August 19, 2024

TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

Mr. Jeremy Johnson
COUNTY OF SAN BERNARDINO
825 East Third Street
San Bernardino, CA 92415

SUBJECT: Maverik Fueling Station Vehicle Miles Traveled Screening, City of Pinon Hills

Dear Mr. Johnson,

*TJW Engineering, Inc. (*TJW*)* is pleased to submit this Vehicle Miles Traveled (VMT) Screening Analysis for the proposed Maverik Fueling Station in the City of Pinon Hills, California. The purpose of this memorandum is to evaluate the need to prepare a VMT analysis for the proposed project based on the *Governor's Office of Planning and Research* (OPR) *2018 Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR Technical Advisory) (December 2018) and the *San Bernardino County Transportation Authority* (SBCTA) *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (SBCTA Guidelines) (February 2020).

Project Description

The proposed project includes a gasoline station with twenty (20) pumps for standard passenger vehicles, five (5) diesel fueling pumps for trucks, and a 5,637 square foot convenience store. Site access is planned via one right in/out driveway off Oasis Road and two full access driveways off Buckthorne Road. A site plan is attached for reference.

Vehicle Miles Traveled (VMT) Screening

Senate Bill (SB) 743 was adopted in 2013 requiring the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land use projects, OPR has identified VMT as the new metric for transportation analysis under CEQA. The regulatory changes to the CEQA guidelines that implement SB 743 were approved on December 28th, 2018, with an implementation date of July 1st, 2020, as the new metric.

OPR Technical Advisory on Evaluating Transportation Impacts in CEQA

The OPR Technical Advisory and the CEQA Guidelines Section 15064.3(a) states "For the purposes of this section, 'vehicle miles traveled' refers to the amount of distance of automobile travel attributable to a

project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Additionally, the emissions and energy impacts of heavy-duty trucks are already regulated under other programs, such as the federal Clean Air Act. VMT analysis is intended to facilitate infill development and reduce passenger car emissions, and not to hinder goods movement and production requiring the use of heavy-duty trucks. Thus, per state guidance and regulations, heavy-duty truck VMT need not be included in VMT analysis. As the five (5) diesel fueling pumps of the proposed project will be exclusively for heavy-duty diesel trucks, the diesel fueling portion of the project screens out from a formal VMT analysis.

SBCTA Reocmmended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment

The SBCTA Guidelines provide direction or CEQA analysis, including screening criteria and requirements for VMT assessment of land use projects. The screening criteria categories consist of transit priority area screening, low VMT area, and project-type screening. The applicability of each of those screening criteria to the project is described below.

Transit Priority Area (TPA) Screening

Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor.

The SBCTA VMT Screening Tool was utilized and found that the proposed project is not located within a TPA and, therefore, does not meet the TPA screening criteria.

Low VMT Area Screening

Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

For this screening in the SBCTA area, the SBTAM travel forecasting model was used to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to Census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population (population plus employment) was estimated for each TAZ. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

To identify if the project is in a low VMT-generating area, the analyst may review the SBCTA screening tool and apply the appropriate threshold (identified later in this chapter) within the tool. Additionally, as noted above, the analyst mush identify if the project is consistent with the existing land use within that

TAZ and use professional judgement that there is nothing unique about the project that would otherwise be mis-represented utilizing the data from the travel demand model.

The SBCTA VMT Screening Tool was utilized and found that the proposed project is not in a low VMT TAZ and, therefore, does not meet the low VMT area screening criteria.

Project-Type Screening

The project is presumed to have a less than significant impact if it adheres to the following criteria:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving gas stations
- Local-serving banks
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects on or adjacent to college campuses
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (Public libraries, fire stations, local government)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Affordable or supportive housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Projects generating less than 110 daily vehicle trips

As a local-serving gas station, the project satisfies the project-type screening criteria.

Summary

This memorandum evaluates the need to prepare a VMT analysis for the proposed project. The OPR Technical Advisory on Evaluating Transportation Impacts in CEQA indicates that heavy duty truck VMT need not be included in VMT analysis. The San Bernardino County Transportation Authority Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment indicate that local-serving gas stations may be presumed to have a less than significant VMT impact. As the proposed project consists of heavy-duty truck uses and satisfies project-type criteria, the project is exempt from further VMT analysis.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

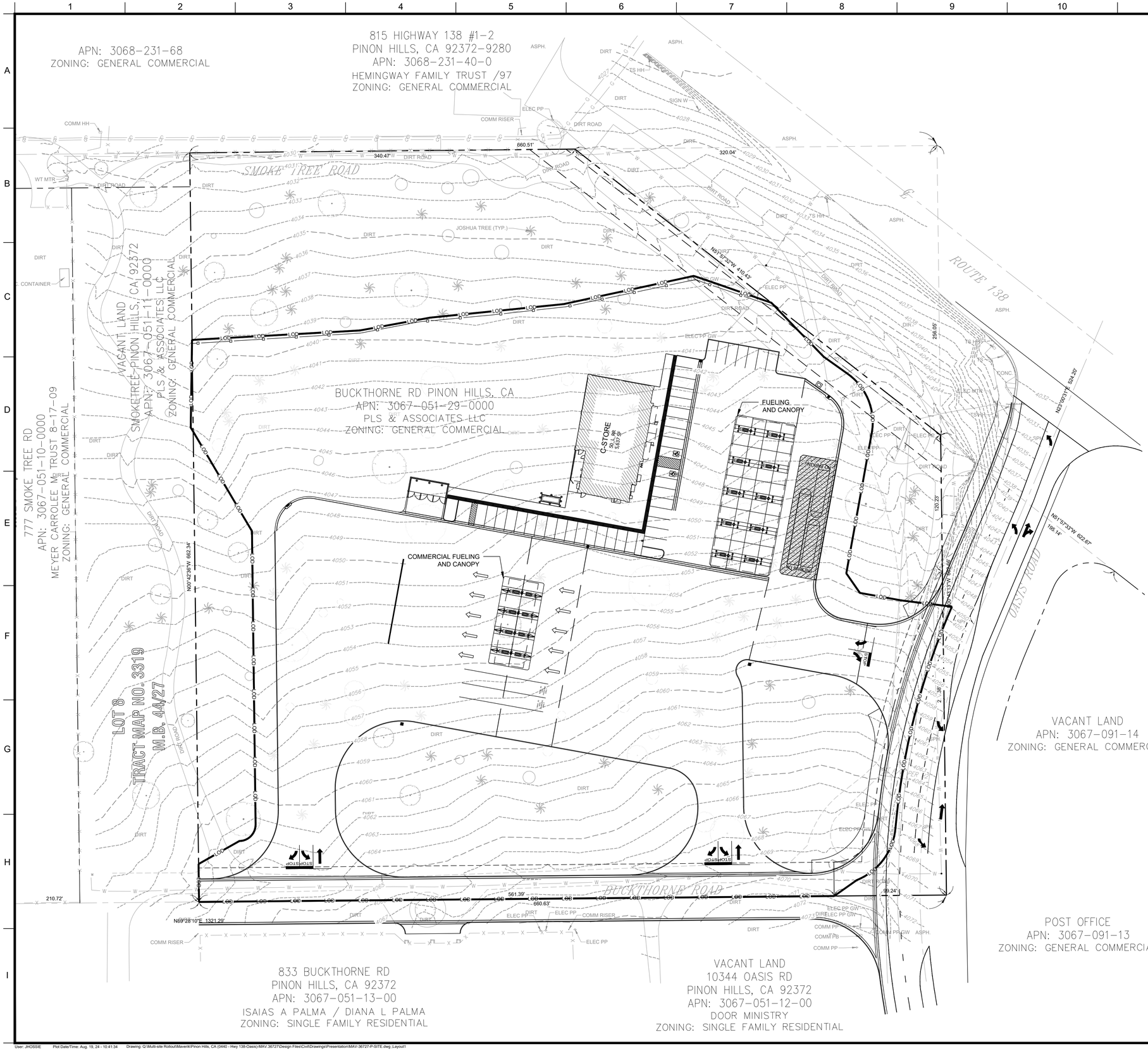
Thomas Wheat, PE, TE
Principal Engineer
Registered Civil Engineer *#69467*
Registered Traffic Engineer *#2565*

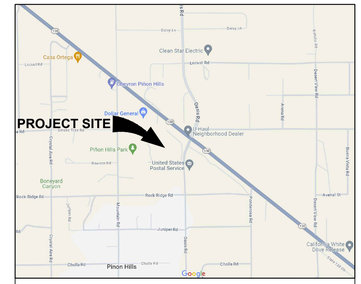




David Chew, PTP
Transportation Planner

Travis Yokota
Assistant Transportation Planner





VICINITY MAP

ZONING DATA
ZONED "CG" GENERAL COMMERCIAL

ITEM	EXISTING / REQUIRED	PROPOSED
PARCEL ID	APN 3067-051-29-0000	APN 3067-051-29-0000
LAND USE	GENERAL COMERCIAL	GENERAL COMMERCIAL
BUILDING HEIGHT (FT)	ALLOWED 35 FT	10 FT (I STORY)
BUILDING AREA (SF)	VACANT	5,637
FLOOR AREA RATIO (FAR)	25% MAXIMUM	1.5%
FRONT YARD (FT)	25	120
SIDE YARD (FT)	25	25
REAR YARD (FT)	10	70
PARKING SPACES	23 STALLS	42 STALLS
ADA PARKING SPACES	2 STALLS	2 STALLS
TOTAL PARCEL AREA	8.78 AC ±	8.78 AC ±
LANDSCAPING (SF)	0	222,06 ±
PERCENTAGE OF NET SITE AREA	0	58%
TRASH ENCLOSURE SIZING	N/A	12'-8"W x 34'-8"L

SITE LEGEND

- EXISTING PROPERTY BOUNDARY LINE
- EXISTING ADJOINING PROPERTY LINE
- EXISTING UTILITY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED PROPERTY LINE
- PROPOSED EASEMENT
- PROPOSED RIGHT OF WAY
- EXISTING CURB AND GUTTER
- EXISTING EDGE OF PAVEMENT
- PROPOSED CURB AND GUTTER
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- PROPOSED ROLLOVER CURB
- PROPOSED BUILDING
- PROPOSED SIDEWALK
- PROPOSED CONCRETE
- PROPOSED LIMIT OF DISTURBANCE
- PROPOSED WATER STRUCTURES
- PROPOSED STORM STRUCTURES
- PROPOSED SANITARY STRUCTURES
- PROPOSED SITE LIGHTING FIXTURES
- EXISTING STORMWATER STRUCTURES
- EXISTING SANITARY STRUCTURES
- EXISTING WATER STRUCTURE
- EXISTING ELECTRIC STRUCTURE
- PROPOSED PARKING COUNT
- EXISTING TREE
- EXISTING SHRUB
- EXISTING JOSHUA TREE

GRAPHIC SCALE
40 20 10 0 40
1" = 40'

CORE STATES GROUP
4240 E. Jurupa Street, Suite 402
Ontario, CA 91761
Phone (909) 467-8907
sruiz@core-states.com

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PREPARED FOR: MAVERIK

811 Know what's below. Call before you dig.

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON DESIGN PLANS AND/OR FIELD SURVEY OF ABOVE GROUND EVIDENCE AND/OR EXISTING MAP MEASUREMENTS TAKEN IN THE FIELD. CORE STATES, INC. DOES NOT GUARANTEE THAT LOCATIONS SHOWN ARE EXACT. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES.

REVISIONS

REV	DATE	COMMENT	BY

DOCUMENT
CONCEPTUAL SITE PLAN FOR MAVERIK PROGRAM

SITE LOCATION
OASIS ROAD & HIGHWAY 138, PINON HILLS, CALIFORNIA

ENGINEER SEAL

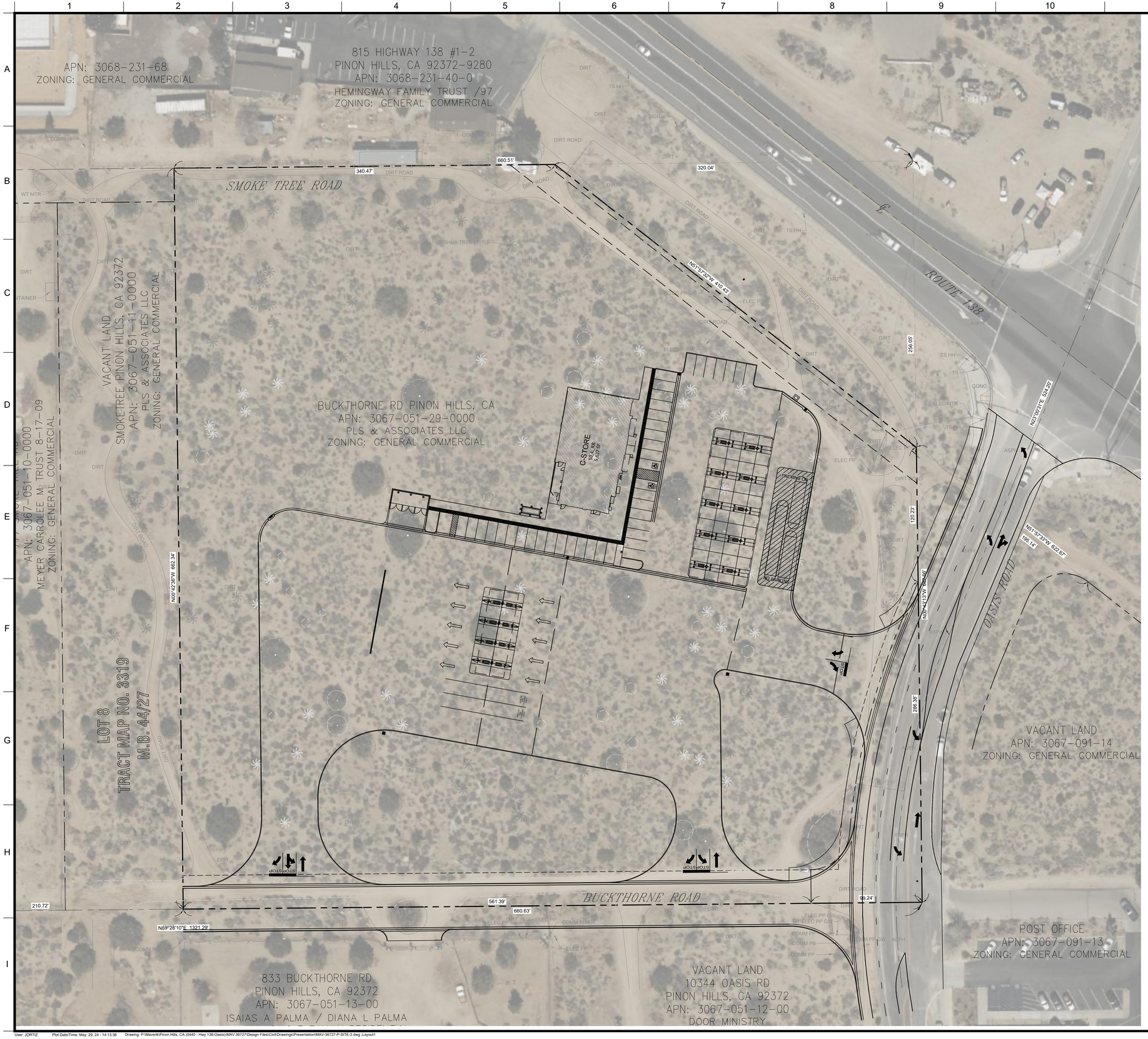
NOT FOR CONSTRUCTION

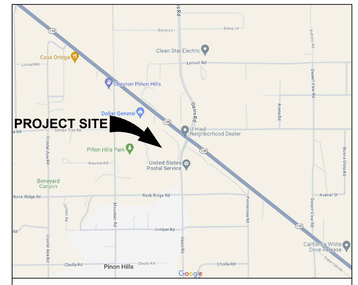
SHEET TITLE
CONCEPTUAL SITE PLAN

JOB #:	MAV.36727.CIVIL
DATE:	8/19/2024
SCALE:	
DRAWN BY:	JAO
CHECKED BY:	SR

SHEET NO.

User: JHOSSIE Plot Date/Time: Aug. 19, 24 - 10:41:34 Drawing: Q:\Multi-site Rollout\Maverik\Pinon Hills, CA (0440 - Hwy 138-Oasis)-MAV.36727\Design Files\Civil\Drawings\Presentation\MAV-36727-P-SITE.dwg ,Layout1





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PREPARED FOR:

MAVERIK

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PINON HILLS, CALIFORNIA

ENGINEER SEAL

NOT FOR CONSTRUCTION

SHEET TITLE

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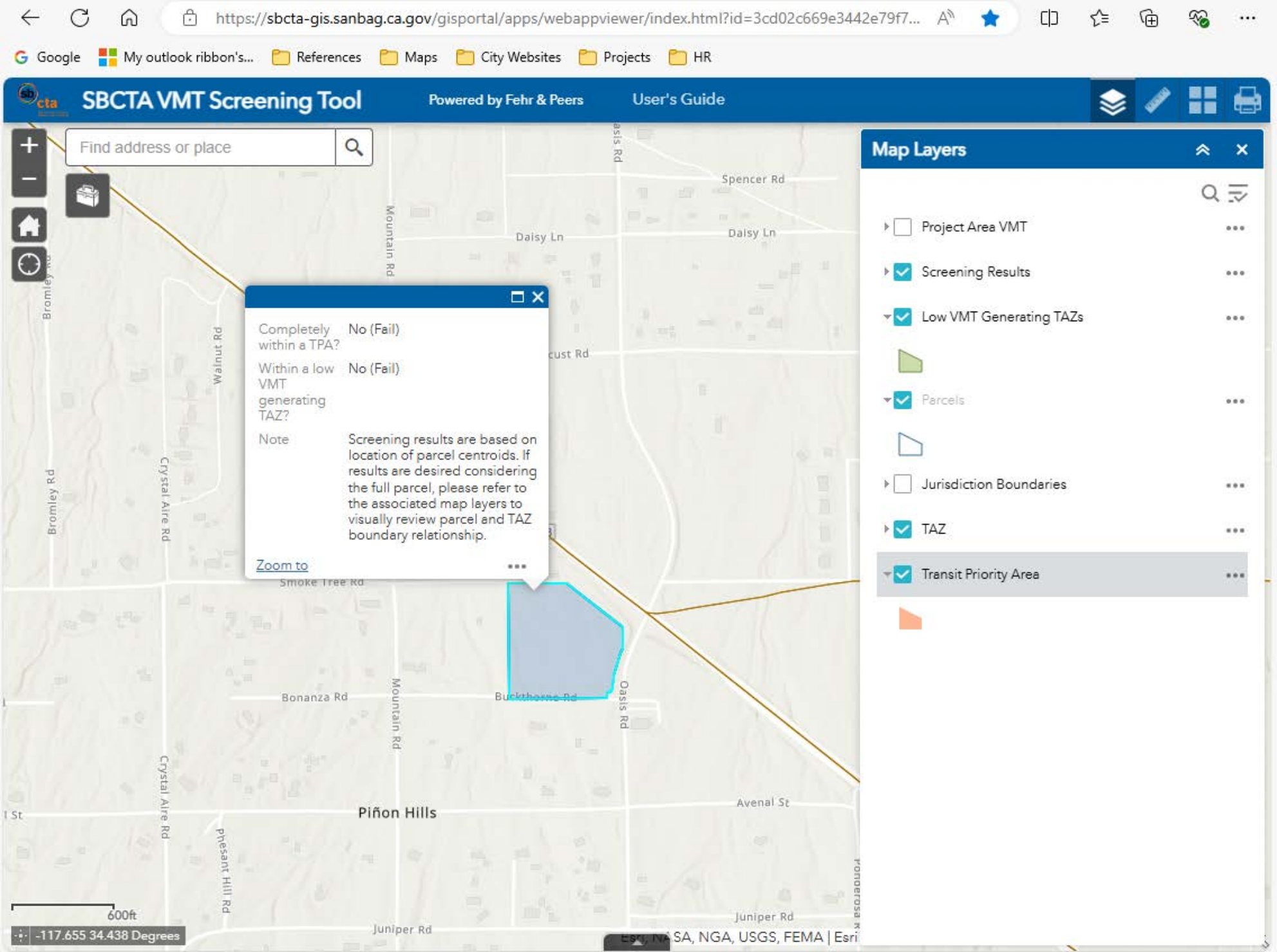
DATE:	5/29/2024
SCALE:	
DRAWN BY:	JAO
CHECKED BY:	SR

SHEET NO.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Google
My outlook ribbon's...
References
Maps
City Websites
Projects
HR
SBCTA VMT Screening Tool
Powered by Fehr & Peers
User's Guide
Find address or place
Completely within a TPA?
No (Fail)
Within a low VMT generating TAZ?
No (Fail)
Note
Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.
Zoom to
Map Layers
Project Area VMT
Screening Results
Low VMT Generating TAZs
Parcels
Jurisdiction Boundaries
TAZ
Transit Priority Area
Spencer Rd
Daisy Ln
Mountain Rd
Bromley Rd
Walnut Rd
Crystal Aire Rd
Smoke Tree Rd
Bonanza Rd
Buckthorne Rd
Oasis Rd
Avenal St
Piñon Hills
Pleasant Hill Rd
Juniper Rd
600ft
-117.655 34.438 Degrees
SA, NGA, USGS, FEMA | Esri