No. 1  
MEETING OF THE  
SUSTAINABILITY SUBCOMMITTEE

Tuesday, October 2, 2012  
10:00 a.m. – 12:00 p.m.

SCAG Los Angeles Office  
818 West Seventh Street, 12th Floor  
Policy Committee Room B  
Los Angeles, CA 90017  
(213) 236-1800

Teleconference Available  
Santa Clarita City Hall  
23920 Valencia Blvd., #300  
Santa Clarita, CA 91355

Videoconference Available  
Orange County Office  
600 S. Main Street, Suite 906  
Orange, CA 92863

San Bernardino County Office  
1170 W. 3rd Street, Suite 140  
San Bernardino, CA 92410

Ventura County Office  
950 County Square Drive, Suite 101  
Ventura, CA 93003

Imperial County Office  
1405 N. Imperial Ave., Suite 1  
El Centro, CA 92243

Riverside County Office  
3403 10th Street, Suite 805  
Riverside, CA 92501

The Regional Council is comprised of 84 elected officials representing 191 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.
Coachella Valley Association of Governments
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at (213) 236-1896 or via email alvarado@scag.ca.gov

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1928 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1928.
Sustainability Subcommittee
Member List

Los Angeles County: Hon. Pam O’Connor, Santa Monica, District 41 (Member): **Chair**
Hon. Carol Chen, Cerritos, Gateway Cities (Alternate)
Hon. Marsha McLean, Santa Clarita, North LA County (Alternate)

Orange County: Hon. Kris Murray, Duarte, District 35 (Member) **Vice-Chair**
Hon. Sukhee Kang, Irvine, District 14 (Alternate)

Ventura County: Hon. Brian Brennan, Ventura, VCOG (Member)

San Bernardino County: Hon. Larry McCallon, Highland, District 7 (Member)
Hon. Ed Graham, Chino Hills, District 10 (Alternate)

Riverside County: Hon. Greg Pettis, Cathedral City, District 2 (Member)

Ex-Officio: Christine Eberhard, NRDC (Member)
David Shepherd, BIA (Alternate)
Terry Roberts, ARB (Other)
The Sustainability Subcommittee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE
(Hon. Pam O’Connor, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Subcommittee, must fill out and present a speaker’s card to the Assistant prior to speaking. Comments will be limited to three minutes. The Chair may limit the total time for all comments to twenty minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

<table>
<thead>
<tr>
<th>ACTION ITEMS</th>
<th>Time</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Review of Sustainability Subcommittee Schedule Outlook (Hon. Pam O’Connor)</td>
<td>Attachment 15 mins.</td>
<td>1</td>
</tr>
<tr>
<td><strong>Recommended Action:</strong> Approve Subcommittee Meeting Outlook</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Presentation: Scenario Modeling at the Regional Level (Peter Calthorpe, Calthorpe Associates)</td>
<td>Attachment 30 mins.</td>
<td>2</td>
</tr>
<tr>
<td>3. Presentation: SCAG Scenario Planning Model (Guoxiong Huang, SCAG Staff)</td>
<td>20 mins.</td>
<td></td>
</tr>
<tr>
<td>4. Establish Future Subcommittee Meeting Dates (Hon. Pam O’Connor, Chair)</td>
<td>15 mins.</td>
<td></td>
</tr>
<tr>
<td><strong>Proposed Meeting Dates and Times for 2nd Joint Subcommittee Meeting:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>October 24, 2012, 10am-12pm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>October 25, 2012, 11am-1pm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>November 5, 2012, 10am-12pm</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CHAIR’S REPORT
(Hon. Pam O’Connor, Chair)
SUSTAINABILITY SUBCOMMITTEE
AGENDA
OCTOBER 2, 2012

STAFF REPORT
(Marco Anderson, SCAG Staff)

FUTURE AGENDA ITEMS
Any Subcommittee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT
Please note that the next regular meeting of the Public Health Subcommittee meeting will be a joint meeting with the Active Transportation and Sustainability Subcommittees. The meeting date and time will be determined.
### Meeting #1
**Objective:** Introduce the tools, and data needs for modeling regional sustainable scenario development.
- Overview of the data needs and current challenges regarding modeling sustainable scenario systems
- Update on demographic changes in transportation choices and settlement patterns
- Work plan for subcommittee and steps to achieve deliverables

**Action:** Approve Sustainability Subcommittee Work Plan

**Potential Presenters:** Peter Calthorpe (CA), Guoxiong Huang (SCAG)

### Meeting #2—Joint Meeting
**Objective:** Review 2012–2035 RTP/SCS and implementation actions and strategies
- Current SCAG policies and planned programs and projects related to addressing Active Transportation, Public Health, and Sustainability (HQTAs, future call for projects, etc.)
- Reauthorization of transportation funding as it applies to Active Transportation, Public Health, and Sustainability programs
- Current and possible performance measures for Active Transportation, Public Health, and Sustainability

**Potential Presenters:** SCAG staff, Shahrzad Amiri (LACMTA), Jaime de la Vega (LADOT), other Compass Blue-Print Grantees

### Meeting #3
**Objective:** Understand new trends in real estate development and sustainable building practices
- Review the challenges and opportunities facing both greenfield and infill development
- Discuss the factors that influence locational choices for firms and households
- Strategies for subregions to address workforce housing issues

**Potential Presenters:** Mott Smith (Infill Builders Association), Devon Hartman (Every Watt Matters), Walker Wells (Green Alliance), Representative from (US Green Building Council), Representative from (Building Industry Association), Representatives from (CBRE)

### Meeting #4—Joint Meeting
**Objective:** Understand the impacts of sustainability-focused planning on environmental justice and equity
- Address comments on the need to adequately address affordable housing and public health issues for low-income and underserved communities
- Is there a correlation between transit-oriented development and gentrification?
- Post redevelopment, is there an effective model of affordable housing provision?
- What are the connections between jobs housing balance and housing affordability?

**Potential Presenters:** Andrea Hricko (USC), Michael Woo (Cal Poly Pomona), Cecilia Estolano (Estolano LeSar Perez), Shelley Poticha (HUD), Representative from Housing Authority of LA, Representative from Affordable Housing Developer, SANBAG, Allison Mannos (Multicultural Communities for Mobility)

### Meeting #5
**Objective:** Discuss the relationship between regional sustainable development strategies, and economic development strategies
- Discuss the relative benefits and costs of regional sustainability
- Discuss performance monitoring of economic growth and sustainable development
- Understand the relationship between livability, quality of life and economic desirability

**Potential Presenters:** Wallace Walrod (OCBC), Marlon Boarnet (USC), Steve Levy (Center for the Continuing Study of the CA Economy), April Economides (Green Octopus Consulting), Bob Bunyan (Orange County Workforce Investment Board)

### Meeting #6
**Objective:** Review and recommend steps for implementation of 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS
- Review and recommend steps for 2012-2035 RTP/SCS implementation and identify emerging issue to address in development of 2016 RTP/SCS

**Action:** Recommend steps for moving forward key strategies from 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

**Potential Presenters:** SCAG
Los Angeles Regional Plan
Environmental Limits
Economic Structure
Mobility

Transit Systems
Smart Growth
Our Aging Population

SCAG Region, 2010 to 2035

Note: Percentages do not add to 100% due to rounding
Source: SCAG, Local Input/General Plan Growth Forecast, March 2010

Over $\frac{1}{2}$ the demand for new homes

In 2040 73% of all households will be without children
SCAG Housing Demand 2035

New Units Needed by 2035

Thousands

Multifamily: 1,515
Townhouse: 692
Small Lot: 881
Large Lot: -1,167

Source: AC Nelson. The Shape of Metropolitan California in the 21st Century: Outlook to 2020 and 2035
SCAG Planning Bottom Line 2035

New Units Needed by 2035

Holding Large Lot Supply Constant

Source: AC Nelson. The Shape of Metropolitan California in the 21st Century: Outlook to 2020 and 2035
Southern California RapidFire

2012 RTP/SCS PUBLIC OUTREACH WORKSHOPS

2035 SCENARIO DESCRIPTIONS

1. The scenario is based on the general plan prepared by the state. It includes a significant proportion of agriculture, mixed-use development, but also recognizes the need for increased growth in existing urban areas and some new transit. New housing is scattered in smaller, older communities, including many smaller, older communities, and the scenario includes housing that is located in areas that are less dense, infill development, and other non-automotive transportation modes, such as bicycles and pedestrians.

2. This scenario includes a significant proportion of agriculture, mixed-use development, but also recognizes the need for increased growth in existing urban areas and some new transit. New housing is scattered in smaller, older communities, including many smaller, older communities, and the scenario includes housing that is located in areas that are less dense, infill development, and other non-automotive transportation modes, such as bicycles and pedestrians.

3. The scenario includes a significant proportion of agriculture, mixed-use development, but also recognizes the need for increased growth in existing urban areas and some new transit. New housing is scattered in smaller, older communities, including many smaller, older communities, and the scenario includes housing that is located in areas that are less dense, infill development, and other non-automotive transportation modes, such as bicycles and pedestrians.

4. This scenario includes a significant proportion of agriculture, mixed-use development, but also recognizes the need for increased growth in existing urban areas and some new transit. New housing is scattered in smaller, older communities, including many smaller, older communities, and the scenario includes housing that is located in areas that are less dense, infill development, and other non-automotive transportation modes, such as bicycles and pedestrians.

SCENARIO CONSIDERATIONS

This scenario is based on the general plan prepared by the state. It includes a significant proportion of agriculture, mixed-use development, but also recognizes the need for increased growth in existing urban areas and some new transit. New housing is scattered in smaller, older communities, including many smaller, older communities, and the scenario includes housing that is located in areas that are less dense, infill development, and other non-automotive transportation modes, such as bicycles and pedestrians.

PRICING EFFECTS

Final price, along with other driving costs, has both short and long-term effects on driving decisions. SCAG is working with our partners to explore how pricing could simultaneously impact driving decisions, reduce roadway congestion, and support more efficient growth patterns, and raise revenue to support critical transportation system improvements - including those aimed at improving scenario outcomes such as transit, walking, and cycling. Each of the scenarios described here involves a hypothetical 2% per mile VMT charge, which on average would result in a 5% reduction in total VMT.

VEHICLE AND FUEL POLICY

Meeting greenhouse gas (GHG) pollution reductions and energy goals will involve a suite of strategies and policies in addition to the land-use and transportation strategies explored in these first RTP/SCS scenarios. The efficiency of cars and the facility we use to power them will also play a role, as well as energy and water conservation measures for our homes and businesses. While these VMT scenarios focus on the impact of land use and transportation investments and strategies in meeting VMT, GHG pollution, and energy efficiency targets, subsequent analysis will capture the impacts of advanced vehicle technologies, renewable energy generation, building efficiency, and a host of state, regional, and local environmental and energy policies.

Developed for the Southern California Association of Governments (SCAG)
Development Proportions
New Growth 2008-2035

- Lower Density Auto-Oriented Suburban
- Mid-Density Walkable and/or Transit Oriented
- Higher-Density Transit-Oriented Infill
- Standard Suburban
- Mixed-Use Walkable Urban Infill
Development Proportions
New Growth 2008-2035

- Standard Suburban: 41%
- Mixed-Use Walkable: 75%
- Urban Infill: 14%

- Lower Density Auto-Oriented Suburban: 6%
- Mid-Density Walkable and/or Transit Oriented: 73%
- Higher-Density Transit-Oriented Infill: 42%

- Standard Suburban: 2%
- Mixed-Use Walkable: 56%
- Urban Infill: 42%
Greenfield vs. Infill / Reuse
New Development 2008-2035
Greenfield vs. Infill / Reuse
New Development 2008-2035

<table>
<thead>
<tr>
<th></th>
<th>Greenfield</th>
<th>Reuse</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>28%</td>
<td>72%</td>
</tr>
<tr>
<td>2</td>
<td>17%</td>
<td>83%</td>
</tr>
<tr>
<td>3</td>
<td>12%</td>
<td>88%</td>
</tr>
<tr>
<td>4</td>
<td>7%</td>
<td>93%</td>
</tr>
</tbody>
</table>
Land Consumed

Square Miles

Reduction in Land Consumption from Scenario 1 by 2035:

- 124 square miles
- 167 square miles
- 205 square miles

251
127
84
46
Local Infrastructure Costs

Capital & Operations & Maintenance Costs for New Growth, 2008-2035

Cumulative Savings from Scenario 1 by 2035:

- $4.4 billion
- $5.7 billion
- $10.3 billion

Includes capital costs and general fund O&M expenditures for local roads, wastewater and sanitary sewer, water supply, and parks & recreation.
Vehicle Miles Traveled
Annual per household, 2035

Annual Reduction in Total VMT from Scenario 1 in 2035:

- 16.7 billion miles
- 19.5 billion miles
- 21.4 billion miles

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Annual VMT per household, 2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>20,924</td>
</tr>
<tr>
<td>2</td>
<td>18,630</td>
</tr>
<tr>
<td>3</td>
<td>18,254</td>
</tr>
<tr>
<td>4</td>
<td>17,994</td>
</tr>
</tbody>
</table>

17 billion miles
19.5 billion miles
21.4 billion miles
Vehicle Miles Traveled

Annual per household, 2035

Equivalent to taking all cars off the road for XX work days in Southern CA:

- 42 Days
- 49 Days
- 53 Days

Annual VMT per household, 2035

17,000
18,000
19,000
20,000
21,000

16,000
17,000
18,000
19,000
20,000
21,000

1
2
3
4

20,924
18,630
18,254
17,994
## Household Costs

### Annual Costs for Transportation, Building Energy, and Water, 2035

<table>
<thead>
<tr>
<th>2009 Dollars</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td>$15,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$15,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$14,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$14,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$13,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$13,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$12,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$12,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Savings from Scenario 1 by 2035

<table>
<thead>
<tr>
<th></th>
<th>Scenario 1</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
<th>Scenario 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>$15,120</td>
<td>$1,500</td>
<td>$1,750</td>
<td>$1,970</td>
<td></td>
</tr>
<tr>
<td>$13,620</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$13,370</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$13,150</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$12,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$12,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$13,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$13,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$14,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$14,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$15,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$15,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Greenhouse Gas Emissions
Annual Emissions from Buildings and Auto Transportation, 2035

Reduction in GHG from Scenario 1 in 2035

<table>
<thead>
<tr>
<th>Scenario</th>
<th>GHG Emissions (MMT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>96.1</td>
</tr>
<tr>
<td>2</td>
<td>87.6</td>
</tr>
<tr>
<td>3</td>
<td>86.1</td>
</tr>
<tr>
<td>4</td>
<td>84.6</td>
</tr>
</tbody>
</table>

Buildings

Autos

Annual Emissions from Buildings and Auto Transportation, 2035
Building Energy Use
Trillion BTU, Annual, 2035

Annual Reduction in Building Energy Use from Scenario 1 in 2035:

- 61 Trillion BTU
  74 Trillion BTU
  89 Trillion BTU

Trillions
840
820
800
780
760
740
720
700
680

1
2
3
4

835
774
761
746
Building Energy Use

Trillion BTU, Annual, 2035

Equivalent to powering XX homes in Southern California for a year

- 960,000 homes
- 1.2 million homes
- 1.4 million homes

Trillions

840
820
800
780
760
740
720
700
680

1 2 3 4

835 774 761 746
Water Consumption

Acre Feet (Annual in 2035)

Annual Reduction in Water Consumption from Scenario 1 in 2035

- 150,000 Acre Feet
- 160,000 Acre Feet
- 200,000 Acre Feet

Millions

1 2 3 4

3.06 2.91 2.90 2.86

2.75 2.80 2.85 2.90 2.95 3.00 3.05 3.10
Water Consumption
Acre Feet (Annual in 2035)

Equivalent to XX showers per year, per household

335 Showers  357 Showers  447 Showers
Respiratory Health Impacts
Cost reduction from status quo due to health incidents, Annual in 2035
Housing Product Mix

New Housing Units 2008-2035
Housing Product Mix
New Housing Units 2008-2035

- Multifamily: 48%
- Townhome: 34%
- Small Lot Single Family: 48%
- Large Lot: 54%

Anticipated Demand:
1. Multifamily: 28%
2. Townhome: 31%
3. Small Lot Single Family: 28%
4. Large Lot: 31%
Housing Product Mix
All Housing Units in 2035 (Existing + New)

- Multifamily: 36% (Existing) 35% (New)
- Townhome: 8% (Existing) 8% (New)
- Small Lot Single Family: 16% (Existing) 19% (New)
- Large Lot: 40% (Existing) 40% (New)

Existing (2008):
1. Multifamily
2. Townhome
3. Small Lot Single Family
4. Large Lot

2018 Development Numbers:
- Multifamily: 29
- Large Lot: 28
- 36% Multifamily, 35% Townhome, 39% Small Lot Single Family, 40% Large Lot
New Scenario & Analytical Tools

Next Generation Open Source Sketch Model & Data Ecosystem
Oahu’s Challenges

Climate Change
Energy Security
Budget Shortfalls
Health Care Costs

Failing Schools
Obesity

Housing Costs
Energy Prices

Budget Shortfalls
Political Gridlock

Water Shortages

Failing Infrastructure
TOD Scenario Metrics...

Environmental
- Greenhouse Gas Emissions
- Air Pollution
- Water and Energy Consumption

Transportation
- Vehicle Miles Traveled
- Vehicle Emissions
- Rail Ridership

Fiscal
- Capital Infrastructure Costs
- O&M/Public Works Costs
- Household/Business Costs

Social
- Housing Diversity & Affordability
- Cost of Living Household Costs
Web-Based Scenario Painting
Household Driving

Increment Only Passenger Vehicles, Annual (2050)

VMT per HH

2010: ~14,500

A
BAU
12,217
B
Forecast
10,654
C
Station Plans
6,952
D
Corridor Focus
5,619
Per Household Costs - Increment
Transportation and Home Energy/Water Use, Annual (2050)

$18,000
$16,000
$14,000
$12,000
$10,000
$8,000
$6,000
$4,000
$2,000
$-
2011 Dollars

<table>
<thead>
<tr>
<th>Category</th>
<th>BAU</th>
<th>Forecast</th>
<th>Station Plans</th>
<th>Corridor Focus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>$10,882</td>
<td>$9,117</td>
<td>$5,949</td>
<td>$4,808</td>
</tr>
<tr>
<td>Utilities</td>
<td>$4,697</td>
<td>$4,454</td>
<td>$4,285</td>
<td>$4,063</td>
</tr>
<tr>
<td>Total</td>
<td>$15,579</td>
<td>$13,570</td>
<td>$10,324</td>
<td>$8,871</td>
</tr>
</tbody>
</table>

A
BAU

B
Forecast

C
Station Plans

D
Corridor Focus
Local Infrastructure Costs
Capital and Operations & Maintenance Costs, 2010-2050

Cumulative Reduction from Scenario A by 2050

- $462 million
- $1.2 billion
- $1.6 billion

$ Billions

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Cumulative Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>A (BAU)</td>
<td>$8.1 billion</td>
</tr>
<tr>
<td>B (Forecast)</td>
<td>$7.6 billion</td>
</tr>
<tr>
<td>C (Station Plans)</td>
<td>$6.9 billion</td>
</tr>
<tr>
<td>D (Corridor Focus)</td>
<td>$6.5 billion</td>
</tr>
</tbody>
</table>

2011 Dollars

37
Roadway Costs
Cost for Additional Highway and Arterial Roadways (2010-2050)

$ Billions

2011 Dollars

A
BAU

$9.2

B
Forecast

$8.4

C
Station Plans

$2.7

D
Corridor Focus
Preliminary Rail Ridership

Trips Per Day (2035 – MOS/Phase 1 Rail)

<table>
<thead>
<tr>
<th>Trips</th>
<th>MOS</th>
<th>Extensions</th>
<th>Forecast</th>
<th>Station Plans</th>
<th>Corridor Focus</th>
</tr>
</thead>
<tbody>
<tr>
<td>116,300</td>
<td>115,232</td>
<td>25,324</td>
<td>183,269</td>
<td>23,930</td>
<td>134,783</td>
</tr>
<tr>
<td>140,000</td>
<td>207,000</td>
<td>+67,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>150,000</td>
<td>207,000</td>
<td>+20,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>160,000</td>
<td>207,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>170,000</td>
<td>207,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>180,000</td>
<td>207,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>190,000</td>
<td>207,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>200,000</td>
<td>207,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>210,000</td>
<td>207,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

EIS-2030 | B Forecast | C Station Plans | D Corridor Focus