

VMT Assessment





Memorandum

Date: September 26, 2025
To: Shoshana Lutz, EMC Planning Group Inc.
From: Robert Del Rio, T.E., Luis Descanzo
Subject: VMT Assessment for the Proposed Hippo Harvest Agricultural Facility at 2370 Shore Road in San Benito County, California

Hexagon Transportation Consultants, Inc. has completed a site access evaluation for the proposed Hippo Harvest agricultural production and processing facility at 2370 Shore Road (APNs 013-050-025, 013-050-024) in San Benito County, California. The project site is located on Shore Road between Frazier Lake Road and Lake Road (see Figure 1). Upon full buildout, the facility would consist of up to 28 acres of greenhouse cultivation and a 45,000 square-foot (s.f.) processing facility (see Figure 2).

VMT Assessment Methodology and Results

Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project.

County of San Benito Screening Criteria

In adherence to SB 743, San Benito County has adopted its *SB 743 Implementation Policy*. The policy aligns with and provides screening criteria and thresholds of significance regarding VMT consistent with the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.. Screening criteria are intended to identify when a project can be determined to cause a less-than-significant impact to VMT without conducting a detailed VMT evaluation based on project size and type. The County of San Benito presumes that projects meeting at least one of the following screening criteria will generally have a less-than-significant impact on VMT:

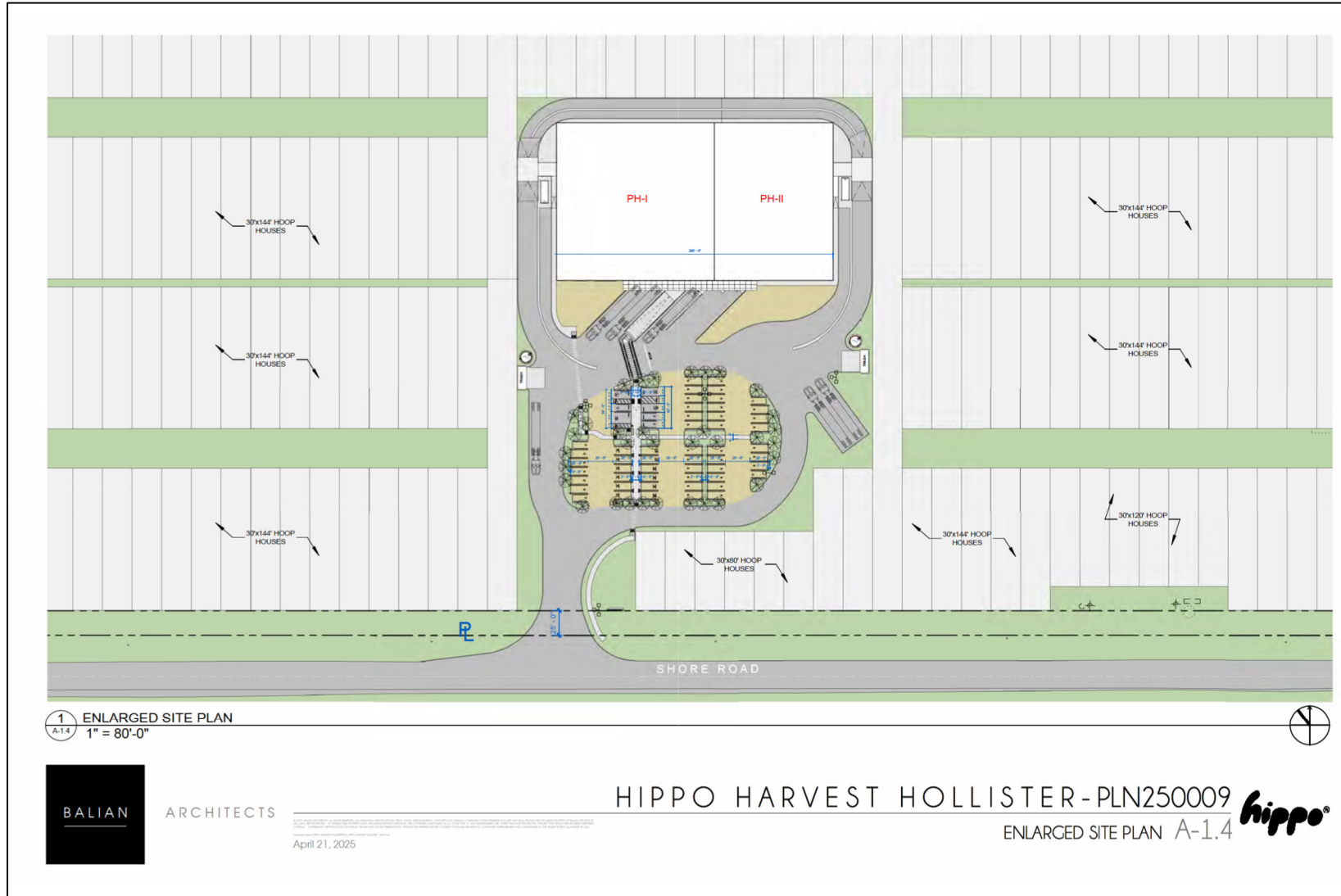
- **The project attracts or generates less than 110 trips per day per the ITE Trip Generation manual or other acceptable source**
- The project is a residential development with a high percentage of affordable units.
- The project is located within ½ mile from a major transit stop that maintains a service interval frequency of 15 minutes or less during peak commute periods
- The project is a local-serving retail project that contains no single store with a floor area that exceeds 50,000 s.f.
- The project is a local essential service (day care center, public K-12 school, police or fire facility, medical or dental office building, government office) with a floor area of less than 50,000 s.f.



Figure 1
Project Location



Figure 1
Site Plan



- The project is located in an area that is below the VMT threshold as shown on the screening map
- The project is a redevelopment project that replaces an existing VMT-generating land use and does not result in a net overall increase in VMT

Daily Trip Generation Estimates

As shown on Table 1, it is estimated that the project would generate 22 inbound and 2 outbound peak-hour trips during the AM peak-hour and 1 inbound and 1 outbound peak-hour trips during the PM peak-hour, with a total of 102 daily trips.

**Table 1
Trip Generation Summary**

Land Use	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		In	Out	Total	In	Out	Total
Proposed Land Uses							
Trucks - Outbound Deliveries ¹	20	1	1	2	1	1	2
Trucks - Inbound Deliveries ²	2	1	1	2	0	0	0
Employees (Passenger Vehicles) ³	80	20	0	20	0	0	0
Total Trips	102	22	2	24	1	1	2

Source: Proposed project operations at full buildout provided by applicant.

¹ Up to 58 outbound deliveries are anticipated each work week (6 days), which equates to approximately 10 outbound deliveries daily. Assumes deliveries will be made throughout operating hours (7am-6pm), which equates to approximately 1 delivery (2 trips) per hour.

² Up to 4 inbound deliveries are anticipated each work week, which equates to approximately 1 inbound delivery daily. Assumes the inbound delivery will occur during the AM peak hour.

³ A total of 30 employees would arrive each shift (6am-2:30pm; 11:30am-8pm). Assuming that at least 1/3 of employees opt to carpool/vanpool, no more than 20 passenger vehicles or vans would arrive before and after each shift. Inbound trips before the first shift will arrive during the AM peak-hour.

Employee Trips

The trip generation estimates are based on information provided by the project applicant in regard to planned number of employees and truck trips site operations at project buildout. The project is expected to have up to 30 employees during each of the two planned work shifts. Based on data provided by the applicant, approximately 30% of the company’s workforce currently carpool together at an existing facility elsewhere. Therefore, it is assumed that at least ten employees during each shift (1/3 of all employees) will carpool to work while the remaining employees will drive alone. Overall, up to 20 passenger vehicles are expected to enter and exit the project site before and after each work shift, resulting in 80 daily trips by employees.

There are two proposed daily shifts, from 6:00 AM to 2:30 PM and from 11:30 AM to 8:00 PM. All inbound trips before the first shift, up to 20 trips, will occur during the AM peak-hour (5:00 AM to 7:00 AM) along Shore Road. Outbound trips after the first shift, and all trips associated with the second shift will occur outside of the PM peak-hour (3:00 PM to 5:00 PM) along Shore Road.

Truck Trips

Additionally, the project expects up to 22 truck trips daily consisting of 10 outbound deliveries (20 trips) and one inbound delivery (2 trips). The analysis assumes that truck arrivals and departures would occur throughout the proposed operating hours of the facility (7:00 AM to 6:00 PM).

VMT Assessment

Based on the provided operational data, it is estimated that the project will generate 102 daily trips which is less than the 110 trip threshold for small developments. Thus, the project is presumed to have a less-than-significant impact on VMT.