



# Memorandum

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<b>To</b>	Roland Curry, Kinder Morgan Project Manager		
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<b>Subject</b>	VMT and Trip Generation Memorandum	<b>Project no.</b>	12555811

## 1. Introduction

Kinder Morgan operates the existing Bradshaw Terminal located in Sacramento, California. The terminal currently receives refined petroleum, Bio Diesel and blending products through pipelines and trucks for storage and distribution. The objective of this project is to increase the terminals renewable products throughput by designing and constructing new renewable and Bio Diesel railcar unloading system, storage tanks, and truck loading systems.

### 1.1 Project Description

The project involves the design of new rail spurs and unloading equipment on the east side of the terminal limits, with a capacity to offload up to 22 railcars per day. All 22 offloading spots will be capable of offloading Renewable Diesel. Two locations are capable of offloading both Renewable Diesel and B100 Bio Diesel. A 3rd location will be dedicated to offload Renewable Diesel but includes a connection for B100 Bio Diesel to offload any out of place Bio railcars. Renewable Diesel will be discharged to a new 80,000-barrel (BBL) storage tank (70,000 BBL working cap), while B100 Bio Diesel will be stored at either the existing 5,000 BBL B-7 tank, or a new 15,000 BBL tank. The new storage tanks will be installed at the northwest side of the terminal within an existing containment area. The Bradshaw Terminal expansion will also involve construction of a new truck rack capable of loading up to 20,000 BBLs/day of renewable, California Air Resources Board (CARB), and B100 Bio Diesel through two bays

### 1.2 Bradshaw Terminal Components

The project will include two rail spurs dedicated for Bio Diesel and RD offloading. The spurs will have a total of 22 railcar offloading locations. A culvert would be installed under the proposed rail spurs to maintain existing west to east drainage on the site. Piping systems (with pumps, valves, meters, instruments, etc.) will be included to transfer the product from railcars to the storage tank, and to a new 2-lane truck loading rack.

Local operations will require 3-5 new employees at the site to manage operations and maintain project facilities. A modular office/control building will be installed on the northern portion of the terminal site to locate employees closer to rail operations. It is anticipated that the control building would be approximately 1,000 square feet.

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## **1.3 Truck-Blending and Loading Racks**

The project will also include a new two-lane truck blending and loading rack, with option of red dye injection. The truck rack will be capable of blending B100 Bio Diesel with CARB or Renewable Diesel. Both new truck lanes will be capable of blending up to 20 percent Bio Diesel with either 80 percent CARB or Renewable Diesel (B5, B10, & B20).

New rack pumps will be installed and be capable of providing up to 10,000 BBLs/day of product throughput to each truck loading lane (total of 20,000 BBLs/day for two lanes).

One lane will be dedicated to a single customer (customer-dedicated lane) while the second lane will be used for communal load outs (communal lane). Customer dedicated lane will have the option of receiving product from either the customer dedicated tank or the communal storage tank. A new piping system will be required from existing pumps to new truck rack.

### **1.3.1 Interior Traffic Circulation Improvements**

The project would include interior traffic circulation improvements to accommodate existing and new truck trips and to provide access to the proposed new truck loading rack to prevent trucks from backing up and blocking public roads. A new interior road extension and truck turnaround would be constructed on the southern portion of the terminal site to accommodate existing and proposed truck movement. A new asphalt paved truck staging area would be installed adjacent to the existing interior terminal road and the proposed new truck loading rack. New asphalt approach and exits would be installed at the proposed truck loading rack.

## **1.4 Construction**

Construction of the project improvements is anticipated to begin in Spring 2022, with the facilities in operation by first quarter 2023.

## **1.5 Operation**

Site operations, including receipt and unloading of rail cars, and truck loading, would occur during site operational hours. The site currently operates 24/7. The rail system will be able to offload up to 20,000 BPD of product during one shift, 5 Days/Week.

## **2. Trip Generation**

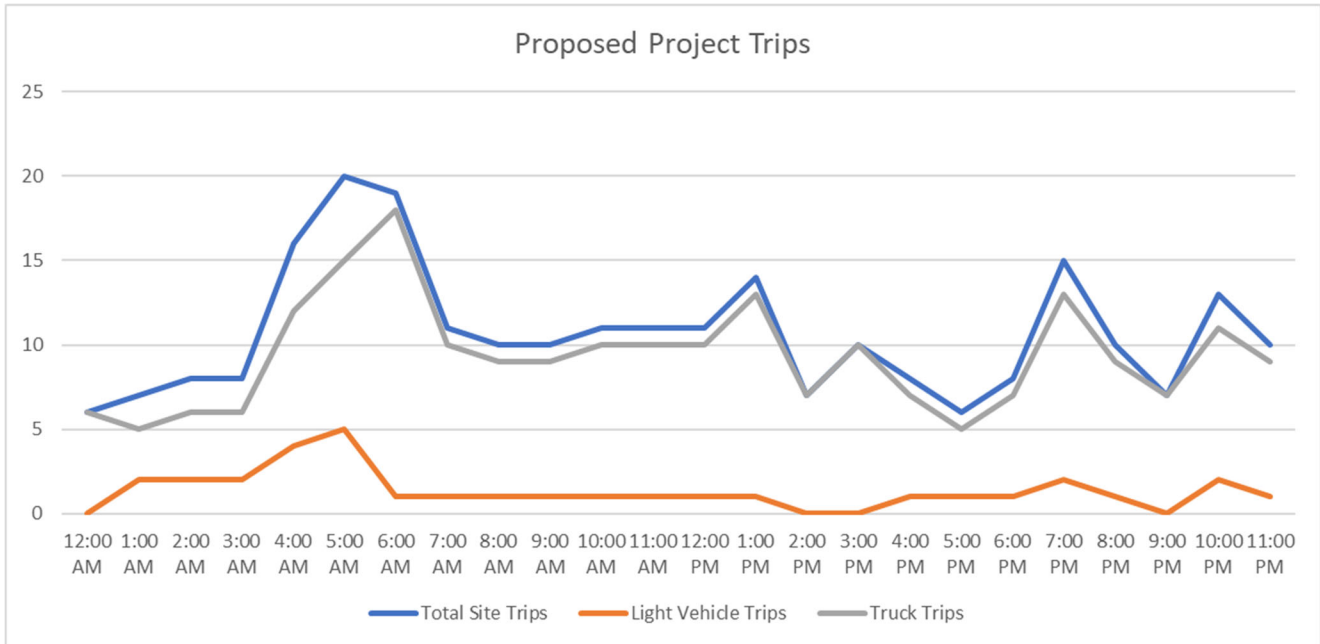
The project would result in on-road trips from new onsite employees, and from third-party truck (carrier) trips.

Third-party carriers access the project site, circulate onsite to the truck loading racks, load their trucks, and then exit the site to deliver fuel to their customers. All ingress and egress from the Bradshaw Terminal occur at the terminal entrance at the intersection of Bradshaw Road and Gore Road. The project's proposed increase in fuel throughput would result in 112 new truck loads (180 BBL per truck capacity), for 224 new truck trips per day. Third-party truck deliveries are anticipated for customers within the Sacramento Region.

The project's 3-5 new employees would generate 10 daily non-truck trips. Using the existing truck to non-truck trip ratios, total non-truck trip generation under the proposed project would total of 32 trips per day. Based on this data, if the only non-truck trips are the new employees, there would be 234 new trips. If the non-truck trips grew by the existing trip ratio, there would be 256 new trips.

The below figure presents the hourly proposed project trips.

**Figure 3.1: Hourly Proposed Project Trips**



### 3. VMT Analysis

The following sections present the policy the City of Rancho Cordova uses to screen the VMT requirements for new projects.

#### 3.1 Projects Exempt for Non-VMT Reasons

There are some non-VMT related CEQA principles that can be applied to certain projects to eliminate the need for VMT analysis. These include the following:

- The project is exempt from CEQA
- The decision required for the project is not discretionary
- The project was already analyzed in a prior certified EIR
- The City’s discretionary approval does not involve transportation issues, such as design review

The City will consider whether a project meets these or other non-VMT CEQA principles on a case-by-case basis.

#### 3.2 VMT Screening

The requirements to prepare a CEQA transportation VMT analysis apply to all land development projects, except for those that meet at least one of the following VMT-related criteria in the numbered list below. Projects may be screened out of VMT impacts using project size, VMT efficiency maps, transit availability, and provision of affordable housing. A project that meets at least one of the VMT screening criteria below would have a less than significant VMT impact due to project characteristics and/or location.

**1. Residential Located in a VMT Efficient Area:** The project is a residential project located in a VMT “efficient area” (in an area with 15% or more below the base year regional average household VMT/capita) based on location-based screening maps prepared by the City using the focused version of SACOG’s SACSIM19 regional model.

**2. Office/Business Professional Employment Project Located in a VMT Efficient Area:** The project is an office/business-professional project located in a VMT “efficient area” (15% or more below the base year city-wide average VMT/employee) based on the location-based screening maps prepared by the City using its focused version of SACOG’s SACSIM19 regional model.

**3. Industrial Project Located in a VMT Efficient Area:** The project is an industrial project located in “VMT efficient area” (at or below the base year city-wide average VMT/employee) based on the adopted location-based screening map by the City using its focused version of SACOG’s SACSIM19 regional model.

**4. Proximity to Transit:** A residential, retail, and office/business professional projects, as well as projects that are a mix of these uses, that are located within ½ mile of an existing or planned major transit stop (or along a high quality transit corridor).

**5. Small Project:** The project is a small project defined as generating less than 237 daily unadjusted trips ends using the latest ITE trip generation rates/procedures or a project-specific trip generation analysis reviewed and accepted by the City

**6. Local-Serving Retail Project:** A retail (or recreational) project is local-serving if it is consistent with the land uses listed in Appendix A and has a gross floor area no more than the following:

- 125,000 square feet, if located within the City’s Infill Area
- 200,000 square feet, if located within the City’s Growth Area

A retail project may also be defined as local-serving if a market study demonstrates that it is based on the size of its market area. Adding retail square footage (even if it is less than the gross floor area listed above) to an existing “regional” retail shopping area is not screened out. Hotels and motels are not considered local serving retail.

**7. Locally Serving Public/Quasi-Public Facility:** The project is a locally serving public facility if it serves the surrounding community or is a public facility that is a passive use (such as communication and utility buildings, water sanitation, and waste management). Local and regional public/quasi-public facilities are listed in Appendix A.

**8. Affordable Housing:** The project is affordable based on the City’s criteria for affordable housing. Only the portion of the project that meets the City’s criteria is screened out. For example, if the project is 100 units with 10 affordable housing units, transportation VMT analysis would not be necessary for the 10 affordable units but would be necessary for the remaining 90 units (unless they meet one of the other screening criteria). For purposes of applying the small project screening criteria, the applicant would only include the trip generation for the nonaffordable housing portion of the project (since the affordable housing portion is screened out).

**9. Mixed Use Project Screening Considerations:** The project’s individual land uses should be compared to the screening criteria above. It is possible for some of the mixed-use project’s land uses to be screened out and some to require further analysis. For purposes of applying the small project screening criteria, the applicant would only include the trip generation for portions of the project that are not screened out based on other screening criteria. For example, if a project includes residential and retail, and the retail component was screened out because it is locally serving; only the trip generation of the residential portion would be used to determine if the project meets the definition of a small project.

**10. Redevelopment Project Screening Considerations:** The project is a redevelopment project that demonstrates that the proposed project’s total project VMT is less than the existing land use’s total VMT. Exception: If a project replaces affordable housing (either deed restricted or other types of affordable housing) with a smaller number of moderate-income or high-income residential units, the project is not screened out and must analyze VMT impacts.

County staff determined that the Project will be screened out of VMT analysis requirements based on criteria 3, Industrial Project Located in a VMT Efficient Area.