



July 7, 2020

Mr. David Smith-Ferri  
Dry Creek Rancheria  
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Santa Rosa CA 95403  
*via email only:* [davids@drycreekrancheria.com](mailto:davids@drycreekrancheria.com)

**Subject: Dry Creek Rancheria Annexation Project- VMT Supplement**

Dear Mr. Smith-Ferri:

This letter is a supplement to Dry Creek Rancheria Annexation Project (Project) traffic study<sup>1</sup>. It provides an estimate of Project's Vehicle Miles Travelled (VMT) and the Transportation Demand Management (TDM) measures the Project plans to implement to reduce VMT.

The Project consists of 25 single-family two-bedroom units with attached garages for two cars and a community building. The community building's primary purpose is to serve village residents including bringing services, recreational opportunities, and cultural activities for elderly families. These units will be fully accessible to the Dry Creek Rancheria Band of Pomo Indians' (Tribe) tribal elderly and their families. All resident families are low income, at or below 80% of Sonoma County median income.

The Tribe provides a shuttle service to health clinics, monthly elder luncheons, Tribal gatherings, and other important appointments. The Tribe also plans to install electric vehicle (EV) infrastructure and clean and active transportation options for residents.

As of December 2018, the Governor's Office of Planning and Research (OPR) completed an update to the CEQA Guidelines to implement the requirements of SB 743<sup>2</sup>. The Guidelines state that VMT must be the metric used to determine significant transportation impacts statewide effective July 1, 2020. The recommended threshold for residential projects is 15% below existing VMT per capita. Existing VMT per capita may be measured as a regional VMT per capita or as city VMT per capita. The County of Sonoma or City of Cloverdale has not yet adopted thresholds for VMT level of significance, therefore, the OPR thresholds will be used (15%).

When a trip-based method is used to analyze a residential project, the focus can be on home-based trips per the OPR Guidelines. The Sonoma County Travel Model estimates the VMT per capita for Cloverdale at 10.90<sup>3</sup>. The persons per household in Cloverdale City is estimated at 2.77 (2.60 in Sonoma County)<sup>4</sup>.

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<sup>1</sup> Traffic Impact Analysis for Dry Creek Rancheria Annexation Project, Final Report, Transpedia Consulting Engineers, September 3, 2019.

<sup>2</sup> Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, State of California (OPR), December 2018.

<sup>3</sup> Sonoma County Travel Model 2015 VMT Estimates, Sonoma County Transportation Authority, February 11, 2020.

Therefore, the Project is estimated to have 755 VMT per day (25 units x 2.77 persons per unit x 10.90 VMT per person).

As mentioned earlier, the Project plans to implement the following TDM strategies to reduce VMT:

- Operate a shuttle service to health clinics, monthly elder luncheons, Tribal gatherings, and other important appointments. The maximum available VMT reduction from this strategy is 13.4%<sup>5</sup>.
- Install electric vehicle (EV) infrastructure for residents. The maximum available VMT reduction from this strategy is 12.7%<sup>6</sup>.
- Implement promotions and marketing programs to encourage Project residents to use clean and active transportation options. The maximum available VMT reduction from this strategy is 4%<sup>7</sup>.
- Include bike parking per County and City standards. The maximum available VMT reduction for this strategy is 0.625%<sup>8</sup>.
- Construct pedestrian network improvements to encourage residents to walk. The maximum available VMT reduction for this strategy is 2%<sup>9</sup>.

Overall, the TDM strategies are expected to reduce Project VMT by 32.725% which exceeds the 15% reduction threshold. Numerically, the Project is expected to reduce VMT by 247 per day. The Project is expected to generate 508 VMT per day with the implementation of these TDM strategies (755-247 = 508 VMT per day). Therefore, the Project is expected to have less than significant impact.

As mentioned earlier, all resident families are low income, at or below 80% of Sonoma County median income. The Governor's OPR presumes a less than significant impact for affordable residential developments in infill locations<sup>10</sup>. Although the Project is not in an infill location, its affordability nature and location within a future mixed-use development, is expected to reduce VMT further than calculated above.

Please let us know if you have questions.

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<sup>4</sup> Quick Facts, Cloverdale City and Sonoma County, US Census Bureau, US Department of Commerce, July 1, 2019.

<sup>5</sup> Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association (CAPCOA), August 2010.

<sup>6</sup> Same reference stated in footnote #5.

<sup>7</sup> Transportation Demand Management Strategies in LA VMT Calculator, City of Los Angeles, September 2019.

<sup>8</sup> Same reference stated in footnote #6.

<sup>9</sup> Same reference stated in footnote #6.

<sup>10</sup> Same reference stated in footnote #2.

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Sincerely,

*Transpedia Consulting Engineers*

A handwritten signature in cursive script that reads "Mousa Abbasi".

Mousa Abbasi, Principal  
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California Professional Civil Engineer No. 67935  
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