

# Appendix F

---

## Vehicles Miles Traveled Technical Memorandum

Transportation Division

City Hall  
915 I Street, 2<sup>nd</sup> Floor  
Sacramento, CA  
95814-2604  
916-808-8502

### **VMT TECHNICAL MEMORANDUM**

**DATE:** October 26, 2023  
**TO:** Scott Johnson, Community Development Department  
**FROM:** Matthew Ilagan, Public Works – Transportation  
**CC:** Pelle Clarke, Public Works - Transportation  
**SUBJECT: DR23-215 Raley Blvd Truck Service & Repair**

Public Works has reviewed the application for the above referenced project. The project proposes a truck service & repair facility that contains a 6,090 square foot warehouse building and 168 truck parking stalls.

#### **Vehicle Miles Traveled Thresholds**

Based on current practice of the City of Sacramento, transportation impacts are considered significant if the proposed project would result in a VMT per capita or office VMT per employee above 85% of the regional average, consistent with technical guidance published by the Governor’s Office of Planning and Research (OPR). The OPR guidance does not specify a particular significance threshold for industrial employment and recommends that local jurisdictions determine this threshold based on local conditions. Some jurisdictions in the Sacramento region (including Sacramento County (adopted) and the City of Rancho Cordova (draft guidelines)) have determined that the significance threshold for industrial employment is 100% of regional average. The draft City of Sacramento Transportation Impact Analysis Guidelines do not specify a significance threshold for industrial land uses. For consistency purposes, this screening applies the significance threshold of 100% of regional average for industrial uses.

#### **VMT Screening Criteria**

Based on current practice of the City of Sacramento, several “screening thresholds” are used to quickly determine whether a project may be presumed to have a less-than-significant VMT impact without conducting a detailed projected generated VMT analysis. For residential and office projects, screening criteria include:

- Small Projects – 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 trips per day generally may be assumed to cause a less-than-significant transportation impact.
- Map-Based Screening – Maps created with VMT data can illustrate areas that are currently below threshold VMT. Output from the SACOG regional travel demand model may be

Transportation Division

City Hall  
915 I Street, 2<sup>nd</sup> Floor  
Sacramento, CA  
95814-2604  
916-808-8502

generalized to simplify project VMT estimates as well as producing screening maps. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

- Near Transit Stations – presumption that certain projects proposed within 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. Additionally, the project would need to have a floor area ratio of at least 0.75, without excessive parking, is consistent with the adopted regional SCS, and does not result in a reduction of citywide affordable housing.
- Affordable Residential Development – adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT.

### **VMT Screening Evaluation**

The project was evaluated against the following screening criteria to determine if it could be presumed to have a less-than-significant VMT impact:

- Map-Based Screening – The proposed project’s VMT was determined using the Work VMT SACOG maps derived from the traffic analysis zone results from SACOG’s travel demand model, known as SACSIM. These maps use hexagonal shaped geographic areas (HEX). Work VMT per job per HEX is calculated by tallying all work VMTs, including work VMT made by both internal and external workers traveling to the Hex to work, and divided by the total jobs in the HEX. As evidenced in Figure 1, the proposed project falls within a HEX calculated to produce between 85% to 100% of the Regional Average which is less than the average VMT per employee for the region to be less than the 100% significance threshold of regional average for industrial use.

Because of the project meeting screening criteria using the Map-Based screening, a VMT analysis for the proposed project is not required.

If you have any questions, please call me at (916) 808-8502, or contact me via e-mail at [Millagan@cityofsacramento.org](mailto:Millagan@cityofsacramento.org).

Transportation Division

City Hall  
915 I Street, 2<sup>nd</sup> Floor  
Sacramento, CA  
95814-2604  
916-808-8502

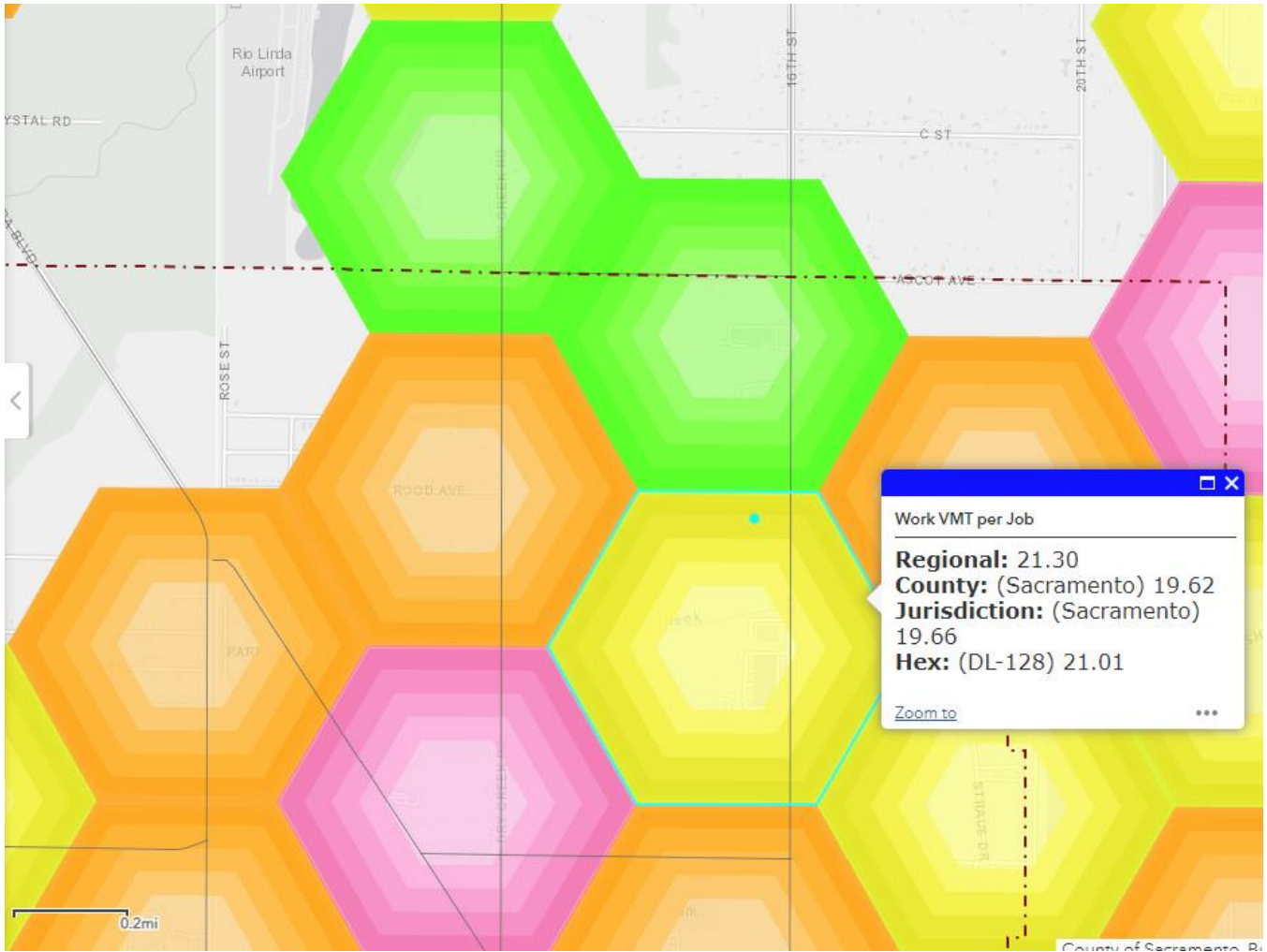


Figure 1 – SACOG Work VMT Screening Map