

El Centro Transportation Study Guidelines

June 2022

Table of Contents

- 1. Introduction..... 2
 - 1.1 Background..... 2
 - 1.2 Purpose of the TSG..... 3
 - 1.3 TSG Objectives 4
 - 1.4 CEQA vs. Non-CEQA Transportation Analysis..... 5
 - 1.5 CEQA vs. Non-CEQA Transportation Analysis..... 6
 - 1.6 Process Overview 7
- 2. Study Initiation..... 8
 - 2.1 Types of Transportation Studies 8
 - 2.2 Project Information Form 11
 - 2.3 Submittal Instructions 13
- 3. CEQA VMT Analysis..... 14
 - 3.1 Overview..... 14
 - 3.2 Metrics and Methodology for Calculating VMT 14
 - 3.3 Screening Criteria for CEQA VMT Analysis..... 15
 - 3.4 VMT Analysis for Land Use Projects 18
 - 3.5 VMT Thresholds of Significance for Land Use Projects..... 19
 - 3.6 VMT Reduction and Mitigation Measures 20
 - 3.7 VMT Analysis for Transportation Projects 20
 - 3.8 Exclusion of Heavy Vehicle and Truck VMT 21
- 4. Local Mobility Analysis 21
 - 4.1 Overview..... 21
 - 4.2 LMA Requirements..... 22
 - 4.3 LMA Outline..... 30

- Appendix A - Project Information Form
- Appendix B - Sample Trip Generation Rates
- Appendix C - VMT Screening Maps
- Appendix D - Land Use Designations
- Appendix E - Additional Screening and Threshold Information
- Appendix F - Roadway Capacity Table



CEQA – refers to the California Environmental Quality Act (CEQA). This statute requires identification of any significant environmental impacts of state or local action, including discretionary approval of new development or infrastructure projects. The process of identifying these impacts is typically referred to as the environmental review process.

LOS – refers to “Level of Service”, a metric that assigns a letter grade to network performance. The typical application of LOS in cities is to measure the average amount of delay experienced by vehicle drivers at an intersection during the most congested time of day and to assign a report card range from LOS A (fewer than 10 seconds of delay for signalized intersections) to LOS F (more than 80 seconds of delay for signalized intersections).

VMT – refers to “Vehicle Miles Traveled”, a metric that accounts for the number of vehicle trips generated and the length or distance of those trips. For transportation analysis, VMT is generally expressed as VMT per Capita (VMT/Capita) or VMT per Employee (VMT/Employee) for a typical weekday.

1. Introduction

The purpose of this document is to provide guidance to consultants on how to prepare transportation studies in El Centro. It is intended to ensure consistency among consultants, predictability in preparation, consistency among reviewers, and conformance with all applicable City and State regulations, including CEQA.

Transportation studies are intended to identify the transportation impacts of proposed development projects and to determine the need for any improvements to the adjacent and nearby road system to achieve acceptable mobility for vehicles, bicyclists, pedestrians, and transit.

1.1 BACKGROUND

The City of El Centro previously required projects undergoing California Environmental Quality Act (CEQA) review to conduct a transportation impact analysis that focused primarily on metrics related to vehicle delay and Level of Service (LOS). These analysis requirements involved a quantitative analysis to determine whether a project may have a significant impact on the roadway network pursuant to CEQA.

CEQA Changes

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process intended to fundamentally change transportation impact analysis as part of CEQA compliance. SB 743 mandates a change in the way how transportation impacts should be evaluated. A key element of this law is the removal of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts under CEQA. As a result, the Governor’s Office of Planning and Research (OPR) updated the CEQA Guidelines to establish new criteria for determining the significance of transportation impacts. Based on feedback from the public, public agencies, and various organizations, OPR decided that Vehicle Miles Traveled (VMT) would be the primary metric for evaluating transportation impacts under CEQA. VMT refers to the amount and distance of automobile travel attributable to a project.



SB 743 does not prevent a city or county from continuing to analyze traffic delay or LOS as part of other plans, studies, congestion management and mitigation, etc., but, with limited exception, a project's effect on automobile delay may no longer constitute a significant environmental impact under CEQA.

Overall, SB 743 includes the following two legislative intent statements:

1. More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions.
2. Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns continue to be properly addressed and mitigated through CEQA.

VMT does not directly measure traffic operations; instead, it is a measure of network use or efficiency, especially if expressed as a function of population or employment (i.e., "VMT/Capita"). VMT tends to increase as land use density decreases and travel becomes more reliant on the use of automobiles due to the long distances between origins and destinations.

1.2 PURPOSE OF THE TSG

The City of El Centro's goal is to achieve a safe, efficient, accessible, and sustainable transportation system that meets the needs of all users. Transportation improvements and mitigation from proposed land development projects should be consistent with City-adopted plans and policies, as well as regional and state environmental and legislative requirements. The Transportation Study Guidelines (TSG) document provides criteria to evaluate projects for consistency related to the City's transportation goals, policies, and plans, and through procedures established under CEQA. The TSG establishes the content requirements and procedures for preparing a Transportation Study in El Centro.

The purpose of the TSG (and a Transportation Study) is to provide applicants, transportation professionals, and City personnel with standard procedures and guidelines to support CEQA review of a project's transportation impacts and a project's effects on local transportation network through a Local Mobility Analysis (LMA).

Reasons to perform a Transportation Study include the following:

- To determine the significance of a proposed project's transportation impacts and associated mitigation for CEQA Review.
- To determine the project's effect on traffic congestion, transit, and active transportation modes, and provide guidance for implementing improvements.
- To implement City plans and policies related to transportation/mobility.



1.3 TSG OBJECTIVES

The following objectives are intended to provide consistency between local, regional, and state policies in forecasting, describing, and analyzing the effects of land development on transportation and circulation for all travel modes and users:

- Provide clear direction to applicants and consultants to better meet expectations, increase the efficiency of the review process, and minimize delays.
- Provide scoping procedures and recommendations for early coordination during the planning/discretionary phases of a land development project.
- Provide guidance for determining when, what type, and how to prepare a Transportation Study.
- Enhance consistency, uniformity, and accuracy in the preparation of a Transportation Study.
- Promote quality assurance in transportation studies by establishing the assumptions, data requirements, study scenarios, and analysis methodologies.
- Provide consistency and equity in the identification of measures to mitigate the transportation impacts generated by land development.
- Assist City staff in developing objective recommendations and project conditions of approval as part of the land development discretionary review process.
- Ensure that El Centro transportation studies are in conformance with all applicable City, regional, and state regulations, including legislative requirements as part of CEQA.



1.4 CEQA VS. NON-CEQA TRANSPORTATION ANALYSIS

The City of El Centro TSG is a comprehensive manual for conducting both CEQA VMT analysis and non-CEQA LMA for discretionary and ministerial projects. The TSG provides guidance for these two components of the Transportation Study.

CEQA VMT Analysis

CEQA requires VMT analysis for compliance with state policies to evaluate a project's potential impacts related to VMT significance criteria. The VMT analysis will accomplish the following:

- Enable proposed projects to comply with current CEQA requirements as a result of the implementation of SB 743.
- Specify the City's VMT significance thresholds, screening criteria, and methodology for conducting the VMT analysis.
- Determine if mitigation is required to offset a project's VMT impacts.
- Identify VMT reduction measures and strategies to mitigate a project's impacts to below a level of significance.

Non-CEQA LMA

An LMA is required by the City of El Centro to assess a project's localized effects on roadway traffic congestion and bicycle, pedestrian, and transit facilities. The authority for requiring this non-CEQA analysis resides in the City's police power to protect public health, safety, and welfare, and aligns with ME Policy 4.4 of the Mobility Element. The LMA analysis will accomplish the following:

- Establish measures of effectiveness to maintain transportation acceptable LOS consistent with the City's General Plan Mobility Element, as may be amended from time to time.
- Address issues related to operations and safety for all transportation modes.
- Ensure consistency with the City's Active Transportation & Safe Routes to School Plan for bicycle and pedestrian facilities, as may be amended from time to time.
- Identify the necessary transportation entitlement conditions for land development projects.
- Specify the City's screening criteria, study area, and methodologies to assess the potential need for off-site operation and safety improvements to the project study area transportation network.
- Facilitate site project access and roadway frontage infrastructure improvements to serve the project vicinity.



1.5 CEQA VS. NON-CEQA TRANSPORTATION ANALYSIS

The City of El Centro TSG is a comprehensive manual for conducting both CEQA VMT analysis and non-CEQA LMA for discretionary and ministerial projects. The TSG provides guidance for these two components of the Transportation Study.

CEQA VMT Analysis

CEQA requires VMT analysis for compliance with state policies to evaluate a project's potential impacts related to VMT significance criteria. The VMT analysis will accomplish the following:

- Enable proposed projects to comply with current CEQA requirements as a result of the implementation of SB 743.
- Specify the City's VMT significance thresholds, screening criteria, and methodology for conducting the VMT analysis.
- Determine if mitigation is required to offset a project's VMT impacts.
- Identify VMT reduction measures and strategies to mitigate a project's impacts to below a level of significance.

Non-CEQA LMA

An LMA is required by the City of El Centro to assess a project's localized effects on roadway traffic congestion and bicycle, pedestrian, and transit facilities. The authority for requiring this non-CEQA analysis resides in the City's police power to protect public health, safety, and welfare, and aligns with ME Policy 4.4 of the Mobility Element. The LMA analysis will accomplish the following:

- Establish measures of effectiveness to maintain transportation acceptable LOS consistent with the City's General Plan Mobility Element, as may be amended from time to time.
- Address issues related to operations and safety for all transportation modes.
- Ensure consistency with the City's Active Transportation & Safe Routes to School Plan for bicycle and pedestrian facilities, as may be amended from time to time.
- Identify the necessary transportation entitlement conditions for land development projects.
- Specify the City's screening criteria, study area, and methodologies to assess the potential need for off-site operation and safety improvements to the project study area transportation network.
- Facilitate site project access and roadway frontage infrastructure improvements to serve the project vicinity.



1.6 PROCESS OVERVIEW

Preparer Qualification Requirements

The CEQA portion of Transportation Studies must be prepared under the responsible charge of a registered Traffic Engineer or a registered Civil Engineer with expertise in transportation engineering. The LMA portion must be prepared under the responsible charge of a registered Traffic Engineer, or a registered Civil Engineer with expertise in transportation engineering. Other certifications may be appropriate and should be confirmed with City staff during the Project Information Form¹ phase of preparing the study.

Outline of Study Preparation and Review Process

The following summarizes the typical process for completing a Transportation Study in the City of El Centro:

- **Step 1** – Determine Study Requirements: The applicant’s consultant will complete a Project Information Form (PIF) (**Appendix A** – Project Information Form) that summarizes the proposed project description, location, site plan, site access, estimated trip generation (both total and net), and methods for completing the Transportation Study. The PIF also includes preliminary screening criteria to determine if the project is screened out from detailed VMT analysis, and information to determine the extent of LMA required. **An approved PIF shall be submitted along with the Transportation Study.**
- **Step 2** – Complete Scoping Review: The completed PIF will be submitted to the City of El Centro for review and approval. The PIF will preliminarily specify the type of Transportation Study that will be needed. The City will either provide a letter or email confirming the scoping identified in the PIF or communicate other project-specific requirements. The applicant’s consultant may request a meeting to clarify the draft scope and the City’s feedback.
- **Step 3** – Prepare Transportation Study and Submit Draft: The applicant’s consultant will prepare the Transportation Study consistent with the requirements established in Steps 1 and 2 (and as outlined in the TSG) and will submit a draft to the City. The City will provide written comments on the draft study. During this process, the applicant’s consultant may request a meeting with City staff to clarify study requirements and/or comments received on the draft study. Applicant shall submit a meeting agenda at least 24 hours prior to the meeting.
- **Step 4** – Finalize Transportation Study: The applicant’s consultant will address all City comments and produce a revised Transportation Study to be reviewed and, if complete, approved by staff. The submittal will include a comment resolution table, which lists each City comment and the proposed response to each comment, and a track changes version of the document to facilitate review. Multiple iterations of study review may be necessary in order to adequately address all staff comments. It is critical that staff and the transportation

¹ The Project Information Form will determine what analysis is required for a project. Additional information for the PIF is provided in Section 1.5 and in Appendix A.



consultant/applicant coordinate closely during the review process to ensure productive and efficient communication in achieving the mutual goal of finalizing the Transportation Study. Depending on whether the Transportation Study included a VMT analysis, the final mitigation recommendations or required improvements will be incorporated into the CEQA Findings and/or the discretionary Conditions of Approval

It should be noted that the City may update the TSG on an as-needed basis to reflect the state-of-practice methodologies and changes in CEQA requirements. Updates and revisions will be approved by the City Manager or designee. As such, the City will continually review the TSG for applicability and coordinate with other jurisdictions and professionals to ensure the most recent guidance and best practices are being applied for land development review and transportation analysis. Additional information regarding the applicability of the procedures outlined in this document for various project types are provided in Chapter 2.

The TSG is not binding on any decision maker and should not be substituted for the use of independent professional judgment and evaluation of evidence in the record. The City also reserves the right to request further, project-specific information in its evaluation that may not be identified or described in the TSG.

2. Study Initiation

If a project requires a discretionary or ministerial action, the applicant, through coordination with City staff, will determine the Transportation Study requirements.

The Transportation Study process begins by filling out a PIF (Appendix A), which outlines the requirements for the transportation study.

2.1 TYPES OF TRANSPORTATION STUDIES

CEQA and LMA requirements should be determined separately, as CEQA VMT analysis and/or LMA may apply to any type of transportation study. The following types of transportation studies (or a combination thereof) may be required:

1. **No Transportation Analysis Required:** If CEQA does not apply to a project (i.e., the project is ministerial) and the PIF indicates that LMA is not required, the completed PIF would be the extent of Transportation Study required for that project.
2. **LMA Only:** The project is ministerial and therefore not subject to CEQA review.
3. **No Detailed CEQA VMT Analysis or LMA Required:** If a project meets screening criteria for CEQA VMT analysis and LMA, a detailed CEQA VMT analysis would not be required. The findings of the screening analyses must be documented in the PIF.



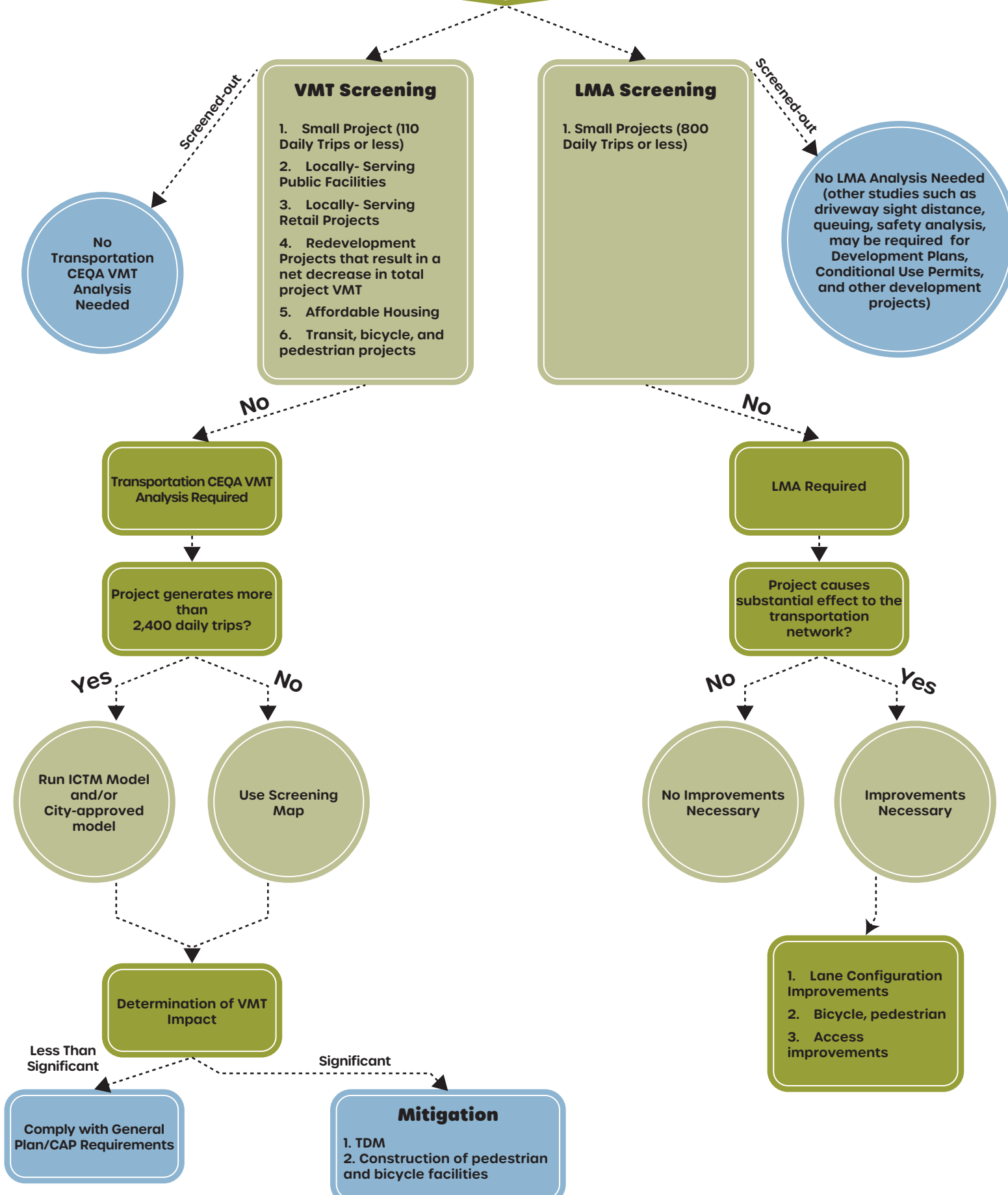
4. **No Detailed CEQA VMT Analysis, but LMA Required:** If the project meets screening criteria for CEQA VMT analysis but triggers an LMA as described in Chapter 4 of this TSG, only an LMA would be required. The findings of the screening analysis must be documented in the PIF and LMA.
5. **Both Detailed CEQA VMT Analysis and LMA Required:** Transportation Studies that include both an LMA and CEQA VMT analysis are required for projects that are not screened out based on the City's screening criteria, as outlined in following sections.

Figure 2.1 illustrates the expected process for both ministerial and discretionary projects. If a project has an existing environmental document, the project should only complete an updated CEQA analysis and/or an LMA only if the project will change the land use or substantially increase the project trip generation. The project applicants and other parties shall consult with City staff before conducting any analyses. Detailed CEQA VMT screening criteria are provided in Section 3.3. Small projects that generate less than 800² daily trips or less are not required to conduct an LMA. However, City staff may request analysis or additional study requirements due to location, project complexity, and other local context despite meeting the screening criteria listed in the flow chart (Figure 2.1).

² 800 daily trips (commercial or industrial trips) is the threshold included in the County of Imperial Department of Public Works Congestion Management Program, March 2007, for the preparation of a complete traffic study: <https://publicworks.imperialcounty.org/wp-content/uploads/2019/12/TrafficStudyReportPolicy.pdf>



Project Initiation Form (PIF)



2.2 PROJECT INFORMATION FORM

The applicant's consultant will prepare a PIF (Appendix A) before coordinating with the City. This ensures that all the information necessary to determine study requirements is compiled and readily accessible.

The following main items are required to complete the PIF:

Project Location

- Project location and vicinity map
- Zoning and General Plan land use designation of the project site (to demonstrate consistency)

Detailed Project Description

- Land uses and intensities
- Gross and developable acreage, building square footage, or number of proposed residential units
- Number of parking spaces: vehicle, accessible, bicycle (racks and secure storage), motorcycle, and electric vehicle

Site Plan

- Driveway locations and access type (e.g., full access, partial access, right-in/out only)
- Pedestrian access, bicycle access, and on-site pedestrian circulation
- Location of any planned sidewalks or bikeways identified in the City of El Centro Active Transportation Plan within ¼ mile of the project location

Trip Generation

- The applicant's consultant should identify the number of new daily and peak hour driveway vehicle trips added by the project as described in this section.
- Trip generation rates are commonly expressed in trips per unit of development – for example, trips per housing unit or trips per thousand square feet – and are derived by averaging trip generation data collected from existing land uses. **Appendix B** contains sample trip generation rates for typical projects such as, but not limited to, single-family and multi-family residential projects, retail commercial, and small grocery stores.



For the City of El Centro, the following trip generation sources should be used:

- The current version of the Institute of Transportation Engineers (ITE) Trip Generation Manual.
- If the proposed use is not included in ITE's Trip Generation Manual, City staff, at their sole discretion, may consider an applicable rate published in jurisdictions with similar characteristics to the City of El Centro.
- Where uses are not included in either ITE documents or any other valid source, trip generation should be derived from locally observed data that includes trip generation samples from at least three (3) similar facilities at the City's discretion. The facilities selected as samples, and the timing and methods of data collection, must be approved by City staff prior to data collection. In the event at least three (3) facilities are not able to be selected as samples, the applicant shall coordinate with City staff.
- For existing facilities that are being expanded, trip generation should be determined by surveying the existing use to generate a project-specific trip generation rate. The survey of the existing use should be conducted using driveway counts or ITE published rates at the City's discretion. Appendix B contains ITE's trip generation studies procedures.
- For existing facilities that are being redeveloped, the trip generation (driveway counts) of the existing site development (provided that it was active and occupied within the two years prior to the PIF submittal date at the City's discretion³) may be deducted from the proposed project trip generation rate to create the net proposed trip generation. Proposed net trip generation rates that result in negative numbers shall be considered net zero for trip generation.
- The most detailed project information should be used to determine a project's trip generation estimate. For example, if the project's building square footage and the project acreage are both known, the building square footage is more detailed; therefore, it should be used to estimate the trip generation.
- Pass-by trips should be deducted from the number of daily project trips used to determine if small project screening is appropriate and what level of detail the LMA should include. Pass-by trips should not be deducted at the project driveway intersections in order to determine appropriate configurations at these locations. Appendix B contains ITE's internal capture and pass-by percentages.

³ Two years prior to the start of a transportation study is the industry standard for the limit at which the trip generation rate of the existing site development may be deducted from the proposed trip generation rate to create the net proposed trip generation rate.



Trip Distribution and Assignment

Trip distribution should be developed, and project trips assigned to the study intersections and roadway segments using engineering judgement or the latest Imperial County Transportation Model (ICTM) and/or another City-approved model, at the City's discretion.

A trip distribution figure illustrating the percentage of trips going to and from the project along the surrounding roadway network shall be provided. A figure illustrating peak hour project only trips at the driveways, study intersections and roadway segments shall be provided based on the trip distribution.

Study Area

At a minimum, the study must examine facilities that fall into one of the following categories:

- Project driveways
- Signalized and unsignalized intersections along project frontage and adjacent facilities where the project adds 50 or more peak hour trips
- Any classified (non-residential) roadway segments that are linked to intersections that are being studied
- The study should also examine any other intersections or roadway segments necessary as determined by the City.

2.3 SUBMITTAL INSTRUCTIONS

The PIF will be submitted as follows:

- Applicant/Consultant submits a completed PIF to the Public Works Department.
- Staff begins the PIF review process and provides comments.
- Applicant/Consultant incorporates City comments, if any.
- Staff approves the PIF and notifies the Applicant/Consultant.



3. CEQA VMT Analysis

3.1 OVERVIEW

This chapter presents methodology, screening criteria, and analysis procedures that should be considered when conducting an analysis pursuant to the referenced Criterion b, CEQA Guidelines, Appendix G, Section XVII.

3.2 METRICS AND METHODOLOGY FOR CALCULATING VMT

Detailed VMT analysis for CEQA review should be conducted using the latest ICTM and/or latest SCAG model, at the City's discretion. The model outputs can be used to produce both existing and project VMT/Capita, VMT/Employee, and Total VMT.

VMT/Capita

Includes all daily vehicle-based person trips originated from or ended at the home location of the individual (driver or passenger). Only home-based VMT are included in this calculation. The VMT for each individual is then summed for all individuals in the analysis area and divided by the population of the same analysis area to arrive at VMT/Capita. This metric is used to evaluate residential projects.

VMT/Employee

Includes all daily vehicle-based, work-based employee travel grouped and summed to the work location. The VMT for each work location is then summed for all work locations in the analysis area and then divided by the total number of employees of the same analysis area to arrive at the VMT/Employee. This does not include employees whose work location is specified as home. This metric is used to evaluate employment projects.

Total VMT

Total VMT can be calculated by either of two methods – Boundary Method or Origin Destination Method.

Boundary Method

Total daily VMT (Boundary Method) within a given area can be measured by multiplying the daily volume on every roadway segment by the length of every roadway segment within the area. This is called Boundary Method VMT. Examples of Total VMT (Boundary Method) are within the City of El Centro, VMT within a defined planning area, or VMT within the market area to be served by the project. This metric is used to analyze regional retail, service, recreational, regional public facilities, and transportation infrastructure projects.



Origin-Destination Method

Total daily VMT (Origin-Destination Method) within a given area can be calculated directly from model outputs by multiplying the origin-destination (O-D) trip matrix by the final assignment skims⁴ (O-D Method VMT). The total VMT value should be appended to include VMT from all trips that enter or exit the Imperial Valley region. This metric is used to evaluate a regional project if that project is expected to draw trips from outside the region (for example, an amusement park).

3.3 SCREENING CRITERIA FOR CEQA VMT ANALYSIS

The requirements to prepare a detailed transportation VMT analysis apply to all discretionary land development projects, except those that meet at least one of the following screening criteria as they are presumed to have a less than significant VMT impact due to project characteristics and/or location. It is important to note that the City may require project applicants to provide evidence that the presumption is in fact applicable. Ultimately, the final decision is at the City's discretion on a case-by-case basis.

1. Small Residential and Employment Projects:

Projects generating 110 or less daily vehicle trips may be presumed to have a less than significant impact absent substantial evidence to the contrary. Trips are based on the number of vehicle trips calculated using the current version of the Institute of Transportation Engineers (ITE) Trip Generation Manual.

2. Projects Located in a VMT-Efficient Area:

The project is a residential or employment project located in a VMT efficient area (15% or more below the base year average VMT/Capita or VMT/Employee) based on the applicable location-based screening map⁵ produced by the City of El Centro found in **Appendix C**.

⁴ Final assignment skims is the distance associated with each trip in the origin-destination trip matrix.

⁵ The VMT/Capita and VMT/Employee screening maps are created using information from the current version of the Imperial County Transportation Model (ICTM) which is maintained by Caltrans District 11. As Caltrans updates the model to reflect development and planning throughout the region, the screening maps will be updated and may change resulting in development that may have at one time be screened to no longer be screened and vice versa. As the model is updated, earlier versions of the model will also cease to be supported by Caltrans, meaning that model runs can no longer be completed with the previous versions of the model. If a project begins the transportation study process using one version of the model that becomes unsupported during the process, the project can utilize model outputs from the older model version, as long as no additional modeling work will be done. Projects cannot complete their transportation analysis using multiple model versions.



3. Locally Serving Retail Projects:

Local serving retail projects less than 50,000 square feet and that would serve the local community may be presumed to have a less than significant impact absent substantial evidence to the contrary. The City may request a market capture study that identifies local market capture to the City's satisfaction. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. Retail can include shopping centers as well as standalone uses such as, but not limited to, commercial shops, gas stations, and restaurants. This screening criteria applies to the entirety of a retail project; it would not be applied to multiple tenants at a retail site separately. For a mixed-use project, this screening criteria should be applied to the retail/commercial component separately to determine if that portion of the project screens out of a detailed VMT analysis.

4. Local Serving Public Facilities and Community Purpose Facilities:

Public facilities that serve the surrounding community or public facilities that are passive uses may be presumed to have a less than significant impact absent substantial evidence to the contrary. The following are examples of locally serving facilities:

- Transit centers
- Public schools
- Libraries
- Post offices
- Police and fire facilities
- Parks and trailheads
- Government offices (i.e., Public Works Department office, City Clerk office, Planning Department office, etc.)⁶
- Passive public uses, including communication and utility buildings, water sanitation, and waste management
- Other public uses as determined by the City

⁶ Any office located on property owned, leased, or maintained by the City where the City is the applicant or where a private party is the applicant acting on behalf of the City, that is a locally serving public facility.



5. Redevelopment Projects with Greater VMT Efficiency:

Per CEQA, a redevelopment project that replaces existing uses and results in a net decrease in VMT can be presumed to have a less-than-significant transportation impact and would not require a detailed VMT analysis; a redevelopment project that replaces existing uses and results in a net increase in VMT will require a VMT analysis. This should be calculated by estimating the total VMT for the previous proposed and proposed land uses using ITE's Trip Generation rates and citywide average trip lengths from the California Household Travel Survey (CHTS)⁷ provided below and/or another source accepted by the City. Additionally, the proposed land uses should be analyzed without incorporating a credit or reduction for the displacement of existing land uses at the project site.

The following trip lengths should be used to estimate total VMT:

- Residential Projects: 6.39 miles
- Office/Employment Projects: 8.29 miles
- Retail Projects: 5.39 miles
- School/Educational Projects: 4.98 miles
- Recreational Projects: 7.63 miles
- Projects w/ Employment and Customer Attributes (e.g., hospitals): 6.19 miles

6. Affordable Housing:

Any portion of a project that is composed of deed-restricted affordable housing units may be presumed to have a less than significant impact absent substantial evidence to the contrary.

If a project includes both deed-restricted affordable housing units and market-rate housing units, the deed-restricted affordable housing units would be screened from further VMT analysis under this screening criteria. If applicable, the remaining market-rate housing units would be considered for screening using other applicable screening criteria. If the market-rate housing units were not screened out, the applicant is required to conduct a complete VMT analysis for VMT associated with the project's market-rate housing units only.

⁷ <https://www.nrel.gov/transportation/secure-transportation-data/tsdc-california-travel-survey.html>



3.4 VMT ANALYSIS FOR LAND USE PROJECTS

For projects that are not screened out and must provide a detailed evaluation of the VMT produced by the project, guidance is provided below on how to conduct transportation VMT analysis given the project type.

1. Residential Projects:

For projects that generate less than 2,400⁸ daily unadjusted driveway trips: Identify the location of the project on the City's VMT/Capita map. The project's VMT/Capita will be considered the same as the VMT/Capita of the census tract in which the project is located in.

For projects that generate greater than 2,400 daily unadjusted driveway trips: Input the project land uses into the ICTM and/or another City-approved model to determine the project's VMT/Capita. To perform the analysis, all project land uses should be inputted, and the VMT/Capita should be determined using the same method/scripts that ICTM utilizes to calculate the VMT/Capita metric.

2. Employment Projects:

For projects that generate less than 2,400 daily unadjusted driveway trips: Identify the location of the project on the City's VMT/Employee map. The project's VMT/Employee will be considered the same as the VMT/Employee of the census tract in which the project is located in.

For projects that generate greater than 2,400 daily unadjusted driveway trips: Input the project into the ICTM to determine the project's VMT/Employee. To perform the analysis, all project land uses should be inputted, and the VMT/Employee should be determined using the same method/scripts that ICTM utilizes to develop the VMT/Employee metric.

3. Regional Retail, Regional Recreational, or Regional Public Facilities Projects:

Calculate the change to area VMT using the ICTM and/or City-approved model. To calculate the change in area VMT, only the regional retail component of the project should be inputted into the model. The "with project regional retail" area VMT produced by the model run is compared to the "no project" area VMT.

4. Mixed Use Projects:

Evaluate each individual project component per the appropriate metric based on land use type (i.e., residential, employment, and retail) as described above.

⁸ 2,400 daily unadjusted driveway trips threshold is based on the Institute of Transportation Engineers "Guidelines For Transportation Impact Studies in the San Diego Region", May 2019.



5. Other Land Uses:

While residential, office, and retail projects tend to be the most common land use projects requiring a VMT analysis, land use projects consisting of other uses may require a VMT analysis as well. Guidance for other land uses is listed below:

- Hotel: Use employment project threshold
- Medical Office: Use employment project threshold
- School⁹ /College: Use retail threshold
- Large event centers and similar uses: Use retail threshold
- Recreational Facilities: Use retail threshold
- Churches and Other Religious Institutions: Use retail threshold

When considering metrics and thresholds for other land uses not listed above, the project applicant shall consult with the City. For these projects, the City will make the determination on a case-by-case basis regarding methodology.

3.5 VMT THRESHOLDS OF SIGNIFICANCE FOR LAND USE PROJECTS

The significant thresholds and specific VMT metrics used to measure VMT are described by land use type below.

- **Residential:** 15% below regional average VMT/Capita
- **Employment:** 15% below regional average VMT/Employee
- **Regional Retail, Regional Recreational, or Regional Public Facilities:** A net increase in total regional VMT using the boundary method
- **Mixed-Use:** Each project component evaluated per the appropriate metric based on land use type (i.e., residential, employment, and retail)
- **Other Land Uses:** **Appendix D** provides a list with unique land use categories and their appropriate VMT metric or thresholds of significance.

For large land use plans, such as Specific Plans or General Plans, each land use component needs to analyze separately utilizing the thresholds above. Additional information regarding the significance thresholds presented here is provided in **Appendix E**.

⁹ Local-serving neighborhood public schools would be screened out.



3.6 VMT REDUCTION AND MITIGATION MEASURES

To mitigate VMT impacts, the project applicant must reduce VMT, which can be done by either reducing the number of automobile trips generated by the project or by reducing the distance that people drive. The following strategies are available to achieve this:

1. Modify the project's mix of land uses, as well as density and intensity, to reduce VMT generated by the project.
2. Implement TDM measures to reduce VMT generated by the project.

Strategies that reduce single-occupant automobile trips or reduce travel distances are called TDM strategies. There are several resources for determining the reduction in VMT attributable to TDM measures, such as the CAPCOA Quantification Report (CAPCOA Report).

3.7 VMT ANALYSIS FOR TRANSPORTATION PROJECTS

If a transportation project is not screened out, a VMT analysis must be performed. For transportation projects, any project that results in an increase in additional motor vehicle capacity (such as constructing a new roadway or adding additional vehicle travel lanes on an existing roadway) has the potential to increase vehicle travel, referred to as "induced vehicle travel".

To calculate the change in VMT (Boundary Method), the project should be input into the City accepted travel demand model. The "with project" area VMT produced by the model run is compared to the "no project" area VMT. A net increase in area VMT indicates that the project has a significant impact.

Transit, bicycle, and pedestrian projects that enhance travel for these modes are presumed to have a less than significant impact on VMT and are screened out from performing additional analysis. Roadway maintenance or traffic signal installation/modification projects that do not add motor vehicle capacity are also screened out. Project types that would not result in increased vehicle travel have a less than significant impact and can be screened out from performing VMT analysis. These types of projects include, but are not limited to:

- Rehabilitation/maintenance projects that do not add motor vehicle capacity
- Addition of bicycle facilities
- Construction/expansion of sidewalks
- Construction of transit-only lanes
- Intersection traffic signal improvements/turn-lane configuration changes
- Installation of roundabouts and traffic calming devices



3.8 EXCLUSION OF HEAVY VEHICLE AND TRUCK VMT

It shall be noted that SB 743 does not apply to goods movement. Section 15064.3 of the CEQA Guidelines states that VMT for transportation impacts refer to “... the amount and distance of automobile travel...”. Therefore, the VMT associated with trucks and the movement of goods is not required to be analyzed and mitigated for the evaluation of transportation impacts under CEQA. The movement of goods is vital for the economy and the Country’s overall prosperity. Additionally, the movement of goods involves interstate travel and SB 743 is a state legislature which does not apply at a federal level. Therefore, VMT analysis and mitigation is limited to passenger vehicle and light truck trips. The VMT for all vehicles including heavy trucks related to a project will still be calculated as input for air quality, GHG, noise and energy impact analyses to be evaluated in non-transportation parts of the environmental analysis. In addition, heavy vehicle trips would still be assessed as part of the LMA.

4. Local Mobility Analysis

4.1 OVERVIEW

Although VMT is now the metric used for determining the significance of vehicle travel-related impacts under CEQA, the City nevertheless needs to ensure that transportation network operations are consistent with adopted standards and policies. Proper vehicular, transit, and non-motorized mode operations will still be needed to accommodate the travel demand generated by future development, as well as to ensure implementation of the City’s Land Use and Mobility Elements, and the Active Transportation Plan. Therefore, it is necessary to conduct additional transportation analyses such as intersection delay and queuing, and roadway capacity. Transit, pedestrian, and bicycle facilities should also be evaluated.

The LMA is intended to provide both the project applicant and the City with an understanding of how the local transportation network will operate with the implementation of the proposed project and to identify facilities that may require improvements to maintain acceptable operating conditions.

Detailed information on the analysis methodologies, standards, and thresholds are discussed in the following sections. As discussed previously and in Section 2.3, all projects will be required to submit a PIF and coordinate with the City prior to project initiation to ensure an efficient review process.



4.2 LMA REQUIREMENTS

Selecting Study Area

The study area shall be determined as follows:

- Projects that generate less than 800 daily unadjusted driveway trips are not required to prepare an LMA. However, the City may request additional analysis due to location, project complexity, and other local context despite meeting the screening criteria identified in the flow chart (Figure 2.1).
- Projects that generate 801 or more daily unadjusted driveway trips are required to analyze the following facilities:
 - Roadway Segments fronting the Project and between the analyzed intersections.
 - Project driveways and all intersections where two (2) mobility element roadways intersect, and the project adds 50 or more peak hour trips.
 - Bicycle, Pedestrian, and Transit facilities at the project frontage.

The determination of the project study area and study scenarios shall be confirmed by the City as part of the PIF process prior to conducting an LMA. **Table 4.1** provides a summary of the study area and analysis scenarios required as part of the LMA.

Analyzing Facilities

The LMA should use the current state-of-the-practice analysis methodologies to analyze traffic conditions. General requirements for analysis in the LMA are outlined below:

- **Vehicular Analysis:** Peak hour intersection and queuing analyses must use the methodologies contained within the latest edition of the Highway Capacity Manual (HCM), or other practices developed in coordination with the City. Additionally, the City may require additional project-specific analyses, as necessary.



Table 4.1 - Study Area Requirements

Project Daily Trip Threshold	Roadway and Intersection Analysis Requirements ¹	Analysis Scenarios	Select Zone Assignment	Multimodal Analysis ²
0-800	LMA not required. However, the City may request additional analysis due to location, project complexity, and other local context despite meeting the screening criteria listed in the flow chart (Figure 2.1).			
801-2,400	Roadway segments fronting the Project and between the analyzed intersections. Project driveways and adjacent intersections.	<ul style="list-style-type: none"> Existing Opening Year Opening Year + Project 	No	Bicycle and pedestrian facilities along Mobility Element facilities at project frontage. Transit facilities and services at project frontage.
2,400+	Roadway segments fronting the Project and between the analyzed intersections. Project driveways and all intersections where two (2) mobility element roadways intersect to which the project adds 50 or more peak hour trips.	<ul style="list-style-type: none"> Existing Opening Year Opening Year + Project 	Yes	Bicycle and pedestrian facilities along Mobility Element facilities at project frontage. Transit facilities and services at project frontage.

Notes:

¹ Other additional analyses may be requested at the City's discretion such as, but not limited to the following: driveway sight distance, queuing, safety analysis.

² Distance should be measured based on walking distance. Analysis should include substandard bicycle and pedestrian facilities, as well as proposed improvement to each facility.



Roadway analyses shall be conducted by calculating daily LOS using the daily volume capacities based on average daily traffic, detailed in Table ME.3 from the Mobility Element. See **Appendix F** for more details.

Two-hour peak period vehicular, bicycle, and pedestrian volumes should be collected for all study intersections for the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) periods. Weekday 24-hour daily vehicle counts should be collected for all study roadway segments. Traffic counts should be conducted on a Tuesday, Wednesday, or Thursday when schools are in session and during weeks not containing major holidays. Traffic counts should be included as an Appendix of the study.

Available existing counts can be used if they are less than twenty-four (24) months old and the traffic volumes have not been significantly changed due to more recent development in the vicinity. Some exceptions may apply; however, the City shall approve all requests to use other available traffic counts.

During review of the PIF, the City may require additional periods for analysis and traffic counts due to a project's unique traffic patterns (such as a school or an event center).

- **Pedestrian & Bicycle:** The pedestrian and bicycle analysis should focus on substandard and missing facilities, based on City's relevant planning documents (e.g., Mobility Element, Active Transportation Plan, etc.).
- **Transit:** The transit analysis should focus on transit stop/station amenities and first/last-mile connectivity to transit.

Study Scenarios

Intersection and roadway segment LOS should be analyzed for the following scenarios:

- Existing Conditions
- Project Opening Year Conditions
- Project Opening Year with Project Conditions

The City may require additional analysis scenarios for a project as needed.

Opening Year Conditions Volume Forecasting Methodology

The forecasting of opening year conditions volumes shall be performed by identifying approved development projects within ½ mile of the proposed project site or at City's discretion. In the event no approved development projects are identified, an annual ambient growth rate shall be calculated based on the latest ICTM and/or another City-approved model, by comparing base year and future year scenarios within the model and applying said rate to existing conditions traffic counts.



Determining Transportation Improvement Needs

In general, a project should consider feasible improvements to accommodate the addition of the proposed project's vehicular, pedestrian, and bicycle traffic, and both the transit access and increased demand for transit services and facilities. **Table 4.2** displays the thresholds for determining transportation improvement needs.

The following sections provide guidance for identifying when a transportation improvement is necessary by facility type:

Roadways:

A project is considered to have a substantial vehicular effect on a roadway segment if it causes the roadway segment capacity to degrade to LOS D or below. The Proposed Project shall build a roadway segment to its ultimate mobility element classification if not currently constructed as such.

Intersections:

Typically, a project is considered to have a substantial vehicular traffic effect on an intersection if any the following criteria are met:

- The project contributes vehicular traffic to a signalized intersection.
- Project traffic either contributes to or is responsible for the 95th percentile queue length of a turning movement exceeding the available storage length, creating a safety or traffic operational concern for through traffic.
- Project traffic contributes to or is responsible for the 95th percentile queue of a freeway off-ramp extending past the ramp length and onto the freeway mainline.

Pedestrian & Bicycle Facilities:

A project is considered to have a substantial effect on the pedestrian and bicycle network along the project's frontage and adjacent facilities and shall improve or implement the facilities to be consistent with the City's ATP or Mobility Element networks, at City's discretion.



Table 4.2 - Threshold for Determining a Project's Substantial Traffic Effect on Vehicular Intersections

Facility	Facilities Type	Substantial Traffic Effect
Roadway	Segment	<p>Proposed project causes roadway capacity to degrade to LOS D or below. The Proposed Project shall build a roadway segment to its ultimate mobility element classification if not currently constructed as such.¹ Per ME Policy 4.4, LOS D would be acceptable upon review and approval by the City Engineer after consideration of impacts to the public and lack of feasibility of attaining LOS C due to right-of-way constraints, at the following facilities:</p> <ul style="list-style-type: none"> • Ross Road, between Imperial Avenue and 8th Street; • Ross Road, between Hope Street and Industrial Way; • Dogwood Avenue, between Aurora Drive and I-8 EB Ramps; and • Dogwood Avenue, between Wake Avenue and Danenberg Drive. <p>With the additional exception of Imperial Avenue between Ocotillo Drive and I-8 westbound ramps, where LOS E would be acceptable due to right-of-way constraints.</p>
Traffic Signal	Intersection	<p>Proposed project adds traffic to an intersection that currently operates or is projected to operate at LOS D or below.</p> <p>Proposed project causes an intersection's operations to degrade to LOS D or below.</p>
	Turning Movement	Proposed project traffic either contributes to or is responsible for the 95th percentile queue length exceeding available storage length.
Freeway Interchange	Freeway Off-Ramp	Proposed project traffic either contributes to or is responsible for the 95th percentile queue length exceeding available off-ramp storage length and extending onto the freeway mainline.
All-Way Stop Control	Intersection	<p>Proposed project contributes to an intersection that currently operates, or is projected to operate, at LOS D or below.</p> <p>Proposed project causes the intersection's operations to LOS D or below during one or more peak hours.</p>
Side-Street Stop Control	Critical Movement	Proposed project contributes to a critical movement of an intersection that currently operates, or is projected to operate, at LOS D or below.
	Pedestrian	All facilities within project frontage
	Bicycle	All facilities within project frontage
	Transit	All facilities within project frontage

Note:

¹ Projects whose frontage is not built to its ultimate classification shall coordinate with the City to determine appropriate roadway cross-section.



Recommending Improvements

Substantial vehicular traffic effects should be remedied through appropriate improvements, to the extent feasible (as determined in coordination with the City staff, to accommodate the added traffic by the project. **Table 4.3** displays a list of recommended improvements that a project can implement, should the project have a substantial vehicular traffic effect.

Consistent with the City of El Centro General Plan and the City of El Centro Active Transportation Plan, all projects are required to provide non-vehicular improvements to complete the City's multimodal network, including upgrading substandard facilities to ensure high-quality and safe facilities for all users. **Table 4.4** displays a list of recommended active transportation improvements.

The recommended improvements provided comprise a limited list of potential improvements to the local transportation network. Other types of improvements can be recommended by project applicants or requested by the City. All improvements shall be implemented to the satisfaction of the City Engineer or designee.



Table 4.3 - Local Mobility Analysis – Potential Improvements to Accommodate a Project’s Vehicular Needs

Facility	Potential Improvement (Project responsibility) ¹
Roadway	Roadway improvements shall be coordinated with the City to determine appropriate roadway cross-section.
Signalized Intersection	<ul style="list-style-type: none"> • Signal Retiming • Signal Upgrade/ITS² • Add additional turn lane³ • Extend existing turn pocket ³
Unsignalized Intersection	Coordinate with City staff to evaluate alternative control, including signalization, roundabout, turn restriction, additional turn lanes

Notes:

¹ All projects are expected to pay applicable impact fees in addition to implementing the project specific improvements.

² Signal upgrade/Intelligent Transportation System (ITS) improvements should be coordinated with the City to identify feasible signal upgrade/ITS improvements.

³ Coordinate with the City to determine the appropriate improvement measure. Refer to the City of El Centro Off-Site Standard Drawings for turn pocket requirements.



Table 4.4 - Local Mobility Analysis – Potential Improvements to Accommodate a Project’s Active Transportation Needs

Proximity	Facility Type	
	Pedestrian	Bicycle
Project Frontage & Adjacent Facilities	<p>Improvements identified in the Pedestrian Treatment Toolbox (Figure ME-1) found in the Mobility Element, including but not limited to:</p> <ul style="list-style-type: none"> • Curb Extensions/Bulb-outs • High-Visibility Crosswalks • Advance Stop Bars • Decorative Crosswalks • Pedestrian Countdown Signals • Lead Pedestrian Intervals • Pedestrian Hybrid Beacons • Rectangular Rapid Flashing Beacons (RRFB) • Pedestrian Refuge Islands • Pedestrian Scrambles • Protected Intersections • Roundabouts • Landscape Buffer • Pedestrian Scale Lighting • Pedestrian Amenities • Paseos/Walkways • Places to gather • Wayfinding <p>Additional improvements include:</p> <ul style="list-style-type: none"> • Close sidewalk gaps • Remove pathway obstructions • Construct curb ramps per ADA standards • Implement identified traffic calming measures 	<p>Improvements bicycle facilities according to the Mobility Element (Figure ME-2) Planned Bicycle Network.</p>

Notes:

¹ Adjacent facilities are defined as intersections immediately adjacent to the project site. Location of adjacent facilities should be identified in coordination with City staff prior to conducting LMA.



4.3 LMA OUTLINE

At a minimum, an LMA must include the following sections:

- **Executive Summary:** Provides a summary of the project's land uses, trip generation, substantial traffic effects, and necessary improvements.
- **Project Trip Generation, Distribution, and Assignment:** Calculates the project's anticipated trip generation, distribution, and assignment.
- **Study Area Selection and Analysis Methodology:** Outlines and documents the selection of the study area and the analysis methodologies and standards used to conduct the LMA.
- **Existing Conditions:** Documents the existing transportation facilities (all modes) within the identified project study area. Discusses the current state of the identified facilities, including at a minimum the following: existing traffic operations, excessive queue lengths, traffic volumes (e.g., vehicular, bicycle, and pedestrian), gaps in the current active transportation network, and transit ridership (which can be obtained from the City).
- **Substantial Traffic Effects:** Documents and summarizes the LMA results as well as any potential substantial effects to the surrounding transportation network for the required analysis scenarios.
- **Necessary Improvements:** Identifies and describes the transportation improvements that would be necessary to accommodate the project, based on Tables 4.3 and 4.4.

Since the scope of the LMA varies based on the size, land uses, and General Plan consistency of a project, additional analysis and sections may be required. It is recommended that the project applicant to develop a draft outline and coordinate with the City prior to conducting an LMA.

Whereas in CEQA, mitigation measures alleviate a significant impact, in the LMA an operational improvement alleviates a substantial effect, and such terminology should be used consistently in the LMA to differentiate it from the CEQA VMT analysis.



APPENDIX A – PROJECT INFORMATION FORM (PIF)



Project Information Form

General Project Information and Description

Owner/Applicant Information

Name:	
Address:	
Phone Number:	
Email:	

Project Information

Project Name:	
Project Address:	
APN:	
Land Use Designation:	
Zoning Designation:	

Project Description

Land Uses and Intensities: <i>(units, square feet, etc.)</i>			
Gross and Developable Acreage:			
Parking			
Vehicle Parking Required: <i>per relevant City planning document (e.g., CVMC, SPA Plan, etc.)</i>	Vehicle Parking Proposed:		
Accessible Spaces:	Bicycle Storage Capacity: <i>(racks and secure storage)</i>		
Motorcycle Spaces:	EV Spaces:		

Consultant, Developer or Project Representative

Name/Firm:	
Project Manager:	License(s):
Email Address:	
Telephone:	

Trip Generation (Attach Traffic Generation Table with Rates and Daily and Peak Hour Volumes)

(Use the most current version of the Institute of Transportation Engineers (ITE) Trip Generation Manual)

Trip Type	Total	AM Peak Trips	PM Peak Trips
Daily Trips:			
Pass-By Trips:			
Internal Capture:			
Previous Use Credits: <i>(Driveway count or published ITE rate at City's discretion)</i>			
Net Daily Trips:			



Project Information Form

Site Plan

Attach 11x17 copies of the project location/vicinity map and site plan containing the following:

- Driveway locations and access type
- Pedestrian access, bicycle access, on-site pedestrian circulation, and transit stop at project frontage (if available)
- Location of any planned sidewalks or bicycle facilities identified in the City of El Centro Active Transportation Plan or Mobility Element at project frontage

CEQA VMT Analysis Screening

To determine if your project is screened from VMT analysis, review the Project Type Screening and the Project Location Screening tables below. If “No” is checked for any project type of land use applicable to your project, the project is not screened out and must complete VMT analysis in accordance with the analysis requirements outlined in the City of El Centro *Transportation Study Guidelines* (TSG).

Screening Criteria

1. Select the Land Uses that apply to your project 2. Answer the questions for each Land Use that applies to your project <i>(if “Yes” is indicated in any land uses category below, then that land uses (or a portion of the land use) is screened from CEQA VMT Analysis)</i>	Screened Out? (Mark Yes or No)	
	Yes	No
<i>Note: All responses must be documented and supported by substantial evidence.</i>		
1. Small Residential and Employment Projects		
a. Does the project generate less than 110 net daily trips?	<input type="checkbox"/>	<input type="checkbox"/>
2. Residential/Employment (not including Industrial) project located in a VMT-Efficient Area (see screening maps)		
a. Is the project located in a VMT-efficient area (15% or more below the base year average VMT/Capita or VMT/Employee)?	<input type="checkbox"/>	<input type="checkbox"/>
3. Locally Serving Retail Project		
a. Is the project less than 50,000 square feet and serving the local community? The City may request a market capture study that identifies local market capture to the City's satisfaction.	<input type="checkbox"/>	<input type="checkbox"/>
4. Locally Serving Public Facilities and Community Purpose Facilities		
a. Is the project a public facility or Community Purpose Facility that serves the local community? (see TSG Section 3.3)	<input type="checkbox"/>	<input type="checkbox"/>
5. Redevelopment Project		
a. Does the project result in a net decrease in total Project VMT than the existing use?	<input type="checkbox"/>	<input type="checkbox"/>
6. Affordable Housing		
a. Is the project composed of deed-restricted affordable housing units? (Does not apply to market-rate housing units)	<input type="checkbox"/>	<input type="checkbox"/>



Project Information Form

Local Mobility Analysis Screening

Does this project generate less than 800 daily unadjusted driveway trips?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
---	--------------------------	-----	--------------------------	----

If yes, the project does not need to complete an LMA. If no, refer to the City of El Centro TSG, Chapter 4, to determine extents based on the project's trip generation.

Provide attachment with list or map of the proposed study roadway segments and intersections in accordance with the requirements outlined in the TSG, Chapter 4.



APPENDIX B – SAMPLE TRIP GENERATION RATES



Sample Trip Generation Rates

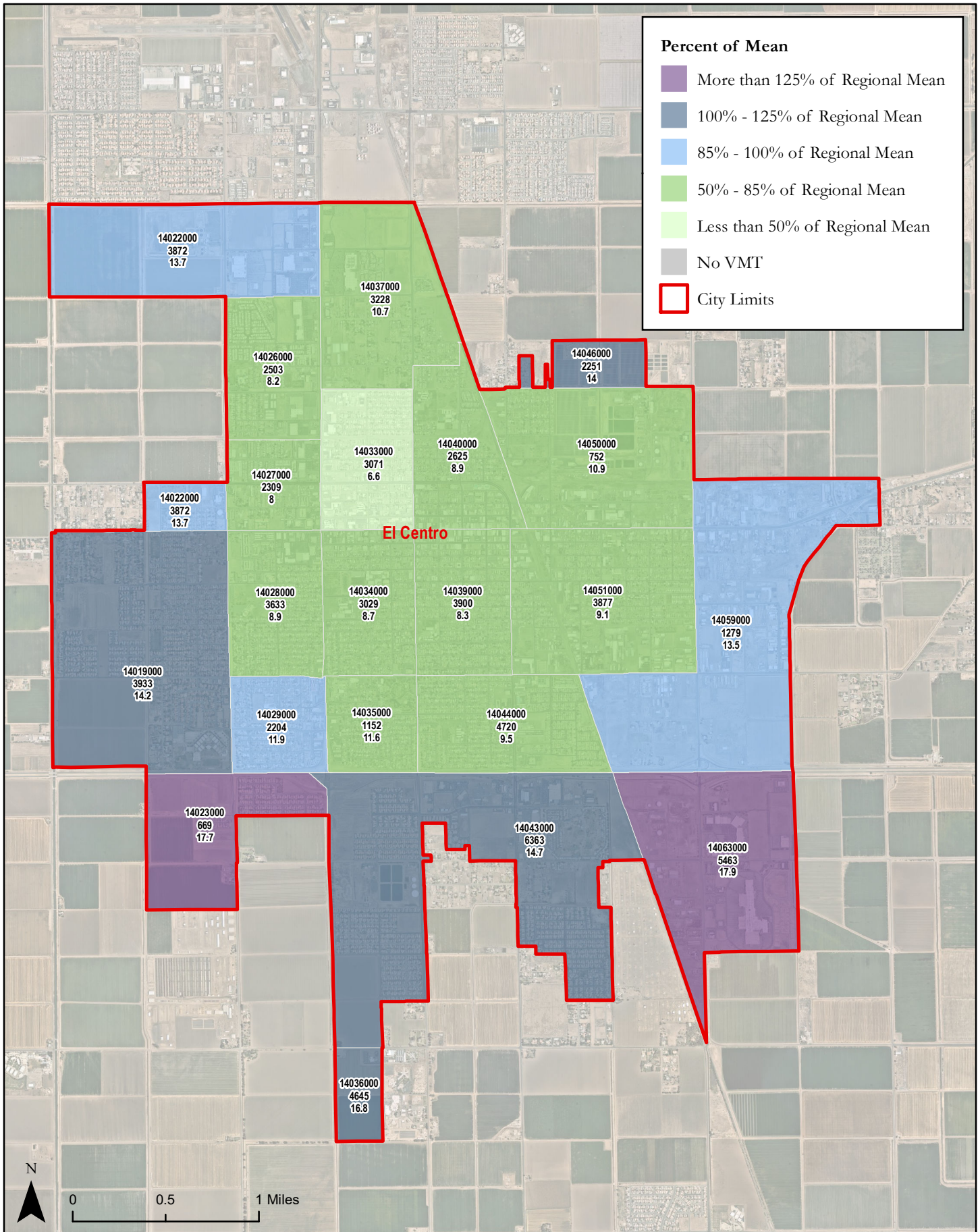
Land Use	Average Trip Generation Rate ¹
Single-Family Detached	9.43 Trips / Dwelling Unit
Multi-Family (low rise – 2 or 3 levels/floors)	6.74 Trips / Dwelling Unit
Supermarket	93.84 Trips / 1,000 sq.ft.
Strip Retail Plaza (<40k sq.ft.)	54.45 Trips / 1,000 sq.ft.
Gas with Service Station (without convenience store)	172.01 Trips / Fueling Position
Gas with Service Station (with convenience store)	624.20 Trips / Fueling Position
Fast Food without Drive Through Window	450.49 Trips / 1,000 sq.ft.
Fast Food with Drive Through Window	467.48 Trips / 1,000 sq.ft.
Medical-Dental Office	36 Trips / 1,000 sq.ft.
Single Tenant Office	13.07 Trips / 1,000 sq.ft.
Small Office (<10,000 sq.ft.)	14.39 Trips / 1,000 sq.ft.

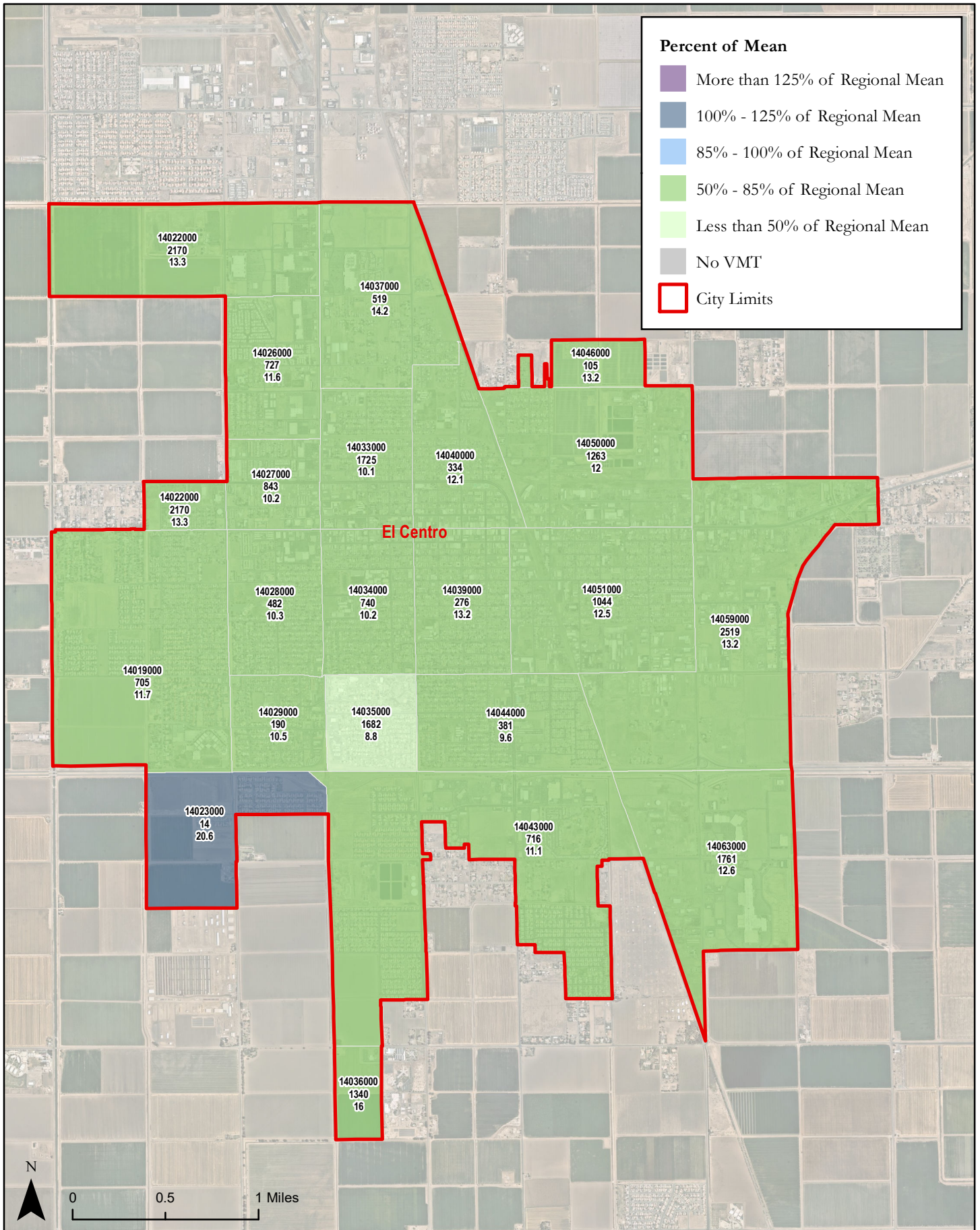
Note:

¹ Trip Generation Rates obtained from Institute of Transportation Engineers, Trip Generation Manual, 11th Edition.

APPENDIX C – VMT SCREENING MAPS







APPENDIX D – LAND USE DESIGNATIONS



LAND USE DESIGNATIONS

Specific land use designations that fit within residential, employment, public facilities and retail are provided in Table 1 below.

Table 1 Land Use Designations

Residential
Estate, Urban, or Rural
Single Family Detached
Condominium
Apartment
Mobile Home
Retirement Community
Congregate Care Facility
Employment
Agriculture
Hospital: General
Hospital: Convalescent/Nursing
Business Park (commercial included)
Science Research & Development
Hotel (with convention facilities/restaurant)
Motel
Resort Hotel
Business Hotel
Military
Standard Commercial Office
Large (High-Rise) Commercial Office
Office Park
Single Tenant Office
Corporate Headquarters
Government Offices (Use is Primarily Office with Employees; not Providing In-Person Customer Service)
Medical/Dental
Industrial Park (no commercial)
Industrial Plant (multiple shifts)
Manufacturing/Assembly

Warehousing
Storage
Regional Public Facilities/Services: Not Locally Serving
Cemetery
Junior College (2 years)
High School: Private
Middle/Junior High School: Private
Elementary School: Private
Parks: Regional
Bus Depot
Truck Terminal
Landfill & Recycling Center
Public Facilities/Services: Locally Serving
High School: Public
Middle/Junior High School: Public
Elementary School: Public
Church (or Synagogue)
Day Care
Library
Park: City
Park: Neighborhood
Post Office
Department of Motor Vehicles
Government Offices (Providing Primarily In-Person Customer Service)
Regional Retail (includes Recreational Uses): Not Locally Serving
Regional Shopping Center
Community Shopping Center
Golf Course (includes driving ranges)
Retail (includes Recreational Uses): May Qualify for Screening Based on Size/Market Study <i>If multiple retail land uses are provided as one development, the sizes for all retail uses must be summed and considered together as a shopping center to determine whether the project qualifies for screening.</i>
Car Wash
Gasoline Station
Sales (Dealer & Repair)

Auto Repair Center

Auto Parts Sales

Quick Lube

Tire Store

Neighborhood Shopping Center

Commercial Shops

Mixed-Use: Commercial (with Supermarket)/Residential: consider each land use type separately for screening

Bowling Alley

Multi-Purpose (miniature golf, video arcade, batting cage, etc.)

Racquetball/Health Club

Tennis Courts

Sports Facilities (indoor/outdoor)

Theaters (multiplex with matinee)

Restaurant

Financial (Bank or Savings & Loan)

APPENDIX E – ADDITIONAL SCREENING AND THRESHOLD INFORMATION



SCREENING CRITERIA AND THRESHOLD EVIDENCE

This appendix provides context and evidence for the screening criteria and thresholds for the transportation CEQA VMT Analysis.

Screening Criteria

Development projects are presumed to have less than significant impacts to the transportation system, and therefore would not be required to conduct a VMT analysis if any of the following criteria are established, based on the evidence presented below.

Small Residential and Employment Projects

In addition, small projects, which are whole residential and/or employment projects with independent utility that would generate less than 110 net average daily vehicle trips (ADT), would also not result in significant VMT impacts on the transportation system.

Evidence – The OPR Technical Advisory states that, “projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant impact.” This is supported by the fact that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development, and the project is not in an environmentally sensitive area [CEQA Guidelines, § 15301(e)(2)]. Typical project types for which trip generation increases relatively linearly with building footprint (e.g., general office building, single tenant office building, office park, or business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

Location-Based (VMT-Efficient) Screening Maps

If a residential development is located in an area where VMT/Capita is 15% or more below the regional average, or a commercial employment development is located in an area where VMT/Employee is 15% or more below the regional average, or an industrial employment development is located in an area where the VMT per employee is at or below the regional average, the project is presumed to result in a less than significant CEQA impact.

The City of El Centro screening maps were created using the base year of the Imperial County Transportation Model (ICTM), which is a subregional model of the Southern California Association of Governments (SCAG) Model. The ICTM Model is maintained by Caltrans District 11 and as the model is updated to reflect development and planning throughout the region, the screening maps will be updated and may change resulting in development that may have at one time be screened out to no longer be screened out and vice versa.

Evidence - This presumption is consistent with the Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) (OPR Technical Advisory), which provides that, "residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with data from a travel survey or travel demand model can illustrate areas that are currently below threshold. 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."

Local Serving Retail

Local Serving Retail is defined in the City of El Centro as retail that is less than 50,000 square feet of total gross floor area and has a market area study that shows a market capture area that indicates a local customer base as determined by the City. If the specific retail business is a regional serving business, City staff may require a VMT analysis. Hotels and motels are not considered local serving retail (such uses are employment uses for CEQA VMT analysis).

Evidence - The OPR Technical Advisory provides that, "because new retail development typically redistributes shopping trips rather than creating new trips, estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project's transportation impacts." Local serving retail generally shortens trips, as longer trips from regional retail are redistributed to new local retail.

Local Serving Public Facilities

Local Serving Public Facilities serve the community and either produce very low VMT or divert existing trips from established local facilities. A replacement/remodel of an existing local serving public facility with no net increase in VMT would not require a VMT analysis for CEQA.

Evidence – Similar to local serving retail, local serving community-purpose facilities would redistribute trips and would not create new trips. Thus, similar to local serving retail, trips are generally shortened as longer trips from a regional facility are redistributed to the local serving public facility.

Redevelopment Projects

A redevelopment project that demonstrates that the total project VMT is less than the existing land use's total VMT is not required to complete a VMT analysis.

Evidence – Consistent with the OPR Technical Advisory, "[w]here a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply." If a residential or office project leads to a net

increase in VMT, then the project's VMT/Capita (residential) or /Employee (office) should be compared to thresholds recommended above. Per Capita and per Employee VMT are efficiency metrics, and, as such, apply only to the proposed project without regard to the VMT generated by the previously existing land use.

"If the project leads to a net increase in provision of locally-serving retail, transportation impacts from the retail portion of the development should be presumed to be less than significant. If the project consists of regionally-serving retail, and increases overall VMT compared to with existing uses, then the project would lead to a significant transportation impact." – OPR Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018).

Affordable Housing Projects

Residents of affordable residential projects typically generate less VMT than residents in market rate residential projects. This pattern is particularly evident in affordable residential projects near transit. 3 In recognition of this effect, and in accordance with the OPR Technical Advisory, deed-restricted affordable housing projects that meet the following conditions meet the City's screening criteria and would not require a VMT analysis.

- Is an infill project;
- Is close to a transit stop or station; and
- Project-provided parking does not exceed parking required by the El Centro Code of Ordinances.

The City has discretion to limit screening following review of the proposed affordable housing project.

Evidence –Affordable residential projects generate fewer trips than market rate residential projects. 4 This research also supports the assumption that the rate of vehicle ownership is expected to be less for persons that qualify for affordable housing. Additionally, the OPR Technical Advisory states, "Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT."

Thresholds

If a project is required to complete a VMT analysis, the project's impacts to the transportation system would be significant if the VMT would exceed any of the thresholds below.

Residential

Threshold – 15% below regional average VMT/Capita.

Evidence – The OPR Technical Advisory provides that, “residential development that would generate vehicle travel that is 15 or more percent below the existing residential VMT per capita, measured against the region or city, may indicate a less-than-significant transportation impact.”

Employment

Threshold – 15% below regional average VMT/Employee.

Evidence – The OPR Technical Advisory provides that, “office projects that would generate vehicle travel exceeding 15 percent below existing VMT per employee for the region may indicate a significant transportation impact.”

Regional Retail

Regional retail uses are retail uses that are larger than 50,000 square feet of total gross floor area.

Threshold – A net increase in total regional VMT.

Evidence – The OPR Technical Advisory provides that, “because new retail development typically redistributes shopping trips rather than creating new trips, estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project's transportation impacts...Regional-serving retail development,... which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact. Where such development decreases VMT, lead agencies should consider the impact to be less than significant.

APPENDIX F – ROADWAY CAPACITY TABLE



Table ME.3: El Centro Roadway Segment Daily Capacity (ADT) and Level of Service Standards

Roadway Functional Classification	ADT Capacity				
	LOS A	LOS B	LOS C	LOS D	LOS E
6-LANE ARTERIAL	32,000	38,000	43,000	49,000	54,000
4-LANE ARTERIAL	22,000	25,000	29,000	32,300	36,000
2-LANE ARTERIAL	11,000	12,500	14,500	16,000	18,000
2-LANE COLLECTOR	6,000	7,500	9,000	10,500	12,000