



TECHNICAL MEMORANDUM

TO: For applicant submittal to CITY OF RIALTO

FROM: Perrie Ilercil, Senior Engineer | GANDDINI GROUP, INC.

DATE: November 7, 2024

SUBJECT: Olive Grove Residential (River Ranch Pkwy)
Vehicle Miles Traveled Analysis
GGI Project No. 19747

The purpose of this memorandum is to evaluate the project's vehicle miles traveled (VMT) impact in the context of the California Environmental Quality Act (CEQA) based on the methodology and thresholds established by the City of Rialto as the Lead Agency. We trust the findings of this analysis will aid you and the City of Rialto in assessing the project.

PROJECT DESCRIPTION

The 4.1-acre project site (APN: 0264-03-221) is located on River Ranch Parkway between Sycamore Avenue and Powell Drive in the City of Rialto, California. The project site is currently vacant and zoned as Single Family Residential.

The proposed project involves the development of 29 single family homes. Vehicle access for the project site is proposed via River Ranch Parkway. The site plan is provided in Attachment A.

PROJECT TRIP GENERATION

The project trip generation forecast is based on rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Based on review of the ITE land use description, trip generation rates for ITE Land Use Code 210 (Single Family Detached Housing) were determined to adequately represent the land use for the proposed project and were selected for calculation of the project trip generation forecast.

For informational purposes, the project trip generation estimate is provided in Attachment B. As shown in Attachment B, the proposed project is estimated to generate approximately 273 daily trips, including 20 trips during the AM peak hour and 27 trips during PM peak hour.

VMT BACKGROUND

California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In

general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects State-wide are required to utilize the updated CEQA guidelines recommending use of VMT for evaluating transportation impacts as of July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

METHODOLOGY

Based on guidance from the OPR Technical Advisory, the City developed the *City of Rialto Traffic Impact Analysis Guidelines* for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment (October 2021) ["City TIA Guidelines"], which establish the City-approved methodologies and thresholds for VMT analysis.

VMT Screening Criteria

The City TIA Guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. To qualify for VMT screening, the project need only satisfy one of the following screening criteria:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

Methodology for Non-Screened Development

In accordance with the City TIA Guidelines, the project-generated VMT and project effect on VMT were calculated using San Bernardino Transportation Analysis Model (SBTAM) for the following scenarios:

- Baseline Conditions: This scenario reflects the existing SBCTA web screening map.
- Baseline Plus Project: This scenario reflects a new SBTAM base year model run with the addition of project socio-economic data (SED) to the project traffic analysis zone (TAZ).
- Cumulative No Project: This scenario reflects the existing SBTAM future year model (2040).
- Cumulative Plus Project: This scenario reflects a new SBTAM future year model run with the addition of project SED to the TAZ.

Thresholds of Significance

Project-Generated VMT

A project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

- The baseline project-generated VMT per service population exceeds the San Bernardino County regional average baseline of 32.7 VMT per service population; or
- The cumulative project-generated VMT per service population exceeds San Bernardino County regional average baseline of 32.7 VMT per service population.

Project Effect on VMT

A project's effect on VMT would be considered significant if either of the following conditions are satisfied:

- The baseline link-level boundary (County of San Bernardino) VMT per service population increases under the plus project condition compared to the no project condition.
- The cumulative link-level boundary (County of San Bernardino) VMT per service population increases under the plus project condition compared to the no project condition.

The cumulative no project condition reflects the adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Accordingly, cumulative impacts shall be considered less than significant if a project is consistent with the RTP/SCS, absent substantial evidence to the contrary.

PROJECT-GENERATED VMT

In accordance with the City TIA Guidelines, project-generated VMT was calculated using SBTAM (version 2.2). The SBTAM model is a trip-based travel demand model developed and maintained by the San Bernardino County Transit Authority (SBCTA). The model analyzes a complex system of inputs such as highway networks, socio-economic data (SED), driver behavior, and goods movement to forecast travel patterns as the region grows and changes. The SBTAM model covers the entire SCAG region, but the model data is more refined and focused within San Bernardino County as opposed to other areas of the region.

To evaluate project VMT within SBTAM, the project land use must be converted into socio-economic data (SED). Table 1 below shows the project's population estimate based on the average household size obtained from the City of San Bernardino General Plan.

Table 1.
Project Household Estimate

Land Use	Household Factor	Project Size	Project Residents
Single Family Residential	3.868 persons / household	29 DU	113

Source: City of Rialto General Plan Land Use Element Update Table 2-3, (September 2023),

The project site is located in TAZ 53743601. The project SED (113 residents) was added to the project TAZ. The project-generated VMT was determined as the net change in total VMT for the project TAZ between without and with project model runs.

Baseline Conditions

Table 2 shows the project-generated VMT for baseline conditions.

Table 2.
Project-Generated VMT for Baseline Conditions

Total VMT		Project-Generated VMT (Net Change)	Project Service Population	Project VMT per Service Population
Without Project	With Project			
7,980	10,002	2,022	113	17.9

Source: SBTAM, Version 2.2, Baseline Model. Total origin-destination VMT for TAZ 53743601.

As shown in Table 2, the baseline project-generated VMT per service population is estimated to equal to 17.9 VMT per service population, which is less than the City-established threshold for 32.7 VMT per service population. Therefore, the baseline project-generated VMT impact is less than significant based on the City-established threshold for baseline conditions; no mitigation is required.

PROJECT EFFECT ON VMT

The project's effect on VMT was also evaluated using the SBTAM model in accordance with the City TIA Guidelines.

Baseline Conditions

Table 3 summarizes the link-level boundary VMT per service population within the County of San Bernardino boundary for without and with project conditions.

Table 3.
Countywide Link-Level VMT

Without Project			With Project		
Link-Level VMT ¹	SP ²	VMT/SP	Link-Level VMT	SP ²	VMT/SP
57,749,355	2,891,240	20.0	57,747,218	2,891,353	20.0

Source: SBTAM, Version 2.2, Baseline Model.

1. Link-level VMT within County of San Bernardino boundaries.
2. SP = Countywide service population (population + employment).

As shown in Table 3, the baseline link-level boundary VMT per service population within the County of San Bernardino boundary is forecast to remain 20.0 VMT per service population under the plus project condition compared to 20.0 VMT per service population under the no project condition. Therefore, the project effect on VMT remains the same based on the City-established threshold for baseline conditions, and the project can be presumed to result in less than significant VMT impact.

CUMULATIVE CONDITIONS

As specified in the City TIA Guidelines, cumulative impacts shall be considered less than significant if a project is consistent with the RTP/SCS, absent substantial evidence to the contrary.

The project is located within the Southern California Association of Governments (SCAG) Metropolitan Planning Organization (MPO). SCAG is the MPO responsible for development of Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the region. Through the local input

process, SCAG solicited input from all 197 local jurisdictions, including the City of Rialto, regarding current land use, socio-economic projections, sustainability and transit measures to develop the Connect SoCal plan. The information collected and used in development of the SCAG's long-range plans and environmental goals is documented in Data/Map Books for each jurisdiction. Based on review of the Data/Map Book for the City of Rialto, the project site is zoned for Residential use per SCAG's land use codes and is therefore consistent with the RTP/SCS.

Since the proposed project is consistent with the SCAG RTP/SCS, the project-generated VMT impact for cumulative conditions is less than significant based on the City-established thresholds; no mitigation is required.

CONCLUSION

The baseline project-generated VMT per service population is estimated to equal to 17.9 VMT per service population, which is less than the City-established threshold of 32.7 VMT per service population. Therefore, the baseline project-generated VMT impact is less than significant based on the City-established threshold for baseline conditions; no mitigation is required.

The baseline link-level boundary VMT per service population within the County of San Bernardino boundary is forecast to remain 20.0 VMT per service population under the plus project condition compared to 20.0 VMT per service population under the no project condition. Therefore, the project effect on VMT remains the same based on the City-established threshold for baseline conditions, and the project can be presumed to result in less than significant VMT impact.

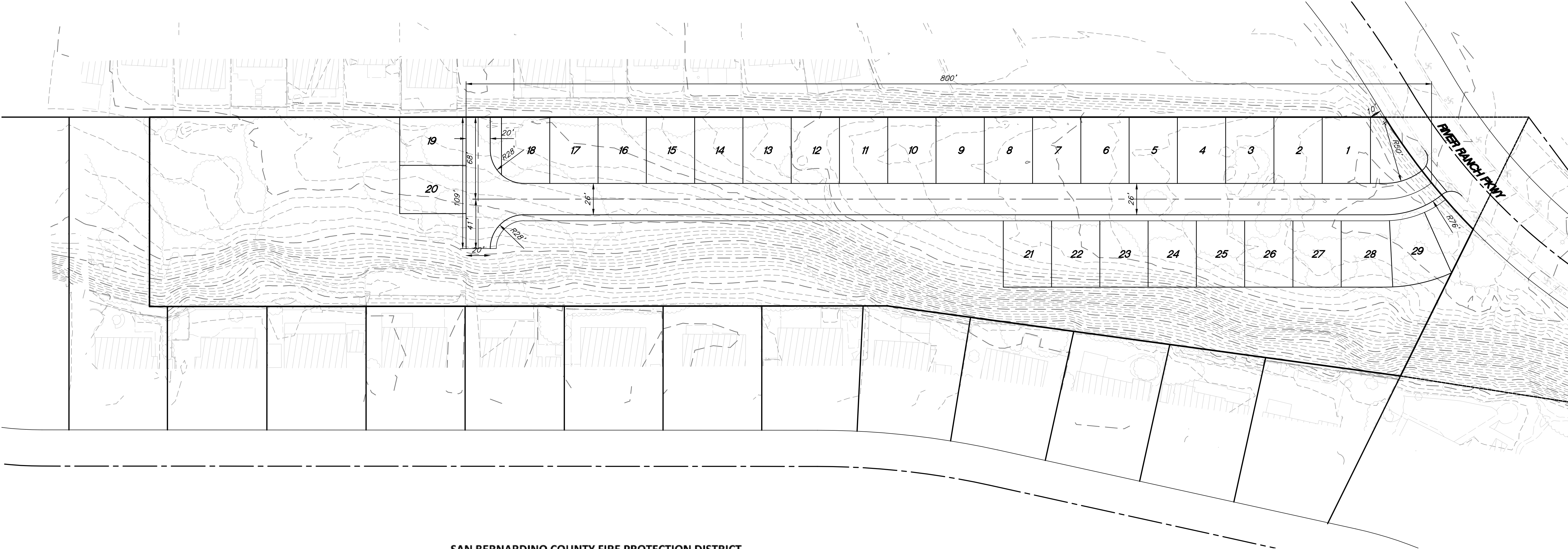
Since the proposed project is consistent with the SCAG RTP/SCS, the cumulative project-generated VMT impact and the project's effect on cumulative link-level boundary VMT is less than significant based on the City-established thresholds; no mitigation is required.

We appreciate the opportunity to assist you with this project. Please contact Perrie Ilcail at (714) 795-3100 ext. 103 or perrie@ganddini.com if we can be of further assistance.

ATTACHMENT A

SITE PLAN

OLIVE GROVE
PRELIMINARY SITE PLAN
RIVER RANCH - RIALTO





SAN BERNARDINO COUNTY FIRE PROTECTION DISTRICT
COMMUNITY SAFETY DIVISION

620 South 'E' Street
San Bernardino, CA 92415-0179
(909) 386-8400

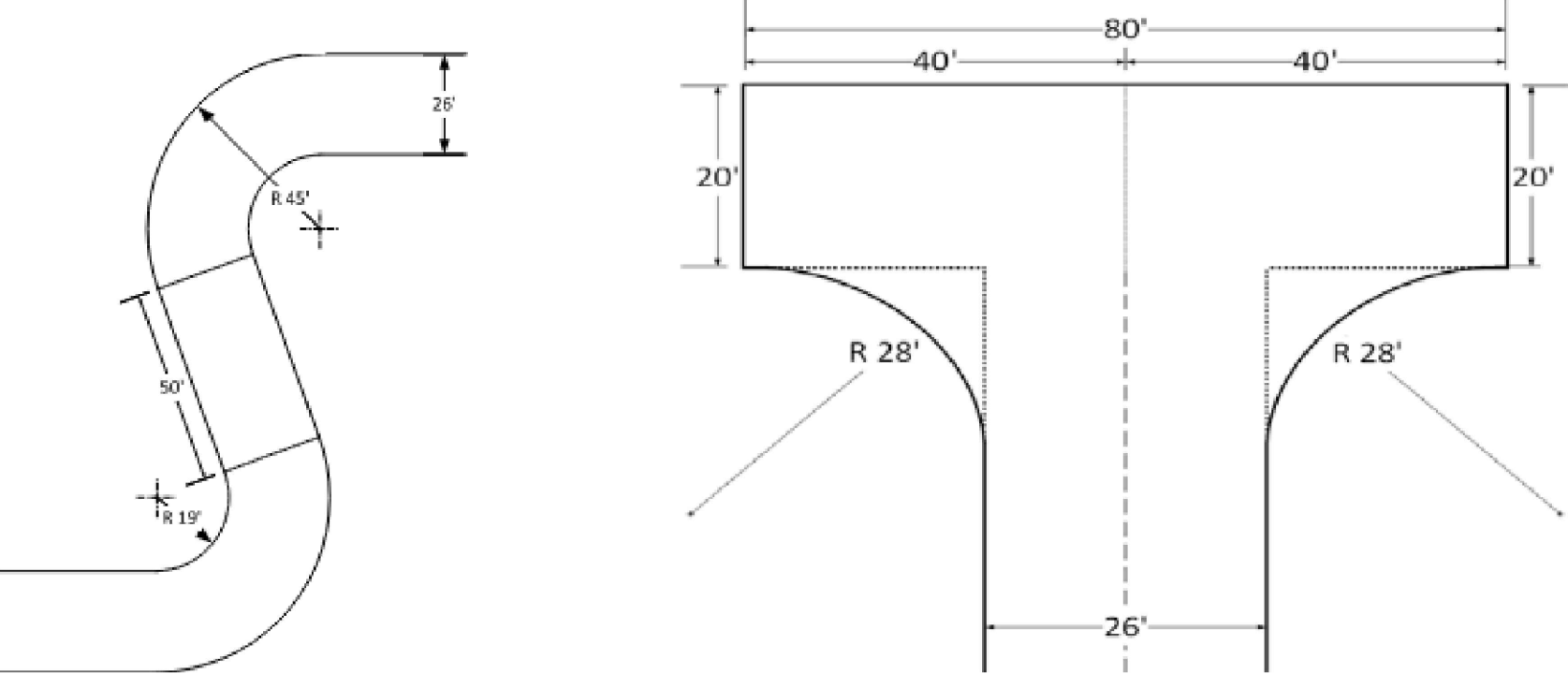
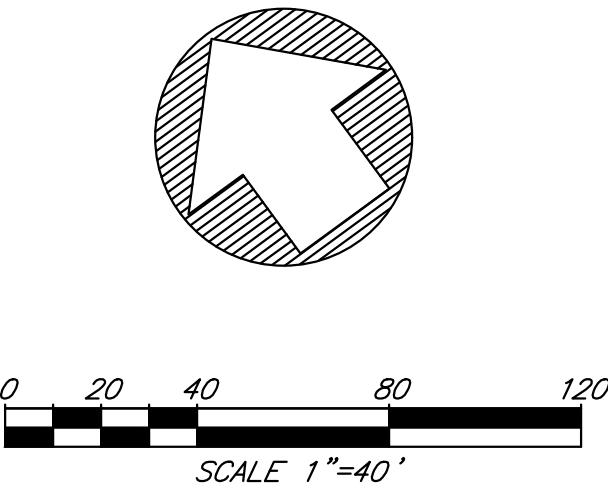
FIRE PREVENTION STANDARD

FIRE APPARATUS ACCESS ROAD DESIGN, CONSTRUCTION AND MAINTENANCE

Standard Number

A - 1

Revision Date:
July 1, 2023



DATE REVISED: 6/21/2024

ATTACHMENT B

PROJECT TRIP GENERATION

Table 1
Project Trip Generation

Trip Generation Rates									
Land Use	Source ¹	Land Use Variable ²	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Single-Family Detached Housing	ITE 210	DU	25%	75%	0.70	63%	37%	0.94	9.43

Trips Generated									
Land Use	Source	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single-Family Detached Housing	ITE 210	29 DU	5	15	20	17	10	27	273

Notes:

1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.
All rates based on General Urban/Suburban setting.
2. DU = Dwelling Units.