



ADOPTION OF VEHICLE MILES TRAVELED THRESHOLDS FOR CEQA COMPLIANCE RELATED TO TRANSPORTATION ANALYSIS

Public Works Department

City Council,
June 16, 2020

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BACKGROUND

1. Historically, delay and congestion were the metrics used when evaluating transportation impacts.
2. WRCOG has prepared analysis to assist its member agencies in the transition.
3. SB 743 must be implemented by July 1, 2020.
4. The Planning Commission recommended the "Alternative B" thresholds presented on 5/14/2020.



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DISCUSSION

Since SB 743 represents a significant departure from the City of Riverside's current practice, the City must address the following questions prior to taking any action:

1. Methodology
2. Thresholds
3. Mitigation



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METHODOLOGY

1. Recommend use of the Riverside County Travel Demand Model (RIVTAM / RIVCOM).
2. Jurisdictions and technical experts have been utilizing RIVTAM since 2009.
3. A new version of the Riverside County Travel Demand Model is being developed by WRCOG and will be ready for use by Fall 2020.



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THRESHOLDS (OPTIONS)

1. Thresholds consistent with OPR's Technical Advisory, recommending that proposed developments generate VMT per person that is 15% below existing VMT per capita; (ALT. A)
2. Thresholds consistent with Lead Agency air quality, greenhouse gas emissions reduction, and energy conservation goals;
3. Thresholds consistent with the Regional Transportation Plan / Sustainable Communities Strategy future year VMT projects by jurisdiction or subregion; and
4. Thresholds based on baseline VMT performance by jurisdiction or subregion. (ALT. B – Recommended by Planning Commission)



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REGARDING OPR'S GUIDELINES (ALT. A)

1. State Department of Transportation (Caltrans) has released guidelines supporting OPR-recommended thresholds.
2. Other agencies, including Irvine, Los Angeles, Santa Ana, San Jose, and Beverly Hills have or are anticipated to adopt thresholds generally consistent with OPR / Caltrans



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THRESHOLDS (ALTERNATIVE A)

1. For new residential projects, utilizing a threshold consistent with 15% below the City's current VMT Per Capita.
2. For new office & industrial projects, utilizing a threshold consistent with 15% below the City's current VMT Per Employee.
3. For new retail & other land use projects, utilizing a threshold consistent with the City's current net total VMT.



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REGARDING BASELINE THRESHOLDS (ALT. B)

1. Adopted by City of Corona (consistency with neighboring agencies).
2. Consistent with CEQA requirements, but less conservative than guidelines.
3. The City of Riverside operates more efficiently on average than its neighbors.



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THRESHOLDS (ALTERNATIVE B)

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



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MITIGATION

1. Diversifying land use
2. Improving pedestrian networks
3. Implementing traffic calming infrastructure
4. Building low-stress bicycle network improvements
5. Encouraging telecommuting and alternative work schedules
6. Providing ride-share programs
7. Transit passes
8. Mitigation Bank (under development using SB 2 funds)



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UPDATED TRAFFIC IMPACT ANALYSIS GUIDELINES

1. Traffic Impact Analysis Guidelines Have Been Updated
2. Include a broad set of project screening criteria
3. Include a reference to the WRCOG-commissioned online Screening Map



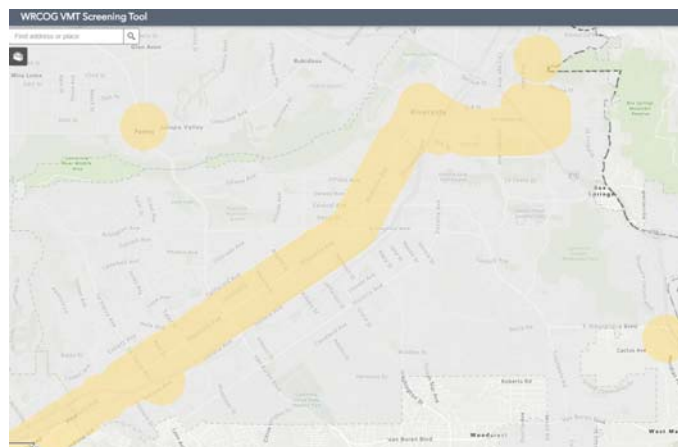
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SCREENING OPPORTUNITIES

Qualifying projects in Transit Priority Areas



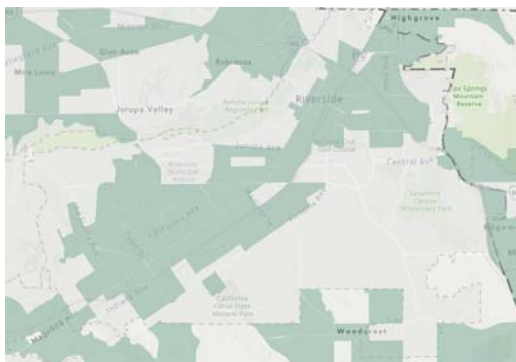
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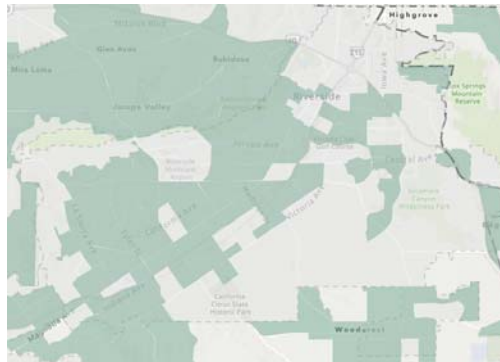
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SCREENING OPPORTUNITIES

Qualifying projects in low-VMT areas beneath thresholds



**HOUSING ELIGIBLE FOR SCREENING UNDER
ALTERNATIVE B**



**OFFICE ELIGIBLE FOR SCREENING UNDER
ALTERNATIVE B**

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SCREENING OPPORTUNITIES

1. A broad range of project-types including:
2. Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.
3. Local-serving K-12 schools
4. Local parks



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SCREENING OPPORTUNITIES

1. Day care centers
2. Local-serving gas stations & car-washes
3. Local-serving banks
4. Local-serving hotels (e.g. non-destination hotels)
5. Student housing projects
6. 100% Affordable housing projects



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SCREENING OPPORTUNITIES

7. Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
8. Projects consisting of 100% affordable housing
9. Projects generating less than 110 daily vehicle trips; this generally corresponds to the following "typical" development potentials:
 - a) 11 single family housing units
 - b) 16 multi-family, condominiums, or townhouse housing units
 - c) 10,000 sq. ft. of office
 - d) 15,000 sq. ft. of light industrial
 - e) 63,000 sq. ft. of warehousing



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RECOMMENDATIONS

That the City Council:

1. Adopt a resolution approving Vehicle Miles Traveled thresholds for CEQA compliance related to transportation analysis, using thresholds consistent with current baseline VMT levels as recommended by the Planning Commission.
2. Direct staff to conduct a workshop to educate the development community in the application of new vehicle miles traveled thresholds, and mitigation measures for vehicle miles traveled related impacts; and
3. Approve the methodologies and mitigation measures detailed within this report and within the updated Traffic Impact Analysis Guidelines



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