



11.9 VMT Analysis

DATE: August 13, 2025
TO: Richard Godsey, City of Beaumont
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 15718-06 VMT

BEAUMONT HEIGHTS BUSINESS CENTER VEHICLE MILES TRAVELED (VMT) ANALYSIS

Urban Crossroads, Inc. has completed the following Vehicle Miles Traveled (VMT) Analysis for Beaumont Heights Business Center (**Project**), which lies on vacant land within unincorporated Riverside County, west/southwest of the City of Beaumont and within the City of Beaumont Sphere of Influence (SOI). As one of the requested discretionary actions, the Project site would be annexed into the City of Beaumont. Upon annexation, the Project would be subject to City of Beaumont analytic policies and protocols.

PROJECT OVERVIEW

The proposed Project consists of the development of four industrial buildings and associated improvements. The Project is proposed to be annexed into the City’s jurisdiction, which would require Riverside County Local Agency Formation Commission (LAFCO) approval. The proposed Project would include approximately 5,182,891 square feet of combined office and industrial building area as summarized in Table 1. A site plan for the Project is provided in Attachment A.

TABLE 1: PROJECT SQUARE FOOTAGE ASSUMPTIONS

Building	Proposed Development ¹
1	641,622 Square Feet
2	1,386,044 Square Feet
3	1,488,920 Square Feet
4	1,666,305 Square Feet
Total	5,182,891 Square Feet

¹ Square footage includes office and industrial space.

Since the Project is being developed as a speculative industrial development, two tenant use options (**Tenant Use Option A & Tenant Use Option B**) are being considered.

TENANT USE OPTION A:

Option A assumes a total building area of 5,182,891 square feet, with 40% (2,073,156 square feet) allocated to general warehousing and 60% (3,109,735 square feet) allocated to fulfillment uses. The fulfillment space is evenly divided between High-Cube Fulfillment Center (Sort) and High-Cube Fulfillment Center (Non-Sort), with approximately 1,554,867 square feet allocated to each.

TENANT USE OPTION B

Option B assumes a total building area of 5,182,891 square feet, consisting of 1,000,000 square feet of High-Cube Cold Storage Warehouse, 1,073,156 square feet of General Warehousing, 1,554,867 square feet of High-Cube Fulfillment Center (Sort), and 1,554,868 square feet of High-Cube Fulfillment Center (Non-Sort).

BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. The VMT analysis presented in this report has been developed based on the adopted City of Beaumont adopted their Traffic Impact Analysis Guidelines for the City of Beaumont (updated July 2024) (**City Guidelines**) (1).

VMT SCREENING

City Guidelines identifies that a land use project may be determined to have a non-significant transportation impact if it meets one or more VMT screening criteria. Each of the screening criteria listed in the City Guidelines are described in Table 2 along with a determination of the Project's eligibility to meet each criterion.

TABLE 2: SCREENING FOR LAND USE PROJECTS EXEMPT FROM VMT ANALYSIS

Screening	Description	Result
1. Transit Priority Area (TPA) Screening	Projects located within a TPA (i.e., within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor) are presumed to have a less than significant impact on VMT.	Does not meet.
2. Low VMT Area Screening	Projects located within a low VMT generating zone that can reasonably be expected to generate VMT per service population that is similar to the existing land uses in the low VMT area are presumed to have a less than significant impact on VMT.	Does not meet.
3. Project Type Screening	Local-Serving Retail under 50,000 square feet, Local Essential Services, or projects generating less than 110 daily vehicle trips are presumed to have a less than significant impact on VMT.	Does not meet.

Consistent with the City Guidelines, as neither Project Tennant Use Options were found to not meet any of the applicable screening criteria steps, a project-level VMT analysis has been prepared.

TRAFFIC MODELING METHODOLOGY

City Guidelines identifies the Riverside County Transportation Model (RIVCOM) as the appropriate tool for conducting VMT forecasting and analysis for land use projects in the City of Beaumont, as it considers interaction between different land uses based on socio-economic data, such as population, households, and employment. The current version of RIVCOM 4.0.1 was released in January 2024 and represents the most current sub-regional transportation model for Riverside County.

VMT ANALYSIS METHODOLOGY

Consistent with City Guidelines, VMT has been estimated using the Origin/Destination method and Boundary method. For both methods, VMT is presented as total VMT and VMT per Service Population. Total VMT is an estimate of total vehicle travel and considers all vehicle trips and trip purposes; whereas VMT per service population is an efficiency metric that represents VMT generated on a typical weekday per person who lives and/or works in the City of Beaumont or in the case of the Project, per person who works within the Project. Total VMT provides an estimate of the total vehicle travel, while VMT per service population measures the efficiency of travel. Consistent with City Guidelines, the efficiency metric VMT per service population has been adopted by the City of Beaumont for transportation impact analysis.

ORIGIN/DESTINATION VMT

The Origin/Destination (OD) method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area (i.e., Project boundary) and tracks those trips to their estimated origins/destinations. Origins are all vehicle trips that start in a specific traffic analysis zone (TAZ) and destinations are all trips that end in a specific TAZ.

BOUNDARY VMT

City Guidelines also acknowledge that the VMT analysis should also contain an evaluation of a project's effect on VMT, which can be performed using the boundary method of calculating VMT. The boundary method is the sum of all weekday VMT on the roadway network within a designated boundary (i.e., City boundary or subregional boundary). The boundary method estimates VMT by multiplying vehicle trips on each roadway segment within the boundary by that segment's length. This approach consists of all trips, including those trips that do not begin or end in the designated boundary. As the Project lies in the City of Beaumont's SOI, consistent with City Guidelines, an assessment of a 10-mile boundary area surrounding the Project site has been conducted to ensure trips associated with the Project are not omitted.

VMT METRIC AND SIGNIFICANCE THRESHOLD

City Guidelines identifies project generated VMT per service population as the efficiency metric to be compared to the City of Beaumont current average VMT per service population. More specifically, City Guidelines identifies the following impact thresholds for project-level VMT analysis:

1. The baseline project-generated VMT per unit of measurement exceeds the City's current average VMT per service population, or

2. The cumulative project-generated VMT per unit of measurement exceeds the City's baseline VMT per service population.

The Project's effect on VMT would be considered significant if it resulted in either of the following conditions to be satisfied:

1. The baseline link-level boundary (City or subregional boundary) VMT per service population increases under the plus project condition compared to the no project condition, or
2. The cumulative link-level boundary (City or subregional boundary) VMT per service population increases under the plus project condition compared to the no project condition.

CITYWIDE AVERAGE VMT PER SERVICE POPULATION

The City of Beaumont's VMT per service population was calculated utilizing the RIVCOM base year (2018) traffic model and the cumulative year (2045) traffic model. All TAZs located within the City of Beaumont were selected and the total VMT was calculated from RIVCOM. For ease of comparison, the VMT for the City of Beaumont was then divided by the City's service population (i.e., population plus employment). Using straight-line interpolation, baseline (2025) VMT per service population is obtained from the base year and cumulative year results, which results in the City's baseline average VMT per service population of 31.0, as seen in Table 3.

TABLE 3: CITY OF BEAUMONT VMT PER SERVICE POPULATION

City of Beaumont	Baseline
VMT	1,962,307
Service Population	63,432
VMT per Service Population	31.0

PROJECT VMT ESTIMATES

In order to evaluate Project-generated VMT, standard land use information such as building square footage must first be converted into a RIVCOM-compatible dataset. The RIVCOM model utilizes socio-economic data (SED) (e.g., population and employment) as key inputs for the purposes of vehicle trip estimation. To isolate project-generated VMT, as recommended by City Guidelines, the existing SED data within Project TAZ 3222 was moved to an adjacent TAZ (TAZ 3233). SED data of Project TAZ 3222 only includes isolated SED data of Tenant Use Option A and similarly for Tenant Use Option B. Tables 4 and 5 present the SED inputs used to represent both Project Options respectively in the Project's TAZ within RIVCOM.

TABLE 4: TENANT USE OPTION A - SED ESTIMATES

Land Use	Quantity	Conversion Factor	Employees
Warehousing	2,073,156 SF	1,030 SF per Employee ¹	2,013
Fulfillment Non-Sort	1,554,868 SF	1,030 SF per Employee ¹	1,510
Fulfillment Sort ²	1,554,867 SF	600 SF per Employee ¹	2,073
Total	5,182,891 SF	-	6,114

¹ County of Riverside General Plan; Appendix E-2; Table E-5

² It should be noted Fulfillment Sort use is expected to have substantially higher volumes of passenger cars than a typical warehouse. Therefore, a higher employment rate was utilized to conservatively represent this Project use.

TABLE 5: TENANT USE OPTION B - SED ESTIMATES

Land Use	Quantity	Conversion Factor	Employees
Warehousing	1,073,156 SF	1,030 SF per Employee ¹	1,042
High Cube Cold Storage	1,000,000 SF	1,030 SF per Employee ¹	971
Fulfillment Non-Sort	1,554,868 SF	1,030 SF per Employee ¹	1,510
Fulfillment Sort ²	1,554,867 SF	600 SF per Employee ¹	2,591
Total	5,182,891 SF	-	6,114

¹ County of Riverside General Plan; Appendix E-2; Table E-5

² It should be noted Fulfillment Sort use is expected to have substantially higher volumes of passenger cars than a typical warehouse. Therefore, a higher employment rate was utilized to conservatively represent this Project use.

As the Project does not currently have a known tenant, employment estimates were allocated across a mix of industrial employment categories consistent with the United States Census Bureau's North American Industry Classification System (NAICS). These estimates were incorporated into the RIVCOM travel demand model, which was then run to evaluate the Project's VMT based on regional employment characteristics.

Table 6 presents the VMT per service population results for Project Tenant Use Option A and Option B, as generated by the RIVCOM travel demand model. As shown, both options exceed the applicable VMT threshold established by the City, indicating a potentially significant VMT impact. RIVCOM model outputs can be found in Attachment B.

TABLE 6: PROJECT-GENERATED VMT

	Option A: Baseline	Option A: Cumulative	Option B: Baseline	Option B: Cumulative
Service Population	6,114	6,114	6,114	6,114
VMT	295,552	275,291	312,311	290,532
VMT per Service Population	48.4	45.0	51.1	47.5
City Threshold	31.0	31.0	31.0	31.0
Exceeds City Threshold?	Yes	Yes	Yes	Yes

VMT REDUCTION STRATEGIES

Both Project Options are forecasted to exceed the City's threshold in the worst-case baseline condition and will require VMT reduction strategies in the form of trip reduction measures to reduce VMT to the extent feasible. Table 7 presents the percent over the City's threshold, VMT

over the City's Threshold, and the percent reduction in Project-generated VMT required to fully mitigate the near-term VMT impact, resulting in a required 36.0% for Tenant Use Option A and 39.4% VMT reduction for Tenant Use Option B.

TABLE 7: REQUIRED VMT REDUCTION

	Tenant Use Option A	Tenant Use Option B
VMT % Over Threshold	36.0%	41.6%
VMT Over Threshold	106,319	123,046
VMT % Reduction Required	-36.0%	-39.4%

The California Air Pollution Control Officers Association (**CAPCOA**) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (October 2024) (**Handbook**) (2) has been utilized to determine trip reduction measures that would be applicable to the Project. The Handbook describes methods to quantify reductions in greenhouse gas emissions and, in the case of Transportation measures (i.e., trip reduction strategies), the associated reductions to VMT. This evaluation will focus on a review of the Handbook's Transportation measures that are determined to be applicable to the Project.

SELECTING MEASURES

To determine which Transportation measures should be considered from the Handbook, land use type, scale, and locational context are each identified as key factors for determining an individual measure's applicability to a development project. The Handbook contains a fact sheet for each measure that describes the measure, locational context, scale of application, implementation requirements, and other considerations that should be reviewed to determine a measure's applicability.

PROJECT TYPE

Project type is an important consideration when determining which measures are applicable for consideration. For example, measures associated with neighborhood design are not applicable to an office project, whereas trip reduction programs intended to reduce employee commute VMT would not be applicable to an apartment project.

SCALE

The Handbook identifies that measures can be applied at different scales or geographic levels, however, "some measures may only be applicable at the project-level, whereas others may be more appropriate within a broader planning context such as for a general plan or climate action plan." The geographic levels considered in the Handbook include Project/Site and Plan/Community. Project/Site applies to measures that can reduce VMT at the scale of an individual development project or employer. Plan/Community refers to measures that reduce VMT at the scale of a specific plan, general plan or climate action plan. Transportation measures can be quantified at either the Project/Site scale or the Plan/Community scale, but never both.¹

¹ Handbook, Page 37

LOCATIONAL CONTEXT

The Handbook describes locational context as “used to identify trip reduction measures within the transportation sector that are appropriate in certain types of neighborhoods differentiated by transportation characteristics and level of development (e.g., rural, suburban, and urban).” More specifically, rural, suburban, and urban are defined as follows.

Rural: An area characterized by little development. Compared to urban and suburban areas, rural areas have a lower density of residences, higher numbers of single-family residences, and higher numbers of vehicle dependent land use patterns. Where applicable, the Handbook provides three land use distinctions within the rural locational context category— R_a , R_b , and R_c . R_a refers to rural areas within a master-planned community. These rural areas often include a broad offering of amenities and services, which may be accessed by walking or other alternative forms of transportation. R_b refers to rural areas adjacent to a commuter rail station with convenient rail service to a major employment center. As the name implies, these rural areas have greater access to commuter rail as an alternative mode of transportation. R_c refers to rural areas with transit service and that are near jobs/services.

Suburban: An area characterized by dispersed, low-density, single-use, automobile dependent land use patterns, usually outside of the central city. Also known as a suburb.

Urban: An area located within the central city with higher density land uses than in the suburbs. Often characterized by multi-family housing, tall office buildings, and dense retail.

The Project’s locational context is determined to be suburban.

TRANSPORTATION MEASURES

As noted in the Handbook, the Transportation section measures “promote transit and alternative transportation, support use of alternatively fueled vehicles, or encourage land use planning practices that reduce vehicle trips and vehicle miles traveled (VMT). Measures within the transportation sector are separated into seven subsectors: Land Use, Neighborhood Design, Parking or Road Pricing/Management, Transit, Trip Reduction Programs, Clean Vehicles and Fuels, and School Programs.”² For the purposes of this evaluation, the measures listed within the Trip Reduction Programs subsector that are focused on reducing employee commute VMT would be most applicable to the Project’s employment generating land uses.

TRIP REDUCTION PROGRAMS SUBSECTOR

Each fact sheet within the Trip Reduction Programs subsector was reviewed to determine each measure’s applicability to the Project.

The following explores all applicable mitigation measures for an employment project located in a suburban area. The quantification below assumes that potential future tenants implement the identified measures using default values supplied by the Handbook’s calculation fact sheet. Generally, trip reduction programs are more appropriate for the occupant/tenant (i.e., employer)

² Handbook, Page 30

to implement and monitor rather than the building owner or developer. As such, any VMT reductions are estimates only, as the Project does not have known tenants.

The City's VMT threshold is based on total VMT per service population, which includes all trip types, not just commute trips. However, following VMT mitigation measures are designed to reduce home-based work (HBW) VMT only.

For industrial projects, where non work trips (e.g., truck, visitor, and delivery trips) make up a significant portion of total VMT, these HBW focused measures may have limited effectiveness. As a result, even with mitigation, it can be challenging for an industrial project to reduce total VMT enough to meet the City's threshold.

T-7 COMMUTE TRIP REDUCTION (CTR) MARKETING

The Project will include a marketing strategy to promote the Project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT. The following features (or similar alternatives) of the marketing strategy are essential for effectiveness.

- On-site or online commuter information services.
- Employee transportation coordinators.
- On-site or online transit pass sales.
- Guaranteed ride home service.

TABLE 8: T-7 VMT CALCULATION VARIABLES

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from project/site employee commute VMT	0-4.0	%	calculated
User Inputs				
B	Percent of employees eligible for program ¹	0-100	%	user input
Constants, Assumptions, and Available Defaults				
C	Percent reduction in employee commute vehicle trips	-4	%	TRB 2010
D	Adjustment from vehicle trips to VMT	1	unitless	assumed

$$A = B \times C \times D$$

Project employers will provide their employees with materials and online resources as a means to promote the CTR program. As calculated for the Project, with proper implementation and 90%³ of the Project's employees eligible, this design feature is expected to reduce HBW VMT by 3.6%.

T-8 RIDESHARING PROGRAM

The Project will provide a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT. Ridesharing must be promoted through a multifaceted approach. Examples include the following.

- Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
- Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles.
- Providing an app or website for coordinating rides.

TABLE 9: T-8 VMT CALCULATION VARIABLES

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from project/site employee commute VMT	0-8.0	%	calculated
User Inputs				
B	Percent of employees eligible for program ¹	0-100	%	user input
Constants, Assumptions, and Available Defaults				
C	Percent reduction in employee commute VMT	4	%	SANDAG 2019

$$A = B \times C$$

The Project could be designed to provide carpool/vanpool/EV parking designated spaces in locations of easy and convenient accessibility to the Project building. As calculated for the Project, with proper implementation and 90%⁴ of the Project's employees eligible, the Project is expected to reduce HBW VMT by 3.6%.

T-10 END-OF-TRIP BICYCLE FACILITIES

This measure is listed in the Handbook as available to projects in a suburban setting. As described in the Handbook, "the measure will install and maintain end-of-trip facilities for employee use.

³ Employees who might not be able to participate could include those who work nighttime hours when transit and rideshare services are not available or employees who are required to drive to work as part of their job duties. As the Project is estimated to operate during typical business hours, it is expected that 90% of the employees will be operating during hours in which services associated with reduction measures are available.

⁴ Employees who might not be able to participate could include those who work nighttime hours when transit and rideshare services are not available or employees who are required to drive to work as part of their job duties. As the Project is estimated to operate during typical business hours, it is expected that 90% of the employees will be operating during hours in which services associated with reduction measures are available.

End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.”⁵ The fact sheet for this measure was utilized to calculate the Project’s potential VMT reduction.

TABLE 10: T-10 VMT CALCULATION VARIABLES

ID	Variable	Value	Unit	Source
A	Percent reduction in GHG emissions from project/site employee commute VMT	0.1-4.4	%	calculated
User Inputs				
	None			
Constants, Assumptions, and Available Defaults				
B	Bike mode adjustment factor	1.78 or 4.86 ¹	unitless	Buehler 2012
C	Existing bicycle trip length for all trips in region	2.2	miles	FHWA 2017a
D	Existing vehicle trip length for all trips in region	11.7	miles	FHWA 2017a
E	Existing bicycle mode share for work trips in region	0.4	%	FHWA 2017b
F	Existing vehicle mode share for work trips in region	95.3	%	FHWA 2017b

¹The bike mode adjustment factor should be provided by the user based on type of bike facility. A study found that commuters with showers, lockers, and bike parking at work are associated with 4.86 times greater likelihood to commute by bicycle when compared to individuals without any bicycle facilities at work. Individuals with bike parking, but no showers and lockers at the workplace, are associated with 1.78 times greater likelihood to cycle to work than those without trip-end facilities.

$$A = \frac{C \times (E - (B \times E))}{D \times F}$$

The Project intends to include building elements for bicycle trip end facilities (i.e., parking, bike and personal lockers) for commuters that choose to bicycle as a mode of travel. This will promote an alternative mode choice of commuting for employees. As calculated, the Project will reduce HBW attraction VMT by 0.1%⁶.

T-11 PROVIDE EMPLOYER-SPONSORED VANPOOL

This measure will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT.

The Project will provide an employer-sponsored vanpool service upon request. The Project would require 10 tenant employees within a 10-mile radius of the Project site to request this service. The purpose of this requirement is to ensure that the vanpool service is effective and efficient in reducing VMT. In addition, mobility hubs are sparse in the area and ridership/participation is expected to be low. As such, no credit for this measure has been taken.

TOTAL VMT REDUCTIONS

The Handbook states that effectiveness levels for multiple measures within a subsector may be multiplied to determine a combined effectiveness level. Because the combination of measures

⁵ Handbook, Page 100

⁶ Since the Project is not including showers full reduction credit is not taken.

and independence of measures are complicated, the Handbook recommends that measure reductions within a subsector be multiplied unless the user can provide substantial evidence indicating that emission reductions are independent of one another and that they should therefore be added. Each subsector has a maximum allowable reduction. These were derived by combining the maximum allowable reduction of each individual non-mutually-exclusive measure within the subsector. As all the Project Design Features above fall under the Subsector of "Trip Reduction Programs," the Handbook states that the "Trip Reduction Subsector" has a maximum reduction of 45%. Therefore, a project cannot exceed the maximum allowable reduction. The Handbook provides the following equation for combining Subsector reductions:

$$Reduction_{subsector} = 1 - [(1 - A) \times (1 - B) \times (1 - C) \dots]$$

Project's VMT reduction are as follows:

$$-7.2\% = 1 - [(1 - 3.6\%) \times (1 - 3.6\%) \times (1 - 0.1\%)]$$

As outlined in the VMT reduction calculations, the Project includes a mitigation measure estimated to reduce its HBW VMT (commute-related VMT) by 7.2%. However, the City of Beaumont assesses VMT significance using the OD method, which considers all trip types and does not isolate trip purposes like HBW. Therefore, the 7.2% reduction applies only to a portion of the Project's total VMT and is not sufficient to fully mitigate the overall impact. This reduction was applied specifically to the HBW attraction VMT based on data extracted from the RIVCOM model, resulting in an overall 4.2% decrease in the Project's total VMT. In order to meet the City's significance threshold, a total VMT reduction of 36.0% for Option A and 39.4% for Option B would be required. As such, even with the VMT reduction achieved by implementing the measures discussed previously, Project Option A and Option B would continue to exceed the City's VMT threshold (see Table 11).

TABLE 11: PROJECT'S VMT REDUCTION EFFECTIVENESS

	Option A	Option B
% Total VMT Reduction Required	36.0%	39.4%
% HBW VMT Reduction	7.2%	7.2%
% Total VMT Reduction	4.2%	4.2%
VMT Reduced Below Threshold	No	No

PROJECT'S CUMULATIVE EFFECT ON VMT

Both Project Option's cumulative effect on VMT have been calculated using the boundary method. Land use information representing the proposed land use changes contemplated by each Tenant Use Option were coded into the Project TAZ to represent the "With Project" condition. Table 12 summarizes the Boundary VMT under the No Project and With Project scenarios for both baseline and cumulative conditions.

TABLE 11: PROJECT 10-MILE BOUNDARY VMT

	Service Population	Boundary VMT	VMT per Service Population	Exceeds City Threshold?
Baseline No Project	193,850	4,882,472	25.2	-
Baseline With Option A	199,959	4,922,403	24.6	No
Baseline With Option B	199,959	4,924,115	24.6	No
Cumulative No Project	279,796	6,429,233	23.0	-
Cumulative With Option A	285,889	6,462,698	22.6	No
Cumulative With Option B	285,889	6,463,627	22.6	No

Boundary VMT increases under the With Project scenario for both baseline and cumulative conditions, which is expected as additional development is introduced into the model. However, to evaluate the efficiency of a land use project or plan, boundary VMT is divided by the service population to establish a per service population efficiency metric. Using this approach, the resulting VMT per service population is reduced in the With Project scenario under both baseline and cumulative conditions.

INDUCED TRAVEL

The Project plans to construct site adjacent roadway improvements and on-site public roadways as needed to facilitate site access. It is also acknowledged that off-site roadway widening via the construction of through travel lanes has the potential to result in induced travel, which can lead to an increase in VMT.

CONCLUSION

Based on the results of this analysis, the following findings are made:

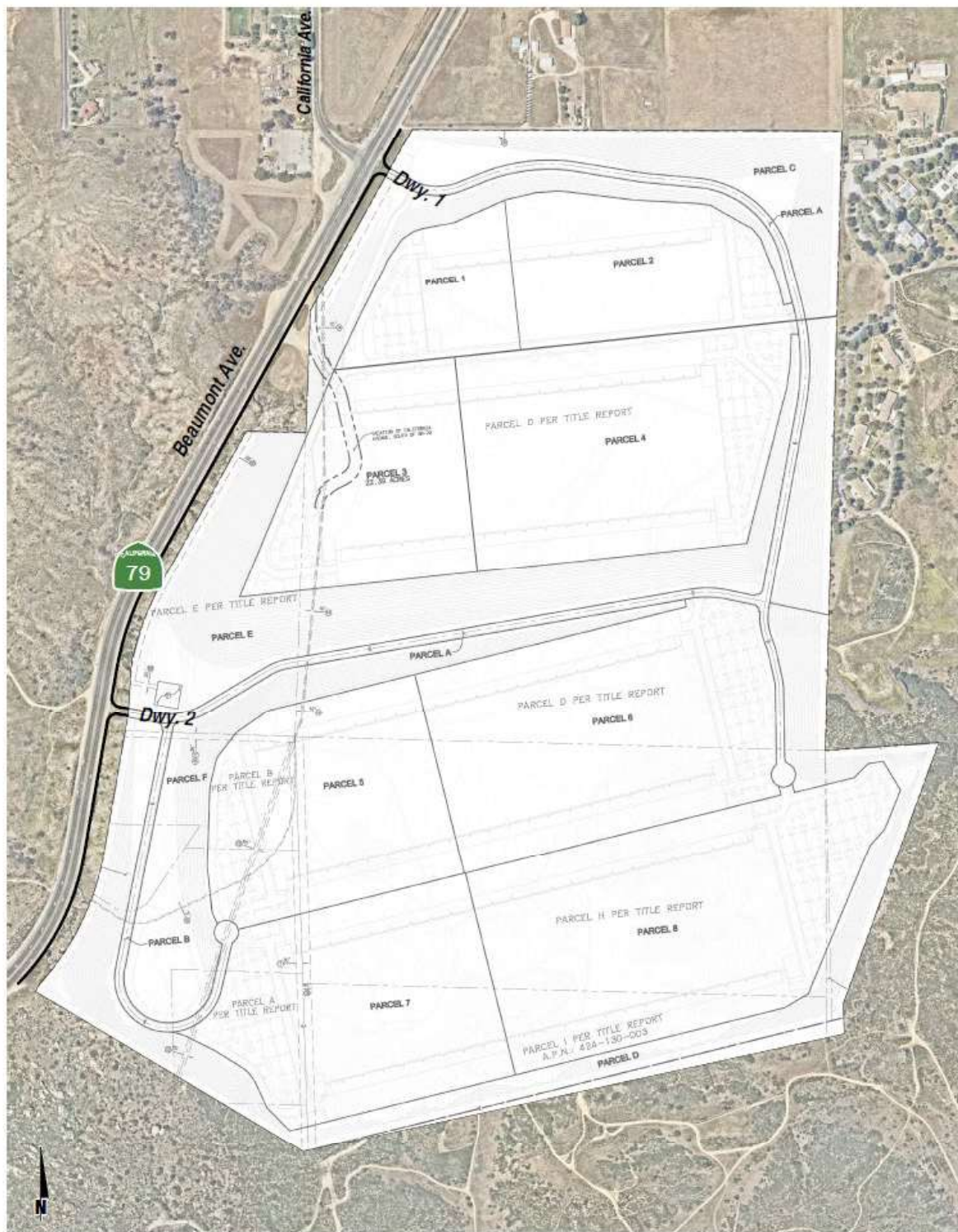
- The Project was evaluated against the screening criteria outlined in the City's VMT Guidelines. Neither Tenant Use Option A nor Option B met any of the screening thresholds; therefore, a full VMT analysis was conducted for both options
- The project-generated VMT was estimated under both baseline and cumulative conditions and was found to exceed the City's impact threshold for both Tenant Use Options.
- Project-generated VMT per service population was found to exceed City's adopted VMT impact thresholds.
- Even with the inclusion of feasible VMT mitigation measures, the project-generated VMT for both Project Tennant Use Options would continue to exceed the City's impact threshold.
- Both Tenant Use Option's link-level boundary cumulative effect on VMT was found to not increase under the With Option scenario as compared to the No Project scenario for both the baseline and cumulative condition, which is below the City's impact threshold.

If you have any questions, please contact me directly at aso@urbanxroads.com.

REFERENCES

1. **City of Beaumont.** *Traffic Impact Analysis Guidelines for the City of Beaumont.* July 2024.
2. **CAPCOA.** *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.* October 2024.

ATTACHMENT A
PROJECT SITE PLAN



ATTACHMENT B
RIVCOM OUTPUTS

TABLE B-1: 2018 OPTION A RIVCOM OUTPUTS

TAZ	3222
Daily_Home-Based (incl. IEHB) Prod VMT	0
Daily_HBW (incl. EIHBW) Attr VMT	0
Daily_Total Auto OD From VMT	90531.89063
Daily_Total Auto OD To VMT	98696.98438
Daily_Total Auto OD Intra VMT	89.249664
Daily_Total Truck OD From VMT	56128.02734
Daily_Total Truck OD To VMT	56343.78906
Daily_Total Truck OD Intra VMT	853.858276
Daily_Total OD From VMT	146659.9219
Daily_Total OD To VMT	155040.7656
Daily_Total OD Intra VMT	943.107849
Daily_Total_TripLen	22.683177
Population	0
Employment	6114
Enrollment	0

TABLE B-4: 2045 OPTION A RIVCOM OUTPUTS

TAZ	3222
Daily_Home-Based (incl. IEHB) Prod VMT	53.717571
Daily_HBW (incl. EIHBW) Attr VMT	157133.4688
Daily_Total Auto OD From VMT	82820.80469
Daily_Total Auto OD To VMT	90562.65625
Daily_Total Auto OD Intra VMT	47.541553
Daily_Total Truck OD From VMT	50736.32813
Daily_Total Truck OD To VMT	50472.00391
Daily_Total Truck OD Intra VMT	651.822632
Daily_Total OD From VMT	133557.125
Daily_Total OD To VMT	141034.6563
Daily_Total OD Intra VMT	699.364136
Daily_Total_TripLen	20.036708
Population	0
Employment	6114
Enrollment	0

TABLE B-3: 2018 OPTION B RIVCOM OUTPUTS

TAZ	3222
Daily_Home-Based (incl. IEHB) Prod VMT	0
Daily_HBW (incl. EIHBW) Attr VMT	0
Daily_Total Auto OD From VMT	90552.125
Daily_Total Auto OD To VMT	98543.6875
Daily_Total Auto OD Intra VMT	89.274467
Daily_Total Truck OD From VMT	64712.46875
Daily_Total Truck OD To VMT	64941.53125
Daily_Total Truck OD Intra VMT	1093.984131
Daily_Total OD From VMT	155264.5938
Daily_Total OD To VMT	163485.2188
Daily_Total OD Intra VMT	1183.258789
Daily_Total_TripLen	22.341235
Population	0
Employment	6114
Enrollment	0

TABLE B-4: 2045 OPTION B RIVCOM OUTPUTS

TAZ	3222
Daily_Home-Based (incl. IEHB) Prod VMT	53.163345
Daily_HBW (incl. EIHBW) Attr VMT	157037.5313
Daily_Total Auto OD From VMT	82579.27344
Daily_Total Auto OD To VMT	90511.02344
Daily_Total Auto OD Intra VMT	46.901394
Daily_Total Truck OD From VMT	58242.13281
Daily_Total Truck OD To VMT	58314.75
Daily_Total Truck OD Intra VMT	837.920532
Daily_Total OD From VMT	140821.4063
Daily_Total OD To VMT	148825.7656
Daily_Total OD Intra VMT	884.821899
Daily_Total_TripLen	19.708126
Population	0
Employment	6114
Enrollment	0

ATTACHMENT C
TRIP REDUCTION PROGRAMS SUBSECTOR

Subsector	Measure	Scale of Application	Applicable Locational Context	Applicability to Project
Trip Reduction Programs	<u>T-5 Implement Commute Trip Reduction Program (Voluntary)</u> This measure will implement a voluntary commute trip reduction (CTR) program with employers.	Project/ Site	Urban, Suburban	This measure is mutually exclusive with other measures listed below. In an effort to conservatively provide more mitigation options for the Project this measure is not feasible.
	<u>T-6 Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)</u> This measure will implement a mandatory CTR program with employers. CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Project/ Site	Urban, Suburban	This measure is mutually exclusive with other measures listed below. In an effort to conservatively provide more mitigation options for the Project this measure is not feasible.
	<u>T-7 Implement Commute Trip Reduction Marketing</u> This measure will implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Project/ Site	Urban, Suburban	Feasible and included in the Project's VMT reductions.
	<u>T-8 Provide Ridesharing Program</u> This measure will implement a ridesharing program and establish a permanent transportation management association with funding requirements for employers.	Project/ Site	Urban, Suburban	Feasible and included in the Project's VMT reductions.
	<u>T-9 Implement Subsidized or Discounted Transit Program</u> This measure will provide subsidized or discounted, or free transit passes for employees and/or residents.	Project/ Site	Urban, Suburban	Not feasible due to extended service intervals.
	<u>T-10 Provide End-of-Trip Bicycle Facilities</u> This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers.	Project/ Site	Urban, Suburban	Feasible and included in the Project's VMT reductions.
	<u>T-11 Provide Employer-Sponsored Vanpool</u> This measure will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting.	Project/ Site	Urban, Suburban, Rural	This is not feasible for the Project as the employee commute reduction would result in nominal VMT reductions. In addition, mobility hubs are sparse in the area and ridership is expected to be low.
	<u>T-12 Price Workplace Parking</u> This measure will price onsite parking at workplaces. Because free employee parking is a common benefit, charging employees to park onsite increases the cost of choosing to drive to work.	Project/ Site	Urban, Suburban	Applicable but infeasible as the roadways adjacent to and surrounding the Project Site will allow for free parking off site.
	<u>T-13 Implement Employee Parking Cash-Out</u> This measure will require project employers to offer employee parking cash-out. Cash-out is when employers provide employees with a choice of forgoing their current subsidized/free parking for a cash payment equivalent to or greater than the cost of the parking space. This encourages employees to use other modes of travel instead of single occupancy vehicles.	Project/ Site	Urban, Suburban	Applicable but infeasible as the roadways adjacent to and surrounding the Project Site will allow for free parking off site.
	<u>T-23 Provide Community-Based Travel Planning</u> This measure will target residences in the plan/community with community-based travel planning (CBTP). CBTP is a residential-based approach to outreach that provides households with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles.	Plan/ Community	Urban, Suburban	Does not apply at the Project/Site scale as this Project is not part of a planned community (i.e., a specific plan or community plan).

Source: Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, California Air Pollution Control Officers Association (CAPCOA), December 2021.