



City of Carson SB 743 Implementation

FEHR & PEERS

EXHIBIT NO. 4

Goals of SB 743

Shift in focus to better align with the following State goals:

- Reducing greenhouse gas (GHG) emissions
- Encouraging infill development
- Improving public health through increased active transportation

New criteria should promote:

- Development of multimodal transportation networks
- Diversity of land uses
- Ensure that the environmental impacts of traffic such as noise, air pollution, and safety concerns continue to be addressed and mitigated through CEQA

Implementation Decisions

VMT Screening

- *OPR screening options*
- *Project size, low VMT, TPA*

VMT Methodology

- *SCAG RTP/SCS Model*
- *VMT per capita, or per employee*

VMT Impact Thresholds

- *OPR guidance is 15% below regional average*

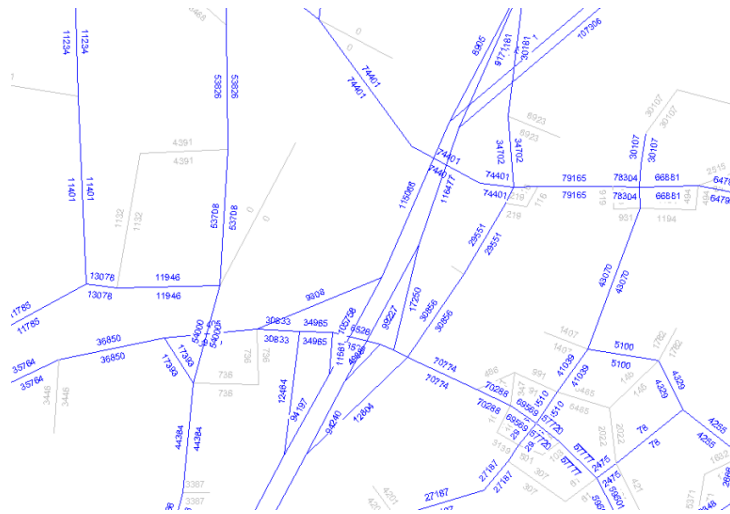
VMT Mitigation

- *Land use mix and densities*
- *TDM mitigation options*

Transportation Study Guidelines

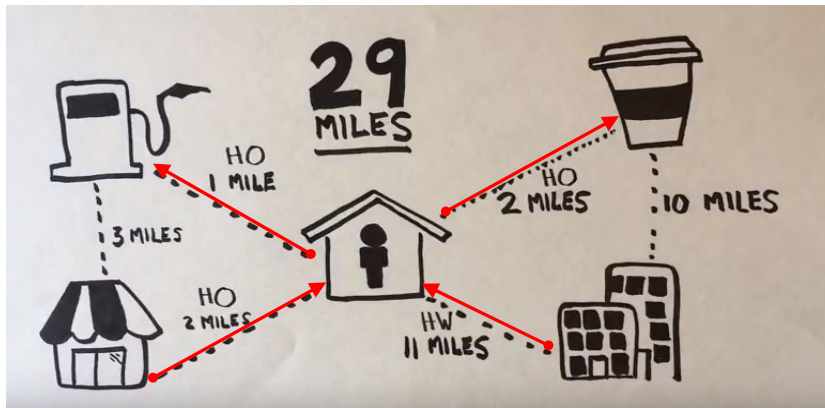
- *Does the City still want to study LOS or other metrics?*

New VMT Methodology

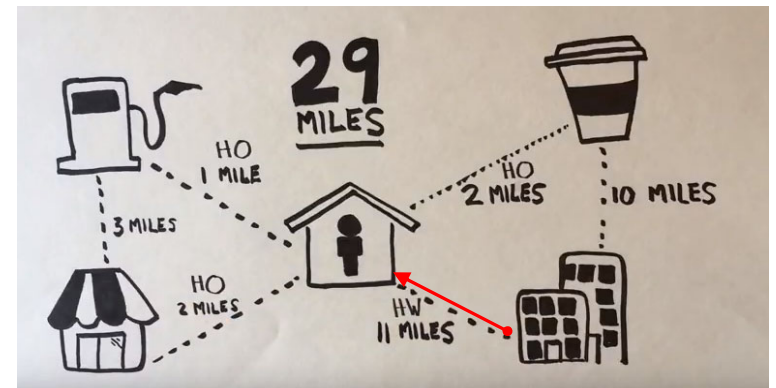


- VMT = Volume x Distance or Trips x Trip Length
- VMT data can be derived from the regional 2016 SCAG RTP/SCS Travel Demand Model

What is VMT? What VMT counts?

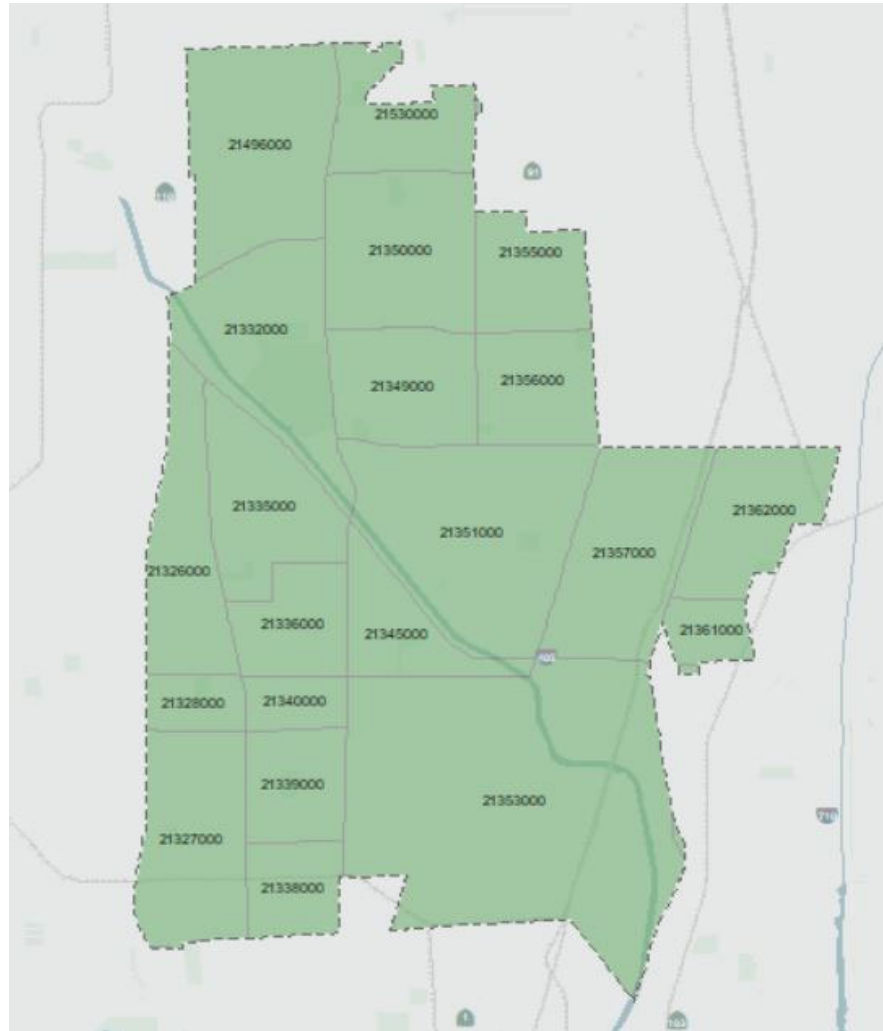


Residential
Home-Based Generated VMT

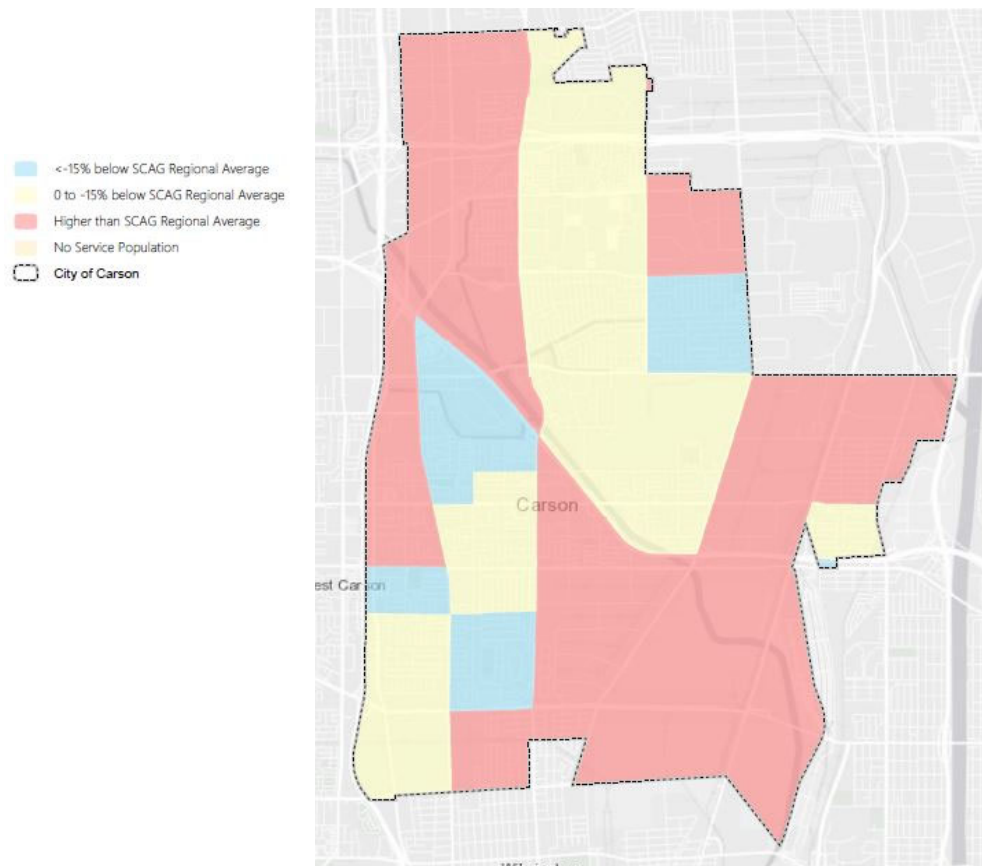


Office
Home-Based Work Generated VMT

SCAG Model: Transportation Analysis Zones

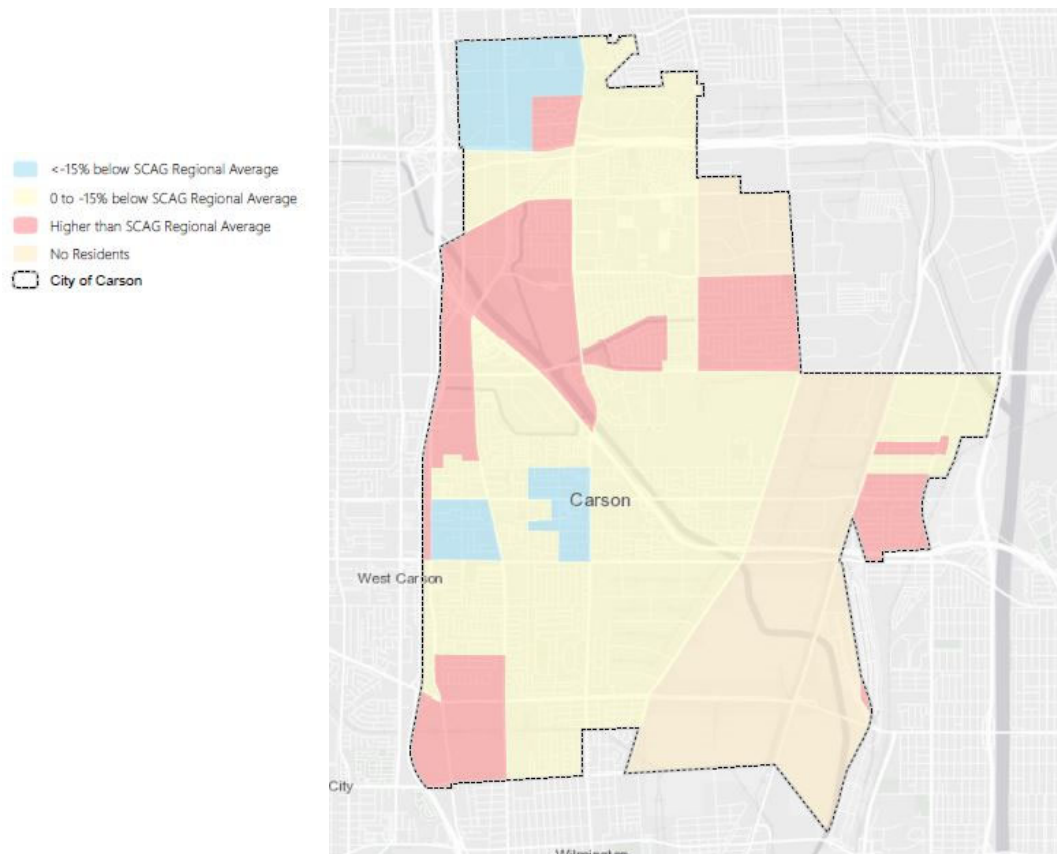


VMT Metrics Comparison to SCAG Average: Daily VMT per Service Population

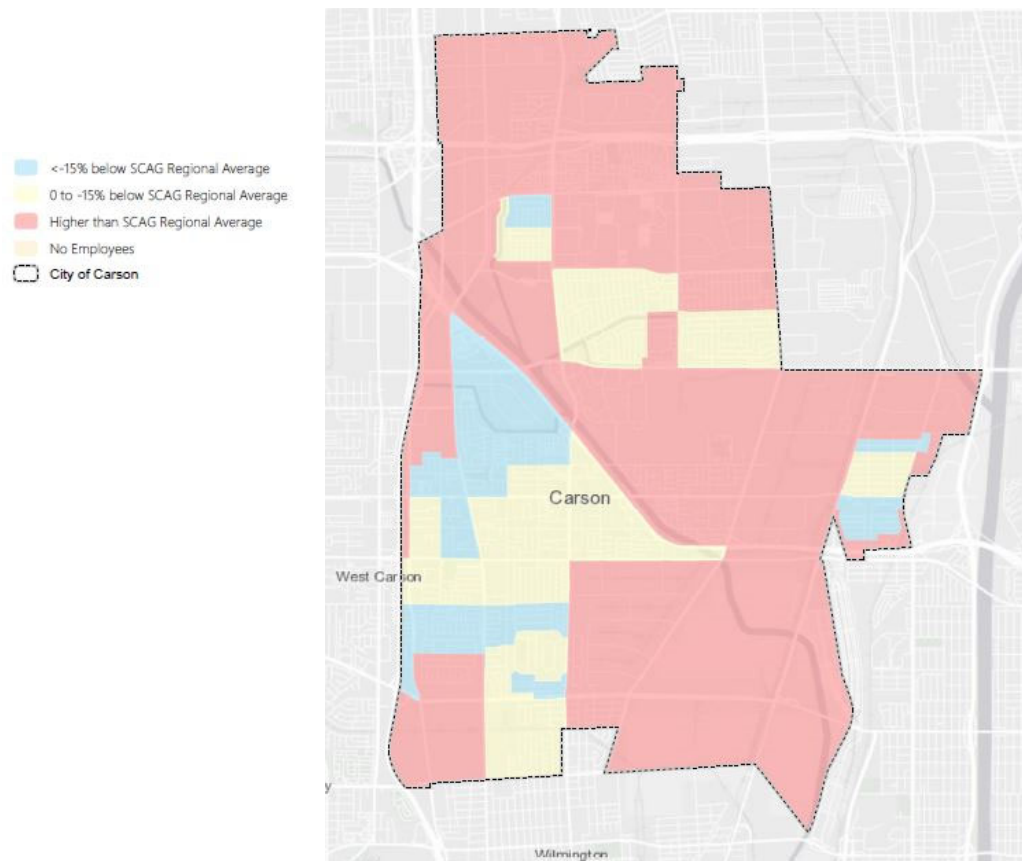


Includes Trucks

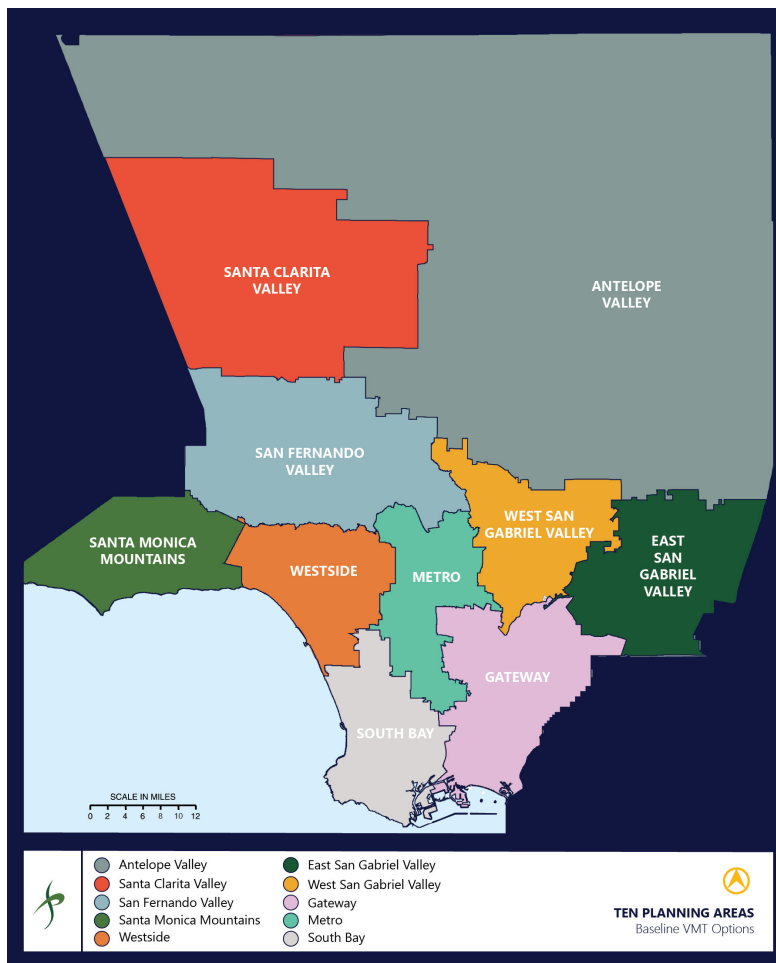
VMT Metrics Comparison to SCAG Average: Daily Home-Based VMT per Capita



VMT Metrics Comparison to SCAG Average: Daily Home-Based Work VMT per Employee



LA County Planning Areas



Baseline VMT Metrics – Comparison to SCAG

VMT Metrics			SCAG Region/ Carson VMT
Total VMT	SCAG	Avg Regional VMT per Service Pop	35.0
	Carson	Avg City VMT per Service Pop	37.9
	Change	% Difference	8%
Home-Based VMT	SCAG	Avg Regional Home-Based VMT per Capita	15.3
	Carson	Avg City Home-Based VMT per Capita	14.4
	Change	% Difference	-6%
Home-Based Work VMT	SCAG	Avg Regional Home-Based Work VMT per Worker	18.6
	Carson	Avg City Home-Based Work VMT per Worker	19.6
	Change	% Difference	5%

Baseline VMT Metrics – Comparison to South Bay Planning Area

VMT Metrics			South Bay/Carson VMT
Total VMT	South Bay	Avg Planning Area VMT per Service Pop	32.4
	Carson	Avg City VMT per Service Pop	37.9
	Change	% Difference	17%
Home-Based VMT	South Bay	Avg Planning Area Home-Based VMT per Capita	13.4
	Carson	Avg City Home-Based VMT per Capita	14.4
	Change	% Difference	8%
Home-Based Work VMT	South Bay	Avg Planning Area Home-Based Work VMT per Worker	18.2
	Carson	Avg City Home-Based Work VMT per Worker	19.6
	Change	% Difference	8%

Carson Context

Commuter distance for people who live in Carson

Jobs by Distance - Home Census Block to Work Census Block

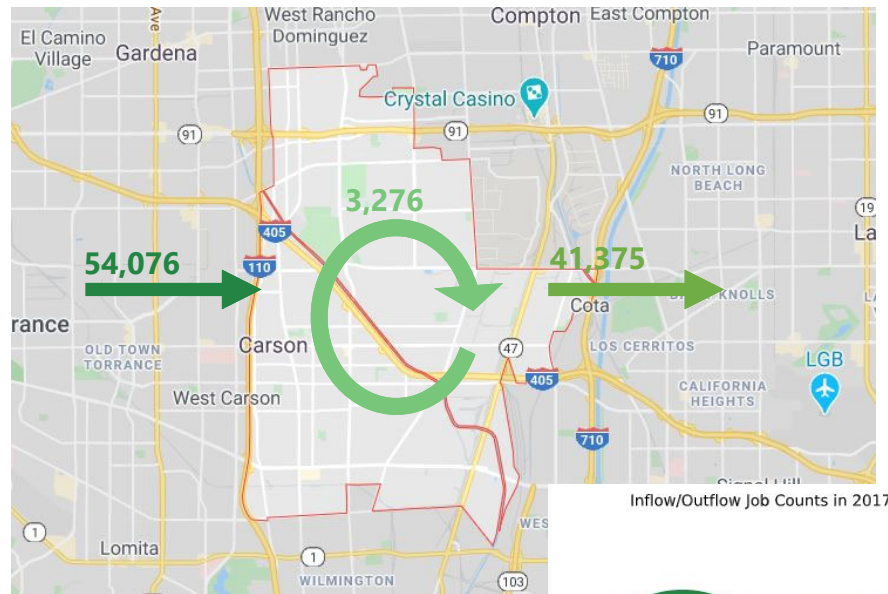
	2017	
	Count	Share
Total All Jobs	44,651	100.0%
■ Less than 10 miles	21,635	48.5%
■ 10 to 24 miles	15,110	33.8%
■ 25 to 50 miles	3,969	8.9%
■ Greater than 50 miles	3,937	8.8%

Commuter distance for people who work in Carson

Jobs by Distance - Work Census Block to Home Census Block

	2017	
	Count	Share
Total All Jobs	57,352	100.0%
■ Less than 10 miles	27,573	48.1%
■ 10 to 24 miles	15,270	26.6%
■ 25 to 50 miles	6,205	10.8%
■ Greater than 50 miles	8,304	14.5%

Daily commute inflow and outflow



Inflow/Outflow Job Counts in 2017



Carson Context

Commuter Transportation

MOST COMMON METHOD OF TRAVEL

1. Drove Alone
79.8%
2. Carpooled
10.1%
3. Public Transit
3.59%

In 2017, the most common method of travel for workers in Carson, CA was Drove Alone (79.8%), followed by those who Carpooled (10.1%) and those who Public Transit (3.59%).

Public Transit Options

