

Memo

Date: October 7, 2025

To: Mehran Mohtasham, Riverside Community College District

From: Paul Herrmann P.E.
Logan Aspeitia

Subject: Inland Empire Technical Trade Center – Trip Generation and Vehicle Miles Traveled Assessment

Fehr & Peers has completed a Transportation Study for the proposed Inland Empire Technical Training Center (Project) located at 6464 33rd Street in Jurupa Valley, CA. The study is consistent with the *City of Jurupa Valley Traffic Impact Analysis Guidelines (2020)* (City's Guidelines) and documents the Project trip generation estimates and qualitatively assesses Project Vehicle Miles Travelled (VMT).

This study determined that further LOS analysis is not required as the Project is not anticipated to exceed the City's peak hour trip threshold. Additionally, the Project is a local-serving land use and, therefore, is expected to result in **a less-than-significant transportation impact** under the California Environmental Quality Act (CEQA).

Project Description

The site is located at the southeast corner of the intersection of Florine Avenue and 33rd Street and is currently undeveloped. The Project will consist of two buildings totaling approximately 121,000 gross square feet and will serve 500 Full-Time Equivalent Students (FTES).

The primary access driveway to the Project will be provided at the intersection of 34th Street and Florine Avenue, where the pick-up/drop-off loop is proposed. Access to the primary parking lot is proposed on Florine Avenue 800 feet southwest of 34th Street and access to the secondary parking lot is proposed from both Florine Avenue 150' northeast of 34th Street and from 33rd Street just east of Florine Avenue.

A conceptual site plan is presented in **Attachment A**.

Trip Generation Assessment

The City's Guidelines state a project that generates fewer than 100 vehicle trips during any hour of the day will not require a full Traffic Impact Analysis that includes LOS analysis. Trip generation estimates were prepared for the Project for the daily condition and the peak one-hour period during the morning (AM) and evening (PM) commute when traffic volumes on the adjacent streets are typically the highest.

The number of weekday daily, AM peak hour, and PM peak hour trips generated by the Project were estimated using methods published in *Trip Generation Manual, 12th Edition* (Institute of Transportation Engineers [ITE], 2025). Trip generation rates for a Junior/Community College (ITE Code 540) were used to estimate Project trips. ITE Code 540 is the most appropriate land use code for the Project as the ITE definition states the code is representative of 2-year junior, community, and trade colleges. **Table 1** shows the Project trip generation rates, and **Table 2** shows the estimated Project trip generation.

Table 1: Project Trip Generation Rates

Land Use	ITE Code	Quantity	Units	Daily	AM Peak Hour			PM Peak Hour		
					Trip Rate	In %	Out %	Trip Rate	In %	Out %
Junior/Community College	540	500	Students	1.15	0.11	81%	19%	0.11	56%	44%

Source: *Trip Generation Manual 12th Edition* (Institute of Transportation Engineers, 2025).

Table 2: Project Trip Generation Estimates

Land Use	ITE Code	Quantity	Units	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Junior/Community College	540	500	Students	575	55	45	10	55	31	24

Source: *Trip Generation Manual 12th Edition* (Institute of Transportation Engineers, 2025).

Need for LOS Analysis

As shown in **Table 2**, the Project is expected to generate approximately 55 trips during each the AM and PM peak hours. **The Project would not generate more than 100 peak hour trips** and, according to the City’s Guidelines, is not required to prepare further LOS analysis.

VMT Assessment

The City’s Guidelines specify that VMT should be assessed for land use projects that have the potential to increase the average VMT per capita. Project VMT screening is a process that identifies projects that are assumed to result in a less-than-significant transportation impact related to VMT based on project type, project location, or vicinity to high-quality transit. To determine what level of VMT analysis is required, the Project should be evaluated to determine if it meets any of the three screening criteria outlined in the City’s Guidelines.

The Project is eligible to screen from further VMT assessment based on the “Project Type Screening” screening criteria listed below. To support this conclusion, this section also includes a qualitative review of how the Project would affect VMT in the region.

Project Type Screening

Local-serving projects may be presumed to have a less than significant impact absent substantial evidence to the contrary. The following uses can be presumed to have a less-than-significant transportation impact on VMT as their uses are local-serving in nature and increase accessibility to goods or services, resulting in the reduction in trip lengths:

- Retail uses less than 50,000 square feet
- Local parks
- Day Care centers
- Local-serving retail centers, gas stations, and banks
- Local-serving restaurants, including with drive-thru
- Local-serving hotels (e.g. non-destination hotels)
- **Local-serving community colleges that are consistent with the assumptions noted in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**
- Projects generating less than 250 daily vehicle trips

Although trade schools and community colleges differ in the focus and format of the classes they offer, both institutions generally experience similar travel patterns. This claim is supported by ITE Code 540 representing both community colleges and trade schools. Like a community college, the Project will not offer on-campus housing, and students will be expected to commute to/from campus. As a result, the Project's students are expected to live in the local surrounding area as this new school would be more convenient than the other options further away.

Additional Support

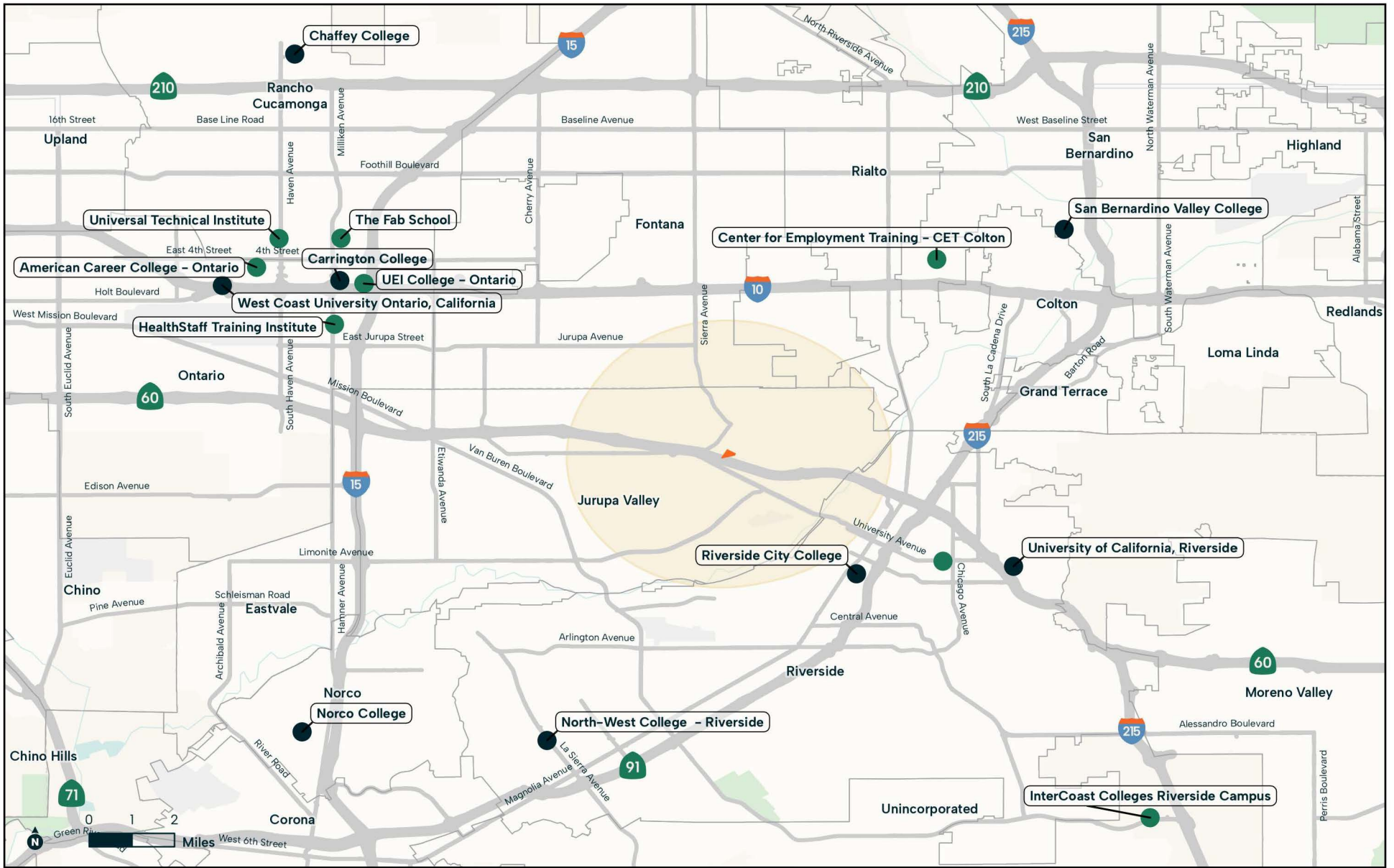
As previously stated, Project students are anticipated to live near the Project. **Attachment 2** shows the locations of all higher education institutions in the surrounding area. There are currently no higher education institutions within a three-mile radius of the Project, and the closest trade school is approximately six-miles away. Trade schools can offer some specialized programs but in general provide similar programs across each school, which would make the proposed project a more convenient choice for local students. Building the Project will provide greater accessibility to local students and result in shorter distances to school, which is expected to result in a decrease in VMT per capita within the region.

Conclusion

This technical memorandum is consistent with the City's Guidelines and documents the Project trip generation estimates and a qualitative VMT assessment for the proposed Inland Empire Technical Training Center in Jurupa Valley, CA. The Project will serve 500 FTE students and **does not require LOS analysis** as it does not exceed the City's peak hour trip threshold. Additionally, the Project is a local serving land use and, therefore, is **presumed to have a less-than-significant transportation impact**. No further VMT analysis will be performed as part of this assessment.

Conceptual Site Plan





- Colleges
- Trade Schools
- ▴ Project Site
- 3 mi Buffer
- City Boundaries

ATTACHMENT B

Higher Education Institutions