

APPENDIX I

Vehicle Miles Traveled Technical Memorandum

Technical Memorandum

July 23, 2024

To: Cristina Lowery, Michael Baker International

From: Jacob Swim TE, Michael Baker International

Subject: Martinez Terminal Rail Restoration - VMT Screening Assessment

Introduction

The purpose of this memorandum is to document a vehicle mile traveled (VMT) assessment for the proposed Martinez Terminal Rail Restoration (project) in support of the transportation component of the California Environmental Quality Act (CEQA) analysis. Specifically, a VMT screening analysis is documented in this memorandum. **Table 1** provides key Project information. **Figure 1** shows the project site in a regional context and **Figure 2** shows the location of the project site.

Table 1 – Project Information Summary

Item	Description
Project Title	Martinez Rail Restoration Project
Project Location	The Project is located at the southern boundary of the existing Martinez Terminal industrial property in the City of Martinez in northern Contra Costa County. The project site comprises approximately 2.7 acres along the southern boundary of the Martinez Terminal and extends south of Waterfront Road to the existing Union Pacific Railroad (UPRR) tracks.
Surrounding Uses	The project site is bounded by the northern portion of the Martinez Terminal property on the north, industrial and undeveloped lands on the east, the UPRR right-of-way (ROW) on the south, and State lands and tidelands on the west.
Existing Use	The 255-acre Martinez Terminal property is currently developed with pipelines, storage tanks, office space, and related facilities associated with its operation as a storage and transportation hub for petroleum and renewable products and related feed and blend stocks. The Martinez Terminal operates 24 hours per day, seven days per week with 16 employees. The portion of the project site within the UPRR corridor contains the UPRR Mococo Rail Line, which consists of a single spur of track on a raised gravel bed. This rail line provides service to 14 regular trains, primarily commuter trains.
Proposed Use	The Project Applicant proposes to implement the project to reestablish a former rail line on the south side of the existing Martinez Terminal in the City of Martinez, connecting to the existing UPRR railroad tracks south of Waterfront Road. The rail spur would be located within the existing Martinez Terminal property and within UPRR ROW. The project would include construction of approximately 3,850 linear feet of new track, with a lead track of approximately 1,900 feet, and three operating industry tracks of approximately 650 feet each. These tracks would hold train cars for the transport of a range of petroleum-based and renewable products, feed stocks, and blend stocks commodities.

Project Trip Generation

The project site currently operates 24 hours per day, seven days per week with 16 full-time employees. Operation of the proposed project is not anticipated to alter the existing operating hours, and the terminal would continue to operate 24 hours per day, seven days per week. However, the reestablishment of the rail spur and storage of rail cars would require an additional two employees over existing conditions, resulting in a total of 18 employees at the site.

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual 11th Edition* (2022) does not include trip generation rates for a terminal rail project. Therefore, trip generation was based on the additional two employees which assumed two daily trips per employee (one inbound trip and one outbound trip per day). **Table 2** presents the estimated number of daily and AM/PM peak hour vehicular trips associated with the two additional employees.

Table 2 – Project Trip Generation

Proposed Project	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Volume	Inbound	Outbound	Volume	Inbound	Outbound
Martinez Terminal Rail Restoration	2 Employees	4	2	2	0	2	0	2

Trip Assumption: 1 employee generates 2 daily trips.

As shown, the proposed project is forecast to generate approximately 4 daily trips, 2 AM Peak Hour trips and 2 PM Peak Hour trips.

VMT Assessment Guidelines & Methodology

The primary resource for this VMT screening assessment is the Contra Costa County *Transportation Analysis Guidelines* dated June 23, 2020 (County Guidelines). As outlined in the County Guidelines, certain projects that meet established screening criteria based on size, location, proximity to transit, or trip-making potential may be presumed to have a less than significant transportation impact under CEQA and do not require a full detailed VMT analysis. Where a project does not meet these screening criteria, a full VMT analysis with VMT calculation would be required.

Screening Criteria

Each of the screening criteria outlined in the County Guidelines were evaluated for the proposed project and the results are summarized in **Table 3**. As shown, the project meets the screening criteria based on the "Small Projects" criterion identified below. Therefore, a full VMT analysis is NOT required, and the project is presumed to have a less than significant transportation impact on the environment.

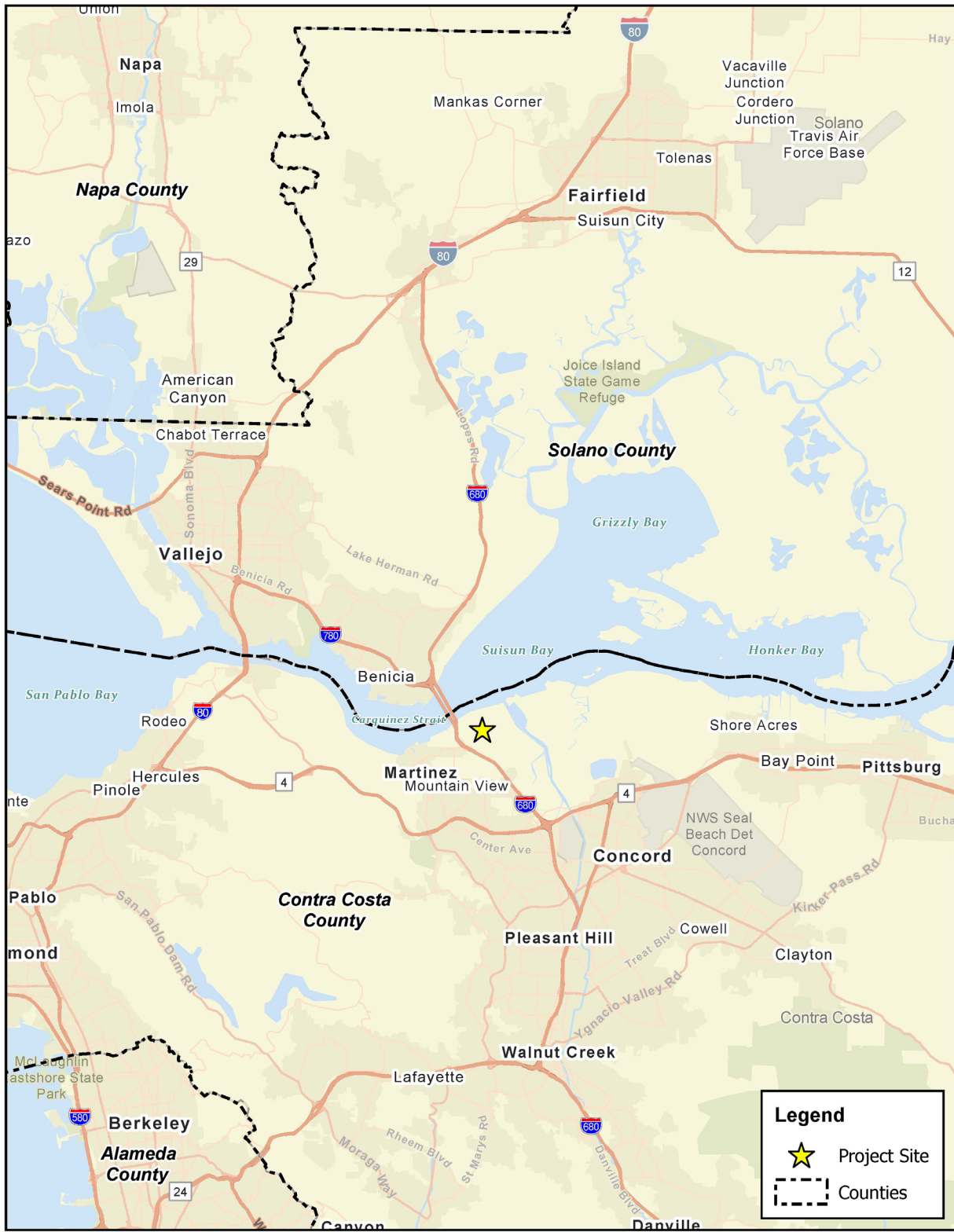
Table 3 – VMT Screening Criteria Summary

Screening Criteria		Project Evaluation	Result
Small Projects	Projects that: a. Generate or attract fewer than 110 daily vehicle trips, or b. Projects of 10,000 square feet or less of non-residential space or 20 residential units or less, or otherwise generating less than 836 VMT per day.	The project is expected to generate 4 daily vehicle trips which is less than the 110 ADT threshold for small projects.	Meets Screening Criterion
Projects Near Transit Stations	Residential, retail, office projects, or mixed-use projects proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor.	The project is not located within ½ mile of an existing major transit stop or along a high-quality transit corridor.	Does Not Meet Criterion
Projects in Low VMT Areas	Residential projects (home-based VMT) at 15% or below the baseline County-wide home-based average VMT per capita, or employment projects (employee VMT) at 15% or below the baseline Bay Area average commute VMT per employee in areas with low VMT that incorporate similar VMT reducing features (i.e. density, mix of uses, transit accessibility).	The project is not located within a Low VMT Area.	Does Not Meet Criterion
Public Facility Projects	Public facilities (e.g. emergency services, passive parks (low-intensity recreation, open space), libraries, community centers, public utilities) and government buildings.	The project is not a public facility or government building and therefore does not meet this criterion.	Does Not Meet Criterion

Source: Contra Costa County *Transportation Analysis Guidelines*, June 23, 2020.

Conclusion

The VMT evaluation shows that the project meets the screening criteria for Small Projects as outlined in the County Guidelines. **Therefore, the project is presumed to result in a less than significant transportation impact under CEQA and a detailed VMT analysis is not required.**



MARTINEZ TERMINAL RAIL RESTORATION PROJECT



Source: ESRI

Regional Location Map

Figure 1



MARTINEZ TERMINAL RAIL RESTORATION PROJECT