Appendix K.2

Vehicle Miles Traveled Memorandum

memorandum

DATE: January 31, 2025

TO: Wei Sun, TE PTOE

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SUBJECT: Rocas Grandes II Residential – VMT Analysis

Translutions, Inc. (Translutions) is pleased to provide this memorandum discussing the Vehicle Miles Traveled (VMT) evaluation for the proposed Rocas Grandes II residential project. The project is located on the southeast corner of Darwin Drive and Alessandro Boulevard in the City of Moreno Valley. The project proposes the construction of 460 multi-family dwelling units. This report is intended to satisfy the requirements for a VMT analysis established by the City as well as the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA).

PROJECT DESCRIPTION

The projects include approximately 460 multi-family dwelling units. Primary access to the project will be via Cottonwood Avenue to the north and Alessandro Boulevard to the south. The VMT analysis has been conducted using the Riverside County Model (RIVCOM).

BACKGROUND AND GUIDANCE

Senate Bill 743 (SB-743), which was codified in Public Resources Code section 21099, was signed by the Governor in 2013 and directed the Governor's Office of Planning and Research (OPR) to identify alternative metrics for evaluating transportation impacts under CEQA. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Recently adopted changes to the CEQA Guidelines in response to Section 21099 include a new section (15064.3) that specifies that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts. A separate Technical Advisory issued by OPR provides additional technical details on calculating VMT and assessing transportation impacts for various types of projects.

The City of Moreno Valley has prepared and adopted the *City of Moreno Valley Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment*) in June 2020 to address changes to CEQA pursuant to SB-743 to include VMT analysis methodology, screening tools, and VMT thresholds.

For projects that require a VMT analysis and do not screen out, the guidelines recommend using home-based VMT/Capita (HB-VMT/Capita) for residential projects. The VMT analysis has been conducted using the RIVCOM. Based on the City guidelines, this report analyzes the project generated VMT and project effect on VMT for the following scenarios:

1. Notice of Preparation (NOP) Baseline conditions.
2. NOP Baseline plus project conditions.
3. Year 2045 without project conditions; and
4. Year 2045 plus project conditions.

CEQA VMT Impact Thresholds

The City guidelines have established thresholds of significance for project generated VMT for use as part of the environmental review process under CEQA. The following would result in a significant project generated VMT:

1. A project would have a significant VMT impact if, in the NOP baseline plus project scenario, its net VMT per capita exceeds the per capita VMT for Moreno Valley.

a. If a project is consistent with regional RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. If is not consistent with the RTP/SCS, then it would have a significant VMT impact if it's net VMT per capita exceeds the average VMT per capita for Moreno Valley for residential projects.

The project's effect on VMT compares how the project changes VMT on the network looking at Citywide VMT and comparing it to the no project condition. Based on data extracted from the model, the City's VMT are the following –

- **Base Year Model:**
  - VMT/Capita: 13.49
- **Future Year Model:**
  - VMT/Capita: 13.12

Analysis Methodology. The Per Capita VMT was calculated from the RIVCOM. The base year RIVCOM was modified to include the Project socio-economic data[1] (SED). The Project is located in traffic analysis zone 1234. The project was coded into an empty zone borrowed from the area. The project was coded into borrowed zone 1278.

PROJECT GENERATED VMT ANALYSIS

As stated earlier, the VMT analysis was conducted using the RIVCOM. Table A shows the calculation details for the Project generated VMT extracted from the model.

Table A - Project Generated VMT Summary

	2018		2045		Existing Year (2024)	
	Project	City	Project	City	Project	City
Population	1,561	205,183	1,561	268,198	1,561	219,186
Homebased (HB) VMT	18,500	2,767,040	19,802	3,519,940	18,789	2,934,351
HB VMT per capita	11.85	13.49	**12.69**	**13.12**	**12.04**	**13.39**

Analysis Year (2024) Conditions. The City of Moreno Valley Guidelines requires that Notice of Preparation (NOP) year VMT be calculated by interpolating between the base year and future year VMT. As seen in Table A, the NOP Year VMT/Capita for the project is 12.04 while the City average is 13.39. The project generated VMT does not exceed the City's VMT per capita. Therefore, the project does not have a significant VMT impact based on the City's thresholds.

Year 2045 Conditions. As seen in Table A, the Year 2045 VMT/Capita for the project is 12.69 while the City average is 13.12. The project generated VMT does not exceed the City's VMT per capita. Therefore, the project does not have a significant VMT impact based on the City's thresholds.

PROJECT EFFECT ON VMT

As stated earlier, the project effect on VMT compares how the project changes VMT on the network looking at Citywide VMT and comparing it to the no project condition. Table B shows the calculation details for the Project effect on VMT extracted from the model.

Table B - Project Effect on VMT Summary

	2018		2045		Existing Year (2024)	
	With Project	Without Project	With Project	Without Project	With Project	Without Project
Roadway VMT	2,484,420	2,476,315	3,553,240	3,543,255	2,721,936	2,713,412
Service Population	249,884	248,323	334,897	333,336	268,776	267,215
VMT per Service Population	9.94	9.97	**10.61**	**10.63**	**10.13**	**10.15**

[1] Socio-economic data are model inputs that include population, number of households, and types of employment that are used in the trip generation component.

Analysis Year (2024) Conditions. The City of Moreno Valley Guidelines requires that Notice of Preparation (NOP) year VMT be calculated by interpolating between the base year and future year VMT. As seen in Table B, the NOP Year Citywide VMT/SP with the project is 10.13 while the City average without the project is 10.15 miles. The project effect on VMT does not increase when compared to the no project condition, therefore, the project does not have a significant VMT impact based on the City's thresholds.

Year 2045 Conditions. As seen in Table B, the Year 2045 Citywide VMT/SP with the project is 10.61 while the City average without the project is 10.63 miles. The project effect on VMT does not increase when compared to the no project condition, therefore, the project does not have a significant VMT impact based on the City's thresholds.

CONCLUSION

The project generated VMT under NOP Year and Year 2045 with project conditions does not exceed the City's VMT per capita. Therefore, the project does not have a significant VMT impact based on the City's thresholds. In addition, the project effect on VMT under NOP Year and Year 2045 with project conditions does not increase when compared to the no project conditions, therefore, the project does not have a significant VMT impact based on the City's thresholds.