

SB 743 Implementation Guidelines

City of El Segundo

September 6, 2022

Background

In 2013, SB 743 was signed into law by California Governor Jerry Brown with a goal of reducing Greenhouse Gas (GHG) emissions, promoting the development of infill land use projects and multimodal transportation networks, and to promote a diversity of land uses within developments. One significant outcome resulting from this statute is the removal of automobile delay and congestion, commonly known as level of service (LOS), as a basis for determining significant transportation impacts under the California Environmental Quality Act (CEQA).

The Governor's Office of Planning and Research (OPR) selected Vehicle Miles Traveled (VMT) as the principal measure to replace LOS for determining significant transportation impacts. VMT is a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips. OPR selected VMT, in part, because jurisdictions are already familiar with this metric. VMT is already used in CEQA to study other potential impacts such as GHG, air quality, and energy impacts and is used in planning for regional Sustainable Communities Strategies (SCS).

VMT also allows for an analysis of a project's impact throughout the jurisdiction rather than only in the vicinity of the proposed project allowing for a better understanding of the full extent of a project's transportation-related impact. It should be noted that SB 743 does not disallow an agency to use LOS for other planning purposes outside the scope of CEQA.

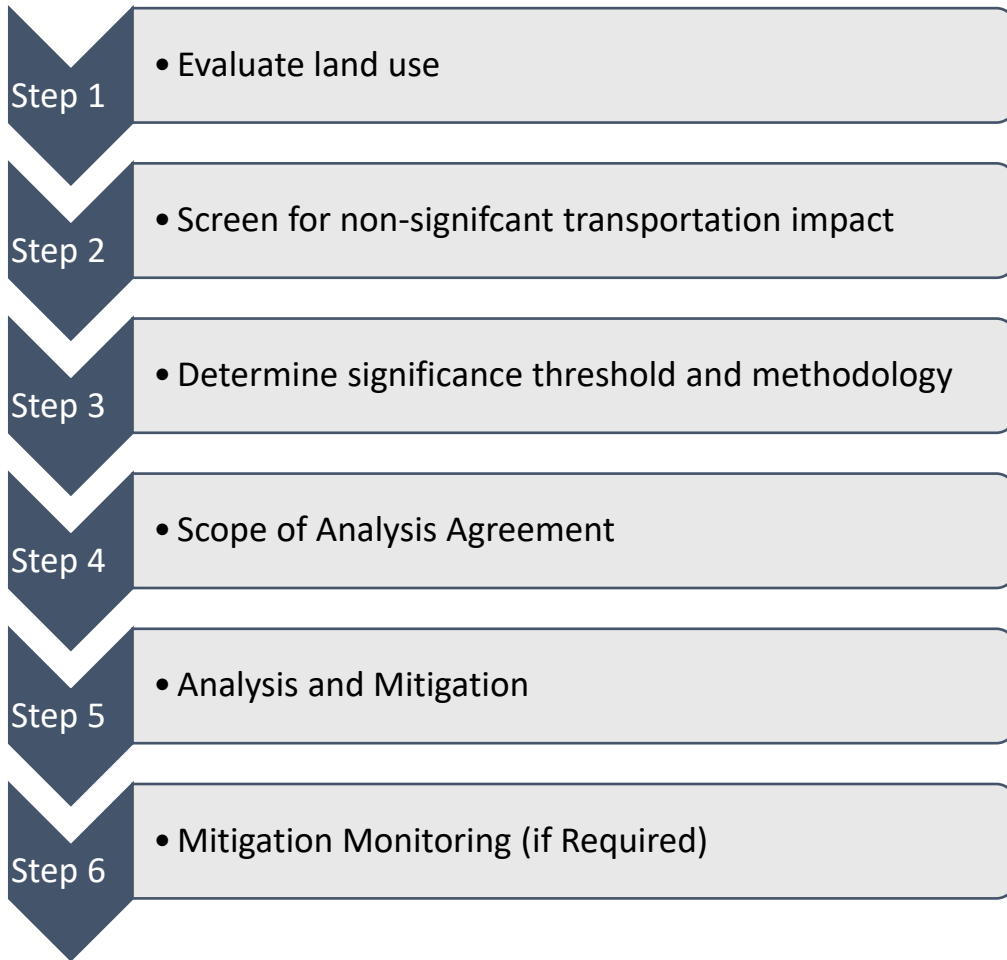
Land Use Projects

The City has developed an approach to identify transportation impacts under CEQA for land-use that aligns with guidance provided within the OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018). While the OPR guidance related to SB 743 has been a helpful introduction to using VMT to evaluate projects, it does not provide a complete solution. There are a multitude of complex practical issues that are not addressed by the OPR guidance. OPR Guidance does not specifically address land uses beyond residential, office and retail, and it provides latitude on some elements of implementation. In response to this, a specific series of analysis steps for SB 743 project evaluation have been developed to clarify requirements and reduce potential confusion. **Exhibit 1** provides a graphical representation of this analysis process.

Table of Contents

Background	1
Land Use Projects.....	1
Step 1: Evaluate Land Use Type	4
Step 2: Screen for Non-Significant Transportation Impact.....	4
Step 3: Significance Threshold and Methodology	8
VMT Thresholds of Significance	9
Sketch Planning Tool	10
Step 4: Scope of Analysis Agreement	10
Step 5: Analysis and Mitigation.....	10
Step 6: Mitigation Monitoring	11
Transportation Projects	11
Screen for Non-Significant Transportation Impact	12
Significance Threshold and Methodology.....	13
Appendix A – VMT Analysis Methodology	14
Appendix B – Transportation Demand Measures.....	16

Exhibit 1 – Process for CEQA VMT Analysis for Land Use Projects



Step 1: Evaluate Land Use Type

During the initial step the land use projects will need to be evaluated for the following considerations:

- **Land use type.** For the purposes of analysis, the Institute of Transportation Engineers (ITE) land use codes serve as the basis of land use definitions. Although it is recognized that VMT evaluation tools and methodologies are typically not fully sensitive to some of the distinctions between some ITE categories, the use of ITE land use codes is useful for maintaining consistency across analyses, determining trip generation for other planning level tools, and maintaining a common understanding of trip making characteristics amongst transportation professionals and City staff. The ITE land use code is also used as an input into the sketch planning tool.
- **Mixed Use.** If there are multiple distinct land uses within the project (residential, office, retail, etc.), they will be required to be analyzed separately unless they are determined to be insignificant to the total VMT. Mixed use projects are permitted to account for internal capture which depending on the methodology may require a distinct approach not covered in this documentation.
- **Redevelopment projects.** As described under the Non-Significant Screening Criteria section, redevelopment projects which have lower VMT than the existing on-site use can be determined to have a non-significant impact.

Step 2: Screen for Non-Significant Transportation Impact

The purpose of this step is to determine if a presumption of a non-significant transportation impact can be made on the facts of the project. The guidance in this section is primarily intended to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. A detailed CEQA transportation analysis will not be required for land use elements of a project that meet the screening criteria shown in **Exhibit 2**. If a project is mixed use in nature, only those elements of the project that do not comply with the elements in **Exhibit 2** would require further evaluation to determine transportation significance for CEQA purposes.

Exhibit 2 – Screening Criteria

Screening Criteria	OPR Guidance
<p>Small Projects¹</p> <p>This applies to projects with low trip generation per existing CEQA exemptions. Note that this includes any land use type (residential, office, open space, neighborhood parks, etc.)</p>	<p>Project is presumed to cause a less-than-significant impact if it would:</p> <ul style="list-style-type: none"> ▪ Generate less than 110 trips per day per the ITE Manual or other acceptable source determined by City of El Segundo <p>Unless:</p> <ul style="list-style-type: none"> ▪ Be inconsistent with the Sustainable Communities Strategy as determined by the City of El Segundo
<p>Projects Near High Quality Transit²</p> <p>High quality transit provides a viable option for many to replace automobile trips with transit trips resulting in an overall reduction in VMT.</p>	<p>Project is presumed to cause a less-than-significant impact if it would:</p> <ul style="list-style-type: none"> ▪ Be within a ½ mile of an existing major transit stop³ <p>Unless:</p> <ul style="list-style-type: none"> ▪ Have a Floor Area Ratio (FAR) of less than 0.75; or ▪ Includes more parking, excluding on-street parking, for use by residents, customers, or employees of the project than required by the City of El Segundo zoning code; or ▪ Be inconsistent with the Sustainable Communities Strategy as determined by the City of El Segundo; or ▪ Replaces affordable residential units with a smaller number of moderate- or high-income residential units
<p>Local-Serving Retail⁴</p> <p>The introduction of new Local-serving retail has been determined to reduce VMT by shortening</p>	<p>Project is presumed to cause a less-than-significant impact if it would include:</p> <ul style="list-style-type: none"> ▪ A local serving retail development as determined by the City of El Segundo⁵

¹ 2018 OPR Guidance, page 12

² 2018 OPR Guidance, page 13

³ Pub. Resources Code, § 21064.3 (“‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”).

⁴ 2018 OPR Guidance, page 16

⁵ Local-serving retail is where no single on-site store exceeds 50,000 square feet and its customer base is the surrounding area that were previously making trips further away to a store offering similar products.

Exhibit 2 – Screening Criteria

Screening Criteria	OPR Guidance
trips that will occur out of necessity (groceries, other essentials, etc.).	<p>Unless:</p> <ul style="list-style-type: none"> ▪ The nature of the service is regionally serving as determined by the City of El Segundo
<p>Affordable Housing⁶</p> <p>Lower-income residents make fewer trips on average, resulting in lower VMT overall.</p>	<p>Project is presumed to cause a less-than-significant impact if it would:</p> <ul style="list-style-type: none"> ▪ Provide a high percentage of affordable housing, as determined by the City of El Segundo <p>Unless:</p> <ul style="list-style-type: none"> ▪ The percentage of affordable housing is determined by the City of El Segundo to not be high in relation to the residential element of a project
<p>Local Essential Service⁷</p> <p>As with Local-Serving Retail, the introduction of new Local Essential Services shortens non-discretionary trips by putting those goods and services closer to residents, resulting in an overall reduction in VMT.</p>	<p>Project is presumed to cause a less-than-significant impact if it would:</p> <ul style="list-style-type: none"> ▪ Include a building that is less than 50,000 square feet; and ▪ Land Use is: <ul style="list-style-type: none"> • Day care center; or • Public K-12 School; or • Police or Fire facility; or • Hospital and clinics; or • Medical/Dental office building; or • Government offices (in-person services such as post office, library, and utilities) <p>Unless:</p> <ul style="list-style-type: none"> ▪ The nature of the service is regionally serving, as determined by the City of El Segundo

⁶ 2018 OPR Guidance, page 14. As described, “Evidence supports a presumption of less than significant impact for a 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations. Lead agencies may develop their own presumption of less than significant impact for residential projects (or residential portions of mixed-use projects) containing a particular amount of affordable housing, based on local circumstances and evidence.”

⁷ Based on assumption that, like local-serving retail, the addition of necessary local in-person services will reduce VMT given that trips to these locations will be made irrespective of distance given their non-discretionary nature.

Exhibit 2 – Screening Criteria

Screening Criteria	OPR Guidance
<p>Map-Based Screening</p> <p>This method eliminates the need for complex analyses, by allowing existing VMT data to serve as a basis for the screening smaller developments. Note that screening is limited to residential and office projects utilizing the maps.</p>	<p>Project is presumed to cause a less-than-significant impact if it would:</p> <ul style="list-style-type: none"> ▪ Be located in an area of development that is under the threshold as shown on a screening map as allowed by City of El Segundo <p>Unless:</p> <ul style="list-style-type: none"> ▪ Represent significant growth as to substantially change regional travel patterns as determined by the City of El Segundo
<p>Redevelopment Projects⁸</p> <p>Projects with lower VMT than existing on-site uses, can under limited circumstances, be presumed to have a non-significant impact. In the event this screening does not apply, projects should be analyzed as though there is no existing uses on site (project analysis cannot take credit for existing VMT).</p>	<p>Project is presumed to cause a less-than-significant impact if it would:</p> <ul style="list-style-type: none"> ▪ Replaces an existing VMT-generating land use and does not result in a net overall increase in VMT <p>Unless:</p> <ul style="list-style-type: none"> ▪ The project replaces an existing VMT-generating land use and results in a net overall increase in VMT; or ▪ The existing land use has been vacant for more than 2 years

⁸ 2018 OPR Guidance, Page 18

Step 3: Significance Threshold and Methodology

The purpose of this step is to determine the threshold of significance for application to a land use project. Significance thresholds are based on land use type, broadly categorized as efficiency and net change metrics. Efficiency metrics include VMT/Capita, Work VMT/employee, and VMT/Service Population. Service population is defined as the total number of employees and residential population. As described in **Exhibit 3**, “Net Change” refers to the net change in regional VMT. “Net Change” is used for elements that include a significant customer base, such as commercial uses, although it can extend to a variety of uses that have similar characteristics as shown in **Exhibit 3**.

Exhibit 3 - Significance Threshold Criteria and Methodology

Threshold Basis	Efficiency	Net Change
Example Land Use	Residential, Professional Office, Industrial	Retail, Hotel, Sports Venue
Example VMT Thresholds	VMT per service population	Region VMT change
Customer Component	No	Yes
Allowable Methods	Non-Significant Screening Criteria, The City of El Segundo Sketch Planning Tool, Travel Demand Model	Non-Significant Screening Criteria, Travel Demand Model

For projects with a significant customer base, it is typically appropriate to separately calculate the change in VMT related to the customers and employees separately unless the customer base is minimal in nature. Under the circumstances in which the project has a significant customer base, first you would evaluate the total difference in regional VMT resultant from the customer base. Then you would calculate the difference in VMT resultant from employees using the following formula:

$$(\text{number of employees}) \times (\text{estimated VMT/employee} - \text{threshold VMT/employee})$$

The threshold of significance for projects with a significant customer base will accordingly correspond to the “Net Change” threshold as described in **Exhibit 3**. Under these circumstances, you would also use “Net Change” when evaluating the outcomes of mitigations as well. If a project includes a mixture of land use types (mixed-use), each element of the project should be evaluated separately for the purposes of clarity.

For non-typical land use projects, the project applicant will need to work with the City to determine which metric and methodology should be used for analyzing the project’s VMT impact.

VMT Thresholds of Significance

The thresholds of significance, as they relate to the City of El Segundo, are summarized in **Exhibit 4**.

Exhibit 4 - VMT Thresholds of Significance Evaluation Method

Land Use	Threshold of Significance Evaluation Method
Residential	The existing daily VMT per service population for the City of El Segundo based on data from Replica
Office	The existing daily VMT per service population for the City of El Segundo based on data from Replica
Retail	Net increase in total daily VMT

Based on these criteria the VMT thresholds of significance shown in **Exhibit 5** have been established. The thresholds shown in **Exhibit 5** are based on data obtained from Replica¹⁰ representing conditions on a typical weekday in the fall of 2019 (September through November). The thresholds are calculated using the El Segundo citywide average.

Exhibit 5 - VMT Thresholds of Significance, Threshold Basis, and Data Source

Land Use	VMT Threshold	Basis and Data Source
Residential	24.5 VMT/Service Population	The existing VMT per service population for City of El Segundo based on data from Replica
Office	24.5 VMT/Service Population	The existing VMT per service population for the City of El Segundo based on data from Replica
Retail	Net regional change	Using the City of El Segundo as the basis and Replica as the data source
Other Employment	24.5 VMT/Service Population	The existing VMT per service population for the City of El Segundo based on data from Replica
Other Customer	Net regional change	Using the City of El Segundo as the basis and Replica as the data source

Note that the inclusion of “Other Employment” and “Other Customer” refers to all other service and goods providers that are not included in the basic office/retail categories. Examples of “Other Employment” include industrial uses such as warehouses and distribution centers. Examples of “Other Customer” include hotels, event spaces, post offices, and wineries.

¹⁰ Replica (www.replicahq.com) is an online big data aggregator that provides trip information throughout the United States. Information includes origin and destination, trip purpose, mode, and other characteristics.

Based on improvements to methods and data there will be periodic updates to the numerical threshold values shown, however the relative approach for calculating them should remain the same. Therefore, the information provided in the table above will be updated periodically and the project applicant should confirm with City staff as to which values are current.

Sketch Planning Tool

The City of El Segundo has developed a sketch planning tool for use in SB 743 land use project analysis. The purpose of the tool is to calculate VMT for a land use project. The source data of the tool was developed from Replica using the methodology described in Appendix A. As with any sketch planning tool, there are distinct limitations in terms of its application including limits on the type and size of development that it can be applied to. Note that it is anticipated that the tool will continue to evolve in response to methodological changes adopted by the City and as such it is important that the most current version of the tool be utilized. Broadly, the sketch planning tool provides the following information:

- Institute of Transportation Engineers (ITE) Trip Generation
- VMT Threshold Analysis
- Greenhouse Gas (GHG) Estimation
- Transportation Demand Management (TDM) Evaluation

The VMT Analysis methodology is summarized in **Appendix A**.

Step 4: Scope of Analysis Agreement

Prior to undertaking VMT analysis, a scope compliant with the City of El Segundo's requirements should be prepared and submitted for approval. Given the potential complexities of some uses, particularly those not identified as residential, retail, or office, an agreement regarding the threshold and methodology is important to avoid analysis that is not compliant with the City of El Segundo's requirements.

Step 5: Analysis and Mitigation

During this step the analysis agreed to under Step 4 should be completed. Relevant documentation providing enough detail that assumptions are clearly understandable, and methods that can be replicated should be provided along with the results of the VMT analysis for the proposed project.

If a significant transportation impact is identified, feasible mitigation measures to avoid or reduce the impact must be identified. CEQA requires that the mitigation measures are included in the project's environmental assessment. OPR provides a list of potential measures to reduce VMT but gives the lead agency full discretion in the selection of mitigation measures.

The type and size of the project will determine the most appropriate mitigation strategies for VMT impacts. For large projects such as general plans or specific plans, VMT mitigations should concentrate on the project's density and land use mix, site design, regional policies, and availability of transit, bicycle, and pedestrian facilities. For smaller projects such as an individual development project, VMT mitigations will typically require the preparation of a transportation demand management (TDM)

program. A TDM program is a combination of strategies to reduce VMT. The program is created by an applicant for their land use project based on a list of strategies agreed to with the City of El Segundo.

The City of El Segundo has developed a list of potential TDM strategies appropriate for their jurisdiction and what magnitude of VMT reduction could be achieved. The selection process was guided by the California Air Pollution Control Officers Association (CAPCOA) recommendations found in the January 2022 publication *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*. The area context of the City of El Segundo also influenced the type of TDM strategies that were selected.

Appendix B summarizes available TDM strategies along with the maximum VMT reduction, applicable land use application, and complementary strategies. The City of El Segundo’s sketch planning tool includes the TDMs summarized in **Appendix B**.

If feasible mitigation measures cannot be identified to mitigate the project’s impact, a Cumulative analysis will be required. A land development project or transportation project that can be sufficiently mitigated to not have a significant impact under Baseline Plus Project conditions would not be required to undertake Cumulative analysis.

If Cumulative analysis is determined to be required, the Cumulative analysis should consider the effect of any planned mitigation measures identified during the Baseline analysis even if those mitigation measures do not fully mitigate the impact. If the Cumulative conditions analysis also results in a finding of a significant impact with previously identified mitigation measures, this Cumulative impact shall result in a finding of a significant and unavoidable impact and must therefore be called out in the project’s EIR and subject to a Finding of Overriding Consideration.

Step 6: Mitigation Monitoring

As required by CEQA, the City of El Segundo will require ongoing mitigation monitoring and reporting. The specifics of this will be developed on a project basis.

Transportation Projects

Depending on the specific nature of a transportation project; it can alter trip patterns, trip lengths, and even trip generation. Research has determined that capacity-enhancing projects can and often do increase VMT. This phenomenon is commonly referred to as “induced demand”. While methods are generally less developed for the analysis of induced demand compared to other areas of transportation analysis, there is still the need to quantify and understand its impact to the transportation system considering the requirements of SB 743.

Similarly to land use projects, the approach to transportation project analysis closely aligns with the 2018 OPR Guidance. In terms of analysis, the analyst should first determine whether the transportation project has been prescreened and determined to have a non-significant impact as described in the following section.

Screen for Non-Significant Transportation Impact

The following non-significant impact examples are provided directly from the 2018 OPR Guidance¹⁴:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts;
- Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails
- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Conversion of existing general-purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls

¹⁴ 2018 OPR Guidance, Page 20

- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve nonmotorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

Significance Threshold and Methodology

For projects that increase roadway capacity and are not identified under the Non-Significant Screening Criteria in the prior section, the significance criterion should be change in regional VMT. A finding of a significant impact would be determined if a transportation project results in a net increase in regional VMT.

Project types that would likely lead to a measurable and substantial increase in vehicle travel generally include those that:

- Add through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges.

Appendix A – VMT Analysis Methodology

While Travel Demand Models (TDMs) are broadly considered to be amongst the most accurate of available tools to assess regional and sub-area VMT, based on a review of the data for El Segundo, it was decided that Replica would be used instead to assess VMT. This decision was primarily due to the fact that using a Big Data source (Replica) allows for a more accurate measurement of their VMT rather than an estimation that would be provided with a TDM. Replica uses anonymized cell phone data combined with or sources of location-based data such as credit card transactions to estimate trips down to the network link and Census block group level. The data used for this analysis is based on the average weekdays occurring between September and November 2019 to remove the influence of COVID. Each trip recorded includes the distance of the trip, the length (in seconds) of the trip, the mode used (drive alone, passenger, transit, walk, bike, other), the travel purpose (work, school, home, shopping, eating, etc.), the origin type (home, work, shopping, food, etc.), the time of day, the origin block group, and the destination block group. To determine a threshold for the City of El Segundo, trips arriving or departing from the 5-County SCAG region (Ventura, Los Angeles, Orange, San Bernardino, and Riverside) were included.

Land Use Data

The number of residents and workers within each block group that comprises the City of El Segundo, as well as for the five counties included in the region, were taken from data provided by the US Census for 2019. 2019 was chosen to match the year that the trips were collected from Replica and used to develop the VMT thresholds for the City.

Person Trips, Vehicle Occupancy, Trip Distance

To determine the average trip distance and occupancy for the City of El Segundo, as well as the 5-County region, the total trips were refined to only include trips that either started from home or work. The trips were refined further to isolate only those trips that occurred within an automobile rather than by another mode such as transit or biking, as required by State guidelines. Two trip types remain within the Replica data, private auto trips and carpool trips. Replica trips are person trips rather than vehicle trips and private auto trips are defined as trips made by someone driving a vehicle, excluding passengers. Carpool trips are defined as trips across the network by people who were passengers within a private auto.

Within the analysis period that included data from more than one Thursday in October 2019, there were 31,727 private auto trips and 8,960 carpool trips traveling from work or home within the City of El Segundo. During the same period, there were 20,300,645 private auto trips and 8,248,321 carpool trips traveling from work or home for the five counties. As all trips were person trips, the occupancy was calculated by dividing the total number of trips by the number of private auto trips as these trips represent one vehicle per driver. This resulted in a calculated occupancy of 1.28 persons per vehicle for the City of El Segundo and 1.42 persons per vehicle for the five counties. The total distance traveled by these trips was 638,165 miles for the City of El Segundo and 222,124,979 for the five counties. This resulted in an average trip distance of 15.7 miles for the City of El Segundo and 11.8 miles for the five counties.

VMT by Service Population

The calculated occupancy information was used to estimate the average VMT per Service Population for the City of El Segundo and the 5-County region. The total service population within El Segundo (91,104) and the 5-County region (26,965,277) were multiplied by two to account for the fact that Replica only provides one-way trip information and divided by the occupancy to determine the total number of vehicle trips, resulting in 142,083 total trips for the City of El Segundo and 38,066,811 total trips for the 5-County region. This was then multiplied by the average commute trip distance calculated previously, resulting in a total daily VMT of 2,228,529 for the City of El Segundo and 448,435,408 for the 5-County region. The total daily VMT was then divided by the total service population (residents + workers) to calculate an average daily VMT per Service Population of 24.5 for the City of El Segundo and 16.6 for the 5-County region. It should be noted that only two of the fourteen block groups that comprise the City of El Segundo's boundary have a higher VMT per Service Population than the El Segundo citywide average while five of the fourteen block groups have a higher VMT per Service Population than the 5-County regional average. As noted previously, the City's VMT per Service Population threshold is set at the El Segundo citywide average of 24.5 VMT per Service Population.

Appendix B – Transportation Demand Measures

City of El Segundo					
TDM Measure #	Transportation Demand Management Measure	Description	TDM Type	Max VMT Reduction	VMT Reduction Type
Land Use Strategies					
1	Provide Transit-Oriented Development (T-3)	This measure would reduce project VMT in the study area relative to the same project sited in a non-transit-oriented development (TOD) location. TOD refers to projects built in compact, walkable areas that have easy access to public transit, ideally in a location with a mix of uses, including housing, retail offices, and community facilities.	Infrastructure	20%	Commute
2	Integrate Affordable Housing (T-4)	This measure requires below market rate (BMR) housing. BMR housing providing greater opportunity for lower income families to live closer to job centers and achieve a jobs/housing match near transit.	Infrastructure	20%	All
Trip Reduction Programs					
3	Implement Commute Trip Reduction Program - Mandatory (T-6)	This measure will implement a mandatory CTR program with employers. CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Incentive	20%	Commute

City of El Segundo					
TDM Measure #	Transportation Demand Management Measure	Description	TDM Type	Max VMT Reduction	VMT Reduction Type
4	Implement Commute Trip Reduction Marketing (T-7)	This measure will implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Incentive	4.0%	Commute
5	Ridesharing Program (T-8)	This measure will implement a ridesharing program and establish a permanent transportation management association with funding requirements for employers.	Incentive	4.0%	Commute
6	Subsidized Transit Program (T-9)	This measure will provide subsidized or discounted, or free transit passes for employees and/or residents. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips.	Incentive	1.2%	Commute
7	Provide End-of-Trip Bicycle Facilities (T-10)	This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers.	Infrastructure	0.7%	Commute
8	Employer-Sponsored Vanpool (T-11)	This measure will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting.	Incentive	20%	Commute

City of El Segundo					
TDM Measure #	Transportation Demand Management Measure	Description	TDM Type	Max VMT Reduction	VMT Reduction Type
9	Price Workplace Parking (T-12)	This measure will price onsite parking at workplaces. Because free employee parking is a common benefit, charging employees to park onsite increases the cost of choosing to drive to work.	Incentive	20%	Commute
10	Employee Parking Cash-Out (T-13)	This measure will require project employers to offer employee parking cash-out. Cash-out is when employers provide employees with a choice of forgoing their current subsidized/free parking for a cash payment equivalent to or greater than the cost of the parking space.	Incentive	12%	Commute
Parking or Road Pricing / Management					
11	Limit Residential Parking Supply (T-15)	This measure will reduce the total parking supply available at a residential project or site. Limiting the amount of parking available creates scarcity and adds additional time and inconvenience to trips made by private auto, thus disincentivizing driving as a mode of travel.	Incentive	13.7%	All
12	Unbundle Residential Parking Costs (T-16)	This measure will unbundle, or separate, a residential project's parking costs from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost.	Incentive	15.7%	All
Neighborhood Design					
13	Pedestrian Network Improvement (T-18)	This measure will increase the sidewalk coverage to improve pedestrian access. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive.	Infrastructure	5%	All

City of El Segundo					
TDM Measure #	Transportation Demand Management Measure	Description	TDM Type	Max VMT Reduction	VMT Reduction Type
14	Construct or Improve Bike Facility (T-19-A)	This measure will construct or improve a single bicycle lane facility (only Class I, II, or IV) that connects to a larger existing bikeway network. Providing bicycle infrastructure helps to improve biking conditions within an area.	Infrastructure	0.6%	All
15	Construct or Improve Bike Boulevard (T-19-B)	Construct or improve a single bicycle boulevard that connects to a larger existing bikeway network. Bicycle boulevards are a designation within Class III Bikeway that create safe, low-stress connections for people biking and walking on streets.	Infrastructure	0.2%	All
Transit Strategies					
16	Transit-Supportive Roadway Treatments (T-27)	This measure will implement transit-supportive treatments on the transit routes serving the plan/community. Transit-supportive treatments incorporate a mix of roadway infrastructure improvements and/or traffic signal modifications to improve transit travel times and reliability.	Infrastructure	0.2%	All