

Appendix H
Vehicle Miles Traveled



Vehicle Miles Traveled Analysis

for:

Plant F20 Reservoirs Project

In the City of Fontana

May 2022

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VEHICLE MILES TRAVELED ANALYSIS
FOR THE PROPOSED
PLANT F20 RESERVOIRS PROJECT
IN THE CITY OF FONTANA

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May 2022

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INTRODUCTION

Senate Bill (SB) 743 was approved by the California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "level of service" (LOS) for evaluating transportation projects. OPR has updated guidelines for CEQA and written a technical advisory for evaluating transportation impacts in CEQA and has set a deadline of July 1, 2020 for local agencies to update their CEQA transportation procedures. OPR has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The City of Fontana has adopted new Transportation Impact Guidelines and now relies on VMT as the measure for determining a project significant transportation impact under the CEQA process.

This technical report was prepared to document the VMT analysis for the Plant F20 Reservoirs Project following the City of Fontana *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment* (TIA Guidelines, October 2020).

PROJECT OVERVIEW

The Project site is made up of the existing 0.8-acre site Assessor's Parcel Number (APN: 0237-411-17) and 1.0-acre site consisting of a portion of the adjacent APN 0237-411-15, located in proximity to 15151 Longview Drive, in the City of Fontana. The Project consists of the installation and operation of two new 1.13-million-gallon MG reservoir tanks [Plant F20 Reservoirs (East) and (West)] to be used for potable water services within Fontana Water Company's (FWC) service area. As shown in Figure 1, the proposed reservoir Plant F20 Reservoir (East) and Plant F20 Reservoir (West) would be located just northwest to the existing 3.42 MG Plant F20 Reservoir (South). The Project would allow for the FWC to meet the necessary water storage requirements for the community to meet existing water demands for domestic uses, fire suppression, and emergency needs.

It is expected that minimal traffic is to be generated by the Project, with the only visits to the site being when maintenance is required.



NOT TO SCALE

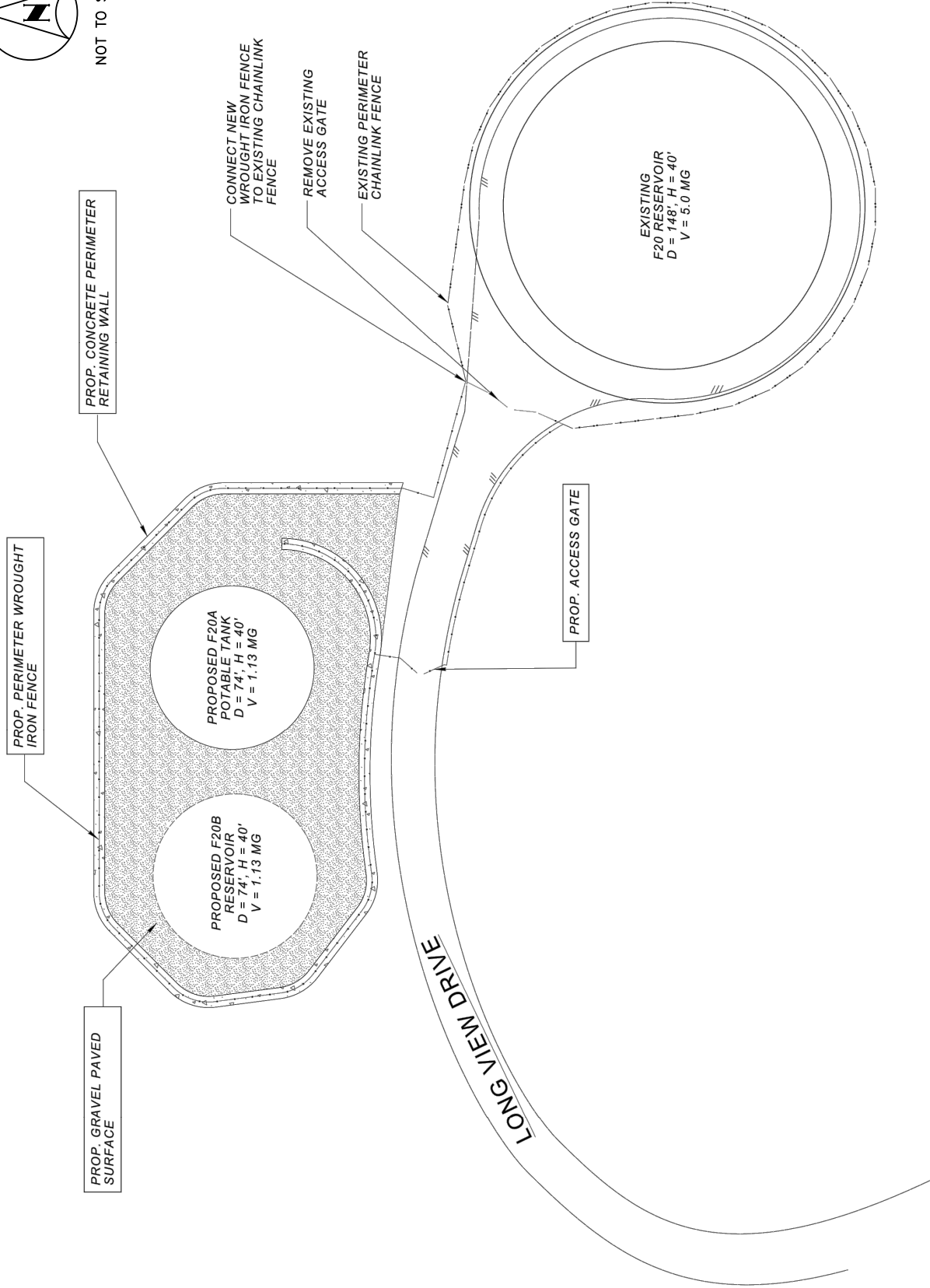


FIGURE 1
PROJECT SITE PLAN

VEHICLE MILES TRAVELED SCREENING

This section documents Vehicle Miles Traveled (VMT)/ SB 743 considerations for the Project. The City's TIA Guidelines provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken into the following four steps:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Low Project Type Screening
4. Project Net Daily Trips Less Than 500 ADT

A land use project needs only to meet one of the above screening thresholds to be presumed to result in a less-than-significant impact under CEQA pursuant to SB 743.

Transit Priority Area (TPA) Screening

As described in the City's TIA Guidelines, projects located within a half mile from an existing major transit stop or within half of a mile from an existing stop along a high-quality transit corridor can be screened out. Based on San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool, the Project is not located in a Transit Priority Area (TPA).

The TPA screening criteria is not met.

Low VMT Area Screening

The Project is located in TAZ number 53719401. As shown in Figure 2, the Project is not located in a Low VMT (15% below County Average) zone based on the SBCTA VMT Screening tool.

The Low VMT Area screening threshold is not met.

Low Project Type Screening

The City presumes local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. Local serving retail including the following:

- Supermarket
- Restaurant/café/bar
- Coffee/donut shop
- Dry cleaners

- Barbershop
- Hair/nail salon
- Walk-in medical clinic
- Urgent care
- Auto repair/tire shop
- Gyms/health club
- Dance/yoga/fitness/martial arts studio

In addition to local serving retail, the following local serving uses can also be presumed to have a less-than-significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- 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)

The Project includes a local-serving community utility and may be presumed to have a less-than-significant VMT impact.

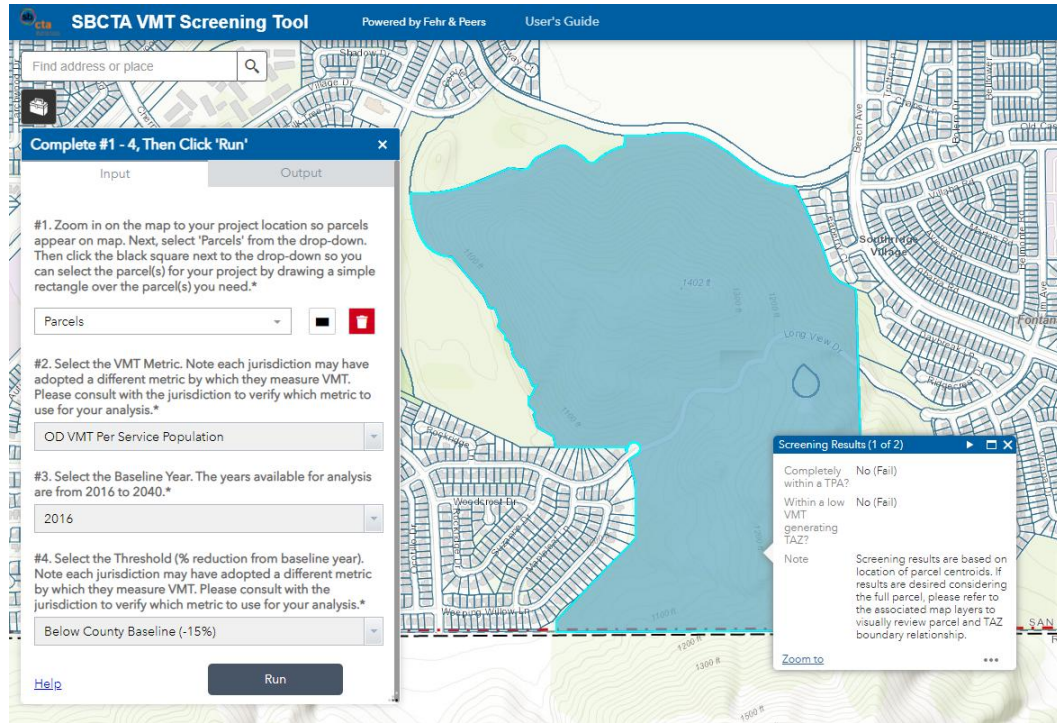
The Low Project Type screening is met for this project.

Project Net Daily Trips Less Than 500 ADT Screening

The City's TIA Guidelines identify that a project with a net daily trip generation of less than 500 ADT can be screened out. The Project is expected to have minimal traffic generated, with only visits to the site when maintenance is required. Therefore, the Project would be under the 500 ADT threshold.

The Project Net Daily Trips Less Than 500 ADT screening criteria is met.

Figure 2 – Low VMT Area Screening



CONCLUSION

The Project was evaluated based on the City of Fontana TIA Guidelines (October 2020) and was found to meet the screening criteria for Low Project Type and Project Net Daily Trips Less Than 500 ADT. Therefore, the Project's transportation impact is presumed to be less-than-significant and no further VMT analysis is required.