

## Attachment A – TRS Third Round Modeling Results

Metric	DTLA cordon		WLA/SM		Both	
	Actual	%	Actual	%	Actual	%
Less delay countywide (hours daily)	-53,700	-3.3%	-51,900	-3.1%	-66,100	-4%
Less delay in traffic reduction zone (hours daily)	-7,216	-39.7%	-2127	-46.5%	-9459	41.6%
Faster travel in traffic reduction zone (mph)	1.8	+8.8%	1.3	+5.5%	1.7	+7.9%
VMT reduction countywide (miles daily)	-1,892,800	-.9%	-1,152,800	-.5%	-2,043,500	-1%
VMT reduction in traffic reduction zone (miles daily)	-194,775	-13.9%	-142,463	-23.9%	-336,182	-16.8%
Increase in bus trips, countywide		+1.49%		+2.07%		+2.55%
Increase in rail, commuter rail, BRT trip mode, countywide		+18.99%		+9.86%		+20.96%
Increase in active transportation trips, countywide		+6.23%		+6.08%		+6.19%
Increase in daily transit boardings, countywide	+387,716	+17.2%	+224,975	+10%	+464,251	+20.5%
Change in SOV trips, countywide		-1.02%		-.81%		-1.12%
Change in HOV trips, countywide		-.54%		-.43%		-.51%
Increase in job access, 60 mins by transit, countywide	+48,407	+8.61%	+26,307	+4.88%	+50,307	+8.92%
Increase in job access, 60	+134,292	+15.48%	+85,711	+10.47%	+127,622	+14.82%

mins by transit, EFCs						
Increase in job access, 30 mins by car, countywide	+44,877	+3.17%	+22,106	+1.59%	+46,726	+3.3%
Increase in job access, 30 mins by car, EFCs	+60,410	+3.49%	+28,801	+1.7%	+62,816	+3.63%
Gross Revenue, 20 years	\$10,630,800,000		\$3,395,000,000		\$13,798,900,000	
Net Revenue, 20 years	\$9,520,800,000		\$2,938,400,000		\$12,335,000,000	
Change in CO2 emissions (metric tons)	-525.91	-.81%	-325.52	-.5%	-594.31	-.91%
Change in NOx emissions (metric tons)	+.07	+.21%	+.12	+.36%	+.05	+.14%
Change in PM10 emissions (metric tons)	-.002	-36%	-.001	-16%	-.003	-43%