

Exhibit B

This page intentionally left blank.



April 9, 2025

Mr. Matt Dexter
Director of Engineering
Jackson Family Wines
421 Aviation Boulevard
Santa Rosa, CA 95403

Initial Traffic Analysis for the JFW Malouf Shop Project

Dear Mr. Dexter;

As requested, W-Trans has prepared an initial traffic analysis for the proposed JFW Malouf Shop project. The project would be located at 38580 Arroyo Seco Road in the County of Monterey. The purpose of this letter is to present an estimate of the project's expected trip generation and vehicle miles traveled (VMT).

Project Description

The proposed project would result in the construction of a 3,750-square-foot premanufactured metal building to support the existing vineyard at 38580 Arroyo Seco Road and relocation of ten existing employees and two daily deliveries from 38503 Arroyo Seco Road to the project site. The shop is intended to support maintenance needs for vineyard equipment and farming operation. No net increase in employees or delivery trips are expected with the proposed project.

Trip Generation

As the proposed project would result in the relocation of where the employees work and where deliveries go it is not expected to result in an increase in the number of trips to the surrounding roadway network, but instead in a relocation of where those trips turn off of Arroyo Seco Road. To present a conservative analysis the relocated employees and deliveries were evaluated as if they were new trips.

Because the proposed project consolidates several functions in one location it was determined that the trip generation forecast should be based on the number of trips generated by each employee and delivery rather than calculate trip rates for a specific land use. The ten employees that would be relocated to the site would work there year-round, and there would be an average of two deliveries per day to the project site.

Based on project-specific data supplied by the applicant, six employees would work from 6:00 a.m. to 2:30 p.m. and four employees would work from 8:30 a.m. to 5:00 p.m. The a.m. and p.m. peak hours tend to occur sometime between 7:00 a.m. to 9:00 a.m. and 5:00 p.m. to 7:00 p.m. respectively. To present a conservative analysis it was assumed that all employees would arrive during the a.m. peak hour (i.e., ten inbound a.m. peak hour trips) and four would depart during the p.m. peak hour (i.e., four outbound p.m. peak hour trips).

Each delivery would produce two trips, one inbound and one outbound of the project site, and one of the two deliveries each day was assumed to occur during each peak hour (e.g., deliveries account for two a.m. peak hour trips and two p.m. peak hour trips). Each employee would generate two trips per day (one inbound and one outbound), and half of the employees would leave the project site for lunch (or some other errand) and return, thus making for ten additional daily trips (five inbound and five outbound). Overall, this would result in 34 daily trips, 12 a.m. peak hour trips, and six p.m. peak hour trips, as shown on Table 1.

Table 1 – Trip Generation Summary

Units	Number of Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Employees	10	3	30	0.6	10	10	0	0.4	4	0	4
Deliveries	2	2	4	1	2	1	1	1	2	1	1
Total			34		12	11	1		6	1	5

Traffic Impact Fee

The County of Monterey established a countywide traffic impact fee in *2018 Regional Development Impact Fee Program*, 2018. This fee “would be applied to all new development projects that cause a net increase in trips.” As the project would result in the relocation of existing trips and not in the creation of any new trips, the traffic impact fee would not apply to the project as proposed. However, if a traffic impact fee is levied on the project because the project is located in the South County area with a likely classification as “other” land use, the potential fee would be \$420 per 1,000 square feet of building area for a total fee of \$1,575 ($\$420 \times 3.75 = \$1,575$).

Finding - As the proposed project would not result in any new trips, the project would likely not warrant levying of a traffic impact fee. However, should a fee be levied on the proposed project, the estimated fee would be \$1,575.

Vehicle Miles Traveled (VMT)

Guidance provided by the California Governor’s Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory* (Technical Advisory), 2018 was used since the County of Monterey has not adopted standards and policies for measuring the effect of VMT. The Technical Advisory has several criteria which are identified that may be used by jurisdictions to identify certain types of projects that are unlikely to have a VMT impact and can be “screened” from further VMT analysis. One of these screening criteria pertains to small projects, which OPR identifies as generating fewer than 110 vehicle trips per day.

This project is expected to relocate 34 daily vehicle trips, which (even if considered new trips) would satisfy the criteria for consideration as a small project that can be presumed to have a less-than-significant impact on VMT.

Finding – Based on guidance provided by the California Governor’s Office of Planning and Research (OPR), the proposed project meets the criteria to be considered a small project and therefore can be presumed to result in a less-than-significant impact on vehicle miles traveled.

Conclusions

- The project as proposed would not be expected to generate any new trips as it would result in the relocation of existing trips. If the project was considered to generate new trips it would be expected to produce 34 daily trips, including 12 a.m. peak hour and six p.m. peak hour trips.
- A traffic impact fee is not applicable to this project since existing trips would be relocated, and no new trips would be produced. However, should a fee be levied on the proposed project, the estimated fee would be \$1,575.
- This project is presumed to result in a less-than-significant impact on VMT since the small project criteria is met.

Mr. Matt Dexter

Page 3

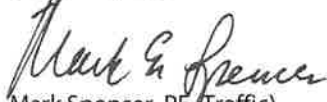
April 9, 2025

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,



Kenny Jeong, PE (Traffic)
Senior Engineer



Mark Spencer, PE (Traffic)
Principle Engineer



MES/kbj/MOX012.L1

This page intentionally left blank