13193 | 12081 | 13336 | 10902 |
| 198 | Jackson Gate Road | 4003 | 8071 | 6296 | 8142 | 6312 |
| 202 | Highway 88 | 11526 | 16823 | 14126 | 16890 | 14235 |
| 210 | Mariposa Street | 2869 | 4864 | 3815 | 4914 | 3817 |
| 212 | Highway 49 | 20928 | 28787 | 26122 | 29006 | 25625 |
| 215 | Jackson Gate Road | 1008 | 1413 | 1093 | 1445 | 1317 |
| 215 | Jackson Gate Road | 1008 | 1413 | 1093 | 1445 | 1317 |
| 216 | Highway 124 | 1978 | 2650 | 2480 | 2673 | 2284 |
| 217 | Highway 124 | 1879 | 2564 | 2394 | 2593 | 2192 |
| 229 | Highway 16 | 4805 | 6495 | 6257 | 6503 | 5835 |
| 240 | Highway 16 | 4835 | 6487 | 6231 | 6483 | 5844 |
| 241 | Latrobe Road | 2384 | 3341 | 3119 | 3355 | 2893 |
| 246 | Latrobe Road | 2770 | 3756 | 3604 | 3759 | 3286 |
| 246 | Latrobe Road | 2770 | 3756 | 3604 | 3759 | 3286 |

| ID | Roadway Name | 2013_ADT | 2030_Project_ADT | 2030_Alt1_ADT | 2030_Alt2_ADT | 2030_Alt3_ADT |
|-----|---------------------|----------|------------------|---------------|---------------|---------------|
| 249 | Highway 124 | 1753 | 2347 | 2113 | 2352 | 2019 |
| 259 | Highway 16 | 8345 | 10771 | 10441 | 10738 | 9744 |
| 260 | Highway 49 | 11860 | 15069 | 15009 | 15121 | 13647 |
| 269 | Old Sacramento Road | 502 | 487 | 651 | 470 | 485 |
| 278 | Highway 49 | 2133 | 2839 | 2781 | 2840 | 2660 |
| 300 | New York Ranch Road | 4169 | 4031 | 3930 | 4015 | 4116 |
| 301 | Ridge Road | 10617 | 12068 | 10806 | 11884 | 11365 |
| 302 | New York Ranch Road | 4289 | 4078 | 3946 | 4063 | 4123 |
| 304 | Ridge Road | 9403 | 11338 | 9267 | 11153 | 10354 |
| 307 | Highway 49 | 517 | 392 | 423 | 400 | 407 |
| 320 | Bunker Hill Road | 40 | 45 | 43 | 40 | 43 |
| 339 | Fiddletown Road | 3064 | 3200 | 3103 | 3121 | 3099 |
| 341 | Shenandoah Road | 2102 | 2575 | 2517 | 2564 | 2326 |
| 344 | Highway 49 | 2118 | 2823 | 2770 | 2830 | 2645 |
| 345 | Shenandoah Road | 1772 | 2266 | 2197 | 2261 | 2009 |
| 361 | Shake Ridge Road | 643 | 793 | 671 | 767 | 751 |
| 363 | Sutter Creek Road | 788 | 816 | 785 | 787 | 804 |
| 368 | Fiddletown Road | 1106 | 1112 | 1104 | 1082 | 1076 |
| 374 | Butte Mountain Road | 590 | 611 | 590 | 587 | 600 |
| 379 | Buena Vista Road | 3805 | 5206 | 4486 | 5074 | 4613 |
| 382 | Highway 124 | 1754 | 1761 | 1962 | 1780 | 1747 |
| 386 | Buena Vista Road | 4015 | 5465 | 4844 | 5340 | 4843 |
| 390 | Highway 88 | 8528 | 12006 | 11588 | 11948 | 10451 |
| 402 | Highway 124 | 3214 | 3550 | 3807 | 3524 | 3355 |
| 422 | Eureka Road | 1347 | 1106 | 1222 | 1111 | 1202 |
| 423 | Old Ridge Road | 1086 | 865 | 831 | 856 | 954 |
| 425 | Ridge Road | 11934 | 13252 | 11948 | 13067 | 12511 |
| 439 | Highway 49 | 9743 | 13134 | 12681 | 13143 | 11735 |
| 444 | Climax Road | 502 | 586 | 471 | 574 | 547 |
| 448 | Mt Zion Road | 792 | 1101 | 1137 | 1073 | 1082 |
| 453 | Ridge Road | 8924 | 10781 | 8857 | 10608 | 9832 |
| 461 | Climax Road | 349 | 340 | 474 | 342 | 332 |
| 462 | Highway 88 | 7227 | 7743 | 6437 | 7634 | 7403 |
| 463 | Ridge Road | 7981 | 9814 | 8065 | 9669 | 8880 |
| 465 | Highway 88 | 15201 | 17550 | 14482 | 17295 | 16276 |
| 466 | Highway 88 | 13874 | 16032 | 13459 | 15826 | 14870 |
| 481 | Highway 49 | 20129 | 24857 | 22752 | 24932 | 22685 |
| 482 | Highway 88 | 14659 | 15002 | 14004 | 14901 | 14595 |
| 510 | Highway 49 | 20050 | 22714 | 21204 | 22804 | 21321 |
| 511 | Highway 49 | 17319 | 20659 | 20485 | 20826 | 19159 |
| 539 | Highway 88 | 7838 | 9468 | 8393 | 9414 | 8662 |
| 549 | Highway 88 | 6733 | 8391 | 7894 | 8363 | 7581 |
| 580 | Highway 49 | 138 | 153 | 162 | 148 | 145 |
| 588 | Highway 88 | 444 | 460 | 1078 | 528 | 451 |
| 170 | Same as 987 | 6750 | 9079 | 8786 | 9391 | 8049 |

| Daily VMT By Speed Bin | 2013 | 2030_Project | 2030_Alt1 | 2030_Alt2 | 2030_Alt3 |
|-------------------------------|------------------|---------------------|------------------|------------------|------------------|
| 0-5 MPH | 0 | 0 | 0 | 0 | 0 |
| 5-10 MPH | 0 | 0 | 0 | 0 | 0 |
| 10-15 MPH | 1,364 | 4,102 | 1,859 | 4,127 | 1,885 |
| 15-20 MPH | 892 | 1,665 | 2,582 | 1,672 | 2,601 |
| 20-25 MPH | 177,863 | 231,235 | 224,533 | 230,678 | 207,270 |
| 25-30 MPH | 7,132 | 23,030 | 9,264 | 23,164 | 8,758 |
| 30-35 MPH | 65,100 | 97,301 | 84,237 | 96,487 | 84,468 |
| 35-40 MPH | 93,620 | 288,964 | 256,808 | 294,372 | 213,792 |
| 40-45 MPH | 320,309 | 299,073 | 268,774 | 279,892 | 264,044 |
| 45-50 MPH | 142,148 | 117,967 | 149,900 | 128,796 | 181,346 |
| 50-55 MPH | 295,990 | 343,532 | 290,538 | 344,027 | 288,387 |
| 55-60 MPH | 38,393 | 34,908 | 59,006 | 34,995 | 36,545 |
| 60-65 MPH | 49,265 | 79,023 | 74,447 | 79,052 | 85,596 |
| TOTAL VMT | 1,192,077 | 1,520,801 | 1,421,947 | 1,517,262 | 1,374,693 |

| Daily VMT By Speed Bin Fraction | 2013 | 2030_Proj | 2030_Alt1 | 2030_Alt2 | 2030_Alt3 |
|---------------------------------|----------|-----------|-----------|-----------|-----------|
| 0-5 MPH | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |
| 5-10 MPH | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |
| 10-15 MPH | 0.001144 | 0.002698 | 0.001307 | 0.002720 | 0.001371 |
| 15-20 MPH | 0.000748 | 0.001095 | 0.001816 | 0.001102 | 0.001892 |
| 20-25 MPH | 0.149204 | 0.152048 | 0.157905 | 0.152036 | 0.150775 |
| 25-30 MPH | 0.005983 | 0.015144 | 0.006515 | 0.015267 | 0.006371 |
| 30-35 MPH | 0.054611 | 0.063980 | 0.059241 | 0.063593 | 0.061445 |
| 35-40 MPH | 0.078535 | 0.190008 | 0.180603 | 0.194015 | 0.155520 |
| 40-45 MPH | 0.268699 | 0.196655 | 0.189018 | 0.184472 | 0.192075 |
| 45-50 MPH | 0.119244 | 0.077569 | 0.105419 | 0.084887 | 0.131918 |
| 50-55 MPH | 0.248298 | 0.225889 | 0.204324 | 0.226742 | 0.209783 |
| 55-60 MPH | 0.032207 | 0.022954 | 0.041496 | 0.023065 | 0.026584 |
| 60-65 MPH | 0.041327 | 0.051961 | 0.052356 | 0.052102 | 0.062266 |

| | | | | | |
|--------------|----------|----------|----------|----------|----------|
| TOTAL | 1 | 1 | 1 | 1 | 1 |
|--------------|----------|----------|----------|----------|----------|

Amador County

MODEL DEVELOPMENT REPORT



Prepared for:

Amador County
Transportation Commission

Prepared by:

FEHR & PEERS

2990 Lava Ridge Court
Roseville, CA 95661

August 2011

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APPENDIX C – TRIP GENERATION RATES

APPENDIX D – BASE YEAR VALIDATION RESULTS

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1. INTRODUCTION

BACKGROUND

In 2005, Fehr & Peers developed a new travel demand forecasting (TDF) model for Amador County. This model was widely used to develop plans such as the Amador County Transportation Commission (ACTC) Regional Transportation Plan, General Plan updates for the County and several Cities, updates to traffic impact fee programs, and master plans for various portions of the County.

Given growth over the last five years, coupled with major changes to the roadway network (e.g., completion of the Sutter Creek Bypass on State Route (SR) 49), the TDF model was due for an update. This document describes the steps that Fehr & Peers undertook to update the Amador County TDF model. Major changes include:

- Substantial revisions to the traffic analysis zone (TAZ) system to add more detail and improve model performance in the more developed areas of the County
- Update of the base year land use and transportation network to 2010 conditions
- Update of the future year land use and transportation network to 2030 conditions
- Updates to several model components including trip generation, trip distribution, and traffic assignment to simplify the model structure and improve performance
- Development of a new air quality post processor to interface with the California Air Resources Board's EMFAC Air Quality tool
- Development of a 4D model post processor to allow the comparison of different future year land use scenarios (note that this module is included in the model, but not enabled at this time)
- Update model validation to 2010 conditions

The following sections describe the model structure, input files, validation results (which measure the model's accuracy against observed transportation data), summarize the assumptions included in the future year model, describe the 4D and Air Quality post-processors, and present the model's limitations.

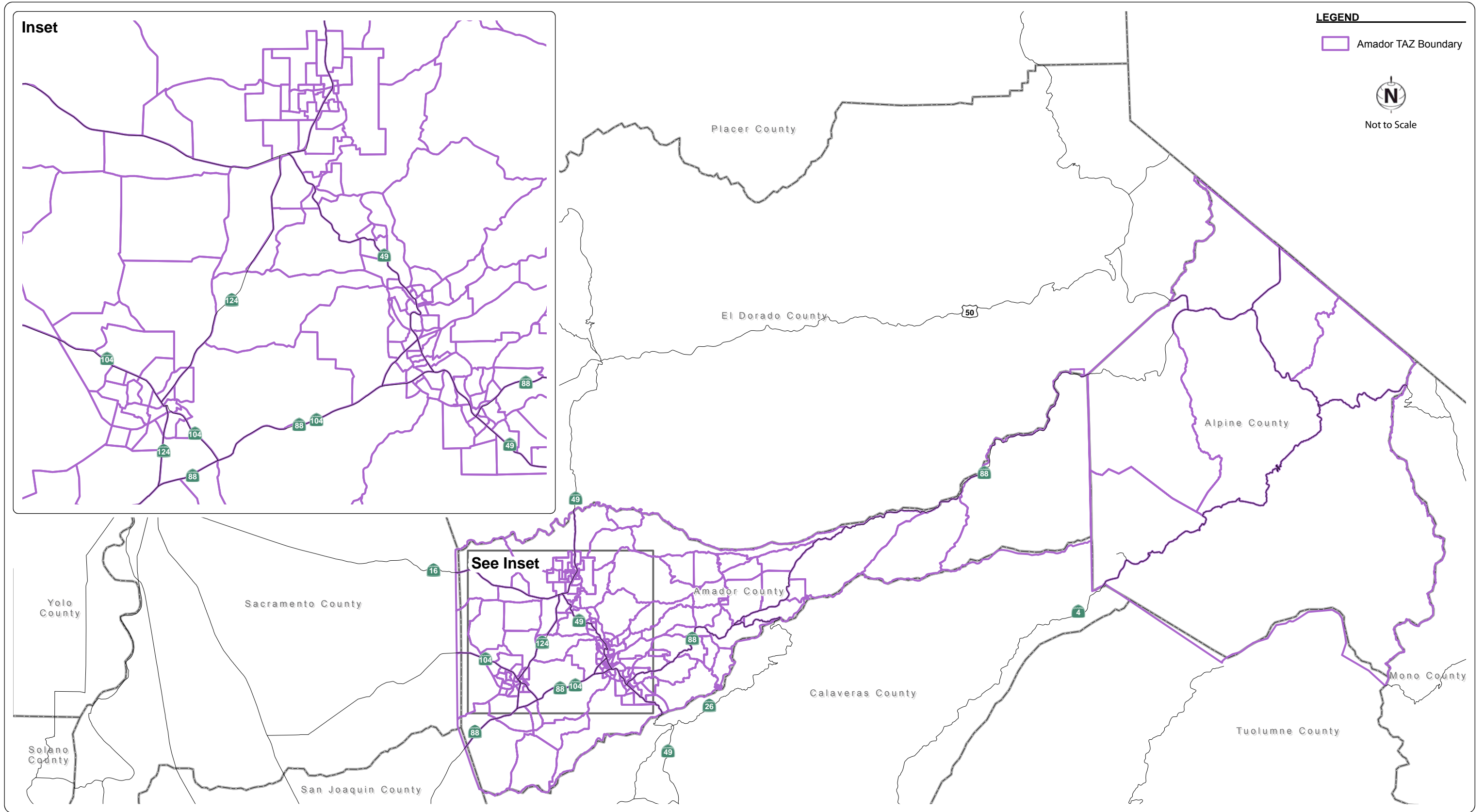
ORGANIZATION OF THIS REPORT

This report is organized into the following sections.

- Section 1 – Introduction
- Section 2 – Components of the Model
- Section 3 – Summary of the Input Data
- Section 4 – Summary of the Model Validation
- Section 5 – Future Year Model
- Section 6 – 4D and Air Quality Post Processors
- Section 6 – Model Limitations

A technical appendix is also attached, which contains model development information that is referenced in the report. The appendices are listed below.

- Appendix A – Frequently Asked Questions About Computerized Traffic Models
- Appendix B – TAZ Maps and Base Year Land Use File
- Appendix C – Trip Generation Rates
- Appendix D – Detailed Base Year Validation Results
- Appendix E – 2035 Land Use File



2. COMPONENTS OF THE MODEL

SOFTWARE PLATFORM

The previous version of the Amador County model operates in the TransCAD platform and the updated model is based on the same software; however, the model now runs in TransCAD 5.0, which is the latest version. TransCAD is a modern, widely used, and well-supported travel modeling package and is one of the few travel demand modeling software packages that was built using Geographic Information System (GIS) principals. Because of its GIS roots, TransCAD is easily able to integrate information from existing GIS databases and can automatically export information into ESRI shapefile format.

FILE AND FOLDER STRUCTURE

Figure 2 shows the model user interface (UI). The buttons on the user interface activate the various steps in the model. To initiate a full model run, uncheck the **Stop after stage** box and then push the **Trip Generation** button. To complete these steps one at a time, check the **Stop after stage** box and then push the various buttons in sequence.

Figure 3 shows the overall TransCAD model file structure. As shown at the top of Figure 3, the model requires that some UI setup files be stored in the TransCAD software program directory along with the TransCAD program. As shown in the lower section of Figure 3, the model input files and output files can be stored either on the user's hard drive or in a local area network. The model setup files are described in detail below.

1. **Add-ins.TXT:** This setup file stores the information about the script file name and the name of model scenario.
2. **Amador_2010.INI:** This setup file stores the paths for some setup files and the model folder.
3. **Model Batch Script:** The model script, which is also known as the "resource" file (Amador_2010.rsc), controls the overall model flow and also produces a user interface similar to the one shown in Figure 2. The script is written in a scripting language called GISDK, which is used to set up and run TransCAD models. The general user is not expected to edit this file.

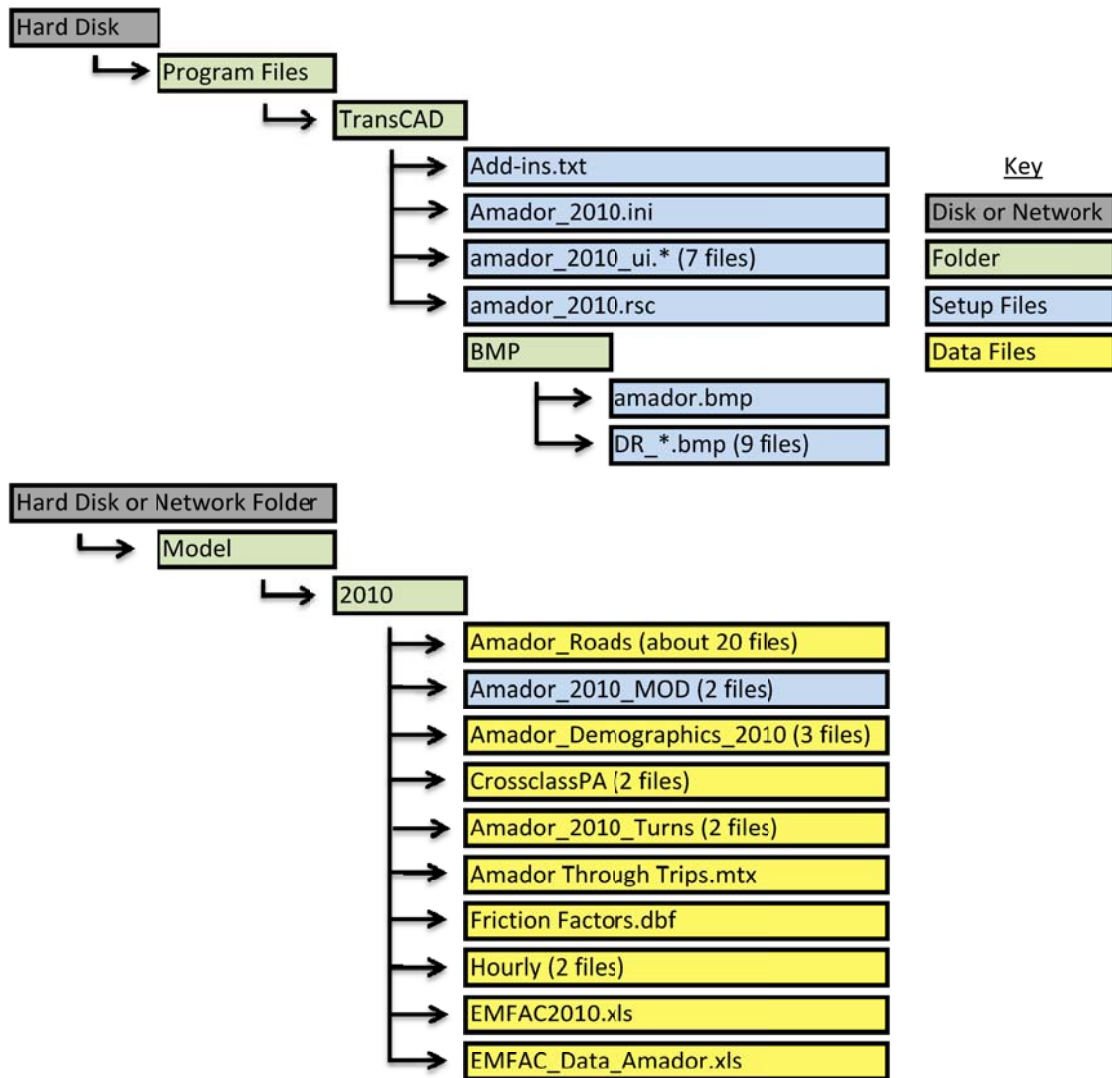


Figure 3 – File and Folder Structure

4. **BMP Files:** Icons (Amador.BMP, DR_*.BMP) for the buttons should be stored in the BMP folder under TransCAD program folder.
5. **AMADOR_MOD_2010.BIN:** This setup file stores the names of the model input and output files, the model parameters, and other setup information.

OVERVIEW OF MODEL COMPONENTS

The model consists of three kinds of components:

- Model steps – The model steps are the mathematical calculations that the model completes in determining traffic flows. These steps are performed by model batch script.
- Input data – The input data are files that represent different aspects of the City’s road system, land use, and travel characteristics.
- Model outputs – The model outputs are data files produced by the model, and some are inputs to other steps in the model.

The individual components are described below for each step of the TDF model (network initialization, trip generation, network skimming, trip distribution, and trip assignment).

Network Initialization

In this step, the model takes the highway network data and stores it in a format used by TransCAD.

1. **Turn Penalty Table (*Amador_2010_Turns.BIN*):** This input file stores information about intersections that have turning prohibitions. This file can also be modified to identify intersections where certain turns are difficult to make and take a long time to execute; however, these delays were not included in the base year roadway network.
2. **Virtual Network (*Roads_Loaded_2008.NET*):** This output file is a special TransCAD data structure that stores important highway network data and the turn penalty information. The contents in this file cannot be viewed visually.

Trip Generation

This element of the model multiplies the land use table by the trip generation rates to produce an initial estimate of the number of trips within the model area. The model then performs a step known as balancing where the number of trips produced (typically at the households) matches the number of trips attracted (typically at work sites or external gateways to other counties). In this way each trip production has an attraction, which is a requirement for the model run.

1. **Land Use Table (*Amador_Demographics_2010.BIN*):** This input file stores the land use characteristics of the traffic analysis zones (TAZs) and the external station weights.

The land use data includes such items as the number of single- and multi-family dwelling units (DUs), and the square footage of commercial, office, industrial, and other non-residential land uses.

External station weights show the relative amount of traffic traveling to and from each external station. These factors are used to distribute the internal-to-external and external-to-internal trip productions and attractions in the Lompoc model.

2. **Trip Generation Rates (*CrossClassPA.BIN*):** This input file stores the trip generation rates by trip purpose. For example, trips from home to work (i.e., home-based work) and trips from home to a store (i.e., home-based other) have separate trip generation rates for each land use category.

3. **Unbalanced Trip Ends (*PA_Unbalanced.BIN*):** This output file stores the vehicle trip productions and attractions by trip purpose before the trip-end balancing procedure.
4. **Balanced Trip Ends (*PA_Balanced.BIN*):** This output file stores the model estimate of vehicle trips for each trip purpose that begin or end in each TAZ.

Network Skimming

This step measures travel times for all possible routes between each pair of TAZs, based on the information contained in the highway network, and determines the shortest route.

1. **Terminal Times Matrix (*Terminal_Times.MTX*):** This is a temporary output file that stores the terminal times values in a matrix format.
2. **Skim Matrix (*Skim.MTX*):** This output file stores the shortest travel time between each pair of TAZs, including the terminal times. The data is stored in the form of a TAZ-to-TAZ matrix, with each cell showing the shortest travel time in minutes between each pair of zones.

Daily Trip Distribution

This step uses input files from the previous model stages to determine how trips are distributed among productions and attractions. It then converts them into the origin-destination pairs for the 24-hour period.

1. **Friction Factors (*Friction_Factors.DBF*):** Friction factors are an input that represents the distribution of trip lengths for different trip purposes (e.g., commuting, shopping, other). The trip length data are collected from information collected by the US Census Bureau and the California Household Travel Survey.
2. **Through Trips (*Amador Through Trips.MTX*):** This input file contains the number of through trips, in the form of an origin-destination (OD) matrix for external TAZs. These data are estimated using traffic counts at the external gateways to the model and output from the California Statewide Travel Model, which is developed by Caltrans.
3. **Production-Attraction Matrix (*PA.MTX*):** This output file contains the trips from the trip generation plus the through trips. This is an intermediate product before determining the directionality of trips.
4. **Total Daily OD Matrix (*OD_Daily_Total.MTX*):** This output file stores the daily OD trips before they are split into trips using mixed-flow lanes and High-Occupancy Vehicle (HOV) lanes.
5. **Final Daily OD Matrix (*OD_Daily.MTX*):** This output file stores the final daily OD tables: Mixed-Flow and HOV lane trip tables.

Daily Traffic Assignment

This stage of the model takes the output of the trip distribution stage and determines the travel routes between origin and destination TAZs. This stage assumes that all trips will travel on the shortest travel time route; however, there may be several routes with similar travel times.

1. **Daily Volumes (*Volumes_Daily.BIN*):** This output file stores the daily model volumes and other outputs on each link.

Feedback Loop

In this step, the model feeds the congested travel time back into the network initialization step and repeats the Network Skimming, Daily Trip Distribution, and Daily Traffic Assignment Steps.

Peak Hour Trip Distribution

The model uses a lookup table to determine what proportion of daily trips occur during the AM and PM peak hours. The data in the lookup table are based on information from the California Statewide Household Travel Survey.

1. **Hourly Factors (*Hourly.BIN*):** This input file factors the daily OD matrix into the AM and PM Peak Hour OD matrices.
2. **Total AM and PM Peak Hour OD Matrices (*OD_AM_Total.MTX, OD_PM_Total.MTX*):** These output files store the number of trips between each OD pair for the AM and PM peak hours.

Peak Hour Traffic Assignment

The model uses an iterative assignment process that determines the quickest route for each trip in the AM and PM peak hour OD matrices, taking into account congestion caused by other trips.

1. **AM and PM Peak Hour Volumes (*Volumes_AM.BIN, Volumes_PM.BIN, Turning_Vol_AM.BIN, Turning_Vol_PM.BIN*):** *Volumes_AM.BIN* and *Volumes_PM.BIN* store the AM and PM peak hour model volumes and other outputs on each link. *Turning_Vol_AM.BIN* and *Turning_Vol_PM.BIN* store the turning movement volumes at the study intersections for the AM and PM peak hours.

SUMMARY OF THE INPUT DATA

As described in the previous chapter, the Amador County TDF model incorporates many types of input data, which are further described in this chapter.

TAZ System

The Amador County TDF model area is divided into geographic sub-areas called TAZs. TDF models aggregate the land use and other demand-related information in TAZs, which are used to connect the land uses to the road network. Devising a TAZ system involves a trade-off between providing sufficient detail to support local area traffic studies, which require a large number of small zones, and processing speed/data collection and management, which is best with a small number of large zones. The model area was divided into a total of 244 TAZs, which includes 20 “vacant” TAZs that can be moved to anywhere in the County to test new growth scenarios.

Figure 1, presented earlier shows a map of the TAZ system. The numbering system used in the model is described below:

- Model Area: 1-287 (209 TAZs – some TAZ numbers were skipped to allow for future expansion of the TAZ network)
- Extra TAZs: 301-320 (20 TAZs) – empty TAZs that can be moved to anywhere in the model area for immediate use
- External TAZs: 501-516 (16 TAZs – these TAZs represent the gateways to surrounding counties)

Land Use Data

One of the primary inputs to the TDF model is the land use data. This data is used in estimating trip generation. Amador County went through an extensive effort in 2009-2010 to estimate the land use within the County (for both cities and unincorporated areas). The County used parcel information, independent employment data sources, and ground verification to develop the land use data set. Fehr & Peers obtained school enrollment data from school websites.

Appendix B contains the model land use by TAZ for the base year (2010).

Table 1 shows the land use categories in the TDF model and provides a brief description of each.

| TABLE 1 – LAND USE CORRESPONDENCE | | |
|--------------------------------------|--|---|
| Model Land Use Code | Land Use Category | Description |
| SF_DU | Single-Family Residential (dwelling unit) | Single-family homes |
| MF_DU | Multi-Family Residential (dwelling unit) | Multi-family homes |
| CBD_KSF | Central Business District (1,000 square feet) | Mixed-use historic buildings |
| SC_KSF | Major Shopping Center (1,000 square feet) | Large, high-traffic shopping centers |
| GC_KSF | General Commercial (1,000 square feet) | General commercial centers |
| OFF_KSF | Office (1,000 square feet) | Office buildings |
| LI_KSF | Light Industrial (1,000 square feet) | Industrial and warehouse buildings |
| MED_KSF | Medical (1,000 square feet) | Hospitals and clinics |
| ES_ENR | Elementary School (student enrollment) | K-8 schools |
| PARK_ACRE | City Park (acres) | City parks |
| HS_ENR | High School (student enrollment) | High schools |
| PRISON | Mule Creek State Prison (trips per weekday) | Mule Creek State Prison |
| SKI | Ski Area (trips per typical spring/fall weekday) | Ski Areas in Alpine County – trip rates are relatively low since the model represents a typical spring/fall weekday |
| CASINO | Casino (trip per weekday) | Number of trips from area casinos |
| WINE | Wineries (trips per typical spring/fall weekday) | Number of trips from area wineries |
| REC | Recreation (trips per typical spring/fall weekday) | Number of trips from recreation areas (principally state parks) |

Trip Generation Rates

Table 2 summarizes the trip generation rates for the Amador County TDF model. The trip generation data came from a variety of sources:

- Local trip generation surveys were taken in Jackson to estimate urban area trip generation for residential and commercial uses
- A trip generation survey was taken at the Jackson Rancheria Casino to estimate casino trip generation
- Trip generation rates from *Trip Generation* (8th Edition, Institute of Transportation Engineers, 2008) was used for schools, parks, and industrial uses

- Trip rates from the previous model were used to factor the urban trip generation rates to lower rural rates used in the Eastern Amador and Alpine County

Table 2 summarizes the trip generation rates used throughout much of the more populated areas of the county. The less developed portions of the county have lower trip generation rates, which reflect the higher proportion of part-time residents and lower rates of travel typical of isolated areas. The detailed trip generation rates are shown in Appendix C.

| Land Use Type | | Unit | Daily Vehicle-Trip Generation Rates |
|---------------|--|----------|-------------------------------------|
| SF_DU | Single-Family Residential (dwelling unit) | DU | 5.71 |
| MF_DU | Multi-Family Residential (dwelling unit) | DU | 3.69 |
| CBD_KSF | Central Business District (1,000 square feet) | KSF | 14.85 |
| SC_KSF | Major Shopping Center (1,000 square feet) | KSF | 34.20 |
| GC_KSF | General Commercial (1,000 square feet) | KSF | 28.61 |
| OFF_KSF | Office (1,000 square feet) | KSF | 10.04 |
| LI_KSF | Light Industrial (1,000 square feet) | KSF | 3.38 |
| MED_KSF | Medical (1,000 square feet) | KSF | 3.43 |
| ES_ENR | Elementary School (student enrollment) | Students | 1.16 |
| PARK_ACRE | City Park (acres) | Acres | 7.36 |
| HS_ENR | High School (student enrollment) | Students | 1.16 |
| PRISON | Mule Creek State Prison (trips per weekday) | Trips | 1.00 |
| SKI | Ski Area (trips per typical spring/fall weekday) | Trips | 1.00 |
| CASINO | Casino (trip per weekday) | Trips | 1.00 |
| WINE | Wineries (trips per typical spring/fall weekday) | Trips | 1.00 |
| REC | Recreation (trips per typical spring/fall weekday) | Trips | 1.00 |

Trip Purposes

The Amador County travel demand model uses seven trip purposes. Trip purposes are used to distinguish trips based on their spatial and temporal distribution patterns¹. The trip purposes used in the Amador County model are:

- Home-Based Work (HBW) Trips: These are trips between the traveler's residence and his/her workplace.
- Home-Based Shopping (HBS) Trips: These are trips between the traveler's residence and shopping area.

¹ As an example, shopping trips tend to be taken more in the afternoon and are shorter in length than work trips, which tend to have distinct AM and PM peaks and are longer in length.

- Home-Based Other (HBO) Trips: These are all other trips with one end at the traveler’s home that do not fall into any of the other categories. Service-related trips to commercial centers, eating out, and trips to the doctor, for example, are HBO trips.
- Recreational trips: These are trips between homes (both inside and outside of the County) and recreation uses such as parks and ski areas.
- Non-Home-Based (NHB) Trips: All trips where neither end is the traveler’s home are non-home-based trips. This includes trip chaining between stores or from an office to a meeting.
- Home-Based School (HBC) Trips: These are trips between a home and elementary school, middle school, or high school.
- Casino (CASINO) Trips: These are trips between homes (primarily outside of the County) and casinos. Note that casinos also attract some work trips and trips between commercial uses (local businesses/hotels and the casino).

Roadway Network

The road network was based on the previous version of the model, with some modifications to incorporate changes in the system since the last model update. The most significant change was the completion of the Highway 49 bypass of Sutter Creek. Figure 4 displays the road functional classifications for the Base Year, and Table 3 summarizes the general capacities used for each roadway functional classification in the model.

| Roadway Classification | Capacity (vehicles per hour per lane) |
|---------------------------------|---------------------------------------|
| Principal/Minor Arterial | 950-1,050 |
| Major Collector | 750 |
| Minor Collector | 650 |
| Local | 400 |
| Centroid Connector ¹ | 10,000 |

¹ Centroid connectors are abstract representations of the starting and ending point of each trip. Capacity is set significantly higher than other model links to prevent travel times from being affected by capacity on these abstract links.

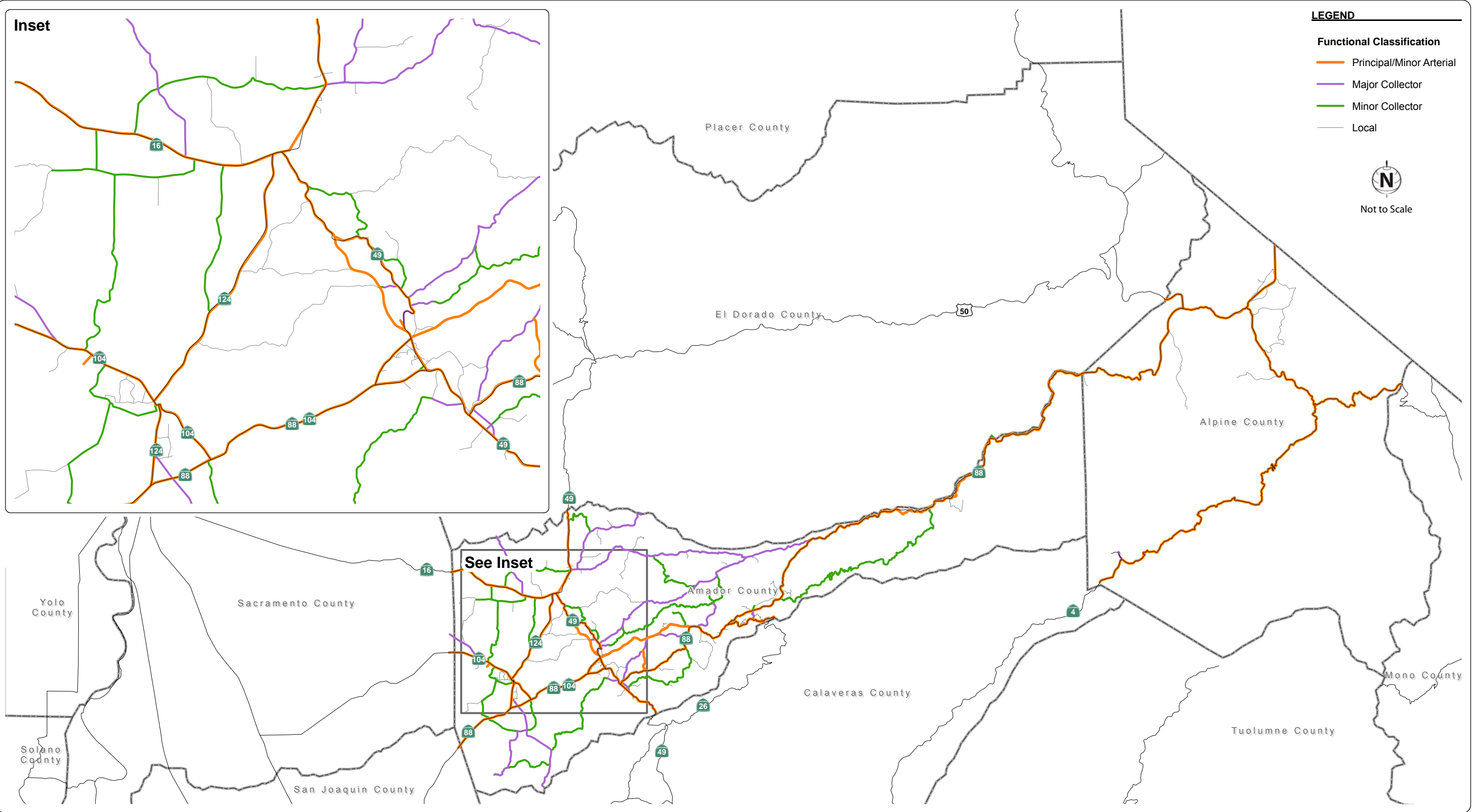


Table 4 summarizes the model network attributes.

| TABLE 4 – ATTRIBUTES IN MODEL NETWORK | |
|---|---|
| Field | Description |
| Link Layer Attributes | |
| ID | Model roadway link ID number |
| Length | Length of link in miles |
| Dir | Flag for one-way streets. 0=two-way, 1=one-way |
| Name | Street Name |
| AB_LANE / BA_LANE | Number of lanes in AB and BA direction |
| AB_CAP / BA_CAP | Capacity in AB and BA direction |
| AB_SPEED / BA_SPEED | Free-flow speed in AB and BA direction |
| FUNC_CODE | Code for roadway functional classification |
| FUNCTIONA1 | Text description of roadway functional classification |
| Daily_CNT | Field where daily traffic count data can be stored (not used in this version of the model) |
| AB_Hourly_Capacity / BA_Hourly_Capacity | Total hourly capacity (lanes multiplied by AB/BA_CAP) |
| AB_Daily_Capacity / BA_Daily_Capacity | Total daily capacity (hourly capacity multiplied by 12) |
| Alpha | Traffic assignment parameter |
| Beta | Traffic assignment parameter |
| From_ID | Placeholder for GIS database correspondence (not used in this version of the model) |
| To_ID | Placeholder for GIS database correspondence (not used in this version of the model) |
| Max_Dev_24 | Caltrans' maximum allowable deviation for corresponding traffic counts |
| Node Layer Attributes | |
| TAZ | TAZ number for each centroid |
| Study_Intersection | Identification of study intersections. The turning movement volumes will be populated for nodes with any numeric value. |
| <p>Notes: Bold indicates the input network fields. Other fields in the model network are kept for informational purpose. Network attributes with AB and BA labels store directional information. If a link is drawn from point A to point B, the point A to point B direction is the AB direction, and it is also called topology direction.</p> | |

Friction Factors

Friction factors, also known as travel time factors, determine the relative attractiveness of each destination zone based on the travel time between TAZs and the number of potential origins and destinations in each TAZ. These factors are used in the trip distribution stage of the model. Friction factors reported in national modeling reference documents such as National Cooperative Highway Research Program (NCHRP) 365, and modified based on local conditions, were used in the Amador County TDF model.

External Travel Characteristics

External to external (XX) trips, or through trips, represent trips that pass through the County without stopping. As discussed above, IX and XI trips begin or end outside the County but have one trip end within the County.

The XX trips were based on the data from the previous version of the model, adjusted to account for growth in traffic between 2005 and 2010. The IX and XI percentages were based on the information from the 2007-2010 American Community Survey, which is an ongoing survey conducted by the US Census bureau that collects demographic, and socioeconomic information, including journey to work data.

3. SUMMARY OF MODEL VALIDATION

The Amador County TDF model was validated to determine how well the base year model was able to match existing traffic counts, a process known as static validation.

STATIC VALIDATION

Static validation is the term used to describe the model's performance as it relates to how well the model's estimate of roadway segment traffic volumes for the base year (i.e., 2006) matches existing traffic counts. Caltrans and the Federal Highway Administration have identified certain guidelines regarding acceptability for forecasting future year traffic. The following describes the model performance in comparison to the Caltrans *Travel Forecasting Guidelines*, November 1992, *Travel Model Improvement Program (TMIP) Model Validation and Reasonableness Checking Manual*, February 1997, and Fehr & Peers' internal standards.

VALIDATION COMPARISON TECHNIQUES

Travel model accuracy is tested using these comparison techniques.

1. The volume-to-count ratio is computed by dividing the volume assigned by the model and the actual traffic count for individual roadways (or intersections) model-wide.
2. The deviation is the difference between the model volume and the actual count divided by the actual count.
3. The correlation coefficient estimates the correlation between the actual traffic counts and the estimated traffic volumes from the model.
4. The Percent Root Mean Square Error (PRMSE) is the square root of the model volume minus the actual count squared divided by the number of counts. It is a measure similar to standard deviation in that it assesses the accuracy of the entire model.

In addition to these static validation tests, dynamic validation was performed to test the model's stability to verify that reasonable output responses occurred based on varying input variables.

STATIC VALIDATION STANDARDS

For a model to be considered accurate and appropriate for use in traffic forecasting, it must replicate actual conditions within a certain level of accuracy and demonstrate sufficient sensitivity to changes in the model's input variables. Since it is difficult for any model to replicate all counts precisely, validation guidelines have been established. The following summarizes key validation targets based on the Caltrans guidelines, TMIP guidelines, and Fehr & Peers' internal standards for the Amador County TDF model.

- The overall volume-to-count ratio is +/-10 percent of 100.
- A minimum of 75 percent of the roadway links should be within their maximum desirable deviation, which ranges from approximately 5 to 60 percent, depending on total volume.
- The model-wide correlation coefficient is suggested to be greater than 0.88.
- Less than 40 percent is suggested for an appropriate aggregate Percent Root Mean Square Error (PRMSE) for all links with counts or by facility type and area type.

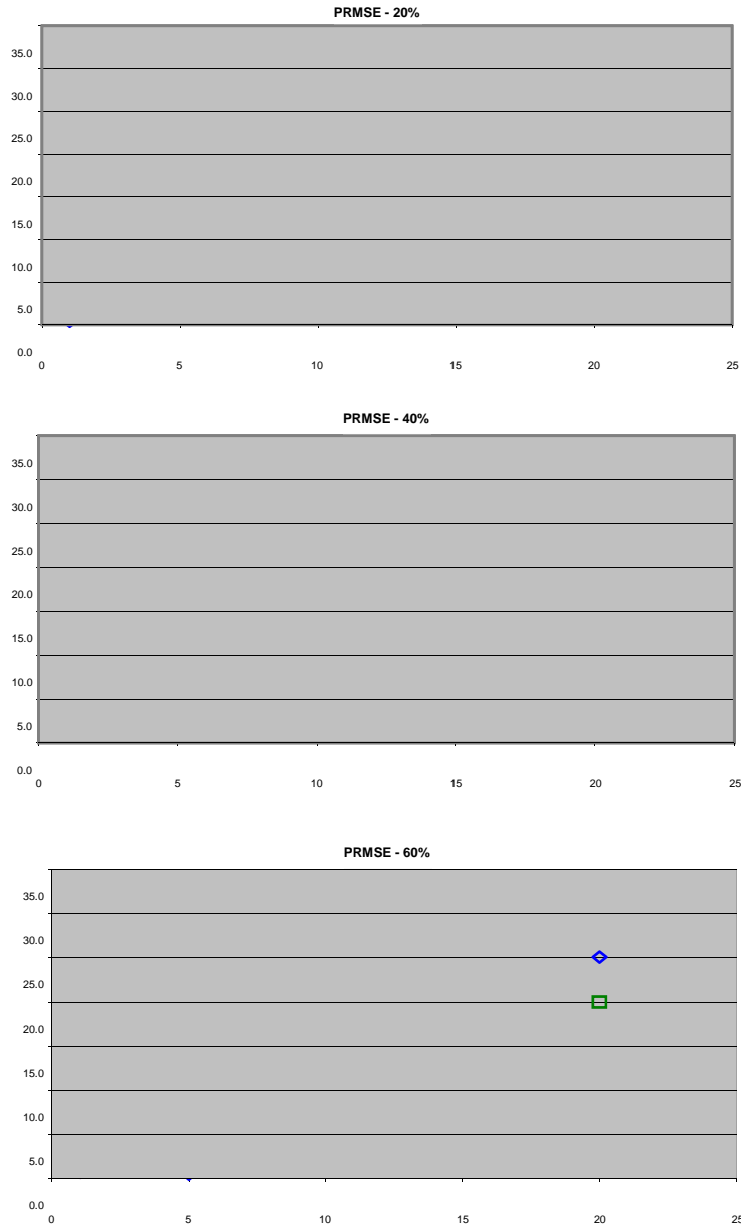


Figure 5 – PRMSE Examples

Figure 5 presents PRMSE values of 20 percent, 40 percent, and 60 percent. Each graph presents the following information: traffic counts (green lines), maximum and minimum allowable deviation (purple lines), and traffic model forecasts (blue data points). With a PRMSE of 40 percent, most of the traffic volume forecasts are within the allowable deviation established by Caltrans and are generally clustered around the existing traffic count curve. At 20 percent, all of the traffic volume forecasts are within deviation and are more closely clustered around the traffic count curve. At 60 percent, most of the traffic volume forecasts exceed allowable deviation and are not well clustered around the traffic count curve. To provide perspective, if the traffic model was perfect, the PRMSE would be zero (0) percent and the traffic volume forecasts (blue data points) would fall exactly along the existing traffic count curve (green line).

STATIC VALIDATION RESULTS

Once all the input data described in Chapter 3 were collected, the Amador County TDF model was run and the results were examined and checked for reasonableness. Link volumes that did not conform with traffic counts were investigated further, which led to the correction of land use and roadway network errors, and modifications of the model parameters.

Table 5 summarizes the aggregate static validation results for all validation links. Overall, the results show that the Amador County model performs well and exceeds the validation guidelines set by Caltrans and TMIP. Appendix D contains detailed static validation summary reports.

| TABLE 5 – STATIC VALIDATION RESULTS FOR LINK LEVEL | | | | |
|---|---------------------------------|--------|--------------|--------------|
| Validation Statistic | Caltrans and TMIP Guidelines | Daily | AM Peak Hour | PM Peak Hour |
| Total number of links for validation | - | 80 | 72 | 72 |
| Volume-to-Count Percent Error for all directional links | +/- 10% | +0% ✓ | -6% ✓ | -8% ✓ |
| Percent of directional links within allowed maximum deviation | > 75% | 85% ✓ | 85% ✓ | 86% ✓ |
| Correlation Coefficient | > 0.88 | 0.98 ✓ | 0.97 ✓ | 0.98 ✓ |
| Overall PRMSE at link level | < 40% | 21% ✓ | 25% ✓ | 26% ✓ |

4. FUTURE YEAR MODEL

This chapter describes how the future year (2030 and 2050) versions of the Amador County TDF model were developed. In general, the future year models were developed by modifying the base year model to include a new land use and roadway network files. In addition, the through trip (XX) matrix was modified and the station weights were adjusted to account for growth in surrounding counties.

2030 MODEL

The following section describes how the land use and roadway network were developed for the 2030 version of the TDF model.

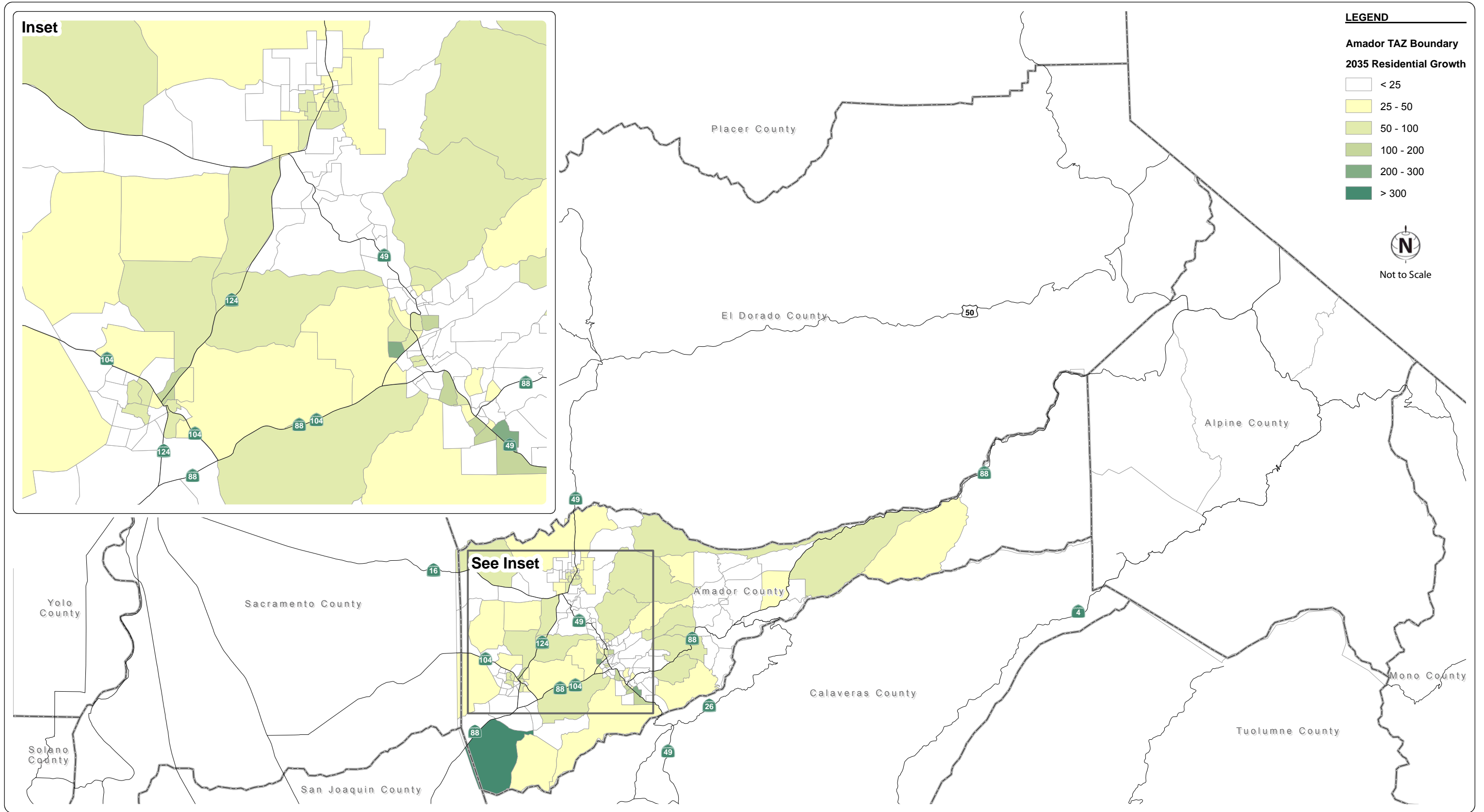
2030 Land Use File

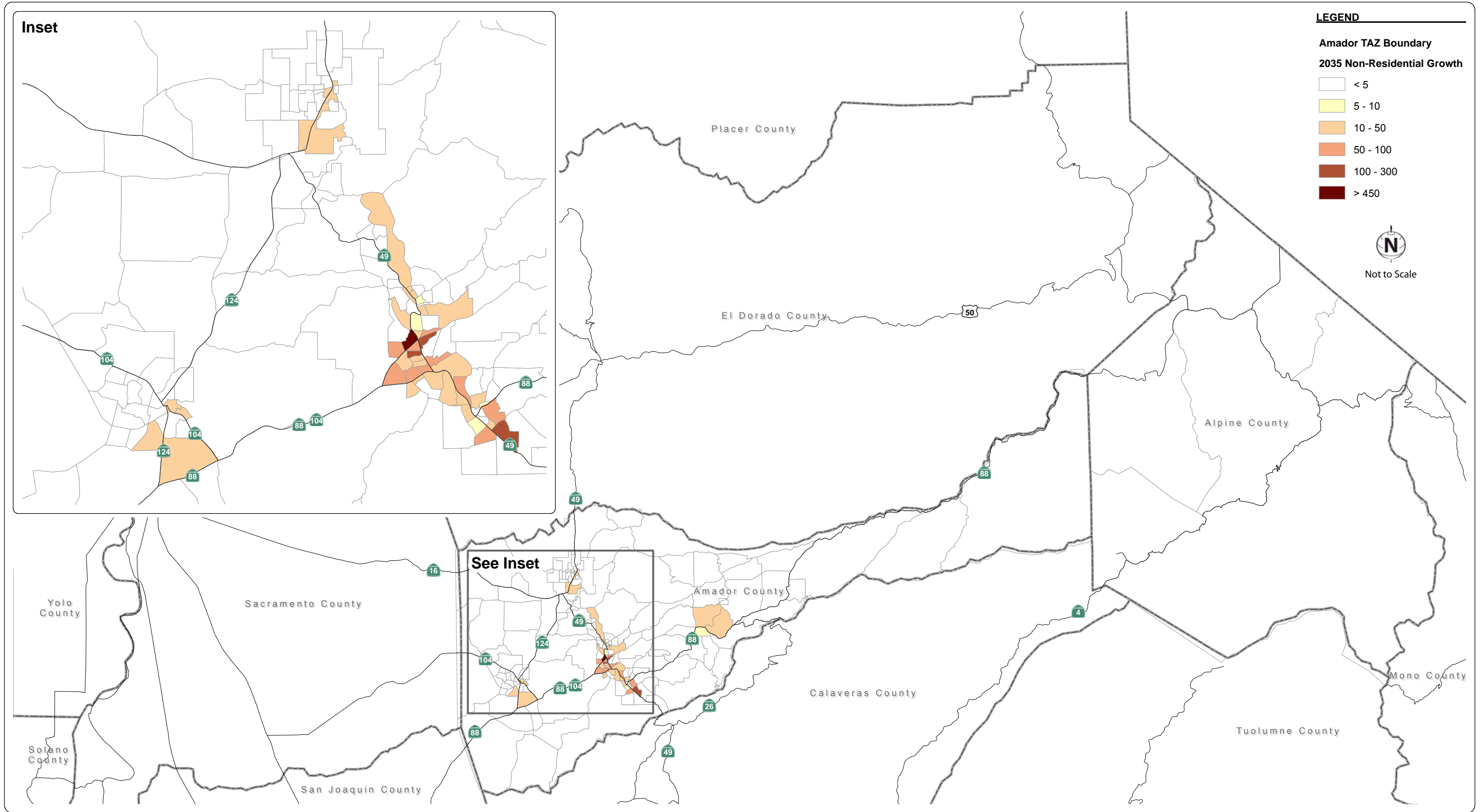
In many TDF models, the future year land use is developed by a jurisdiction or consultant by determining the amount of development that is allowed under buildout of the various General Plans that cover the area. Occasionally, this buildout forecast is scaled back since it is unlikely that all the land uses would build out by a defined forecast year. While this approach often produces reasonable forecasts of housing units, the amount of non-residential development is usually overstated as most jurisdictions “over-zone” commercial and other non-residential land uses.

The 2030 land use file for the Amador County TDF model was developed differently. In this case, the County went through a land use allocation process using the Uplan software developed by UC Davis. Uplan differs from the traditional approach in that it takes a future year population (typically derived by the California Department of Finance) and then derives an appropriate amount of support employment and retail uses. In this way, the future year land use forecasts will be in balance (from an economic perspective), which leads to more reasonable forecasts of future travel.

In addition to estimating the non-residential uses, Uplan allocates land use growth based on a set of rules defined by County planners. In general, land use is allocated first to locations that best accommodate growth. These areas include locations that have been designated for growth by local jurisdictions and may already have preliminary environmental analysis completed and some infrastructure constructed. Areas near existing roads are generally considered to be more developable than areas further away since it is costly to develop internal roadways to connect to the regional system. Uplan also considers features that make development more difficult or impossible. Examples of constraints include land that is under Williamson Act preservation, other agricultural lands, and some forest lands. Areas that are deemed to be unsuitable for development include steep slopes, critical habitat areas, and state/federal properties.

After Uplan allocates land use across the County, the data are aggregated into the TAZs described in Chapter 2 and a new TransCAD land use file is created. Figure 6 presents the 2010-2030 growth in dwelling units per TAZ and Figure 7 presents the 2010-2030 growth in non-residential development per TAZ. The 2030 land use file is presented in Appendix E.





2030 Roadway Network

Typically, the 2030 roadway network would be setup to include Tier 1 funded projects from the Regional Transportation Plan. However, since this model is being developed, in part, to develop the updated Regional Transportation Plan, no future improvements were assumed.

EXTERNAL TRAVEL CHARACTERISTICS

As described in Chapter 3, several factors influence trips that have at least one end outside of the model area. As part of the 2030 model update, the XX trip matrix was adjusted based on the results of the California Statewide Travel model from Caltrans. Using the 2000 and 2025 versions of the Statewide model, the growth in traffic at each of the Amador County external gateways was estimated. Using row-and-column factoring, the 2010 XX trip matrix was adjusted to account for this growth. Appendix F presents the 2010 and 2030 XX trip matrices.

The factors that influence the IX and XI trip distribution were also evaluated when developing the 2030 version of the TDF model. Under base year conditions, the majority of trips within Amador County are II trips. Considering the growth in Amador and neighboring counties between 2010 and 2030, it is not expected that the II, IX, or XI trip characteristics would change significantly.

While the proportion of II trips to IX/XI trips is expected to remain the same between 2010 and 2030 conditions, the station weights that affect the IX and XI trip distribution were adjusted for the 2030 model. Travel between Amador and the neighboring counties is influenced by population growth in each of the respective counties. Using California Department of Finance data, the growth for each of the counties surrounding Amador was determined and the station weights for each of the external stations were adjusted according to the county growth rate. Appendix E, which contains the 2030 land use file, also contains the updated station weights.

Figure 8 – 2030 Model Volumes and Volume/Capacity Ratios for Entire County



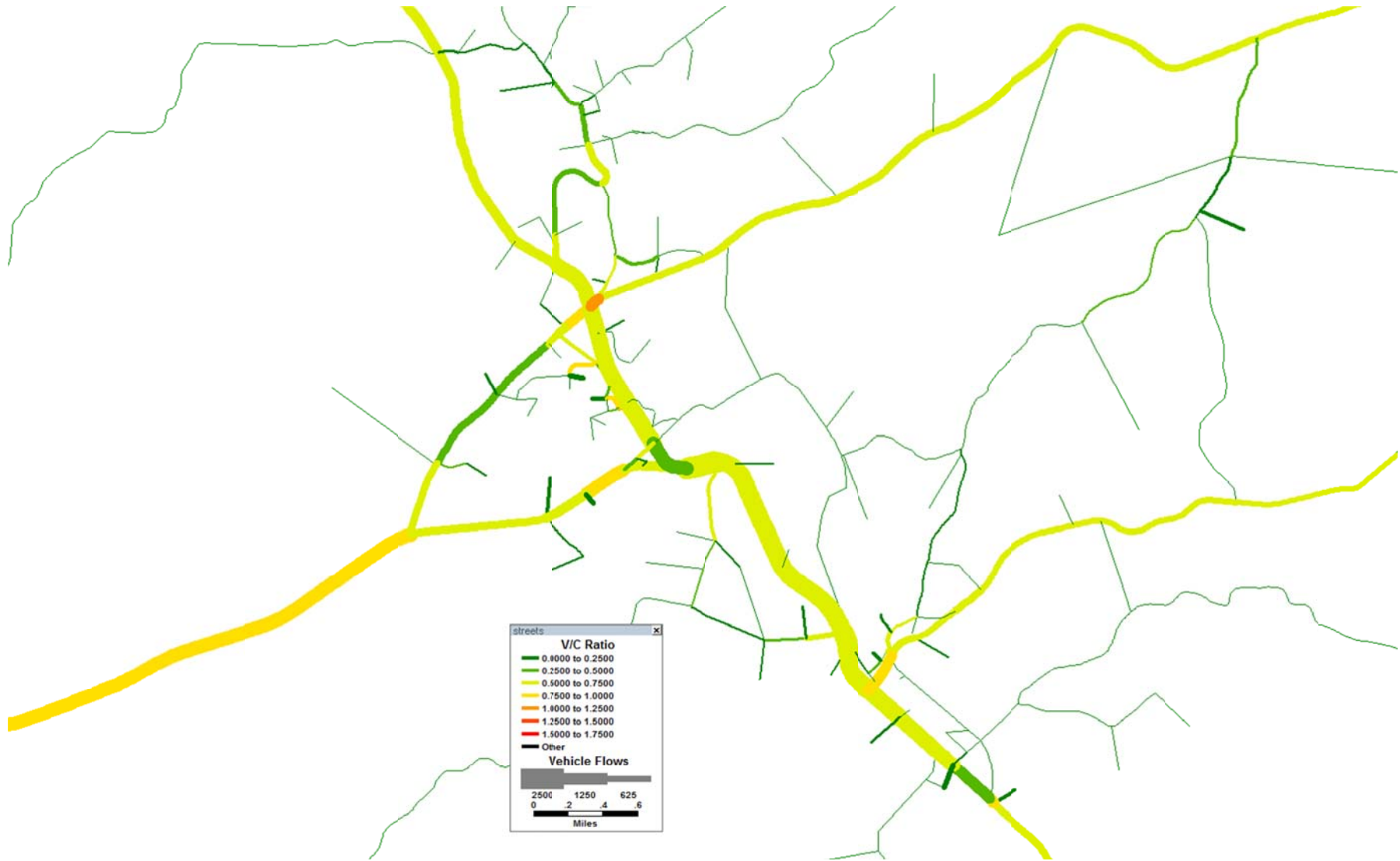
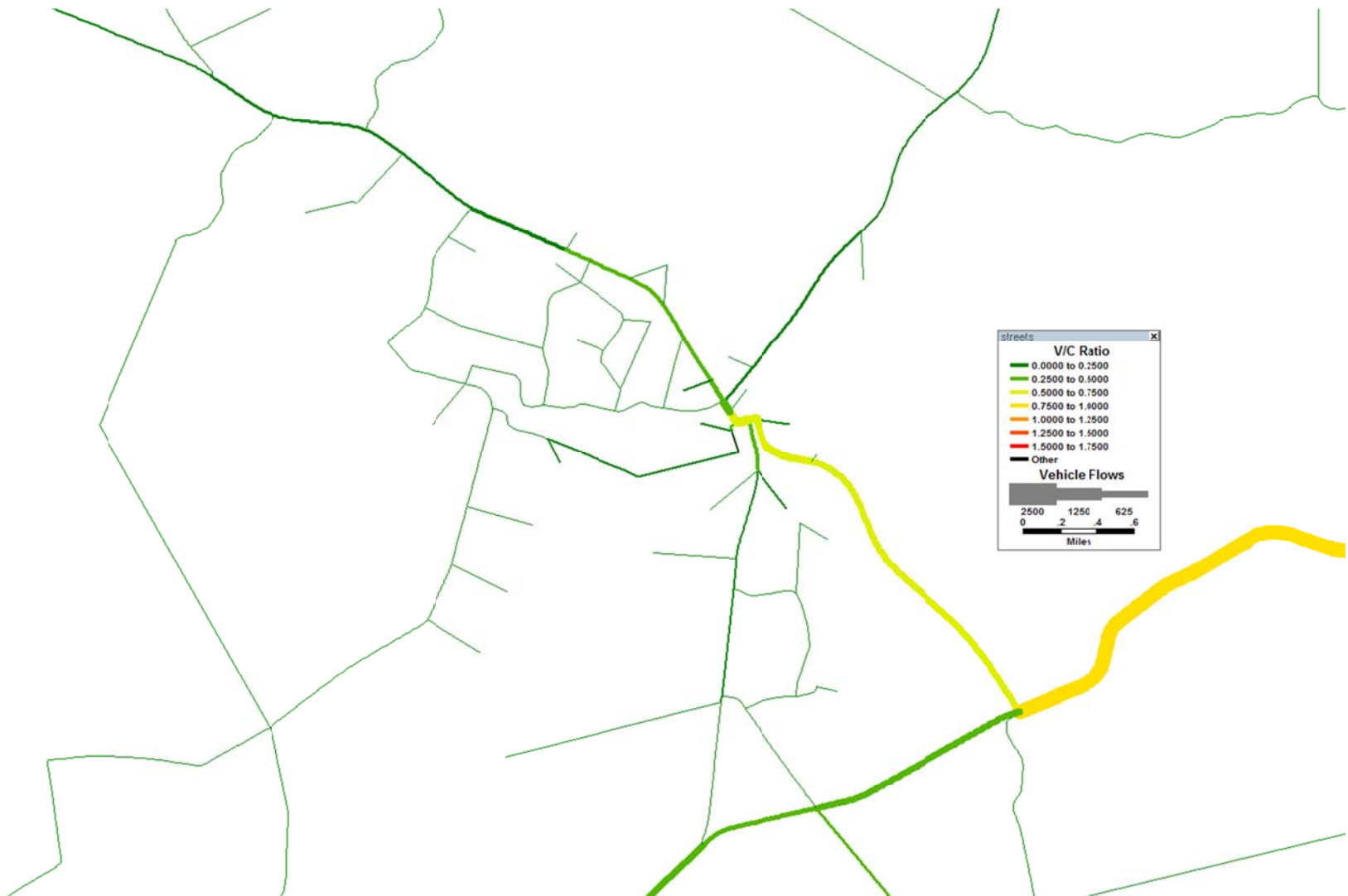


Figure 10 – 2030 Model Volumes and Volume/Capacity Ratios for Lone Area



2050 MODEL

In addition to a 2030 version of the Amador County TDF model, a long-range 2050 model was also developed. While it is difficult to forecast land use and demographic change for a 2050 time horizon, this model does allow a potential glimpse into the future assuming that current travel behaviors and technologies are to those assumed for the 2030 model.

2050 Land Use File and Roadway Network

The 2050 land use file was developed in the same way as the 2030 forecast. Department of Finance demographic data and Uplan were the primary tools. The roadway network was assumed to be unchanged from 2030 conditions to allow planners to determine potential deficiencies and improvement projects.

Figures 11 through 13 show sample 2050 TDF model output.

Figure 11 – 2050 Model Volumes and Volume/Capacity Ratios for Entire County



Figure 12 – 2050 Model Volumes and Volume/Capacity Ratios for Jackson Area

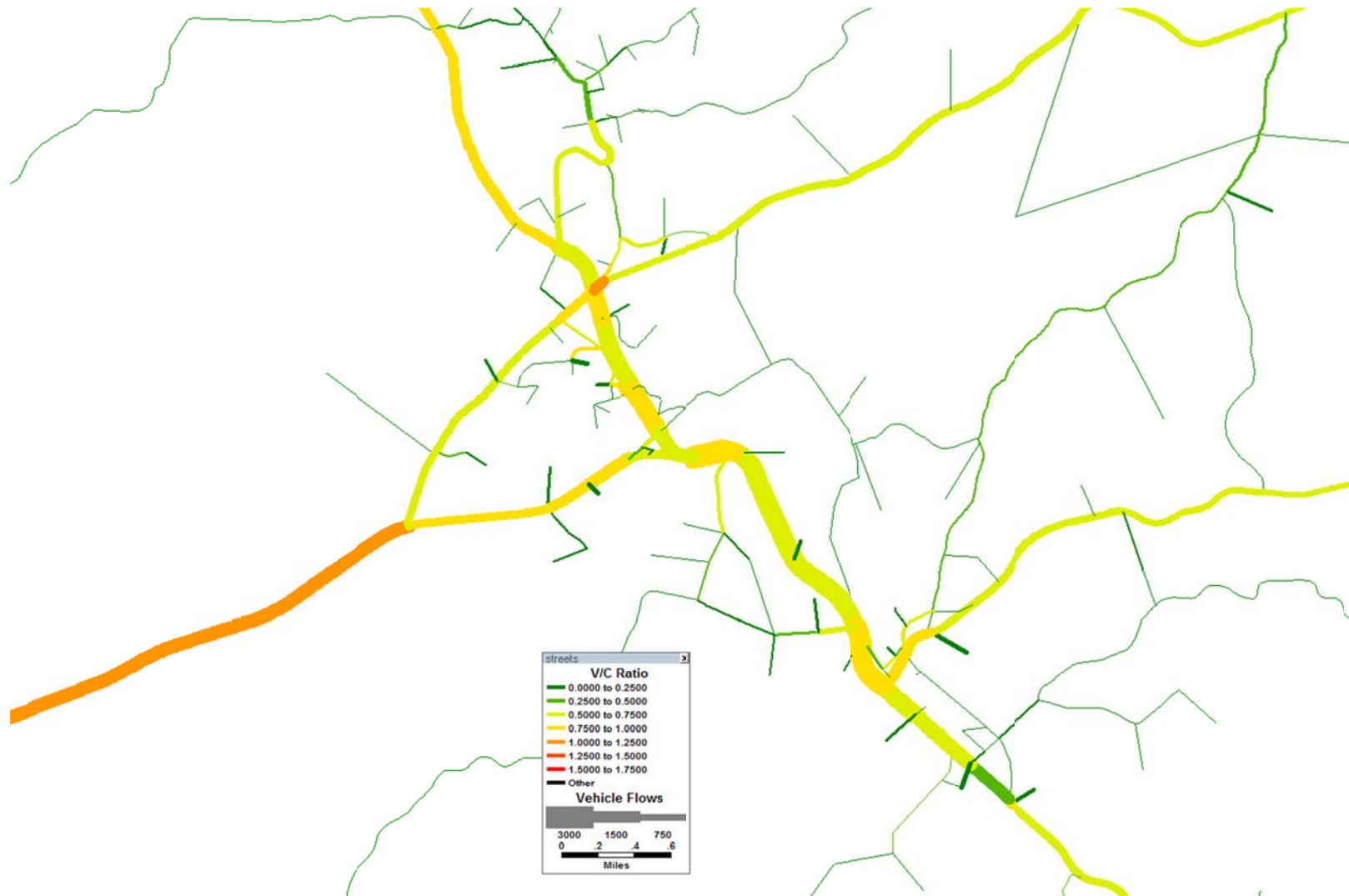
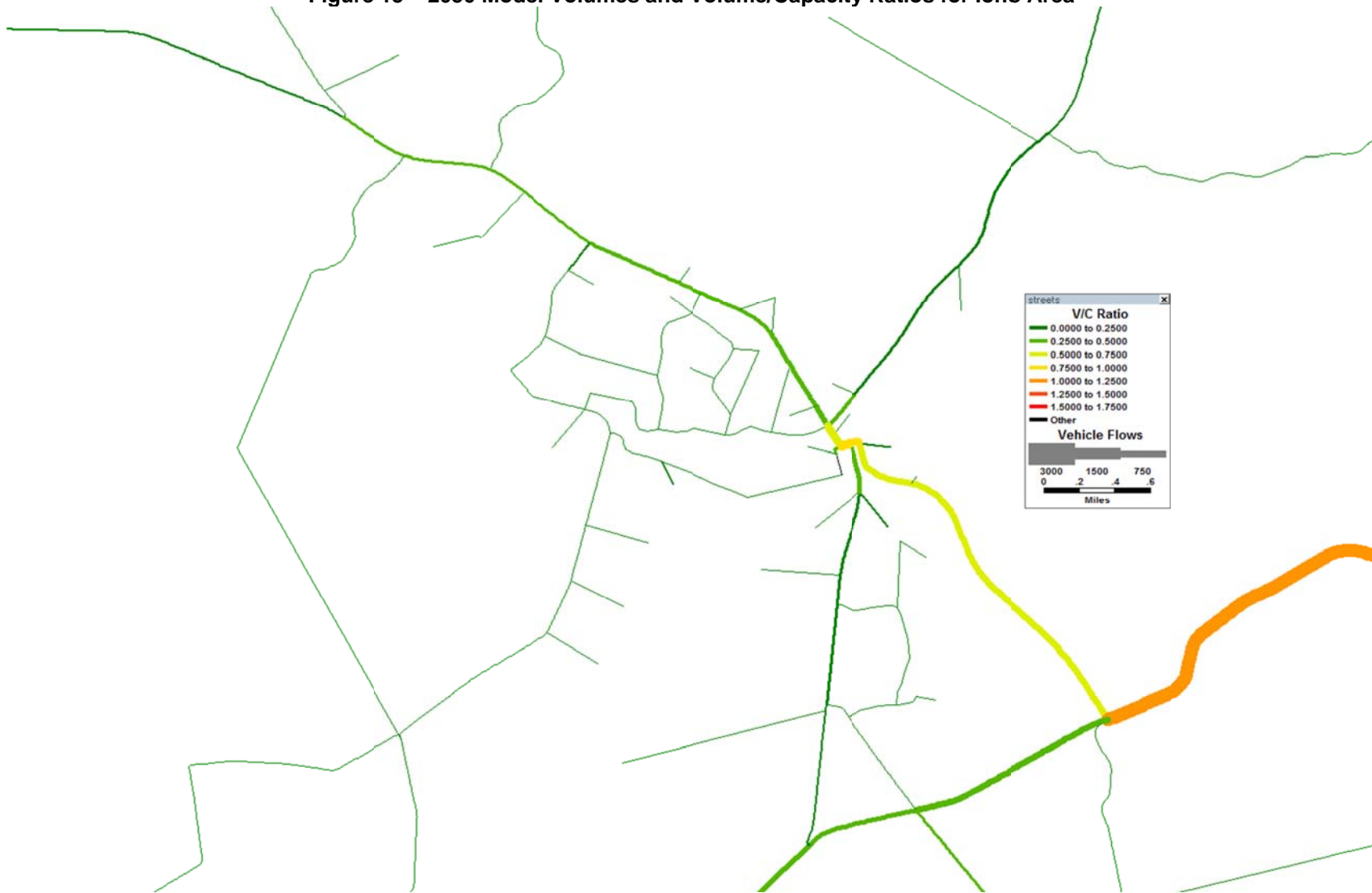


Figure 13 – 2050 Model Volumes and Volume/Capacity Ratios for Lone Area



5. AIR QUALITY POST PROCESSOR

The Amador County TDF model has a pair of spreadsheets to post process the model data such that they can easily be analyzed in the California Air Resources Board's EMFAC emissions model. EMFAC uses travel data to estimate greenhouse gas and air pollution emissions. This section describes how to use the air quality post-processor.

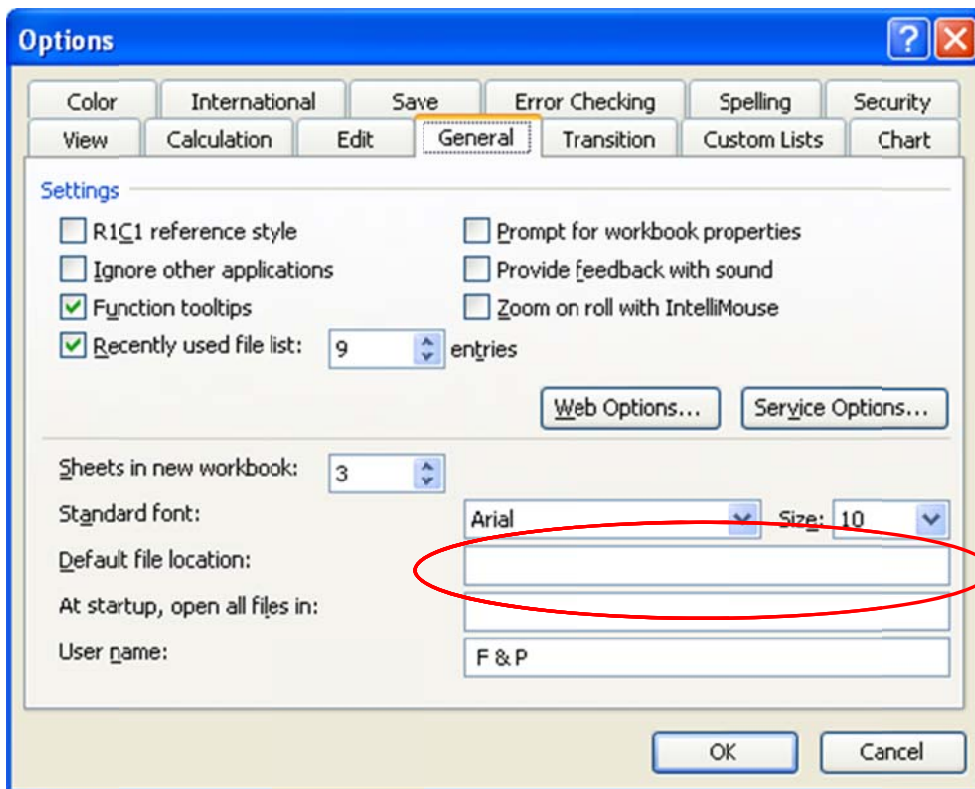
AIR QUALITY POST PROCESSOR

The Amador County TDF model has been set up to prepare vehicle-miles traveled (VMT) and vehicle-trip (VT) information for use in the EMFAC air quality modeling software. This section describes how to run the EMFAC Data Post-Processor spreadsheets.

Open Spreadsheet

The EMFAC Data Post-Processor is an Excel spreadsheet with macros built in to import the appropriate TransCAD data. Because the output files from this version of the Amador County TDF model are *.dbf files, it is advisable to use Excel 2003; since newer versions of Excel do not support *.dbf files. (Note that the post processor has been tested and runs in Excel 2007 as well).

Within the scenario folder (e.g., 2010 or 2030), open the EMFAC2010.xls or EMFAC2030.xls file. Make sure that you have macros enabled or the spreadsheet will not work.



Set Up Excel

When the spreadsheet is opened, it will display the results of the previous run. This data will automatically be updated when the macro is run.

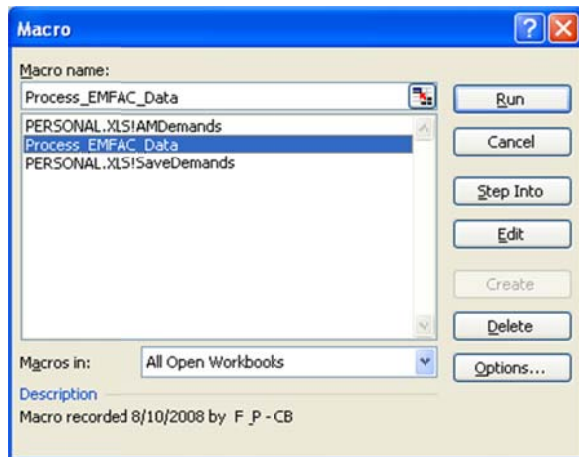
Before running the macro, you may need to make a one-time setting change in Excel. To edit this setting, go to **Tools > Options** and click on the **General** tab. The following window appears.

During the initial setup of Office, Excel sets the **Default file location** to your “My Documents” folder. However, for the macro to work, the **Default file location** field must be blank, which means that the macro will search for files that are in the same folder as the EMFAC2010.xls spreadsheet.

Once you clear the **Default file location** field, click **OK**.

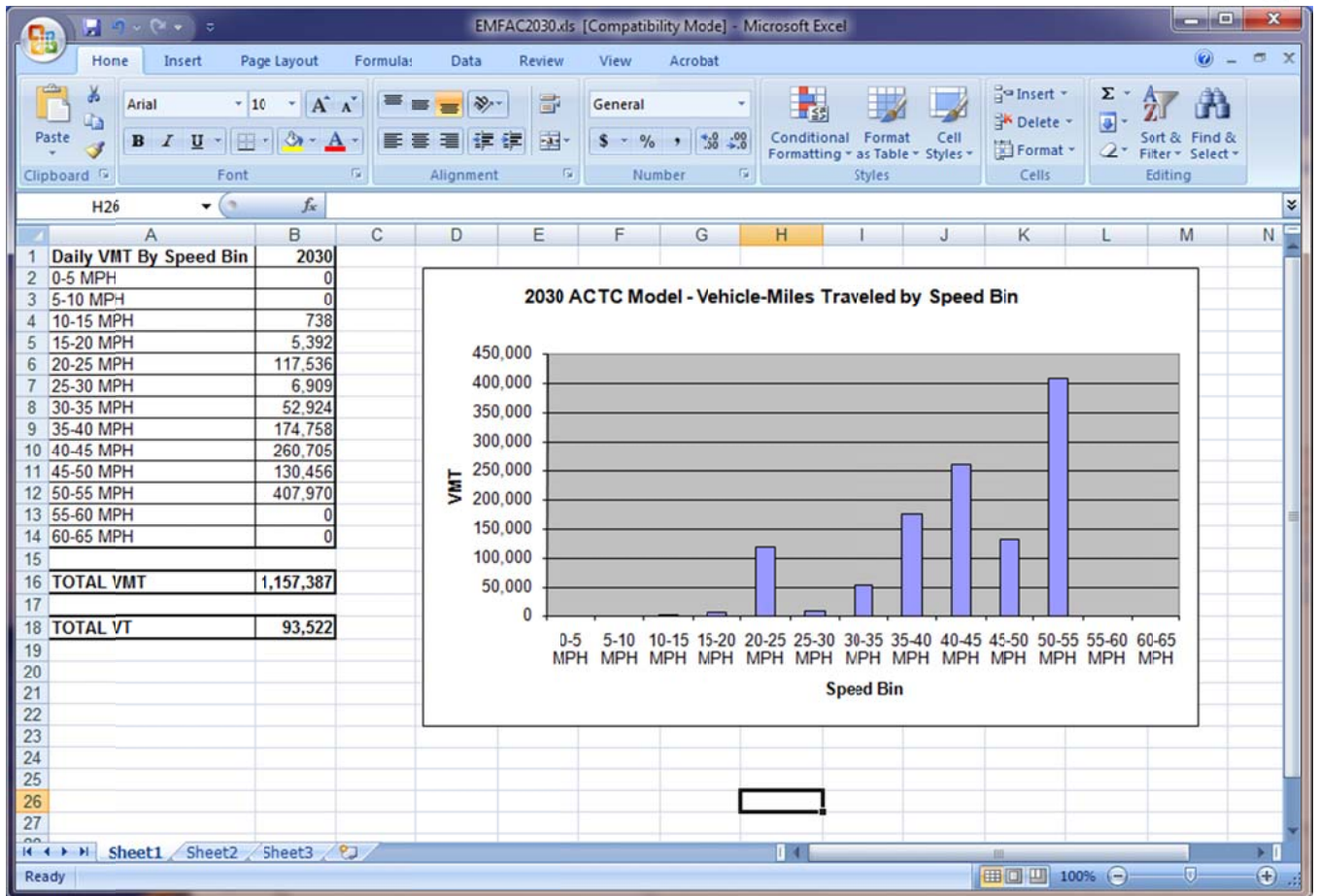
Run Macro

To run the macro, either press **Control+E** on the keyboard, or go to **Tools > Macro > Macros...** The Macro dialog box appears, as shown below.



Depending on how many macros have been created in other spreadsheets, the list of macros may be different, but there should be a “Process_EMFAC_Data” macro. Highlight this macro and press **Run**. The macro takes between 5 and 15 minutes to process, depending on computer speed. Once complete, the VMT and VT data in the spreadsheet will be updated based on the latest run of TransCAD.

As shown in the following figure, the EMFAC2010 and EMFAC2030 spreadsheets contain the total model VMT, total model VT, and VMT by speed bin data. Please consult the EMFAC users manual of how to input these data into the EMFAC Burden run to calculate total greenhouse gas and air pollution emissions.



6. MODEL LIMITATIONS

Like all TDF models, this update to the Amador County TDF model has limitations that are important to recognize when applying the model. This section describes these limitations.

PRODUCTION AND ATTRACTION BALANCING

Three-step TDF models like the Amador County TDF model develop trip production and trip attraction estimates in the Trip Generation stage of the model run. The final part of the Trip Generation stage “balances” trip productions and attractions so there is one trip attraction to each trip production. In general, trips are balanced to the home end of the trip (i.e., home-based work attractions are balanced to match home-based work productions).

When the Amador County TDF model was calibrated, the overall trip production and trip attraction rates roughly balanced. Additionally, in developing the 2030 and 2050 versions of the Amador County land use file, the proportion of residential to non-residential development was maintained so that future year productions and attractions would also roughly balance.

Trip production and attraction balancing can become an issue in model application when land use is added and the proportion of residential and non-residential uses is not kept in balance. This often happens when evaluating the effects of large developments like specific plans. For example, a large shopping center may be evaluated by adding the land use to the TDF model land use file. However, if a sufficient number of homes are not added to support the shopping center, then the trip generation rate at the shopping center may be lower than expected since the model balances home-based other (e.g., shopping trips) to attractions, which are at the home end of the trip. Conversely, if a large residential specific plan is added without any support employment uses like offices and manufacturing, the new homes could lead to an unexpected increase in trip generation at nearby employment uses; again, because the model balances home-based work trips to attractions, which are at the home end of the trip.

When adding a significant amount of land uses to either the base or future year version of the model, it is recommended that a dynamic validation test be performed to ensure that the model is producing reasonable results.

SENSITIVITY TO THE BUILT ENVIRONMENT

As discussed earlier, this version of the Amador County TDF model includes a 4D feature, but it is not currently enabled because an alternative future year land use scenario has not been developed. If a future land use scenario is developed, the 4D GIS analysis of this future year alternative can be prepared, changes in the 4D variables be calculated, and an adjustment to the trip generation step be made. With the calculation framework and tools established, this 4D adjustment process can be done rapidly to determine how an alternative built environment scenario could affect travel outcomes.

Appendix A
Frequently Asked Questions About TDF Models

This appendix summarizes the answers to commonly asked questions related to Travel Demand Forecasting (TDF) models and Amador County's need for such a model.

What is a Computerized TDF Model?

A TDF model is a computer program that simulates traffic levels and patterns for a specific geographic area. The program consists of input files that summarize the area's land uses, street network, travel characteristics, and other key factors. Using this data, the model performs a series of calculations to determine the amount of trips generated, where each trip begins and ends, and the route taken by the trip. The model's output includes projections of traffic volumes on major roads.

Why Do We Need a TDF Model?

The ACTC TDF model will be a valuable tool for the preparation of short- or long-range transportation planning studies and aid in determining the impacts to air quality from transportation projects. The TDF model will be used to estimate the average daily and peak hour traffic volumes on the major roads in response to future growth assumptions. Using these traffic projections, transportation improvements will be identified to accommodate traffic growth.

How Do We Know if the Model is Accurate?

To be deemed accurate for projecting traffic volumes in the future, a model must first be calibrated to a year in which actual land use data and traffic volumes are available and well documented. A model is accurately calibrated when it replicates the actual traffic counts on the major roads within certain ranges of error established in the "Travel Forecasting Guidelines", Caltrans, 1992 and it demonstrates stable responses to varying levels of inputs. The ACTC TDF Model has been calibrated to 2010 (base year) conditions using the citywide traffic counts, US census bureau data, and City land use data.

The ability of a TDF model to replicate traffic counts is known as model validation. Traffic counts at dozens of locations were compared with the base year daily, AM peak hour, and PM peak hour model projections to determine the model's accuracy.

Is the ACTC TDF Model Consistent with Standard Practices?

The ACTC TDF Model is consistent in form and function with the standard TDF models used in the transportation planning profession. The model includes a land use/trip generation module, a gravity-based trip distribution model, and a capacity-restrained equilibrium traffic assignment process. The model utilizes the TransCAD Transportation GIS software, which is consistent with many of the models used by local jurisdictions in California and throughout the nation.

How Can the TDF Model be Used?

The TDF model can be used for many purposes related to planning and design of the City's transportation system. The following is a partial listing of some of the potential uses of the model.

- To evaluate the traffic impacts of area-wide land use plan alternatives
- To evaluate the shift in traffic resulting from roadway improvements
- To evaluate the traffic impacts of land development proposals
- To determine trip distribution patterns of land development proposals
- To support the development of transportation sections of EIRs

Appendix B
Base Year Land Use Data



ACTC TDF Model Base Year Land Use File

| TAZ | ATYPE | ATYPE_SF | DU | MF_DU | CBD_KSF | SC_KSF | GC_KSF | OFF_KSF | LI_KSF | MED_KSF | ES_ENR | PARK_AC | HS_ENR | HI_KSF | PRISON | SKI | CASINO | WINE | REC | IX_P | IX_A | XI_P | XI_A |
|-----|-------|-------------|-----|-------|---------|--------|--------|---------|--------|---------|--------|---------|--------|--------|--------|-----|--------|------|-----|------|------|------|------|
| 1 | 3 | Alpine | 126 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 14 |
| 2 | 3 | Alpine | 408 | 0 | 0 | 0 | 32 | 20 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 58 | 0 | 0 | 151 |
| 3 | 3 | Alpine | 312 | 0 | 0 | 0 | 36 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 0 | 0 | 0 | 46 | 0 | 0 | 230 |
| 4 | 3 | Alpine | 260 | 0 | 0 | 0 | 28 | 44 | 0 | 0 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 42 | 0 | 0 | 1507 |
| 5 | 3 | Alpine | 136 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 19 | 0 | 0 | 66 |
| 6 | 3 | Alpine | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 3 | Alpine | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 1 | West Amad | 62 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 0 | 2 |
| 22 | 1 | West Amad | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| 23 | 1 | West Amad | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| 24 | 6 | Plymouth | 53 | 31 | 16 | 0 | 3 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 62 |
| 25 | 1 | West Amad | 41 | 18 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 0 | 8 |
| 26 | 1 | West Amad | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 0 |
| 27 | 1 | West Amad | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 43 |
| 28 | 1 | West Amad | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 |
| 29 | 1 | West Amad | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 381 | 0 | 0 | 0 |
| 30 | 1 | West Amad | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 0 | 0 |
| 31 | 1 | West Amad | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 0 | 0 | 0 |
| 32 | 1 | West Amad | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| 33 | 1 | West Amad | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | 0 | 0 | 0 |
| 34 | 1 | West Amad | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| 35 | 5 | lone | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| 36 | 5 | lone | 2 | 0 | 0 | 0 | 0 | 7.4 | 0 | 0 | 0 | 0 | 0 | 11.6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 6 |
| 37 | 1 | West Amad | 249 | 9 | 0 | 0 | 15.6 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 559 | 0 | 0 | 121 |
| 38 | 1 | West Amad | 202 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 430 | 0 | 0 | 9 |
| 39 | 1 | West Amad | 10 | 0 | 0 | 0 | 0 | 38.75 | 0 | 0 | 0 | 0 | 0 | 63.3 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 58 |
| 40 | 1 | West Amad | 36 | 0 | 0 | 0 | 6.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 46 |
| 41 | 9 | Jackson | 2 | 0 | 0 | 0 | 21.4 | 55.9 | 20.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 136 |
| 42 | 1 | West Amad | 87 | 123 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 25.2 | 0 | 0 | 0 | 0 | 0 | 377 | 0 | 0 | 26 |
| 43 | 1 | West Amad | 27 | 0 | 0 | 0 | 11.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 80 |
| 44 | 1 | West Amad | 291 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 623 | 0 | 0 | 42 |
| 45 | 2 | Central & E | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 0 |
| 46 | 2 | Central & E | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 |
| 47 | 2 | Central & E | 283 | 0 | 0 | 0 | 15.9 | 0 | 0 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 0 | 0 | 36 |
| 48 | 2 | Central & E | 281 | 64 | 0 | 0 | 33.6 | 33.2 | 1.5 | 0 | 286 | 17 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 0 | 0 | 112 |
| 49 | 2 | Central & E | 334 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 0 | 0 | 0 |
| 50 | 2 | Central & E | 286 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 0 | 0 | 17 |
| 51 | 2 | Central & E | 281 | 0 | 0 | 0 | 9.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 20 |
| 52 | 2 | Central & E | 450 | 0 | 0 | 0 | 16.5 | 0 | 7.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 0 | 0 | 37 |
| 53 | 1 | West Amad | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 388 | 0 | 0 | 0 |
| 54 | 9 | Jackson | 3 | 271 | 0 | 0 | 9.2 | 27.7 | 0 | 34 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 0 | 0 | 76 |
| 55 | 9 | Jackson | 17 | 44 | 0 | 0 | 50.3 | 0 | 14 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 168 |
| 56 | 1 | West Amad | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| 57 | 2 | Central & E | 314 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 0 |
| 58 | 2 | Central & E | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 |
| 59 | 2 | Central & E | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 |
| 60 | 2 | Central & E | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 |
| 61 | 2 | Central & E | 266 | 0 | 3.5 | 0 | 4.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 14 |
| 62 | 1 | West Amad | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 0 | 0 | 0 |
| 63 | 1 | West Amad | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| 64 | 1 | West Amad | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 |
| 65 | 1 | West Amad | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| 66 | 1 | West Amad | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| 67 | 1 | West Amad | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 0 |
| 68 | 1 | West Amad | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 0 |
| 69 | 1 | West Amad | 2 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 25 |

ACTC TDF Model Base Year Land Use File

| | | | | | | | | | | | | | | | | | | | | | |
|-----|---|-------------|-------|-----|-------|------|------|-------|-------|------|-----|-----|-----|---|---|-----|-----|-----|---|---|-----|
| 70 | 1 | West Amador | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| 71 | 1 | West Amador | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 0 | 0 | 0 |
| 72 | 2 | Central & E | 102 | 0 | 1.9 | 0 | 6.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 40 | 0 | 0 | 68 |
| 73 | 2 | Central & E | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| 74 | 2 | Central & E | 383 | 0 | 0 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 148 | 0 | 0 | 88 |
| 75 | 2 | Central & E | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 46 | 0 | 0 | 1 |
| 76 | 2 | Central & E | 370 | 48 | 0 | 0 | 18.3 | 25.5 | 3.3 | 0 | 208 | 0 | 0 | 0 | 0 | 0 | 50 | 163 | 0 | 0 | 63 |
| 77 | 2 | Central & E | 222 | 69 | 0 | 0 | 53.6 | 7.9 | 169.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 127 | 0 | 0 | 171 |
| 78 | 2 | Central & E | 146 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 56 | 0 | 0 | 18 |
| 79 | 2 | Central & E | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 0 | 5 |
| 80 | 2 | Central & E | 420 | 0 | 0 | 0 | 21.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 163 | 0 | 0 | 54 |
| 81 | 9 | Jackson | 44 | 18 | 0 | 0 | 6.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 20 |
| 82 | 9 | Jackson | 130 | 52 | 26.5 | 0 | 7.1 | 96 | 0 | 69 | 428 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 0 | 0 | 207 |
| 83 | 9 | Jackson | 5 | 37 | 0 | 0 | 2.8 | 132.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 150 |
| 84 | 9 | Jackson | 98 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 0 |
| 85 | 9 | Jackson | 180.3 | 66 | 0 | 0 | 37.7 | 44.8 | 9 | 15.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 0 | 0 | 178 |
| 86 | 9 | Jackson | 21.5 | 51 | 0 | 0 | 16.5 | 40.3 | 0 | 23.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 105 |
| 87 | 9 | Jackson | 68 | 150 | 0 | 0 | 11 | 7.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 0 | 0 | 43 |
| 88 | 9 | Jackson | 28 | 35 | 196.5 | 0 | 15.8 | 56.3 | 9.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 0 | 0 | 407 |
| 89 | 9 | Jackson | 114 | 0 | 0 | 0 | 52.4 | 3 | 4.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 0 | 0 | 173 |
| 90 | 9 | Jackson | 114 | 0 | 0 | 53.8 | 28 | 4.7 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 0 | 0 | 309 |
| 91 | 9 | Jackson | 94 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 0 | 0 | 280 |
| 92 | 9 | Jackson | 42 | 43 | 0 | 0 | 27.3 | 6.2 | 13.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 99 |
| 93 | 9 | Jackson | 220 | 2 | 0 | 0 | 16 | 25.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 0 | 0 | 78 |
| 94 | 9 | Jackson | 52 | 4 | 0 | 0 | 38.6 | 64.1 | 2.9 | 3 | 364 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 208 |
| 95 | 8 | Sutter Cree | 36 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 10 |
| 96 | 8 | Sutter Cree | 13 | 0 | 0 | 0 | 11.9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 57 |
| 97 | 9 | Jackson | 0 | 0 | 0 | 0 | 49.3 | 25.6 | 17.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 192 |
| 98 | 8 | Sutter Cree | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| 99 | 8 | Sutter Cree | 73 | 23 | 85.2 | 0 | 1.1 | 28.2 | 13.8 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 0 | 0 | 252 |
| 100 | 8 | Sutter Cree | 2 | 0 | 13 | 0 | 0 | 6.5 | 17.6 | 0 | 0 | 2.2 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 47 |
| 101 | 8 | Sutter Cree | 42 | 5 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 1 |
| 102 | 8 | Sutter Cree | 16 | 0 | 5 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 20 |
| 103 | 8 | Sutter Cree | 3 | 0 | 0 | 0 | 3.5 | 3.8 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 25 |
| 104 | 8 | Sutter Cree | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 |
| 105 | 8 | Sutter Cree | 39 | 0 | 0 | 0 | 0 | 134 | 0 | 0 | 160 | 0 | 794 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 208 |
| 106 | 8 | Sutter Cree | 49.7 | 132 | 26.4 | 0 | 9.2 | 2 | 3.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 0 | 0 | 107 |
| 107 | 8 | Sutter Cree | 136 | 24 | 25.8 | 0 | 0 | 1 | 7.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 0 | 0 | 63 |
| 108 | 8 | Sutter Cree | 108 | 25 | 0 | 0 | 3 | 0 | 0 | 6.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 17 |
| 109 | 8 | Sutter Cree | 160 | 82 | 0 | 0 | 0 | 17.4 | 0 | 15 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 175 | 0 | 0 | 30 |
| 110 | 8 | Sutter Cree | 0 | 76 | 0 | 0 | 32 | 18.8 | 12.8 | 0 | 9 | 0.7 | 125 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 182 |
| 111 | 8 | Sutter Cree | 12 | 86 | 0 | 0 | 37.7 | 3.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 178 |
| 112 | 6 | Plymouth | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| 113 | 6 | Plymouth | 18 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 19 |
| 114 | 6 | Plymouth | 33 | 0 | 0 | 0 | 20 | 8 | 3.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 104 |
| 115 | 6 | Plymouth | 25 | 2 | 0 | 0 | 6.3 | 2.7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 34 |
| 116 | 6 | Plymouth | 17 | 7 | 0 | 0 | 0 | 30.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 38 |
| 117 | 6 | Plymouth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 11 |
| 118 | 6 | Plymouth | 153 | 47 | 9 | 0 | 0 | 2 | 0 | 2 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 151 | 0 | 0 | 25 |
| 119 | 6 | Plymouth | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 120 | 7 | Amador Ci | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| 121 | 7 | Amador Ci | 55 | 9 | 3 | 0 | 6.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 35 |
| 122 | 7 | Amador Ci | 31 | 0 | 27.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 64 |
| 123 | 7 | Amador Ci | 4 | 0 | 12.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 29 |
| 124 | 6 | Plymouth | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 125 | 5 | Ione | 66 | 4 | 0 | 0 | 0 | 0 | 1.6 | 0 | 0 | 304 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 11 |
| 126 | 5 | Ione | 133 | 70 | 57.3 | 0 | 0 | 4.5 | 0 | 1.6 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 180 | 0 | 0 | 139 |

ACTC TDF Model Base Year Land Use File

| | | | | | | | | | | | | | | | | | | | | | | | |
|-----|---|-------------|------|-----|------|-------|-------|------|------|------|------|------|----|-------|---|---|---|---|-----|-----|---|---|-----|
| 127 | 5 | lone | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| 128 | 5 | lone | 2 | 0 | 0 | 0 | 48.2 | 8.5 | 0 | 516 | 96.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 149 |
| 129 | 5 | lone | 316 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 0.56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 334 | 0 | 0 | 0 |
| 130 | 5 | lone | 4 | 0 | 0 | 0 | 23.2 | 45.9 | 9.5 | 0 | 440 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 193 |
| 131 | 5 | lone | 224 | 38 | 28.1 | 0 | 14.4 | 10.4 | 3.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 146 |
| 132 | 5 | lone | 165 | 21 | 0 | 0 | 36.5 | 0 | 0 | 6 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 0 | 0 | 171 |
| 133 | 8 | Sutter Cree | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| 134 | 9 | Jackson | 0 | 0 | 0 | 0 | 1 | 0 | 45.6 | 0 | 0 | 18.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 54 |
| 135 | 1 | West Amad | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 0 | 0 |
| 136 | 9 | Jackson | 4 | 0 | 0 | 0 | 0 | 17.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 18 |
| 137 | 9 | Jackson | 7 | 2 | 0 | 0 | 126.7 | 1.7 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 418 |
| 138 | 1 | West Amad | 121 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 0 | 0 | 70 |
| 139 | 5 | lone | 24 | 0 | 0 | 0 | 0 | 4.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 20 | 0 | 0 | 9 |
| 140 | 2 | Central & E | 850 | 2 | 0 | 0 | 9.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 320 | 0 | 0 | 25 |
| 141 | 2 | Central & E | 1137 | 36 | 0 | 0 | 35.3 | 11.6 | 10 | 7.8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 448 | 0 | 0 | 101 |
| 142 | 2 | Central & E | 157 | 0 | 0 | 0 | 65.7 | 20.4 | 22.9 | 13.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 175 |
| 143 | 6 | Plymouth | 68 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 49 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 16 |
| 144 | 9 | Jackson | 68 | 80 | 0 | 0 | 4.7 | 0 | 4.7 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 0 | 0 | 83 |
| 145 | 9 | Jackson | 3 | 88 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 38 |
| 146 | 9 | Jackson | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| 147 | 9 | Jackson | 0 | 0 | 0 | 136.5 | 85.9 | 8 | 2.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 0 | 0 | 826 |
| 148 | 6 | Plymouth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1450 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 149 | 5 | lone | 17 | 8 | 0 | 0 | 4.9 | 5.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 29 |
| 150 | 5 | lone | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| 151 | 6 | Plymouth | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 152 | 5 | lone | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 9 | Jackson | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 6 | Plymouth | 2 | 0 | 0 | 0 | 43.8 | 0 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 203 |
| 155 | 6 | Plymouth | 3 | 47 | 0 | 0 | 2.6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 13 |
| 160 | 5 | lone | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 161 | 5 | lone | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 26 |
| 162 | 9 | Jackson | 56 | 0 | 0 | 0 | 10.3 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 46 |
| 163 | 9 | Jackson | 44 | 131 | 1.5 | 0 | 34.1 | 22.6 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 140 |
| 164 | 9 | Jackson | 0 | 0 | 0 | 111.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 440 |
| 165 | 9 | Jackson | 1 | 0 | 0 | 0 | 3.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 10 |
| 166 | 9 | Jackson | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275.9 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 74 |
| 167 | 9 | Jackson | 0 | 0 | 0 | 110.9 | 54.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 0 | 615 |
| 168 | 9 | Jackson | 0 | 0 | 0 | 149.3 | 68.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218 | 0 | 0 | 811 |
| 169 | 9 | Jackson | 0 | 0 | 0 | 0 | 21.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 70 |
| 170 | 9 | Jackson | 2 | 0 | 0 | 0 | 47.2 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 168 |
| 171 | 8 | Sutter Cree | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 172 | 9 | Jackson | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 174 | 8 | Sutter Cree | 0 | 0 | 0 | 0 | 22.7 | 60.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 182 |
| 175 | 8 | Sutter Cree | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 176 | 8 | Sutter Cree | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| 177 | 8 | Sutter Cree | 120 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 0 |
| 178 | 8 | Sutter Cree | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 180 | 9 | Jackson | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 181 | 9 | Jackson | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 182 | 9 | Jackson | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| 183 | 6 | Plymouth | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| 184 | 9 | Jackson | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 185 | 9 | Jackson | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| 186 | 5 | lone | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| 187 | 5 | lone | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 188 | 5 | lone | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 189 | 5 | lone | 240 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 0 | 0 | 0 |

ACTC TDF Model Base Year Land Use File

| | | | | | | | | | | | | | | | | | | | | | | |
|-----|---|-------------|-----|-----|---|----|--------|-----|------|-----|---|-----|-----|---|---|---|------|---|-----|------|------|------|
| 190 | 5 | Ione | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| 191 | 5 | Ione | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 192 | 1 | West Amad | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| 193 | 5 | Ione | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 194 | 5 | Ione | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 195 | 5 | Ione | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 196 | 5 | Ione | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 197 | 9 | Jackson | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 652 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 17 |
| 198 | 9 | Jackson | 94 | 0 | 0 | 71 | 122.8 | 4.8 | 10.4 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 0 | 692 |
| 216 | 6 | Plymouth | 85 | 47 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 0 | 117 |
| 217 | 6 | Plymouth | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 218 | 6 | Plymouth | 11 | 0 | 0 | 0 | 15.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 70 |
| 219 | 1 | West Amad | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 24 |
| 220 | 6 | Plymouth | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 221 | 6 | Plymouth | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 222 | 6 | Plymouth | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| 223 | 6 | Plymouth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 225 | 6 | Plymouth | 38 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 9 |
| 226 | 6 | Plymouth | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 227 | 6 | Plymouth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 228 | 9 | Jackson | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 229 | 2 | Central & E | 33 | 31 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7000 | 0 | 74 | 0 | 0 | 4223 |
| 230 | 9 | Jackson | 11 | 146 | 0 | 0 | 0 | 0 | 0 | 7.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 3 |
| 231 | 1 | West Amad | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 |
| 232 | 1 | West Amad | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 42 |
| 233 | 1 | West Amad | 7 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 98 |
| 234 | 1 | West Amad | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| 235 | 1 | West Amad | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 |
| 236 | 2 | Central & E | 13 | 0 | 0 | 0 | 7.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 16 |
| 237 | 2 | Central & E | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 |
| 238 | 2 | Central & E | 60 | 0 | 0 | 0 | 60.1 | 0 | 19.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 135 |
| 239 | 2 | Central & E | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 0 |
| 240 | 2 | Central & E | 170 | 57 | 0 | 0 | 108.05 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 0 | 252 |
| 241 | 2 | Central & E | 247 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 0 |
| 242 | 2 | Central & E | 653 | 0 | 0 | 0 | 16.3 | 6 | 10 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 0 | 0 | 41 |
| 243 | 2 | Central & E | 25 | 21 | 0 | 0 | 11.5 | 5.1 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 28 |
| 282 | 6 | Plymouth | 29 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 16 |
| 287 | 6 | Plymouth | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 501 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1596 | 1596 | 0 |
| 502 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3248 | 3248 | 0 |
| 503 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2226 | 2226 | 0 |
| 504 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 846 | 846 | 0 |
| 505 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1300 | 1300 | 0 |
| 506 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 762 | 762 | 0 |
| 507 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 680 | 680 | 0 |
| 508 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 504 | 504 | 0 |
| 509 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2056 | 2056 | 0 |
| 510 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6628 | 6628 | 0 |
| 511 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 600 | 0 |
| 512 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5922 | 5922 | 0 |
| 513 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 504 | 504 | 0 |
| 514 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 682 | 682 | 0 |
| 515 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1300 | 1300 | 0 |
| 516 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 356 | 356 | 0 |

Appendix C
Trip Generation Rates

Trip Generation Rates

9/7/2011

Input Table for Area 1 - West Amador County

| Land Use Type | Daily Trip Rate | Productions | | | | | | | | Attractions | | | | | | | | Total |
|---------------|-----------------|--------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|--------------|-------------|--------------|--------------|---------|
| | | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | |
| SF_DU | 5.39 | 36.00% | 9.15% | 46.20% | 3.30% | | 5.00% | | 0.35% | | | | | | | | | 100.00% |
| MF_DU | 3.85 | 39.00% | 7.15% | 45.20% | 3.30% | | 5.00% | | 0.35% | | | | | | | | | 100.00% |
| CBD_KSF | 15.28 | | | | | 23% | | | | 17% | 11% | 26% | | 23% | | | | 100.00% |
| SC_KSF | 23.95 | | | | | 16% | | | | 19% | 7% | 42% | | 16% | | | | 100.00% |
| GC_KSF | 19.68 | | | | | 17% | | | | 19% | 8% | 39% | | 17% | | | | 100.00% |
| OFF_KSF | 8.49 | | | | | 16% | | | | 55% | | 14% | | 16% | | | | 100.00% |
| LI_KSF | 3.50 | | | | | 11% | | | | 65% | | 13% | | 11% | | | | 100.00% |
| MED_KSF | 10.00 | | | | | 15% | | | | 34% | 0% | 36% | 0% | 15% | | | | 100.00% |
| ES_ENR | 0.93 | | | | | 16% | | | | 7% | | | | 16% | 62% | | | 100.00% |
| PARK_ACRE | 9.00 | | | | | 4% | | | | 9% | | 12% | 72% | 4% | | | | 100.00% |
| HS_ENR | 1.18 | | | | | 9% | | | | 9% | | | | 9% | 74% | | | 100.00% |
| HI_KSF | 3.08 | | | | | 21% | | | | 50% | | 9% | | 21% | | | | 100.00% |
| PRISON | 1.00 | | | | | | | | | 66% | | 34% | | | | | | 100% |
| SKI | 1.00 | | | | | | | | | 5% | | | 95% | | | 0% | | 100% |
| CASINO | 1.00 | | | | | 5% | | | | 8% | | | | 5% | | | 82% | 100% |
| WINE | 1.00 | | | | | | | | | | 100% | | | | | | | 100% |
| REC | 1.00 | | | | | | | | | | | | 100% | | | | | 100% |
| LU_Spare08 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare07 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare06 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare05 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare04 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare03 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare02 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare01 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| IX, XI | | 17.0% | 1.0% | 70.0% | 24.0% | 30.0% | 0.0% | 0.0% | 0.0% | 11.0% | 25.0% | 70.0% | 5.0% | 25.0% | 0.0% | 95.0% | 95.0% | |
| II | | 83.0% | 99.0% | 30.0% | 76.0% | 70.0% | 100.0% | 100.0% | 100.0% | 89.0% | 75.0% | 30.0% | 95.0% | 75.0% | 100.0% | 5.0% | 5.0% | |
| Total | | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | |

Trip Generation Rates

9/7/2011

Input Table for Area 2 - Central and East Amador County

| Land Use Type | Daily Trip Rate | Productions | | | | | | | | Attractions | | | | | | | | Total |
|---------------|-----------------|--------------|-------------|--------------|--------------|--------------|-------------|---------------|-------------|--------------|--------------|--------------|-------------|--------------|-------------|--------------|--------------|---------|
| | | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | |
| SF_DU | 2.70 | 36% | 9% | 46% | 3% | | 5% | | 0.35% | | | | | | | | | 100.00% |
| MF_DU | 1.97 | 39% | 7% | 45% | 3% | | 5% | | 0.35% | | | | | | | | | 100.00% |
| CBD_KSF | 7.89 | | | | | 23% | | | | 17% | 11% | 26% | | 23% | | | | 100.00% |
| SC_KSF | 12.38 | | | | | 16% | | | | 19% | 7% | 42% | | 16% | | | | 100.00% |
| GC_KSF | 10.15 | | | | | 17% | | | | 19% | 8% | 39% | | 17% | | | | 100.00% |
| OFF_KSF | 4.11 | | | | | 16% | | | | 55% | | 14% | | 16% | | | | 100.00% |
| LI_KSF | 1.91 | | | | | 11% | | | | 65% | | 13% | | 11% | | | | 100.00% |
| MED_KSF | 5.16 | | | | | 15% | | | | 34% | 0% | 36% | 0.00% | 15% | | | | 100.00% |
| ES_ENR | 0.52 | | | | | 16% | | | | 7% | | | | 16% | 62% | | | 100.00% |
| PARK_ACRE | 7.10 | | | | | 4% | | | | 9% | | 12% | 72.00% | 4% | | | | 100.00% |
| HS_ENR | 0.62 | | | | | 9% | | | | 9% | | | | 9% | 74% | | | 100.00% |
| HI_KSF | 3.08 | | | | | 21% | | | | 50% | | 9% | | 21% | | | | 100.00% |
| PRISON | 1.00 | | | | | | | | | 66% | | 34% | | | | | | 100.00% |
| SKI | 1.00 | | | | | | | | | 5% | | | 95.00% | | | | | 100.00% |
| CASINO | 1.00 | | | | | 5.00% | | | | 8% | | | | 5.00% | | | 82.00% | 100% |
| WINE | 1.00 | | | | | | | | | | 100.00% | | | | | | | 100% |
| REC | 1.00 | | | | | | | | | | | | 100.00% | | | | | 100% |
| LU_Spare08 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare07 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare06 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare05 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare04 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare03 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare02 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare01 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| IX, XI | | 17.0% | 1.0% | 14.0% | 34.0% | 19.0% | 0.0% | 100.0% | 0.0% | 11.0% | 17.0% | 35.0% | 5.0% | 25.0% | 0.0% | 95.0% | 95.0% | |
| II | | 83.0% | 99.0% | 86.0% | 66.0% | 81.0% | 100.0% | 0.0% | 100.0% | 89.0% | 83.0% | 65.0% | 95.0% | 75.0% | 100.0% | 5.0% | 5.0% | |
| Total | | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | |

Trip Generation Rates

9/7/2011

Input Table for Area 3 - Alpine County

| value | ratio Land Use Type | 1 | Productions | | | | | | | Attractions | | | | | | | Total | |
|---------------|------------------------|-------|-------------|-------------|-------------|--------------|-------------|-------------|---------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|
| | | | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | HBW | HBS | HBO | REC | NHB | HBC | | SKI |
| 2.70 | SF_DU | 2.70 | 36% | 9% | 46% | 3% | | 5% | 0.35% | | | | | | | | | 100.00% |
| 1.97 | MF_DU | 1.97 | 39% | 7% | 45% | 3% | | 5% | 0.35% | | | | | | | | | 100.00% |
| 7.89 | CBD_KSF | 7.89 | | | | | 23% | | | 17% | 11% | 26% | | 23% | | | | 100.00% |
| 12.38 | SC_KSF | 12.38 | | | | | 16% | | | 19% | 7% | 42% | | 16% | | | | 100.00% |
| 10.15 | GC_KSF | 10.15 | | | | | 17% | | | 19% | 8% | 39% | | 17% | | | | 100.00% |
| 4.11 | OFF_KSF | 4.11 | | | | | 16% | | | 55% | | 14% | | 16% | | | | 100.00% |
| 1.91 | LI_KSF | 1.91 | | | | | 11% | | | 65% | | 13% | | 11% | | | | 100.00% |
| 5.16 | MED_KSF | 5.16 | | | | | 15% | | | 34% | 0% | 36% | 0% | 15% | | | | 100.00% |
| 0.52 | ES_ENR | 0.52 | | | | | 16% | | | 7% | | | | 16% | 62% | | | 100.00% |
| 7.10 | PARK_ACRE | 7.10 | | | | | 4% | | | 9% | | 12% | 72% | 4% | | | | 100.00% |
| 0.62 | HS_ENR | 0.62 | | | | | 9% | | | 9% | | | | 9% | 74% | | | 100.00% |
| 3.08 | HI_KSF | 3.08 | | | | | 21% | | | 50% | | 9% | | 21% | | | | 100.00% |
| 1.00 | PRISON | 1.00 | | | | | | | | 66% | | 34% | | | | | | 100% |
| 1.00 | SKI | 1.00 | | | | | | | | 5% | | | 95% | | | | | 100% |
| 1.00 | CASINO | 1.00 | | | | | 5.00% | | | 8% | | | | 5.00% | | | 82.00% | 100% |
| 1.00 | WINE | 1.00 | | | | | | | | | 100.00% | | | | | | | 100% |
| 1.00 | | 1.00 | | | | | | | | | | | 100.00% | | | | | 100% |
| 0.00 | LU_Spare08 | 0.00 | | | | | | | | | | | | | | | | 0% |
| 0.00 | LU_Spare07 | 0.00 | | | | | | | | | | | | | | | | 0% |
| 0.00 | LU_Spare06 | 0.00 | | | | | | | | | | | | | | | | 0% |
| 0.00 | LU_Spare05 | 0.00 | | | | | | | | | | | | | | | | 0% |
| 0.00 | LU_Spare04 | 0.00 | | | | | | | | | | | | | | | | 0% |
| 0.00 | LU_Spare03 | 0.00 | | | | | | | | | | | | | | | | 0% |
| 0.00 | LU_Spare02 | 0.00 | | | | | | | | | | | | | | | | 0% |
| 0.00 | LU_Spare01 | 0.00 | | | | | | | | | | | | | | | | 0% |
| IX, XI | | | 5.0% | 1.0% | 5.0% | 25.0% | 5.0% | 0.0% | 100.0% | 0.0% | 11.0% | 17.0% | 35.0% | 80.0% | 25.0% | 0.0% | 95.0% | 95.0% |
| II | | | 95.0% | 99.0% | 95.0% | 75.0% | 95.0% | 100.0% | 0.0% | 100.0% | 89.0% | 83.0% | 65.0% | 20.0% | 75.0% | 100.0% | 5.0% | 5.0% |
| Total | | | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Trip Generation Rates

9/7/2011

Input Table for Area 5 - Ione

| Land Use Type | Daily Trip Rate | Productions | | | | | | | | Attractions | | | | | | | | Total |
|---------------|-----------------|--------------|-------------|--------------|--------------|--------------|-------------|---------------|-------------|--------------|--------------|--------------|-------------|--------------|-------------|--------------|--------------|---------|
| | | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | |
| SF_DU | 5.71 | 36% | 9% | 46% | 3% | | 5% | | 0.35% | | | | | | | | | 100.00% |
| MF_DU | 3.69 | 39% | 7% | 45% | 3% | | 5% | | 0.35% | | | | | | | | | 100.00% |
| CBD_KSF | 14.85 | | | | | 23% | | | | 17% | 11% | 26% | | 23% | | | | 100.00% |
| SC_KSF | 34.20 | | | | | 16% | | | | 19% | 7% | 42% | | 16% | | | | 100.00% |
| GC_KSF | 28.61 | | | | | 17% | | | | 19% | 8% | 39% | | 17% | | | | 100.00% |
| OFF_KSF | 10.04 | | | | | 16% | | | | 55% | | 14% | | 16% | | | | 100.00% |
| LI_KSF | 3.38 | | | | | 11% | | | | 65% | | 13% | | 11% | | | | 100.00% |
| MED_KSF | 3.43 | | | | | 15% | | | | 34% | 0% | 36% | 0% | 15% | | | | 100.00% |
| ES_ENR | 1.16 | | | | | 16% | | | | 7% | | | | 16% | 62% | | | 100.00% |
| PARK_ACRE | 7.36 | | | | | 4% | | | | 9% | | 12% | 72% | 4% | | | | 100.00% |
| HS_ENR | 1.16 | | | | | 9% | | | | 9% | | | | 9% | 74% | | | 100.00% |
| HI_KSF | 2.68 | | | | | 21% | | | | 50% | | 9% | | 21% | | | | 100.00% |
| PRISON | 1.00 | | | | | | | | | 66% | | 34% | | | | | | 100% |
| SKI | 1.00 | | | | | | | | | 5% | | | 95.00% | | | | | 100% |
| CASINO | 1.00 | | | | | 5.00% | | | | 8% | | | | 5.00% | | | 82.00% | 100% |
| WINE | 1.00 | | | | | | | | | | 100% | | | | | | | 100% |
| REC | 1.00 | | | | | | | | | | | | 100.00% | | | | | 100% |
| | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare07 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare06 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare05 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare04 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare03 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare02 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare01 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| | IX, XI | 17.0% | 1.0% | 14.0% | 34.0% | 19.0% | 0.0% | 100.0% | 0.0% | 11.0% | 25.0% | 20.0% | 5.0% | 25.0% | 0.0% | 95.0% | 95.0% | |
| | II | 83.0% | 99.0% | 86.0% | 66.0% | 81.0% | 100.0% | 0.0% | 100.0% | 89.0% | 75.0% | 80.0% | 95.0% | 75.0% | 100.0% | 5.0% | 5.0% | |
| | Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Trip Generation Rates

9/7/2011

Input Table for Area 6 - Plymouth

| Land Use Type | Daily Trip Rate | Productions | | | | | | | | Attractions | | | | | | | | Total |
|---------------|-----------------|--------------|-------------|--------------|--------------|--------------|-------------|---------------|-------------|--------------|--------------|--------------|-------------|--------------|-------------|--------------|--------------|---------|
| | | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | |
| SF_DU | 5.71 | 36% | 9% | 46% | 3% | | 5% | | 0.35% | | | | | | | | | 100.00% |
| MF_DU | 3.69 | 39% | 7% | 45% | 3% | | 5% | | 0.35% | | | | | | | | | 100.00% |
| CBD_KSF | 14.85 | | | | | 23% | | | | 17% | 11% | 26% | | 23% | | | | 100.00% |
| SC_KSF | 34.20 | | | | | 16% | | | | 19% | 7% | 42% | | 16% | | | | 100.00% |
| GC_KSF | 28.61 | | | | | 17% | | | | 19% | 8% | 39% | | 17% | | | | 100.00% |
| OFF_KSF | 10.04 | | | | | 16% | | | | 55% | | 14% | | 16% | | | | 100.00% |
| LI_KSF | 3.38 | | | | | 11% | | | | 65% | | 13% | | 11% | | | | 100.00% |
| MED_KSF | 3.43 | | | | | 15% | | | | 34% | 0% | 36% | 0% | 15% | | | | 100.00% |
| ES_ENR | 1.16 | | | | | 16% | | | | 7% | | | | 16% | 62% | | | 100.00% |
| PARK_ACRE | 7.36 | | | | | 4% | | | | 9% | | 12% | 72% | 4% | | | | 100.00% |
| HS_ENR | 1.16 | | | | | 9% | | | | 9% | | | | 9% | 74% | | | 100.00% |
| HI_KSF | 2.68 | | | | | 21% | | | | 50% | | 9% | | 21% | | | | 100.00% |
| PRISON | 1.00 | | | | | | | | | 66% | | 34% | | | | | | 100% |
| SKI | 1.00 | | | | | | | | | 5% | | | 95.00% | | | | | 100% |
| CASINO | 1.00 | | | | | 5.00% | | | | 8% | | | | 5.00% | | | 82.00% | 100% |
| WINE | 1.00 | | | | | | | | | | 100% | | | | | | | 100% |
| REC | 1.00 | | | | | | | | | | | 100.00% | | | | | | 100% |
| LU_Spare08 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare07 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare06 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare05 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare04 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare03 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare02 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare01 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| IX, XI | | 17.0% | 1.0% | 14.0% | 34.0% | 19.0% | 0.0% | 100.0% | 0.0% | 11.0% | 25.0% | 20.0% | 5.0% | 25.0% | 0.0% | 95.0% | 95.0% | |
| II | | 83.0% | 99.0% | 86.0% | 66.0% | 81.0% | 100.0% | 0.0% | 100.0% | 89.0% | 75.0% | 80.0% | 95.0% | 75.0% | 100.0% | 5.0% | 5.0% | |
| Total | | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | |

Trip Generation Rates

9/7/2011

Input Table for Area 7 - Amador City

| Land Use Type | Daily Trip Rate | Productions | | | | | | | | Attractions | | | | | | | | Total |
|---------------|-----------------|--------------|-------------|--------------|--------------|--------------|-------------|---------------|-------------|--------------|--------------|--------------|-------------|--------------|-------------|--------------|--------------|---------|
| | | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | |
| SF_DU | 5.71 | 36% | 9% | 46% | 3% | | 5% | | 0.35% | | | | | | | | | 100.00% |
| MF_DU | 3.69 | 39% | 7% | 45% | 3% | | 5% | | 0.35% | | | | | | | | | 100.00% |
| CBD_KSF | 14.85 | | | | | 23% | | | | 17% | 11% | 26% | | 23% | | | | 100.00% |
| SC_KSF | 34.20 | | | | | 16% | | | | 19% | 7% | 42% | | 16% | | | | 100.00% |
| GC_KSF | 28.61 | | | | | 17% | | | | 19% | 8% | 39% | | 17% | | | | 100.00% |
| OFF_KSF | 10.04 | | | | | 16% | | | | 55% | | 14% | | 16% | | | | 100.00% |
| LI_KSF | 3.38 | | | | | 11% | | | | 65% | | 13% | | 11% | | | | 100.00% |
| MED_KSF | 3.43 | | | | | 15% | | | | 34% | 0% | 36% | 0% | 15% | | | | 100.00% |
| ES_ENR | 1.16 | | | | | 16% | | | | 7% | | | | 16% | 62% | | | 100.00% |
| PARK_ACRE | 7.36 | | | | | 4% | | | | 9% | | 12% | 72% | 4% | | | | 100.00% |
| HS_ENR | 1.16 | | | | | 9% | | | | 9% | | | | 9% | 74% | | | 100.00% |
| HI_KSF | 2.68 | | | | | 21% | | | | 50% | | 9% | | 21% | | | | 100.00% |
| PRISON | 1.00 | | | | | | | | | 66% | | 34% | | | | | | 100% |
| SKI | 1.00 | | | | | | | | | 5% | | | 95.00% | | | | | 100% |
| CASINO | 1.00 | | | | | 5.00% | | | | 8% | | | | 5.00% | | | 82.00% | 100% |
| WINE | 1.00 | | | | | | | | | | 100% | | | | | | | 100% |
| REC | 1.00 | | | | | | | | | | | 100.00% | | | | | | 100% |
| LU_Spare08 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare07 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare06 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare05 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare04 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare03 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare02 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare01 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| IX, XI | | 17.0% | 1.0% | 14.0% | 34.0% | 19.0% | 0.0% | 100.0% | 0.0% | 11.0% | 25.0% | 20.0% | 5.0% | 25.0% | 0.0% | 95.0% | 95.0% | |
| II | | 83.0% | 99.0% | 86.0% | 66.0% | 81.0% | 100.0% | 0.0% | 100.0% | 89.0% | 75.0% | 80.0% | 95.0% | 75.0% | 100.0% | 5.0% | 5.0% | |
| Total | | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | |

Trip Generation Rates

9/7/2011

Input Table for Area 8 - Sutter Creek

| Land Use Type | Daily Trip Rate | Productions | | | | | | | | Attractions | | | | | | | | Total |
|---------------|-----------------|--------------|-------------|--------------|--------------|--------------|-------------|---------------|-------------|--------------|--------------|--------------|-------------|--------------|-------------|--------------|--------------|---------|
| | | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | |
| SF_DU | 5.71 | 36.0% | 9.2% | 46.2% | 3.3% | | 5.0% | | 0.4% | | | | | | | | | 100.00% |
| MF_DU | 3.69 | 39.0% | 7.2% | 45.2% | 3.3% | | 5.0% | | 0.4% | | | | | | | | | 100.00% |
| CBD_KSF | 14.85 | | | | | 23% | | | | 17% | 11% | 26% | | 23% | | | | 100.00% |
| SC_KSF | 34.20 | | | | | 16% | | | | 19% | 7% | 42% | | 16% | | | | 100.00% |
| GC_KSF | 28.61 | | | | | 17% | | | | 19% | 8% | 39% | | 17% | | | | 100.00% |
| OFF_KSF | 10.04 | | | | | 16% | | | | 55% | | 14% | | 16% | | | | 100.00% |
| LI_KSF | 3.38 | | | | | 11% | | | | 65% | | 13% | | 11% | | | | 100.00% |
| MED_KSF | 3.43 | | | | | 15% | | | | 34% | 0% | 36% | 0% | 15% | | | | 100.00% |
| ES_ENR | 1.16 | | | | | 16% | | | | 7% | | | | 16% | 62% | | | 100.00% |
| PARK_ACRE | 7.36 | | | | | 4% | | | | 9% | | 12% | 72% | 4% | | | | 100.00% |
| HS_ENR | 1.16 | | | | | 9% | | | | 9% | | | | 9% | 74% | | | 100.00% |
| HI_KSF | 2.68 | | | | | 21% | | | | 50% | | 9% | | 21% | | | | 100.00% |
| PRISON | 1.00 | | | | | | | | | 66% | | 34% | | | | | | 100% |
| SKI | 1.00 | | | | | | | | | 5% | | | 95.00% | | | | | 100% |
| CASINO | 1.00 | | | | | 5.00% | | | | 8% | | | | 5.00% | | | 82.00% | 100% |
| WINE | 1.00 | | | | | | | | | | 100% | | | | | | | 100% |
| REC | 1.00 | | | | | | | | | | | 100.00% | | | | | | 100% |
| LU_Spare08 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare07 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare06 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare05 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare04 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare03 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare02 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare01 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| IX, XI | | 17.0% | 1.0% | 14.0% | 34.0% | 19.0% | 0.0% | 100.0% | 0.0% | 11.0% | 25.0% | 20.0% | 5.0% | 25.0% | 0.0% | 95.0% | 95.0% | |
| II | | 83.0% | 99.0% | 86.0% | 66.0% | 81.0% | 100.0% | 0.0% | 100.0% | 89.0% | 75.0% | 80.0% | 95.0% | 75.0% | 100.0% | 5.0% | 5.0% | |
| Total | | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | |

Trip Generation Rates

9/7/2011

Input Table for Area 9 - Jackson

| Land Use Type | Daily Trip Rate | Productions | | | | | | | | Attractions | | | | | | | | Total |
|---------------|-----------------|--------------|--------------|--------------|-------------|--------------|-------------|---------------|-------------|--------------|-------------|--------------|--------------|--------------|-------------|--------------|--------------|---------|
| | | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | HBW | HBS | HBO | REC | NHB | HBC | SKI | CASINO | |
| SF_DU | 5.71 | 36.0% | 9.15% | 46.2% | 3.3% | | 5.0% | | 0.35% | | | | | | | | | 100.00% |
| MF_DU | 3.69 | 39.0% | 7.15% | 45.2% | 3.3% | | 5.0% | | 0.35% | | | | | | | | | 100.00% |
| CBD_KSF | 14.85 | | | | | 23% | | | | 17% | 11% | 26% | | 23% | | | | 100.00% |
| SC_KSF | 34.20 | | | | | 16% | | | | 19% | 7% | 42% | | 16% | | | | 100.00% |
| GC_KSF | 28.61 | | | | | 17% | | | | 19% | 8% | 39% | | 17% | | | | 100.00% |
| OFF_KSF | 10.04 | | | | | 16% | | | | 55% | | 14% | | 16% | | | | 100.00% |
| LI_KSF | 3.38 | | | | | 11% | | | | 65% | | 13% | | 11% | | | | 100.00% |
| MED_KSF | 3.43 | | | | | 15% | | | | 34% | 0% | 36% | 0% | 15% | | | | 100.00% |
| ES_ENR | 1.16 | | | | | 16% | | | | 7% | | | | 16% | 62% | | | 100.00% |
| PARK_ACRE | 7.36 | | | | | 4% | | | | 9% | | 12% | 72% | 4% | | | | 100.00% |
| HS_ENR | 1.16 | | | | | 9% | | | | 9% | | | | 9% | 74% | | | 100.00% |
| HI_KSF | 2.68 | | | | | 21% | | | | 50% | | 9% | | 21% | | | | 100.00% |
| PRISON | 1.00 | | | | | | | | | 66.00% | | 34.00% | | | | | | 100% |
| SKI | 1.00 | | | | | | | | | 5.00% | | | 95.00% | | | | | 100% |
| CASINO | 1.00 | | | | | 5.00% | | | | 8.00% | | | | 5.00% | | | 82.00% | 100% |
| WINE | 1.00 | | | | | | | | | | 100.00% | | | | | | | 100% |
| REC | 1.00 | | | | | | | | | | | 100.00% | | | | | | 100% |
| LU_Spare08 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare07 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare06 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare05 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare04 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare03 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare02 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| LU_Spare01 | 0.00 | | | | | | | | | | | | | | | | | 0% |
| IX, XI | | 17.0% | 35.0% | 12.0% | 5.0% | 19.0% | 5.0% | 100.0% | 0.0% | 11.0% | 5.0% | 16.0% | 30.0% | 15.0% | 0.0% | 95.0% | 95.0% | |
| II | | 83.0% | 65.0% | 88.0% | 95.0% | 81.0% | 95.0% | 0.0% | 100.0% | 89.0% | 95.0% | 84.0% | 70.0% | 85.0% | 100.0% | 5.0% | 5.0% | |
| Total | | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | |

Appendix D
Model Validation Results

ACTC Model Validation Results: Daily Two-Way Total Traffic Volumes

| GID ID | Roadway Segment | Segment | Functional Class | Model Link ID | Model Volume | Traffic Count | Model /Count | Model # Deviation | Maximum Deviation | Within Deviation | Model - Count | Difference Squared |
|--------|-------------------------|----------------------------------|----------------------------------|---------------|--------------|---------------|--------------|-------------------|-------------------|------------------|---------------|--------------------|
| 1 | SR 16 | Sacramento County Line | Latrobe Road | 148 | 245 | 320 | 0.77 | -0.41 | 0.58 | Yes | -75 | 5,582 |
| 2 | Michigan Bar Road | Sacramento County Line | SR 104 | 134 | 75 | 150 | 0.50 | -0.80 | 0.63 | Yes | -75 | 5,688 |
| 3 | SR 104 | Sacramento County Line | Michigan Bar Road | 137 | 96 | 130 | 0.74 | -0.41 | 0.63 | Yes | -34 | 1,125 |
| 4 | SR 88 | Sacramento County Line | SR 124 | 131 | 419 | 470 | 0.89 | -0.21 | 0.52 | Yes | -51 | 2,629 |
| 6 | SR 104 | Michigan Bar Road | SR 124 (Plymouth Highway - lone) | 395 | 250 | 340 | 0.74 | -0.46 | 0.58 | Yes | -90 | 8,011 |
| 7 | SR 124 | SR 88 | SR 104 (Main Street - lone) | 382 | 84 | 100 | 0.84 | -0.24 | 0.68 | Yes | -16 | 261 |
| 8 | SR 104 | SR 124 (Church Street - lone) | SR 88 | 170 | 417 | 300 | 1.39 | 0.68 | 0.58 | Yes | 117 | 13,646 |
| 9 | Willow Creek Road | SR 16 | SR 124 | 252 | 9 | 50 | 0.17 | -1.21 | 0.68 | No | -41 | 1,721 |
| 10 | SR 49 | Shenandoah Road | El Dorado County Line | 279 | 103 | 130 | 0.79 | -0.33 | 0.63 | Yes | -27 | 737 |
| 11 | SR 124 | Tonzi Road | SR 16 | 249 | 108 | 130 | 0.83 | -0.26 | 0.63 | Yes | -22 | 466 |
| 12 | Latrobe Road | Old Sacramento Road | SR 16 | 241 | 117 | 160 | 0.73 | -0.43 | 0.63 | Yes | -43 | 1,864 |
| 13 | SR 49 | SR 16 | Shenandoah Road | 756 | 463 | 360 | 1.29 | 0.50 | 0.58 | Yes | 103 | 10,647 |
| 14 | SR 49 | SR 16 | Old Drytown Plymouth Road | 753 | 624 | 590 | 1.06 | 0.12 | 0.48 | Yes | 34 | 1,178 |
| 15 | Shenandoah Road | Fiddletown Road | Bell Road | 341 | 114 | 150 | 0.76 | -0.39 | 0.63 | Yes | -36 | 1,328 |
| 16 | Fiddletown Road | Shenandoah Road | Hale Road | 343 | 161 | 90 | 1.79 | 1.15 | 0.68 | No | 71 | 5,034 |
| 17 | Shenandoah Road | Bell Road | El Dorado County Line | 67 | 75 | 120 | 0.62 | -0.55 | 0.68 | Yes | -45 | 2,062 |
| 18 | SR 16 | SR 124 | SR 49 | 259 | 463 | 570 | 0.81 | -0.40 | 0.48 | Yes | -107 | 11,555 |
| 19 | Old SR 49 | SR 49 Bypass (North Junction) | Amador City (East City Limits) | 882 | 23 | 70 | 0.33 | -0.98 | 0.68 | Yes | -47 | 2,211 |
| 21 | Old SR 49 | Amador Road | Spanish Street | 527 | 125 | 140 | 0.89 | -0.17 | 0.63 | Yes | -15 | 223 |
| 22 | Old SR 49 | SR 49 Bypass (South Junction) | Bryson Drive | 514 | 413 | 360 | 1.15 | 0.26 | 0.58 | Yes | 53 | 2,790 |
| 23 | Buena Vista Road | SR 88 | Jackson Valley Road | 386 | 176 | 200 | 0.88 | -0.19 | 0.63 | Yes | -24 | 568 |
| 24 | Buena Vista Road | Camanche Parkway North | Calaveras County Line | 128 | 34 | 60 | 0.57 | -0.62 | 0.68 | Yes | -26 | 654 |
| 25 | SR 88-104 | SR 104/Jackson Valley Road | SR 88 (East Junction - Martell) | 186 | 846 | 840 | 1.01 | 0.02 | 0.41 | Yes | 6 | 32 |
| 26 | SR 104 (Ridge Road) | SR 88 (East Junction - Martell) | SR 49 | 666 | 419 | 370 | 1.13 | 0.23 | 0.58 | Yes | 49 | 2,364 |
| 28 | Ridge Road | SR 49-88 | New York Ranch Road | 294 | 648 | 630 | 1.03 | 0.06 | 0.44 | Yes | 18 | 315 |
| 29 | New York Ranch Road | Jackson Rancheria | Ridge Road | 302 | 247 | 270 | 0.91 | -0.15 | 0.58 | Yes | -23 | 546 |
| 33 | SR 49 | SR 104 (Ridge Road) | SR 88 (Martell) | 200 | 925 | 810 | 1.14 | 0.35 | 0.41 | Yes | 115 | 13,234 |
| 36 | Hoffman Street | SR 49-88 | Argonaut Lane | 885 | 379 | 120 | 3.16 | 3.16 | 0.68 | No | 259 | 66,914 |
| 37 | Main Street (Jackson) | North Street | Water Street | 881 | 108 | 140 | 0.77 | -0.36 | 0.63 | Yes | -32 | 1,008 |
| 38 | Court Street (Jackson) | Water Street | SR 88 | 838 | 236 | 150 | 1.57 | 0.91 | 0.63 | Yes | 86 | 7,427 |
| 39 | New York Ranch Road | China Graveyard Road | Jackson Rancheria | 293 | 97 | 90 | 1.08 | 0.12 | 0.68 | Yes | 7 | 52 |
| 40 | New York Ranch Road | Court Street | China Graveyard Road | 493 | 134 | 200 | 0.67 | -0.52 | 0.63 | Yes | -66 | 4,339 |
| 43 | SR 49 | Scottsville Drive | Calaveras County Line | 439 | 478 | 420 | 1.14 | 0.26 | 0.52 | Yes | 58 | 3,344 |
| 44 | SR 88 | Jackson City Limits | Ridge Road | 462 | 456 | 480 | 0.95 | -0.10 | 0.52 | Yes | -24 | 580 |
| 45 | SR 88 | Ridge Road | SR 26 | 449 | 706 | 780 | 0.90 | -0.23 | 0.41 | Yes | -74 | 5,513 |
| 46 | Shake Ridge Road | Pine Gulch Road | Fiddletown Road | 471 | 34 | 40 | 0.86 | -0.21 | 0.68 | Yes | -6 | 33 |
| 47 | SR 26 | SR 88 | Calaveras County Line | 70 | 85 | 110 | 0.78 | -0.33 | 0.68 | Yes | -25 | 611 |
| 48 | Fiddletown Road | Hale Road | Shake Ridge Road | 119 | 30 | 10 | 3.04 | 2.99 | 0.68 | No | 20 | 417 |
| 49 | Shake Ridge Road | Fiddletown Road | SR 88 | 557 | 33 | 20 | 1.63 | 0.92 | 0.68 | Yes | 13 | 159 |
| 50 | SR 88 | Bear River Road | Alpine County Line | 28 | 203 | 100 | 2.03 | 1.51 | 0.68 | No | 103 | 10,594 |
| 51 | Pine Grove Volcano Road | Sutter Creek Volcano Road | SR 88 | 105 | 112 | 70 | 1.60 | 0.88 | 0.68 | Yes | 42 | 1,777 |
| 52 | SR 124 | SR 104 (Preston Avenue - lone) | Tonzi Road | 216 | 117 | 140 | 0.83 | -0.27 | 0.63 | Yes | -23 | 546 |
| 53 | Camanche Parkway | San Joaquin County Line | Buena Vista Road | 122 | 92 | 80 | 1.16 | 0.23 | 0.68 | Yes | 12 | 154 |
| 54 | SR 88 | SR 124 | SR 104/Jackson Valley Road | 390 | 422 | 430 | 0.98 | -0.04 | 0.52 | Yes | -8 | 70 |
| 55 | Jackson Valley Road | SR 88 (West Junction) | Buena Vista Road | 149 | 66 | 140 | 0.47 | -0.84 | 0.63 | Yes | -74 | 5,547 |
| 56 | Jackson Valley Road | Buena Vista Road | SR 88 (East Junction) | 178 | 17 | 100 | 0.17 | -1.21 | 0.68 | No | -83 | 6,816 |
| 57 | Buena Vista Road | Jackson Valley Road | Camanche Parkway North | 176 | 28 | 160 | 0.17 | -1.31 | 0.63 | No | -132 | 17,514 |
| 58 | SR 104-124 | Preston Avenue/Plymouth Highway | Main Street/Church Street (lone) | 154 | 569 | 510 | 1.11 | 0.24 | 0.48 | Yes | 59 | 3,438 |
| 59 | Sutter lone Road | SR 124 | Paine Road | 221 | 11 | 40 | 0.27 | -1.06 | 0.68 | No | -29 | 843 |
| 60 | Sutter lone Road | Paine Road | SR 49 | 580 | 10 | 40 | 0.25 | -1.09 | 0.68 | No | -30 | 889 |
| 61 | Carbondale Road | Michigan Bar Road | SR 16 | 226 | 22 | 10 | 2.18 | 1.73 | 0.68 | No | 12 | 140 |
| 62 | Latrobe Road | El Dorado County Line | Old Sacramento Road | 246 | 137 | 200 | 0.68 | -0.50 | 0.63 | Yes | -63 | 3,987 |
| 63 | Old Sacramento Road | Latrobe Road | Plymouth City Limits | 267 | 32 | 50 | 0.65 | -0.51 | 0.68 | Yes | -18 | 307 |
| 64 | Shake Ridge Road | Sutter Creek City Limits | Pine Gulch Road | 357 | 58 | 50 | 1.16 | 0.23 | 0.68 | Yes | 8 | 61 |
| 65 | Sutter Creek Volcano | Sutter Creek City Limits | Pine Gulch Road | 292 | 50 | 80 | 0.62 | -0.55 | 0.68 | Yes | -30 | 919 |
| 66 | Sutter Creek Volcano | Pine Gulch Road | Pine Grove Volcano Road | 464 | 6 | 10 | 0.60 | -0.59 | 0.68 | Yes | -4 | 16 |
| 68 | Jackson Gate Road | SR 49 | Church Street (Jackson) | 828 | 41 | 230 | 0.18 | -1.31 | 0.63 | No | -189 | 35,853 |
| 69 | SR 88 | SR 49 (South Junction) | Jackson City Limits | 285 | 516 | 530 | 0.97 | -0.05 | 0.48 | Yes | -14 | 190 |
| 70 | SR 49 | SR 88 (South Junction) | Scottsville Drive | 478 | 1,030 | 990 | 1.04 | 0.11 | 0.38 | Yes | 40 | 1,616 |
| 71 | Clinton Road | SR 49 | Tabeau Road | 713 | 33 | 80 | 0.41 | -0.87 | 0.68 | Yes | -47 | 2,253 |
| 72 | Clinton Road | Tabeau Road | SR 88 | 697 | 8 | 20 | 0.39 | -0.89 | 0.68 | Yes | -12 | 147 |
| 73 | Climax Road | Ridge Road | SR 88 | 444 | 31 | 70 | 0.45 | -0.81 | 0.68 | Yes | -39 | 1,508 |
| 74 | Ridge Road | New York Ranch Road | SR 88 | 457 | 443 | 570 | 0.78 | -0.47 | 0.48 | Yes | -127 | 16,206 |
| 75 | SR 88 | SR 26 | Shake Ridge Road | 540 | 390 | 540 | 0.72 | -0.58 | 0.48 | Yes | -150 | 22,403 |
| 76 | SR 88 | Shake Ridge Road | Bear River Road | 565 | 261 | 310 | 0.84 | -0.27 | 0.58 | Yes | -49 | 2,398 |
| 77 | SR 16 | Latrobe Road | SR 124 | 254 | 407 | 540 | 0.75 | -0.52 | 0.48 | Yes | -133 | 17,578 |
| a | SR 49 | SR 104 | Old SR 49 | 511 | 955 | 1080 | 0.88 | -0.32 | 0.36 | Yes | -125 | 15,547 |
| b | SR 49-88 | Argonaut Lane | Hoffman Street | 211 | 1,060 | 900 | 1.18 | 0.47 | 0.38 | Yes | 160 | 25,577 |
| c | SR 49-88 | Hoffman Street | SR 88 (Jackson) | 481 | 1,132 | 1300 | 0.87 | -0.40 | 0.33 | Yes | -168 | 28,323 |
| d | SR 49-88 | Junction SR 49-88 (Martell) | Argonaut Lane | 212 | 1,189 | 1170 | 1.02 | 0.05 | 0.34 | Yes | 19 | 378 |
| e | SR 88 | SR 104 (East Junction - Martell) | Wicklow Way | 188 | 482 | 540 | 0.89 | -0.23 | 0.48 | Yes | -58 | 3,345 |
| f | SR 88 | Wicklow Way | SR 49 | 193 | 599 | 670 | 0.89 | -0.24 | 0.44 | Yes | -71 | 5,015 |

Subtotal 20,982 22,220
 Model/Count Ratio = 0.94
 Percent Within Caltrans Maximum Deviation = 85% > 75%
 Percent Root Mean Square Error = 25% < 30%
 Correlation Coefficient = 0.97 > 0.88

ACTC Model Validation Results: Daily Two-Way Total Traffic Volumes

| GIS ID | Roadway Segment | Segment | Functional Class | Model Link ID | Model Volume | Traffic Count | Model /Count | Model # Deviation | Maximum Deviation | Within Deviation | Model - Count | Difference Squared |
|--------|-------------------------|----------------------------------|----------------------------------|---------------|--------------|---------------|--------------|-------------------|-------------------|------------------|---------------|--------------------|
| 1 | SR 16 | Sacramento County Line | Latrobe Road | 148 | 359 | 450 | 0.80 | -0.39 | 0.52 | Yes | -91 | 8,195 |
| 2 | Michigan Bar Road | Sacramento County Line | SR 104 | 134 | 109 | 130 | 0.84 | -0.25 | 0.63 | Yes | -21 | 428 |
| 3 | SR 104 | Sacramento County Line | Michigan Bar Road | 137 | 141 | 160 | 0.88 | -0.18 | 0.63 | Yes | -19 | 348 |
| 4 | SR 88 | Sacramento County Line | SR 124 | 131 | 614 | 670 | 0.92 | -0.19 | 0.44 | Yes | -56 | 3,175 |
| 6 | SR 104 | Michigan Bar Road | SR 124 (Plymouth Highway - lon | 395 | 342 | 400 | 0.85 | -0.28 | 0.52 | Yes | -58 | 3,383 |
| 7 | SR 124 | SR 88 | SR 104 (Main Street - lone) | 382 | 114 | 130 | 0.88 | -0.19 | 0.63 | Yes | -16 | 246 |
| 8 | SR 104 | SR 124 (Church Street - lone) | SR 88 | 170 | 559 | 420 | 1.33 | 0.64 | 0.52 | Yes | 139 | 19,336 |
| 9 | Willow Creek Road | SR 16 | SR 124 | 252 | 10 | 40 | 0.26 | -1.08 | 0.68 | No | -30 | 876 |
| 10 | SR 49 | Shenandoah Road | El Dorado County Line | 279 | 151 | 190 | 0.79 | -0.33 | 0.63 | Yes | -39 | 1,543 |
| 11 | SR 124 | Tonzi Road | SR 16 | 249 | 132 | 170 | 0.78 | -0.36 | 0.63 | Yes | -38 | 1,459 |
| 12 | Latrobe Road | Old Sacramento Road | SR 16 | 241 | 167 | 220 | 0.76 | -0.38 | 0.63 | Yes | -53 | 2,793 |
| 13 | SR 49 | SR 16 | Shenandoah Road | 756 | 608 | 530 | 1.15 | 0.31 | 0.48 | Yes | 78 | 6,007 |
| 14 | SR 49 | SR 16 | Old Drytown Plymouth Road | 753 | 841 | 810 | 1.04 | 0.09 | 0.41 | Yes | 31 | 986 |
| 15 | Shenandoah Road | Fiddletown Road | Bell Road | 341 | 157 | 200 | 0.79 | -0.34 | 0.63 | Yes | -43 | 1,843 |
| 16 | Fiddletown Road | Shenandoah Road | Hale Road | 343 | 206 | 130 | 1.59 | 0.93 | 0.63 | Yes | 76 | 5,826 |
| 17 | Shenandoah Road | Bell Road | El Dorado County Line | 67 | 109 | 140 | 0.78 | -0.35 | 0.63 | Yes | -31 | 941 |
| 18 | SR 16 | SR 124 | SR 49 | 259 | 629 | 800 | 0.79 | -0.52 | 0.41 | Yes | -171 | 29,134 |
| 19 | Old SR 49 | SR 49 Bypass (North Junction) | Amador City (East City Limits) | 882 | 34 | 110 | 0.31 | -1.01 | 0.68 | No | -76 | 5,762 |
| 21 | Old SR 49 | Amador Road | Spanish Street | 527 | 162 | 220 | 0.73 | -0.42 | 0.63 | Yes | -58 | 3,413 |
| 22 | Old SR 49 | SR 49 Bypass (South Junction) | Bryson Drive | 514 | 570 | 570 | 1.00 | 0.00 | 0.48 | Yes | 0 | 0 |
| 23 | Buena Vista Road | SR 88 | Jackson Valley Road | 386 | 209 | 220 | 0.95 | -0.08 | 0.63 | Yes | -11 | 124 |
| 24 | Buena Vista Road | Camanche Parkway North | Calaveras County Line | 128 | 50 | 60 | 0.84 | -0.23 | 0.68 | Yes | -10 | 91 |
| 25 | SR 88-104 | SR 104/Jackson Valley Road | SR 88 (East Junction - Martell) | 186 | 1,150 | 1180 | 0.97 | -0.08 | 0.34 | Yes | -30 | 926 |
| 26 | SR 104 (Ridge Road) | SR 88 (East Junction - Martell) | SR 49 | 666 | 572 | 590 | 0.97 | -0.07 | 0.48 | Yes | -18 | 341 |
| 28 | Ridge Road | SR 49-88 | New York Ranch Road | 294 | 841 | 1010 | 0.83 | -0.47 | 0.36 | Yes | -169 | 28,723 |
| 29 | New York Ranch Road | Jackson Rancheria | Ridge Road | 302 | 343 | 430 | 0.80 | -0.39 | 0.52 | Yes | -87 | 7,641 |
| 33 | SR 49 | SR 104 (Ridge Road) | SR 88 (Martell) | 200 | 1,421 | 1600 | 0.89 | -0.37 | 0.30 | Yes | -179 | 31,968 |
| 36 | Hoffman Street | SR 49-88 | Argonaut Lane | 885 | 461 | 150 | 3.08 | 3.30 | 0.63 | No | 311 | 96,966 |
| 37 | Main Street (Jackson) | North Street | Water Street | 881 | 198 | 220 | 0.90 | -0.16 | 0.63 | Yes | -22 | 497 |
| 38 | Court Street (Jackson) | Water Street | SR 88 | 838 | 306 | 300 | 1.02 | 0.04 | 0.58 | Yes | 6 | 41 |
| 39 | New York Ranch Road | China Graveyard Road | Jackson Rancheria | 293 | 132 | 140 | 0.94 | -0.09 | 0.63 | Yes | -8 | 69 |
| 40 | New York Ranch Road | Court Street | China Graveyard Road | 493 | 170 | 340 | 0.50 | -0.87 | 0.58 | Yes | -170 | 28,780 |
| 43 | SR 49 | Scottsville Drive | Calaveras County Line | 439 | 700 | 590 | 1.19 | 0.39 | 0.48 | Yes | 110 | 12,159 |
| 44 | SR 88 | Jackson City Limits | Ridge Road | 462 | 602 | 680 | 0.89 | -0.26 | 0.44 | Yes | -78 | 6,041 |
| 45 | SR 88 | Ridge Road | SR 26 | 449 | 928 | 1070 | 0.87 | -0.37 | 0.36 | Yes | -142 | 20,139 |
| 46 | Shake Ridge Road | Pine Gulch Road | Fiddletown Road | 471 | 41 | 50 | 0.81 | -0.28 | 0.68 | Yes | -9 | 89 |
| 47 | SR 26 | SR 88 | Calaveras County Line | 70 | 125 | 160 | 0.78 | -0.35 | 0.63 | Yes | -35 | 1,237 |
| 48 | Fiddletown Road | Hale Road | Shake Ridge Road | 119 | 48 | 30 | 1.61 | 0.90 | 0.68 | Yes | 18 | 338 |
| 49 | Shake Ridge Road | Fiddletown Road | SR 88 | 557 | 55 | 10 | 5.52 | 6.61 | 0.68 | No | 45 | 2,039 |
| 50 | SR 88 | Bear River Road | Alpine County Line | 28 | 288 | 180 | 1.60 | 0.95 | 0.63 | Yes | 108 | 11,585 |
| 51 | Pine Grove Volcano Road | Sutter Creek Volcano Road | SR 88 | 105 | 140 | 110 | 1.28 | 0.40 | 0.68 | Yes | 30 | 918 |
| 52 | SR 124 | SR 104 (Preston Avenue - lone) | Tonzi Road | 216 | 146 | 210 | 0.70 | -0.48 | 0.63 | Yes | -64 | 4,087 |
| 53 | Camanche Parkway | San Joaquin County Line | Buena Vista Road | 122 | 114 | 60 | 1.90 | 1.32 | 0.68 | No | 54 | 2,921 |
| 54 | SR 88 | SR 124 | SR 104/Jackson Valley Road | 390 | 584 | 710 | 0.82 | -0.40 | 0.44 | Yes | -126 | 15,859 |
| 55 | Jackson Valley Road | SR 88 (West Junction) | Buena Vista Road | 149 | 87 | 110 | 0.79 | -0.30 | 0.68 | Yes | -23 | 516 |
| 56 | Jackson Valley Road | Buena Vista Road | SR 88 (East Junction) | 178 | 24 | 60 | 0.39 | -0.89 | 0.68 | Yes | -36 | 1,332 |
| 57 | Buena Vista Road | Jackson Valley Road | Camanche Parkway North | 176 | 35 | 180 | 0.19 | -1.28 | 0.63 | No | -145 | 21,095 |
| 58 | SR 104-124 | Preston Avenue/Plymouth Highw | Main Street/Church Street (lone) | 154 | 753 | 570 | 1.32 | 0.68 | 0.48 | Yes | 183 | 33,596 |
| 59 | Sutter lone Road | SR 124 | Paine Road | 221 | 13 | 40 | 0.33 | -0.98 | 0.68 | Yes | -27 | 714 |
| 60 | Sutter lone Road | Paine Road | SR 49 | 580 | 12 | 40 | 0.31 | -1.02 | 0.68 | No | -28 | 772 |
| 61 | Carbondale Road | Michigan Bar Road | SR 16 | 226 | 27 | 10 | 2.72 | 2.51 | 0.68 | No | 17 | 295 |
| 62 | Latrobe Road | El Dorado County Line | Old Sacramento Road | 246 | 201 | 270 | 0.74 | -0.45 | 0.58 | Yes | -69 | 4,822 |
| 63 | Old Sacramento Road | Latrobe Road | Plymouth City Limits | 267 | 46 | 90 | 0.51 | -0.71 | 0.68 | Yes | -44 | 1,924 |
| 64 | Shake Ridge Road | Sutter Creek City Limits | Pine Gulch Road | 357 | 67 | 70 | 0.96 | -0.05 | 0.68 | Yes | -3 | 6 |
| 65 | Sutter Creek Volcano | Sutter Creek City Limits | Pine Gulch Road | 292 | 61 | 100 | 0.61 | -0.57 | 0.68 | Yes | -39 | 1,534 |
| 66 | Sutter Creek Volcano | Pine Gulch Road | Pine Grove Volcano Road | 464 | 7 | 10 | 0.69 | -0.45 | 0.68 | Yes | -3 | 9 |
| 68 | Jackson Gate Road | SR 49 | Church Street (Jackson) | 828 | 69 | 260 | 0.27 | -1.28 | 0.58 | No | -191 | 36,346 |
| 69 | SR 88 | SR 49 (South Junction) | Jackson City Limits | 285 | 703 | 930 | 0.76 | -0.64 | 0.38 | Yes | -227 | 51,629 |
| 70 | SR 49 | SR 88 (South Junction) | Scottsville Drive | 478 | 1,533 | 1820 | 0.84 | -0.55 | 0.29 | Yes | -287 | 82,213 |
| 71 | Clinton Road | SR 49 | Tabeau Road | 713 | 41 | 100 | 0.41 | -0.87 | 0.68 | Yes | -59 | 3,523 |
| 72 | Clinton Road | Tabeau Road | SR 88 | 697 | 10 | 20 | 0.50 | -0.74 | 0.68 | Yes | -10 | 101 |
| 73 | Climax Road | Ridge Road | SR 88 | 444 | 41 | 40 | 1.02 | 0.03 | 0.68 | Yes | 1 | 0 |
| 74 | Ridge Road | New York Ranch Road | SR 88 | 457 | 566 | 310 | 1.83 | 1.44 | 0.58 | No | 256 | 65,515 |
| 75 | SR 88 | SR 26 | Shake Ridge Road | 540 | 515 | 660 | 0.78 | -0.50 | 0.44 | Yes | -145 | 21,124 |
| 76 | SR 88 | Shake Ridge Road | Bear River Road | 565 | 363 | 340 | 1.07 | 0.12 | 0.58 | Yes | 23 | 541 |
| 77 | SR 16 | Latrobe Road | SR 124 | 254 | 571 | 680 | 0.84 | -0.37 | 0.44 | Yes | -109 | 11,979 |
| a | SR 49 | SR 104 | Old SR 49 | 511 | 1,310 | 1210 | 1.08 | 0.24 | 0.34 | Yes | 100 | 9,972 |
| b | SR 49-88 | Argonaut Lane | Hoffman Street | 211 | 1,500 | 1690 | 0.89 | -0.38 | 0.29 | Yes | -190 | 35,911 |
| c | SR 49-88 | Hoffman Street | SR 88 (Jackson) | 481 | 1,600 | 2010 | 0.80 | -0.74 | 0.28 | Yes | -410 | 167,746 |
| d | SR 49-88 | Junction SR 49-88 (Martell) | Argonaut Lane | 212 | 1,772 | 1730 | 1.02 | 0.08 | 0.29 | Yes | 42 | 1,755 |
| e | SR 88 | SR 104 (East Junction - Martell) | Wicklow Way | 188 | 699 | 760 | 0.92 | -0.19 | 0.41 | Yes | -61 | 3,668 |
| f | SR 88 | Wicklow Way | SR 49 | 193 | 898 | 1120 | 0.80 | -0.55 | 0.36 | Yes | -222 | 49,146 |

| | | | | |
|----------|--------|--------|---|-------------|
| Subtotal | 29,165 | 31,820 | Model/Count Ratio = | 0.92 |
| | | | Percent Within Caltrans Maximum Deviation = | 86% > 75% |
| | | | Percent Root Mean Square Error = | 26% < 30% |
| | | | Correlation Coefficient = | 0.98 > 0.88 |

Appendix E
2030 Land Use Data



ACTC TDF Model 2030 Land Use File

| TAZ | ATYPE | ATYPE_SF | DU | MF_DU | CBD_KSF | SC_KSF | GC_KSF | OFF_KSF | LI_KSF | MED_KSF | ES_ENR | PARK_AC | HS_ENR | HI_KSF | PRISON | SKI | CASINO | WINE | REC | IX_P | IX_A | XI_P | XI_A |
|-----|-------|-------------|-----|-------|---------|--------|----------|----------|----------|---------|--------|---------|--------|--------|--------|-----|--------|------|-----|------|------|------|------|
| 1 | 3 | Alpine | 126 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 14 |
| 2 | 3 | Alpine | 408 | 0 | 0 | 0 | 32 | 20 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 151 |
| 3 | 3 | Alpine | 312 | 0 | 0 | 0 | 36 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 230 |
| 4 | 3 | Alpine | 260 | 0 | 0 | 0 | 28 | 44 | 0 | 0 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 42 | 0 | 0 | 1507 |
| 5 | 3 | Alpine | 136 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 19 | 0 | 0 | 66 |
| 6 | 3 | Alpine | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 3 | Alpine | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 1 | West Amac | 107 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 | 0 | 0 | 2 |
| 22 | 1 | West Amac | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 0 | 0 | 0 |
| 23 | 1 | West Amac | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| 24 | 6 | Plymouth | 53 | 70 | 16 | 0 | 3 | 16.7639 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 76 |
| 25 | 1 | West Amac | 61 | 18 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 0 | 0 | 8 |
| 26 | 1 | West Amac | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 0 | 0 | 0 |
| 27 | 1 | West Amac | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 43 |
| 28 | 1 | West Amac | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 0 | 0 |
| 29 | 1 | West Amac | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 464 | 0 | 0 | 0 |
| 30 | 1 | West Amac | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 290 | 0 | 0 | 0 |
| 31 | 1 | West Amac | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 0 | 0 | 0 |
| 32 | 1 | West Amac | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 0 |
| 33 | 1 | West Amac | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 0 |
| 34 | 1 | West Amac | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 0 |
| 35 | 5 | lone | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| 36 | 5 | lone | 4 | 0 | 0 | 0 | 0 | 0 | 25.16043 | 0 | 0 | 0 | 0 | 11.6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 14 |
| 37 | 1 | West Amac | 567 | 9 | 0 | 0 | 15.6 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1233 | 0 | 0 | 121 |
| 38 | 1 | West Amac | 215 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 457 | 0 | 0 | 9 |
| 39 | 1 | West Amac | 23 | 0 | 0 | 0 | 0 | 0 | 38.75 | 0 | 0 | 0 | 0 | 63.3 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 58 |
| 40 | 1 | West Amac | 99 | 0 | 0 | 0 | 6.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 0 | 0 | 46 |
| 41 | 9 | Jackson | 32 | 9 | 0 | 0 | 49.65524 | 115.1015 | 20.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 0 | 290 |
| 42 | 1 | West Amac | 127 | 123 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 25.2 | 0 | 0 | 0 | 0 | 0 | 461 | 0 | 0 | 26 |
| 43 | 1 | West Amac | 42 | 0 | 0 | 0 | 11.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 80 |
| 44 | 1 | West Amac | 332 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 710 | 0 | 0 | 42 |
| 45 | 2 | Central & E | 270 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 |
| 46 | 2 | Central & E | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 0 |
| 47 | 2 | Central & E | 290 | 0 | 0 | 0 | 15.9 | 0 | 0 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 36 |
| 48 | 2 | Central & E | 287 | 64 | 0 | 0 | 52.43682 | 33.2 | 1.5 | 0 | 317 | 17 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 0 | 0 | 154 |
| 49 | 2 | Central & E | 339 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 0 |
| 50 | 2 | Central & E | 341 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 0 | 0 | 17 |
| 51 | 2 | Central & E | 340 | 0 | 0 | 0 | 9.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 0 | 0 | 20 |
| 52 | 2 | Central & E | 503 | 0 | 0 | 0 | 16.5 | 0 | 7.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 0 | 0 | 37 |
| 53 | 1 | West Amac | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 407 | 0 | 0 | 0 |
| 54 | 9 | Jackson | 7 | 271 | 0 | 0 | 9.2 | 27.7 | 0 | 34 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 0 | 0 | 76 |
| 55 | 9 | Jackson | 31 | 44 | 0 | 0 | 69.13682 | 0 | 14 | 13.2639 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 233 |
| 56 | 1 | West Amac | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 |
| 57 | 2 | Central & E | 360 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 0 | 0 | 0 |
| 58 | 2 | Central & E | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 |
| 59 | 2 | Central & E | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 |
| 60 | 2 | Central & E | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 |
| 61 | 2 | Central & E | 350 | 0 | 3.5 | 0 | 4.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 0 | 0 | 14 |
| 62 | 1 | West Amac | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 0 | 0 | 0 |
| 63 | 1 | West Amac | 32 | 0 | 0 | 0 | 0 | 10.7639 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 18 |
| 64 | 1 | West Amac | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 0 |
| 65 | 1 | West Amac | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| 66 | 1 | West Amac | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| 67 | 1 | West Amac | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 0 | 0 | 0 |
| 68 | 1 | West Amac | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 0 | 0 |
| 69 | 1 | West Amac | 4 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 25 |
| 70 | 1 | West Amac | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 |

ACTC TDF Model 2030 Land Use File

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|-----|---|-------------|-------|-----|-------|---------|----------|----------|----------|----------|-----|------|------|---|---|---|-----|-----|-----|----|---|
| 71 | 1 | West Amad | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 | 0 | 0 | 0 |
| 72 | 2 | Central & E | 126 | 0 | 1.9 | 0 | 6.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 0 | 68 | |
| 73 | 2 | Central & E | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 74 | 2 | Central & E | 477 | 0 | 0 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 0 | 88 | |
| 75 | 2 | Central & E | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | |
| 76 | 2 | Central & E | 391 | 48 | 0 | 0 | 18.3 | 25.5 | 3.3 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 171 | 0 | |
| 77 | 2 | Central & E | 227 | 69 | 0 | 0 | 53.6 | 7.9 | 169.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 129 | 0 | |
| 78 | 2 | Central & E | 240 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 91 | 0 | |
| 79 | 2 | Central & E | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 14 | 0 | |
| 80 | 2 | Central & E | 439 | 0 | 0 | 0 | 21.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 170 | 0 | |
| 81 | 9 | Jackson | 58 | 46 | 0 | 0 | 6.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | |
| 82 | 9 | Jackson | 132 | 63 | 26.5 | 0 | 7.1 | 114.7879 | 0 | 82.5038 | 692 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 0 | |
| 83 | 9 | Jackson | 5 | 37 | 0 | 0 | 2.8 | 138.2819 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | |
| 84 | 9 | Jackson | 98 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | |
| 85 | 9 | Jackson | 183.3 | 334 | 0 | 0 | 56.53682 | 117.1334 | 9 | 39.7417 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 435 | 0 | |
| 86 | 9 | Jackson | 21.5 | 84 | 0 | 0 | 16.5 | 53.81356 | 0 | 31.91424 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | |
| 87 | 9 | Jackson | 68 | 161 | 0 | 0 | 11 | 7.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 0 | |
| 88 | 9 | Jackson | 28 | 35 | 196.5 | 0 | 15.8 | 56.3 | 9.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 0 | |
| 89 | 9 | Jackson | 115 | 39 | 0 | 0 | 52.4 | 46.05561 | 4.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 0 | |
| 90 | 9 | Jackson | 115 | 120 | 0 | 59.9945 | 31.22391 | 4.7 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 259 | 0 | |
| 91 | 9 | Jackson | 104 | 9 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 0 | |
| 92 | 9 | Jackson | 43 | 43 | 0 | 0 | 27.3 | 38.4917 | 13.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | |
| 93 | 9 | Jackson | 234 | 145 | 0 | 0 | 53.67365 | 30.58195 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 342 | 0 | |
| 94 | 9 | Jackson | 52 | 76 | 0 | 0 | 66.85524 | 84.66531 | 2.9 | 3.962495 | 589 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 0 | |
| 95 | 8 | Sutter Cree | 37 | 0 | 22.84 | 0 | 0 | 11.7639 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | |
| 96 | 8 | Sutter Cree | 19 | 11 | 0 | 0 | 68.41048 | 7.38195 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | |
| 97 | 9 | Jackson | 0 | 0 | 0 | 0 | 49.3 | 25.6 | 183.4641 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | |
| 98 | 8 | Sutter Cree | 19 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | |
| 99 | 8 | Sutter Cree | 74 | 32 | 85.2 | 0 | 1.1 | 28.2 | 19.72014 | 0 | 272 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | |
| 100 | 8 | Sutter Cree | 2 | 0 | 13 | 0 | 0 | 6.5 | 17.6 | 0 | 0 | 2.2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | |
| 101 | 8 | Sutter Cree | 53 | 27 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | |
| 102 | 8 | Sutter Cree | 17 | 4 | 28.55 | 0 | 5.709207 | 8.38195 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | |
| 103 | 8 | Sutter Cree | 3 | 0 | 0 | 0 | 12.91841 | 9.18195 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | |
| 104 | 8 | Sutter Cree | 72 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | |
| 105 | 8 | Sutter Cree | 54 | 0 | 0 | 0 | 0 | 134 | 0 | 0 | 259 | 0 | 1284 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | |
| 106 | 8 | Sutter Cree | 49.7 | 132 | 47.35 | 0 | 16.50191 | 2 | 3.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 0 | |
| 107 | 8 | Sutter Cree | 136 | 28 | 25.8 | 0 | 0 | 1 | 7.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 0 | |
| 108 | 8 | Sutter Cree | 124 | 55 | 0 | 0 | 12.41841 | 0 | 0 | 22.64585 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 0 | |
| 109 | 8 | Sutter Cree | 160 | 171 | 0 | 0 | 0 | 20.29031 | 0 | 17.49164 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 0 | |
| 110 | 8 | Sutter Cree | 0 | 163 | 0 | 0 | 32 | 164.1127 | 214.085 | 0 | 15 | 0.7 | 202 | 0 | 0 | 0 | 0 | 0 | 182 | 0 | |
| 111 | 8 | Sutter Cree | 12 | 119 | 0 | 0 | 37.7 | 35.5917 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 0 | |
| 112 | 6 | Plymouth | 12 | 0 | 0 | 0 | 18.83682 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | |
| 113 | 6 | Plymouth | 35 | 35 | 0 | 0 | 22.83682 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | |
| 114 | 6 | Plymouth | 42 | 17 | 0 | 0 | 38.83682 | 8 | 3.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | |
| 115 | 6 | Plymouth | 25 | 32 | 0 | 0 | 6.3 | 2.7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | |
| 116 | 6 | Plymouth | 17 | 7 | 0 | 0 | 0 | 30.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | |
| 117 | 6 | Plymouth | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 340 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | |
| 118 | 6 | Plymouth | 154 | 77 | 9 | 0 | 0 | 2 | 0 | 2 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 0 | |
| 119 | 6 | Plymouth | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | |
| 120 | 7 | Amador Cit | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | |
| 121 | 7 | Amador Cit | 55 | 9 | 3 | 0 | 6.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | |
| 122 | 7 | Amador Cit | 37 | 0 | 27.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | |
| 123 | 7 | Amador Cit | 9 | 0 | 12.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | |
| 124 | 6 | Plymouth | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | |
| 125 | 5 | Ione | 88 | 136 | 0 | 0 | 0 | 0 | 0 | 1.6 | 0 | 0 | 492 | 0 | 0 | 0 | 0 | 0 | 149 | 0 | |
| 126 | 5 | Ione | 138 | 139 | 57.3 | 0 | 0 | 20.38116 | 0 | 7.246636 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 0 | |
| 127 | 5 | Ione | 20 | 4 | 0 | 0 | 28.25524 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | |
| 128 | 5 | Ione | 16 | 59 | 0 | 0 | 0 | 48.2 | 8.5 | 0 | 835 | 96.9 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | |

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|-----|---|-------------|------|-----|------|-------|----------|----------|----------|----------|------|------|----|-------|---|---|---|-----|-----|---|-----|-----|
| 129 | 5 | lone | 316 | 255 | 0 | 0 | 0 | 0 | 0 | 0 | 0.56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 382 | 0 | 0 | 0 |
| 130 | 5 | lone | 4 | 0 | 0 | 0 | 23.2 | 45.9 | 9.5 | 0 | 712 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 208 |
| 131 | 5 | lone | 224 | 47 | 28.1 | 0 | 14.4 | 10.4 | 3.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 235 | 0 | 0 | 146 |
| 132 | 5 | lone | 165 | 56 | 0 | 0 | 36.5 | 0 | 0 | 6 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 0 | 0 | 171 |
| 133 | 8 | Sutter Cree | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| 134 | 9 | Jackson | 0 | 0 | 0 | 0 | 1 | 0 | 128.482 | 0 | 0 | 18.8 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 85 |
| 135 | 1 | West Amad | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 0 | 0 |
| 136 | 9 | Jackson | 29 | 0 | 0 | 0 | 0 | 17.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 18 |
| 137 | 9 | Jackson | 8 | 2 | 0 | 0 | 145.5368 | 66.28341 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 0 | 0 | 547 |
| 138 | 1 | West Amad | 142 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 311 | 0 | 0 | 70 |
| 139 | 5 | lone | 24 | 0 | 0 | 0 | 0 | 4.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 20 | 0 | 9 | |
| 140 | 2 | Central & E | 861 | 2 | 0 | 0 | 9.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 324 | 0 | 25 | |
| 141 | 2 | Central & E | 1166 | 36 | 0 | 0 | 35.3 | 11.6 | 10 | 7.8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 459 | 0 | 101 | |
| 142 | 2 | Central & E | 170 | 11 | 0 | 0 | 75.11841 | 26.8394 | 22.9 | 18.0245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 204 | |
| 143 | 6 | Plymouth | 99 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 79 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 18 | |
| 144 | 9 | Jackson | 68 | 97 | 0 | 0 | 42.37365 | 0 | 4.7 | 208.0556 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 0 | 222 | |
| 145 | 9 | Jackson | 20 | 97 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 38 | |
| 146 | 9 | Jackson | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | |
| 147 | 9 | Jackson | 0 | 0 | 0 | 136.5 | 85.9 | 34.90975 | 2.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 854 | |
| 148 | 6 | Plymouth | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1450 | 0 | 0 | 0 | 0 | 2 | 0 | 183 | |
| 149 | 5 | lone | 26 | 146 | 0 | 0 | 4.9 | 5.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 29 | |
| 150 | 5 | lone | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | |
| 151 | 6 | Plymouth | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | |
| 152 | 5 | lone | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | |
| 153 | 9 | Jackson | 4 | 0 | 0 | 0 | 0 | 96.87512 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 103 | |
| 154 | 6 | Plymouth | 4 | 0 | 0 | 0 | 62.63682 | 0 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 290 | |
| 155 | 6 | Plymouth | 77 | 47 | 0 | 0 | 2.6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 13 | |
| 160 | 5 | lone | 1 | 0 | 0 | 0 | 0 | 0 | 17.76043 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | |
| 161 | 5 | lone | 12 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 26 | |
| 162 | 9 | Jackson | 56 | 4 | 0 | 0 | 29.13682 | 37.67365 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 147 | |
| 163 | 9 | Jackson | 51 | 131 | 1.5 | 0 | 34.1 | 71.03756 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 0 | 191 | |
| 164 | 9 | Jackson | 20 | 0 | 0 | 111.5 | 0 | 53.81951 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 0 | 498 | |
| 165 | 9 | Jackson | 1 | 0 | 0 | 0 | 3.1 | 0 | 23.68058 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 18 | |
| 166 | 9 | Jackson | 2 | 95 | 0 | 0 | 0 | 21.5278 | 0 | 0 | 0 | 0 | 0 | 275.9 | 0 | 0 | 0 | 0 | 89 | 0 | 96 | |
| 167 | 9 | Jackson | 1 | 96 | 0 | 110.9 | 54.9 | 37.67365 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 655 | |
| 168 | 9 | Jackson | 0 | 0 | 0 | 149.3 | 68.4 | 0 | 177.6044 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 | 0 | 876 | |
| 169 | 9 | Jackson | 31 | 0 | 0 | 0 | 21.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 70 | |
| 170 | 9 | Jackson | 4 | 286 | 0 | 0 | 75.45524 | 37.90975 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 0 | 287 | |
| 171 | 8 | Sutter Cree | 19 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | |
| 172 | 9 | Jackson | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 174 | 8 | Sutter Cree | 8 | 170 | 0 | 0 | 22.7 | 60.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 0 | 182 | |
| 175 | 8 | Sutter Cree | 7 | 0 | 0 | 0 | 0 | 16.14585 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 20 | |
| 176 | 8 | Sutter Cree | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | |
| 177 | 8 | Sutter Cree | 189 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 0 | 0 | |
| 178 | 8 | Sutter Cree | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | |
| 180 | 9 | Jackson | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | |
| 181 | 9 | Jackson | 6 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | |
| 182 | 9 | Jackson | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | |
| 183 | 6 | Plymouth | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | |
| 184 | 9 | Jackson | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | |
| 185 | 9 | Jackson | 52 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | |
| 186 | 5 | lone | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | |
| 187 | 5 | lone | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | |
| 188 | 5 | lone | 2 | 86 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 2 | |
| 189 | 5 | lone | 260 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 0 | 0 | |
| 190 | 5 | lone | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | |
| 191 | 5 | lone | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | |
| 192 | 1 | West Amad | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | |

ACTC TDF Model 2030 Land Use File

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| 193 | 5 | Ione | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| 194 | 5 | Ione | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 195 | 5 | Ione | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 196 | 5 | Ione | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 197 | 9 | Jackson | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1054 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 27 |
| 198 | 9 | Jackson | 94 | 151 | 0 | 71 | 122.8 | 31.11176 | 10.4 | 38.8897 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 366 | 0 | 0 | 733 |
| 216 | 6 | Plymouth | 103 | 47 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 0 | 0 | 117 |
| 217 | 6 | Plymouth | 77 | 0 | 0 | 0 | 0 | 0 | 11.84029 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 5 |
| 218 | 6 | Plymouth | 11 | 0 | 0 | 0 | 15.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 70 |
| 219 | 1 | West Amad | 29 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 24 |
| 220 | 6 | Plymouth | 37 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 |
| 221 | 6 | Plymouth | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 222 | 6 | Plymouth | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| 223 | 6 | Plymouth | 4 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| 225 | 6 | Plymouth | 60 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 9 |
| 226 | 6 | Plymouth | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| 227 | 6 | Plymouth | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| 228 | 9 | Jackson | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| 229 | 2 | Central & E | 33 | 31 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7000 | 0 | 74 | 0 | 0 | 4223 |
| 230 | 9 | Jackson | 22 | 146 | 0 | 0 | 0 | 0 | 0 | 7.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 3 |
| 231 | 1 | West Amad | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 0 | 0 | 0 |
| 232 | 1 | West Amad | 21 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 42 |
| 233 | 1 | West Amad | 16 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 98 |
| 234 | 1 | West Amad | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| 235 | 1 | West Amad | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 |
| 236 | 2 | Central & E | 60 | 0 | 0 | 0 | 7.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 16 |
| 237 | 2 | Central & E | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 |
| 238 | 2 | Central & E | 63 | 0 | 0 | 0 | 60.1 | 0 | 19.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 135 |
| 239 | 2 | Central & E | 272 | 0 | 0 | 0 | 0 | 5.38195 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 3 |
| 240 | 2 | Central & E | 239 | 57 | 0 | 0 | 108.05 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 0 | 252 |
| 241 | 2 | Central & E | 255 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 0 |
| 242 | 2 | Central & E | 654 | 0 | 0 | 0 | 16.3 | 6 | 10 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 0 | 0 | 41 |
| 243 | 2 | Central & E | 25 | 21 | 0 | 0 | 11.5 | 5.1 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 28 |
| 282 | 6 | Plymouth | 97 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 16 |
| 287 | 6 | Plymouth | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 501 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1596 | 1596 | 0 |
| 502 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3248 | 3248 | 0 |
| 503 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2226 | 2226 | 0 |
| 504 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 846 | 846 | 0 |
| 505 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1300 | 1300 | 0 |
| 506 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 762 | 762 | 0 |
| 507 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 680 | 680 | 0 |
| 508 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 504 | 504 | 0 |
| 509 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2056 | 2056 | 0 |
| 510 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6628 | 6628 | 0 |
| 511 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 600 | 0 |
| 512 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5922 | 5922 | 0 |
| 513 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 504 | 504 | 0 |
| 514 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 682 | 682 | 0 |
| 515 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1300 | 1300 | 0 |
| 516 | 0 | External St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 356 | 356 | 0 |