

# APPENDIX 12

## VEHICLE MILES TRAVELED (VMT)

**DATE:** August 22, 2024  
**TO:** Earl Graham, Standing Bar G Productions  
**FROM:** Alex So, Urban Crossroads  
**JOB NO:** 16122-01 VMT

## **EARL GRAHAM VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION**

Urban Crossroads, Inc. has completed the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Earl Graham Project (**Project**), located at 9233 Deep Creek Road in unincorporated County of San Bernardino (APN 0438-163-24).

### **PROJECT OVERVIEW**

The proposed Project is for a trailer storage facility on 41.71 acres, located northwest of Rock Springs Road and Deep Creek Road, which is in an unincorporated portion of the County. The land use and zoning designation of the site is agricultural land (AC/AG). A site plan can be found in Attachment A.

### **BACKGROUND**

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the County of San Bernardino developed and adopted their own Transportation Impact Study Guidelines (**County Guidelines**, dated July 9, 2019) (1) which documents the County's VMT analysis methodology and approved impact thresholds. This VMT screening evaluation has been developed based on the adopted County Guidelines.

### **VMT SCREENING**

Consistent with the screening thresholds identified in the County Guidelines, the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool (**Screening Tool**) was used to aid in the VMT screening process. The County Guidelines state that a project may have a less than significant impact and screen out of requiring a project-level VMT analysis if it meets at least one of the County's VMT screening criteria. The County's adopted VMT screening criteria are as follows:

- Local-Serving Project Screening
- Projects Generating Less than 110 Daily Vehicle Trips
- Transit Priority Area (TPA) Screening
- Low VMT Area Screening

A land use project needs only to meet one of the above screening thresholds to result in a less than significant impact.

### **LOCAL-SERVING PROJECT SCREENING**

County Guidelines identifies projects serving the local community as having the potential to reduce VMT and therefore should not be required to complete a VMT assessment.

The proposed Project is anticipated to provide overflow or excess trailer parking for nearby warehouses. It is reasonable to assume that the future tenant will select a location, at least in part, as to how it affects their transportation costs. Businesses who have shipping as a significant part of their operations are sensitive to transportation costs and by extension their relative proximity to customers and suppliers. Therefore, the proposed trailer storage lot is anticipated to serve nearby customers, warehouses, and distribution facilities that would be seeking to relocate overflow truck/trailer as close as possible to the primary operations, warehouses, or distribution facilities thereby lowering VMT for the County. As a result, the trips are expected to be local serving.

**The Local-Serving Project screening criteria is met.**

### **PROJECTS GENERATING LESS THAN 110 DAILY VEHICLE TRIPS**

County Guidelines state projects generating less than 110 daily vehicle trips are presumed to have a less than significant impact on VMT.

As shown in Attachment B, the Project is estimated to generate 246 two-way trips per day. The Project would generate an increase of daily trips above the 110 daily trip threshold.

**Projects Generating Less Than 110 Daily Vehicle Trips screening criteria is not met.**

### **TPA SCREENING**

County Guidelines state that projects located within a TPA (i.e., within ½ mile of an existing “major transit stop”<sup>1</sup> or an existing stop along a “high-quality transit corridor”<sup>2</sup>) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;

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<sup>1</sup> Pub. Resources Code, § 21064.3 (“Major transit stop” means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”).

<sup>2</sup> Pub. Resources Code, § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”).

- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on the Screening Tool results presented in Attachment C, the Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

**TPA screening criteria is not met.**

### **LOW VMT AREA SCREENING**

As noted in the County Guidelines, “development in efficient areas of the County will reduce VMT per person/employee and is beneficial to the region.”<sup>3</sup> County Guidelines state that projects with VMT per person/employee lower than 4% below the existing VMT per person for the unincorporated County are considered to have a less than significant VMT impact.

The SBCTA Screening Tool has been utilized to determine the baseline VMT per employee generated by the Traffic Analysis Zone (TAZ) in which the Project is located (TAZ 53952306). The existing TAZ 53952306 was found to have an existing 20.6 VMT per employee, which does not exceed the County’s threshold 4% below the countywide average or 21.9 VMT per employee<sup>4</sup> (see Attachment C).

**Low VMT Area screening criteria is met.**

### **CONCLUSION**

Based on our review of applicable VMT screening thresholds as recommended by County Guidelines, the Project would meet the **Local-Serving Project** and **Low VMT Area** screening criteria. The Project is presumed to have a **less than significant VMT impact**; no further VMT analysis is required.

If you have any questions, please contact me directly at [aso@urbanxroads.com](mailto:aso@urbanxroads.com).

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<sup>3</sup> County Guidelines; Page 19

<sup>4</sup> Countywide average 22.8 \* 0.96 = 21.9 VMT per employee.

## REFERENCES

1. **San Bernardino County.** *Transportation Impact Study Guidelines.* July 2019.

**ATTACHMENT A**  
**PROJECT SITE PLAN**



**ATTACHMENT B**  
**PROJECT TRIP GENERATION SUMMARY**

**TABLE B-1: PROJECT TRIP GENERATION SUMMARY**

| Proposed Project Trip Generation             | Quantity Units | AM Peak Hour |          |          | PM Peak Hour |          |           | Daily      |
|--|----------------|--------------|----------|----------|--------------|----------|-----------|------------|
|  |                | In           | Out      | Total    | In           | Out      | Total     |            |
| Actual Vehicles:                             |                |              |          |          |              |          |           |            |
| Proposed Project                             | 41.71 Acres    |              |          |          |              |          |           |            |
| Passenger Cars:                              |                | 4            | 2        | 0        | 3            | 6        | 9         | 118        |
| 2-axle Trucks:                               |                | 0            | 0        | 1        | 0            | 0        | 0         | 10         |
| 3-axle Trucks:                               |                | 1            | 1        | 2        | 2            | 1        | 4         | 52         |
| 4+-axle Trucks:                              |                | 2            | 3        | 6        | 1            | 2        | 3         | 66         |
| Total Trucks (Actual Vehicles)               |                | 3            | 4        | 9        | 3            | 3        | 7         | 128        |
| <b>Total Project Trips (Actual Vehicles)</b> |                | <b>7</b>     | <b>6</b> | <b>9</b> | <b>6</b>     | <b>9</b> | <b>16</b> | <b>246</b> |

**ATTACHMENT C**  
**SBCTA SCREENING TOOL RESULTS**

## EXHIBIT C-1: SBCTA SCREENING TOOL RESULTS

The screenshot displays the SBCTA VMT Screening Tool interface. At the top, the title bar reads "SBCTA VMT Screening Tool" with subtext "Powered by Fehr & Peers" and "User's Guide". A search bar at the top left contains the address "9233 Deep Creek Rd, Apple Valli".

A configuration panel titled "Complete #1-4, Then Click 'Run'" is open on the left. It contains four numbered steps:

- #1. Zoom in on the map to your project location so parcels appear on map. Next, select 'Parcels' from the drop-down. Then click the black square next to the drop-down so you can select the parcel(s) for your project by drawing a simple rectangle over the parcel(s) you need.\*\*** The "Parcels" dropdown is selected, and a black square icon is visible.
- #2. Select the VMT Metric. Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.\*\*** The "PA VMT Per Worker" dropdown is selected.
- #3. Select the Baseline Year. The years available for analysis are from 2019 to 2050.\*\*** The "2024" dropdown is selected.
- #4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.\*\*** The "Below County Baseline (0%)" dropdown is selected.

A "Run" button is located at the bottom of the configuration panel. A "Help" link is also present.

A data popup window titled "(1 of 3)" is open over the map, displaying the following information:

|                                      |                   |
|--------------------------------------|-------------------|
| OBJECTID                             | 2                 |
| Assessor Parcel Number (APN)         | 043816324         |
| Traffic Analysis Zone (TAZ)          | 53952306          |
| Community Region                     |                   |
| Inside a Transit Priority Area (TPA) | No                |
| TAZ VMT                              | 20.6              |
| Jurisdiction VMT                     | 22.8              |
| % Difference                         | -9.7%             |
| VMT Metric                           | PA VMT Per Worker |
| Threshold                            | 22.8              |
| Community                            | 0                 |
| Zoom to                              |                   |

On the right side, a "Layer List" panel is visible, showing the following layers:

- Project Area VMT
- Screening Results
- Low VMT Generating TAZs
- Parcels
- Jurisdiction Boundaries
- TAZ
- Transit Priority Area
- County Boundary

The map background shows a street grid with "Rock Springs Rd" and "Apple Valley Rd" labeled. A scale bar at the bottom left indicates "0.3mi".



41 Corporate Park, Suite 300  
Irvine, CA 92606

Prepared by:

Carleton Waters, P.E.  
Domingo Maclang, E.I.T.

210  
247



Prepared for:

Mr. Earl & Mrs. Rhonda Graham  
EARL & RHONDA GRAHAM  
9233 Deep Creek Road  
Town of Apple Valley, CA 92308

DEEP CREEK ROAD  
RODEO, LIVESTOCK ARENA, AND EQUESTRIAN ARENA  
TRAFFIC IMPACT ANALYSIS (REVISED)  
COUNTY OF SAN BERNARDINO, CALIFORNIA

September 4, 2007 (Revised)  
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JN:04786-04  
CW:DM:cg

219  
Landy

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