



MEMORANDUM

Date:	February 15, 2026	GTS: 240903
To:	Chambers Group	
From:	GTS	
Subject:	Vehicle Miles Traveled (VMT) Analysis – Beaumont City Yard	

This memorandum describes the vehicle miles traveled (VMT) screening analysis for the proposed City Yard (Project) located at the southwest corner of 4th Street and Veile Avenue intersection within the City of Beaumont, California.

The Proposed Project would develop a City Yard utilized by multiple departments including Transit, Fleet Maintenance, Community Services, Public Works, and Wastewater. The approximately 6.15-acre parcel development would include the construction of an Administration Building (approximately 9,100 square feet), Fleet Garage (9,750 square feet), solar canopies, Hydrogen Fueling Station, Compressed Natural Gas (CNG) Fueling Station, public fueling station, Electric Vehicle (EV) Charging Infrastructure, and designated parking with both uncovered and solar-covered areas for up to 200 spaces. The Project site would accommodate up to 100 employees with typical hours of operation being Monday through Thursday 8:00 AM to 5:00 PM and Friday 8:00 AM to 12:00 PM.

The VMT analysis evaluated the project using *Traffic Impact Analysis Guidelines for the City of Beaumont* as approved by the City Council on August 20, 2024.

Background

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT).

VMT Screening Analysis

Per the Traffic Impact Analysis Guidelines for the City of Beaumont (approved by City Council on August 20, 2024), *"for the purposes of SB 743 compliance, a VMT analysis should be conducted for land use projects as deemed necessary by the Traffic Division and would apply to projects that have the potential to increase the average VMT per unit of measurement compared to the City's average baseline VMT per unit of measurement."*

The City's guidelines provide several screening procedures to potentially streamline project analysis. These procedures may provide a presumptive non-impact finding, thereby eliminating the need for a Vehicle Miles Traveled (VMT) analysis. Per the City's *Guidelines*, projects may be presumed to have a less than significant impact if they meet any of the following criteria:



Step 1: Transit Priority Area (TPA) Screening

- Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, this exemption does not apply to projects with a Floor Area Ratio (FAR) of less than 0.75. As this project does meet the FAR condition and is not within a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor, this criterion is not met.

Step 2: Low VMT Area Screening

- Some projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. The project is not within a low-VMT area per the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (as shown in Exhibit 1). Therefore, this criterion is not met.

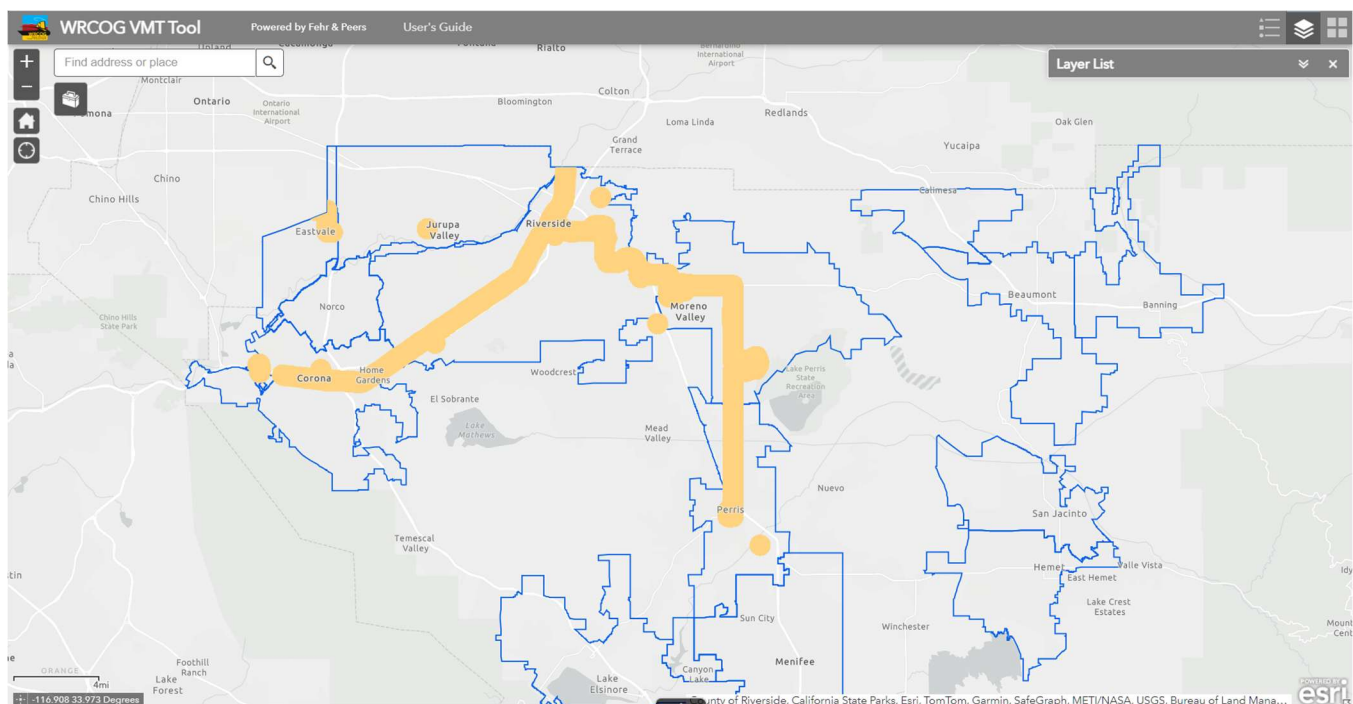


Exhibit 1. Transit Priority Areas (Source: WRCOG [web tool](#) accessed 2/15/2026)

Step 3: Project Type Screening

- Certain land uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature. As the project under consideration primarily serves the City of Beaumont by providing fueling and charging facilities among other administrative and storage uses the project can be considered to fall in this category. In addition, the project site plan features a 9,100 SF administrative building and 9,750 SF fleet garage/storage building which are within the development potentials that can be screened per the City's guidelines (10,000 SF for office and 15,000 SF for light industrial).

Furthermore, it should be noted that a key objective of SB 743 is the reduction of Greenhouse Gas (GHG) emissions, as transportation-related vehicular emissions represent a substantial

portion of total GHG emissions. Consequently, reductions in GHG emissions can be considered analogous to reductions in VMT.

The California Air Pollution Control Officers Association's (CAPCOA) "*Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity – Designed for Local Governments, Communities, and Project Developers*" (dated October 2024) serves as a widely recognized resource for identifying and evaluating VMT mitigation measures. This handbook highlights strategies such as the provision of electric vehicle (EV) charging infrastructure and cleaner-fuel equipment as effective measures for GHG and VMT reduction. As the Beaumont City Yard project includes the development of a Hydrogen Fueling Station, Compressed Natural Gas (CNG) Fueling Station, and Electric Vehicle (EV) Charging Infrastructure. These features further support the reduction of GHG emissions and VMT.

Conclusion

Based on the VMT screening analysis presented above, the proposed Project is determined to have a less-than-significant transportation impact concerning VMT. As a result, the project doesn't constitute a significant impact on VMT and no additional VMT analysis is required.