



# CEQA Transportation Impact Thresholds Update

Board of Supervisors  
September 15, 2020  
Long Range Planning

# Introduction

# Outline

- SB 743 Overview
- What is VMT?
- Implementation Process
- Next Steps
- Recommended Actions



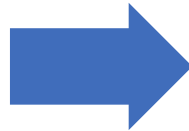
SB 743  
Overview

# What is SB 743?

Updates how transportation impacts are measured under CEQA

Before SB 743

- Impacts *to drivers*
- Using *Level of Service (LOS)*



After SB 743

- Impacts *of driving*
- Using *Vehicle Miles Traveled (VMT)*

# Why was SB 743 adopted?

Shift in focus to better align with the following State goals:

- Reducing greenhouse gas (GHG) emissions
- Encouraging infill development
- Improving public health through increased active transportation

# SB 743 Timeline



# Current Transportation Analysis Methodology

Level of Service (LOS) = measure used to analyze traffic flow

- Qualitative measure used to describe the magnitude of vehicle traffic in comparison to the roadway capacity



Traffic = LOS A  
Economy = LOS F



Traffic = LOS F  
Economy = LOS A



# Methodology Changes with SB 743

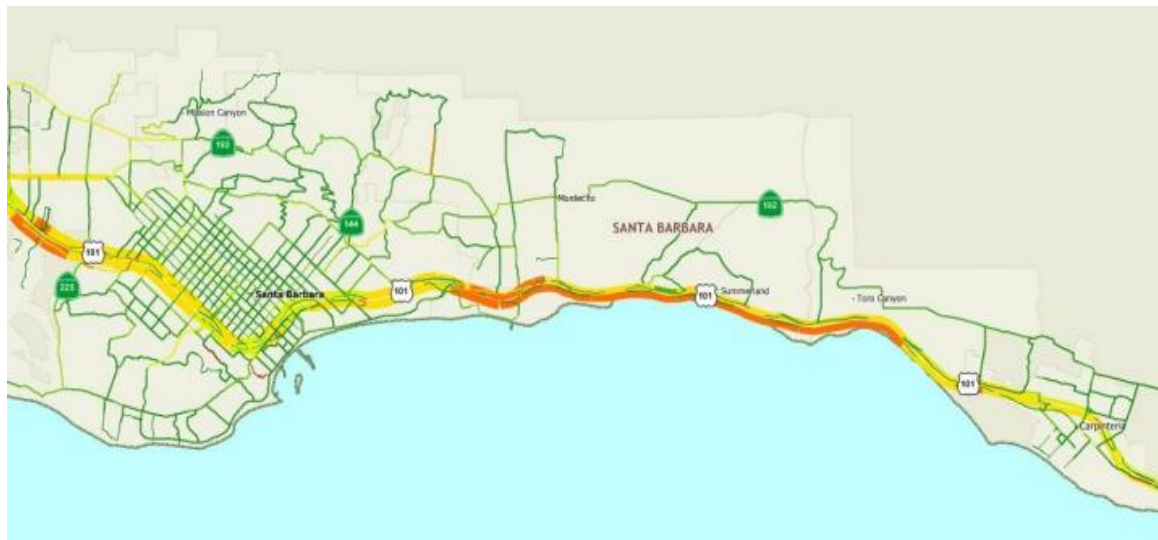
Eliminates LOS as a CEQA Metric

Replaces LOS with VMT

- Provides methods and thresholds guidance
- Changes where significant impacts occur
- Changes mitigation focus
- LOS will still be used for consistency with County policies

# What is VMT?

- $VMT = \text{Number of Vehicles} \times \text{Driving Distance}$
- SBCAG Travel Demand Model used to estimate VMT
- VMT needs to capture local and regional travel
- SBCAG used to track VMT by zone



SBCAG Model Roadway Network Example

# VMT Metrics

## Employment



Home-Based Work VMT/Employee  
(Passenger)

## Retail



Total VMT  
(Passenger and Commercial)

## Residential



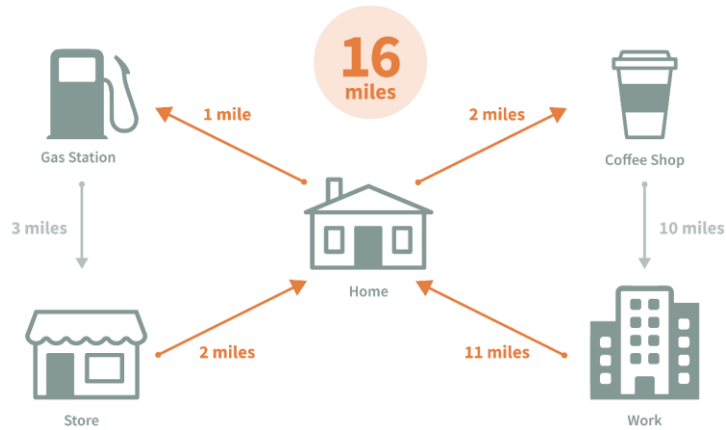
Home-Based VMT/Resident  
(Passenger)

## Transportation

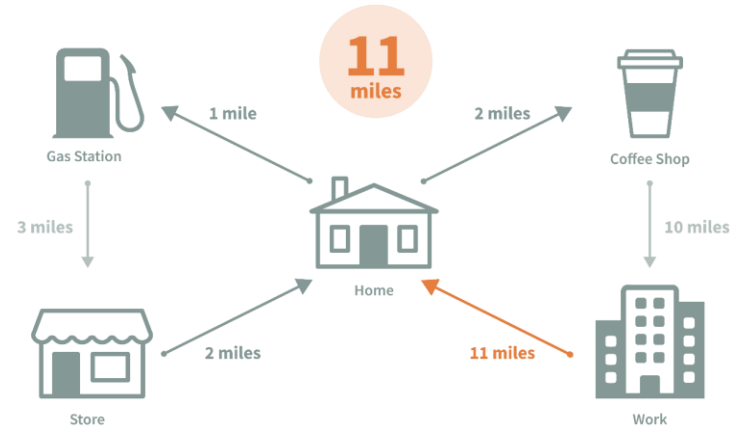


Total Roadway VMT  
(Passenger and Commercial)

# VMT for Land Use Projects



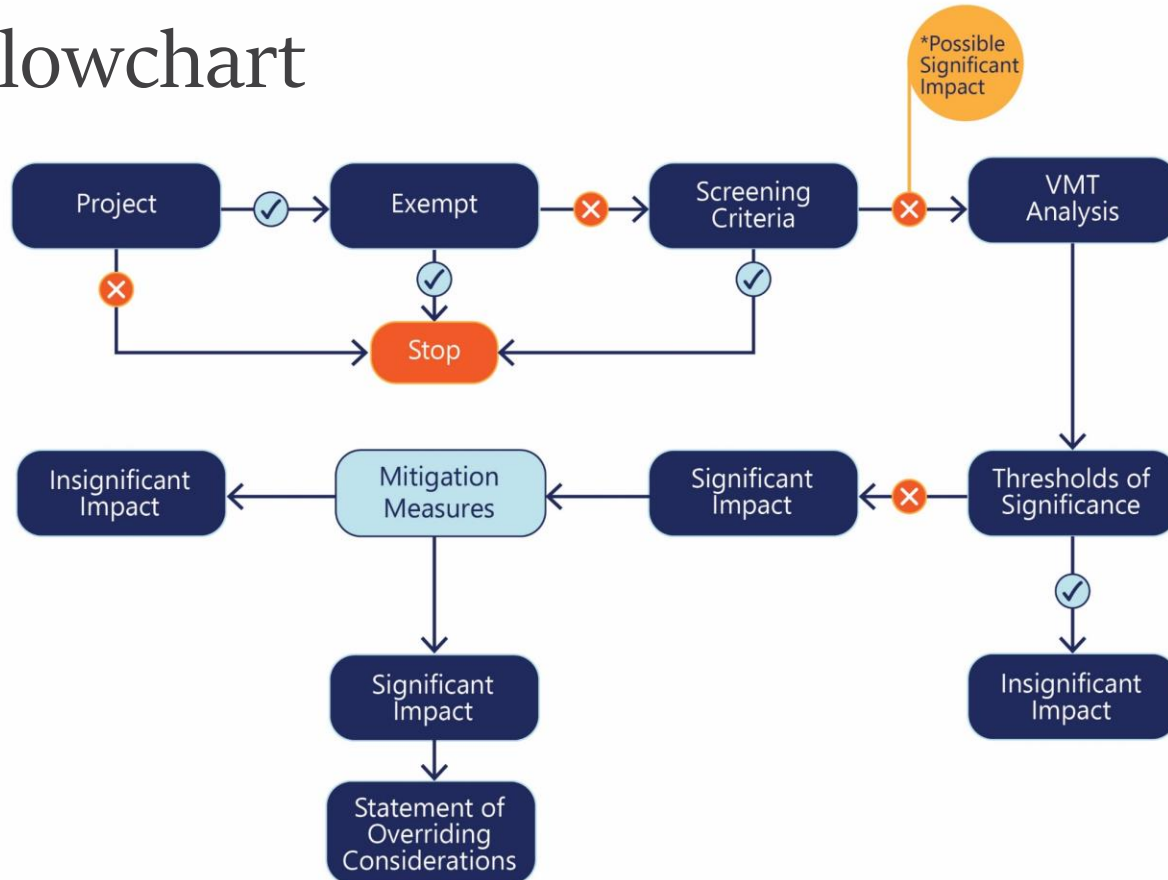
VMT Generated by Residential Uses



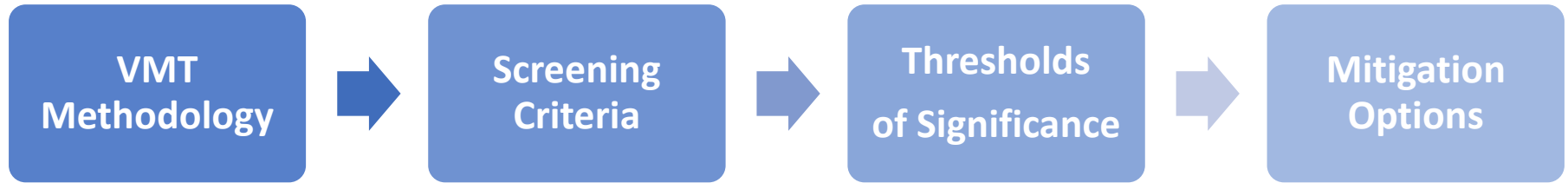
VMT Generated by Employment Uses

Implementation

# VMT Flowchart



# SB 743 Implementation Process



# VMT Methodology

- SBCAG RTDM
- Geographic boundary:
  - County v. Region (SBCAG)
- County VMT 22%-24% higher

## Baseline VMT

Metric	County	SBCAG
VMT/Service Population	35.4	29.1
VMT/Resident	15.0	12.3
VMT/Employee	15.9	12.8

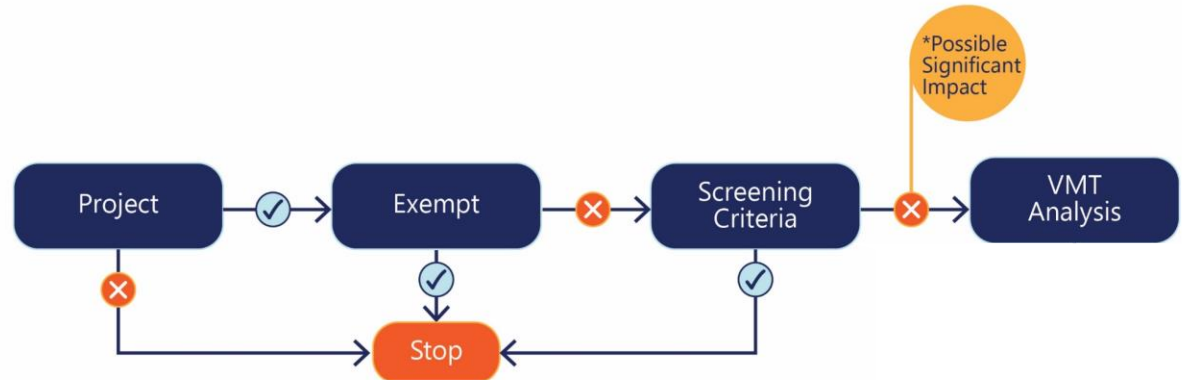


# Screening Criteria

- Small Projects:

  - <110 daily trips
  - Locally-serving retail (<50 ksf)

- Low-VMT areas
- Transit Priority Areas
- Affordable Housing
- Types of transportation projects



# VMT Thresholds

Employment



15% below county VMT

Retail



No net increase in total VMT

Residential



15% below county VMT

Transportation



No net increase in roadway VMT

# VMT Mitigation Strategies

- Project Design/Land Use Mix
- Transportation Demand Management (TDM) Strategies
- VMT mitigation challenging in the County



Vanpools



Telecommuting



Pedestrian Facilities



Car-sharing

# VMT Mitigation Strategies

**Near-  
Term**

Project Design  
and Land Use  
Mix

Travel Options  
and TDM  
Strategies


**Longer-  
Term**

Impact Fee  
Programs

VMT Exchange  
or Mitigation  
Bank Programs

# Next Steps

- VMT Calculator Tool
- Training

**Culver CITY**
**VMT Tool**


Analysis is required. This project does not meet screening criteria. No separate analysis is required for retail.

**Project Name**

**Project Parcel** [Click here for parcel viewer](#)


**Project Screening**

**Apply to Full Project**  
Is this project within 1/2 mile of one of the following transit hubs?  
 - Culver City Expo Station  
 - La Cienega/Jefferson Expo Station  
 - Westfield-Culver City Transit Center  
 - Sepulveda/Vanice Intersection

Does this project generate fewer than 250 daily trips? No

**Apply to Specific Land Uses**  
Is the retail component of project fewer than 50,000 square feet in size at every store? Yes

Is this residential component of the project 100% affordable housing? N/A



Project Daily Trips

1,454

**Project Land Use**

	Value (du)	
<b>Residential</b>		The following land uses will require separate analysis (outside of this tool) if not screened out. <u>Please leave the land uses in the table below if they are part of a mixed use project.</u>
Single Family	150	
Multi-Family	[ ]	
Affordable Housing	[ ]	
Family	[ ]	
Senior	[ ]	
Special Needs	[ ]	
Permanent Supportive	[ ]	
<b>Office</b>		
Standard	Value (kaf)	
<b>Medical</b>		<b>Retail</b> General Supermarket Bank Health Club Gas Station Auto Repair Home Improvement Superstore Free-Standing Discount Restaurant Non-fast-food Restaurant Fast-food
Medical Office	Value (kaf)	
Hospital	[ ]	
<b>Industrial</b>		
Light Industrial	Value (kaf)	
Manufacturing	[ ]	
Warehousing / Self-Storage	[ ]	
<b>Movie Studio</b>		
Office	Value (kaf)	
Post Production	[ ]	
Stage	[ ]	
Support	[ ]	
		Theater w/ Matinee <b>Hotel</b> Hotel Motel <b>School</b> University High School Middle School Elementary

# Environmental Review

- Not a project
- Exempt from CEQA pursuant to CEQA Guidelines Section 15060(c)(3) and 15378(b)(5)

# Recommendations

- Determine that the amendment to the *Environmental Thresholds and Guidelines Manual* is not a project pursuant to CEQA Guidelines Section 15060(c)(3) and 15378(b)(5) (Attachment 1).
- Adopt a resolution approving the proposed amendment to the *Environmental Threshold and Guidelines Manual* (Attachment 2)

Questions?