

Transportation Assessment Guidelines Update

Purpose

LADOT is updating the Transportation Assessment Guidelines (TAG) to provide direction on how to analyze transportation impacts using vehicle miles traveled (VMT) in the City of Los Angeles. This update is required to adapt to Senate Bill 743 (described below) that shifts the focus of transportation impact studies from vehicular delay and level of service to VMT when complying with the California Environmental Quality Act (CEQA). By measuring VMT, LADOT can assess the effects of land use proposals on the transportation system and impose mitigations that can result in better access to jobs and services, that enable more travel options and that promote safer and multimodal streets. However, the TAG will continue to require land use proposals to conduct local operational analyses to evaluate how projects affect the access, circulation and safety of all users of the transportation system.

Senate Bill 743

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 and initiated a process to change transportation impact analyses as part of CEQA compliance. SB 743 directed the California Office of Planning and Research (OPR) to establish new CEQA guidance for California jurisdictions that removes automobile vehicle delay and other similar measures of vehicular capacity or traffic congestion from CEQA transportation analysis. The bill suggested that vehicle-miles traveled (VMT), or other measures that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses,” be used as a basis for determining significant transportation impacts in California. The intent of the change is to appropriately balance the needs of congestion management with state goals related to infill development, the reduction of greenhouse gas emissions, efficient access to destinations, and the promotion of public health through active transportation.

Comparison of Analyses Required Under the Current and Updated TAG Guidelines

CURRENT ASSESSMENT PROCEDURES

CEQA Impacts



Level of Service (LOS) Analysis
Section 2.1



Residential Street Cut-Through
Section 2.3



Congestion Management Program
Section 2.5



Freeway Impact Analysis
Section 2.6

UPDATED ASSESSMENT PROCEDURES (CEQA and NON-CEQA Analyses)

CEQA Impacts



Conflicts with a Program, Plan, Ordinance or Policy
Section 2.1



Vehicle Miles Traveled Analysis
Section 2.2



Induced Additional Automobile Travel
Section 2.3



Geometric Design Hazards
Section 2.4

Non-CEQA Transportation Analysis



Pedestrian, Bicycle and Transit Facilities



Project Access and Circulation



Project Construction



Residential Street Cut-Through