



ITEM 4: VEHICLE MILES TRAVELED CEQA THRESHOLDS

CITY COUNCIL MEETING AUGUST 17, 2021

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VMT THRESHOLDS STUDY

- State Bill (SB) 743 – Signed into State Law in 2013
 - Level of Service (LOS) no longer used in the analysis of transportation impacts under the California Environmental Quality Act (CEQA)
- July 1, 2020 - Projects required to analyze Vehicle Miles Traveled (VMT)
 - Amount and distance of automobile travel attributable to a project
 - Quantify the number of miles driven for a particular use and/or project to operate

LOS

Level of Service (Signalized Intersections)	Average Vehicle Delay at Intersection (seconds)
A	<10
B	>10 and <20
C	>20 and <35
D	>35 and <55
E	>55 and <80
F	>80

Level of Service (Signalized Intersections) Average Vehical Delay At Interaction (seconds)

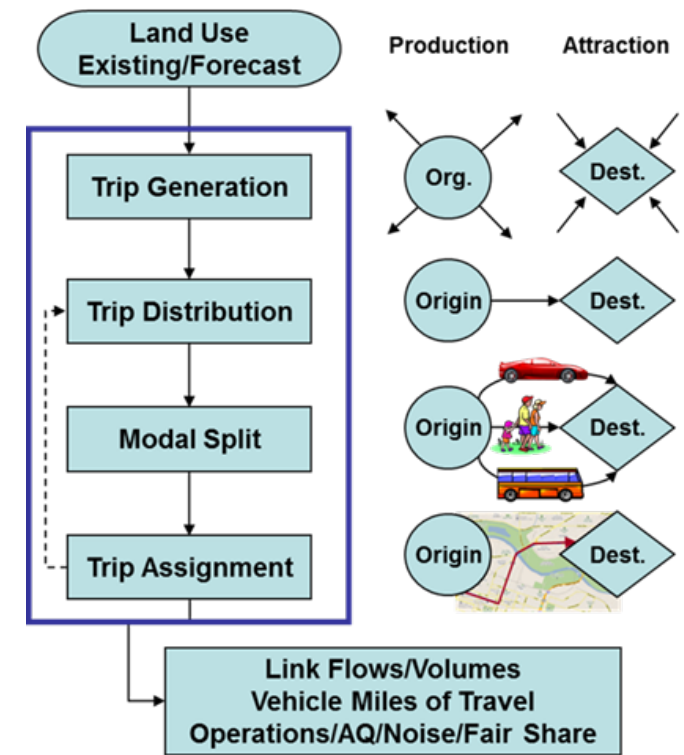
A <10 B >10 and <20 C >20 and <35 D >35 and <55 E >55 and <80 F >80

**TRAFFIC COUNTS
ESTABLISH BASELINE**

LOCATION SPECIFIC

**MITIGATION
TYPICALLY INVOLVES
ADDING ROADWAY
CAPACITY**

VMT



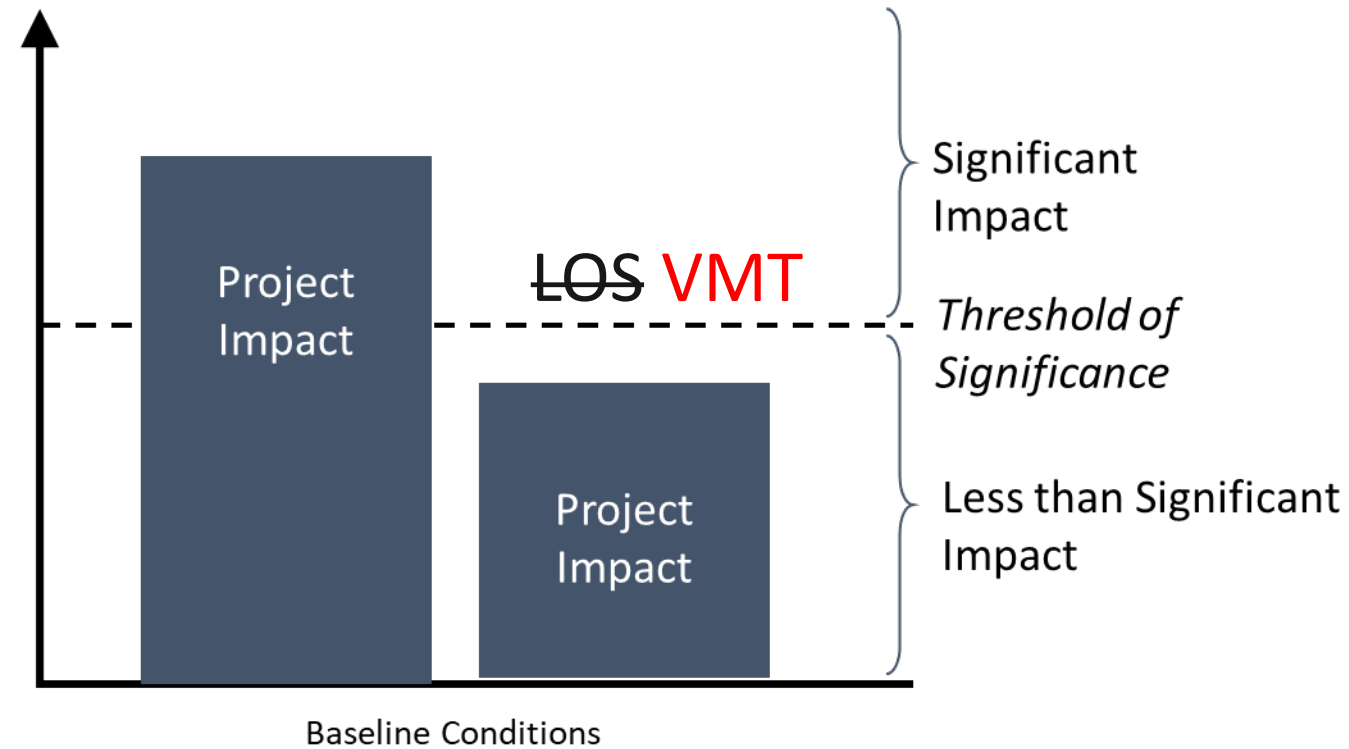
VMT MUST BE MODELED

**SYSTEMWIDE ASSESSMENT
FULL TRIP LENGTH**

**MITIGATION: LAND USE AND
PROGRAMS THAT REDUCE VMT**

CEQA SIGNIFICANCE THRESHOLD

- CEQA Impacts determined relative to Thresholds
- Impact determinations:
 - > Less than significant
 - > Less than significant with mitigation
 - > Significant and unavoidable

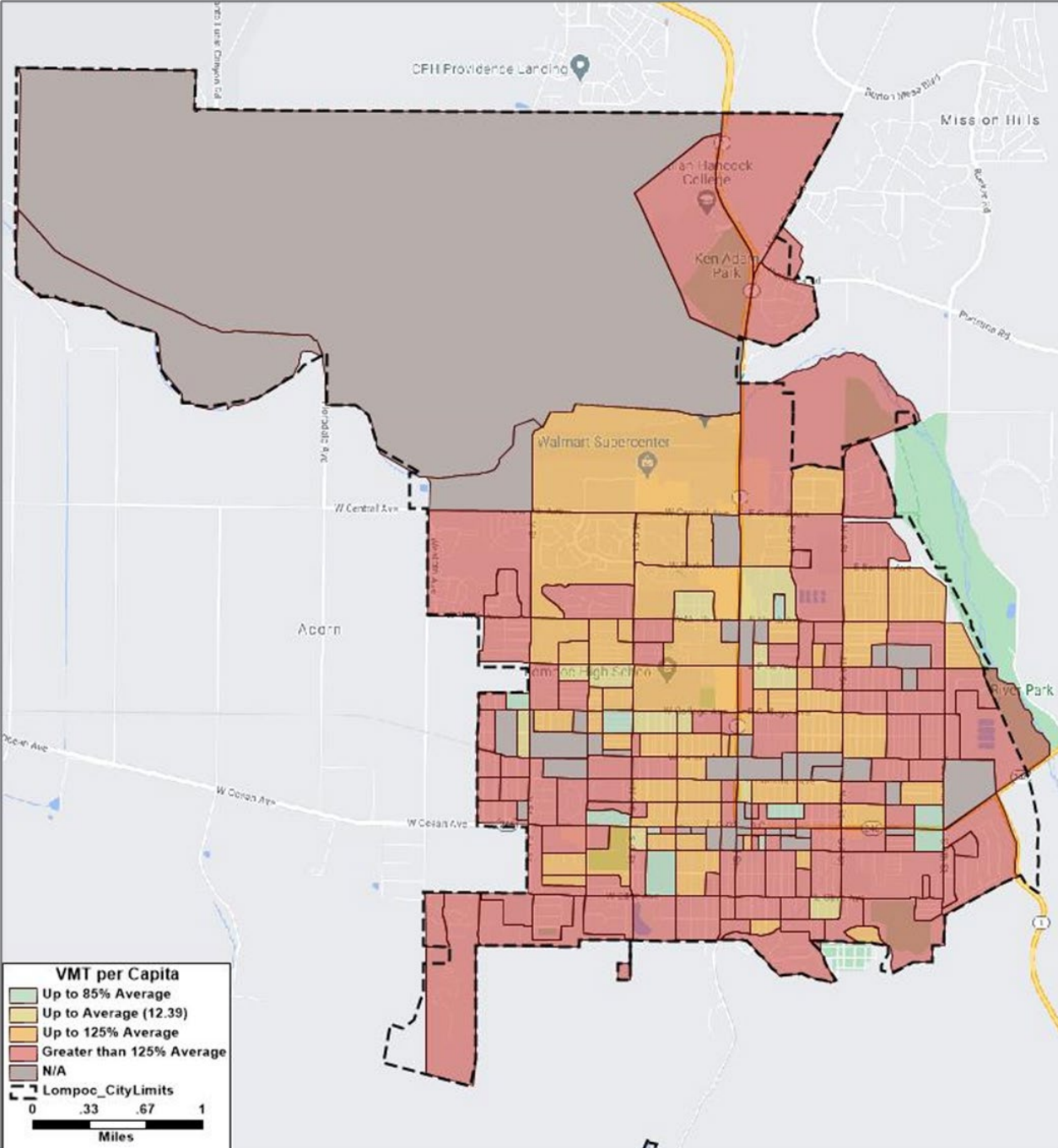


VMT THRESHOLDS STUDY

- To implement SB 743, the City needs to determine the following:
 - 1) Establish a VMT Baseline (Countywide, Regional, or Citywide)
 - 2) VMT Thresholds (15% Below Average)
 - 3) Screening Criteria for CEQA Streamlining
 - 4) Update the City's Environmental Procedures and TIA Guidelines
 - 5) Develop an Analysis Tool in lieu of a Travel Demand Model

POTENTIAL VMT SCREENING CRITERIA – CITY PROPOSES TO FOLLOW OPR GUIDANCE

- Proximity (1/2 mile) to high quality transit (not currently applicable to Lompoc)
- Small projects (<110 daily trips)
- Affordable housing developments (100%)
- Local serving retail (<50,000 sq.ft. for individual establishment)
- Infrastructure (non-capacity increasing projects)
- Location in low VMT generating area (development of screening maps)

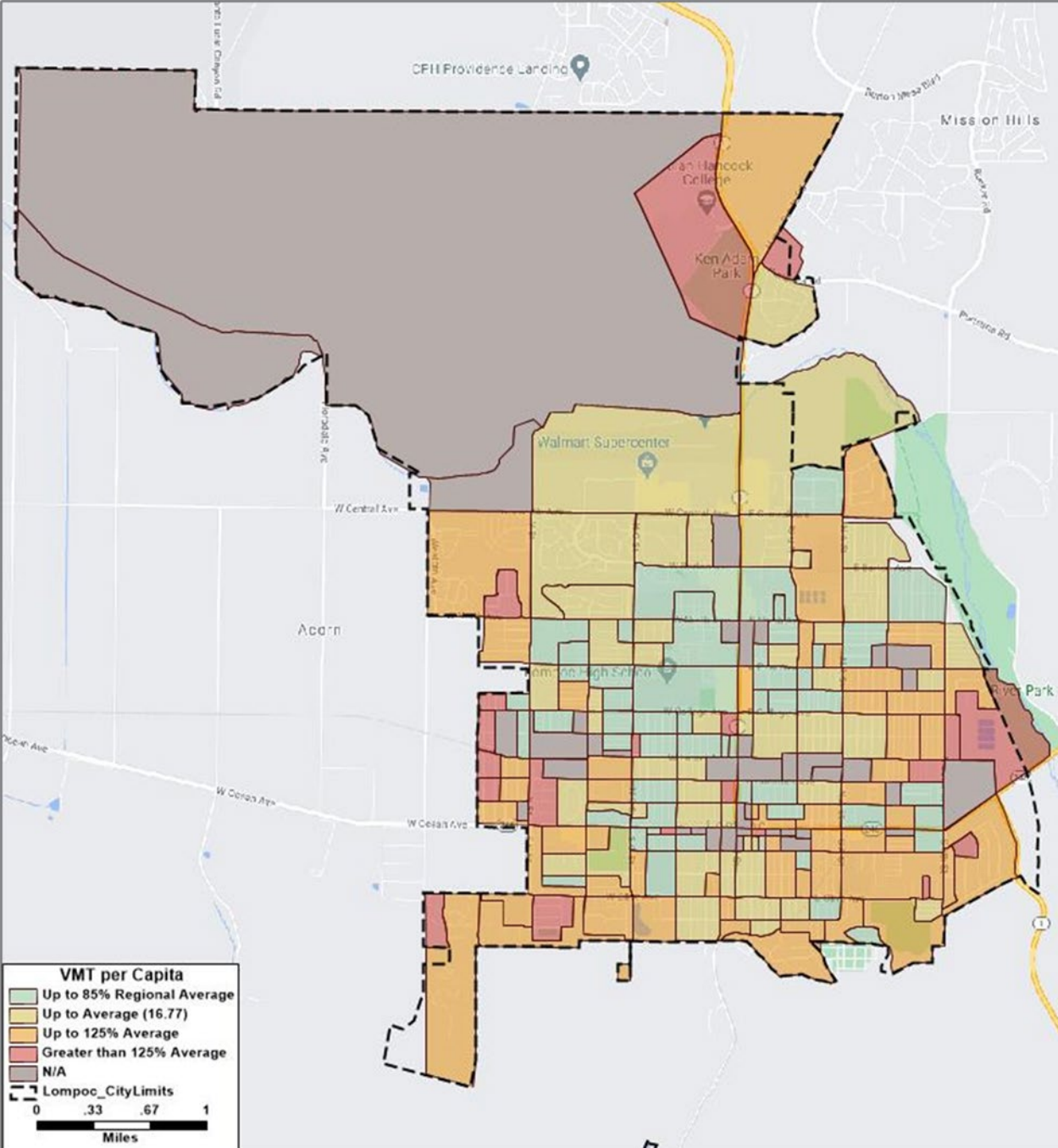


COUNTYWIDE AVERAGE

HOME-BASED TRIPS VMT/POPULATION

- APPLICABLE TO RESIDENTIAL USES

*Plus portion of travel into and out of County

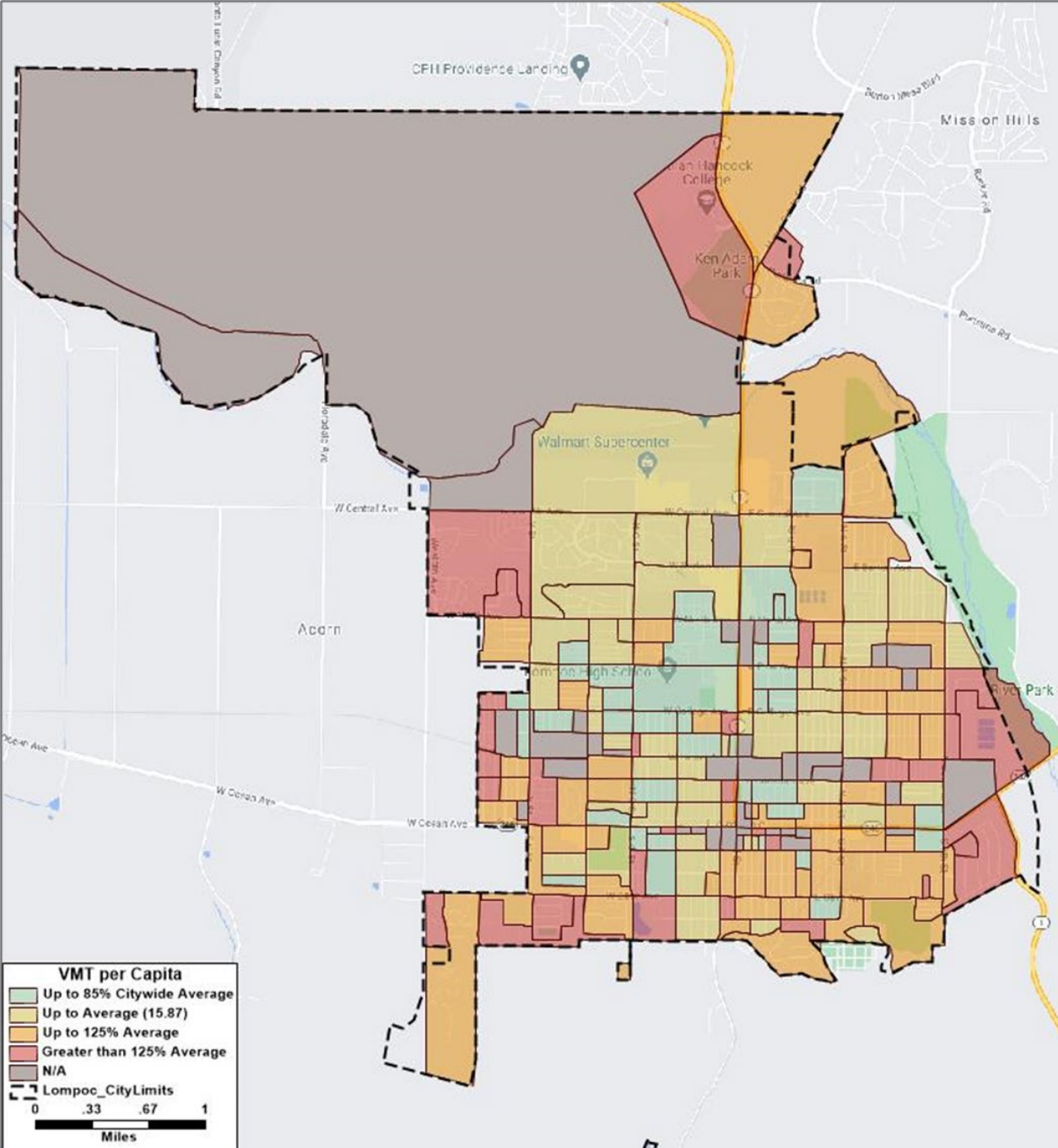


REGIONAL AVERAGE

HOME-BASED TRIPS VMT/POPULATION

- APPLICABLE TO RESIDENTIAL USES

*Plus portion of travel into and out of County

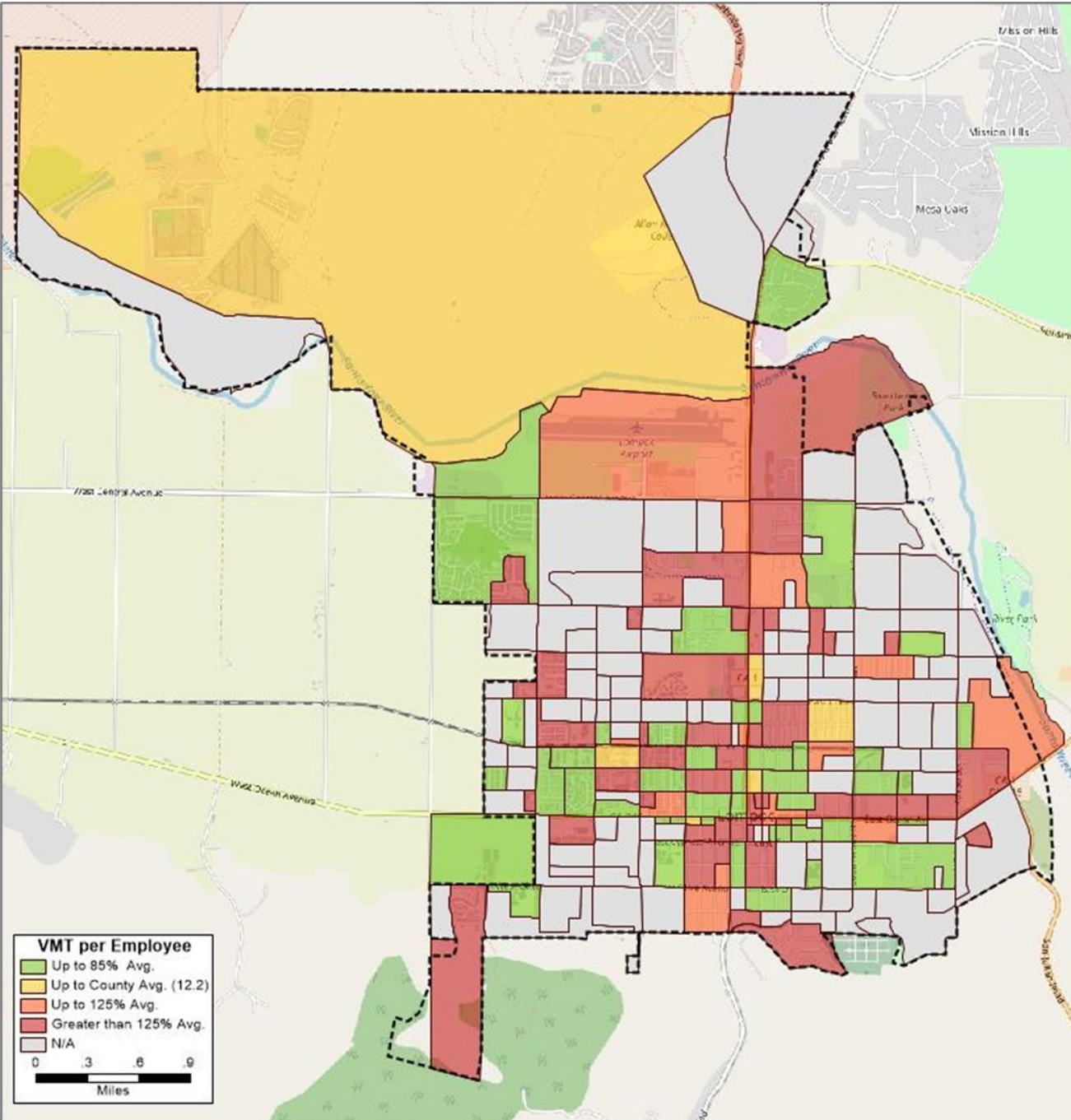


CITY AVERAGE

HOME-BASED TRIPS VMT/POPULATION

- APPLICABLE TO RESIDENTIAL USES

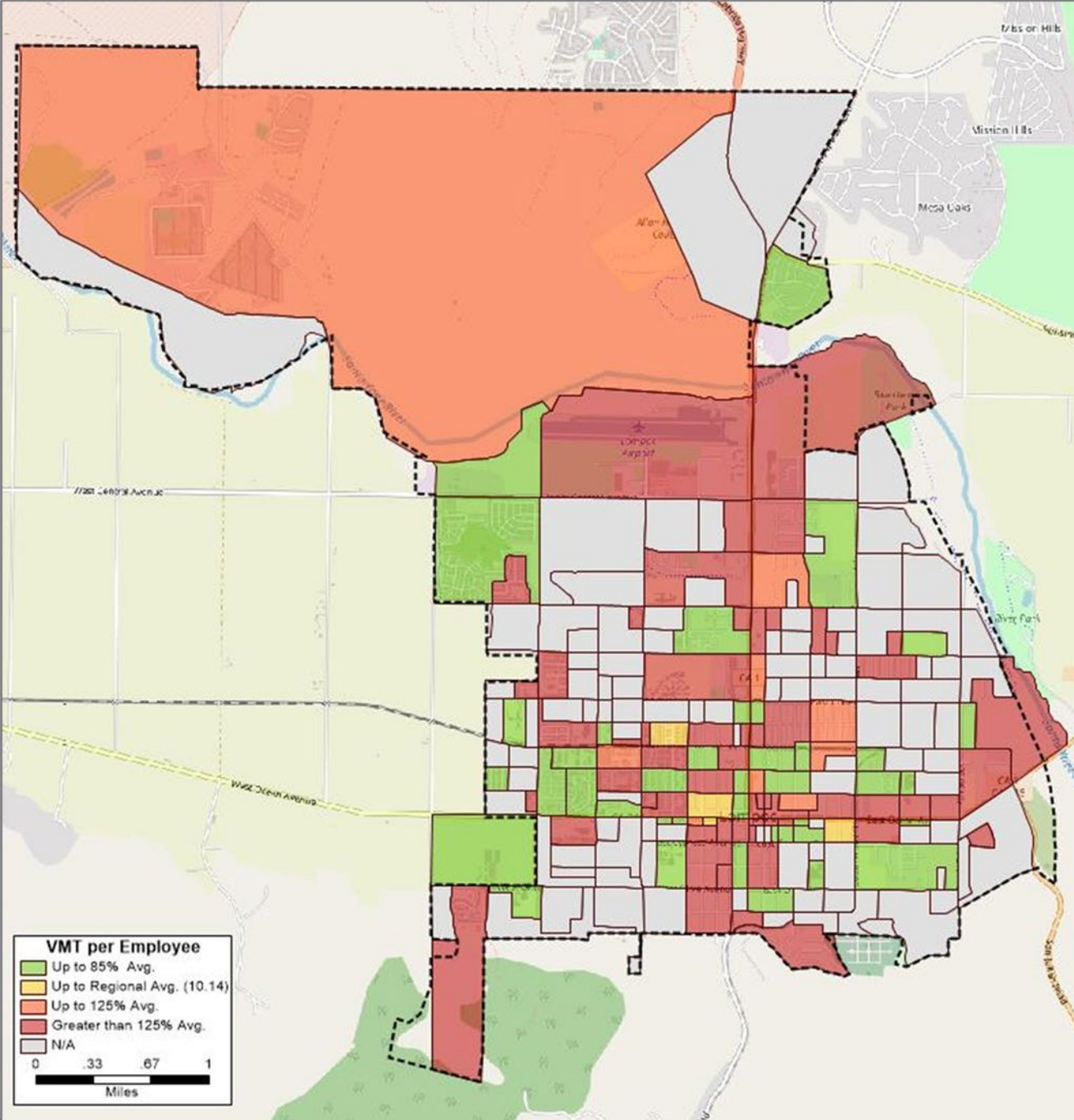
*Plus portion of travel into and out of County



COUNTYWIDE AVERAGE HOME-BASED TRIPS VMT/EMPLOYEE

- APPLICABLE TO NON-RESIDENTIAL USES

*Plus portion of travel into and out of County

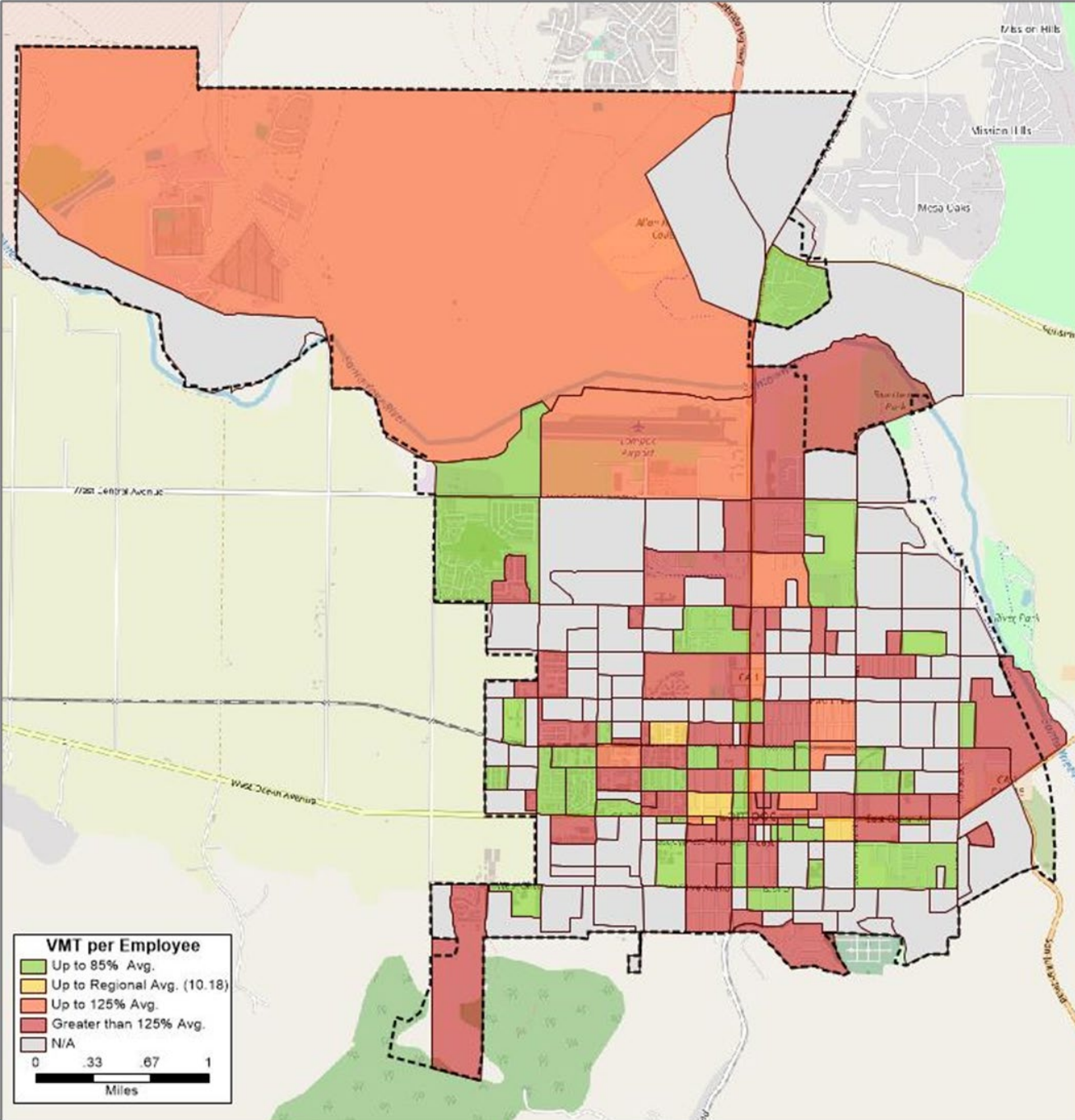


REGIONAL AVERAGE

HOME-BASED TRIPS VMT/EMPLOYEE

- APPLICABLE TO NON-RESIDENTIAL USES

*Plus portion of travel into and out of County



CITY AVERAGE

HOME-BASED TRIPS VMT/EMPLOYEE

- APPLICABLE TO NON-RESIDENTIAL USES

*Plus portion of travel into and out of County

SETTING THRESHOLDS OF SIGNIFICANCE

Table ES-2 VMT Thresholds of Significance for Development Projects	
Land Use Type	Threshold for Determination of a Significant VMT Impact¹
Residential	15% below Baseline Regional Average of VMT/Capita Regional VMT/Capita: 16.77 x .85 = 14.3 VMT/Capita
Office/Business Professional Employment	15% below Baseline Regional Average of VMT/Employee Regional VMT/Employee: 10.14 x .85 = 8.6 VMT/Employee
Industrial/Warehouse/Manufacturing Employment	15% below Baseline Regional Average of VMT/Employee Regional VMT/Employee: 10.14 x .85 = 8.6 VMT/Employee
Regional Retail	No net increase in total regional VMT
Regional Hotel/Motel	No net increase in total regional VMT
Regional Recreational	No net increase in total regional VMT
Regional Medical/Hospital	No net increase in total regional VMT
Regional Public Facilities	Does not contain regional public uses
Mixed Use	Analyze each land use individually per above categories and evaluate independently
Redevelopment	Apply the relevant threshold based on proposed land use
Notes:	
1. Projects that exceed these thresholds would have a significant impact under CEQA.	

VMT MITIGATION

- Programmatic mitigation
 - > Ongoing actions project applicants have to do over the life of the entitlement (e.g. Transportation Demand Management programs, subsidized transit passes)
- Non-programmatic mitigation
 - > Changes to project that inherently reduces VMT production (e.g. locate near transit, include affordable housing, add active transportation infrastructure)
- Banks and Exchanges
 - > Low VMT projects sell or exchange VMT credits to high VMT projects

RETENTION OF LOS AS LOCAL POLICY

- Propose to retain LOS as local policy – will no longer be considered an impact under CEQA
- Ensure proper improvements to intersections and consistency with the General Plan.
- General Plan Circulation Element Policy:
 - LOS “C” shall be maintained
 - Conditions of Approval
- City’s Traffic Impact Fee will not change.

PLANNING COMMISSION/STAFF RECOMMENDATION

- Adopt Resolution 6445 (21) amending the Environmental Review Guidelines and Traffic Study Guidelines incorporating CEQA thresholds of significance to establish VMT; or
- Provide other direction

THANK YOU

DKS CORE VALUES

MEANINGFUL DIFFERENCE

OPPORTUNITY

EXPERTISE

TRUSTWORTHY

CLIENT SATISFACTION

TEAMWORK

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IMPACT COMPARISON (VMT VS. LOS)

Project Name	Project Summary	Project Location	VMT Analysis (Proposed Lompoc VMT Threshold relative to Regional Average)			Previous LOS Impacts
			Project Screening	From Sketch Planning Tool	Net VMT Impact from Model Run	
Summit View Homes	44 SFDU on vacant site	NE corner of Purisima Road and SR-1, TAZ 40003, parcels 097-100-045, 097-100-046	No - project generates 425 trips	VMT/capita > threshold (Impact)	N/A	Yes
Community Health Center	28,000 SF medical clinic 19,750 SF of commercial uses	SE corner of Ocean Avenue & U Street, TAZ parcels 091-110-070, 091-110-071	Commercial use can be screened as local serving retail	N/A	With full model run, project has <i>net total VMT reduction</i> (40 commercial emp, 112 office emp) - No Impact	No
Campbell Ranches Cooling Facility	71,930 SF agricultural cooling facility; 36 employees	1600 N L St, TAZ , parcel 093-450-059	None applicable	VMT/emp for Industrial uses > threshold (Impact)	N/A	Contributes to cumulative impact and improvement project
Santa Rita Hills Wine Center	Mixed-use development : 55-room hotel 20,431 square feet of retail + 7,806 square feet of Bar-restaurant 5,847 square feet of commercial office space 77,000 square foot industrial (wine production)	099-141-034	Total retail uses > 50KSF so can't be screened as local serving retail	VMT/emp for office uses > threshold (Impact)	With full model run, project has <i>net total VMT reduction</i> (114 commercial emp, 23 office emp, 6 industrial emp) - No Impact	No; only site improvements recommended

Note: Net VMT impacts calculated as total OD VMT to, from, and within the City of Lompoc with and without project.