

1 RESOLUTION NO.

2 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
3 RIVERSIDE, CALIFORNIA ADOPTING “VEHICLE MILES TRAVELED”  
4 THRESHOLDS OF SIGNIFICANCE FOR PURPOSES OF ANALYZING  
TRANSPORTATION IMPACTS UNDER THE CALIFORNIA  
ENVIRONMENTAL QUALITY ACT

5 WHEREAS, the California Environmental Quality Act Guidelines (“CEQA Guidelines”)  
6 encourage public agencies to develop and publish generally applicable “thresholds of significance”  
7 to be used in determining the significance of a project’s environmental effects; and

8 WHEREAS, CEQA Guidelines section 15064.7(a) defines a threshold of significance as “an  
9 identifiable quantitative, qualitative or performance level of a particular environmental effect,  
10 noncompliance with which means the effect will normally be determined to be significant by the  
11 agency and compliance with which means the effect normally will be determined to be less than  
12 significant”; and

13 WHEREAS, CEQA Guidelines section 15064.7(b) requires that thresholds of significance  
14 must be adopted by ordinance, resolution, rule, or regulations, developed through a public review  
15 process, and be supported by substantial evidence; and

16 WHEREAS, pursuant to CEQA Guidelines section 15064.7(c), when adopting thresholds of  
17 significance, a public agency may consider thresholds of significance adopted or recommended by  
18 other public agencies provided that the decision of the agency is supported by substantial evidence;  
19 and

20 WHEREAS, Senate Bill 743, enacted in 2013 and codified in Public Resources Code section  
21 21099, required changes to the CEQA Guidelines regarding the criteria for determining the  
22 significance of transportation impacts of projects; and

23 WHEREAS, in 2018, the Governor’s Office of Planning and Research (“OPR”) proposed,  
24 and the California Natural Resources Agency certified and adopted, new CEQA Guidelines section  
25 15064.3 that identifies vehicle miles traveled (“VMT”) – meaning the amount and distance of  
26 automobile travel attributable to a project – as the most appropriate metric to evaluate a project’s  
27 transportation impacts; and

1 WHEREAS, as a result, automobile delay, as measured by “level of service” and other  
2 similar metrics, generally no longer constitutes a significant environmental effect under CEQA; and

3 WHEREAS, CEQA Guidelines section 15064.3 goes into effect on July 1, 2020, though  
4 public agencies may elect to be governed by this section immediately; and

5 WHEREAS, the Public Works Department conducted a public review process, which  
6 consisted of a staff presentation before the Planning Commission on May 14, 2020, an informational  
7 website to provide resources to the public, and solicitation of comments from several community  
8 organizations and local transportation consultants.

9 WHEREAS, the City of Riverside has reviewed the VMT thresholds of significance,  
10 recommended in an analysis conducted by the Western Riverside Council of Governments on behalf  
11 of its member jurisdictions, for determining the significance of transportation impacts.

12 WHEREAS, the City of Riverside’s total VMT per service population is 7% below the  
13 WRCOG average, and whereas the City’s average VMT per capita is 25% below the WRCOG  
14 average, indicating that a development with baseline levels of VMT in Riverside is likely to operate  
15 more efficiently than an average development within the WRCOG subregion.

16 WHEREAS the proposed final Southern California Association of Government’s Regional  
17 Transportation Plan “Connect SoCal” proposes to achieve SB 375 GHG reduction and envisions  
18 VMT reductions throughout each subregion of the greater SCAG area but “has not taken any credits  
19 in regard to potential VMT reduction through SB 743 implementation.” Supporting the assertion that  
20 State emission reduction objectives are supported through SB 743 implementation, but not reliant on  
21 SB 743 implementation.

22 NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Riverside,  
23 California, as follows:

24 Section 1: The City of Riverside hereby adopts the following:

- 25 1. Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its  
26 methodology to measure VMT.
- 27 2. Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its  
28 method to analyze a project’s VMT impact.

- 1           3.       For new residential projects, utilizing a threshold consistent with the City's current  
2               baseline VMT Per Capita.  
3           4.       For new office and industrial projects, utilizing a threshold consistent with the City's  
4               current baseline VMT Per Employee.  
5           5.       For new retail & other land use projects, utilizing a threshold consistent with the net  
6               total VMT of the jurisdiction.

7       Section 2: This Resolution shall take effect immediately upon its adoption.

8       ADOPTED by the City Council this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

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\_\_\_\_\_  
WILLIAM R. BAILEY, III  
Mayor of the City of Riverside

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Attest:

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\_\_\_\_\_  
COLLEEN J. NICOL  
City Clerk of the City of Riverside

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1 I, Colleen J. Nicol, City Clerk of the City of Riverside, California, hereby certify that the  
2 foregoing resolution was duly and regularly adopted at a meeting of the City Council of said City at  
3 its meeting held on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by the following vote, to wit:

4 Ayes:

5 Noes:

6 Absent:

7 Abstain:

8  
9 IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the  
10 City of Riverside, California, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

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12 \_\_\_\_\_  
13 COLLEEN J. NICOL  
14 City Clerk of the City of Riverside  
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