

SB 743.

VMT Decisions for Lead Agencies

**VMT Decisions to Align Measurement of
Transportation Impacts with Sustainability Goals**

Daniel Rubins, PE

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**

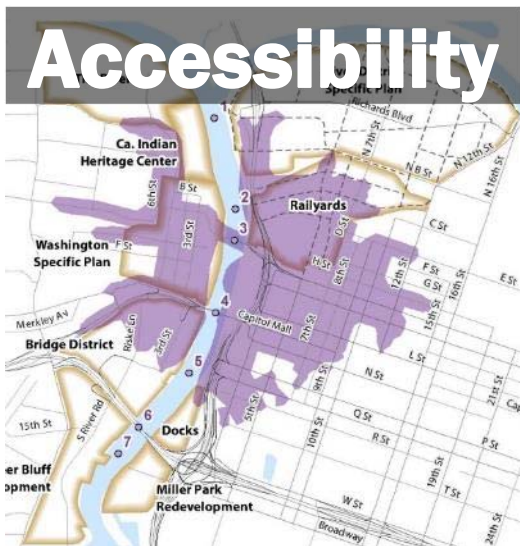
Change ■ SB 743 LEGISLATIVE INTENT

(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

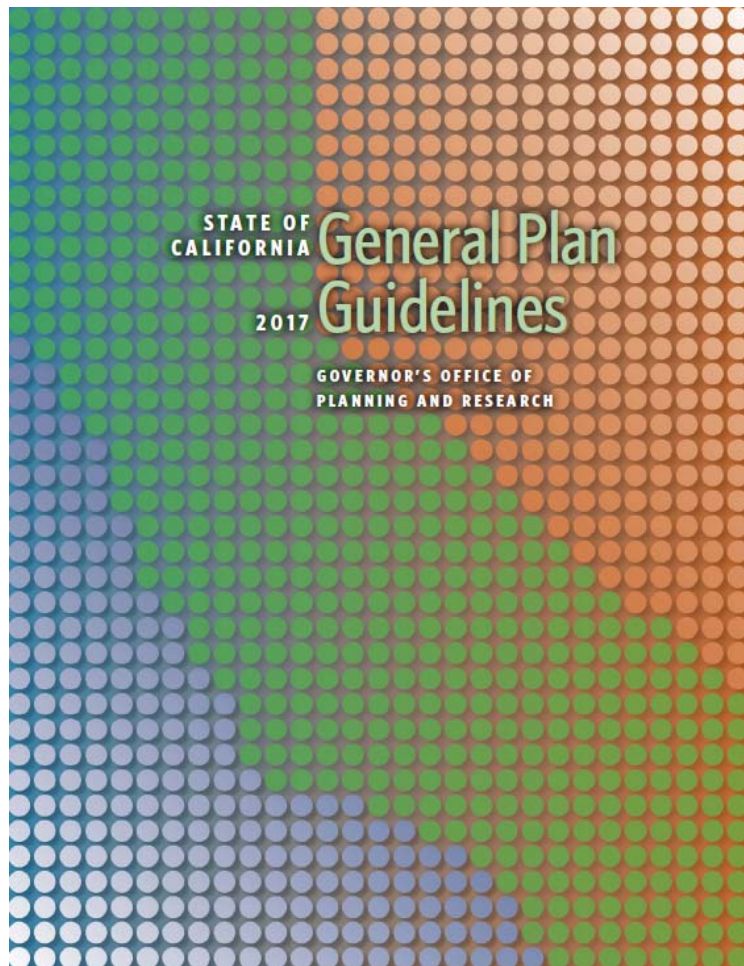
IMPACT ANALYSIS & MITIGATION



What SB 743 Does Do for EIRs

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

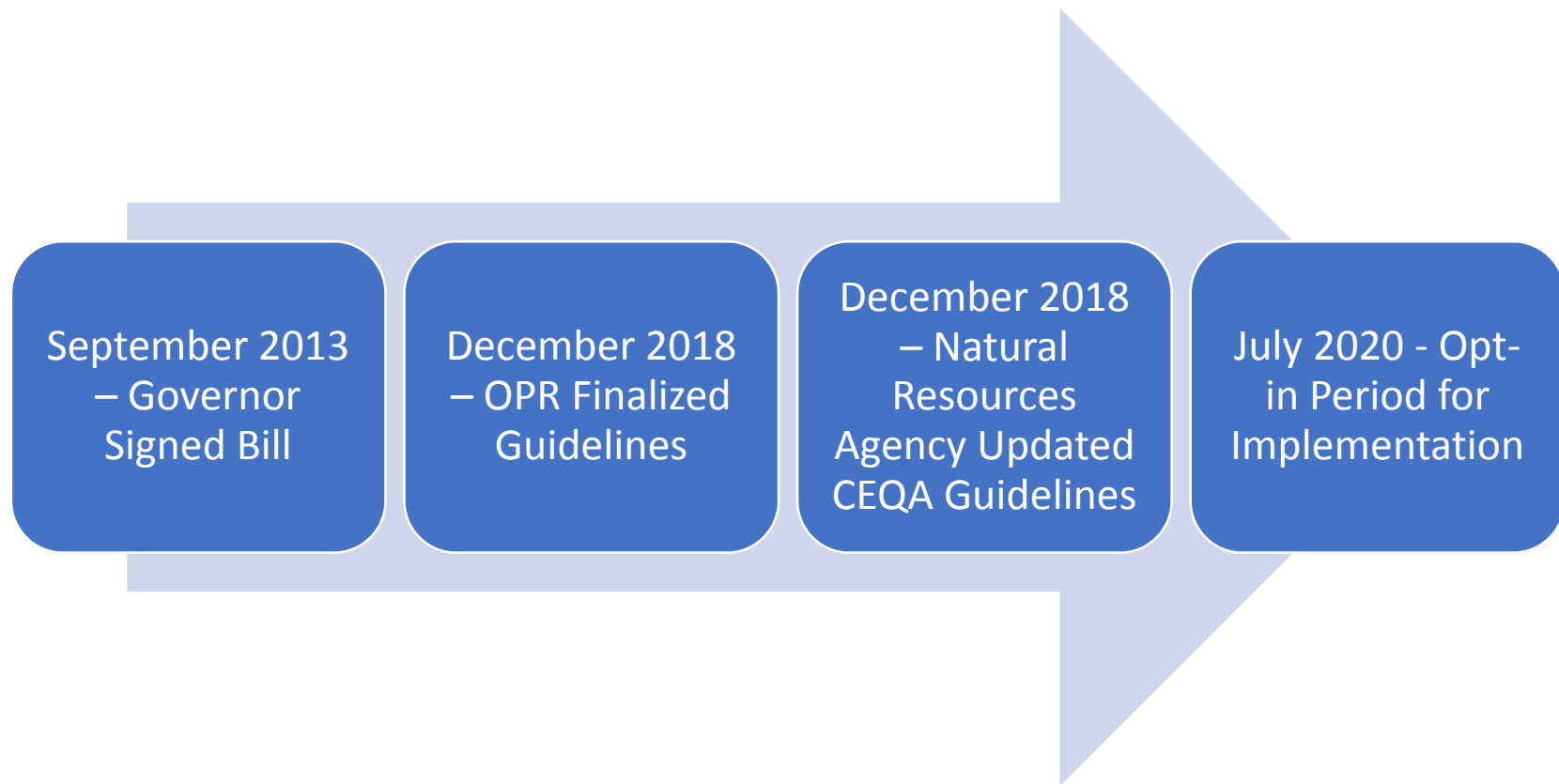
Change **TRANSPORTATION PLANNING**



What SB 743 Does Not Do...

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

Change.



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



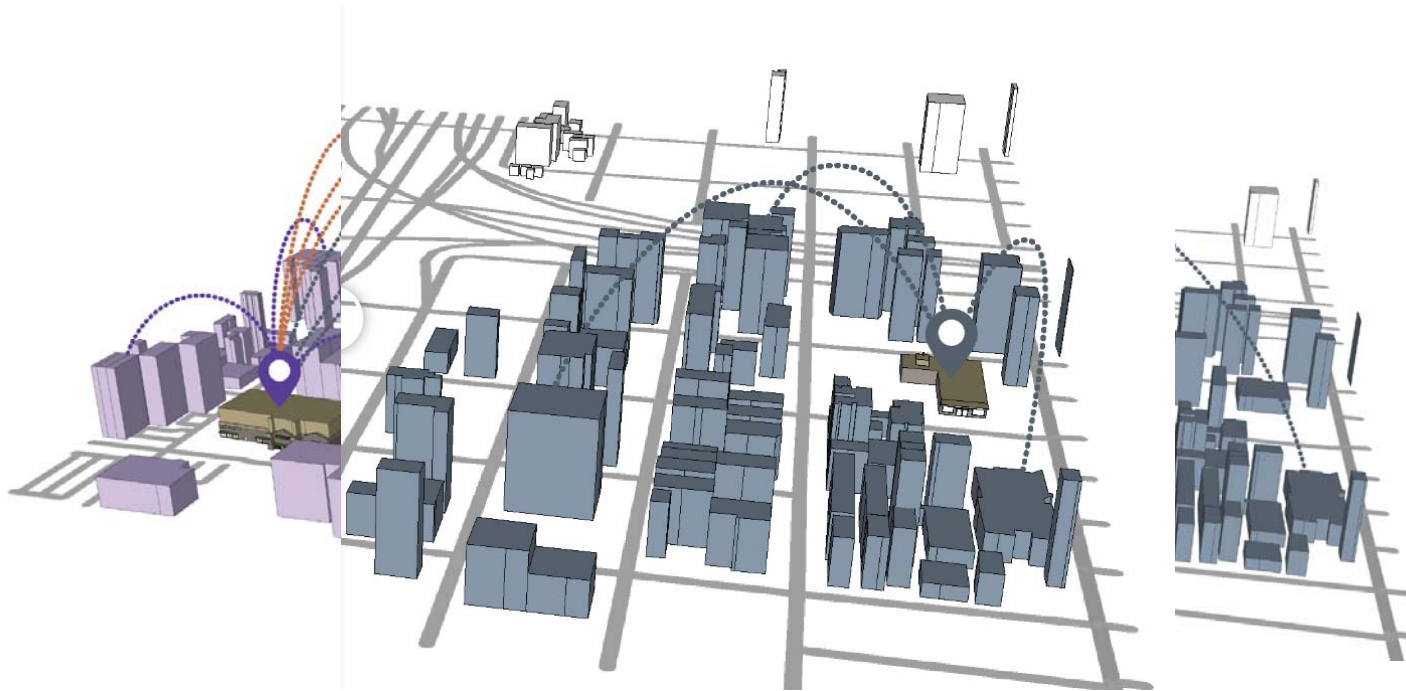
December 2018

Methods ■ HOUSEHOLD VMT



Decisions ■ WHAT IS VMT?

Project Generated VMT vs Project Effect on VMT

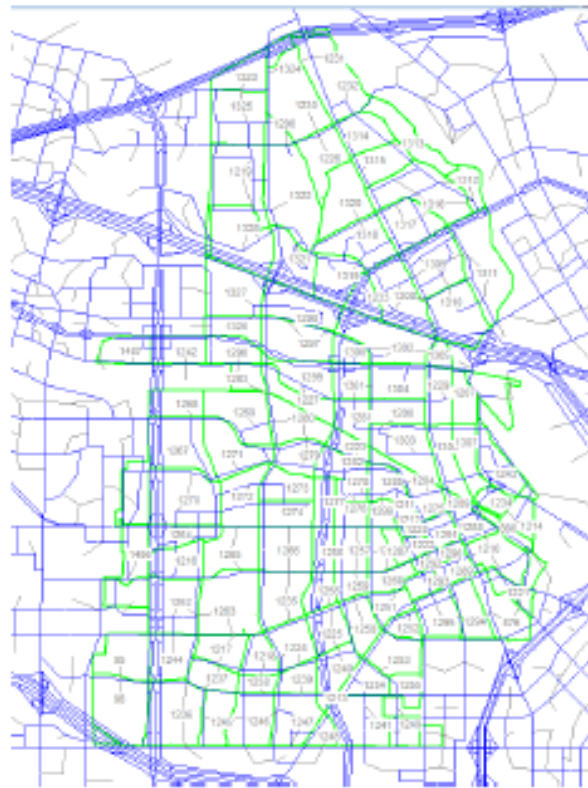


Decisions PARTIAL OR COMPLETE VMT

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

Methods ■ MODELS

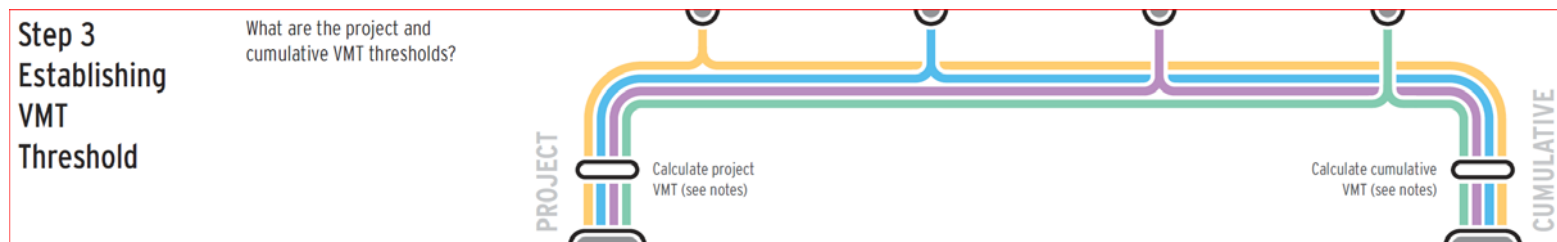
- **Regional Travel Model, Local Model, and Non-Model Accounting Method**



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

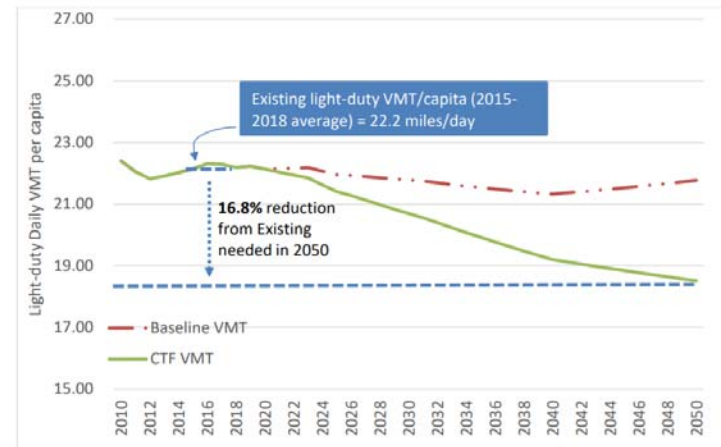
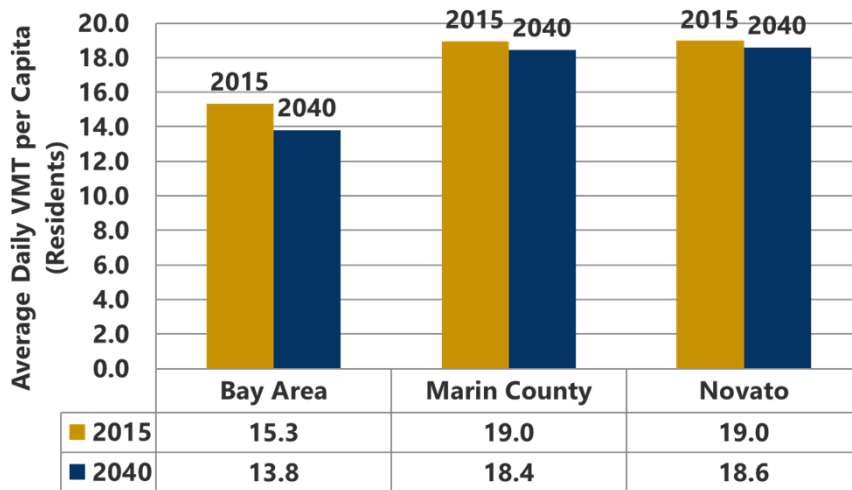
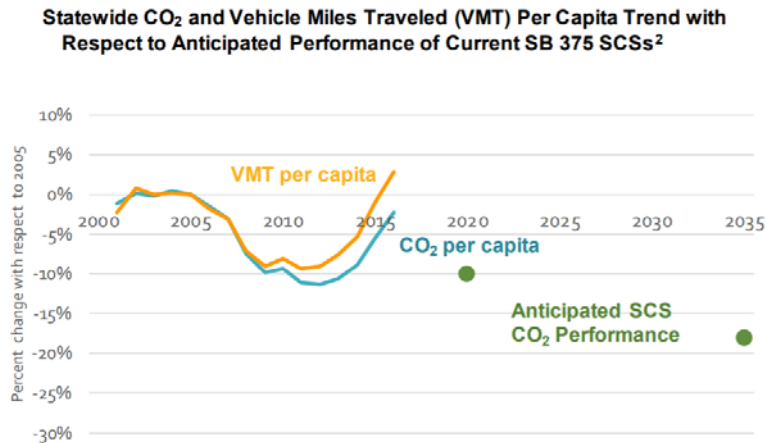


Figure 3: California Light-Duty VMT Per Capita

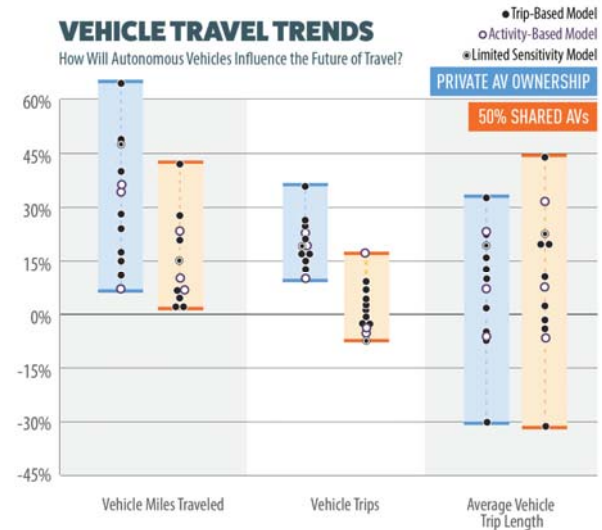
Thresholds.

Other Substantial Evidence



Source: CDTFA, U.S.EIA, U.S.EPA, CARB

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/>

Thresholds OPR GUIDANCE

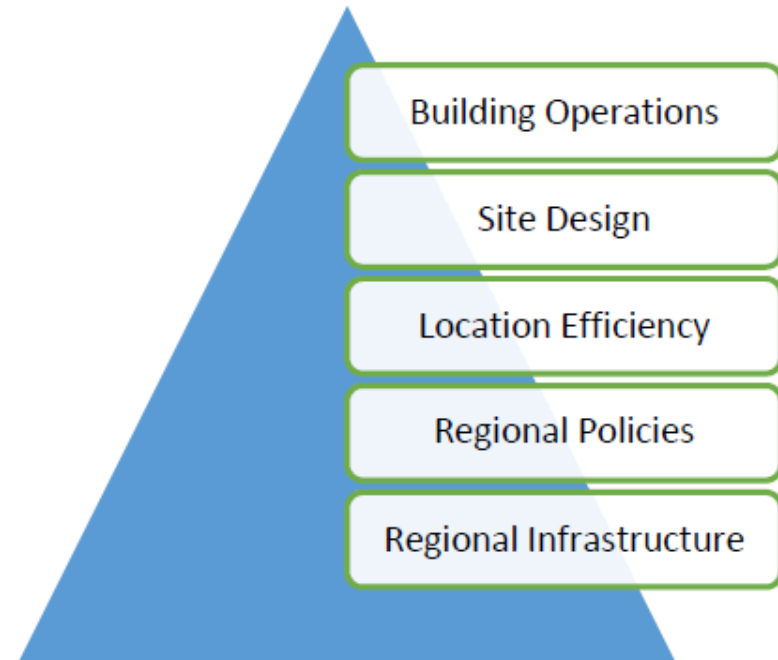
For transportation projects:

- 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

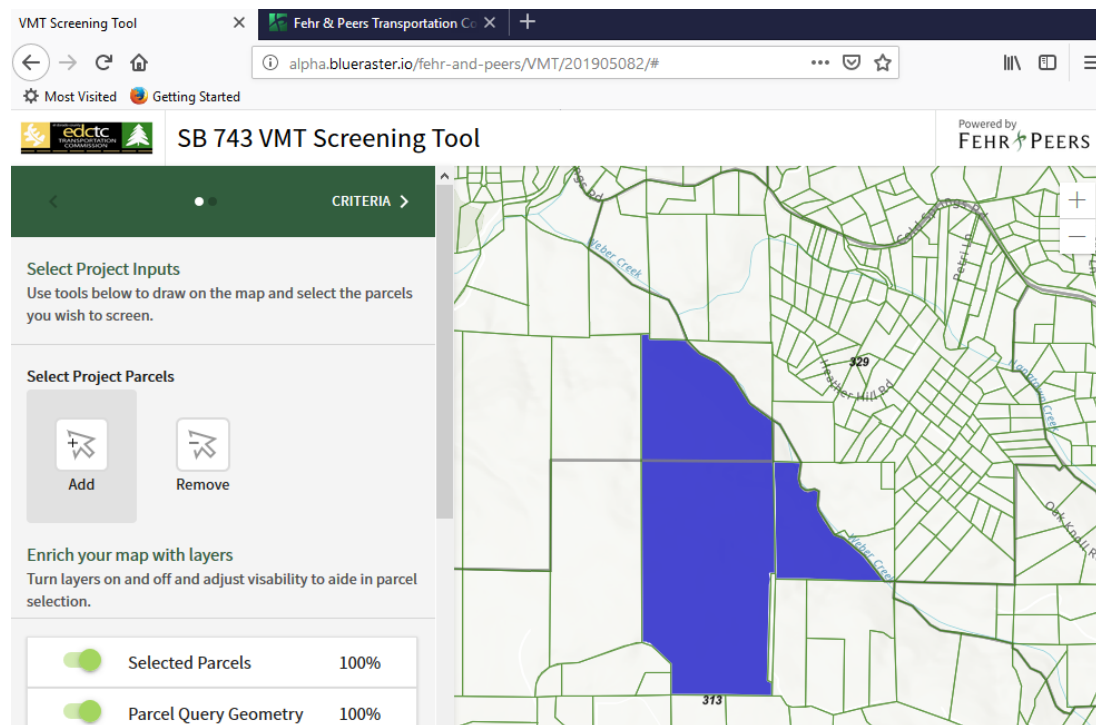
- Curator
 - Provide information.



Involvement.

Level 2

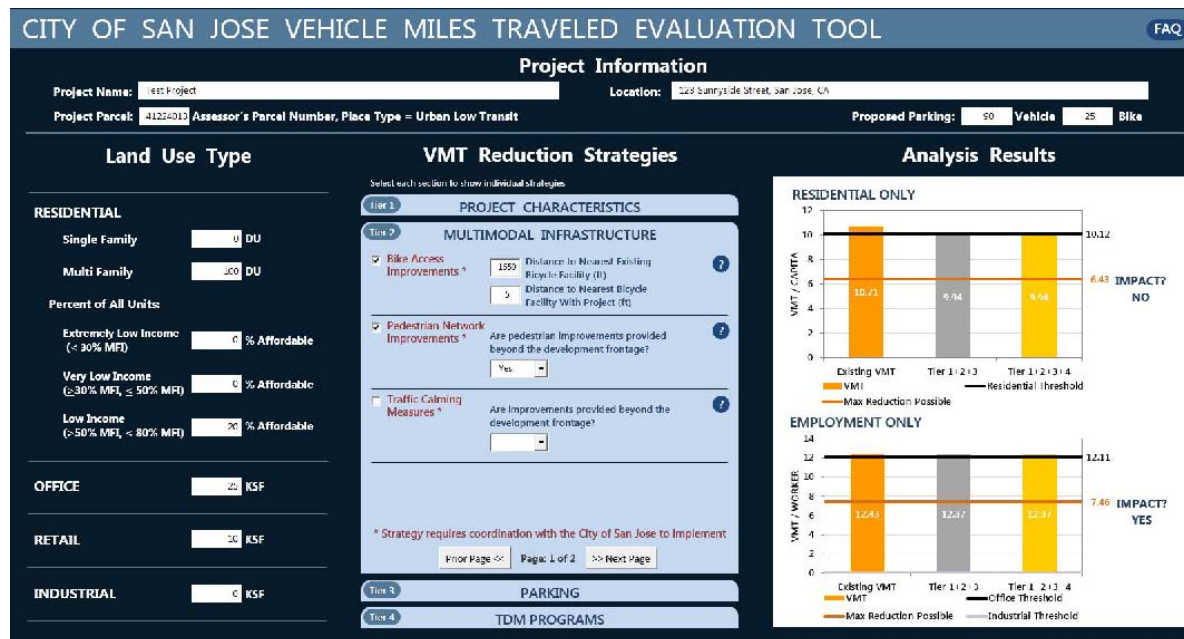
- Screening Tool
 - Provide information (1) and screening tool.



Involvement.

Level 3

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



Questions.

SB743 Procedural Notes: Land Use (1/2)

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OPR Steps

Navigating Land Use Projects Through SB 743

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