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TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

July 25, 2025

Moses Kim
WARMINGTON RESIDENTIAL
3090 Pullman Street
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SUBJECT: Brodiaea Avenue Vehicle Miles Traveled (VMT) Analysis, City of Moreno Valley

Moses Kim,

TJW Engineering, Inc. (TJW) is pleased to submit this Vehicle Miles Traveled (VMT) Analysis for the proposed project located on Brodiaea Avenue east of Moreno Beach Drive in the City of Moreno Valley. The purpose of this memorandum is to satisfy the requirements for disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA). This analysis has been conducted using guidance from the *City of Moreno Valley Transportation Impact Analysis Preparation Guide (June 2020)*.

PROJECT DESCRIPTION

The proposed project is located on Brodiaea Avenue east of Moreno Beach Drive in the City of Moreno Valley. The proposed project is for the construction of 134 single-family detached residential units. The project site plan is attached for reference.

BACKGROUND

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 OPR to identify alternative metrics for evaluating transportation impacts under CEQA. Based on this, delay-based analysis (level of service) has been replaced by VMT. 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 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.

THRESHOLDS

The City guidelines outline two thresholds for determination of a significant impact. For residential projects, the following thresholds of significance are identified:

1. A project would have a significant VMT impact if, in the Existing Plus Project scenario, its net VMT per capita exceeds the per capita VMT for Moreno Valley.
2. If a project is consistent with the regional RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. If it is not consistent with the RTP/SCS, then it would have a significant VMT impact if:
 - a. Its net VMT per capita exceeds the average VMT per capita for Moreno Valley in the RTP/SCS horizon-year.

METHODOLOGY AND ANALYSIS

A VMT analysis was prepared using the City's guidelines for VMT analysis. The analysis was prepared using the Riverside County Travel Demand Model (RIVCOM).

The project is located within Traffic Analysis Zone (TAZ) 1171. The potential population generated by the project was calculated using a factor of 3.85 persons per household as noted in the City of Moreno Valley Housing Element 2021-2029 (2021). Based on this data, the proposed residential project would have a population of 516 people (134 dwelling units x 3.85 persons per household). The existing base socioeconomic data was moved from the project TAZ and added to an adjacent TAZ. The project TAZ was then populated with the project population.

The model was completed for base year 2018 and plan year 2045 without and with the project conditions (total four model runs). VMT data was then extracted from the RIVCOM model runs including population for the City of Moreno Valley to determine the VMT per capita. Based on the residential land use and as per City guidelines, project VMT per capita was compared to the City's VMT per capita threshold for baseline 2018 and plan year 2045 scenarios. In addition, VMT data for years between 2018 and 2045 can be extrapolated using linear interpolation between the 2018 and 2045 model outputs; this was conducted to determine the project opening year 2025.

Table 1: VMT Analysis of Project Impact

	2018	2025	2045
Project VMT	15,989	15,514	14,158
Project Population	516	516	516
Project VMT/Resident	30.99	30.07	27.44
City VMT	7,355,654	7,983,505	9,777,365
City Population	205,183	221,520	268,198
City VMT/Resident	35.85	36.04	36.46
% Above/Below Threshold	-13.6%	-16.6%	-24.7%
VMT Impact	No	No	No

CONCLUSION

As outlined in the City guidelines for VMT analysis, a project would result in a significant project-generated VMT impact if the VMT per capita exceeds the City of Moreno Valley VMT per capita. The base year 2018, project opening year 2025, and plan year 2045 project generated VMT per capita is below the City of Moreno Valley threshold. Therefore, the project would have a less than significant impact on VMT.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

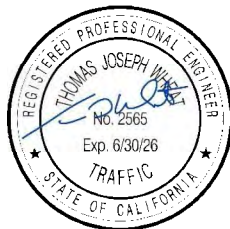


Thomas Wheat, PE, TE
 President



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 Transportation Planner

Registered Civil Engineer #69467
 Registered Traffic Engineer #2565



SITE INFORMATION

Address: Brodiaea Ave
 APN(s): 47-080-003, -004, -005 and 47-070-013, -014-, -015
 City: Moreno Valley
 County: Riverside County
 Current Zoning: R-3 (3 du/ac)
 Proposed Zoning: R-10 (10 du/ac)

R-10 SFD DEVELOPMENT STANDARDS

Min Lot Size: 4500sf
 Min Lot Width: 45'
 Lot Depth: 85'
 Setbacks:
 Front: 20'
 Side: 5'
 Corner Side: 10'
 Rear: 15'
 Coverage: 50%

SITE SUMMARY

Site Area: ±14.4 ac (627,000sf)

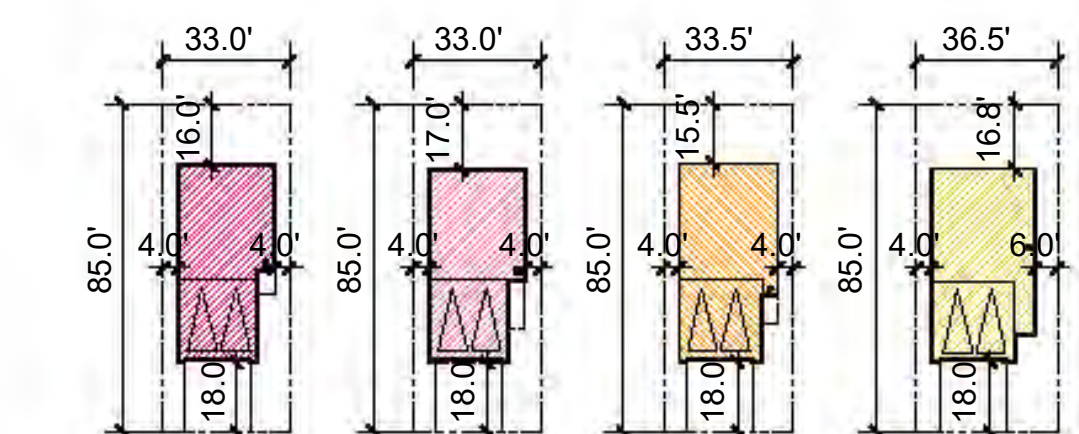
Units:

- 26 units - P1 (Xgsf, Xbd, Xba)
- 41 units - P2 (1702gsf, 3bd + loft/bed4, 2.5ba)
- 41 units - P3 (1975gsf, 4bd + loft, 2.5ba)
- 26 units - P4 (2119gsf, up to 5bed, 3.5ba)
- 134 units - Total

Density: ±9.3 du/ac

Parking Provided:

- 268 spaces - Garages
- 268 spaces - Driveways
- 34 spaces - Open
- 570 spaces - Total (4.25 sp/unit)



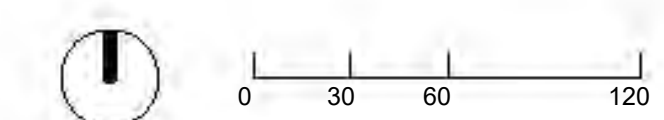
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BRODIAEA AVENUE
 MORENO VALLEY, CA # 2024-0351

OPTION 7
CONCEPTUAL DENSITY STUDY
 NOVEMBER 19, 2024



RIVCOM Model Output

	Base Year 2018	Base Year 2025	Plan Year 2045	Base Year 2018 Project	Base Year 2025 Project	Plan Year 2045 Project
Daily_Home-Based Prod VMT	2,767,039.71	2,962,235.95	3,519,939.51	11,468.44	11,025.40	9,759.57
Daily_HBW Attr VMT	691,102.30	799,891.81	1,110,718.98	0.00	0.00	0.00
Daily_Total Auto OD From VMT	3,526,240.91	3,816,903.78	4,647,369.10	8,414.69	8,146.68	7,380.93
Daily_Total Auto OD To VMT	3,506,754.53	3,804,087.86	4,653,611.66	7,454.36	7,252.61	6,676.16
Daily_Total Auto OD Intra VMT	14,038.49	14,188.02	14,615.24	4.42	3.94	2.59
Daily_Total Truck OD From VMT	153,832.43	173,773.13	230,746.56	57.82	55.56	49.09
Daily_Total Truck OD To VMT	154,283.80	174,073.70	230,616.25	57.89	55.60	49.08
Daily_Total Truck OD Intra VMT	504.23	478.83	406.24	0.01	0.01	0.00
Daily_Total OD From VMT	3,680,073.35	3,990,676.92	4,878,115.70	8,472.51	8,202.24	7,430.02
Daily_Total OD To VMT	3,661,038.32	3,978,161.54	4,884,227.88	7,512.25	7,308.21	6,725.24
Daily_Total OD Intra VMT	14,542.73	14,666.85	15,021.48	4.42	3.95	2.59
Daily_Total_Triplen	1,498.36	1,514.69	1,561.35	12.93	12.52	11.34
Population	205,183	221,520	268,198	516	516	516
Employment	43,140	48,843	65,138	0	0	0
Enrollment	52,232	54,097	59,425	0	0	0