

Town of Truckee
California Environmental Quality Act
VMT Thresholds of Significance
April 19, 2022

CEQA Guidelines call for a lead agency (such as the Town) to define “thresholds of significance,” defined to mean “an identifiable quantitative, qualitative or performance level of a particular environmental effect, noncompliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant” (CEQA Guidelines section 15064.7).

The Town of Truckee has developed the following Vehicle Miles Traveled (VMT) analysis methodologies, thresholds of significance, and mitigation strategies for transportation impacts, based upon the Governor’s Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018); the findings of the June 11, 2020 memorandum prepared by LSC Transportation Consultants, Inc.; and a technical memorandum prepared by Town staff on April 4, 2022, the latter two of which are attached.

VMT Screening Criteria

The project types listed below are presumed to cause a less-than-significant transportation impact and a detailed VMT study is not necessary.

- **Residential (excludes hotels and other commercial lodging)**
 - Any new affordable unit for Very Low, Low, and Moderate Income Households, as defined by Section 18.210.020 of the Town of Truckee Development Code. 75% percent of the total project housing must be affordable to meet this requirement.
 - Any new residential unit or residential lot that is deed restricted to limit sale or rental to purchases or tenants that qualify under the “new project” standards of the adopted Below Market Rate Program.¹ 100% percent of the housing and lots in a project must be restricted in this way in order for the project to meet this requirement.
 - Any new for-sale or for-rent residential unit or lot that are deed restricted (55 years or longer) to limit sale or rental to purchasers or tenants with at least one person working

¹ At the time of adoption of these thresholds, the Below Market Rate program requires deed restriction for 180% AMI household income limits (new products), income and asset verification, all owners/household members must occupy the unit as primary residence, and owner/tenant may not own another property within School District boundaries. Should the BMR Program be updated in the future, these criteria will be updated to match the updated BMR criteria.

an average of 30 hours or more per week at a local business² located within the boundaries of the Tahoe-Truckee Unified School District, minimum one-year leases, and no short-term rentals. 100% percent of the housing in a project must be restricted in this way in order for the project to meet this requirement.

- Any new unrestricted residential development³ located within the area depicted in Figure A, which roughly represents areas within ½ mile of the Brockway Road, Donner Pass Road, and Truckee Way Corridors.

- **Non-Residential**

- Any local-serving non-residential development that is less than 15,000 square feet of floor area AND is within the screening area identified in Figure B. However, this does not apply to a regional-serving retail or event venue project where more than 20 percent of customers are expected to come from outside the eastern Nevada County/eastern Placer County/eastern Sierra County region (excluding pass-by trips), or an office (or other major employment generator) where more than 20 percent of employees are expected to live outside this region. The origins of customers may be estimated based on market studies, data collected at similar existing projects, or opinions of qualified professionals.
- The following land use types that will be considered local without a detailed analysis:
 - Grocery store
 - Restaurant or bar
 - Laundry or dry cleaners
 - Personal services (barber, salon, etc.)
 - Bank or financial services
 - Medical or dental services
 - Gym, health club, fitness studio
 - Childcare center
 - Membership organization facilities (e.g. social and fraternal, political organizations, and professional membership organizations)
 - Public assembly uses
 - Library
 - Civic center or community center
 - Police or fire station
 - Government support facility
 - Community park
 - Post office
 - Industrial and manufacturing uses
 - Recreational facilities
 - Utility facilities (water, sewer, communication, etc.)

Total project non-residential building square footage must be less than 15,000 square feet to qualify to be screened out. Note that if there is no building associated with the recreational use, recreational uses with an outdoor facility size of 40,000 square feet (excluding parking and frontage improvements) or smaller within the exemption area will be screened out.

- Non-residential uses outside the screening area identified in Figure B will not be screened out, regardless of size.

³ “Unrestricted Residential Development” means any residential development without restrictions on price, rent, or appreciation. Unrestricted residential shall not include hotels or other commercial lodging.

- New transit facilities, including bus stop improvements and transit centers; and active transportation improvements, including new trails, bike lanes, and sidewalks. However, this screening only applies to projects whose primary function is transit and active transportation and is not meant to screen out all land use projects that include transit or active transportation improvements.
- Transportation projects identified in the December 2018 OPR Technical Advisory on Evaluating Transportation Impacts in CEQA (starting on page 20) that “would not likely lead to a substantial or measurable increase in vehicle travel” are also presumed to cause a less-than-significant transportation impact, including but not limited to roundabouts, traffic calming devices, and roadside safety devices.

All Projects Not Screened Out

Unless a project meets the screening criteria identified above, the TransCAD model or comparable analysis should be used to assess the VMT per unit of development⁴ generated by the Project (factored for daily VMT and adjusted for trips outside of the model area, consistent with the *Truckee VMT Guidelines Memo, LSC Transportation Consultants, Inc., June 11, 2020*, methodologies or similar approved method). VMT evaluation will be based on summer weekday daily VMT⁵.

VMT Thresholds of Significance

A project that is not screened out and that meets one or more of the following criteria is considered to have a significant VMT impact:

1. The Project is inconsistent with the Truckee General Plan land use forecasts⁶, such that the Project is a higher density or a different land use type that is anticipated to generate a net increase in VMT from what would have been generated from the Truckee General Plan land use forecasts;
2. The Project’s daily VMT per unit of development (such as thousand square feet of floor area, lodging or residential units, etc.) is greater than 85% of the town-wide average for the individual land use type⁷. VMT per unit shall be calculated by a qualified professional. The VMT per unit of development for each component of a mixed use project shall be evaluated independently and any valid reduction associated with trips remaining internal between the individual uses may be considered. In addition, mixed use developments must meet the screening criteria for all individual land use categories in order for the entire project to be screened out.

⁴ “Unit of development” will typically mean the unit of development that is consistent with Town traffic model. If a use is not consistent with those used in the Town traffic model, square feet of floor area shall be used for any use that contains structures. If no structure is involved in a use, an alternative unit of measure may be used as the Unit of Development (such as acreage), subject to the approval of the Town Engineer or his/her designee.

⁵ If a use is not active during the summer, an alternative method will be approved by the Town Engineer or his/her designee.

⁶ “Land use forecasts” means the land use assumptions contained in the current Town of Truckee traffic model representing the cumulative condition evaluated in the Truckee General Plan.

⁷ “Land Use Type” will typically mean the land use type that is consistent with the Town traffic model. If a use is not consistent with those used in the Town traffic model, the most similar land use type shall be used. Alternative Land Use Types may if approved by the Town Engineer or his/her designee.

Mitigating Significant VMT Impacts

If a project is determined to have a significant impact on VMT, the following measures can be considered to mitigate significant VMT impacts if they will effectively result in the project and mitigation collectively generating no more than 85% of the town wide average VMT per unit of development for the Project's land use type:

- Change land uses to increase internalization of project trips and to shorten existing trip lengths of trips generated by other nearby land uses.
- Improve non-motorized (bicycle and pedestrian) network connections.
- Contribute to regional transit enhancements, particularly ongoing operation funding.
- Participate in a parking pricing program.
- Reduce parking supply rates, or unbundling parking spaces from residential units.
- Provide employee shuttle or ridesharing service.
- Implement car sharing program.
- Provide funding towards VMT-reducing land uses and projects.

The above list is not exclusive. The VMT reduction benefit of any mitigation measures would need to be evaluated on a case-by-case basis, considering the site, proposed land uses and the observed effectiveness in smaller communities and rural areas.

Attached:

Figure A: Residential CEQA VMT Exemption Zone

Figure B: Non-Residential CEQA VMT Exemption Zone

Figure B2: Non-Residential CEQA VMT Exemption Zone Inset

Attachment 1: Truckee VMT Guidelines Memo, LSC Transportation Consultants, Inc., June 11, 2020

Attachment 2: VMT Threshold Technical Memorandum prepared, Town staff, April 4, 2022

Figure A : Residential CEQA VMT Exemption Zone

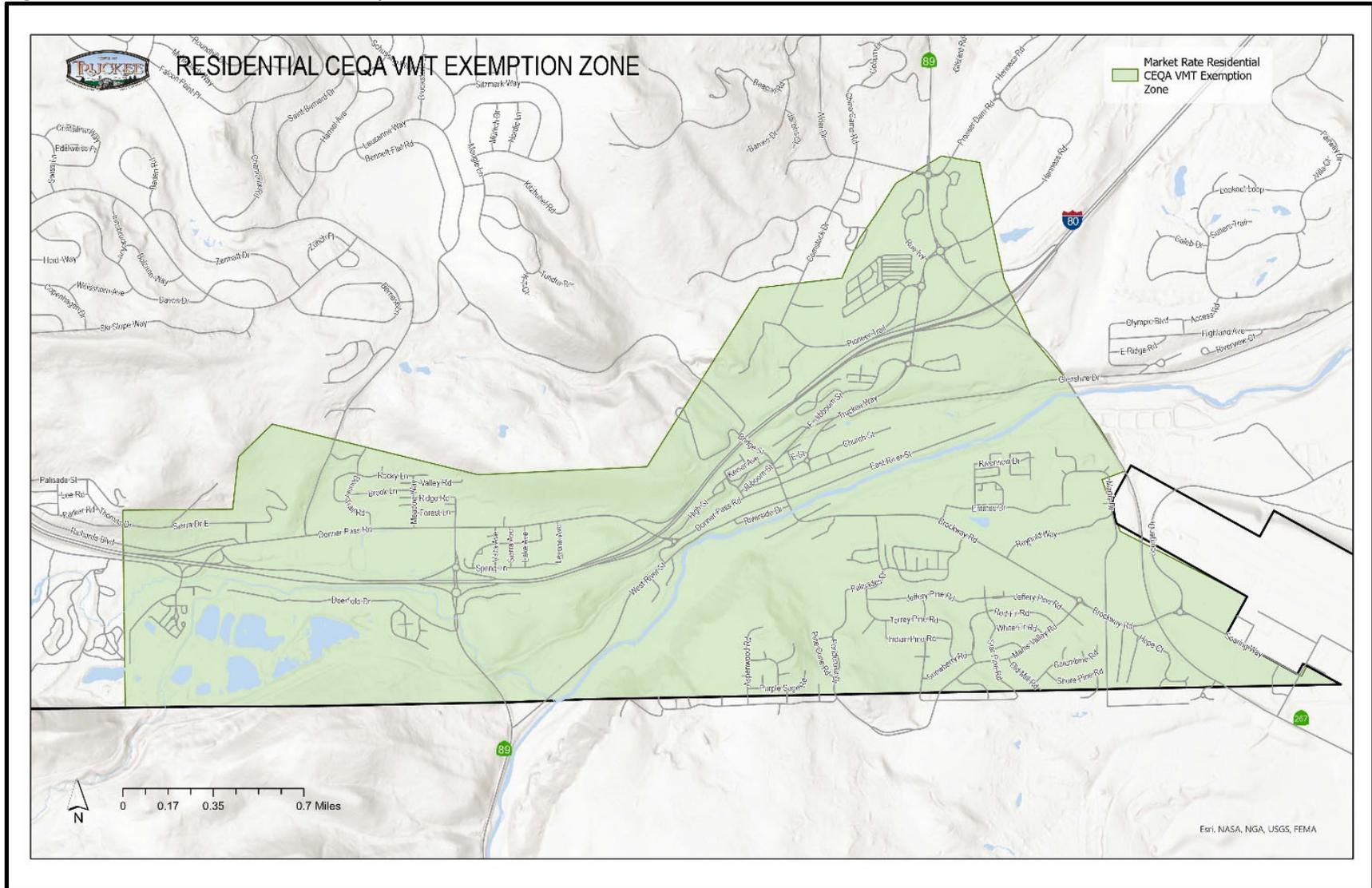


Figure B : Non-Residential CEQA VMT Exemption Zone

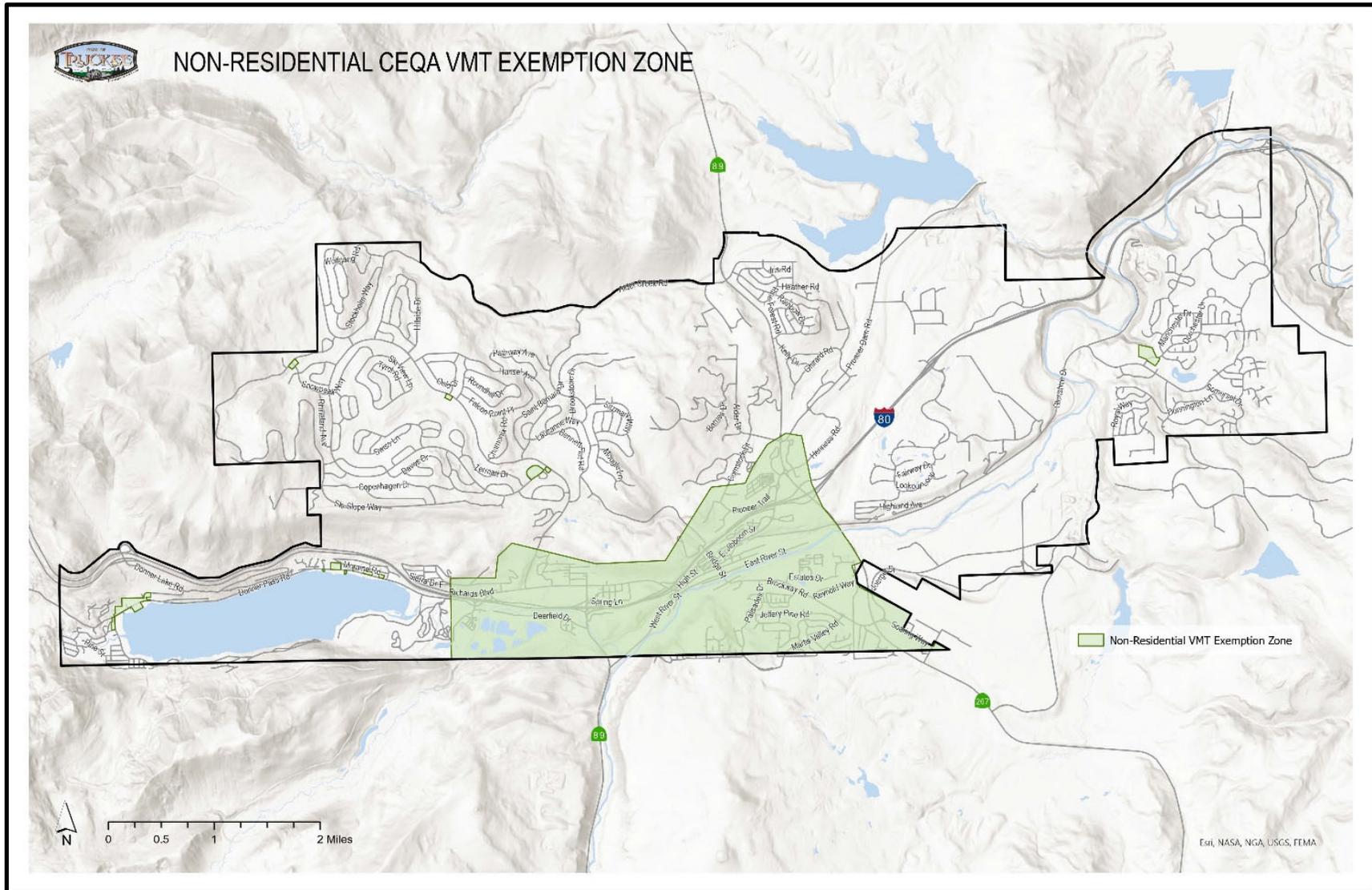
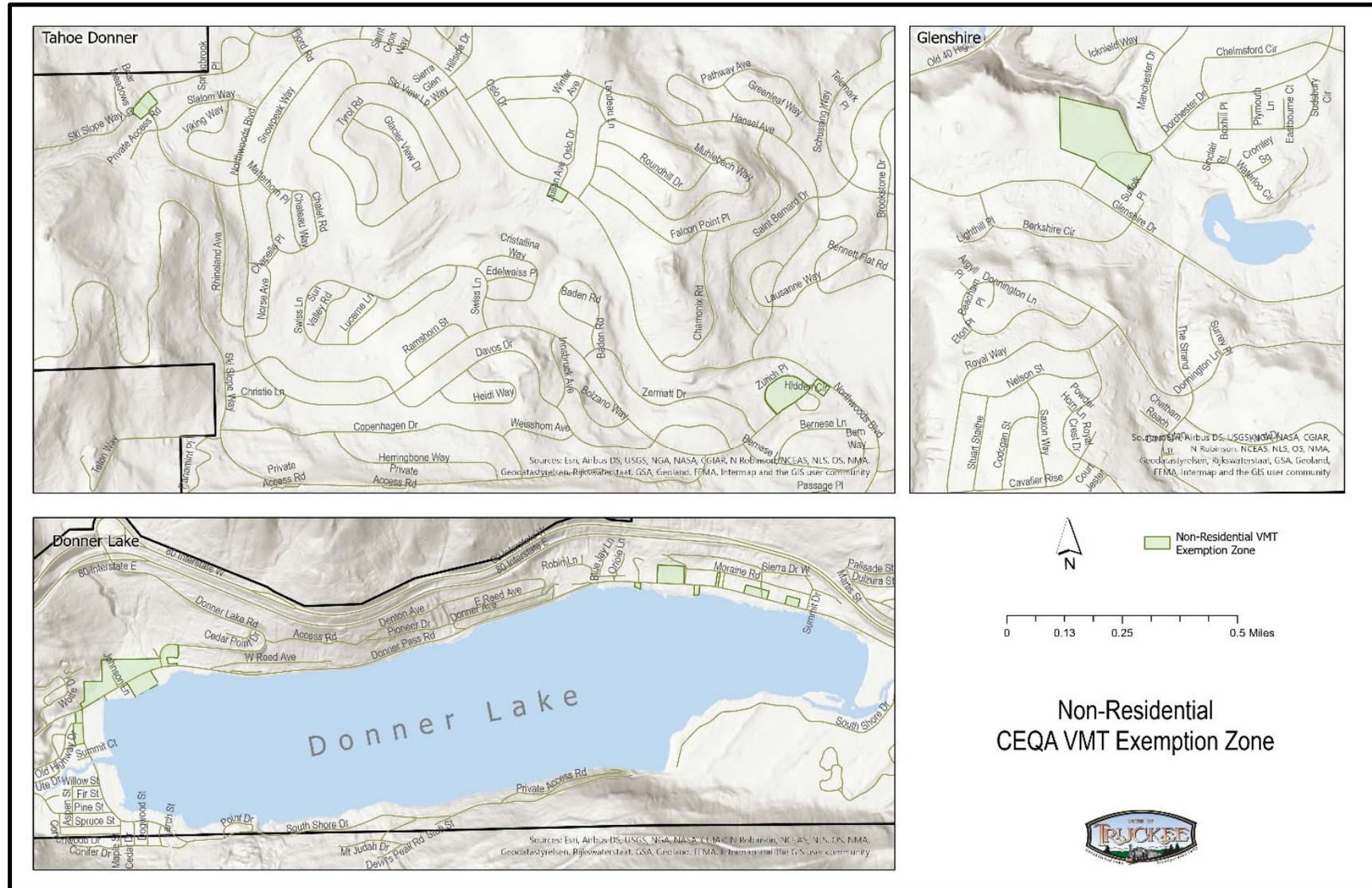


Figure B2 : Non-Residential CEQA VMT Exemption Zone Inset



Attachment 1



TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

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MEMORANDUM

To: Becky Bucar, PE, Town of Truckee

From: Gordon Shaw, PE, AICP, LSC Transportation Consultants, Inc.

Date: June 11, 2020

RE: Truckee VMT Guidelines

Introduction

California Senate Bill (SB) 743 requires changes in how transportation impacts are evaluated under the California Environmental Quality Act (CEQA) environmental review process. Rather than the traditional focus on Level Of Service (LOS, such as the delay experienced by drivers at individual intersections and roadway segments), SB 743 requires evaluation based on the Vehicle-Miles of Travel (VMT) resulting from a proposed action. VMT, which reflects the overall vehicular activity generated by a project (no matter where this activity occurs), is a good measure of overall vehicle use. Specifically, SB 743 requires that transportation impacts be considered in a way that promotes *“the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.”* Note that individual jurisdictions can still consider LOS impacts as part of local land use decision making. Jurisdictions are required to have policies in place by June 30, 2020 regarding VMT standard of significance and analysis methodologies.

The Nevada County Transportation Commission (NCTC) has prepared the *Senate Bill 743 Vehicle Miles Traveled Implementation DRAFT* (September 13, 2019), which provides an overview of the issue and preliminary recommendations regarding application of SB 743 to all Nevada County jurisdictions (including the Town of Truckee). This specific memo provides additional analysis (as recommended in the NCTC study) along with recommendations. This memo first provides a summary of background analysis conducted on VMT issues. Next, screening criteria are presented that are intended to streamline CEQA analysis for projects that have no potential for significant VMT impact. Finally, VMT standards are discussed.

Background Analysis

A detailed background analysis of existing VMT in Truckee is presented in Appendix A. In short, this analysis combined the Truckee TransCAD model of existing traffic conditions (which considers VMT for trips and trip segments within the Town of Truckee) with StreetLight internet-enabled device tracking data (to consider VMT outside the Town) in order to define overall VMT, as well as the VMT per capita (service population). This analysis indicates the following:

- The concept of “service population” does not function well for commercial (non-residential) land uses, due to the wide variation in total trips generated per employee. Unlike larger urban areas, very little development in Truckee consists of employment sites with a low proportion of customer trips, such as an office development. Non-residential development generally consists of retail uses (or public uses), where the large majority of trips are generated by customers/visitors rather than employees. The trip rate (and thus VMT) varies significantly between specific retail types, from convenience retail (762 vehicle-trips per day per thousand square feet) to small office (9 vehicle-trips per day per thousand square feet).
- The concept of “residential population” for Truckee needs to recognize the high number of overnight visitors (in lodging properties, second homes, VRBO, etc.) that add to the total population of Truckee on busy summer days.
- Trips and VMT associated with day visitors and commercial customers tend to outweigh the VMT generated by local residents (even including overnight visitors). As a result, standards on a per capita basis are difficult to apply.

Screening Criteria

The guidance documents recommend establishing criteria by which projects that clearly have no potential for significant VMT impact can be exempted from detailed CEQA VMT analysis. For any development (including those types discussed below), the project must be consistent with the land use forecasts used in the Regional Transportation Plan¹. Beyond this overarching requirement, the following exemptions are recommended.

Residential Development with Restricted Eligibility

As documented in various studies (notably the 2016 *Truckee North Tahoe Regional Workforce Housing Needs Assessment*), there is a significant shortage of affordable or work-force housing in the Truckee (and North Tahoe) region. As a result, a substantial proportion of persons employed in Truckee must commute from elsewhere. Given the geography of the area, the area that fills the majority of the affordable housing needs is the Reno/Sparks area. A new

¹ As the Regional Transportation Plan land use forecasts are consistent with those of the Truckee General Plan, consistency with the Truckee General Plan land use forecasts achieves this requirement.

residential unit in Truckee that is used as the home of a local employee therefore reduces VMT generated between Reno and Truckee for work purposes.

Per SB 743, VMT analysis is considered on a global basis. A key question is therefore whether a new employee residential unit in Truckee generates more or less global VMT than the same unit used by a Truckee employee in Reno. Using data presented in the *Washoe County Regional Travel Characteristics Study* (Regional Transportation Commission, April 12, 2018)² and assuming a 32-mile commute trip distance, a household living in Reno with an employment site in Truckee generates 95 VMT per day. Considering a worst-case location for a new employee housing unit in Truckee (upper Tahoe Donner), this same household in Truckee generates 67 VMT per day – roughly 30 percent less overall VMT. As a result, it can be concluded that any new residential unit in Truckee that is used for workforce housing (a unit restricted by income, price, market appreciation or for persons employed locally) results in a net reduction in global VMT, and thus should be exempted. Note that this exemption does not apply to any residential unit that could be used as a second or vacation home.

An individual project could include a mix of restricted and unrestricted units. A reasonable threshold is for at least 75 percent of the total units to be restricted in order to achieve this screening criteria.

Market Rate Residential by Location

Residential development close to shopping and schools tends to have lower trip lengths (thus VMT and per capita) than development in outlying areas. In Truckee, the areas that result in relatively short trip lengths are those areas within a ½ mile of the following key corridors:

- Donner Pass Road eastward from the western Truckee interchange.
- Brockway Road and Soaring Way from downtown Truckee to Truckee Airport Road.
- Truckee Way from downtown to SR 89 North.

The resulting area, shown in Figure A, has trip length at least 15 percent lower than the Town-wide average residential trip length. This area is also relatively well served by existing transit services, sidewalks and bicycle facilities. As a result, any new residential development in this area (regardless of any restrictions in income eligibility or local resident status) should be exempt from CEQA analysis.

Local-Serving Commercial Development

The geography of Truckee is such that commercial developments largely serve residents or visitors of eastern Nevada, Placer or Sierra Counties. Residents/visitors outside of these areas find retail in the Reno, Carson City or Roseville/Rocklin areas to be more convenient. Additional commercial development within Truckee, from a regional perspective, tends to reduce trips to

² Available at <https://www.rtcwashoe.com/wp-content/uploads/2018/04/2015-2016-Washoe-County-Regional-Travel-Characteristics-Study-042018.pdf>

more remote shopping opportunities, thereby reducing overall VMT. OPR Guidelines and the NCTC report identify 50,000 square feet of floor area as a reasonable threshold to local-serving retail. Therefore, local-serving commercial development less than 50,000 square feet should be screened out. Commercial development includes retail, restaurants, services and offices. This does not apply to a regional-serving retail or event venue project where more than 20 percent of customers are expected to come from outside the eastern Nevada County/eastern Placer County/eastern Sierra County region (excluding pass-by trips), or an office (or other major employment generator) where more than 20 percent of employees are expected to live outside this region.

Other Types of Projects

Active transportation improvements, including new trails, bike lanes, and sidewalks, would be considered to have a less than significant impact on VMT. However, this screening only applies to projects whose primary function is Active Transportation and is not meant to screen out all land use projects that include active transportation improvements.

In addition, new transit facilities (including bus stop improvements and transit centers) and Active Transportation improvements (including new trails, bike lanes, and sidewalks) would be presumed to have a less than significant impact on VMT. However, this screening only applies to projects whose primary function is transit and Active Transportation and is not meant to screen out all land use projects that include transit or active transportation improvements.

Also, transportation projects identified in the December 2018 OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA* (starting on page 20) that “*would not likely lead to a substantial or measurable increase in vehicle travel*” are also presumed to cause a less-than-significant transportation impact, including but not limited to roundabouts, traffic calming devices and roadside safety devices.

VMT Thresholds of Significance

CEQA Guidelines call for a lead agency (such as the Town) to define “thresholds of significance”, defined to mean “*an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance which means the effect normally will be determined to be less than significant* (CEQA Guidelines section 15064.7).

As an aside, initial OPR guidelines indicated that a project generating less than 110 daily vehicle-trips would not have a significant impact on VMT. However, based on more recent evaluations, the NCTC SB 743 implementation plan recommends against using the 110 trip exemption, due to potential for cumulative impacts.

Also as an aside, the OPR Guidelines also recommend a screening criteria relative to location with ½ mile of an existing “major transit stop.” This term is defined as a site served by existing rail transit (not including a once-a-day service Amtrak station), a ferry terminal or the intersection of two or more major bus routes with a frequency of 15 minutes or less during the

commute periods. However, in comparison the Truckee Train station is served by three routes (Truckee Local TART, Placer 89 TART and Placer 267 TART), but all are only hourly. Transit service would need to quadruple before this criteria would be met.

All Projects

A project that meets one or more of the following criteria is considered to have a significant VMT impact:

1. The project is inconsistent with the Truckee General Plan land use forecasts. such that the Project is anticipated to generate a net increase in VMT.
2. The project's daily VMT per unit of development (such as thousand square feet of floor area, lodging or residential units, etc.) is greater than 85% of the town-wide average for the individual land use type. The VMT per unit of development for each component of a mixed use project shall be evaluated independently but combined to assess the thresholds of significance for the overall project.

A regional-serving retail or event venue project where more than 20 percent of customers are expected to come from outside the eastern Nevada County/eastern Placer County/eastern Sierra County region (excluding pass-by trips) or an office (or other major employment generator) where more than 20 percent of employees are expected to live outside this region would potentially generate a significant VMT impact. The origins of customers should be estimated based on market studies, data regarding similar existing projects, or opinions of qualified professionals.

The TransCAD model should be used to assess the net change in VMT (factored for daily VMT and adjusted for trips outside of the model area); any increase should be considered a significant impact. The TransCAD model should be used to assess the net change in VMT (factored for daily VMT and adjusted for trips outside of the model area); any increase should be considered a significant impact.

Mitigating Significant VMT Impacts

If a project is determined to have a significant impact on VMT, the following measures can be considered to potentially mitigate significant VMT impacts, as evaluated on a case-by-case basis:

- Change land uses to increase internalization of project trips and to shorten existing trip lengths of trips generated by other nearby land uses.
- Improve non-motorized (bicycle and pedestrian) network connections.
- Contributions to regional transit enhancements, particularly ongoing operations funding.

- Participation in parking pricing program.
- Reduction in parking supply rates, or unbundling parking spaces from residential units.
- Provision of employee shuttle or ridesharing service.
- Implement car sharing program.
- Provide funding towards VMT-reducing land uses.

The above list is not exclusive. The VMT reduction benefit of any mitigation measures would need to be evaluated on a case-by-case basis, considering the site, proposed land uses and the observed effectiveness in smaller communities and rural areas.

Achieving AB 743's Goals

The proposed thresholds are appropriate in achieving SB 743's three primary goals: (1) achieve California's greenhouse gas emission goals, (2) promote active transportation, and (3) promote infill development. The purpose of the following summary is to provide substantial evidence as to how the thresholds of significance accomplish the three SB 743 goals.

1. Achieve California's Greenhouse Gas Emission Goals

As summarized and substantiated in OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable threshold, for reasons summarized below:

- Fifteen percent reductions in VMT are achievable at the project level in a variety of place types.
- A fifteen percent reduction is consistent with SB 743's direction to OPR to select a threshold that will help the State achieve its climate goals.
- The California Air Resources found that per-capita light-duty vehicle travel would need to be approximately 16.8 percent lower than existing, and overall per-capita vehicle travel would need to be approximately 14.3 percent lower than existing levels under that scenario.

The proposed thresholds of significance work towards achieving California's greenhouse gas emission goals as follows:

- The proposed policy uses a project's daily VMT per unit of development (such as thousand square feet of floor area, lodging or residential units, etc.) as the measure of VMT. This measure captures all vehicles and trip types related to VMT production per the unit of development and the residential land uses take into account visitor trips. This approach is generally consistent with OPR's recommendations. Adjustment factors have also been

developed to convert the PM peak hour VMT to daily VMT and to include trip lengths that occur outside the model boundary, consistent with OPR guidelines.

- The screening criteria is consistent with the goal to reduce VMT per unit by 15 percent as follows:
 - New affordable unit for Very Low, Low, and Moderate Income Households, as defined by Section 18.21.020 of the Town of Truckee Development Code or any income/local restricted households are screened out. This essentially screens out workforce housing, which has been shown in the analysis above to reduce VMT by 30 percent.
 - Any new residential development located within the area depicted in Figure A are screened out. This represents an area that has trip lengths that are at least 15% lower than the Town average. This area is also that which has a relatively well developed bicycle/pedestrian facility network and is well served by public transit, which would also tend to reduce VMT per unit or per capita. As a result, the screening criteria tends to focus market-rate residential development in areas that result in VMT per capita that is at least a 15 percent lower than the Town wide average.
 - Any local-serving commercial development that is less than 50,000 square feet would be screened out. This does not include office uses, regional-serving retail or an event venue project where more than 20 percent of customers are expected to come from outside the eastern Nevada County/eastern Placer County/eastern Sierra County region (excluding pass-by trips). This screening criteria is consistent with the OPR recommendations that conclude *“by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT.”* It also ensures that projects with the potential to attract new longer-length trips to this relatively remote area are subject to detailed analysis.
 - Active Transportation and transit capital improvements are also screened out as they typically encourage a shift to vehicle trips to non-auto modes or to transit service.
- The following threshold of significance is also consistent with the goal to reduce VMT by 15 percent:
 - The project’s daily VMT per unit of development (such as thousand square feet of floor area, lodging or residential units, etc.) is greater than 85% of the town-wide average for the individual land use type.

It is reasonable to conclude that the combined effect of the items discussed above will result in a VMT per capita reduction that meets or exceeds OPR's recommended 15 percent reduction threshold and help achieve greenhouse gas emission goals.

2. Promote Active Transportation

These policies will promote Active Transportation in the following ways:

- Active Transportation improvements, including new trails, bike lanes, and sidewalks would be screened out and considered to have a less than significant impact on VMT.
- The screening threshold regarding the location of free market residential units will tend to focus such development in the central core of Truckee where the bicycle and pedestrian facilities are relatively well developed and where trip lengths to stores, schools and other trip attractions are relatively short. This will tend to encourage increased active transportation.
- The screening threshold that excludes local-serving commercial development has the potential to encourage new commercial development within convenient walk/bike distance of residential areas.

In addition, the following measure has been identified as a potential mitigation for projects that exceed thresholds:

- *Improve non-motorized (bicycle and pedestrian) network connections.*

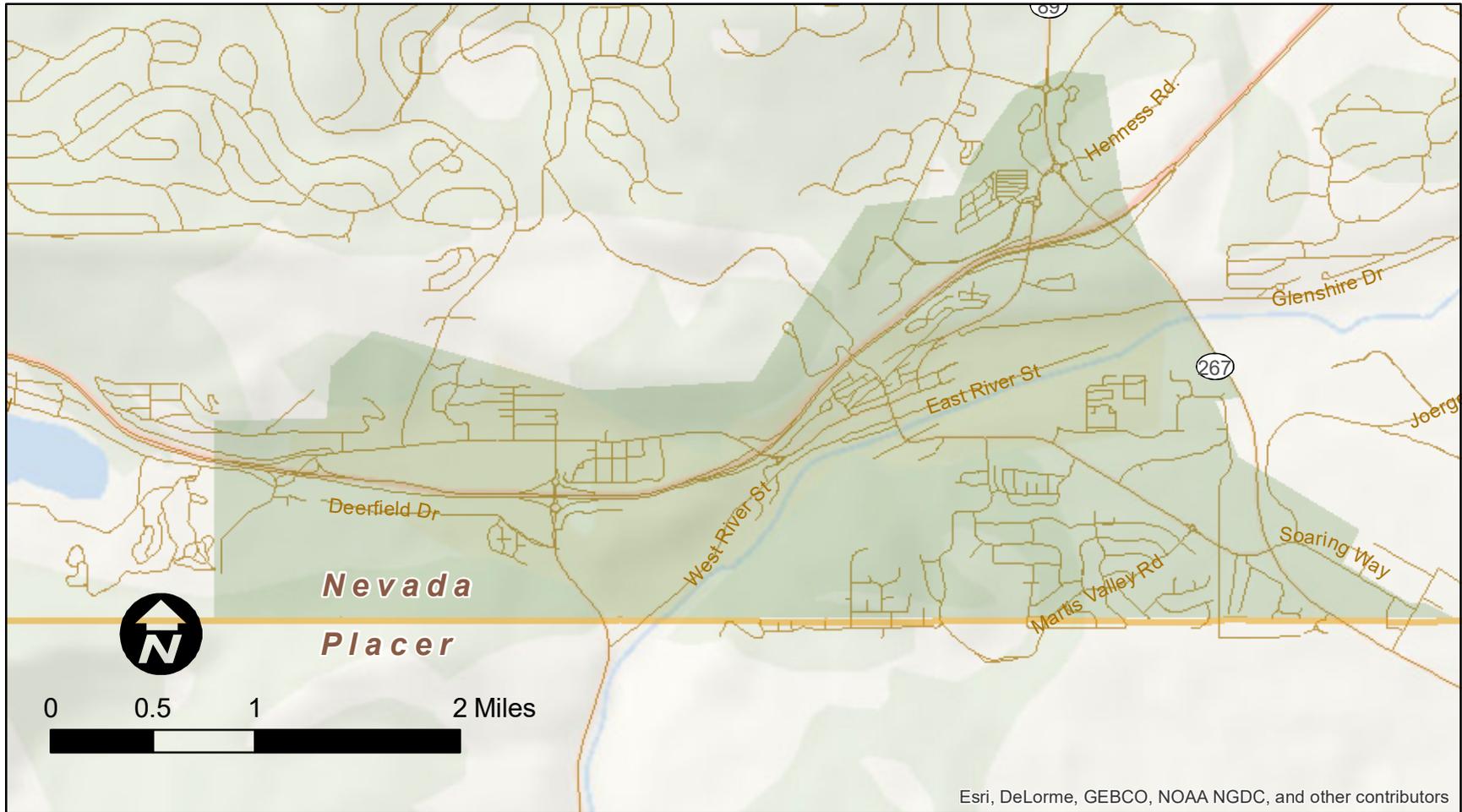
3. Promote Infill Development

These policies will promote the goal of promoting infill development as follows:

- The screening thresholds encourage residential development within ½ mile of the key corridors (Donner Pass Road, Brockway Road, and Soaring Way). This area represents the key mixed use development corridors in the Town and are relatively well served by existing transit services, sidewalks and bicycle facilities.
- In addition, the closer a development is to other land use types, the lower the average VMT generation. If the project does not increase VMT per unit of development, VMT mitigation is not required, thereby encouraging infill development.



FIGURE A
Market Rate Residential CEQA VMT Exemption Zone



APPENDIX A

Background Analysis

This appendix first presents the existing VMT per Traffic Analysis Zone (TAZ). Next, the existing service population is estimated. Dividing VMT by service population yields the VMT per capita. Finally, the findings are discussed.

Total VMT by TAZ

The Town of Truckee maintains a transportation model, based on the TransCAD software platform, that is used to forecast traffic volumes on a busy summer PM peak hour throughout the Town of Truckee, as well as nearby areas of Martis Valley and the south side of Donner Lake (in unincorporated Placer County) as well as other adjacent areas of unincorporated Nevada County. The model area is divided into a total of 139 TAZs, with land use quantities defined in each. The Town of Truckee portion of the model consists of 92 TAZs (numbered 2 through 93).

A key requirement of the VMT analysis under SB 793 is that the total VMT associated with trips generated in a TAZ be considered, no matter where the other end of the trip occurs. The TransCAD model only considers trip lengths within the TransCAD model area (roughly defined as Brockway Summit to the south, Alder Creek Road to the north, Hirschdale to the east and just west of Donner Lake to the west). Many vehicle-trips to and from Truckee, however, extend outside of this model area. To capture the full trip lengths, StreetLight data was used along with model data. StreetLight is a private firm that obtains data from internet companies and cellular providers. The data products are summaries of the location and time that individual devices (such as smartphones) are observed, in an anonymized form that does not allow tracking of individuals. As the data does not represent all vehicles (the company claims at least 20 percent of all vehicles are represented), it is not reliable for traffic counts. However, it is a very useful new tool in assessing traffic patterns, such as trip origins versus destinations, trip lengths and the relative traffic activity in various time periods.

The specific steps used to identify the VMT by TAZ were as follows:

- A license to use StreetLight data was purchased. LSC defined a set of 17 analysis zones covering the Town of Truckee, defined by land use types and access options. These zones are shown in the attached Figure B. StreetLight was then used to identify the average trip length for all trips from July 8 through August 15, on Mondays to Thursdays. These values are shown on the left side of Table A.
- The TransCAD model was then used to refine the broader StreetLight trip lengths for the individual TAZs. For example, a TAZ on the northern side of the Tahoe Donner StreetLight zone would have a longer average trip length to one on the southern side. The average TransCAD model area trip length for all TAZs within each StreetLight zone

was identified. Subtracting the TransCAD trip length for the individual TAZ from the average yields an adjustment value. Adding this value to the StreetLight trip length yields the adjusted trip length for each TAZ, within the Streetlight trip area.

- The TransCAD model provides values for the existing PM peak-hour trips to/from each TAZ. Multiplying by the average trip length within the Streetlight O-D area yields the PM peak-hour VMT generated by each TAZ within this area.
- It is also necessary to adjust the average trip length for the full length of a trip, even if there is an intermediate stop (such as a stop for gas in the foothills as part of a trip between Truckee and the Bay Area). Standard StreetLight data considers trips to end when the device is observed to not move for 5 minutes or more. However, StreetLight also provides a second dataset that defines the “home location” (where the device is most often observed to be located) that can be used to identify the proportion of trips to/from Truckee generated by travel groups living in various areas beyond a typical intermediate stop. Table B presents a comparison of the stop location as well as the home location for all trips observed with one trip-end in Truckee that travel west of Donner Summit (so excluding trips to Donner Summit/Soda Springs area). Comparing these figures indicates the pattern that would be expected – the proportion of trip-ends is higher for the foothill areas (in particular western Placer and Nevada Counties and Sacramento County) where travels stop for food or fuel than the proportion of home locations, while the proportion of home locations is higher in the Bay Area and Southern/Central California. The proportion of trips in both categories can be weighted by the travel distance to each zone and used to identify the average trip length of all Truckee trips passing beyond Donner Summit by trip end versus home location. Subtracting one from the other indicates that actual trips to/from home locations over Donner Summit are 30.8 miles longer on average than the trip length to the first stop. Multiplying by the PM peak-hour trips beyond Donner Summit for each TAZ yields the additional VMT associated with Truckee trips beyond the initial stop. (This adjustment was also considered for other trips beyond a reasonable intermediate stop distance, such as trips east of Reno, but these trips were found to be minimal.)
- Adding the VMT within the StreetLight trip area to the VMT beyond this area yields the total PM peak-hour VMT associated with each TAZ.
- It is then necessary to factor the PM peak-hour VMT to estimate the total daily VMT. StreetLight device count data was used to identify the daily and PM peak-hour counts and VMT by zone, as shown in Table C. Multiplying the PM peak-hour VMT values by the VMT ratios yields the total daily VMT estimates for land uses within each TAZ presented in Table A.

As this analysis is intended to consider all trips generated by each individual TAZ, trips between Truckee TAZs are included (“double counted”) for both TAZs in Column K. To identify a Town-wide VMT associated with all development in Truckee, it is necessary to adjust for this double-counting. This was calculated by subtracting the product of half of the internal trips times the

average internal trip length. Summing over all TAZs, the total VMT generated by Town-wide land uses is calculated to be 2,145,764 over the course of a busy summer day.

This data can also be used to estimate the total average trip length (including mileage beyond the StreetLight O/D area, as shown in the right-most column. This data indicates that residential-only areas in the center part of Truckee (such as Sierra Meadows, Riverview, Olympic Heights and Prosser/Lakeview) as well as “local serving” commercial areas such as Gateway have a relatively short average trip length, while more outlying residential (northern Tahoe Donner, eastern Glenshire, Donner Lake) and “regional serving” commercial areas (downtown) have longer than average trip lengths.

Service Population

The “service population” within each TAZ is comprised of residents, overnight visitors and employees. This was calculated in the following steps:

- The existing land uses in each TAZ was obtained from the Truckee TransCAD model files, as shown in the left side of Table D. This data is based on Truckee building records and US Census data. US Census data provides estimates of the percent of “second homes” in each block group (as shown in Table E) which are used to allocate the dwelling units to full-time versus part-time use. Note that this percentage of second home use ranges from a high of 78 percent (in a portion of Tahoe Donner) to a low of 16 percent in the Gateway area.
- To estimate **permanent resident population** living in the permanently-occupied dwelling units, it is necessary to identify the average occupancy rate (persons per unit). Table F presents US Census data of occupants per dwelling unit by block group. At this geographic level, data is available for “owner occupied” versus “renter occupied”, but not for single family versus multifamily units. It is assumed that the owner-occupied average occupancy applies to single family units and the renter occupied occupancy applies to multifamily units. Multiplying these occupancy rates by the number of full-time occupied units in each TAZ yielded a first estimate of resident population in each TAZ totaling 16,821. These figures were then adjusted by 0.8 percent to match the total Truckee population of 16,681 presented in the *General Plan Existing Conditions Briefing Book*.
- **Visitor population** consists of persons staying in lodging properties and campgrounds, as well as second homeowners, their guests and short-term renters (such as AirBNB guests). Estimates of lodging property and campground visitors were made based upon data regarding average travel group size (from the Truckee Donner Chamber of Commerce’s *Four Season Visitor Profile Study 2013/14*) of 2.0 persons per lodging travel group and 3.0 persons per campground travel group, as well as a 70 percent average occupancy in the peak summer month (per the Bay Area Economics *Non-Residential Market Analysis*).

- Estimating second home overnight visitor population is difficult as there is no direct data available. The best estimate can be based on the relative sanitary sewer flow as measured by the Truckee Sanitary District (TSD). The TSD measures flow for three major areas of Truckee: Donner Lake, Tahoe Donner (which includes portions of Gateway and downtown) and Glenshire (which includes Old Greenwood and Grays Crossing). (A fourth area ... “Martis Valley” ... includes some areas in Truckee but is largely in the Martis Valley portion of Placer County and is less representative of conditions in Truckee.) An analysis of the three areas by TAZ indicates that they represent flows from 78.5 percent of all Truckee dwelling units. As shown in Table G, TSD records indicate a high value of 2.010 Million Gallons per Day (MGD) on the July 6, 2019, compared with a low value of 0.818 on November 1, 2019, as shown in Table H. Assuming that second home use on the low day is negligible, the difference of 1.192 MGD is generated by visitors. The TSD uses a figure of 100 gallons per person per day, indicating 8,680 visitors on a peak summer day within the three TSD service areas. Dividing by the 78.5 percent of all Truckee dwelling units in the TSD areas indicates a total of 11,916 overnight visitors. Subtracting the estimated lodging and campground guests leaves a second home population of 13,580. Finally dividing by the number of second homes indicates an average of 2.37 persons per second home dwelling unit. (It is important to note that this figure reflects both the number of occupants per occupied unit as well as the percent of units occupied on any one day.)
- This figure of 2.37 persons per part-time dwelling unit can then be multiplied by the number of part-time dwelling units to identify the part-time dwelling unit visitors per TAZ. Adding the lodging/campground population yields the overnight visitor population per TAZ.
- **Employee population** is calculated based on the commercial land use quantities in each TAZ (from the TransCAD model land use inventory) and average rates of employees per thousand square feet of floor area, as shown in Table I. These rates were defined based upon Institute of Transportation Engineers data, as shown in Table J. (Other sources of employee rates were considered, but the ITE-based rates were found to provide overall totals that much more closely matched total Truckee employment estimates.) The TransCAD model includes several “special generators”, including the Sierra College, post offices, quarries and Tahoe Forest Hospital. The employment count for the hospital was updated from recent parking analyses, while no change from previous employment estimates were made for the other special generator. Using this methodology, the total employment in Truckee was calculated at 6,334. An adjustment factor of 1.0805 was then applied to match the US Census employment estimate of 6,844.

VMT per Service Population

Table K provides the daily VMT (from Table A) and service population figures (from Tables D and I) and then presents the calculation of VMT per service population. The results are shaded red for those TAZs with a value higher than the town-wide average, and green for those below the average. A review of these values indicates that the TAZs with lower than average VMT per

capita are largely those that are mostly or entirely residential – particularly those residential areas with high proportions of second homes. Most of those with higher than average figures have commercial land uses, except for only the most outlying residential zones (2 and 93).

In large part, this pattern reflects the location of commercial land uses in Truckee, which generate much higher trips (and thus VMT) per employee than the residential areas generate per resident/visitor. As examples, the TAZs containing the two major commercial centers (Gateway Center in TAZ 18 and Crossroads Center in TAZ 86) and downtown commercial TAZs all have relatively high VMT per capita. The VMT per capital of TAZs with high proportions of highway commercial (such as TAZ 8 and TAZ 12) also are increased by the long trip lengths generated by interstate traffic stops.

These results also reflect the dramatic difference in trip rates between permanent homes and second homes. The calibrated Truckee TransCAD trip rate for a single-family dwelling unit occupied full-time is 0.63 vehicle-trips in the PM peak-hour, compared with 0.07 for a single-family dwelling unit used as a vacation home – fully 89 percent lower. As a result, those residential TAZs with a high proportion of vacation homes (such as Tahoe Donner) have a lower VMT per capita than those with a higher proportion of permanent residents (such as Sierra Meadows). The tendency for vacation dwelling units to generate a higher proportion of longer trips (such as to or from the Bay Area) than resident dwelling units is relatively small compared with this difference in effective trip generation rate, leading to lower VMT generation per vacation dwelling unit.

VMT per Resident/Visitor Population

Dividing total VMT by the resident/visitor population yields the daily VMT per resident/visitor, as also shown in Table K. Overall, this shows a similar pattern to that of the daily VMT per total population, with more extreme outliers resulting from commercial TAZs with only a few residents/visitors. In an attempt to discern a useful pattern from this data, these results were reviewed for only those TAZs with no or negligible commercial land uses. This provides a marginally better pattern of lower values in the center of Truckee versus higher in the outlying areas, though the impact of vacation versus permanent residents is also clear.

VMT per Employee

Table K also presents the values of the daily VMT per employee in each TAZ. This provides a more consistent pattern of relatively low values in the existing commercial centers (Donner Pass Road, Downtown, Pioneer Trail, Airport area). However, the relatively high values for the scattered (such as home offices) in outlying areas is affected by the high level of resident/visitor VMT including in the values.

Discussion

This analysis indicates that there are several “confounding factors” in Truckee that make it difficult to apply a VMT per capita metric in defining areas of relatively high or low VMT

associated with a potential new development project:

- The strong difference in VMT generation between vacation homes and permanent occupied homes greatly impacts the results.
- The mixing of residential and commercial land uses in many TAZs (particularly in the downtown area and along the Donner Pass Road corridor) makes it difficult to discern the relative impact solely of residents/visitors.
- Between commercial areas, some have more “local serving” land uses while others are more “regional serving” land uses. For example, downtown commercial areas (that draw more trips from I-80 and the greater Tahoe Region) has longer trip lengths than the commercial areas along Donner Pass Road to the west that serve more local shopping purposes. Commercial VMT appears to be much more a function of the specific type of commercial activity rather than the relative location within Truckee.

Given these factors, it is not possible to simply designate areas of no potential CEQA VMT impact based only on relative VMT per capita.

Another approach would be to focus on relative trip lengths. For any individual potential development (such as a new residential subdivision), VMT is a factor of the person-trip generation of an individual land use, the percent auto mode share and auto vehicle occupancy, and the average trip length. Given the large geographic spread of Truckee and the very limited public transit options, it can be argued that the proportion of trips made by auto (the auto “mode split”) is relatively consistent across the community (with the exception of those residents within close walking proximity to commercial uses, such as in downtown). As a result, considering only relative trip length is a better indication of the future impact of location on relative VMT associated with any new land use than is the VMT per capita. The right-most column of Table A presents the overall average trip length (including mileage outside of Truckee and the StreetLight OD area).



Figure A
Truckee StreetLight Zones

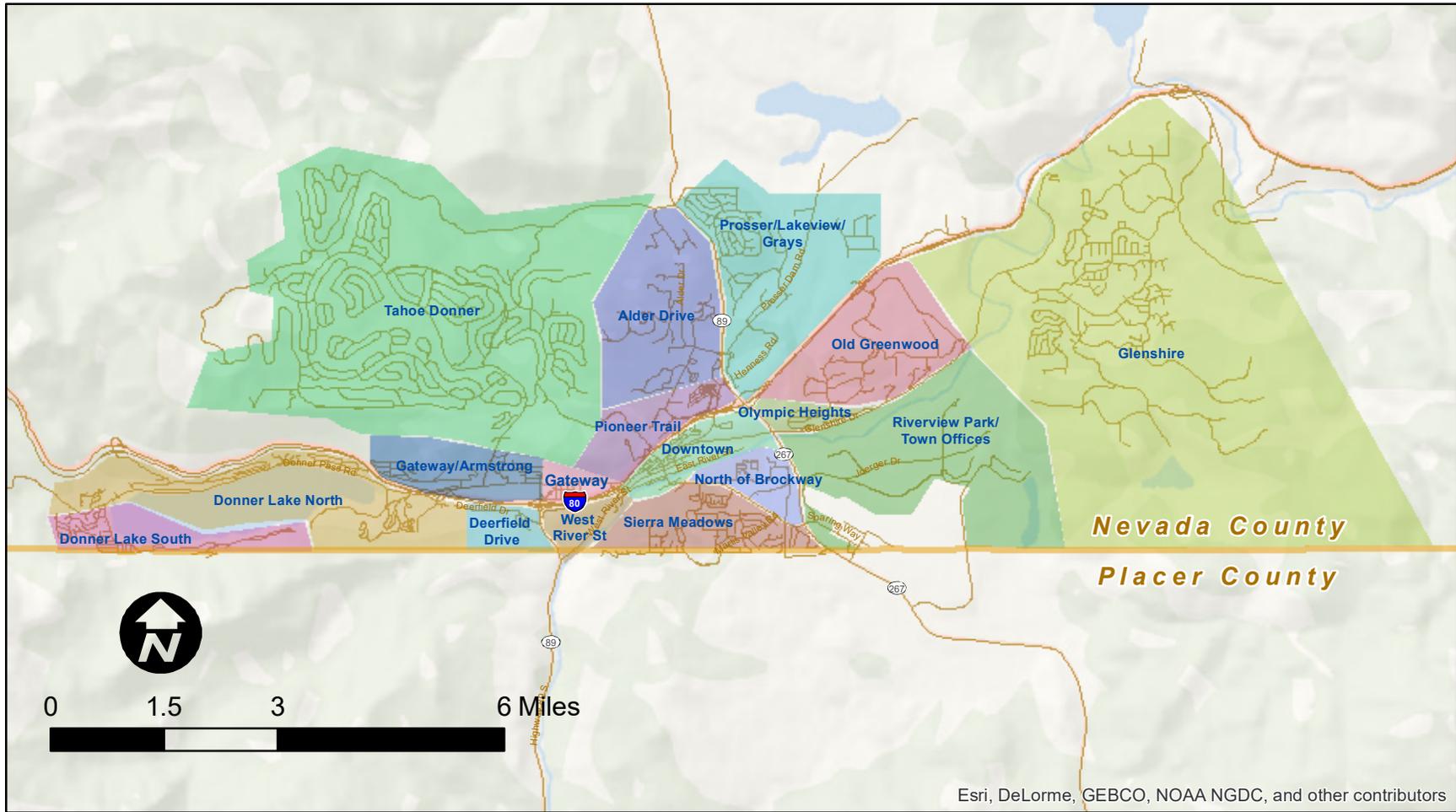


TABLE A: Daily VMT by TAZ

Above Avg
Below Avg

TAZ	StreetLight Zone	A	B	C	D	E	F	G	H	I	J	K	L	M
		Average PM Peak Hour Trip Length from/to StreetLight Zone	TAZ Trip Length Adjustment from Model	Average Trip Length within Streetlight O-D	Number of PM Peak Hour Trips by TAZ	Total VMT Within StreetLight O-D Area	Number of Trips West of Donner Summit Area by TAZ	Additional VMT Outside StreetLight O-D Area	Total PM Peak Hour VMT	PM Peak Hour VMT to Daily VMT Ratio	Est Daily Trips by TAZ	Daily VMT (Including Doublecounted Internal Trips)	Total Average Trip Length by TAZ	Daily VMT Adjusted for Doublecounting
Source	StreetLight	TransCAD Model	Calculation	TransCAD Model	Calculation	TransCAD Model	Calculation	Calculation	Calculation	StreetLight	Calculation	Calculation	Calculation	Calculation
2	Donner Lake North	13.35	2.12	15.47	53	826	9.29	297	1,122	10.7	569	11,953	21.0	10,362
3	Donner Lake North	13.35	0.57	13.92	125	1734	15.22	486	2,220	10.7	1327	23,645	17.8	20,615
4	Donner Lake South	17.2	-0.10	17.10	212	3624	36.58	1167	4,792	9.7	2049	46,323	22.6	40,295
6	Donner Lake North	13.35	-0.73	12.62	100	1266	14.03	448	1,714	10.7	1069	18,256	17.1	16,441
7	Donner Lake North	13.35	-0.65	12.70	250	3170	27.57	880	4,050	10.7	2659	43,131	16.2	38,176
8	Donner Lake North	13.35	-1.30	12.05	197	2372	29.63	946	3,318	10.7	2097	35,332	16.9	32,255
9	Gateway/Armstrong	8.6	0.07	8.67	400	3468	37.21	1188	4,655	12.0	4814	56,014	11.6	49,471
10	Gateway/Armstrong	8.6	1.03	9.63	99	955	7.01	224	1,179	12.0	1194	14,186	11.9	12,042
11	Gateway/Armstrong	8.6	0.01	8.61	0	0	0.00	0	0	12.0	0	0	-	0
12	Deerfield Drive	10.6	0.00	10.60	427	4520	23.12	738	5,258	16.1	6858	84,555	12.3	75,617
13	Gateway/Armstrong	8.6	-0.16	8.44	20	169	2.37	76	245	12.0	241	2,948	12.2	2,678
14	Gateway/Armstrong	8.6	-0.14	8.46	113	953	7.83	250	1,203	12.0	1355	14,477	10.7	12,628
15	Gateway/Armstrong	8.6	-0.14	8.46	117	990	6.32	202	1,191	12.0	1408	14,335	10.2	12,452
16	Gateway/Armstrong	8.6	-0.31	8.29	456	3785	22.03	703	4,488	12.0	5492	54,000	9.8	47,172
17	Gateway/Armstrong	8.6	-0.32	8.28	372	3081	17.01	543	3,624	12.0	4479	43,603	9.7	37,993
18	Gateway	9.55	0.09	9.64	761	7339	36.89	1177	8,516	13.0	9871	110,461	11.2	98,283
19	Gateway	9.55	-0.05	9.50	167	1588	14.71	469	2,057	13.0	2168	26,683	12.3	24,491
20	Deerfield Drive	10.6	0.20	10.80	0	0	0.00	0	0	16.1	0	0	-	0
21	Gateway	9.55	-0.13	9.42	22	204	1.05	34	237	13.0	280	3,077	11.0	2,755
22	Gateway	9.55	0.00	9.55	413	3942	27.44	876	4,818	13.0	5353	62,498	11.7	56,435
23	Gateway	9.55	0.09	9.64	74	717	3.43	109	826	13.0	965	10,716	11.1	9,581
24	West River Street	6.55	0.25	6.80	11	73	0.41	13	86	12.8	138	1,105	8.0	902
25	West River Street	6.55	-0.25	6.30	941	5925	25.62	818	6,743	12.8	12021	86,170	7.2	71,863
26	Pioneer Trail	11.4	0.17	11.57	0	0	0.00	0	0	13.1	0	0	-	0
27	Tahoe Donner	11.6	-1.51	10.09	37	375	2.17	69	445	12.1	450	5,380	11.9	4,686
28	Tahoe Donner	11.6	-0.26	11.34	170	1926	4.95	158	2,084	12.1	2055	25,214	12.3	21,068
29	Tahoe Donner	11.6	-1.01	10.59	65	685	3.46	110	795	12.1	783	9,624	12.3	8,268
30	Tahoe Donner	11.6	0.78	12.38	95	1170	3.94	126	1,296	12.1	1144	15,678	13.7	12,910
31	Tahoe Donner	11.6	1.51	13.11	147	1924	7.05	225	2,149	12.1	1776	26,007	14.6	21,280
32	Tahoe Donner	11.6	1.98	13.58	38	521	1.72	55	576	12.1	464	6,965	15.0	5,644
33	Tahoe Donner	11.6	0.95	12.55	247	3095	9.46	302	3,397	12.1	2984	41,107	13.8	33,813
34	Tahoe Donner	11.6	0.65	12.25	100	1227	4.62	147	1,375	12.1	1212	16,632	13.7	13,791
35	Tahoe Donner	11.6	-0.15	11.45	422	4831	15.00	479	5,309	12.1	5105	64,245	12.6	53,891
36	Tahoe Donner	11.6	-0.35	11.25	26	287	1.62	52	339	12.1	309	4,104	13.3	3,494
37	Tahoe Donner	11.6	-1.19	10.41	230	2392	14.71	470	2,862	12.1	2780	34,631	12.5	30,084
38	Downtown	11.4	-0.01	11.39	262	2983	17.62	562	3,545	15.5	4058	54,954	13.5	50,710
39	Downtown	11.4	-0.03	11.37	452	5135	21.21	677	5,812	15.5	7002	90,093	12.9	82,301
40	Downtown	11.4	-0.01	11.39	60	679	5.85	187	865	15.5	923	13,414	14.5	12,529
41	Downtown	11.4	-0.21	11.19	29	322	1.93	61	383	15.5	446	5,941	13.3	5,495
42	Downtown	11.4	-0.24	11.16	568	6338	37.77	1206	7,544	15.5	8803	116,928	13.3	108,330
43	Downtown	11.4	-0.14	11.26	117	1320	7.66	245	1,565	15.5	1817	24,251	13.3	22,440
44	Downtown	11.4	-0.11	11.29	206	2321	11.04	352	2,673	15.5	3185	41,432	13.0	38,364
45	Downtown	11.4	-0.01	11.39	102	1158	8.76	280	1,437	15.5	1575	22,277	14.1	20,853
46	Downtown	11.4	-0.13	11.27	170	1918	10.87	347	2,265	15.5	2637	35,105	13.3	32,464
47	Downtown	11.4	-0.10	11.30	26	293	1.59	51	344	15.5	402	5,328	13.3	4,932
48	Downtown	11.4	-0.12	11.28	86	968	5.48	175	1,143	15.5	1330	17,713	13.3	16,365
49	Downtown	11.4	0.00	11.40	0	0	0.00	0	0	15.5	0	0	-	0
50	Downtown	11.4	0.10	11.50	0	0	0.00	0	0	15.5	0	0	-	0
51	Downtown	11.4	0.34	11.74	13	154	0.90	29	183	15.5	204	2,836	13.9	2,596
52	Downtown	11.4	0.33	11.73	97	1133	9.42	301	1,434	15.5	1497	22,225	14.8	20,685
53	Downtown	11.4	0.04	11.44	16	183	0.93	30	213	15.5	248	3,299	13.3	3,034
54	Downtown	11.4	0.28	11.68	32	368	1.28	41	409	15.5	488	6,335	13.0	5,773
55	Sierra Meadows	7.45	-0.29	7.16	71	505	3.43	110	615	14.6	1030	8,977	8.7	7,961
56	Sierra Meadows	7.45	0.05	7.50	390	2920	10.10	322	3,243	14.6	5688	47,342	8.3	41,393
57	Sierra Meadows	7.45	0.14	7.59	310	2356	4.53	145	2,500	14.6	4529	36,502	8.1	31,450
58	North of Brockway	11	0.24	11.24	435	4891	10.61	339	5,229	13.1	5708	68,623	12.0	62,068
59	North of Brockway	11	-0.12	10.88	15	165	0.62	20	184	13.1	199	2,420	12.2	2,242
60	North of Brockway	11	0.01	11.01	0	0	0.00	0	0	13.1	0	0	-	0
61	Sierra Meadows	7.45	0.01	7.46	12	86	0.28	9	95	14.6	169	1,388	8.2	1,240
62	Riverview Park/Town Offices	10.45	-0.70	9.75	0	0	0.00	0	0	13.7	0	0	-	0
63	Riverview Park/Town Offices	10.45	-0.65	9.80	354	3471	8.01	256	3,726	13.7	4848	51,027	10.5	46,579
64	Riverview Park/Town Offices	10.45	-0.30	10.15	261	2647	6.83	218	2,865	13.7	3571	39,232	11.0	35,659
65	Sierra Meadows	7.45	0.11	7.56	15	111	0.22	7	118	14.6	215	1,726	8.0	1,473
66	North of Brockway	11	-0.13	10.87	295	3205	6.08	194	3,399	13.1	3871	44,610	11.5	40,939
67	Riverview Park/Town Offices	10.45	1.65	12.10	115	1390	8.19	261	1,651	13.7	1573	22,604	14.4	20,051
68	Olympic Heights	8.1	0.00	8.10	119	967	2.57	82	1,049	16.8	2007	17,640	8.8	14,662
69	Glenshire	12.25	-0.26	11.99	468	5615	6.91	221	5,836	13.5	6324	78,774	12.5	62,883
70	Glenshire	12.25	0.42	12.67	571	7235	6.08	194	7,429	13.5	7708	100,281	13.0	79,892
71	Glenshire	12.25	-1.17	11.08	5	50	0.10	3	54	13.5	61	723	11.8	582
72	Glenshire	12.25	-0.75	11.50	75	862	2.13	68	930	13.5	1012	12,555	12.4	10,111
73	Old Greenwood	9.75	0.00	9.75	85	829	3.13	100	929	13.8	1177	12,855	10.9	10,594
74	Prosser Lakeview/Grays	10.65	0.60	11.25	21	238	1.01	32	271	12.9	272	3,479	12.8	3,042
75	Prosser Lakeview/Grays	10.65	0.75	11.40	36	413	0.85	27	440	12.9	465	5,651	12.2	4,732
76	Prosser Lakeview/Grays	10.65	0.14	10.79	181	1958	2.96	94	2,052	12.9	2332	26,372	11.3	22,323
77	Prosser Lakeview/Grays	10.65	-0.62	10.03	14	136	0.39	13	149	12.9	175	1,914	11.0	1,657
78	Prosser Lakeview/Grays	10.65	-1.10	9.55	72	685	2.91	93	778	12.9	922	9,999	10.8	8,876
79	Pioneer Trail	11.4	0.11	11.51	676	7787	36.03	1150	8,938	13.1	8842	116,834	13.2	106,395
80	Alder Drive	11.55	-0.06	11.49	102	1176	4.99	159	1,335	13.6	1396	18,214	13.0	16,436
81	Alder Drive	11.55	0.61	12.16	71	863	1.59	51	914	13.6	969	12,468	12.9	10,848
82	Tahoe Donner	11.6	-0.15	11.45	14	156	0.28	9	165	12.1	165	1,993	12.1	1,664
83	Pioneer Trail	11.4	-0.02	11.38	1	13	0.00	0	13	13.1	15	169	11.4	145
84	Tahoe Donner	11.6	-1.26	10.34	45	462	5.09	162	624	12.1	540	7,552	14.0	6,701
85	Gateway/Armstrong	8.6	-0.03	8.57	5	47	0.35	11	58	12.0	66	701	10.6	605
86	Deerfield Drive	10.6	-0.20	10.40	921	9581	33.67	1075	10,656	16.1	14815	171,344	11.6	151,137
87	Alder Drive	11.55	0.16	11.71	0	0	0.00	0	0	13.6	0	0	-	0
88	Alder Drive	11.55	-0.16	11.39	9	103	0.33	11	114	13.6	124	1,555	12.6	1,388
89	Alder Drive	11.55	-0.55	11.00	0	0	0.00	0	0	13.6	0	0	-	0
90	Sierra Meadows	7.45	0.58	8.03	62	497	1.55	49						

TABLE B: Comparison of StreetLight Trip End and Device Home Location For Trips Between Truckee and West of Donner Summit

Other End of Trip	Percent of StreetLight Trips (1)	Percent of Device Home Locations (2)	Difference	Average Trip Length
Central Valley	4.2%	4.1%	0.1%	172
Central Coast	0.1%	3.6%	-3.5%	288
East Bay Area	11.7%	18.6%	-6.9%	193
North Bay Area	2.8%	7.5%	-4.7%	172
North Coast	0.0%	0.2%	-0.2%	341
Sacramento County	17.8%	12.4%	5.4%	97
Sacramento Valley	2.0%	3.5%	-1.5%	132
San Francisco	1.8%	3.1%	-1.3%	185
Sierra Foothills	14.0%	4.7%	9.3%	123
Southern California	0.0%	9.6%	-9.6%	123
South Bay Area	3.3%	12.1%	-8.8%	209
Western Placer & Nevada Co	38.8%	18.5%	20.3%	80
Yolo County	3.5%	2.0%	1.5%	116
Weighted Average Trip Length	117.4	149.3		
Ratio of Home Location Trip Length to StreetLight Trip Trip Length				1.27

Source: StreetLight analysis of 1 week of busy summer data for trips to/from Truckee traveling west of Donner Summit

TABLE C: Daily-to-PM-Peak-Hour Factors by StreetLight Zone

Zone	StreetLight Volume		VMT		Ratio of Daily	Ratio of Daily
	PM Pk Hr	Daily	PM Pk Hr	Daily	Trips to PM PkJr Trips	VMT to PM PkJr VMT
Tahoe Donner	2,233	27,822	26,285	317,195	12.5	12.1
Sierra Meadows	909	11,542	6,831	99,767	12.7	14.6
Downtown	1,215	17,050	13,833	214,004	14.0	15.5
Glenshire	996	12,886	12,171	164,295	12.9	13.5
Alder Drive	229	3,317	2,651	36,168	14.5	13.6
Deerfield Drive	592	6,752	6,291	101,164	11.4	16.1
Donner Lake North/Deerfield	1,125	12,313	15,047	160,248	10.9	10.7
Donner Lake South	493	5,608	8,472	81,897	11.4	9.7
Gateway East	1,090	12,920	10,499	136,173	11.9	13.0
Gateway West (Armstrong)	1,334	14,615	11,542	138,881	11.0	12.0
North of Brockway	395	6,351	4,406	57,822	16.1	13.1
Old Greenwood	188	2,444	1,774	24,549	13.0	13.8
Olympic Heights	139	1,928	1,117	18,788	13.9	16.8
Pioneer Trail	494	6,495	5,783	75,594	13.1	13.1
Prosser Lakeview/Grays	584	7,350	6,206	79,753	12.6	12.9
Riverview Park/Town Offices	250	2,911	2,635	36,076	11.6	13.7
West River Street	255	2,923	1,661	21,221	11.5	12.8

Source: StreetLight zone analysis for Mondays-Thursdays July 6 through August 15, 2019.

TABLE D: Resident and Visitor Service Area Population by TAZ

TAZ #	Census Tract	Block Group	StreetLight Zone	2018 Existing Land Use (TransCAD Model)							Resident Population	Overnight Visitors	Residents & Overnight Visitors	
				SFDU Full Time	SFDU Part Time	MFDU Full Time	MFDU Part Time	Mobile Homes	Lodging (rooms)	Camp/ RV Park (sites)				
2	12.04	2	Donner Lake North/Deerfield	23	19	2	1	0	0	0	54	49	103	
3	12.04	1	Donner Lake North/Deerfield	103	175	18	30	0	0	0	258	487	745	
4	12.04	1	Donner Lake South	225	383	11	16	0	0	0	513	946	1459	
6	12.04	1	Donner Lake North/Deerfield	0	0	0	0	0	0	150	0	329	329	
7	12.04	1	Donner Lake North/Deerfield	84	144	26	44	0	100	10	230	608	839	
8	12.04	1	Donner Lake North/Deerfield	1	1	0	0	0	90	0	2	128	131	
9	12.06	2	Gateway/Armstrong	0	0	0	0	0	0	0	0	0	0	
10	12.04	2	Gateway/Armstrong	131	98	4	3	0	0	0	303	240	543	
11	12.06	2	Gateway/Armstrong	0	0	0	0	0	0	0	0	0	0	
12	12.04	1	Deerfield Drive	26	7	121	35	0	40	0	276	156	432	
13	12.06	2	Gateway/Armstrong	0	0	0	0	0	0	0	0	0	0	
14	12.06	2	Gateway/Armstrong	0	0	5	0	45	10	0	112	14	126	
15	12.06	2	Gateway/Armstrong	133	10	57	4	0	0	0	517	34	551	
16	12.06	2	Gateway/Armstrong	0	0	0	0	0	0	0	0	0	0	
17	12.06	2	Gateway/Armstrong	0	0	0	0	0	0	0	0	0	0	
18	12.06	2	Gateway	0	0	3	2	0	0	0	7	5	11	
19	12.06	2	Gateway	1	1	0	0	0	0	0	3	2	5	
20	12.04	1	Deerfield Drive	1	0	0	0	0	0	0	2	0	2	
21	12.06	2	Gateway	0	0	0	0	0	0	0	0	0	0	
22	12.06	2	Gateway	0	0	0	0	0	0	0	0	0	0	
23	12.06	2	Gateway	68	3	18	1	0	0	0	240	10	249	
24	12.06	2	West River Street	0	0	0	0	0	0	0	0	0	0	
25	12.06	1	West River Street	33	0	0	0	95	0	0	100	0	100	
26	12.03	3	Pioneer Trail	0	0	0	0	0	0	0	0	0	0	
27	12.04	3	Tahoe Donner	33	91	14	36	0	0	0	85	301	385	
28	12.04	3	Tahoe Donner	198	533	1	1	0	0	0	336	1267	1603	
29	12.03	1	Tahoe Donner	63	167	13	34	0	0	0	190	476	666	
30	12.03	1	Tahoe Donner	111	299	0	0	0	0	0	272	708	981	
31	12.03	1	Tahoe Donner	164	443	0	0	0	0	0	401	1050	1452	
32	12.04	3	Tahoe Donner	47	126	0	1	0	0	0	80	300	380	
33	12.04	3	Tahoe Donner	243	528	54	121	0	0	40	522	1625	2147	
34	12.03	2	Tahoe Donner	126	227	0	0	0	0	0	257	537	794	
35	12.03	2	Tahoe Donner	336	899	50	134	0	0	0	853	2448	3301	
36	12.03	1	Tahoe Donner	0	0	8	22	0	0	0	22	52	74	
37	12.03	3	Tahoe Donner	203	345	21	39	0	0	0	548	908	1456	
38	12.06	2	Downtown	20	3	7	1	0	10	0	74	24	98	
39	12.06	2	Downtown	28	3	7	1	0	10	0	97	24	121	
40	12.06	4	Downtown	7	0	5	0	0	0	0	27	0	27	
41	12.06	4	Downtown	1	0	9	0	0	0	0	23	0	23	
42	12.06	2	Downtown	0	0	6	0	0	0	0	13	0	13	
43	12.06	4	Downtown	13	0	2	0	0	40	0	33	56	89	
44	12.06	2	Downtown	0	0	0	0	0	0	0	0	0	0	
45	12.06	4	Downtown	2	0	0	0	0	0	0	4	0	4	
46	12.06	1	Downtown	42	2	22	1	0	0	0	127	7	134	
47	12.06	4	Downtown	18	2	3	0	0	10	0	46	19	65	
48	12.06	4	Downtown	6	0	0	0	0	0	0	13	0	13	
49	12.06	4	Downtown	0	0	0	0	0	0	0	0	0	0	
50	12.06	4	Downtown	0	0	0	0	0	0	0	0	0	0	
51	12.06	4	Downtown	0	0	0	0	0	0	0	0	0	0	
52	12.06	4	Downtown	1	0	0	0	0	0	0	2	0	2	
53	12.06	4	Downtown	0	0	27	9	0	0	0	63	22	85	
54	12.06	1	Downtown	22	5	0	0	0	0	0	65	13	78	
55	12.06	1	Sierra Meadows	1	0	26	4	0	0	0	3	9	13	
56	12.06	1	Sierra Meadows	199	26	80	19	0	0	0	600	108	708	
57	12.06	3	Sierra Meadows	333	4	109	0	0	0	0	922	10	932	
58	12.06	4	North of Brockway	134	9	175	11	94	42	30	928	171	1099	
59	12.06	4	North of Brockway	5	0	1	0	0	0	0	13	1	13	
60	12.06	4	North of Brockway	0	0	0	0	0	0	0	0	0	0	
61	12.06	3	Sierra Meadows	5	1	0	0	0	0	0	10	2	13	
62	12.05	1	Riverview Park/Town Offices	0	0	0	0	0	0	0	0	0	0	
63	12.05	1	Riverview Park/Town Offices	0	0	0	0	0	109	0	0	153	153	
64	12.05	1	Riverview Park/Town Offices	0	0	0	0	0	0	0	0	0	0	
65	12.06	3	Sierra Meadows	5	1	34	6	0	0	0	82	16	98	
66	12.06	4	North of Brockway	0	0	22	4	0	100	0	52	149	201	
67	12.05	1	Riverview Park/Town Offices	0	0	0	0	0	0	0	0	0	0	
68	12.05	3	Olympic Heights	169	22	3	0	0	0	0	325	52	377	
69	12.05	1	Glenshire	723	0	11	2	0	0	0	1821	5	1826	
70	12.05	2	Glenshire	722	0	6	0	0	0	10	2335	22	2358	
71	12.05	2	Glenshire	14	0	0	0	0	0	0	44	0	44	
72	12.05	1	Glenshire	61	0	1	0	0	0	0	154	0	154	
73	12.05	3	Old Greenwood	20	90	21	60	0	0	0	84	355	440	
74	12.05	3	Prosser Lakeview/Grays	3	1	1	0	0	0	0	6	4	10	
75	12.05	3	Prosser Lakeview/Grays	47	22	6	3	0	0	0	102	59	161	
76	12.06	5	Prosser Lakeview/Grays	252	118	0	1	0	0	0	627	282	909	
77	12.06	5	Prosser Lakeview/Grays	45	18	0	0	0	0	0	111	44	155	
78	12.06	5	Prosser Lakeview/Grays	28	9	50	42	0	0	0	207	121	328	
79	12.03	3	Pioneer Trail	7	7	15	16	99	0	130	372	339	711	
80	12.03	3	Alder Drive	18	20	8	7	0	0	0	67	65	132	
81	12.03	3	Alder Drive	99	21	0	0	0	0	0	234	50	284	
82	12.03	2	Tahoe Donner	19	8	0	0	0	0	0	38	19	58	
83	12.06	2	Pioneer Trail	2	1	0	0	0	0	0	6	2	8	
84	12.06	2	Tahoe Donner	0	0	0	0	0	0	0	0	0	0	
85	12.06	2	Gateway/Armstrong	0	0	0	0	0	0	0	0	0	0	
86	12.04	1	Deerfield Drive	0	0	0	0	0	0	0	0	0	0	
87	12.03	3	Alder Drive	0	0	0	0	0	0	0	0	0	0	
88	12.03	3	Alder Drive	13	14	0	0	0	0	0	30	34	64	
89	12.03	3	Alder Drive	0	0	0	0	0	0	0	0	0	0	
90	12.06	1	Sierra Meadows	101	29	0	0	0	0	0	305	69	374	
91	12.06	5	Prosser Lakeview/Grays	174	80	0	1	0	0	0	432	193	625	
92	12.06	5	Pioneer Trail	0	0	0	0	0	0	0	0	0	0	
93	12.05	1	Glenshire	0	0	0	0	0	0	0	0	0	0	
				5707	5020	1083	712	333	561	370	0	16681	15179	31864

TABLE E: 2013-2017 American Community Survey (Census) Data for Seasonal Use Housing

Census Tract	Block Group	General Area	Total	Estimated Seasonal, Recreational, or Occasional Use	Percent Seasonal
Truckee					
12.03	1	Tahoe Donner Central	1,660	1,289	78%
12.03	2	Tahoe Donner East	1,337	1,027	77%
12.03	3	Tahoe Donner; Pioneer Trail; Gray's Crossing	1,128	737	65%
12.04	1	Donner Lake; Boulders;	1,587	1,151	73%
12.04	2	Tahoe Donner; Armstrong Tract	1,118	693	62%
12.04	3	Tahoe Donner South	1,569	1,141	73%
12.05	1	Airport; Glenshire	959	164	17%
12.05	2	Glenshire	1,017	221	22%
12.05	3	Olympic Heights; Old Greenwood	382	135	35%
12.06	1	Ponderosa Palisades	369	132	36%
12.06	2	Gateway; Downtown	574	89	16%
12.06	3	Sierra Meadows	952	263	28%
12.06	4	Downtown; Regional Park; Estates Drive	477	125	26%
12.06	5	Prosser; Gray's Crossing	965	223	23%
Total			14,094	7,390	52%
Placer County Areas					
220.14	1	South Donner Lake	1,298	1,159	89%
220.11	1	Placer County Martis Valley, Northstar	2,013	1,607	80%
220.11	2	Ponderosa Palisades, Western Martis Valley	967	446	46%
Total			4,278	3,212	75%

Source: US Census American Community Survey - 2013 to 2017

TABLE F: Truckee Housing Occupancy (Persons per Housing Unit)

Census Tract	Block Group	Total	Owner Occupied Housing Units by # of Residents									Renter Occupied Units by # of Residents								
			Total	1	2	3	4	5	6	7	Average	Total	1	2	3	4	5	6	7	Average
12.03	1	305	215	62	94	15	12	18	0	14	2.5	90	9	32	24	25	0	0	0	2.7
12.03	2	286	251	60	132	45	14	0	0	0	2.1	35	7	0	0	28	0	0	0	3.4
12.03	3	356	270	45	146	26	36	17	0	0	2.4	86	19	4	9	54	0	0	0	3.1
12.04	1	352	199	50	91	24	34	0	0	0	2.2	153	26	127	0	0	0	0	0	1.8
12.04	2	398	266	43	140	45	38	0	0	0	2.3	132	107	13	0	12	0	0	0	1.4
12.04	3	364	286	120	148	0	18	0	0	0	1.7	78	9	62	0	7	0	0	0	2.1
12.05	1	795	703	80	394	62	148	10	0	9	2.5	92	46	9	0	26	11	0	0	2.4
12.05	2	796	659	9	139	240	239	21	11	0	3.2	137	39	16	23	59	0	0	0	2.7
12.05	3	247	208	58	113	37	0	0	0	0	1.9	39	0	30	9	0	0	0	0	2.2
12.06	1	237	237	85	35	18	60	0	0	39	3.0	0	0	0	0	0	0	0	0	--
12.06	2	485	155	28	28	21	78	0	0	0	3.0	330	158	43	27	92	10	0	0	2.3
12.06	3	646	407	133	179	29	50	16	0	0	2.1	239	50	116	73	0	0	0	0	2.1
12.06	4	352	135	34	63	15	23	0	0	0	2.2	217	57	65	60	25	10	0	0	2.4
12.06	5	703	387	52	219	0	99	17	0	0	2.5	316	55	135	0	76	50	0	0	2.8
		6322	4378	859	1921	577	849	99	11	62	2.5	1944	582	652	225	404	81	0	0	2.4

American Community Survey 2013-17 5 year Truckee occupied units by owner/rental and Number of Occupants

TABLE G: TSD Daily Flow Data

Tahoe Donner, Donner Lake and Glenshire Service Areas

Date	Total Million Gallons	Date	Total Million Gallons
Wednesday, May 1, 2019	1.632	Monday, July 1, 2019	1.342
Thursday, May 2, 2019	1.556	Tuesday, July 2, 2019	1.301
Friday, May 3, 2019	1.508	Wednesday, July 3, 2019	1.350
Saturday, May 4, 2019	1.502	Thursday, July 4, 2019	1.573
Sunday, May 5, 2019	1.580	Friday, July 5, 2019	1.782
Monday, May 6, 2019	1.563	Saturday, July 6, 2019	2.010 Maximum
Tuesday, May 7, 2019	1.461	Sunday, July 7, 2019	1.866
Wednesday, May 8, 2019	1.433	Monday, July 8, 2019	1.607
Thursday, May 9, 2019	1.403	Tuesday, July 9, 2019	1.308
Friday, May 10, 2019	1.384	Wednesday, July 10, 2019	1.219
Saturday, May 11, 2019	1.365	Thursday, July 11, 2019	1.205
Sunday, May 12, 2019	1.392	Friday, July 12, 2019	1.230
Monday, May 13, 2019	1.387	Saturday, July 13, 2019	1.328
Tuesday, May 14, 2019	1.351	Sunday, July 14, 2019	1.462
Wednesday, May 15, 2019	1.298	Monday, July 15, 2019	1.405
Thursday, May 16, 2019	1.317	Tuesday, July 16, 2019	1.260
Friday, May 17, 2019	1.397	Wednesday, July 17, 2019	1.230
Saturday, May 18, 2019	1.329	Thursday, July 18, 2019	1.206
Sunday, May 19, 2019	1.326	Friday, July 19, 2019	1.234
Monday, May 20, 2019	1.361	Saturday, July 20, 2019	1.368
Tuesday, May 21, 2019	1.229	Sunday, July 21, 2019	1.515
Wednesday, May 22, 2019	1.201	Monday, July 22, 2019	1.484
Thursday, May 23, 2019	1.227	Tuesday, July 23, 2019	1.299
Friday, May 24, 2019	1.196	Wednesday, July 24, 2019	1.229
Saturday, May 25, 2019	1.255	Thursday, July 25, 2019	1.233
Sunday, May 26, 2019	1.488	Friday, July 26, 2019	1.278
Monday, May 27, 2019	1.515	Saturday, July 27, 2019	1.377
Tuesday, May 28, 2019	1.419	Sunday, July 28, 2019	1.518
Wednesday, May 29, 2019	1.217	Monday, July 29, 2019	1.488
Thursday, May 30, 2019	1.185	Tuesday, July 30, 2019	1.323
Friday, May 31, 2019	1.198	Wednesday, July 31, 2019	1.234
Saturday, June 1, 2019	1.189	Thursday, August 1, 2019	1.234
Sunday, June 2, 2019	1.242	Friday, August 2, 2019	1.278
Monday, June 3, 2019	1.269	Saturday, August 3, 2019	1.361
Tuesday, June 4, 2019	1.193	Sunday, August 4, 2019	1.525
Wednesday, June 5, 2019	1.139	Monday, August 5, 2019	1.470
Thursday, June 6, 2019	1.153	Tuesday, August 6, 2019	1.288
Friday, June 7, 2019	1.172	Wednesday, August 7, 2019	1.222
Saturday, June 8, 2019	1.202	Thursday, August 8, 2019	1.219
Sunday, June 9, 2019	1.283	Friday, August 9, 2019	1.254
Monday, June 10, 2019	1.297	Saturday, August 10, 2019	1.338
Tuesday, June 11, 2019	1.181	Sunday, August 11, 2019	1.491
Wednesday, June 12, 2019	1.155	Monday, August 12, 2019	1.387
Thursday, June 13, 2019	1.132	Tuesday, August 13, 2019	1.215
Friday, June 14, 2019	1.136	Wednesday, August 14, 2019	1.146
Saturday, June 15, 2019	1.191	Thursday, August 15, 2019	1.133
Sunday, June 16, 2019	1.281	Friday, August 16, 2019	1.131
Monday, June 17, 2019	1.279	Saturday, August 17, 2019	1.228
Tuesday, June 18, 2019	1.176	Sunday, August 18, 2019	1.356
Wednesday, June 19, 2019	1.123	Monday, August 19, 2019	1.272
Thursday, June 20, 2019	1.102	Tuesday, August 20, 2019	1.140
Friday, June 21, 2019	1.128	Wednesday, August 21, 2019	1.080
Saturday, June 22, 2019	1.217	Thursday, August 22, 2019	1.095
Sunday, June 23, 2019	1.330	Friday, August 23, 2019	1.106
Monday, June 24, 2019	1.286	Saturday, August 24, 2019	1.219
Tuesday, June 25, 2019	1.120	Sunday, August 25, 2019	1.243
Wednesday, June 26, 2019	1.067	Monday, August 26, 2019	1.204
Thursday, June 27, 2019	1.074	Tuesday, August 27, 2019	1.080
Friday, June 28, 2019	1.102	Wednesday, August 28, 2019	1.046
Saturday, June 29, 2019	1.172	Thursday, August 29, 2019	0.987
Sunday, June 30, 2019	1.316	Friday, August 30, 2019	1.041
		Saturday, August 31, 2019	1.163
		Sunday, September 1, 2019	1.497
		Monday, September 2, 2019	1.546
		Tuesday, September 3, 2019	1.367
		Wednesday, September 4, 2019	1.055
		Thursday, September 5, 2019	0.997
		Friday, September 6, 2019	0.979
		Saturday, September 7, 2019	0.997
		Sunday, September 8, 2019	1.092
		Monday, September 9, 2019	1.094
		Tuesday, September 10, 2019	0.985
		Wednesday, September 11, 2019	0.941
		Thursday, September 12, 2019	0.936
		Friday, September 13, 2019	0.974
		Saturday, September 14, 2019	1.014
		Sunday, September 15, 2019	1.092
		Monday, September 16, 2019	1.088
		Tuesday, September 17, 2019	0.976
		Wednesday, September 18, 2019	0.899
		Thursday, September 19, 2019	0.919
		Friday, September 20, 2019	0.923
		Saturday, September 21, 2019	0.993
		Sunday, September 22, 2019	1.084
		Monday, September 23, 2019	1.068
		Tuesday, September 24, 2019	0.937
		Wednesday, September 25, 2019	0.881
		Thursday, September 26, 2019	0.871
		Friday, September 27, 2019	0.880
		Saturday, September 28, 2019	0.954
		Sunday, September 29, 2019	1.041
		Monday, September 30, 2019	1.030
		Tuesday, October 1, 2019	0.916
		Wednesday, October 2, 2019	0.883
		Thursday, October 3, 2019	0.888
		Friday, October 4, 2019	0.904
		Saturday, October 5, 2019	0.926
		Sunday, October 6, 2019	1.014
		Monday, October 7, 2019	1.007
		Tuesday, October 8, 2019	0.917
		Wednesday, October 9, 2019	0.899
		Thursday, October 10, 2019	0.906
		Friday, October 11, 2019	0.919
		Saturday, October 12, 2019	0.952
		Sunday, October 13, 2019	1.020
		Monday, October 14, 2019	1.027
		Tuesday, October 15, 2019	0.910
		Wednesday, October 16, 2019	0.862
		Thursday, October 17, 2019	0.848
		Friday, October 18, 2019	0.854
		Saturday, October 19, 2019	0.896
		Sunday, October 20, 2019	0.964
		Monday, October 21, 2019	0.974
		Tuesday, October 22, 2019	0.863
		Wednesday, October 23, 2019	0.839
		Thursday, October 24, 2019	0.831
		Friday, October 25, 2019	0.836
		Saturday, October 26, 2019	0.879
		Sunday, October 27, 2019	0.933
		Monday, October 28, 2019	0.993
		Tuesday, October 29, 2019	0.974
		Wednesday, October 30, 2019	0.896
		Thursday, October 31, 2019	0.873
		Friday, November 1, 2019	0.818
			Minimum

**TABLE H: Estimation of Truckee Overnight
Visitor Population**

	Low Day 1-Nov	High Day 6-Jul	Difference
<u>Total Flow (Million Gallons per Day)</u>			
Donner Lake	0.288	0.633	
Tahoe Donner	0.326	1.103	
Glenshire	0.205	0.273	
Total in TSD Areas	0.818	2.010	1.192
<u>Estimated Total Population</u>			
Donner Lake	2,883	6,333	
Tahoe Donner	3,255	11,032	
Glenshire	2,046	2,735	
Total in TSD Areas	8,184	20,100	11,916
% of Truckee DUs in TSD Area			78.5%
Visitors in all of Truckee			15,176
Hotel & Campground Population			1,596
Second Home Population			13,580
Persons per Second Home			2.37
Source: Truckee Sanitary District			

TABLE I: Employee Service Area Population by TAZ

TAZ #	StreetLight Zone	Employment Generators -- 1,000 SF of Floor Area							Employees							Total	Calibrated Total	
		Highway Commercial	Commercial	General Office	Medical/Dental Office	Govern-ment Office	Light Industrial	Ware-housing	Highway Commercial	Comm-ercial	General Office	Medical/Dental Office	Govern-ment Office	Light Industrial	Ware-housing			Special Gener-ators
2	Donner Lake North/Deerfield	0.0	5.6	3.8	0.0	0.0	0.0	0.0	0	11	13	0	0	0	0	0	24	25
3	Donner Lake North/Deerfield	0.0	0.7	16.7	0.0	0.0	4.6	0.0	0	1	56	0	0	11	0	0	68	73
4	Donner Lake South	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0	9	0	0	0	0	0	0	9	9
6	Donner Lake North/Deerfield	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
7	Donner Lake North/Deerfield	0.0	17.4	3.4	0.0	3.6	0.0	0.0	0	34	11	0	11	0	0	0	57	61
8	Donner Lake North/Deerfield	6.3	0.0	6.0	0.0	0.0	0.0	0.0	16	0	20	0	0	0	0	0	36	39
9	Gateway/Armstrong	7.0	38.1	19.0	1.8	0.0	0.0	0.0	18	76	63	7	0	0	0	0	164	177
10	Gateway/Armstrong	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
11	Gateway/Armstrong	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0	0	3	0	0	0	0	0	3	3
12	Deerfield Drive	14.3	2.8	0.0	0.0	0.0	0.0	0.0	37	6	0	0	0	0	0	0	42	46
13	Gateway/Armstrong	0.0	0.0	14.4	0.0	0.0	0.0	0.0	0	0	48	0	0	0	0	0	48	52
14	Gateway/Armstrong	0.0	12.4	2.4	0.0	0.0	0.0	0.0	0	25	8	0	0	0	0	0	33	35
15	Gateway/Armstrong	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
16	Gateway/Armstrong	2.2	55.2	6.2	2.4	34.4	34.4	0.0	6	109	21	10	104	79	0	0	329	355
17	Gateway/Armstrong	2.9	50.5	3.0	0.0	0.0	18.6	0.0	7	100	10	0	0	43	0	0	160	173
18	Gateway	0.0	132.5	0.0	0.0	0.0	3.1	0.0	0	263	0	0	0	7	0	0	270	292
19	Gateway	0.0	2.5	4.9	46.4	0.0	0.0	0.0	0	5	16	186	0	0	0	0	207	224
20	Deerfield Drive	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
21	Gateway	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0	8	0	0	0	0	0	0	8	9
22	Gateway	0.0	48.0	12.8	26.4	29.8	0.0	0.0	0	95	43	106	90	0	0	433	767	828
23	Gateway	0.0	0.0	0.0	0.0	14.2	0.0	0.0	0	0	0	0	43	0	0	90	133	144
24	West River Street	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
25	West River Street	0.0	128.8	14.8	2.4	12.7	46.5	77.0	0	255	49	10	39	107	51	0	511	552
26	Pioneer Trail	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
27	Tahoe Donner	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
28	Tahoe Donner	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
29	Tahoe Donner	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0	0	7	0	0	0	0	0	7	7
30	Tahoe Donner	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
31	Tahoe Donner	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0	0	0	0	0	7	0	0	7	8
32	Tahoe Donner	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
33	Tahoe Donner	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
34	Tahoe Donner	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
35	Tahoe Donner	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
36	Tahoe Donner	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0	2	7	0	0	0	0	0	9	9
37	Tahoe Donner	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0	0	31	0	0	0	0	0	31	33
38	Downtown	0.0	34.6	7.9	7.9	0.0	6.3	0.0	0	69	26	32	0	15	0	0	141	152
39	Downtown	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	8	8	9
40	Downtown	0.0	0.0	0.0	0.0	0.0	59.3	0.0	0	0	0	0	0	137	0	0	137	148
41	Downtown	0.0	3.4	3.7	0.0	0.0	0.0	0.0	0	7	12	0	0	0	0	0	19	21
42	Downtown	0.0	99.0	0.0	0.0	0.0	0.0	0.0	0	196	0	0	0	0	0	0	196	212
43	Downtown	0.0	12.2	6.2	0.0	0.0	0.0	0.0	0	24	20	0	0	0	0	0	45	48
44	Downtown	2.9	23.6	0.0	0.0	0.0	5.3	4.8	7	47	0	0	0	12	3	0	70	75
45	Downtown	4.2	1.6	0.0	0.0	0.0	0.0	0.0	11	3	0	0	0	0	0	0	14	15
46	Downtown	0.0	18.8	5.9	1.4	6.9	0.0	3.5	0	37	20	6	21	0	2	0	86	93
47	Downtown	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0	0	13	0	0	0	0	0	13	14
48	Downtown	0.0	11.7	0.0	0.0	0.0	11.7	10.5	0	23	0	0	0	27	7	0	57	62
49	Downtown	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
50	Downtown	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
51	Downtown	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0	4	0	0	0	5	0	0	9	9
52	Downtown	0.0	0.0	0.0	0.0	32.0	58.9	0.0	0	0	0	0	97	136	0	0	233	252
53	Downtown	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0	0	0	0	0	9	0	0	9	10
54	Downtown	0.0	2.0	0.0	0.0	0.0	5.0	0.0	0	4	0	0	0	12	0	0	16	17
55	Sierra Meadows	0.0	10.0	0.0	0.0	0.0	0.8	0.0	0	20	0	0	0	2	0	0	22	23
56	Sierra Meadows	4.9	17.0	3.2	1.5	1.5	0.0	0.0	13	34	11	6	5	0	0	0	67	73
57	Sierra Meadows	0.0	1.8	5.4	0.9	0.0	0.0	0.0	0	4	18	4	0	0	0	0	25	27
58	North of Brockway	0.0	17.4	22.1	4.6	0.0	0.0	0.0	0	34	73	18	0	0	0	0	126	136
59	North of Brockway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
60	North of Brockway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
61	Sierra Meadows	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
62	Riverview Park/Town Offices	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0	0	0	0	0	0	0	0	0	0
63	Riverview Park/Town Offices	6.4	26.8	0.0	0.0	0.0	0.0	0.0	16	53	0	0	0	0	0	0	70	75
64	Riverview Park/Town Offices	0.0	13.2	29.3	0.0	49.5	22.6	139.3	0	26	97	0	150	52	93	0	419	452
65	Sierra Meadows	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
66	North of Brockway	0.0	36.0	14.0	0.0	0.0	0.0	0.0	0	71	47	0	0	0	0	0	118	127
67	Riverview Park/Town Offices	0.0	0.0	0.0	0.0	0.0	121.5	0.0	0	0	0	0	0	280	0	16	296	320
68	Olympic Heights	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
69	Glenshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
70	Glenshire	0.0	16.1	0.9	0.0	0.0	4.0	0.0	0	32	3	0	0	9	0	0	44	48
71	Glenshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
72	Glenshire	0.0	5.5	3.0	0.0	0.0	0.0	0.0	0	11	10	0	0	0	0	0	21	23
73	Old Greenwood	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
74	Prosser Lakeview/Grays	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0	0	0	0	45	0	0	0	45	49
75	Prosser Lakeview/Grays	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
76	Prosser Lakeview/Grays	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
77	Prosser Lakeview/Grays	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
78	Prosser Lakeview/Grays	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
79	Pioneer Trail	0.0	61.0	73.8	3.2	0.0	98.1	27.6	0	121	245	13	0	226	18	0	624	674
80	Alder Drive	0.0	0.0	0.0	0.0	0.0	96.8	0.0	0	0	0	0	0	223	0	0	223	241
81	Alder Drive	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
82	Tahoe Donner	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
83	Pioneer Trail	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
84	Tahoe Donner	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
85	Gateway/Armstrong	0.0	0.0	0.0	0.0	0.1	19.8	0.0	0	0	0	0	0	46	0	0	46	50
86	Deerfield Drive	6.0	86.3	0.0	0.0	0.0	0.0	0.0	15	171	0	0	0	0	0	6	192	208
87	Alder Drive	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
88	Alder Drive	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
89	Alder Drive	0.0	0.0	0.9	0.0</													

TABLE J: Employees per Thousand Square Feet Factors

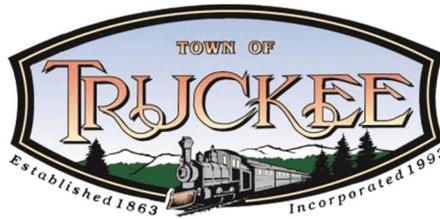
	Land Use Type						
	Highway Comm- ercial	Comm- ercial	General Office	Medical/ Dental Office	Govern- ment Office	Light Industrial	Ware- housing
ITE Weekday Trips per 1,000 Square Feet	624.2	44.32	11.03	34.8	22.59	6.97	1.74
ITE Weekday Trips per Employee	243.38	22.36	3.32	8.70	7.45	3.02	5.05
Employees per 1,000 Square Feet	2.6	2.0	3.3	4.0	3.0	2.3	0.7

Source: Institute of Transportation Engineers Trip Generation (10th Edition)

TABLE K: VMT per Service Population

TAZ	StreetLight Zone	Daily VMT	Service Population			Daily VMT per Service Population	Daily VMT per Resident/Visitor Population	Daily VMT per Employee
			Resident/Visitor	Employee	Total			
2	Donner Lake North	11,953	103	25	128	93	116	470
3	Donner Lake North	23,645	745	73	818	29	32	324
4	Donner Lake South	46,323	1,459	9	1468	32	32	5043
6	Donner Lake North	18,256	329	0	329	55	55	-
7	Donner Lake North	43,131	839	61	900	48	51	704
8	Donner Lake North	35,332	131	39	170	208	270	906
9	Gateway/Armstrong	56,014	0	177	177	316	-	316
10	Gateway/Armstrong	14,186	543	0	543	26	26	-
11	Gateway/Armstrong	0	0	3	3	0	-	0
12	Deerfield Drive	84,555	432	46	478	177	196	1853
13	Gateway/Armstrong	2,948	0	52	52	57	-	57
14	Gateway/Armstrong	14,477	126	35	161	90	115	412
15	Gateway/Armstrong	14,335	551	0	551	26	26	-
16	Gateway/Armstrong	54,000	0	355	355	152	-	152
17	Gateway/Armstrong	43,603	0	173	173	251	-	251
18	Gateway	110,461	11	292	303	365	10042	379
19	Gateway	26,683	5	224	229	117	5337	119
20	Deerfield Drive	0	2	0	2	0	0	-
21	Gateway	3,077	0	9	9	359	-	359
22	Gateway	62,498	0	828	828	75	-	75
23	Gateway	10,716	249	144	393	27	43	75
24	West River Street	1,105	0	0	0	-	-	-
25	West River Street	86,170	100	552	652	132	862	156
26	Pioneer Trail	0	0	0	0	-	-	-
27	Tahoe Donner	5,380	385	0	385	14	14	-
28	Tahoe Donner	25,214	1,603	0	1603	16	16	-
29	Tahoe Donner	9,624	666	7	673	14	14	1341
30	Tahoe Donner	15,678	981	0	981	16	16	-
31	Tahoe Donner	26,007	1,452	8	1460	18	18	3431
32	Tahoe Donner	6,965	380	0	380	18	18	-
33	Tahoe Donner	41,107	2,147	0	2147	19	19	-
34	Tahoe Donner	16,632	794	0	794	21	21	-
35	Tahoe Donner	64,245	3,301	0	3301	19	19	-
36	Tahoe Donner	4,104	74	9	83	49	55	444
37	Tahoe Donner	34,631	1,456	33	1489	23	24	1049
38	Downtown	54,954	98	152	250	220	561	361
39	Downtown	90,093	121	9	130	692	745	9871
40	Downtown	13,414	27	148	175	77	497	91
41	Downtown	5,941	23	21	44	136	258	289
42	Downtown	116,928	13	212	225	520	8994	551
43	Downtown	24,251	89	48	137	177	272	503
44	Downtown	41,432	0	75	75	551	-	551
45	Downtown	22,277	4	15	19	1168	5569	1479
46	Downtown	35,105	134	93	227	155	262	379
47	Downtown	5,328	65	14	79	68	82	391
48	Downtown	17,713	13	62	75	237	1363	287
49	Downtown	0	0	0	0	-	-	-
50	Downtown	0	0	0	0	-	-	-
51	Downtown	2,836	0	9	9	306	-	306
52	Downtown	22,225	2	252	254	88	11112	88
53	Downtown	3,299	85	10	95	35	39	331
54	Downtown	6,335	78	17	95	67	81	378
55	Sierra Meadows	8,977	13	23	36	247	691	383
56	Sierra Meadows	47,342	708	73	781	61	67	649
57	Sierra Meadows	36,502	932	27	959	38	39	1344
58	North of Brockway	68,623	1,099	136	1235	56	62	503
59	North of Brockway	2,420	13	0	13	186	186	-
60	North of Brockway	0	0	0	0	-	-	-
61	Sierra Meadows	1,388	13	0	13	107	107	-
62	Riverview Park/Town Offices	0	0	0	0	0	-	0
63	Riverview Park/Town Offices	51,027	153	75	228	224	334	679
64	Riverview Park/Town Offices	39,232	0	452	452	87	-	87
65	Sierra Meadows	1,726	98	0	98	18	18	-
66	North of Brockway	44,610	201	127	328	136	222	350
67	Riverview Park/Town Offices	22,604	0	320	320	71	-	71
68	Olympic Heights	17,640	377	0	377	47	47	-
69	Glenshire	78,774	1,826	0	1826	43	43	-
70	Glenshire	100,281	2,358	48	2406	42	43	2097
71	Glenshire	723	44	0	44	16	16	-
72	Glenshire	12,555	154	23	177	71	82	557
73	Old Greenwood	12,855	440	0	440	29	29	-
74	Prosser Lakeview/Grays	3,479	10	49	59	59	348	71
75	Prosser Lakeview/Grays	5,651	161	0	161	35	35	-
76	Prosser Lakeview/Grays	26,372	909	0	909	29	29	-
77	Prosser Lakeview/Grays	1,914	155	0	155	12	12	-
78	Prosser Lakeview/Grays	9,999	328	0	328	30	30	-
79	Pioneer Trail	116,834	711	674	1385	84	164	173
80	Alder Drive	18,214	132	241	373	49	138	75
81	Alder Drive	12,468	284	0	284	44	44	-
82	Tahoe Donner	1,993	58	0	58	34	34	-
83	Pioneer Trail	169	8	0	8	21	21	-
84	Tahoe Donner	7,552	0	0	0	-	-	-
85	Gateway/Armstrong	701	0	50	50	14	-	14
86	Deerfield Drive	171,344	0	208	208	824	-	824
87	Alder Drive	0	0	0	0	-	-	-
88	Alder Drive	1,555	64	0	64	24	24	-
89	Alder Drive	0	0	3	3	0	-	0
90	Sierra Meadows	7,979	374	0	374	21	21	-
91	Prosser Lakeview/Grays	18,221	625	0	625	29	29	-
92	Pioneer Trail	10,307	0	22	22	477	-	477
93	Glenshire	0	0	0	0	-	-	-
	TOTAL	2,437,218	31,864	6,844	38708	63	76	356

Attachment 2



Date: April 16, 2022

To: VMT Thresholds Project File

From: Becky Bucar, Engineering Manager

RE: VMT Thresholds Amendment Technical Memorandum

The purpose of this memo is to provide technical documentation and substantial evidence associated with the proposed amendments to the Town's VMT Thresholds.

California Senate Bill (SB) 743 requires changes in how transportation impacts are evaluated under the California Environmental Quality Act (CEQA) environmental review process. On June 23, 2020, the Town adopted VMT Screening Criteria and Significance Thresholds with the adoption of Resolution 2020-21. The adopted thresholds were supported by a technical memorandum prepared by LSC Transportation Consultants (*Truckee VMT Guidelines*, June 11, 2020) and the Senate Bill 743 Vehicle Miles Traveled Implementation Report prepared for the Nevada County Transportation Commission (Fehr & Peers, July 6, 2020). This memorandum is meant to supplement LSC's 2020 analysis to support the minor amendments to the VMT Thresholds Policy recommended by Town staff in June of 2020.

Proposed Amendments to the Town's VMT Thresholds

Expansion of Residential Screening Criteria

The Town proposes to add the following types of residential development to the list of projects that would be screened out in order to include workforce, middle-income, and locals housing.

- *“Any new residential unit or residential lot that is deed restricted to limit sale or rental to purchases or tenants that qualify under the “new project” standards of the adopted Below Market Rate Program. 100% percent of the housing and lots in a project must be restricted in this way in order for the project to meet this requirement.*
- *Any new for-sale or for-rent residential unit or lot that are deed restricted (55 years or longer) to limit sale or rental to purchasers or tenants with at least one person working an average of 30 hours or more per week at a local business located within the boundaries of the Tahoe-Truckee Unified School District, minimum one-year leases, and no short-term rentals. 100% percent of the housing in a project must be restricted in this way in order for the project to meet this requirement.”*

The inclusion of these housing types is justified by the following statement in the June 11, 2020 LSC Memo:

“It can be concluded that any new residential unit in Truckee that is used for workforce housing (a unit restricted by income, price, market appreciation or for persons employed locally) results in a net reduction in global VMT, and thus should be exempted. Note that this exemption does not apply to any residential unit that could be used as a second or vacation home.”

The 180% AMI threshold is justified by Truckee’s Below Market Rate Program and Housing Needs Assessment prepared by the Mountain Housing Council in October of 2021. This study found that the highest housing need for *locals* in the area is within the 195% AMI and below category. The Below Market Rate Program requires new units (not yet built) to be 180% AMI or lower to qualify for the program.

Non-Residential Screening Criteria and Identification of Land Uses That Are Considered Local

The currently-adopted Town VMT thresholds screen out “any Local-Serving Commercial Development that is less than 10,000 square feet of floor area. Commercial development includes retail, restaurants, services, and offices. This does not apply to a regional-serving retail or event venue project where more than 20 percent of customers are expected to come from outside the eastern Nevada County/eastern Placer County/eastern Sierra County region (excluding pass-by trips), or an office (or other major employment generator) where more than 20 percent of employees are expected to live outside this region. The origins of customers may be estimated based on market studies, data collected at similar existing projects, or opinions of qualified professionals.”

Non-Residential Floor Area Screening Criteria

The Town is proposing to amend this threshold by increasing the maximum floor area screening criteria from 10,000 square feet of building floor area to 15,000 square feet (and 40,000 square feet for outdoor recreation facilities that do not include a building). However, the Town is also proposing to revise this screening criteria such that the project must be located within ½ mile of key transportation corridors that are central to Truckee, served by transit, and/or contain multiple pedestrian and bicycle facilities (see Figure B of the thresholds); or neighborhood commercial and commercial zones located in the Tahoe Donner, Glenshire, and Donner Lake neighborhoods. This criteria was established based on the fact that placing non-residential uses close to residential and mixed uses has the potential to reduce VMT (even at the 15,000 square foot size). Furthermore, the OPR Guidelines and the NCTC report identify 50,000 square feet of floor area as a reasonable threshold to local-serving retail. The Town’s thresholds represent a more conservative approach to VMT screening, such that fewer projects would be screened out, than had OPR’s 50,000 square foot recommendation been applied.

Identification of Local Uses

The local-serving requirement of the existing screening criteria was based on the fact that additional commercial development within Truckee, from a regional perspective, tends to reduce trips to more remote shopping opportunities, thereby reducing overall VMT. However, to avoid

the need for a detailed analysis to estimate the percentage of customers or employees that live within the region, Town staff recommends incorporating the following list of land uses that (by their nature) can be assumed to be local serving:

- Grocery store
- Restaurant or bar
- Laundry or dry cleaners
- Personal services (barber, salon, etc.)
- Bank or financial services
- Medical or dental services
- Gym, health club, fitness studio
- Childcare center
- Membership organization facilities (e.g. social and fraternal, political organizations, and professional membership organizations)
- Public assembly uses
- Library
- Civic center or community center
- Police or fire station
- Government support facility
- Community park
- Post office
- Industrial and manufacturing uses
- Recreational facilities
- Utility facilities (water, sewer, communication, etc.)

This list is consistent with that used by Placer County except that eastern Placer County uses a threshold of 40,000 square feet for grocery and 20,000 square feet for other uses; schools have been excluded from the Town list; and industrial and manufacturing and recreational uses have been added to the Town list. Schools were excluded because they typically generate high levels of VMT (especially without adequate busing) and some public schools (such as charter schools) may have a wide area in which students live. Industrial and manufacturing uses are included because the size limitation would only support industrial and manufacturing uses that are locally based. Recreational uses are included because recreational facilities of this size typically supplement existing recreational opportunities, without significantly increasing recreational demand (if the proposed recreational amenity project is not constructed, the resident or visitor would likely substitute a different local recreation opportunity).

Achieving AB 743's Goals

The amendments to the thresholds are minor and the proposed amended thresholds are appropriate in achieving SB 743's three primary goals, as summarized below: (1) achieve California's greenhouse gas emission goals, (2) promote active transportation, and (3) promote infill development.

- Achieve greenhouse gas emission goals – consistent with the existing thresholds, the proposed thresholds of significance work towards achieving California's greenhouse gas emission goals because the policy is generally consistent with OPR's recommendations; and the screening criteria and threshold of significance are consistent with the goal to reduce VMT per unit by 15 percent. See June 2020 memo for additional analysis.
- Promote active transportation – consistent with the existing thresholds, the proposed thresholds promote active transportation as follows:
 - Active Transportation improvements, including new trails, bike lanes, and sidewalks are screened out.

- The screening threshold regarding the location of free market residential units will tend to focus such development in the central core of Truckee where the bicycle and pedestrian facilities are relatively well developed.
- The screening threshold that includes local-serving development has the potential to encourage new commercial development within convenient walk/bike distance of residential areas.
- Improve non-motorized (bicycle and pedestrian) network connections is identified as a potential mitigation measure. See June 2020 memo for additional analysis.
- Promote infill development – consistent with the existing thresholds, the screening thresholds encourage development within ½ mile of the key mixed use development corridors that are relatively well served by existing transit services, sidewalks and bicycle facilities. In addition, the closer a development is to other land use types, the lower the average VMT generation, making infill development less likely to require mitigation.