



# memorandum

**DATE:** January 10, 2022  
**TO:** Nicholas R. Lowe, PE, Senior Engineer, Albert A. Webb Associates  
**FROM:** Sandipan Bhattacharjee, PE, TE, AICP, ENV-SP  
**SUBJECT:** Patterson Nance Warehouse – VMT Analysis  
Case Number DPR 21-00005

Translutions, Inc. (Translutions) is pleased to provide this memorandum discussing the Vehicle Miles Traveled (VMT) evaluation for the proposed Patterson Nance warehouse project (the Project). This memorandum is intended to satisfy the requirements for a VMT analysis established by the City of Perris *Transportation Impact Analysis Guidelines for CEQA* (May 2020), as well as the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA). The proposed project includes 769,668 square feet of warehousing uses to be located on a 33-acre site south of Harley Knox Boulevard between Patterson Avenue & Nevada Avenue in the City of Perris.

## 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 Perris has prepared the *Transportation Impact Analysis Guidelines for CEQA* (Guidelines) in May 2020 to address changes to CEQA pursuant to SB-743 to include VMT analysis methodology and thresholds. The City guidelines have established thresholds based on guidance/substantial evidence prepared in the WRCOG and City of Perris Implementation Studies. Based on the City's guidelines, a project is required to run the RIVTAM or RIVCOM model if the project does not meet the screening criteria. The VMT modeling analysis should include the following scenarios to determine the project generated VMT per service population:

- Base year conditions
- Base year plus project conditions
- Horizon year without project conditions
- Horizon year with project conditions

The model output should include VMT per service population (population plus employment). Project generated VMT shall be extracted from the travel demand forecasting model using the Origin Destination (O/D) trip matrix and shall multiply that matrix by the final assignment skims.

For projects that require RIVTAM/RIVCOM VMT modeling, a project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

- The base model year project generated VMT per service population exceeds the City of Perris baseline VMT per service population, or

- The future model year project generated VMT per service population exceeds the City of Perris base year VMT per service population.

**ANALYSIS BACKGROUND**

The analysis methodology for the project was developed consistent with the City VMT guidelines using RIVCOM v3.0 model. The plus project conditions VMT was derived by adding the project land use to a separate TAZ and a full base year and year 2045 model run were performed to isolate the VMT for the project. The project generated VMT was extracted from the model using the origin-destination (O/D) trip matrix.

**PROJECT GENERATED VMT**

The project generated VMT compares the project generated VMT per service population to the Citywide VMT per service population under baseline (2018) and future year (2045) conditions.

Table A shows the baseline project VMT per service population. As shown in Table A, the baseline project VMT per service population is 30.1 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline project generated VMT per service population exceeds the Citywide VMT per service population of 32.4 miles. Based on the baseline threshold, the project VMT per service population is less than the threshold and therefore, the project has a less than significant impact under baseline conditions.

Table A also shows the year 2045 project VMT per service population. As shown in Table A, the year 2045 project VMT per service population is 29.0 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2045 project generated VMT per service population exceeds the Citywide VMT per service population of 31.6 miles. Based on the year 2045 threshold, the project VMT per service population is less than the threshold and therefore, the project has a less than significant impact under future (2045) conditions.

**Table A - Project Generated VMT**

	2018		2045	
	City	Project	City	Project
VMT	2,931,236	15,412	5,228,215	14,857
Service Population	90,351	512	165,234	512
VMT/SP	32.44	30.10	31.64	29.02
<b>Impact?</b>		<b>No</b>		<b>No</b>

**CONCLUSION**

The baseline project VMT per service population is 30.1 miles which is less than the threshold of 32.4 miles. The year 2045 project VMT per service population is 29.0 miles which is less than the threshold of 31.6 miles. Therefore, the project will have a less than significant VMT impact under CEQA.