CITY OF PERRIS

Transportation Impact Analysis Guidelines for CEQA

May 12, 2020

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1.0 Introduction

The City of Perris has adopted the Transportation Impact Analysis Guidelines for CEQA (hereinafter referred to as TIA Guidelines) to help ensure that land use development and transportation projects comply with the latest requirements of the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) regarding Vehicle Miles Traveled (VMT). The TIA Guidelines provide the City of Perris, as the Lead Agency under CEQA, with standardized criteria and established thresholds of significance to be used for analyzing transportation impacts for CEQA.

On September 27, 2013, Gov. Brown signed SB 743 into law. SB 743 seeks to further promote the State's goals of reducing greenhouse gas (GHG) emissions and traffic-related air pollution and promote the development of multimodal transportation systems through the reduction of VMT. While SB 743 primarily focuses on projects in transit priority areas, it also authorized the California Governor's Office of Planning and Research (OPR) to change how transportation impacts are analyzed outside of transit priority areas. The new CEQA Guidelines (§ 15000 et seq.) were certified and adopted by the Natural Resource Agency in December 2018 and VMT is now identified as the most appropriate metric to evaluate a project's transportation impacts. Effective July 1, 2020, the previous CEQA metric of level of service (LOS), typically measured in terms of automobile delay or roadway capacity, generally will no longer constitute a significant environmental impact under CEQA.

The City of Perris still maintains LOS policies as part of the General Plan and discretionary review process. Project applicants should contact the Engineering Department to determine whether a full traffic impact study (TIS) with LOS analysis is required outside of the scope of CEQA. Typically, a TIS for LOS evaluation is required for projects which exceed 500 Daily Trips or 50 Peak Hour trips for project approval purposes. See Exhibit A for the flow chart showing the transportation review process in the City of Perris.

The City of Perris Director of Development Services or his/her designee reserve the right to modify the requirements of the TIA Guidelines on a case by case basis and will update the guidelines as needed to address new CEQA precedent, future modeling forecasts, and overall refinement of the process moving forward.

The Perris TIA Guidelines are based on the recommendations provided in the OPR Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018 and the Western Riverside Council of Governments (WRCOG) Draft Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, Updated March 2020. The TIA guidelines have been tailored to serve the local land use conditions, transportation network, and the General Plan goals and polices in the City of Perris.

2.0 Project Screening for VMT Analysis

All discretionary land use projects subject to CEQA must evaluate transportation impacts related to VMT as part of the environmental review process. The Flow Chart shown in Exhibit A provides an overview of the typical transportation/development review process in the City of Perris.

The first step in evaluating a land use project's VMT impact is to perform an initial screening assessment utilizing the City of Perris VMT Scoping Form for Land Use Projects (hereinafter referred to as VMT Scoping Form). The VMT Scoping Form provides an easy to use tool for streamlining the VMT analysis process. An automated spreadsheet is available from the Planning Department and a PDF copy is provided in Appendix A.

2.1 VMT Scoping Form User Guide

The following section summarizes the screening criteria, VMT analysis methodology and instructions for using the VMT Scoping Form.

I. Project Description

The applicable planning case number, GPA No., SPA No. or CUP No. should be provided along with the project name, address, and a brief description. The project description should include the type and quantity of land uses being proposed. The project description should identify whether the site is vacant, or will displace an existing use, and identify the current and proposed General Plan Land Use and Zoning designations for the project site.

II. VMT Screening Criteria

Screening criteria can be used to determine whether a project would be expected to cause a less than significant impact without having to conduct a detailed study. The screening criteria adopted by the City of Perris are based on the recommendations from OPR and WRCOG for setting screening thresholds for land use projects.

A. Is the project 100% affordable housing?

If a project consists of 100% affordable housing, then the presumption can be made that it will have a less than significant impact on VMT. According to sources provided by OPR, affordable housing projects typically generate lower VMT than market-rate housing and a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less than significant impact on VMT. Furthermore, a project which includes any affordable residential units may factor in the effect of the affordability on VMT into the assessment of VMT generated by those units.

B. Is the project within one half (½) mile of qualifying transit?

CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within one half (½) mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less than significant impact on VMT. See Exhibit B for a map of the transit priority areas in the City of Perris.

For purposes of the Perris TIA Guidelines, qualifying transit means a major transit stop or high-quality transit corridor, defined as follows:

- **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. (Pub. Resources Code, § 21064.3)
- **High-quality transit corridor** means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (Pub. Resources Code, § 21155)

When determining the proximity of a project site to nearby transit, measurements should generally be taken from the transit stop location to the population/activity center of a site and take into account any substantial physical barrier, such as a freeway, that would impede pedestrian access.

Not all projects located near qualifying transit are presumed to have a less than significant impact. The presumption of less than significant does not apply if the project:

- 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.

C. Is the project a local serving land use?

Local serving land uses provide more opportunities for residents and employees to shop, dine and obtain services closer to home and work. Local serving uses can also include community resources that may otherwise be located outside of the city or local area.

By improving destination proximity, local serving uses lead to shortened trip lengths and reduced VMT. Therefore, local serving uses may be presumed to have a less than significant impact on VMT. The following list contains the eligible local serving uses in the City of Perris:

List of Local Serving Uses[1]

Local Serving Retail < 50 TSF	Education/Institutional	Municipal/Public Services
• General retail less than 50,000 square feet • Supermarket • Restaurant/cafe/bar • Coffee/donut shop • Dry cleaners • Barber shop • Hair/nails salon • Banks • Walk-in medical clinic • Urgent Care • Gas service station • Auto repair/tire shop • Gyms/health club • Dance/yoga/fitness/martial arts studio	• Public elementary school • Public middle school • Public high school • Community college • Day care center • Pre-school • Local religious institution	• Library • Civic center • Police/Fire Station • Community center • Public works support facility • Local/community park • Other local serving civic uses

[1] Other local serving uses may be eligible for screening at the discretion of the Director of Development Services or his/her designee.

The Director of Development Services reserve the right to require additional VMT analysis of any use listed above if there is indication that it may otherwise increase VMT.

D. Is the Project in a low VMT area?

Projects that locate in areas with low VMT, and that incorporate similar features (i.e., land use type, access to the circulation network, etc.), will tend to exhibit similarly low VMT. If a project is located in a Traffic Analysis Zone (TAZ) with VMT per capita or VMT per employee that is less than or equal to the Citywide average, then the project is considered to be located in a low VMT area and can be presumed to have a less than significant impact on VMT.

Residential projects should utilize and compare the TAZ VMT/capita rate to the Citywide average VMT/capita rate. Non-residential projects should utilize and compare the VMT/employee rate to the Citywide average VMT/employee rate. For mixed-use projects in which the residential component is considered the primary use, and the non-residential component is less than 50,000 square feet of local serving commercial, the VMT/capita rate should be used. If a mixed-use project consists of over 50,000 square feet of local serving

uses, or other non-local serving uses, a separate screening assessment should be prepared for both the residential and non-residential components of the project.

With the help of WRCOG's web-based screening tool, available at https://gis.fehrandpeers.com/WRCOGVMT/, users may identify the Riverside Transportation Analysis Model (RIVTAM) traffic analysis zone (TAZ) in which the project is located.

Projects located in TAZs without baseline VMT data should perform VMT modeling using RIVTAM/RIVCOM to determine the appropriate project VMT rate.

E. Are the project's net daily trips less than 500 ADT?

Projects that generate less than 500 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT. Appendix B provides additional discussion and analysis regarding the application of the 500 ADT screening criteria and how it has been established within the context of CEQA.

The latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual is the preferred source for calculating trip generation in the City of Perris. The use of other sources of trip generation must be approved by the Planning or Engineering Department. The screening criteria trip limit is based on net trip generation after considering pass-by, internal capture, affordable housing, and/or existing land use trips.

- Pass-by trips include the portion of the project traffic that is already on the adjacent roadway and passes by the site as an intermediate stop. Typically applied to retail/commercial uses only. Pass-by should be consistent with ITE or other verified sources.

- Internal capture trips are trips that both begin and end on the project site. Commonly found in mixed-use developments, internal capture trips are often taken as walking or bicycling trips and can significantly reduce VMT. Internal capture credits should be consistent with the NCHRP Report 684 Enhancing Trip Capture Estimation for Mixed-Use Developments or other verified sources.

- Affordable housing trip credits can be taken for any dwelling unit within a project that is deemed affordable, as defined by the Director of Development Services.

- Existing land use trip credits can be taken for land uses on a project site that are currently or have been operational within 6 months from the time the application is filed.

III. VMT Screening Summary

The VMT Screening Summary section provides a summary of the screening results and identifies whether the project may be presumed to have a less than significant impact or if additional mitigation is required.

A. Is the Project presumed to have a less than significant impact on VMT?

A Project is presumed to have a less than significant impact on VMT if the Project satisfies at least one (1) of the VMT screening criteria described in Section II above. Additional analysis and information may still be required to determine whether the project is consistent with the Perris General Plan, RTP/SCS and applicable active transportation/transit plans.

B. Is mitigation required?

If the Project does not satisfy at least one (1) of the VMT screening criteria described in Section II, then mitigation is required to reduce the Project's impact on VMT.

C. Is additional VMT modeling required to evaluate Project impacts?

If the Project requires a zone change or General Plan Amendment AND generates 2,500 or more net daily trips, then additional VMT modeling using RIVTAM/RIVCOM is required to demonstrate that the project would not cause a significant impact. If the project generates less than 2,500 net daily trips, the Project TAZ VMT Rate can be used for mitigation purposes.

IV. Mitigation

The following section describes the requirements for implementing mitigation measures to minimize significant adverse impacts related to VMT.

A. Citywide Average VMT Rate (Threshold of Significance) for Mitigation Purposes

Projects that meet the VMT Scoping Form requirements may use the RIVTAM/RIVCOM Base Year Citywide Average home-based VMT per capita and home-based work VMT per employee efficiency metrics for the VMT Scoping Form threshold of significance for CEQA. Eligible projects that exceed the Citywide average rate would require mitigation to reduce VMT to be equal to or below the applicable threshold.

B. Unmitigated Project TAZ VMT Rate

To help streamline the VMT evaluation process, the City of Perris allows certain projects to utilize the Project TAZ VMT rate as a metric for mitigation purposes. Mitigating projects based on the TAZ VMT rate provides an adequate assessment of project impacts since, generally,

projects that incorporate similar features (i.e., type of use, access to transportation network) and that are in similar areas, will tend to exhibit similar VMT.

A project may also run RIVTAM (or RIVCOM once available) with the addition of the project to determine a project specific VMT rate.

C. Percentage Reduction Required to Achieve the Citywide Average VMT

A project is required to reduce the unmitigated VMT rate for the Project TAZ to be less than or equal to the Citywide VMT Average for mitigation purposes. The percent reduction required to Achieve the Citywide Average VMT is calculated as follows:

$$Percent\ Reduction\ Required\ = 1 - (Citywide\ average\ rate/project\ TAZ\ rate).$$

D. VMT Reduction Mitigation Measures

The WRCOG SB 743 Implementation Pathway Document Package, March 2019 and the California Air Pollution Control Officers Association Quantifying Greenhouse Gas Mitigation Measures, August 2010, document (CAPCOA) are the preferred sources for quantifying estimates from VMT reduction measures. Other sources of VMT reduction measures are acceptable provided substantial evidence is included to justify VMT reduction estimates. All VMT reduction measures should be clearly listed and quantified with supplemental calculations.

The WRCOG SB 743 Implementation TDM Strategy Assessment, February 26, 2019 report provides new research since 2010 release of the CAPCOA document related to Transportation Demand Management (TDM) effectiveness for reducing VMT. The WRCOG report also identifies strategies suited to WRCOG jurisdictions given the rural and suburban land use context of the area.

The location setting of a project matters when it comes to the effectiveness that TDM measures have on reducing VMT. Projects in suburban settings (such as those commonly found in the City of Perris) have limited access to transit, multimodal infrastructure and diverse land use destinations that support TDM measures. Thus, the potential VMT reduction in suburban settings is limited.

Users should identify the appropriate project location setting on the VMT Scoping Form, as defined by CAPCOA (Page 59-60) when estimating potential VMT reduction and follow the recommendations from WRCOG and CAPCOA when considering the maximum percent reduction achievable.

The California Emissions Estimator Model (CalEEMod) may be used to help quantify VMT reduction measures. It is recommended that any VMT reduction measures used for mitigating greenhouse gas emissions be consistent with the VMT reduction measures used for transportation impact purposes.

Appendix C includes the fact sheets from CAPCOA listing the transportation measures for VMT reduction.

E. Mitigated Project TAZ VMT Rate

After all feasible mitigation measures are applied, the mitigated Project TAZ VMT Rate will be calculated automatically in the VMT Scoping Form.

F. Is the project presumed to have a less than significant impact with mitigation?

If the mitigated Project VMT rate is below the Citywide Average Rate, then the Project is presumed to have a less than significant impact with mitigation. If the answer is no, then additional VMT modeling may be required and a potentially significant and unavoidable impact may occur.

3.0 VMT Impact Analysis

3.1 VMT Modeling Requirements

Certain projects may require additional VMT modeling to determine impacts. The following section provides information regarding VMT modeling and the assessment of project impacts adopted from WRCOG.

The following conditions may require a project to perform project specific VMT modeling using RIVCOM/RIVTAM in order to determine if it would have a significant VMT impact:

- Project requires a zone change and/or General Plan amendment and generates 2,500 or more net daily trips, or
- Project is located in a TAZ without VMT data for screening, or
- Project is not able to effectively mitigate impacts using the VMT Scoping Form

The VMT modeling analysis should include the following scenarios to determine the project-generated VMT per service population:

- Base year conditions
- Base year plus project conditions
- Horizon year without project conditions
- Horizon year with project conditions

The model output should include VMT per service population (population plus employment). Project-generated VMT shall be extracted from the travel demand forecasting model using the origin-destination trip matrix and shall multiply that matrix by the final assignment skims. For more information on the modeling process, please refer to the WRCOG Recommended TIA Guidelines, March 2020.

Mitigation measures shall be applied in a manner consistent with Section 2.1.IV.A of this report.

3.2 CEQA Significant Impact Criteria

CEQA Guidelines, Appendix G: Environmental Checklist Form consider a significant transportation impact to occur if a project would:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)

d) Result in inadequate emergency access

The Perris TIA Guidelines for CEQA establish thresholds of significance for addressing questions "a)" and "b)" above regarding transportation impacts.

3.3 VMT Thresholds of Significance

For projects eligible for assessing VMT impacts through the VMT Scoping Form, a project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

- Residential Projects: A significant transportation impact occurs if the base year project TAZ home-based VMT per capita exceeds the Citywide average VMT per capita.

- Non-residential Projects: A significant transportation impact occurs if the project's home-based work VMT per employee exceeds the Citywide average VMT per employee.

For projects that require RIVTAM/RIVCOM VMT modeling, a project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

- The base model year project-generated VMT per service population exceeds the City of Perris baseline VMT per service population, or

- The future model year project-generated VMT per service population exceeds the City of Perris base year VMT per service population.

3.4 RTP/SCS & General Plan Consistency Requirements

Section 15125, subdivision (d), of the CEQA Guidelines provides that lead agencies should analyze impacts resulting from inconsistencies with regional plans, including regional transportation plans. For this reason, OPR recommends that if a project is inconsistent with the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), the lead agency should evaluate whether that inconsistency indicates a significant impact on transportation. For example, a development may be inconsistent with an RTP/SCS if the development is outside the footprint of development or within an area specified as open space, as shown in the SCS.

A project may also be inconsistent with the RTP if it exceeds (either directly or cumulatively) the number of housing units specified in SCAG's Regional Housing Needs Assessment (RHNA) Final Allocation Plan for the City of Perris. If the addition of the project would cause the Citywide housing supply to exceed the RHNA Allocation, then additional modeling should be provided to analyze the effect on future year Citywide and project TAZ VMT rates.

Projects that require a General Plan Amendment or Zone Change and that generate more than 2,500 net daily trips should perform project specific VMT modeling. Compliance with the VMT thresholds of significance described above would result in a less than significant impact and ensure the project is consistent with the General Plan land use and transportation assumptions.

3.5 Impacts to Transit and Active Transportation

OPR recommends that when determining the effects of a project on transportation, lead agencies should consider project impacts to transit systems and bicycle and pedestrian networks. For example, a project that blocks access to a transit stop or blocks a transit route itself may interfere with transit functions.

The City of Perris has adopted the WRCOG recommendations for assessing potential impacts to public transit, pedestrian facilities and travel, and bicycle facilities and travel.

- A significant impact occurs if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities.

Therefore, the TIA should include analysis of a project to examine if it is inconsistent with adopted policies, plans, or programs regarding active transportation or public transit facilities, or otherwise decreases the performance or safety of such facilities and make a determination as to whether it has the potential to conflict with existing or proposed facilities supporting these travel modes.

4.0 Transportation Projects

The City of Perris requires that transportation projects for CEQA follow the OPR recommendations for considering the effects of transportation projects on VMT. Please refer to the OPR CEQA Guidelines on Evaluating Transportation Impacts guidance document for details regarding VMT analysis for transportation projects. In general, OPR indicates that if a project would likely lead to a measurable and substantial increase in vehicle travel, the lead agency should conduct an analysis assessing the amount of vehicle travel the project will induce.

Project types that would likely lead to a measurable and substantial increase in vehicle travel generally include:

- Addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges over one (1) mile in length.

Some of the projects listed by OPR that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis, include:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity

- Roadside safety devices or hardware installation such as median barriers and guardrails.

- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety.

- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes.

- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and if applicable, transit.

- Timing of signals to optimize vehicle, bicycle, or pedestrian flow.

- Installation of roundabouts or traffic circles.

- Installation or reconfiguration of traffic calming devices.

For a complete list of the projects listed by OPR that would not likely lead to a substantial or measurable increase in vehicle travel, please refer to the OPR CEQA Guidelines on Evaluating Transportation Impacts.

The City of Perris also recognizes that the build-out of the City's planned circulation network is integral in achieving the local and regional transportation and land use goals and objectives, such as those identified in City's General Plan and the SCAG RTP/SCS.

Therefore, transportation projects that consist of adding new through lane capacity to arterial highways would be presumed to have a less than significant impact, provided the improvement is less than one (1) mile in length, consistent with the established General Plan Circulation Element Roadway Classifications and the improvements can accommodate multi-modal transportation, such as pedestrian, bicycle, and transit facilities.

Construction of other transportation facilities not expressly listed herein or in the OPR guidance document, that in the opinion of the public services director would not directly increase the VMT in the City, may be presumed to have a less than significant impact for CEQA.

The City of Perris VMT Scoping Form for Transportation Projects is provided in Appendix D. The Scoping Form should be filled out as part of the Initial Study for CEQA to determine whether a transportation project may induce additional VMT and cause a significant transportation impact.

Exhibits

Exhibit A
City of Perris Transportation Review Flow Chart

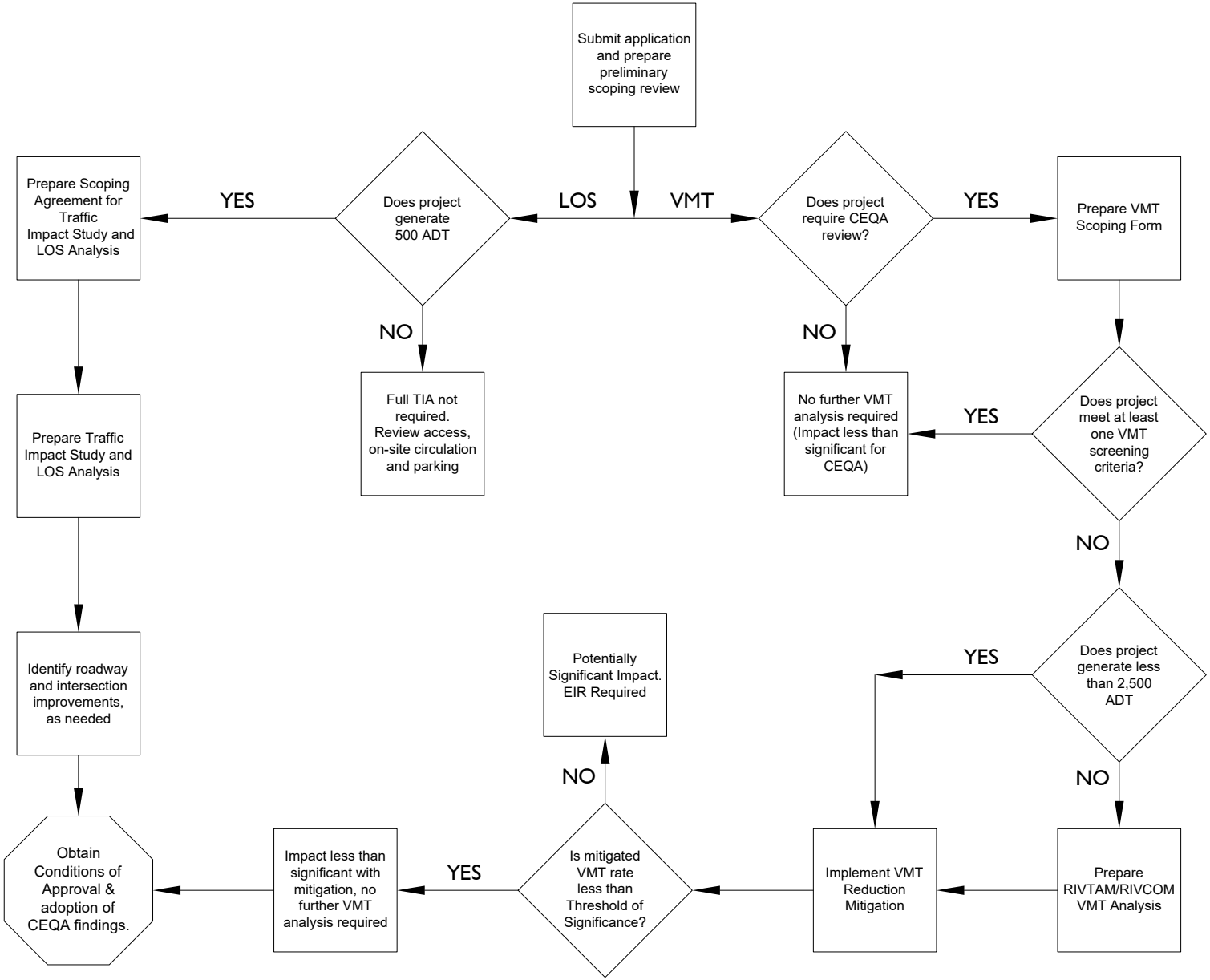

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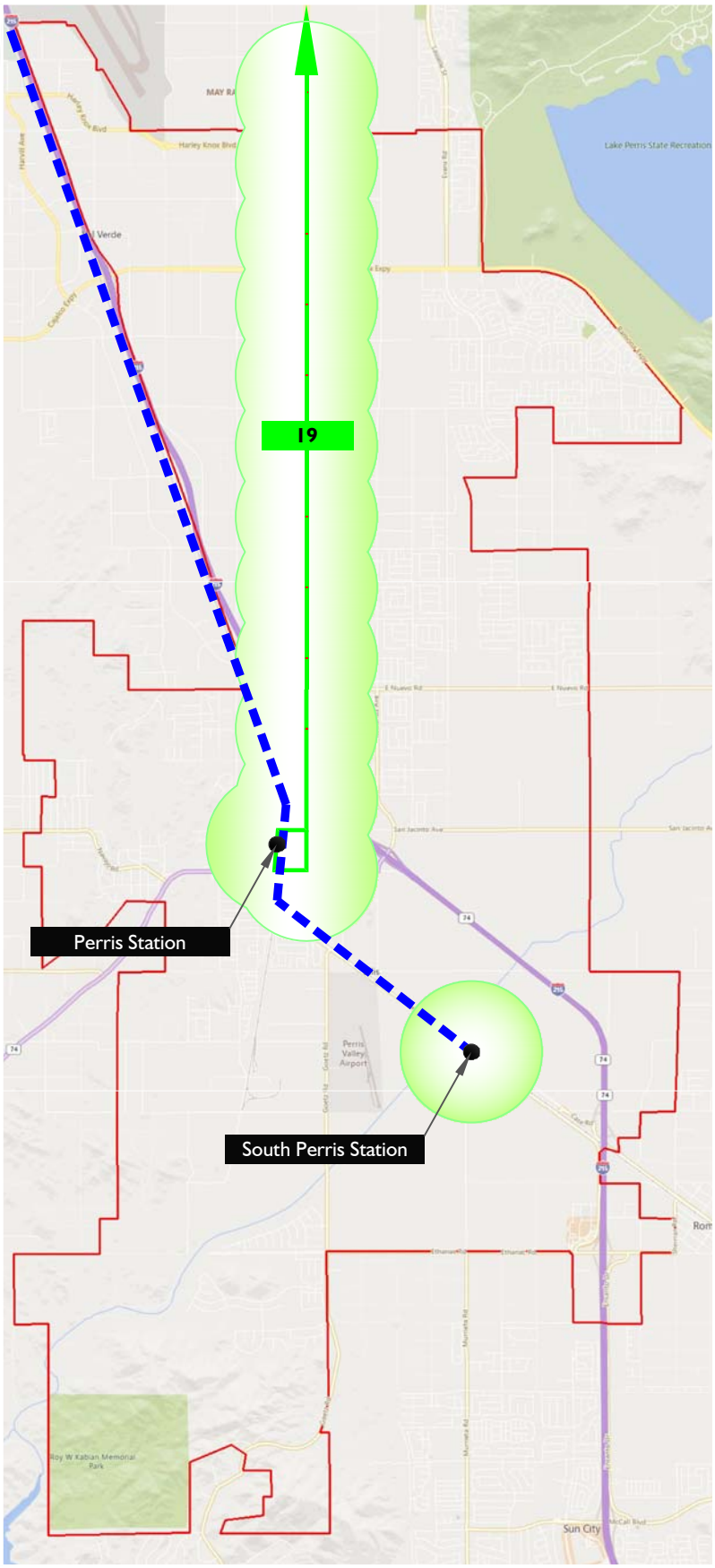
Exhibit B

Perris Transit Priority Areas



Legend:

= Transit Priority Area (1/2 Mile Radius)

19 = RTA Bus Route 19

= Metrolink 91/Perris Valley Line

N

Appendix A

City of Perris VMT Scoping Form for Land Use Projects

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CITY OF PERRIS
VMT SCOPING FORM FOR LAND USE PROJECTS

This Scoping Form acknowledges the City of Perris requirements for the evaluation of transportation impacts under CEQA. The analysis provided in this form should follow the City of Perris TIA Guidelines, dated May 12, 2020.

I. Project Description

Tract/Case No.

Project Name:

Project Location:

Project Description:

(Please attach a copy of the project Site Plan)

Current GP Land Use: **Proposed GP Land Use:**

Current Zoning: **Proposed Zoning:**

If a project requires a General Plan Amendment or Zone change, then additional information and analysis should be provided to ensure the project is consistent with RHNA and RTP/SCS Strategies.

II. VMT Screening Criteria

A. Is the Project 100% affordable housing?	**YES**		**NO**		Attachments:
B. Is the Project within 1/2 mile of qualifying transit?	**YES**		**NO**		Attachments:
C. Is the Project a local serving land use?	**YES**		**NO**		Attachments:
D. Is the Project in a low VMT area?	**YES**		**NO**		Attachments:
E. Are the Project's Net Daily Trips less than 500 ADT?	**YES**		**NO**	**X**	Attachments:

Low VMT Area Evaluation:

Citywide VMT Averages[1]		
Citywide Home-Based VMT =	15.05	VMT/Capita
Citywide Employment-Based VMT =	11.62	VMT/Employee

WRCOG VMT MAP

Project TAZ	**VMT Rate for Project TAZ**[1]	**Type of Project**	
	VMT/Capita	Residential:	
	VMT/Employee	Non-Residential:	

[1] Base year (2012) projections from RIVTAM.

Trip Generation Evaluation:

Source of Trip Generation:

Project Trip Generation:		**Average Daily Trips (ADT)**			
Internal Trip Credit:	YES		NO		% Trip Credit:
Pass-By Trip Credit:	YES		NO		% Trip Credit:
Affordable Housing Credit:	YES		NO		% Trip Credit:
Existing Land Use Trip Credit:	YES		NO		Trip Credit:
Net Project Daily Trips:	- -	**Average Daily Trips (ADT)**			Attachments:

Does project trip generation warrant an LOS evaluation outside of CEQA?	**YES**	- -	**NO**	- -

III. VMT Screening Summary

A. Is the Project presumed to have a less than significant impact on VMT?

A Project is presumed to have a less than significant impact on VMT if the Project satisfies at least one (1) of the VMT screening criteria.

--

B. Is mitigation required?

If the Project does not satisfy at least one (1) of the VMT screening criteria, then mitigation is required to reduce the Project's impact on VMT.

--

C. Is additional VMT modeling required to evaluate Project impacts?

YES	--	NO	--

If the Project requires a zone change and/or General Plan Amendment AND generates 2,500 or more net daily trips, then additional VMT modeling using RIVTAM/RIVCOM is required. If the project generates less than 2,500 net daily trips, the Project TAZ VMT Rate can be used for mitigation purposes.

IV. MITIGATION

A. Citywide Average VMT Rate (Threshold of Significance) for Mitigation Purposes:	--	--
B. Unmitigated Project TAZ VMT Rate:	--	--
C. Percentage Reduction Required to Achieve the Citywide Average VMT:	--	

D. VMT Reduction Mitigation Measures:

Source of VMT Reduction Estimates:	
Project Location Setting	

	VMT Reduction Mitigation Measure:	Estimated VMT Reduction (%)
1.		0.00%
2.		0.00%
3.		0.00%
4.		0.00%
5.		0.00%
6.		0.00%
7.		0.00%
8.		0.00%
9.		0.00%
10.		0.00%
Total VMT Reduction (%)		**0.00%**

(Attach additional pages, if necessary, and a copy of all mitigation calculations.)

E. Mitigated Project TAZ VMT Rate:	--	--

F. Is the project pressumed to have a less than significant impact with mitigation?

--

If the mitigated Project VMT rate is below the Citywide Average Rate, then the Project is presumed to have a less than significant impact with mitigation. If the answer is no, then additional VMT modeling may be required and a potentially significant and unavoidable impact may occur. All mitigation measures identified in Section IV.D. are subject to become Conditions of Approval of the project. Development review and processing fees should be submitted with, or prior to the submittal of this Form. The Planning Department staff will not process the Form prior to fees being paid to the City.

Prepared By		Developer/Applicant	
Company:		**Company:**	
Contact:		**Contact:**	
Address:		**Address:**	
Phone:		**Phone:**	
Email:		**Email:**	
Date:		**Date:**	

Approved by:

Perris Development Serivces Dept. Date	**Perris Public Works Dept. Date**

Appendix B

Evaluation of Daily Trip Screening Criteria

V. Evaluation of Daily Trip Screening Criteria

The City of Perris recognizes projects that generate less than 500 ADT would generally be assumed to cause less than significant transportation impact under CEQA. This is consistent with the general concept recommended by OPR for small project screening. However, OPR recommends that absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 ADT generally may be assumed to cause a less than significant transportation impact. This section provides further analysis and evidence for justifying the City of Perris Daily Trip Screening Criteria.

1. Impact to Total Citywide VMT

The following analysis was prepared to look at how an individual project's ADT would contribute to changes in the total Citywide VMT. RIVTAM base year 2012 statistics were used to show potential changes from developments of varying size. Table B-1 shows the change in Citywide VMT from six (6) different land use projects that generate 110 ADT, 250 ADT, 500 ADT and 2,500 ADT.

As shown in Table B-1, the incremental change in the Citywide VMT from a project that generates 500 ADT would range from approximately 0.04% to 0.21% increase. While the increase is approximately 4.5 times higher than a project that generates 110 ADT, the relative change is still considered insignificant in comparison to the total Citywide VMT and it would not be expected to significantly change the City's VMT efficiency rates. Thus, a project that generates 500 ADT would have the potential to meet the criteria for a small project in the City of Perris.

Table B-1
Evaluation of Screening Criteria

Land Use	110 ADT[1]	250 ADT[1]	500 ADT[1]	2,500 ADT[1]
Residential				
Single Family (DU)	11	26	53	265
Percent Increase in Citywide VMT	0.04%	0.08%	0.17%	0.83%
Multifamily (DU)	15	34	68	340
Percent Increase in Citywide VMT	0.05%	0.11%	0.21%	1.06%
Senior Housing (DU)	29	67	135	675
Percent Increase in Citywide VMT	0.04%	0.09%	0.18%	0.92%
Employment				
General Office (TSF)	11.3	25.65	51.3	256.5
Percent Increase in Citywide VMT	0.02%	0.05%	0.10%	0.48%
General Retail (TSF)	2.9	6.6	13.2	66.0
Percent Increase in Citywide VMT	0.01%	0.02%	0.04%	0.19%
High-Cube Warehouse (TSF)	78.6	178.6	357.1	1785.5
Percent Increase in City-wide VMT	0.07%	0.17%	0.34%	1.68%

[1] ADT calculated based on ITE Trip Generation Manual, 10th Edition, 2017.

The statistical data from RIVTAM base year 2012 that was used for evaluating the screening criteria in Table C-1 is provided in Table C-2 for reference.

Table C-2
RIVTAM Base Year 2012 Stats

Home-based VMT per Capita	15.05
Home-based work VMT per Employee	11.62
Total Population	70,659
Total Employment	15,154
Total Households	16,573
Population per Household	4.26
Population per Senior Household*	1.87
Office Employees per TSF*	3.33
Retail Employees per TSF*	5.00
Industrial Employees per TSF*	1.67
Total Citywide VMT	2,056,089

*Estimated from other sources

2. Impact to GHG Emissions

Greenhouse Gas (GHG) emissions from mobile sources (i.e. cars and trucks) are typically the largest source of operational emissions generated by a land use project. The quantity of GHG emissions generated by mobile sources is positively correlated to VMT; the more VMT a project generates, the more GHG emissions it will generate. Since SB 743 seeks to reduce GHG emissions through the reduction of VMT, the VMT screening criteria should ensure that all potential projects that are presumed to be less than significant for transportation would also be less than significant for greenhouse gas.

This section provides a brief analysis and quantification of GHG emissions based on the recommended daily trip screening criteria of 500 ADT and compares the results to the SCAQMD Interim CEQA GHG Significance Thresholds. The California Emissions Estimator Model Version 2016.3.2 (CalEEMod) was used to calculate GHG emissions for six (6) common land uses in the City of Perris. CalEEMod is a statewide land use emissions computer model developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts.

Estimates of mobile source emissions require information on three parameters: VMT (trip generation x trip length), vehicle fleet mix, and emission factors (quantity of emission for each mile traveled or time spent idling by each vehicle).

Table B-3
Estimated GHG Emissions for 500 ADT Screening Criteria

Emissions Source[2]	MTCO2e/Year[1]					
	Single Family (53 DU)	Multifamily (68 DU)	Senior Housing (135 DU)	General Office (51 TSF)	General Retail (13.2 TSF)	High-Cube Warehouse (357.1 TSF)
Mobile Sources	1,239.7	1,242.9	1,202.9	582.5	492.7	755.5
Energy Sources	234.8	162.5	330.9	165.7	54.9	308.4
Area Sources	17.9	23.0	45.6	0.0	0.0	0.0
Water	26.8	34.4	68.3	70.2	7.5	456.2
Waste	31.3	15.7	31.2	24.0	7.0	168.8
Total Annual GHG Emissions	**1,550.5**	**1,478.6**	**1,678.9**	**842.4**	**562.1**	**1,689.0**
SCAQMD Threshold	3,000					10,000
Exceed Threshold?	No	No	No	No	No	No
Percent Below Threshold	48%	51%	44%	72%	81%	83%

[1] MTCO2e = Metric Tons of Carbon Dioxide Equivalents Per Year
[2] CalEEMod default parameters were used in all emissions calculations except for changes to the following; trip generation rates were changed to reflect the latest ITE 10 Trip Gen Manual, 10th Edition, and changes were made to the home-based and worker trip lengths to reflect citywide averages of 15.05 VMT/capita and 11.62 VMT/worker.

As shown in Table B-3, the estimated GHG emissions from land use projects that generate 500 ADT or less would be expected to be well below the applicable SCAQMD thresholds of significance. Therefore, projects that generate 500 ADT or less would generally be presumed to have a less than significant impact for greenhouse gas.

Appendix C

CAPCOA Fact Sheets for the Quantification of VMT Reduction

Table 6-2: Transportation Category

Transportation						
Category	Measure Number	Strategy	BMP	Grouped With #	Range of Effectiveness	
					Percent Reduction in GHG Emissions	Basis
Land Use / Location	LUT-1	Increase Density			1.5-30.0%	VMT
	LUT-2	Increase Location Efficiency			10-65%	VMT
	LUT-3	Increase Diversity of Urban and Suburban Developments (Mixed Use)			9-30%	VMT
	LUT-4	Incr. Destination Accessibility			6.7-20%	VMT
	LUT-5	Increase Transit Accessibility			0.5-24.6%	VMT
	LUT-6	Integrate Affordable and Below Market Rate Housing			0.04-1.20%	VMT
	LUT-7	Orient Project Toward Non-Auto Corridor			NA	
	LUT-8	Locate Project near Bike Path/Bike Lane			NA	
	LUT-9	Improve Design of Development			3.0-21.3%	VMT
Neighborhood / Site Design	SDT-1	Provide Pedestrian Network Improvements			0-2%	VMT
	SDT-2	Traffic Calming Measures			0.25-1.00%	VMT
	SDT-3	Implement a Neighborhood Electric Vehicle (NEV) Network			0.5-12.7%	VMT
	SDT-4	Urban Non-Motorized Zones		SDT-1	NA	
	SDT-5	Incorporate Bike Lane Street Design (on-site)		LUT-9	NA	
	SDT-6	Provide Bike Parking in Non-Residential Projects		LUT-9	NA	
	SDT-7	Provide Bike Parking in Multi-Unit Residential Projects		LUT-9	NA	
	SDT-8	Provide EV Parking		SDT-3	NA	
	SDT-9	Dedicate Land for Bike Trails		LUT-9	NA	
Parking Policy / Pricing	PDT-1	Limit Parking Supply			5-12.5%	
	PDT-2	Unbundle Parking Costs from Property Cost			2.6-13%	
	PDT-3	Implement Market Price Public Parking (On-Street)			2.8-5.5%	
	PDT-4	Require Residential Area Parking Permits		PDT-1, 2 & 3	NA	

Transportation - continued

Category	Measure Number	Strategy	BMP	Grouped With #	Range of Effectiveness	
					Percent Reduction in GHG Emissions	Basis
Trip Reduction Programs	TRT-1	Implement Voluntary CTR Programs			1.0-6.2%	Commute VMT
	TRT-2	Implement Mandatory CTR Programs – Required Implementation/Monitoring			4.2-21.0%	Commute VMT
	TRT-3	Provide Ride-Sharing Programs			1-15%	Commute VMT
	TRT-4	Implement Subsidized or Discounted Transit Prog.			0.3-20.0%	Commute VMT
	TRT-5	Provide End of Trip Facilities		TRT-1, 2 & 3	NA	
	TRT-6	Telecommuting and Alternative Work Schedules			0.07-5.50%	Commute VMT
	TRT-7	Implement Commute Trip Reduction Marketing			0.8-4.0%	Commute VMT
	TRT-8	Implement Preferential Parking Permit Program		TRT-1, 2 & 3	NA	
	TRT-9	Implement Car-Sharing Program			0.4-0.7%	VMT
	TRT-10	Implement School Pool Program			7.2-15.8%	School VMT
	TRT-11	Provide Employer-Sponsored Vanpool/Shuttle			0.3-13.4%	Commute VMT
	TRT-12	Implement Bike-Sharing Program		SDT-5, LUT-9	NA	
	TRT-13	Implement School Bus Program			38-63%	School VMT
	TRT-14	Price Workplace Parking			0.1-19.7%	Commute VMT
	TRT-15	Implement Employee Parking "Cash-Out"			0.6-7.7%	Commute VMT

Transportation - continued						
Category	Measure Number	Strategy	BMP	Grouped With #	Range of Effectiveness	
					Percent Reduction in GHG Emissions	Basis
Transit System Improvements	TST-1	Provide a Bus Rapid Transit System			0.02-3.2%	VMT
	TST-2	Implement Transit Access Improvements		TST-3, TST-4	NA	
	TST-3	Expand Transit Network			0.1-8.2%	VMT
	TST-4	Increase Transit Service Frequency/Speed			0.02-2.5%	VMT
	TST-5	Provide Bike Parking Near Transit		TST-3, TST-4	NA	
	TST-6	Provide Local Shuttles		TST-3, TST-4	NA	
Road Pricing / Management	RPT-1	Implement Area or Cordon Pricing			7.9-22.0%	VMT
	RPT-2	Improve Traffic Flow			0-45%	VMT
	RPT-3	Require Project Contributions to Transportation Infrastructure Improvement Projects		RPT-2, TST-1 to 6	NA	
	RPT-4	Install Park-and-Ride Lots		RPT-1, TRT-11, TRT-3, TST-1 to 6	NA	
Vehicles	VT-1	Electrify Loading Docks and/or Require Idling-Reduction Systems			26-71%	Truck Idling Time
	VT-2	Utilize Alternative Fueled Vehicles			Varies	
	VT-3	Utilize Electric or Hybrid Vehicles			0.4-20.3%	Fuel Use

Appendix D

City of Perris VMT Scoping Form for Transportation Projects

CITY OF PERRIS VMT SCOPING FORM FOR TRANSPORTATION PROJECTS

This Review Form acknowledges the City of Perris requirements for the CEQA Transportation evaluation of the following Transportation project with respect to Vehicle Miles Traveled. The analysis provided in this form must follow the City of Perris TIA Guidelines for CEQA, dated May 12, 2020.

Project No.: _____

Related Projects: _____

Project Name: _____

Project Limits:: _____

Project Description: _____

_____

_____

_____

Anticipated Date of Construction: _____

(Please attach a copy of the Project Improvement Plans with the appropriate project information)

	Consultant	**Agency doing the Construction**
Company Name:		
Contact Person:		
Address:		
Telephone:		
Primary Contact Email		

A. Is this a City Project ?	**YES**		**NO**	
B. Is this a Private Development Project ?	**YES**		**NO**	
C. Does this project qualify for an Exemption per the City's TIA Guidelines? (See Section D for Exemptions)	**YES**		**NO**	

D. Exemption Criteria: **Check all that apply:**

1. Rehabilitation, maintenance, replacement, safety and repair projects.	
2. Roadway safety or hardware installation projects.	
3. Roadway shoulder or parking lane enha	
4. Reconfiguration of traffic lanes to accommodate turn lanes, to a left turn lanes or may other modifications to accommodate existing traffic.	
5. Construction or reconstruction of local or collector streets. And then	
6. Addition of new through lanes less than one (1) mile in length with mutli-modal facilities.	
7. Installation of traffic signals, traffic control devices and TSM (transportation system management) systems.	
8. Installation of traffic calming devices or roundabouts.	
9. Installation of transit facilities including transit service, bus stops bus turnouts and any other transit related	
10. Conversion of streets from one way to two way operation or removal or installation of on street parking spaces.	
11. Installation of traffic or other signage to facilitate traffic operations for vehicles including bicycles public transit and pedestrians.	
12. Addition of new or enhanced bicycle or pedestrian facilities.	
13. Installation of publicy available alternative fuel claim charging infrastructure.	
14. Construction of other transportation facilities that in the opinion of the public service says director would not directly increase the VMT in the city.	

E. Does the project require RIVTAM/RICOM VMT modeling to determine the impact on induced travel?	**YES**		**NO**	

Note: The Transporation Project Scoping Form and appropriate fee must be submitted with, or prior to submittal of this form. The Engineering Department staff will not process the Form prior to the fee being paid to the City.

Recommended by:	**Approved by:**
Consultant's Representative:	**Perris Planning Department:**
Date:	**Date:**
Revised on:	**Perris Engineering Department.**
Approved on:	**Date:**