

## RESOLUTION NO. 6564

### A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UPLAND ADOPTING "VEHICLE MILES TRAVELED" THRESHOLDS OF SIGNIFICANCE FOR PURPOSES OF ANALYZING TRANSPORTATION IMPACTS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

#### Intent of the parties and Findings

(i) WHEREAS, the California Environmental Quality Act Guidelines ("CEQA Guidelines") encourage public agencies to develop and publish generally applicable "thresholds of significance" to be used in determining the significance of a project's environmental effects; and

(ii) WHEREAS, CEQA Guidelines Section 15064.7(a) defines a threshold of significance as "an identifiable quantitative, qualitative or performance level of a particular environmental effect, noncompliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant"; and

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

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

(v) WHEREAS, Senate Bill 743, enacted in 2013 and codified in Public Resources Code Section 21099, required changes to the CEQA Guidelines regarding the criteria for determining the significance of transportation impacts of projects; and

(vi) WHEREAS, in 2018, the Governor's Office of Planning and Research ("OPR") proposed, and the California Natural Resources Agency certified and adopted, new CEQA Guidelines Section 15064.3 that identifies vehicle miles traveled ("VMT") –meaning the amount and distance of automobile travel attributable to a project – as the most appropriate metric to evaluate a project's transportation impacts; and

(vii) WHEREAS, as a result, automobile delay, as measured by "level of service" ("LOS") and other similar metrics, will generally no longer constitute a significant environmental effect under CEQA; and

(viii) WHEREAS, except for roadway capacity projects, CEQA Guidelines Section 15064.3 requires agencies to stop treating automobile delay/LOS as an

environmental impact effective on July 1, 2020, though public agencies may elect to be governed by this Section immediately; and

(ix) WHEREAS, the City of Upland, following a public review process consisting of a joint collaboration between the San Bernardino County Transportation Authority (SBCTA) and its member agencies to develop implementation methods for SB743, presentations by SBCTA to its committees, board, and members of the public related to the regional and local threshold development process, and a public hearing before the City Council, wishes to adopt the VMT thresholds of significance for determining the significance of transportation impacts that are included in this resolution.

NOW, THEREFORE, the City Council hereby finds, determines and resolves as follows:

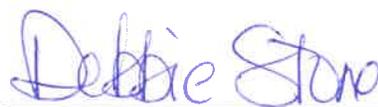
Section 1. The City of Upland hereby adopts the VMT impacts thresholds in Exhibit A.

Section 2. The City Council hereby adopts the "City of Upland Traffic Impact Analysis Guidelines," attached hereto as Exhibit B, for purposes of implementing Section 1 of this Resolution, which may be updated administratively from time-to-time by the Development Services Director.

Section 3. This project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 et seq.), and the environmental regulations of the City. The project qualifies for a Class 8 categorical exemption (Actions by a Regulatory Agency for Protection of the Environment) in accordance with the requirements of Section 15308 of the State CEQA Guidelines. The revised CEQA thresholds will be compliant with a State mandate (Senate Bill 743) and will be used in a regulatory process that involves procedures for the protection of the environment. The new Local Transportation Assessment Guidelines will provide the City with project specific transportation information that can be used in the local regulatory process in which protection of the environment is considered.

Section 4. Certification. The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED and ADOPTED this 10th day of August, 2020.



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Debbie Stone, Mayor

I, Keri Johnson, City Clerk of the City of Upland, do hereby certify that the foregoing Resolution was adopted at a regular meeting of the City Council held on the 10th day of August, 2020, by the following vote:

AYES: Mayor Stone, Councilmembers Zuniga, Velto

NOES: Councilmember Elliott

ABSENT: None

ABSTAINED: None

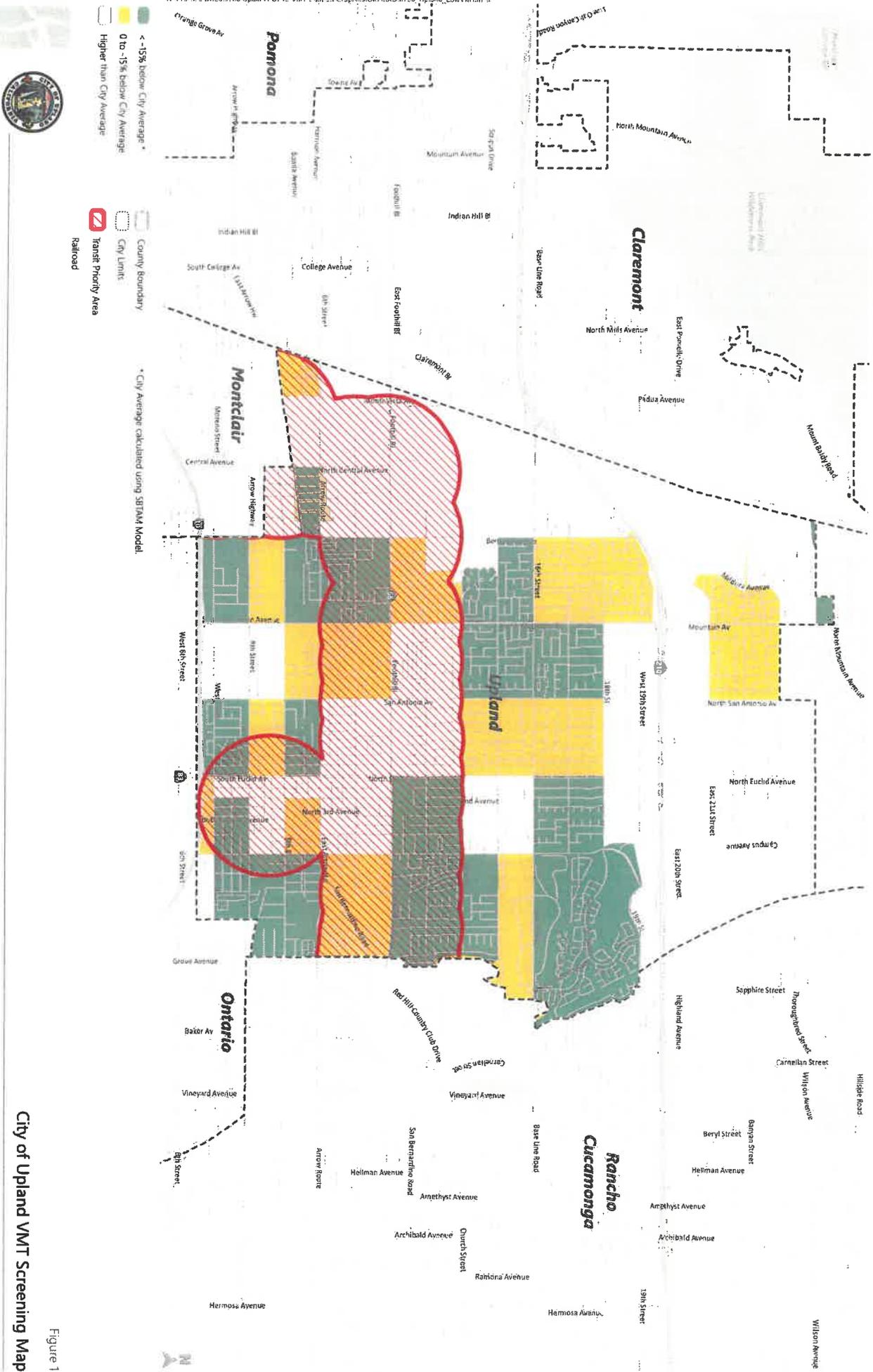
ATTEST:

  
Keri Johnson, City Clerk

## Exhibit A

<b>Table 1</b>		
<b>VMT Impact Thresholds</b>		
<b>Methods</b>	<b>Project Threshold</b>	<b>Cumulative Threshold</b>
<b>Land Use Plans (such as General Plans and Specific Plans)</b>		
<ul style="list-style-type: none"> <li>• San Bernardino Traffic Analysis Model (SBTAM) forecast of total daily VMT/SP.               <ul style="list-style-type: none"> <li>- To capture project effect, the same cumulative year population and employment growth totals should be used. The 'project' only influences land use allocation.</li> </ul> </li> </ul>	<p>A significant impact would occur if the project VMT per Service Population (for the land use plan) exceeds the City General Plan Buildout average VMT per Service Population.</p>	<p>A significant impact would occur if the project caused total daily VMT per service population within the City to be higher than the no project alternative under cumulative conditions.</p>
<ul style="list-style-type: none"> <li>• Consistency check with SCAG RTP/SCS.               <ul style="list-style-type: none"> <li>- Is the proposed project within the growth projections in the RTP/SCS?</li> </ul> </li> </ul>	<p>NA</p>	<p>A significant impact would occur if the project is determined to be inconsistent with the RTP/SCS.</p>
<b>Land Use Projects</b>		
<ul style="list-style-type: none"> <li>• Transit Priority Area (TPA) screening.</li> </ul>	<p>Presumed less than significant VMT impact for projects located in TPAs.</p>	<p>Project presumption applies under cumulative conditions as long as project is consistent with SCAG RTP/SCS.</p>
<ul style="list-style-type: none"> <li>• Low VMT area screening.</li> </ul>	<p>Presumed less than significant VMT impact for projects located in low VMT generating model traffic analysis zones (TAZs). These TAZs generate total daily VMT/SP that is 15% less than the baseline level for the County.</p>	<p>Project presumption applies under cumulative conditions as long as project is consistent with SCAG RTP/SCS.</p>
<ul style="list-style-type: none"> <li>• Project type screening.</li> </ul>	<p>Local serving retail projects (Per OPR's Technical Advisory less than 50,000 square feet) and neighborhood schools, banks, community institutions, affordable or supportive housing, senior housing, and other local serving uses listed in</p>	<p>Project presumption applies under cumulative conditions as long as project is consistent with SCAG RTP/SCS.</p>

	the City of Upland CEQA Assessment VMT Analysis Guidelines, and projects that generate less than 250 daily trips are presumed to have a less than significant VMT impact.	
<ul style="list-style-type: none"> <li>San Bernardino Traffic Analysis Model (SBTAM) forecast of total daily VMT/SP. <ul style="list-style-type: none"> <li>To capture project effect, the same cumulative year population and employment growth totals should be used. The 'project' only influences land use allocation.</li> </ul> </li> </ul>	A significant impact would occur if the project VMT per Service Population (for the land use plan) exceeds the City General Plan Buildout average VMT per Service Population.	A significant impact would occur if the project caused total daily VMT per service population within the City to be higher than the no project alternative under cumulative conditions.
<b>Transportation Projects (thresholds may apply for SB 743 or GHG purposes)</b>		
<ul style="list-style-type: none"> <li>SBTAM forecast of total citywide daily VMT</li> </ul>	A significant impact would occur if the project increased the baseline VMT within the City.	A significant impact would occur if the project caused total daily VMT per service population within the City to be higher than the no build alternative under cumulative conditions.
<ul style="list-style-type: none"> <li>Consistency check with SCAG RTP/SCS</li> </ul>	NA	A significant impact would occur if the project is determined to be inconsistent with the RTP/SCS.



\* City Average calculated using SPTAM Model.

City of Upland VMT Screening Map

Figure 1