

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF POMONA, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT “VEHICLE MILES TRAVELED” THRESHOLDS OF SIGNIFICANCE FOR PURPOSES OF ANALYZING TRANSPORTATION IMPACTS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

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;

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”;

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;

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

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;

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;

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

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

WHEREAS, the City of Pomona, following a public review process consisting of staff presentations before the Planning Commission, wishes to adopt the VMT thresholds of significance for determining the significance of transportation impacts.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends that City Council adopt the VMT thresholds of significance attached as "Exhibit A".

SECTION 5. The Secretary shall certify to the adoption of this Resolution and forward the original to the City Clerk.

APPROVED AND PASSED THIS 27th DAY OF MAY, 2020.

DR. KYLE BROWN
PLANNING COMMISSION CHAIRPERSON

ATTEST:

GUSTAVO N. GONZALEZ, AICP
PLANNING COMMISSION SECRETARY

APPROVED AS TO FORM:

MARCO A. MARTINEZ
DEPUTY CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF POMONA)

AYES:
NOES:
ABSTAIN:
ABSENT:

"Pursuant to Resolution No. 76-258 of the City of Pomona, the time in which judicial review of this action must be sought is governed by Sec. 1094.6 C.C.P."

EXHIBIT A

City of Pomona VMT Baselines and Thresholds of Significance

Consistent with State CEQA guidelines section 15064.3, the City of Pomona has adopted the project baselines and thresholds of significance set forth in Table 1 to guide in determining when a project will have a significant transportation impact.

Table 1

Project Type	Baseline and Methodology	Threshold
Land Use Plan	Total VMT per service population. Origin/Destination (OD)	A significant impact would occur if the VMT ¹ for the plan would exceed the current baseline VMT ² .
Land Use Project (mixed-use with residential and employment components and special generators)	Origin/Destination (OD) per resident/employee. Determination of applicable projects will be determined by City staff on a case-by-case basis.	A significant impact would occur if the VMT ¹ for the project would exceed 15% below the applicable baseline VMT ² .
Land Use Project (residential only)	Origin/Destination (OD) per resident/employee, and Home-Base VMT per population using Production/Attraction (PA)	A significant impact would occur if the VMT ¹ for the project would exceed 15% below the applicable baseline VMT ² .
Land Use Project (employment generators)	Origin/Destination (OD) per resident/employee, and Home-Base-Work VMT per Employee using Production/Attraction (PA)	A significant impact would occur if the VMT ¹ for the project would exceed 15% below the applicable baseline VMT ² .
Retail Project	Home-Base to Work VMT per Employee Production/Attraction (PA). Alternatively, the boundary method could be applied to determine if the project results in a net increases or a net decrease in VMT in the selected boundary (typically within the City limits).	A significant impact would occur if the VMT ¹ for the project would exceed 15% below the applicable baseline VMT ² . If boundary method is applied, impact would occur if a net increase in Total VMT occurs.
Transportation Project	Total VMT per service population using the boundary method to determine if the project results in a net increase or a net decrease in VMT in the selected boundary (typically within the City limits).	A significant impact would occur if there is a net increase in total VMT within the boundary.

Note:

1. VMT to be reported as VMT per baseline indicated for that project type.
2. Baseline VMT is defined as the SGVCOG Southeast Subarea VMT.