

APPENDIX G – VMT SCREENING MEMORANDUM





MEMORANDUM

Date:	October 9, 2025	GTS: 250516
To:	Chambers Group	
From:	GTS	
Subject:	New Fleet Services Facility Project – Santa Ana, Orange County Vehicle Miles Traveled (VMT) Screening Memorandum	

This memorandum describes the Vehicle Miles Traveled (VMT) screening analysis for the proposed new fleet services facility project in the City of Santa Ana, Orange County per the VMT guidelines of the County of Orange as well as the VMT guidelines of the City of Santa Ana.

1. Project Description

The project proposes the development of a new fleet services facility (Project) that will be a new stand-alone building for the Orange County Public Works Fleet Services Division. The proposed Project will be located at 1400 S. Grand Avenue in the City of Santa Ana (Figure 1).

The OC Fleet Services offices are currently located at 445 Civic Center West and 1102 East Fruit Street in the City of Santa Ana. The proposed Project will relocate and consolidate the existing facilities to an Orange County-owned land parcel. The Project would serve the fleet vehicles of the Orange County Public Works OC Fleet Services Division.

The Fleet Services Facility would create a centralized, modern hub for the County's fleet operations and would include one building (45,706 square foot SF) containing vehicle maintenance bays, administrative staff offices, technician workspaces, and storage spaces. The proposed Fleet Services Facility would also include a future Facility Operations building (20,000 SF), a future solar panel canopy (10,000 SF), surface parking spaces, extended access road, and a police car disposal lot for police cars when they are decommissioned and sold to auction.

The proposed Fleet Services Facility would have the address 1310 South Grand Avenue and the future Facility Operations Building would have the address 1324 South Grand Avenue.

2. Background and Screening Criteria

In 2013, the state of California passed Senate Bill 743 (SB 743). SB 743 established July 1, 2020 as the statewide implementation date. Starting July 1, 2020, jurisdictions can no longer use Level of Service (LOS) to determine significance of transportation impacts under the California Environmental Quality Act (CEQA).

Both the County of Orange and the City of Santa Ana have identified Vehicle Miles Traveled (VMT) as the metric for transportation impact analysis in all traffic studies in accordance with California Environmental Quality Act (CEQA) and California Senate Bill 743 (SB 743). Projects may be screened out from completing a VMT analysis if they have the potential to reduce VMT per service population and

result in a less-than-significant transportation impact. Projects that are not screened out will be required to complete a VMT impact analysis. The County's and City's screening criteria are presented below.

Figure 1. Project Location and Vicinity (Source: Chambers Group)



2.1 County of Orange VMT Screening Criteria

The County of Orange VMT assessment guidelines are specified in the *Guidelines for Evaluating Vehicle Miles Traveled Under CEQA, September 2020*. Per the County's guidelines an initial VMT project screening is needed to determine if a full VMT analysis is required. Land development projects that have one or more of the following attributes may be presumed to create a less than significant impact on transportation and circulation:

- Project in High-Quality Transit Area (HQTa): The project is within 0.5 mile (mi) of a Transit Priority Area (TPA) or an HQTa, unless the project is inconsistent with the RTP/SCS, has a floor- to-area ratio (FAR) less than 0.75, provides an excessive amount of parking, or reduces the number of affordable residential units.
- Neighborhood Retail Project: The project involves local-serving retail space of less than 50,000 square feet.
- Affordable Housing Project: The project is 100 percent affordable-housing units.
- Low VMT Area Project: The project is in low VMT areas per the most recent Orange County Traffic Analysis Model (OCTAM) version showing the proposed project is within a low VMT area.
- Small Project: A project generates 500 or fewer average daily trips (ADT).
- Public Facilities: The development of institutional/government and public service uses that support community health, safety or welfare are also screened from subsequent CEQA VMT analysis.

2.2 City of Santa Ana VMT Screening Criteria

The City of Santa Ana's VMT assessment guidelines are specified in Resolution 2019-049 *Vehicle Miles Traveled Thresholds of Significance For Purposes of Analyzing Transportation Impacts Under the California Environmental Quality Act*. Per the City's guidelines an initial VMT project screening is needed to determine if a full VMT analysis is required. The following criteria are used to determine if the project can be screened out from a VMT assessment:

- Projects which serve the local community and have the potential to reduce VMT, such as neighborhood K-12 schools and local-serving retail less than 50,000 sq. ft. (Charter schools are excluded from this criteria).
- Projects that generate less than 110 net daily trips.
- Projects located within Transit Priority Areas (TPAs). Due to the many high quality transit routes in the City, much of the City is a transit priority area.
 - TPAs are defined as a ½ mile radius around an existing or planned major transit stop (e.g. Metrolink Station, Streetcar Station, etc.) or an existing stop along a high quality transit corridor. The City guidelines provide a map of Santa Ana TPAs.
 - High Quality Transit Areas (HQTAs) are defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.
 - Projects that are in TPAs will also be required to complete a secondary screening step to verify the proposed project's consistency with the assumptions from the RTP/SCS. This consistency can be a land use review (e.g. are the proposed land uses already included in the RTP/SCS) or can be reviewed from a VMT/SP perspective (e.g. does the resulting land use increase or

decrease the VMT/SP in the Traffic Analysis Zone (TAZ) compared to the RTP/SCS assumptions).

- Projects located in a low-VMT generating TAZ. Low-VMT TAZs per Santa Ana's threshold of significance are any TAZs generating VMT 15 % below the Orange County average. The City guidelines provide a map showing the VMT/SP in Santa Ana as compared to the Orange County average. These projects will require two additional secondary screening steps:
 1. Verify that the proposed land use is consistent with the existing land use that is generating low VMT/SP. This will include a land use (type, density, demographics, etc.) comparison.
 2. Verify that the proposed land use is consistent with RTP/SCS assumptions or the project decreases VMT/SP compared to the RTP/SCS.

In addition, the City guidelines provide a map that shows areas in the City that cannot be screened out by being located in a TPA or low-VMT generating area and identify locations where VMT analysis would be required.

3. Project VMT Screening

The above County and City screening criteria were used to screen the new fleet services facility project as follows.

3.1 Project VMT Screening Per County of Orange Guidelines

3.1.1. Project in High-Quality Transit Area (HQTa)

Although the project is within a HQTa, the project has a floor- to-area ratio (FAR) of less than 0.75. As such this criterion is not met.

3.1.2. Neighborhood Retail Project

As the project is not a neighborhood retail, this criterion is not met.

3.1.3. The project involves local-serving retail space of less than 50,000 square feet

As the project does not involve locally serving retail, this criterion is not met.

3.1.4. Affordable Housing Project

As the project is not an affordable-housing development, this criterion is not met.

3.1.5. Low VMT Area Project

While the Low VMT Areas of the County of Orange Guidelines, do not feature areas within the Santa Ana City limits, the City of Santa Ana guidelines (Figure 3) show that the project is in low VMT area (15% below OC Regional Average). **As such, this criterion is met.**

3.1.6. Small Project that generates 500 or fewer average daily trips (ADT)



The project is anticipated to generate over 500 ADT based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip rates of 22.59 daily trips per 1000 SF for government office buildings (Land Use Code 730) alone. As such, this criterion is not met.

3.1.7. Public facilities and public service uses that support community health, safety or welfare

The project under consideration fits this category as a publicly serving project that enhances community health, safety, and welfare by supporting alternative modes of transportation (transit, walking, and biking). The project contributes to reduction in use of personal vehicles thereby directly reducing vehicle miles traveled. **This criterion is met.**

3.2. Project VMT Screening Per City of Santa Ana Guidelines

3.2.1. Projects which serve the local community and have the potential to reduce VMT

The project at hand serves the local community and has the potential to reduce VMT since convenient transit service will encourage more users to shift from personal vehicles to transit. This will in turn result in reduction in VMT. **This criterion is met.**

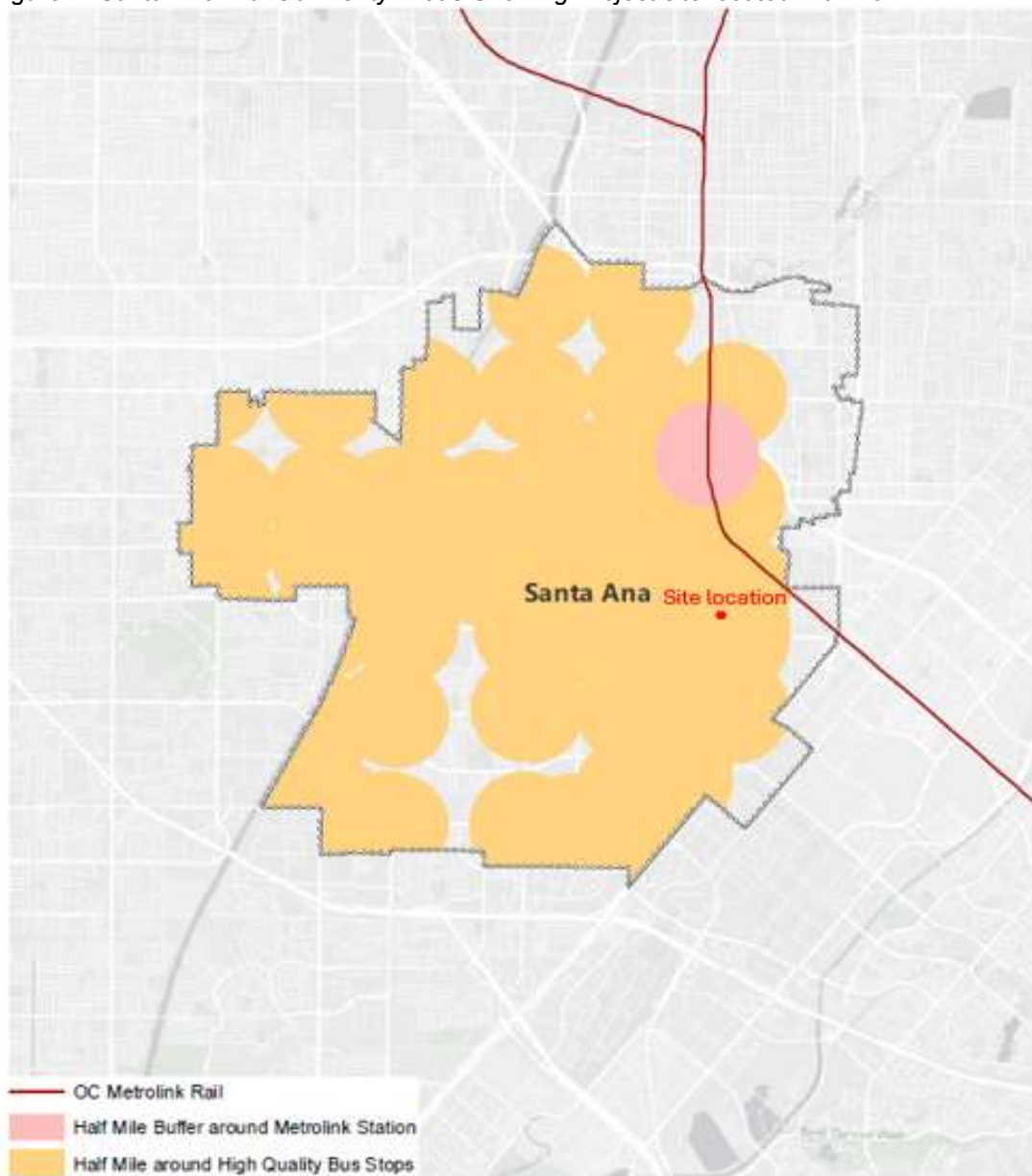
3.2.2. Projects that generate less than 110 net daily trips.

The project is anticipated to generate over 110 net daily trips based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip rates of 22.59 daily trips per 1000 SF of government office building (Land Use Code 730) alone. As such, this criterion is not met.

3.2.3. Projects located within Transit Priority Areas (TPAs)

The new fleet services facility project is located within a TPA. Figure 2 below shows that the new site is located within half mile around high quality bus stops per the City's guidelines. The project is also consistent with the assumptions from the RTP/SCS per SCAG GIS Parcel Locator Database (<https://rdp.scag.ca.gov/parcel-locator>). **As such, this criterion is met.**

Figure 2. Santa Ana Transit Priority Areas Showing Project site located within a TPA

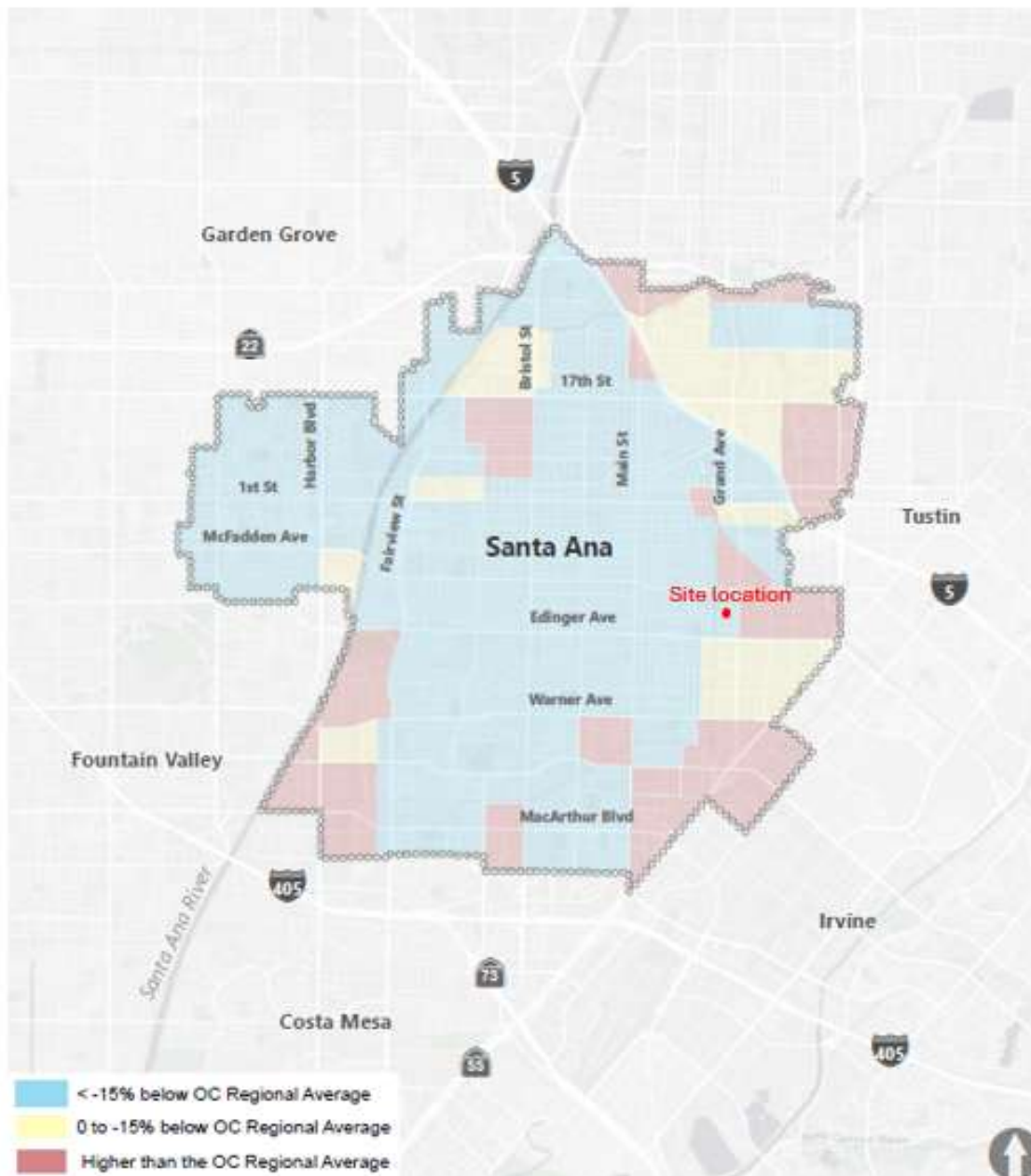


Source: City of Santa Ana Resolution 2019-049 Vehicle Miles Traveled Thresholds of Significance For Purposes of Analyzing Transportation Impacts Under the California Environmental Quality Act

3.2.4. Project located in a low-VMT generating TAZ

The new fleet services facility project is in a low-VMT generating TAZ. Figure 3 shows that the new site is located in a low-VMT TAZ per Santa Ana's threshold of significance (TAZ generating VMT 15% below the Orange County average) according to the VMT/SP map provided by the City guidelines. The proposed land use is also consistent with the existing land use and with RTP/SCS assumptions as noted earlier. **As such, this criterion is met.**

Figure 3. Project site located in a low-VMT generating TAZ

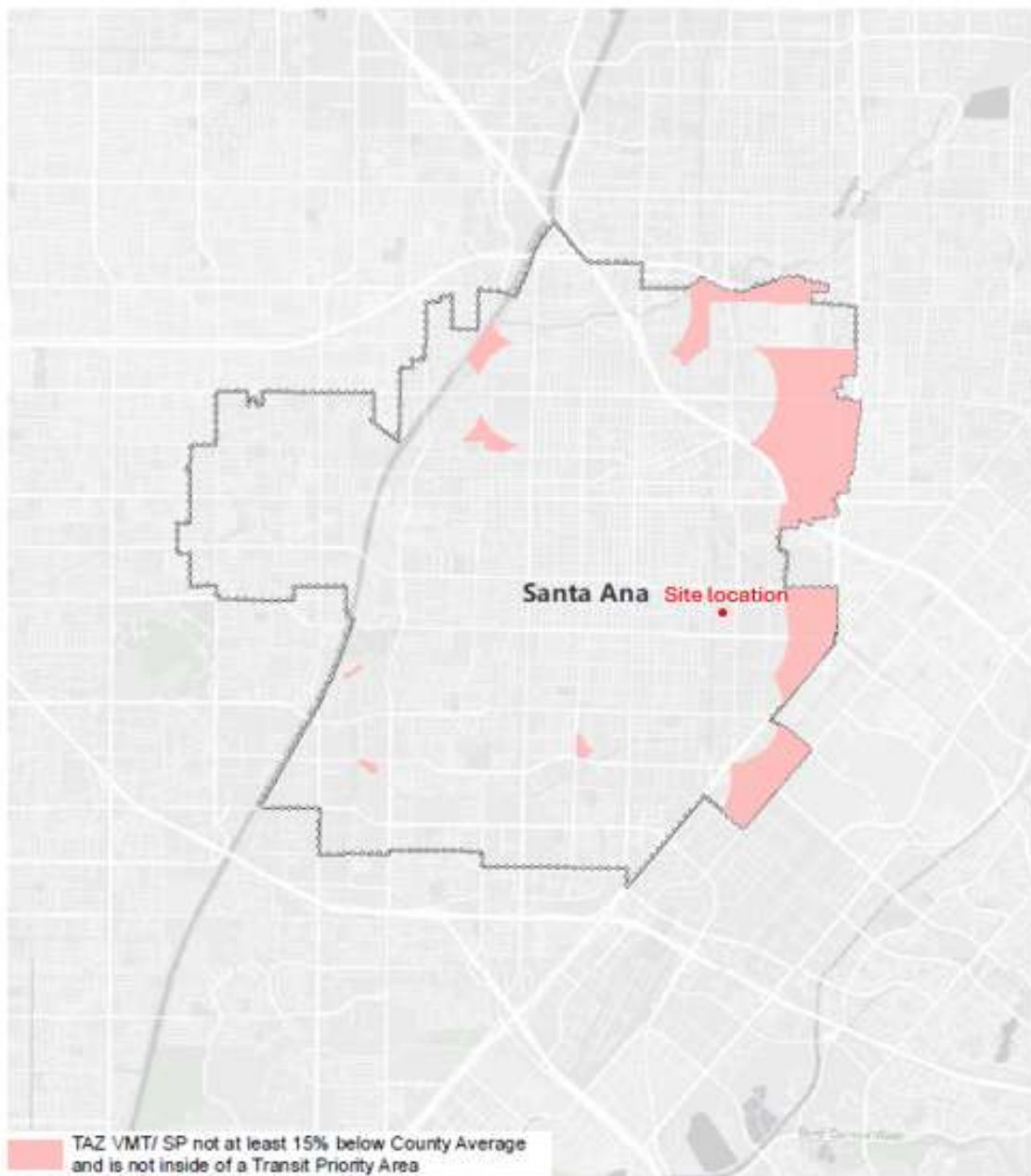


Source: City of Santa Ana Resolution 2019-049 Vehicle Miles Traveled Thresholds of Significance For Purposes of Analyzing Transportation Impacts Under the California Environmental Quality Act

3.2.5. Project located outside Santa Ana development areas that cannot be screened

The new fleet services facility project is located outside the areas in Santa Ana that cannot be screened out by being located in a TPA or low-VMT generating. Figure 4 shows that the new site is located outside of Santa Ana areas where VMT analysis is required per the City's guidelines.

Figure 4. Project site located outside Santa Ana development areas that cannot be screened



Source: City of Santa Ana Resolution 2019-049 Vehicle Miles Traveled Thresholds of Significance For Purposes of Analyzing Transportation Impacts Under the California Environmental Quality Act

4. Conclusion

Based on the VMT screening analysis presented above, the proposed new fleet services facility project is presumed to have a less than significant transportation impact both per County and City Guidelines. Therefore, the proposed project is screened out from VMT analysis.