

# SBCTA: City VMT Guidelines Decision Checklist

Topic Area	Decision	Notes
<b>STEP 01</b> Project Screening Criteria: Daily Trip Threshold	<input type="checkbox"/> <b>Yes</b> – Include <ul style="list-style-type: none"> <li>• How many trips per day? <input type="text"/></li> <li>• Instead of trip-based, VMT-based</li> </ul> <input type="checkbox"/> <b>No</b> – Do not include	OPR recommends a threshold of <b>110</b> daily trips for project screening. This is based on the number of trips generated by <b>10,000</b> sf of office space. As trips are only one component of VMT, this screening criteria should be carefully considered. Alternatively, a screening threshold based on VMT could be applied.
<b>STEP 02</b> Project Screening Criteria: Land Use Types	<input type="checkbox"/> <b>Any changes</b> (subtractions or additions) to current list: <ul style="list-style-type: none"> <li>• Local serving retail (50 ksf or less)</li> <li>• K-12 Public School</li> <li>• Daycare/Childcare/Pre-K</li> <li>• Affordable housing</li> <li>• Student Housing</li> <li>• Community Institutions (Public Library, Fire station, Local Government)</li> </ul>	Any land use types that are local serving in your community should be considered for this screening.  <b>List changes here:</b> <div style="border: 1px solid black; height: 80px; width: 100%;"></div>
<b>STEP 03</b> Project Generated VMT Methodology: PA or OD	<input type="checkbox"/> <b>PA</b> – Productions/Attractions <input type="checkbox"/> <b>OD</b> – Origin/Destination <input type="checkbox"/> <b>Both</b> – PA when single use and OD when mixed use	PA method can isolate trip purpose and truck VMT, but does not account for trips with one trip end outside the model boundary. OD method cannot isolate trip purpose or truck VMT, but does include all trips including those with one trip end outside the model boundary. Both methods can be identified in the TIA guidelines, with the selection of method can be used based on if the project is of a single land use type (PA) or mixed use (OD).
<b>STEP 04</b> Project Generated VMT Methodology: Benchmarks	<input type="checkbox"/> <b>City</b> <input type="checkbox"/> <b>County</b>	Each City must choose their appropriate boundary for a regional benchmark for all impacts.
<b>STEP 05</b> Project Generated VMT Methodology: Threshold Options	<input type="checkbox"/> <b>OPTION 1</b> – Rely on the OPR Technical Advisory Thresholds ( <b>15%</b> Below Existing) <input type="checkbox"/> <b>OPTION 2</b> – Set Thresholds Consistent with Lead Agency Air Quality, GHG Reduction, and Energy Conservation Goals ( <b>14.3%</b> Below Existing) <input type="checkbox"/> <b>OPTION 3</b> – Set Thresholds Consistent with RTP/SCS Future Year VMT Projections by Jurisdiction or Sub-Region (Better than General Plan Buildout) <input type="checkbox"/> <b>OPTION 4</b> – Set Thresholds Based on Baseline VMT Performance (Better than Existing)	See SBCTA SB 743 Implementation Thresholds Assessment dated 11/11/19 for more information.
<b>STEP 06</b> Level of Service (LOS)	<input type="checkbox"/> <b>Include</b> – intersection or roadway LOS analysis as part of the City's TIA Guidelines, although this analysis would not be used to determine CEQA impacts <input type="checkbox"/> <b>Do not include</b> any LOS analysis in the City's TIA Guidelines	