SB 743.

VMT Decisions for Lead Agencies

VMT Decisions to Align Measurement of Transportation Impacts with Sustainability Goals

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FEHR & PEERS

Outline.

1. Change
2. Methods
3. Thresholds
4. Mitigation
5. Involvement

Change. NEW LAWS

SB 743

AB 417

AB 2245

SB 226

AB 1358

SB 375

SB 97

AB 32

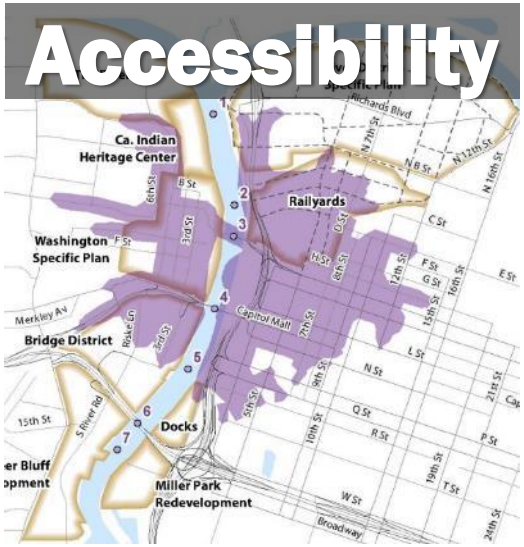
+10 California Climate change Executive Orders since 2004

Change. SB 743 LEGISLATIVE INTENT

(1) Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through the California Environmental Quality Act.

(2) More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

Change. IMPACT ANALYSIS & MITIGATION



What SB 743 Does Do for EIRs

- Eliminates LOS/Delay as a significance threshold
- Adds VMT as a significance threshold

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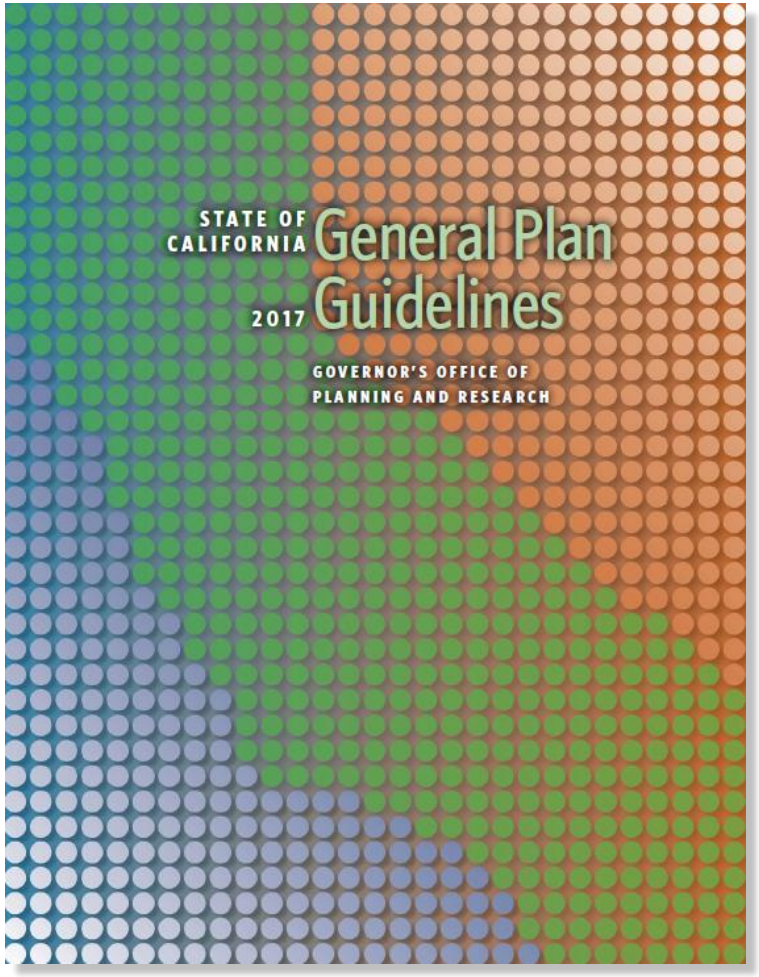
Change. TRANSPORTATION PLANNING



What SB 743 Does Not Do...

No change to general plans, traffic impact fee programs, State Constitution, subdivision map act, etc.

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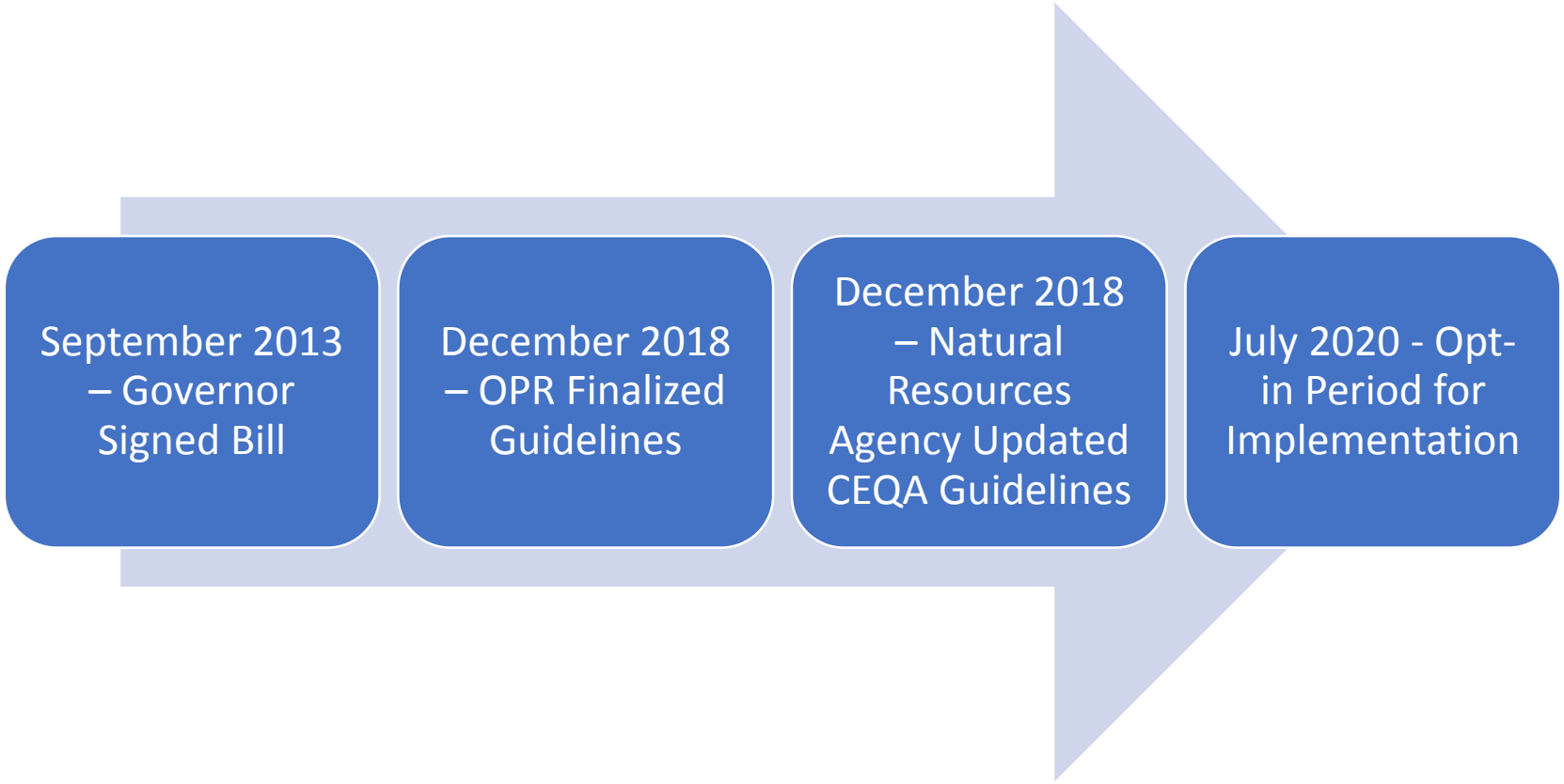
Change.



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Decisions.

CEQA Guidelines – Expectations for Environmental Impact Analysis

§ 15003 (f) = fullest possible protection of the environment…

§ 15003 (i) = adequacy, completeness, and good-faith effort at full disclosure…

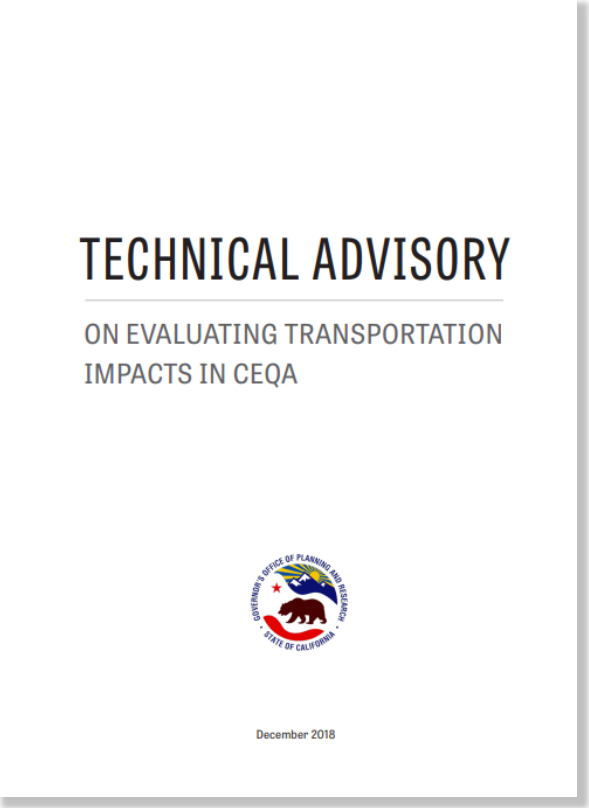
§ 15125 (c) = the eir must demonstrate that the significant environmental impacts of the proposed project were adequately investigated…

§ 15144 = an agency must use its best efforts to find out and disclose…

§ 15151 = sufficient analysis to allow a decision which intelligently takes account of environmental consequences…

Decisions.

1. **VMT Methods**
   - Model/Tool
   - Screening
   - VMT Accounting
2. **Thresholds**
   - Project
   - Cumulative
3. **Mitigation**
   - Feasible Mitigation
   - Limitations of TDM

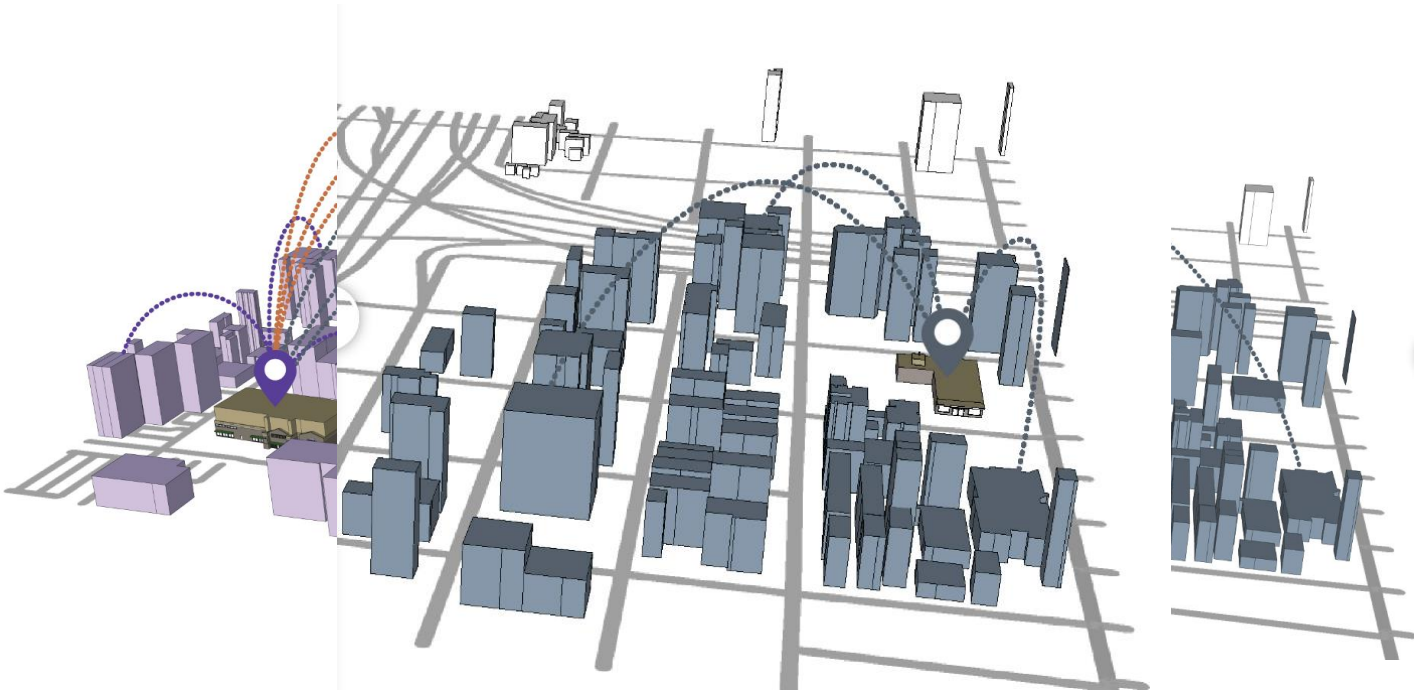

TECHNICAL ADVISORY

ON EVALUATING TRANSPORTATION IMPACTS IN CEQA

December 2018

Decisions. WHAT IS VMT?

Project Generated VMT vs Project Effect on VMT



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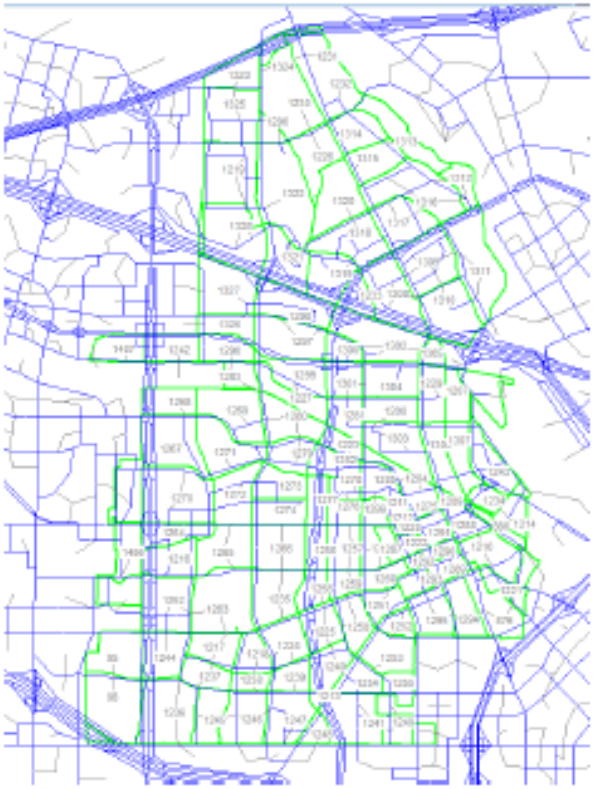
Decisions. PARTIAL OR COMPLETE VMT

Vehicle Trip Type	VMT Required in Analysis			
	AQ	GHG	Energy	SB 743 Transportation
Residential Project				
Home-based work	✓	✓	✓	✓
Home-based other	✓	✓	✓	✓
Non-home-based	✓	✓	✓	
Office Project				
Home-based work	✓	✓	✓	✓
Visitor	✓	✓	✓	
Delivery	✓	✓	✓	
Maintenance/Security	✓	✓	✓	

Methods. MODELS

- **Regional Travel Model, Local Model, and Non-Model Accounting Method**



MainStreet

MXD+

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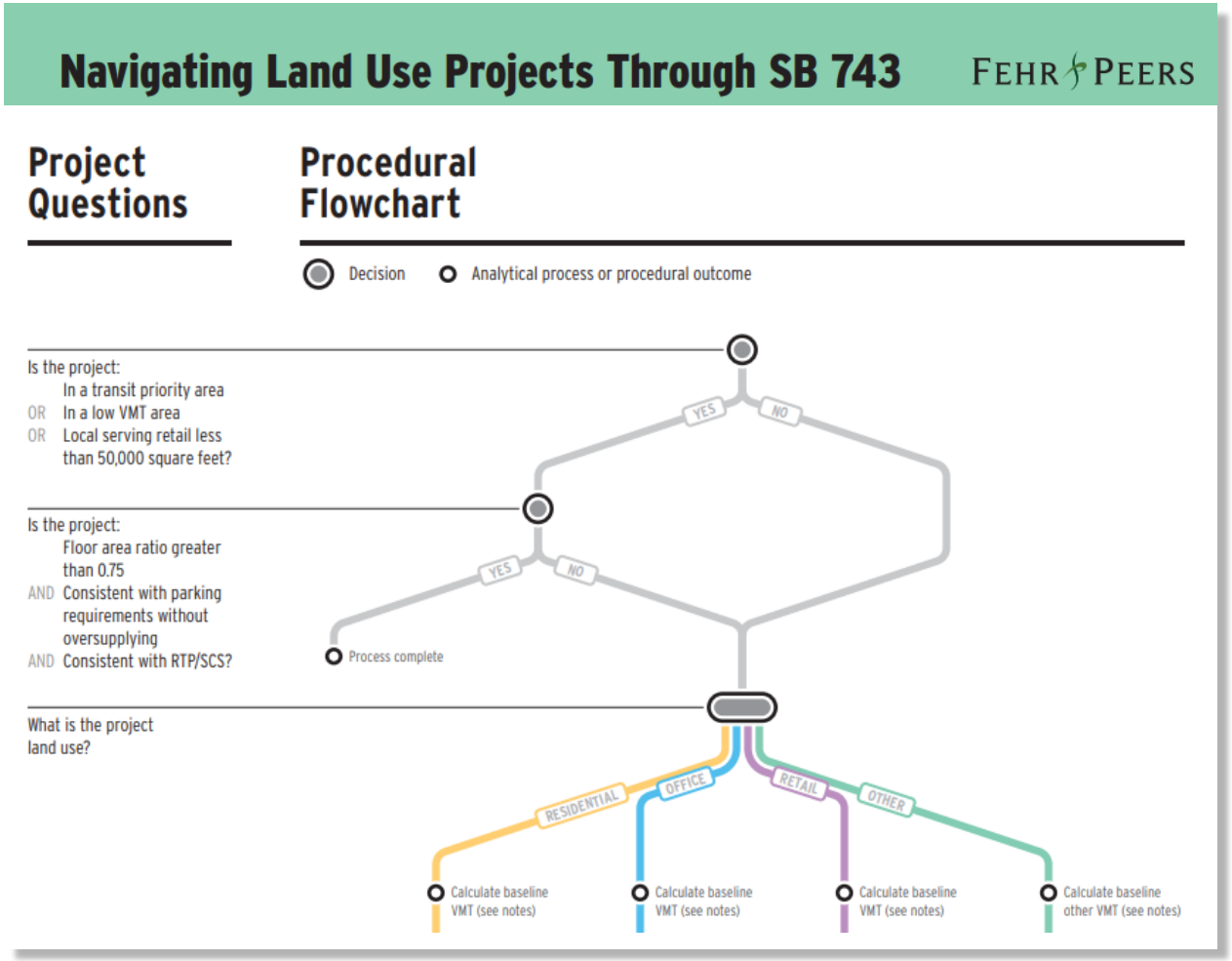
Methods. LAND USE SCREENING



Methods. TRANSPORTATION SCREENING

Navigating Transportation Projects Through SB 743

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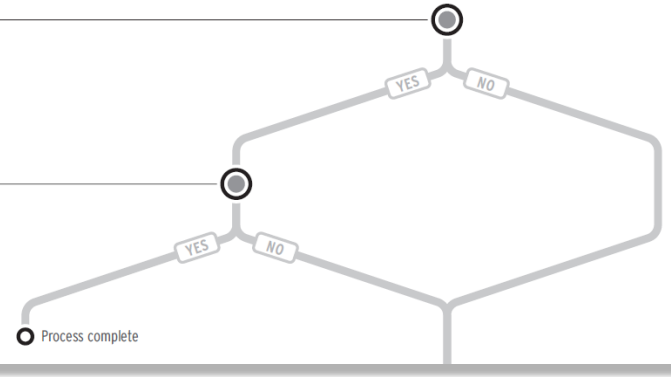
OPR Steps	Project Questions	Procedural Flowchart
Step 1 Screening	Is the project type: Transit OR Active transportation OR One of the road project types on page III:27 of the OPR Technical Advisory?	
	Does substantial evidence exist to support a finding that the project will not generate new VMT?	

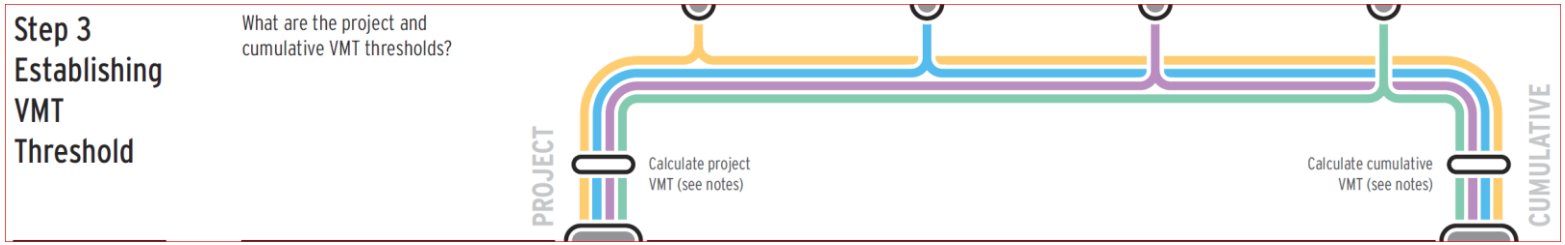
Decision Analytical process or procedural outcome



Thresholds.

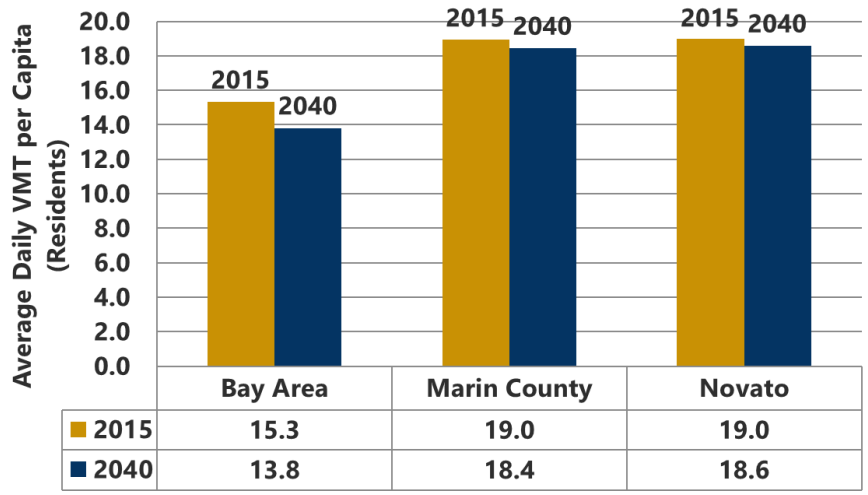
Establishing VMT Threshold(s)

- Lead agency discretion
- What is acceptable vs. unacceptable VMT when viewed solely through a transportation lens?
- Multiple options depending on…
  - how VMT reduction is valued by lead agency
  - how VMT reduction is addressed in air quality, energy, and GHG impact analysis
  - court decisions



Thresholds.

Lead Agency Discretion



	Bay Area	Marin County	Novato
2015	15.3	19.0	19.0
2040	13.8	18.4	18.6

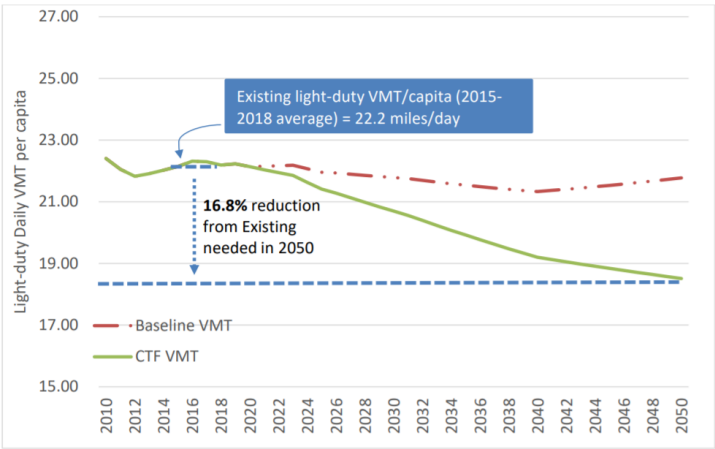


Figure 3: California Light-Duty VMT Per Capita

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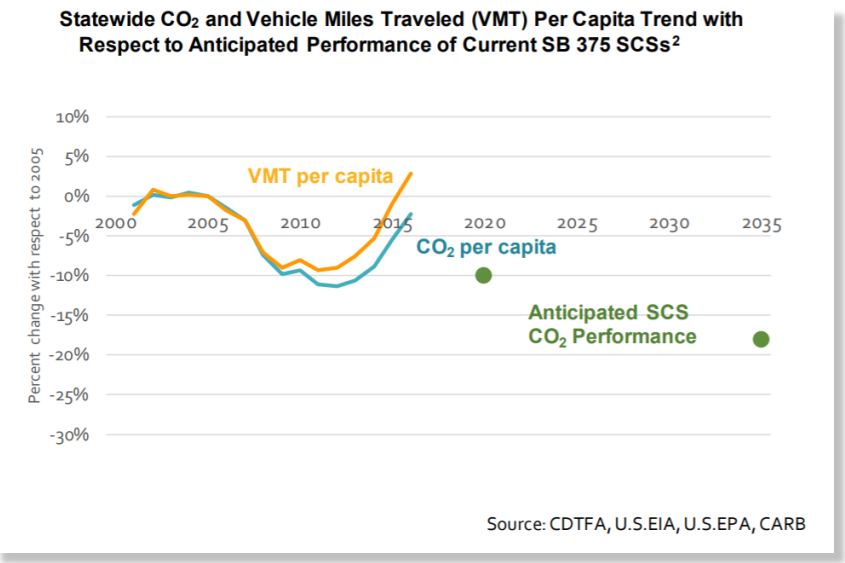
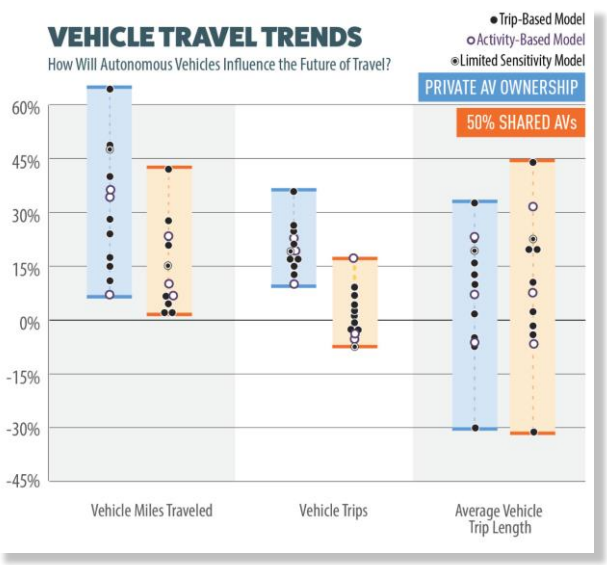
Thresholds.

Other Substantial Evidence



Source: https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf



Source: http://www.fehrandpeers.com/autonomous-vehicle-research/

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Thresholds. OPR GUIDANCE

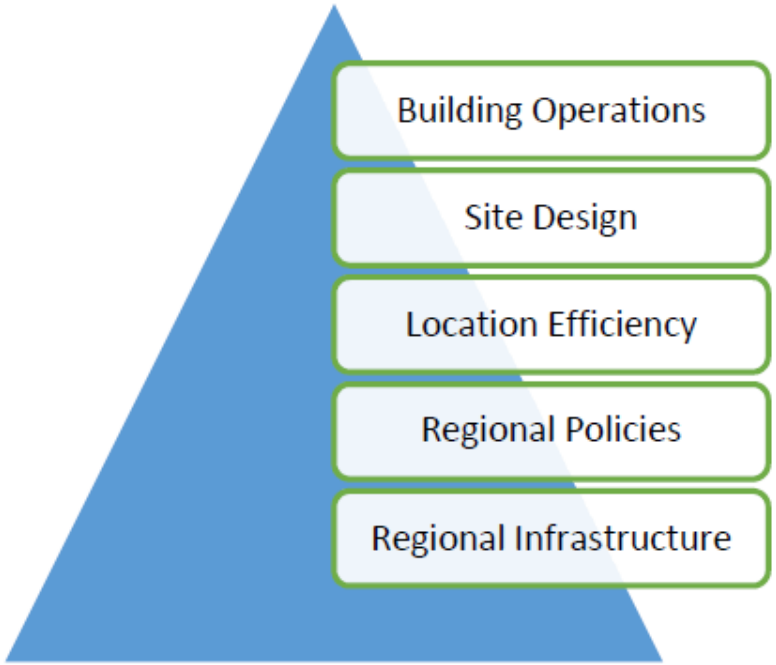
For transportation projects:

- Bicycle, pedestrian, and transit projects are presumed to not increase VMT
- Projects that expand roadway capacity are considered to have potential to cause induced demand; short-term and long-term VMT effects should be evaluated
  - Thresholds of significance not specified

Mitigation.

Types of VMT Reduction Strategies

- Built Environment
  - Is changing the project land use or transportation network feasible?
- Transportation Demand Management (TDM)
  - Effectiveness depends on project site context and tenants
  - Requires monitoring



Involvement.

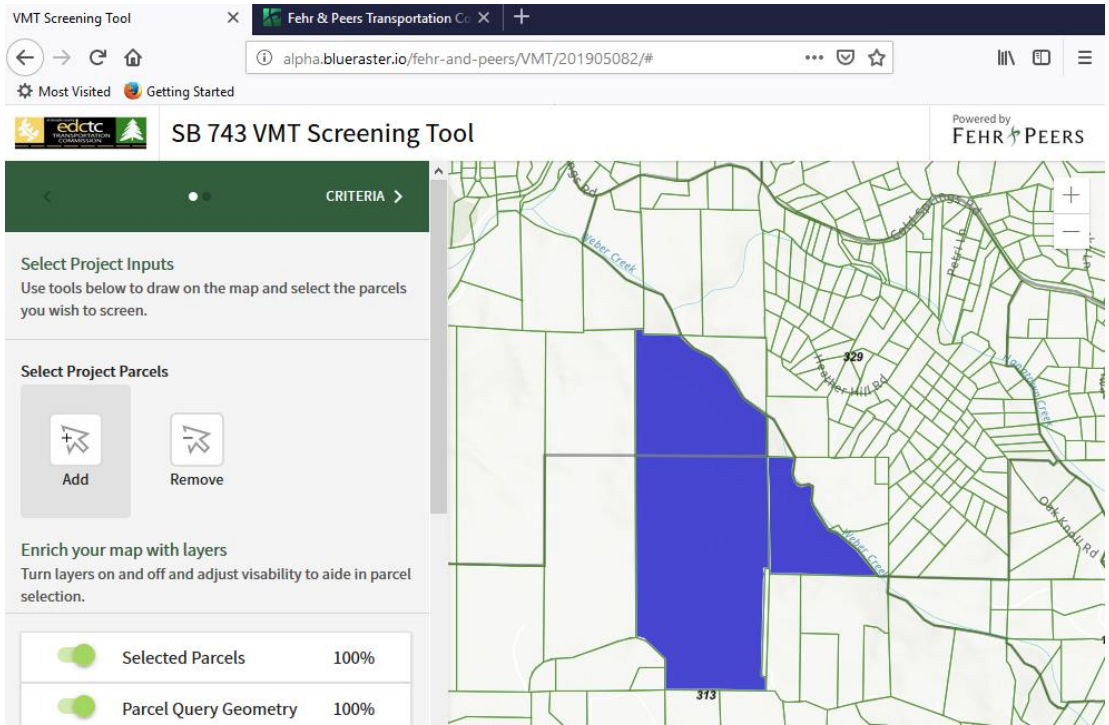
Level 1

- Curator
  - Provide information.

Involvement.

Level 2

- Screening Tool
  - Provide information (1) and screening tool.



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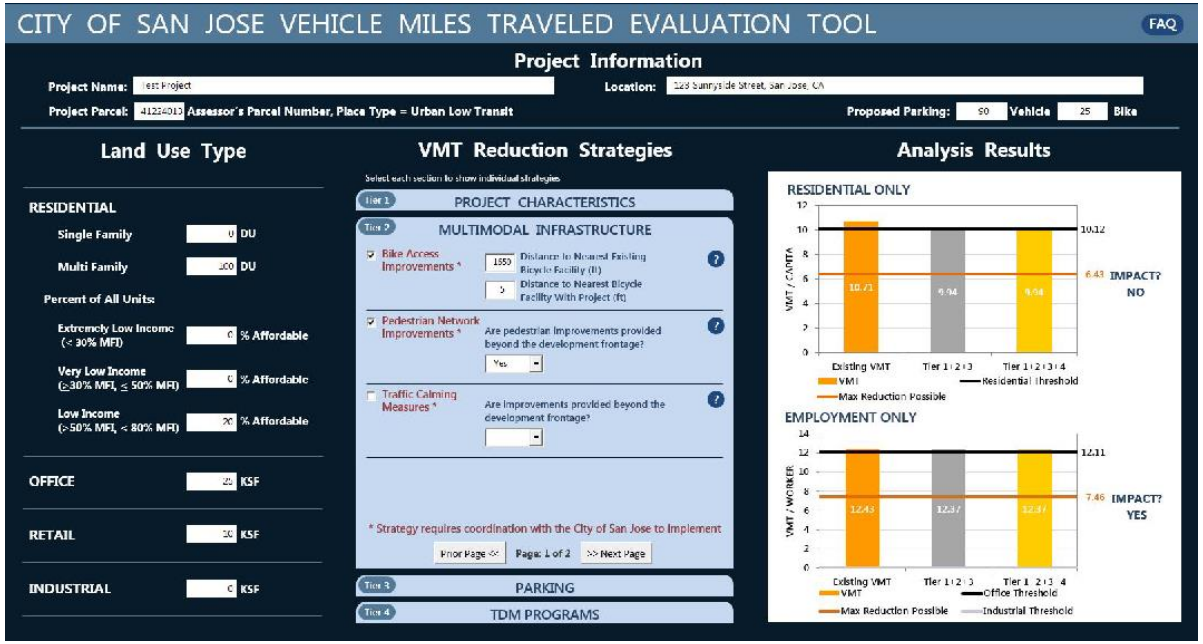
Involvement.

Level 3

- VMT Calculator
  - Provide information (1), screening tool (2), and project generated VMT calculations and reductions.



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Involvement.

Level 4

- VMT Evaluator
  - Provide information (1)
  - Screening tool (2)
  - VMT calculations and reductions (3)
  - Analyze project effects on VMT

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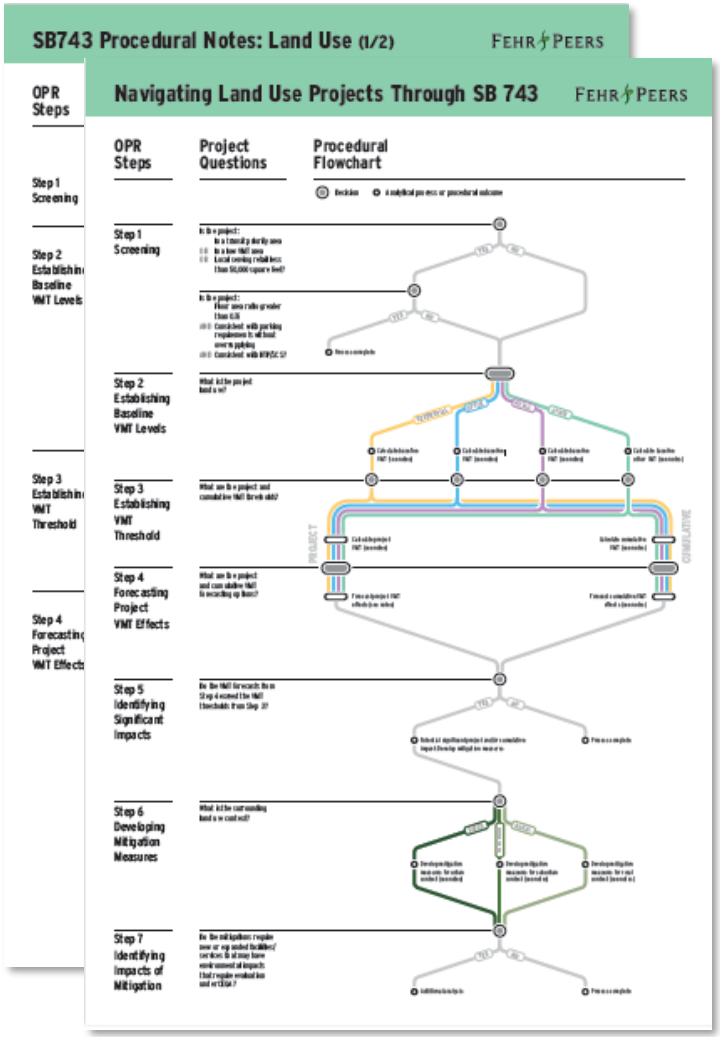
Questions.



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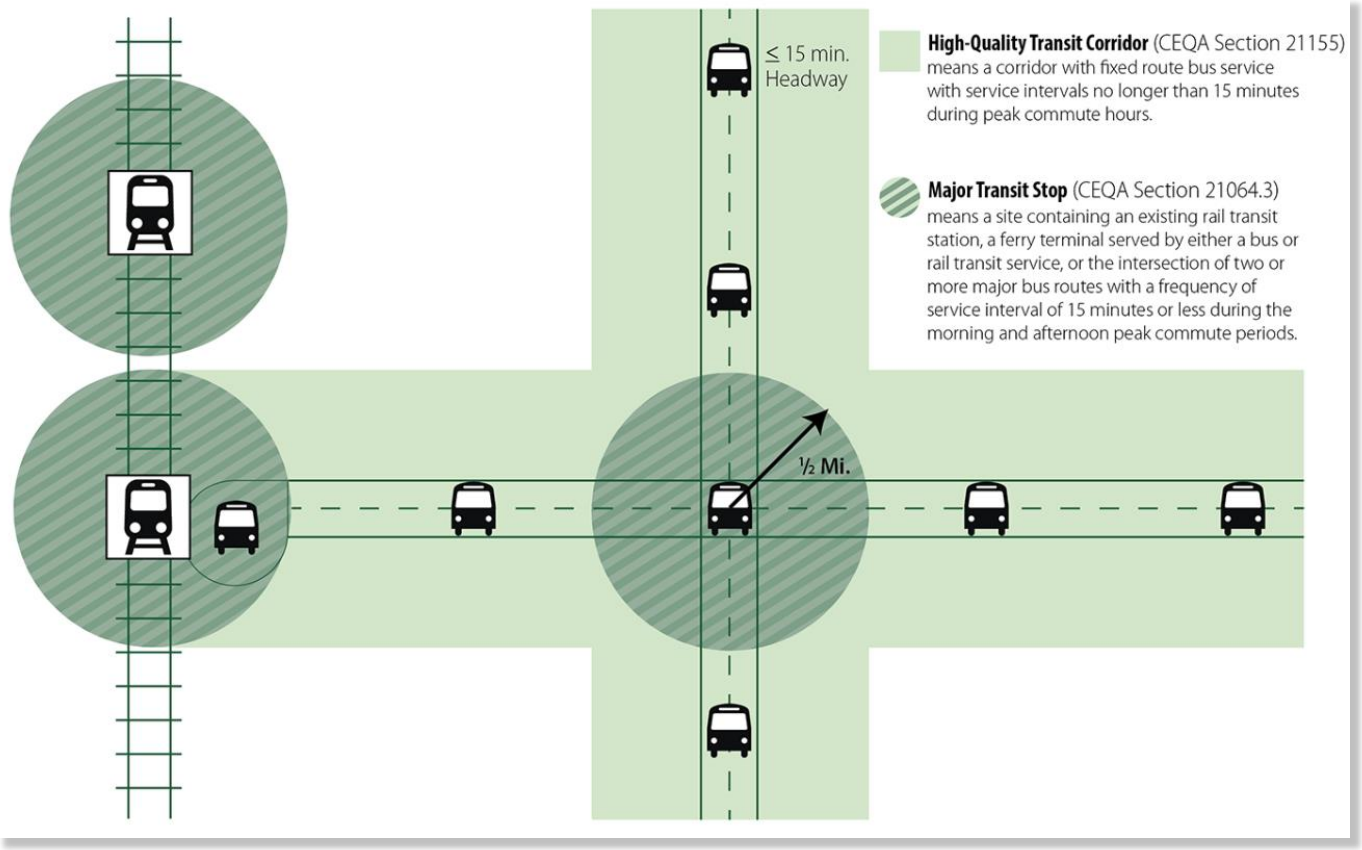
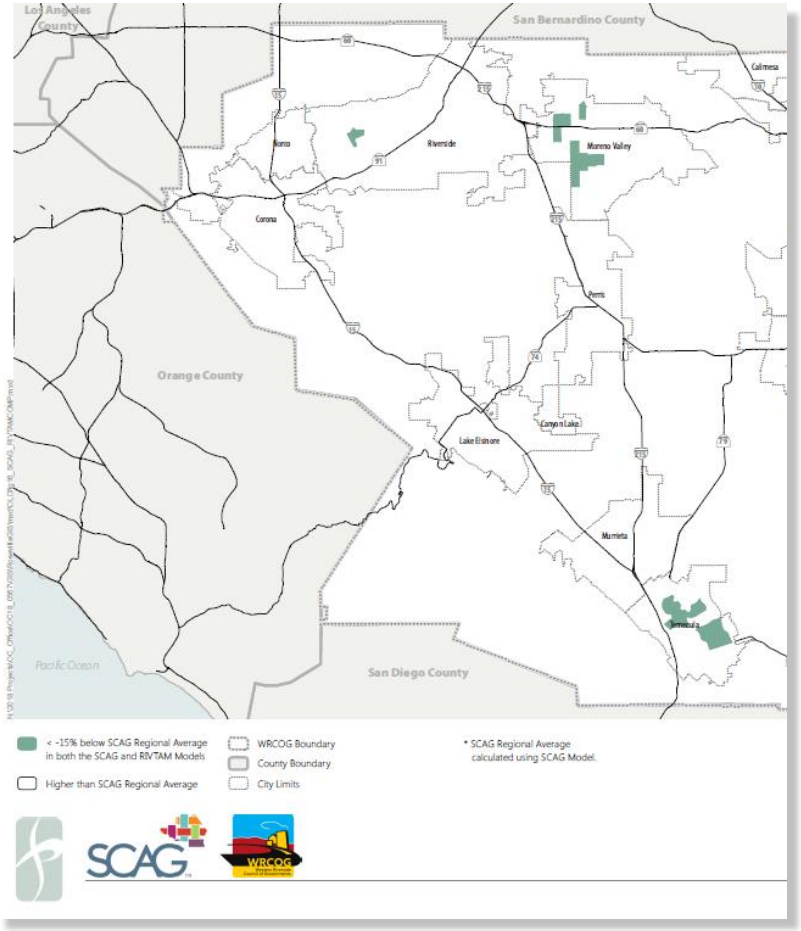
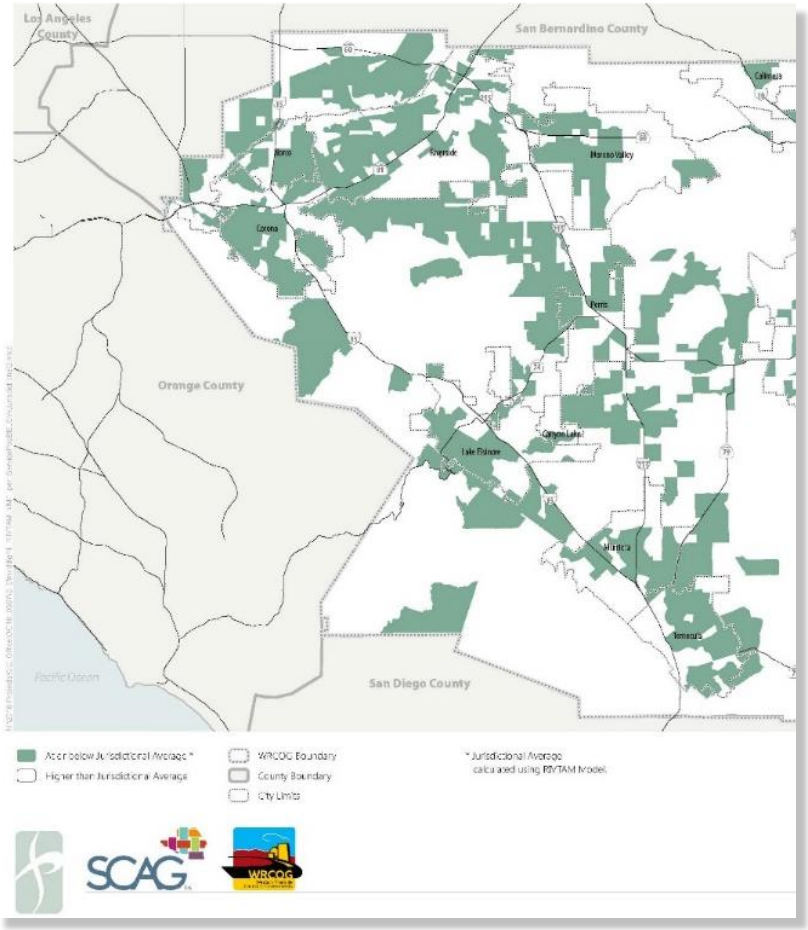
Methods. TPA SCREENING

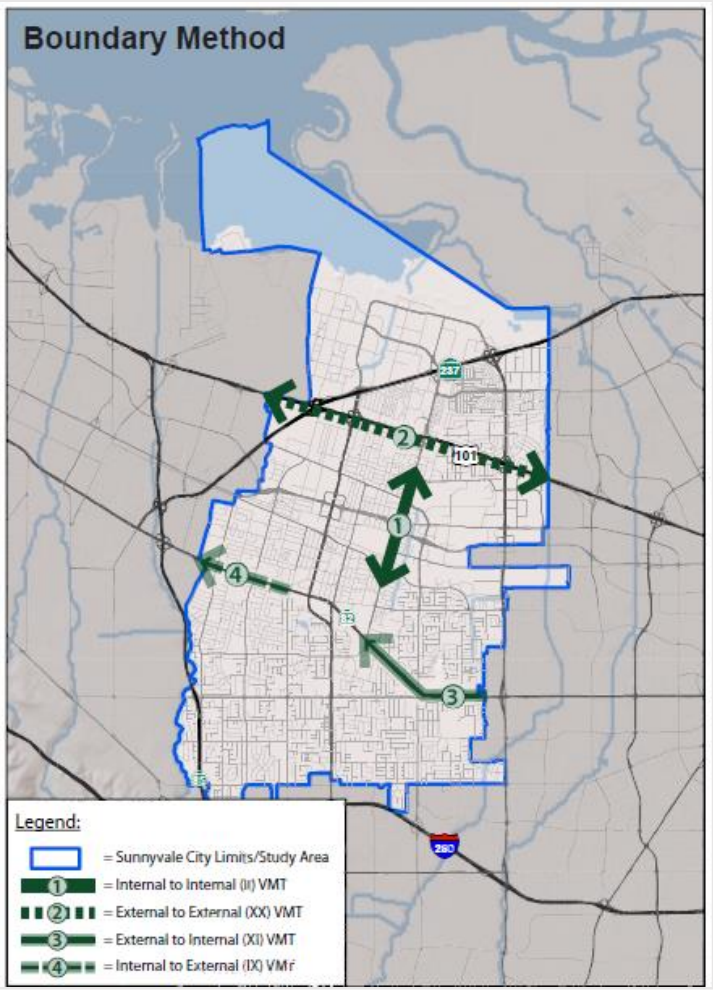


Methods. LOW VMT AREA





Methods. VMT ACCOUNTING



Geographic Boundary VMT Accounting Method

- Boundary VMT = 2,090,010 daily VMT (weekday)
- Through traffic is 44 percent of the VMT boundary method estimate

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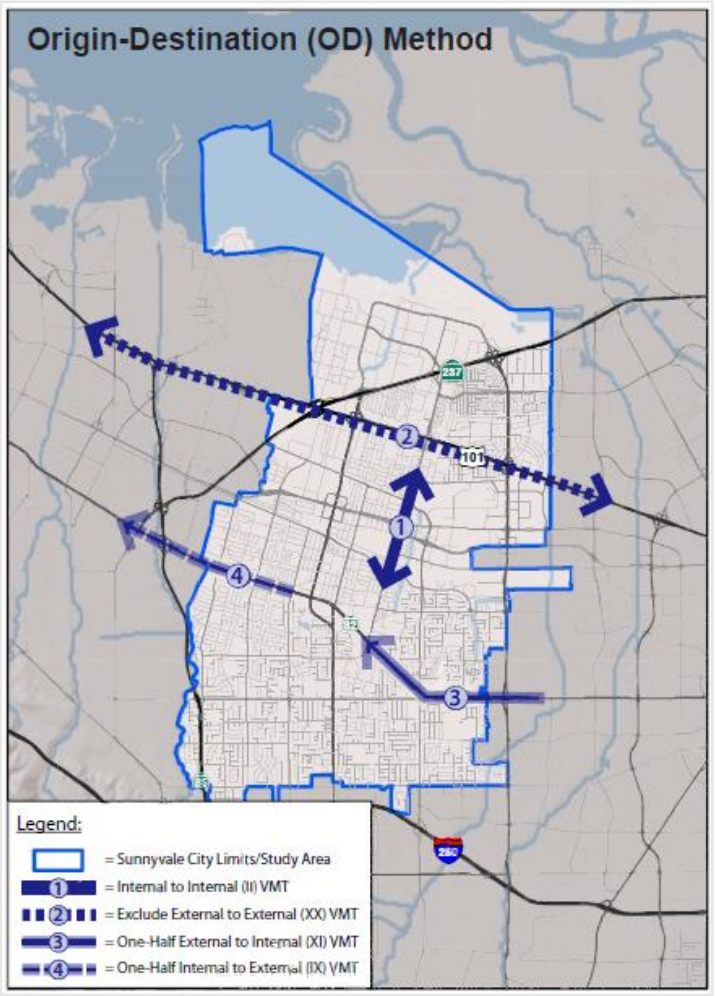
Methods. VMT ACCOUNTING



Origin-Destination (OD) Shared Accounting VMT Method

- OD VMT = 2,459,090 daily VMT (weekday)
- Boundary = 2,090,010 daily VMT (weekday)

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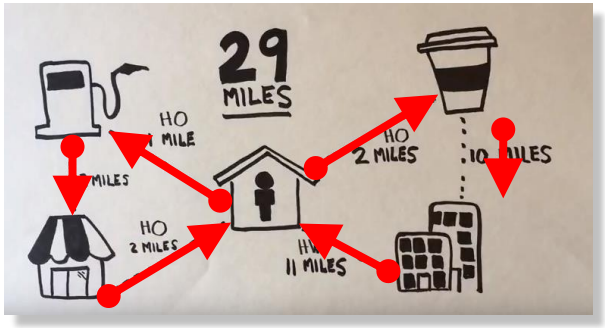
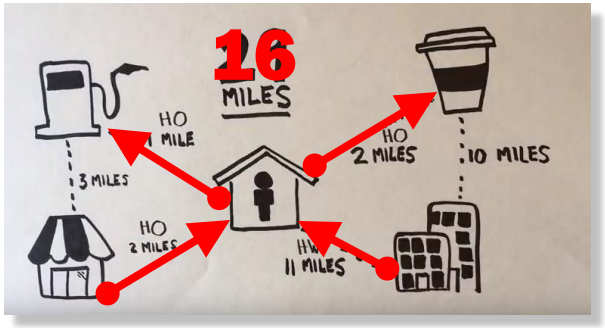
Methods. TOTAL OR PARTIAL

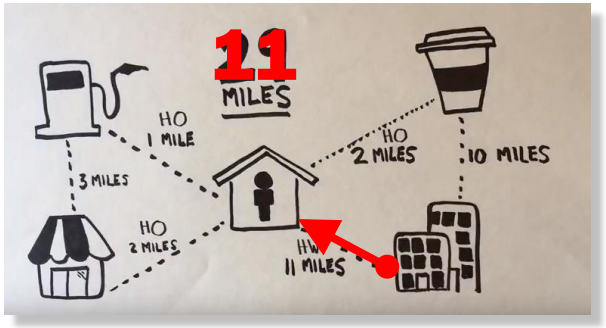
Household Generated VMT



Home-Based Generated VMT



Home-Based Work Generated VMT



Mitigation.

Feasible Mitigation

- New ARB research on VMT reduction strategies
  - Tenant Dependent
- Project vs Program approach
- Fee Program