



CITY OF CHINO

TRAFFIC IMPACT ANALYSIS GUIDELINES

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TRAFFIC IMPACT ANALYSIS GUIDELINES

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1.0 INTRODUCTION

The purpose of the Traffic Impact Analysis (TIA) Guidelines is to provide a standard format and methodology for assessing potential transportation and circulation impacts of proposed development projects, transportation construction projects, the City's General Plan, Community Specific Plans, and changes in Land Use and Zoning in Chino as it relates to Level of Service (LOS) and Vehicle Miles Traveled (VMT) analyses. While VMT analysis is required per California Environmental Quality Act (CEQA), the City continues to require LOS analysis to review a project's General Plan conformance and to continue to monitor the quality of the transportation network.

The information and guidance contained within this document is not meant to supersede the requirements of San Bernardino County Congestion Management Plan (CMP) nor the California Department of Transportation's (Caltrans) requirements for Traffic Impact Analysis. This document is a living document and will be updated, amended, or modified as needed and approved by the City. The latest revision of this document is required to be used at the time the applicant has received a signed TIA Scoping Agreement (Exhibit A) from the City's Transportation Manager. The applicant shall submit a "Scoping Agreement for Chino's Traffic Impact Analysis" (see Exhibit A for template) for review and approval before commencing any traffic impact analysis. The purpose of the Scoping Agreement will be to determine the following.

- A. If a TIA is required.
- B. The methodology, scope and breadth of TIA topics to be analyzed.
- C. Ensure compliance with:
 - a. Chino's General Plan and traffic impact requirements.
 - b. Adjacent agency traffic impact requirements.
 - c. San Bernardino's CMP traffic impact requirements.
 - d. Caltrans state highway traffic impact requirements.
 - e. California Environmental Quality Act (transportation impact) requirements.

The TIA report shall be prepared by the project's applicant and must be signed and stamped by a Traffic Engineer or Civil Engineer registered in the State of California and qualified to practice traffic engineering. The City's Transportation Manager shall approve the document prior to approval by the City's Planning Commission or the City Council.

2.0 TRAFFIC IMPACT ANALYSIS EXEMPTIONS

Some project types can be exempt from Level of Service (LOS) Traffic Impact Analysis. Criteria used to exempt projects from an LOS Traffic Impact Analysis include:

- A. Residential Parcel Maps (Four or less dwelling units).
- B. Multi-Family Tract Maps with 11 or less dwelling units.
- C. Plot Plans, Use Permits, and Other Development Projects of One (1) Acre or less.
- D. If a project is part of a Master Plan with a prior approved TIA in which the project is consistent with its Master Plan.



- E. Any use which can demonstrate, based on the most recent edition of Institute of Transportation Engineers (ITE) Trip Generation Manual, or other City approved trip generation source a project trip generation of less than 50 Passenger Car Equivalent (PCE) total trips during any peak hour without consideration of pass-by trips or internal capture.

The City, at its discretion, may require the preparation of a TIA for any development or land use project. Rationale for a TIA that might otherwise be exempt may include:

- Traffic safety concerns;
- Impacts to pedestrian, bicycle, railroad, bus or equestrian facilities;
- Operational issues;
- California Environmental Quality Act (CEQA) required VMT analysis in compliance with Senate Bill 743 (SB743) and City Council Resolution 2020-019;
- Requirements by Caltrans or the San Bernardino County Transportation Authority (SBCTA); or
- Development proximity to known traffic concerns including major arterial intersections that may be impacted by truck traffic.

3.0 TIA SCOPING

To streamline the TIA preparation and review process, the applicant shall solicit input and approval from the City prior to commencing a draft TIA document. The following key points shall be addressed in a Scoping Agreement (Exhibit A) prior to initiating the TIA:

- Determination of study area, intersections, roadway links, facilities, and issues to be analyzed.
- Project trip generation rates and directional distribution.
- Identification of other proposed/approved projects for cumulative traffic, ambient (background) traffic growth assumptions, or integration with the City's traffic model.
- For projects with potential impacts to adjacent jurisdiction's Sphere of Influence, the applicant shall solicit comments from other affected jurisdiction's staff. The applicant shall submit all comments received from other agencies to the City for review and coordination into a single TIA Report for the project.
- For projects that generate 250 two-way peak hour trips, or projects that add 50 two-way peak hour trips to CMP arterial highways, or add 100 two-way peak hour trips to a freeway segment, a CMP TIA report shall be prepared as required by the San Bernardino County CMP.
- For projects that generate at least 100 two-way peak hour trips to a state highway, the applicant's Engineer shall consult with Caltrans to determine the need for a TIA report that covers state highways.
- All TIAs shall include a VMT analysis section for CEQA transportation requirements in compliance with SB743 and City Council Resolution 2020-019.



4.0 TRAFFIC IMPACT ANALYSIS FORMAT

The TIA format and required elements are specified in Exhibit B – Traffic Impact Analysis Report Format. The TIA shall comply with the methodology of the [SBCTA Appendix B](#) and default values defined in the CMP level studies. At a minimum, the TIA report shall address the following components:

- Executive Summary
- Study Area
- On-Site Circulation Analysis
- Analysis Scenarios
- Level of Service Analysis
- Intersection Control Analysis
- Traffic Safety and Operational Analysis
- Proposed Mitigation Measures
- Project Fair Share
- General Plan/Specific Plan Conformance

Special events and projects that do not exhibit typical weekday trip generation characteristics may require additional analysis, including weekend and off-peak analysis scenarios. Examples of such uses would include, but are not limited to, sports stadiums, racetracks, water parks, or uses that exhibit substantial traffic peaking on a periodic basis. When appropriate, the TIA for this type of facility shall include a traffic management plan to mitigate traffic impacts associated with the event. Adequate area wide access shall be provided to the site and all impacts shall be alleviated to the maximum extent possible.

Executive Summary

The executive summary will be the first section of any TIA and will introduce the project (location, land use, size, characteristics, challenges) and summarize the TIA's scope and findings specifying all impacts identified and mitigation measures recommended. This section of the TIA shall allow any reader to understand the project description, its transportation impacts and the measures identified to mitigate those impacts. This section shall include summary tables and exhibits that assist in understanding the scope, analysis and findings contained within the TIA report.

Study Area

The study area section will identify the locations and facilities to be studied as approved by the Scoping Agreement. All facilities within the study area shall be analyzed to identify LOS and roadway capacity impacts using approved recognized methodologies. Study intersections shall include all intersections where any peak hour project volume is expected to be 50 PCE trips or more prior to pass-by trip reductions. Additional studied facilities may include the following:

- A. Roadway segments near the project site



- B. Intersections at or near acceptable LOS thresholds
- C. Pedestrian, bicycle and equestrian circulation adjacent to project site
- D. Transit routes (if applicable)
- E. Project driveway controls
- F. Construction traffic management considerations

On-Site Circulation Analysis

On-site circulation analysis is required to ensure the multimodal circulation of the project works both as a standalone project and as a part of the city's transportation network. This section would include:

- A. Site Access Driveways: Location analysis, non-standard design characteristics, access restrictions, line-of-sight.
- B. Vehicle Turning Analysis: Vehicle turning movements shall be provided to ensure minimum corner radii and roadway widths can accommodate the proposed use. Chino Valley Fire District standards, trash trucks, delivery trucks and other appropriate design vehicle types shall be included in this analysis.
- C. Queuing Analysis: On-site analysis of vehicle queuing for drive-thru and storage at entrances and exits are appropriate for the project.
- D. Analysis of Bicycle & Pedestrian Facilities: Ensure compliance with Chino's General Plan, Specific Plans and Chino Master Plans for Bicycles, Pedestrian and other modes of transportation are reviewed along with Chino's Pedestrian Facility Accessibility Policy.
- E. Parking: Parking analysis to assist with ensuring minimum parking needs of project type that differ from City standard requirements if appropriate.

Traffic Impact Analysis Scenarios

The TIA shall include an LOS analysis of all identified facilities under the following scenarios:

- A. Existing Traffic Conditions: Traffic count data shall be new or recent. In some cases, data up to one year old may be accepted, upon approval by the City.
- B. Existing with Project Traffic Conditions: Project generated traffic added to the existing traffic conditions.
- C. Opening Year Traffic Conditions (Without Project): A city approved growth rate applied to the existing conditions plus traffic from cumulative projects expected to be completed by the opening year.
- D. Opening Year with Project Traffic Conditions: Project generated traffic added to the Opening Year Traffic Conditions (Without Project) conditions.
- E. Project Phasing: Traffic conditions at each project phase (city approved growth rate and cumulative project traffic) if applicable.
- F. Horizon Year Traffic Conditions (Without Project): Traffic conditions for the Horizon year or Build-out year often corresponding with the General Plan Horizon



year conditions without project added trips. Traffic projections shall utilize the San Bernardino Transportation Analysis Model (SBTAM) or other City approved transportation circulation model. The Engineer shall use the model projections as the basis for determining turning movement volumes and roadway link volumes for the required analysis. A manual assignment of project traffic added to the General Plan Buildout traffic volumes may be used to determine total future traffic and a narrative explaining the methodology shall be included.

- G. Horizon Year with Project Traffic Conditions: Horizon Year Traffic Conditions with cumulative project conditions and buildout conditions of entire project.

Each analysis scenario will identify any impacts to studied facilities and mitigation for those impacts. Each scenario will also include warrant analysis for all-way stops and signals as appropriate and identify any safety or operation improvements needed to address circulation, access and safety of the project as appropriate.

Level of Service Analysis Methodology

The City's General Plan Circulation Element established minimum LOS standards for the City's roadway network. The TIA shall document these standards and analyze the LOS both with and without the proposed project in each analysis scenario. The TIA shall include all LOS worksheets for all study facilities as an appendix to the TIA. All LOS calculations shall be performed utilizing the methodologies contained within the latest edition of the Transportation Research Board (TRB) Highway Capacity Manual (HCM). LOS analysis worksheets shall be provided in the appendix of the TIA and an electronic file containing PDF's of the worksheets and any software files (such as Trafficware or PTV) used to calculate LOS shall be included on a CD with the TIA.

Facilities that are found to exceed LOS thresholds shall identify mitigation necessary to bring each facility in to compliance. The TIA will identify the estimated cost of the mitigation and the project's fair share towards the design and construction of the improvement.

Intersection LOS Analysis

An intersection LOS analysis shall be performed using the methodology in the latest edition of the HCM (currently 6th Edition). Refer to Exhibit C for typical input parameters. Typical peak hours generally studied are:

- AM Peak Hour: 6:00 a.m. to 9:00 a.m.
- PM Peak Hour: 4:00 p.m. to 7:00 p.m.
- Modifications to these and other peak hours may be required for specific locations and projects and may include afternoon, weekend, and school peak periods.



Link LOS Analysis

When required by the City, a roadway link analysis shall be performed using the methodology in the latest edition of the HCM. LOS "D" capacity from the City's General Plan shall be documented and used to determine impacts and mitigation measures.

Projects that are "truck intensive" (warehouses, logistics, distribution centers, surface mining permits, etc.) may be required to analyze truck access routes, adequacy of the streets to be used (geometry and structural section), safety issues relating to the truck traffic, traffic signal operation, staging, queueing, and potential impacts of truck traffic on nearby sensitive land uses like residential, parks and schools. The Passenger Car Equivalent (PCE) factors shall be consistent with SBCTA CMP Appendix B:

- Light Duty Trucks, RVs, Dual Rear Wheels: PCE factor of 1.5
- Medium Duty Trucks with 3 axels: PCE factor of 2.0
- Heavy Duty Trucks with 4+ axels: PCE factor of 3.0

Intersection Control Warrant Analysis

All-way stop and/or traffic signal warrant analysis shall be performed at identified un-signalized intersections including project access points for all analysis scenarios. The traffic signal warrant analysis shall be performed in conformance with the latest version of the California Manual on Uniform Traffic Control Devices (CA-MUTCD). The warrant analysis worksheets shall be included in the TIA document's appendices. In determining the location of a newly warranted traffic signal, traffic progression and simulation analysis may be required using traffic simulation software (Trafficware's Synchro/SimTraffic for example) to analyze traffic signal coordination and progression along the corridor. Electronic files from such analysis shall be submitted electronically as part of the TIA submittal to the City.

Traffic Safety and Operational Analysis

The TIA shall evaluate the existing roadway conditions to determine if safety or operational improvements are necessary with and without the project. The types of improvements needed may include, but are not limited to:

- Protected turning movements
- Additional lanes
- Increased left and/or right turn pocket lengths
- On-street parking restrictions
- Measures to reduce cut-through project traffic in adjacent areas
- Line of sight analysis at project driveways and intersections
- Traffic signal operational modifications
- Need for traffic signal coordination
- Need for CCTV camera facilities to monitor traffic conditions
- Bicycle Facilities
- Pedestrian and Accessibility Facilities



A construction traffic management plan may be required of projects at the discretion of the City to address project construction-related safety and operational impacts.

5.0 MITIGATION MEASURES

In accordance with the City's General Plan Circulation Element, at intersections where the LOS falls below, or is expected to fall below an acceptable threshold with or without the addition of the project, feasible measures shall be identified to mitigate the project's impacts for all project scenario conditions. In all cases, the feasibility of the proposed improvements must be demonstrated, and the availability of right-of-way must be verified. Each mitigation measure shall include an estimated cost to design and construct the improvement. The TIA will also calculate the project's fair share towards each mitigation measure.

5.1 Project Fair Share

The Project Fair Share of mitigation costs shall be calculated based on the percentage of the proposed project's traffic contribution to each study area intersection or facility. The cost of the Fair Share shall be based on the Fair Share Percentage multiplied by the cost to construct each mitigation measure. The cost of each mitigation measure shall be derived from a City approved source and methodology. The Project Fair Share shall be calculated for each analyzed peak hour delay or the average daily traffic. The single peak hour containing the largest Fair Share percentage shall be used as the fair share amount. The formula to be used to calculate the percentage of a project's fair share shall be as follows:

$$Fair\ Share = \frac{Project\ Only\ Trips}{Project\ Only\ Trips + Future\ Cumulative\ Trips} \times 100\%$$

Future Cumulative Trips is the background base-year traffic multiplied by the approved growth factor added to the trips generated by cumulative development expected to be completed in each scenario.

5.2 Conformance with City's General Plan Circulation Element

The TIA shall identify if the ultimate roadway system proposed in the City's General Plan Circulation Element is adequate to accommodate project traffic, or if changes to the General Plan roadway system are necessary as part of the project approval. The TIA will also specify if the project type and land use are consistent with the Chino General Plan, the project's regional Specific Plan if applicable, and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

6.0 SENATE BILL 743 – VEHICLE MILES TRAVELED (VMT)

In accordance with Senate Bill 743 (SB-743) by July 1, 2020, all California public agencies were required to adopt VMT as the primary analysis metric to address transportation related impacts through CEQA for all land use projects and land use plans.



The City adopted an average VMT per service population (population plus employment in most instances) threshold of significance on June 16, 2020. Exhibit D provides a table containing the adopted City of Chino thresholds and methodologies. The City worked with SBCTA and member agencies on a countywide consistent approach in adopting SB-743. LOS analysis as previously stated are still required per the City's General Plan and ongoing network monitoring efforts. The VMT section of the TIA shall include a narrative and exhibits analyzing the VMT of the project.

A project may be screened from VMT analysis by following the Governor's Office of Planning & Research (OPR) recommendations and City adopted guidelines meeting the following:

- located within a Transit Priority Area, or;
- residential and office projects located within a low VMT Traffic Analysis Zone (TAZ), or;
- employment-related projects within a low VMT TAZ if the project can reasonable be assumed to generate similar VMT metrics to existing land uses in the low VMT area, or;
- local serving retail projects less than 50,000 square feet in size, or;
- projects that generate less than 110 daily vehicle trips.

When a project can not be screened as described above, a VMT analysis shall be required using SBTAM model runs and include 'project generate VMT' and 'project effect on VMT' estimates for the project TAZ(s) under the following scenarios:

- Baseline conditions
- Baseline plus project – add project to VMT to local TAZ as appropriate.
- Cumulative no project conditions
- Cumulative plus project – analyze the projects effect on cumulative VMT in the area.

If a project is found to have an impact on VMT, mitigation measures shall be identified. The following choices for mitigation are available:

- Modify the project's completed environment characteristics to reduce VMT generation by the project.
- Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the project.
- Participate in a VMT fee program and/or VMT mitigation exchange/banking program (if they exist) to reduce VMT from the project or land uses to achieve acceptable levels.

For more information on how to analyze and mitigate VMT, and how to access SBCTA's GIS VMT Screening Tool please visit <http://gosbcta.com>. Additional SB-743 information can be found online at the California Office of Planning & Research website <https://opr.ca.gov/ceqa/updates/sb-743/>.



EXHIBIT A – SCOPING AGREEMENT



SCOPING AGREEMENT FOR CHINO'S TRAFFIC IMPACT ANALYSIS

Project Name: _____
 Address / Location: _____
 Project Description: _____
 Chino Project No.: _____ Specific Plan: _____

	<u>Consultant</u>	<u>Developer</u>
Name:	_____	_____
Address:	_____	_____
Telephone:	_____	_____
E-mail:	_____	_____

A. Trip Generation

Source: ITE 10th Edition Other: _____

Current Land Use: _____ Proposed Land Use: _____
 Current Zoning: _____ Proposed Zoning: _____

<u>One-Way Trip Ends in PCE</u>	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
Total Project Trips:	_____	_____	_____
AM Peak Hour (-):	_____	_____	_____
PM Peak Hour (-):	_____	_____	_____
Other (-):	_____	_____	_____
Internal Capture: Yes / No	Percentage: _____		_____%
Pass-By Trips: Yes / No	Percentage: _____		_____%

B. Trip Geographic Distribution

Attach exhibit showing detailed distribution



C. Traffic Projections

Existing:	_____	Count Year:	_____
Project Opening Year:	_____	Growth Rate:	_____
General Plan Horizon Year:	_____	Growth Rate:	_____
Other:	_____	Growth Rate:	_____

D. Study Intersections

1. _____	4. _____
2. _____	5. _____
3. _____	6. _____

E. Study Area Roadway Segments

1. _____

2. _____

F. Other Jurisdictional Impacts

Is this project within a one-mile radius of the Sphere of Influence of another City or County boundary? Yes / No If so, name of Jurisdiction(s): _____

G. Site Plan

Attach reduced site plan.

H. SB-743: Vehicles per Mile Traveled

VMT analysis based on Chino's draft threshold and methodology.

I. Specific Issues to be addressed

1. _____

2. _____

3. _____

Approved by:

City of Chino, Transportation Manager: _____

Date: _____



EXHIBIT B – TRAFFIC IMPACT ANALYSIS REPORT FORMAT

The Traffic Impact Analysis Report shall be formatted to consist of the following:

0) COVER PAGE

- a) Name of project & submittal date
- b) Applicant & Engineer contact information including Engineer's signed stamp
- c) Tract/Parcel and Chino's Development Services Department project numbers

1) INTRODUCTION/EXECUTIVE SUMMARY

- a) Introduction of project including project description, location, size, type, zoning & land use, and study area (include exhibits)
- b) Summary of findings including significant impacts, mitigation measures and fair share (include exhibits)

2) STUDY AREA

- a) Specific issues & concerns

3) ON-SITE ANALYSIS

- a) Access & off-site connectivity analysis (include exhibits)
- b) Internal circulation analysis (include exhibits)

4) METHODOLOGIES AND THRESHOLDS

- a) Level of Service (include exhibits)
- b) Capacity Analysis (include exhibits)
- c) Warrant Analysis (include exhibits)
- d) Safety & Operational Analysis (include exhibits)

5) TRAFFIC ANALYSIS SCENARIOS

- a) Existing Traffic Conditions (include exhibits)
- b) Existing Plus Project Conditions (include exhibits)
- c) Opening Year Without Project Conditions (include exhibits)
- d) Opening Year With Project Conditions (include exhibits)
- e) Project Phasing (With & Without Project) Conditions if applicable (include exhibits)
- f) Horizon Year Without Project Conditions (include exhibits)
- g) Horizon Year With Project Conditions (include exhibits)

6) FINDINGS AND RECOMMENDATIONS

- a) Summarize all analyses and results (include exhibits)
- b) Proposed Improvements and Mitigation Measures (include exhibits)
- c) Warrant Analysis Results (include exhibits)
- d) Project Fair Share (provide table)
- e) Conformance with General Plan Circulation Element, Specific Plan and SCAG RTS/SCS (include exhibits)

7) CEQA VMT ANALYSIS

- a) Narrative Summary of VMT analysis and findings
- b) Screening Analysis (include exhibits)
- c) RTP/SCS Consistency Analysis
- d) VMT Analysis
 - i) Methodology (OD/PA)
 - ii) Analysis (VMT/SP – Threshold Comparison)



- iii) Findings
- iv) Mitigation (Identification and expected reduction in VMT/SP)
 - (1) Define is EIR required

8) APPENDICIES

- a) Approved TIA Scoping Agreement (Signed/stamped)
- b) Traffic Counts Data Sheets
- c) Intersection Analysis Worksheets
- d) Traffic Signal Warrants Worksheets
- e) Screening Tool Exhibits
- f) VMT Model Run Exhibits

All count data created or analyzed for the TIA shall be submitted in an electronic format in CSV or Excel to the City for their use and records. All Synchro files used to develop TIA analysis shall be submitted as part of the TIA's electronic submittal.

**EXHIBIT C – SIGNALIZED INTERSECTION ANALYSIS PARAMETERS**

PARAMETER	VALUE
Base Saturation Flow Rate	<p><u>Existing & Background Scenarios:</u> 1,800 Vehicles Per Hour of Green Per Lane (vphgpl) for exclusive through and exclusive right-turn lanes. 1,700 vphgpl for exclusive left-turn lanes 1,600 vphgpl for exclusive dual left-turn lanes</p> <p><u>Cumulative & General Plan Build-Out scenarios:</u> 1,900 Vehicles Per Hour of Green Per Lane (vphgpl) for exclusive through and exclusive right-turn lanes. 1,800 vphgpl for exclusive left-turn lanes 1,700 vphgpl for exclusive dual left-turn lanes</p>
Heavy Vehicle Factor	<p>Determine % heavy vehicle in existing traffic stream based on count data or consultation with City. Projects with truck intensive uses must convert project trips to Passenger Car Equivalent (PCE) consistent with SBCTA CMP:</p> <p>Light Duty, RVs, Dual Rear Wheels PCE = 1.5 Medium Duty with 3 axle PCE = 2.0 Heavy duty with 4+ axle PCE = 3.0</p>
Peak Hour Factor (PHF)	Derived from recent count data, otherwise 0.95 PHF shall be assumed.
Grade	Include when indicated grade is greater than 8%
Exclusive Left-turn Lane	Peak hour volume > 100 vph
Dual Left-turn Lanes	Peak hour volume > 300 vph
Protected Left Turn Phasing	Left turn volume > 240 vph
Minimum Green Time	7 seconds for turning movements, 10 seconds for through movements
Cycle Length	60 seconds to 120 seconds. Verify traffic signal timing and cycle lengths with City
Lost Time	Per Latest HCM



Intersection analyses shall be performed using the latest version of Trafficware's Synchro software or other software capable of analysis using the latest HCM methodologies. Intersections shall be evaluated based on the 95th percentile queue length, to insure that turn lane storage and queue lengths do not exceed the available turn pocket length.

Actual traffic signal timing and peak hour factors for intersection shall be collected in the field and utilized for the existing and near-term analyses. In cases where traffic is added from a significant number of cumulative projects, the consultant shall use their engineering judgment in the application of peak hour factors to maintain consistency with the existing conditions analyses. A peak hour factor of 1.0 shall be applied to Buildout traffic conditions.



EXHIBIT D – VMT ANALYSIS THRESHOLDS AND METHODOLOGY

Methods	Project Threshold	Cumulative Threshold
Land Use Plans (such as General Plans and Specific Plans)		
<p>San Bernardino Traffic Analysis Model (SBTAM) forecast of total daily VMT/SP.</p> <ul style="list-style-type: none"> - To capture project effect, the same cumulative year population and employment growth totals should be used. The 'project' only influences land use allocation. 	<p>A significant impact would occur if the project VMT/SP (for the land use plan) exceeds the Citywide average under General Plan Horizon Year Conditions.</p>	<p>A significant impact would occur if the project caused total daily VMT within the City to be higher than the no project alternative under cumulative conditions.</p>
<ul style="list-style-type: none"> • Consistency check with SCAG RTP/SCS. - Is the proposed project within the growth projections in the RTP/SCS? 	<p>NA</p>	<p>A significant impact would occur if the project is determined to be inconsistent with the RTP/SCS.</p>
Land Use Projects		
<ul style="list-style-type: none"> • Transit Priority Area (TPA) screening. 	<p>Presumed less than significant VMT impact for projects located in TPAs.</p>	<p>Project presumption applies under cumulative conditions as long as project is consistent with SCAG RTP/SCS.</p>
<ul style="list-style-type: none"> • Low VMT area screening. 	<p>Presumed less than significant VMT impact for projects located in low VMT generating model traffic analysis zones (TAZs). These TAZs generate total daily VMT/SP that is 15% less than the baseline level for the County.</p>	<p>Project presumption applies under cumulative conditions as long as project is consistent with SCAG RTP/SCS.</p>



Methods	Project Threshold	Cumulative Threshold
<ul style="list-style-type: none"> Project type screening. 	<p>Local serving retail projects (Per OPR's Technical Advisory less than 50,000 square feet) and neighborhood schools are presumed to have a less than significant VMT impact. Projects that generate less than 110 daily trips do not require VMT analysis.</p>	<p>Project presumption applies under cumulative conditions as long as project is consistent with SCAG RTP/SCS.</p>
<ul style="list-style-type: none"> VMT analysis using SBTAM forecast of total daily VMT/SP. 	<p>A significant impact would occur if the project VMT/SP exceeds the Citywide average under General Plan Horizon Year Conditions.</p>	<p>A significant impact would occur if the project is determined to be inconsistent with the RTP/SCS.</p> <p>A significant impact would occur if the project causes total daily VMT within the City to be higher than the no project alternative under cumulative conditions. This analysis should be performed using the 'project effect' or 'boundary' method.</p>
Transportation Projects (thresholds may apply for SB 743 or GHG purposes)		
<ul style="list-style-type: none"> SBTAM forecast of total citywide daily VMT¹ 	<p>A significant impact would occur if the project increased the baseline VMT within the City.</p>	<p>A significant impact would occur if the project caused total daily VMT within the City to be higher than the no build alternative under cumulative conditions.</p>
<ul style="list-style-type: none"> Consistency check with SCAG RTP/SCS 	<p>NA</p>	<p>A significant impact would occur if the project is determined to be inconsistent with the RTP/SCS.</p>

¹ It is recommended that SBTAM is used to develop VMT estimates for transportation project impact assessment. However, the analyst must verify the model results for sensitivity to changes in VMT. Alternatively, if the model is not deemed appropriate, Robert Cervero's research on lane-mile elasticity and its relationship to VMT can be referenced.