

3.14.3 Regulatory Setting

This section provides a discussion of relevant federal, state, and local regulations pertaining to transportation that may be applicable to the Proposed Project.

Federal

There are no applicable federal regulations that apply directly to the Proposed Project. However, federal regulations relating to the Americans With Disabilities Act (ADA), Title VI, and Environmental Justice relate to transit service.

State

Assembly Bill 987 (AB 987)

AB 987 was signed by Governor Jerry Brown on September 30, 2018. The bill added Section 21168.6.8 to the Public Resources Code (PRC Section 21168.6.8) and provides for expedited judicial review in the event that the adequacy of this EIR is challenged, so long as certain requirements are met. The provisions of PRC section 21168.6.8 are similar to the provisions of the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (AB 900; PRC sections 21178 through 21189.3), which first established expedited judicial review of certified Environmental Leadership Development Projects. In order to qualify for expedited judicial review under AB 987, the Proposed Project must implement a transportation demand management program that achieves vehicle trip reduction benefits and would not result in any net additional greenhouse gas emissions. Additionally, the Proposed Project would have to reduce criteria pollutants and toxic air contaminants.¹

The Proposed Project must:

- A. Receive Leadership in Energy and Environmental Design (LEED) gold certification for new construction within one year of the completion of the first NBA season.
- B. Implement trip reduction measures including the following:
 - i. Implementation of a transportation demand management plan that, upon full implementation, will achieve and maintain a 15-percent reduction in the number of vehicle trips, collectively, by attendees, employees, visitors, and customers as compared to operations absent the transportation demand management program;
 - ii. To accelerate and maximize vehicle trip reduction, each measure in the transportation demand management program shall be implement as soon as feasible, so that no less than a 7.5-percent reduction in vehicle trips is achieved and maintained by the end of the first NBA season during which an NBA team has played at the arena;

¹ Office of the Governor, 2018. Assembly Bill 987 Signing Message. September 30. A copy of PRC Section 21168.6.8 is contained in Appendix X of this Draft EIR.

- iii. A 15-percent reduction in vehicle trips shall be achieved and maintained as soon as possible, but not later than January 1, 2030. The applicant shall verify achievement to the lead agency and the Office of Planning and Research; and
 - iv. If the applicant fails to verify achievement of the reduction require by clause (iii), the lead agency shall choose to impose additional feasible measures to reduce vehicle trips by 17 percent, or, if there is a rail transit line with a stop within one-quarter mile of the arena, 20 percent, by January 1, 2035.
- C. Is located on an infill site.
- D. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization’s determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

Compliance with AB 987 would require the Proposed Project to result in no net additional emission of greenhouse gases, including greenhouse gas emissions from employee transportation. At a minimum, greenhouse gas emissions reduction measures would result in the reductions of a minimum of 400 tons of NO_x and 10 tons of PM_{2.5} over the 10 years following the commencement of construction of the Proposed Project. Of these amounts, a minimum of 130 tons of NO_x and 3 tons of PM_{2.5} would be achieved within the first year following commencement of construction of the Proposed Project. As a condition of approval of the Proposed Project, the lead agency shall require the applicant, in consultation with the South Coast Air Quality Management District, to implement measures that will achieve criteria air pollutant and toxic air contaminant reductions over and above any reductions required by other laws or regulations in communities surrounding the project site, consistent with emission reduction measures that may be identified for those communities (pursuant to Section 44391.2 of the Health and Safety Code).

Senate Bill 743 (SB 743)

Senate Bill (SB) 743, passed in 2013, requires the California Governor’s Office of Planning and Research (OPR) to develop new CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.” In December 2018, OPR published final technical guidance for implementing SB 743.² On December 28, 2018, the Resources Agency adopted CEQA Guidelines Section 15064.3. Under this guideline, vehicle miles of travel (VMT)

² State of California, Governor’s Office of Planning and Research, Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018. Accessed at [HYPERLINK "http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf"], March 7, 2019.

will be the primary metric used to identify transportation impacts. Using Section 15064.3 is optional through June 30, 2020. As of July 1, 2020, Section 15064.3 will become mandatory.

In response to SB 743, the California Department of Transportation (Caltrans) issued interim guidance³ which refocuses Caltrans Local Development-Intergovernmental Review program attention away from vehicle delay and to local development projects' VMT, appropriate transportation demand measures (TDM), and addressing multimodal operational issues. The City of Inglewood has not opted into SB 743. Although SB 743 is currently optional, this chapter contains a comprehensive analysis of the project's VMT.

Regional

Congestion Management Plan for Los Angeles County

The Los Angeles County Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP). The CMP is a State-mandated program designed to provide comprehensive long-range traffic planning on a regional basis. On October 28, 2010, the Metro Board adopted the 2010 CMP for Los Angeles County.⁴ The 2010 CMP summarizes the results of 18 years of CMP highway and transit monitoring and 15 years of monitoring local growth. CMP implementation guidelines for local jurisdictions are also contained in the 2010 CMP, and includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county wide computer model used to evaluate traffic congestion and recommend relief strategies and actions. The primary goal of the CMP is to reduce traffic congestion in order to enhance the economic vitality and quality of life for affected communities. CMP guidelines require the evaluation of freeway segments to which a project could add 150 or more trips in each direction during peak hours and require evaluation of designated CMP roadway intersections to which a project could add 50 or more trips during either the AM or PM peak hours. The guidelines also require evaluation of the public transit system serving the project area.

The CMP was one of the pioneering efforts to conduct performance-based planning. Because the CMP primarily uses LOS to assess congestion, however, it is inconsistent with the direction of SB 743 which requires use of VMT-related performance measures for determining CEQA impacts. SB 743 and other state laws that have been enacted over the last decade are intended to, among other things, address climate change and support infill development and sustainable transportation. Metro, like other lead agencies, is developing new ways to measure transportation system performance. These are among the reasons that Metro has initiated a process that could lead to its opting out of the CMP, as permitted by the original legislation. Metro initiated this

³ California trans, Local Development-Intergovernmental Review Program Interim Guidance, Revised November 9, 2016. Accessed at [HYPERLINK "<http://www.dot.ca.gov/hq/tpp/sb743.html>"], March 6, 2019.

⁴ Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program. Accessed at [HYPERLINK "http://media.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf"], March 6, 2019.

process on June 20, 2018. No definite timeline has been established for completing this process. For this reason, the analysis presented below follows the procedures that are currently in effect.⁵

Southern California Association of Governments 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

In April 2016, the Southern California Association of Governments (SCAG) adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).⁶ The 2016–2040 RTP/SCS presents a long-term vision for the region’s transportation system through the year 2040 and identifies mobility, accessibility, sustainability, and high quality of life as the principles most critical to the future of the region. Furthermore, it balances the region’s future mobility and housing needs with economic, environmental, and public health goals. As stated in the 2016–2040 RTP/SCS, California Senate Bill (SB) 375 requires SCAG and other Metropolitan Planning Organizations (MPOs) throughout the state to develop a Sustainable Communities Strategy to reduce per capita GHG emissions through integrated transportation, land use, housing, and environmental planning. Within the 2016–2040 RTP/SCS, the overarching strategy includes plans for High Quality Transit Areas (HQTAs), Livable Corridors, and Neighborhood Mobility Areas as key features of a thoughtfully planned, maturing region in which people benefit from increased mobility, more active lifestyles, increased economic opportunity, and an overall higher quality of life. HQTAs are described as areas within 0.5 mile of a fixed guideway transit stop or a bus transit corridor with 15-minute or less service frequency during peak commute hours. Local jurisdictions are encouraged to focus housing and employment growth within HQTAs. The Project Site is located within an HQTA as designated by the 2016–2040 RTP/SCS.^{7,8}

Local

City of Inglewood General Plan Circulation Element

The Circulation Element of the City of Inglewood General Plan⁹ identifies the system of freeways, major and minor arterials, and collector streets needed to carry traffic within and through the community. The primary purpose of the Circulation Element as stated within the Circulation Element is to require that the provision of adequate street access and traffic capacity is considered for current and future land use needs. The Circulation Element also describes transit services within Inglewood, and designates truck routes and bicycle routes throughout the City.

⁵ Congestion Management Program Opt Out. Los Angeles County Metropolitan Transportation Authority, Planning and Programming Committee, Board Report, June 20, 2018. Retrieved from [HYPERLINK "https://media.metro.net/docs/cmp_optOut_2018-0620.pdf"], March 6, 2019.

⁶ SCAG, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016.

⁷ SCAG, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016, Exhibit 5.1: High Quality Transit Areas in the SCAG Region for 2040 Plan, p. 77.

⁸ Los Angeles County Metropolitan Transportation Authority, “High Quality Transit Areas—Southwest Quadrant,” http://media.metro.net/projects_studies/call_projects/images/Southwest%20Quad%20Map.pdf, accessed March 6, 2019.

⁹ City of Inglewood, Circulation Element of the Inglewood General Plan, adopted December 15, 1992.

The San Diego Freeway (Interstate 405) travels through the western portion of the City and the Century Freeway (Interstate 105) travels along the southern edge of the City. The Circulation Element defines the following classifications of streets:

- Major Arterials – Major arterials are the most important surface streets, functioning as primary intercity routes and collecting and distributing a large portion of local traffic. Major arterials are typically designed to carry over 30,000 vehicles per day with a minimum of two travel lanes in each direction and a separate median lane to accommodate left-turn movement.
- Minor Arterials – Minor arterials, also referred to as secondary arterials, are similar to major arterials except that they may be discontinuous within the City and may carry less traffic volume. Minor arterials are typically designed to carry 15,000 to 30,000 vehicles per day with a minimum of two travel lanes in each direction. A separate median lane to accommodate left-turn movement is desirable if there is sufficient roadway width.
- Collectors – Collectors are transitional streets between arterials and local streets, collecting vehicles from the local street system and transporting them to the arterial system. Collectors may also provide cross-city access. Collectors may be designed to carry up to 15,000 vehicles per day, although 3,000 to 10,000 vehicles is more typical. Collectors will have at least one travel lane in each direction, although two travel lanes may be utilized depending upon volume and function.