



An Overview of SB 743

Transportation Impact Metric
Changes to Fit California's Vision

FEHR  PEERS

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Project Work Plan

Key Project Tasks

- SB 743 Overview and Local Plan Review
- VMT Methodology and Metric Form
- VMT Thresholds
 - Case studies
- VMT Mitigation
- VMT Screening Tool

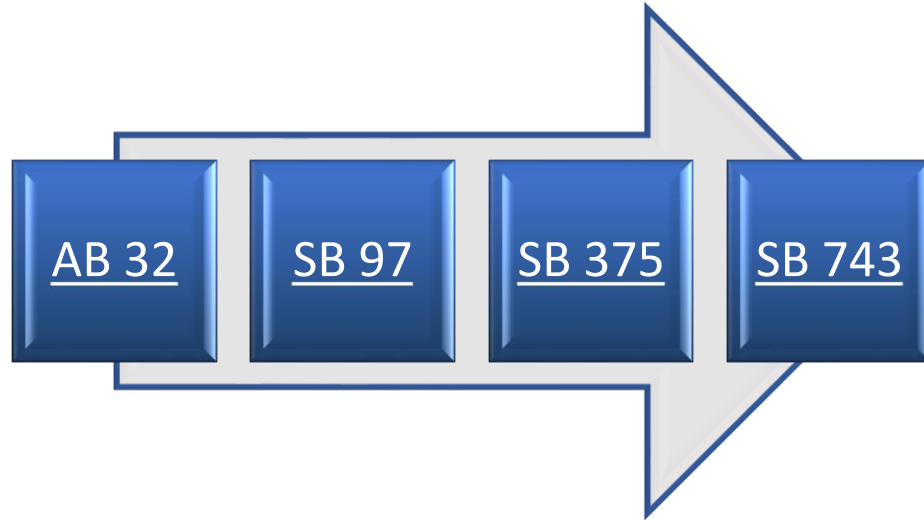
Project Schedule and Input Opportunities

Key Dates

- 7 Months from Dec 2020 – Jun 2021
- 3 Stakeholder Meetings
 - Jan 28 (Overview)
 - Mar 25 (Methodology and Thresholds)
 - Apr 22 (Mitigation and Screening)
- BCAG Board Acceptance – Jun 24

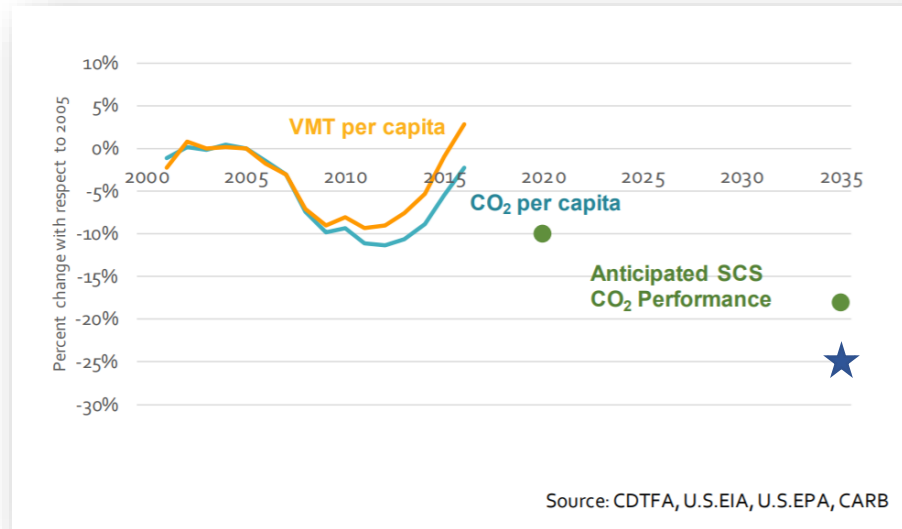
State, regional, and local expectations

Laws and regulations



California CO2 and VMT per Capita Trends

The Connection Between VMT and GHG emissions



Source:

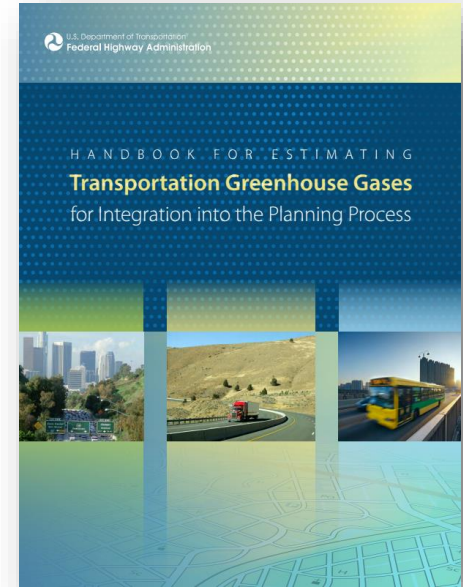
https://ww2.arb.ca.gov/sites/default/files/201811/Final_2018Report_SB150_112618_02_Report.pdf

CEQA Philosophy

"All CEQA changes pass through three stages. First, they are ridiculed. Second, they are legally opposed. Third, they are accepted after being validated by the courts."

Lead Agency Concerns

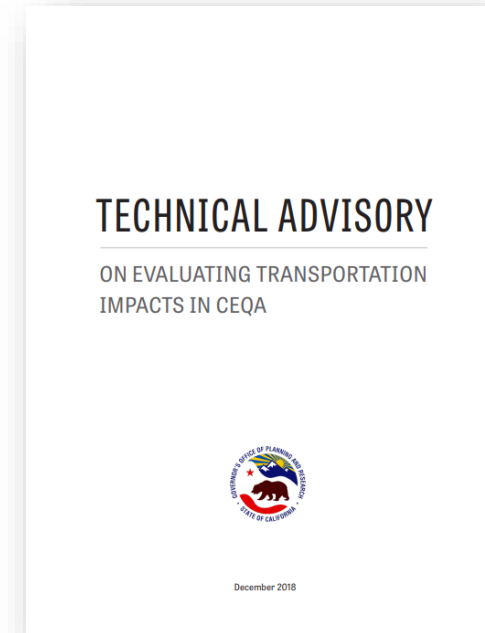
- Legal risk of new CEQA content
- Lack of consistent technical guidance
- No common VMT lexicon
- Limitations of data, tools, models, and practitioners



Technical
and
Legal

Lead Agency Decisions

- VMT Methodology
 - Model
 - Metric
 - Screening
- Thresholds
 - Project vs Cumulative
- Feasible Mitigation



Legal
and
Technical

CEQA Guidelines Expectations

§ 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...

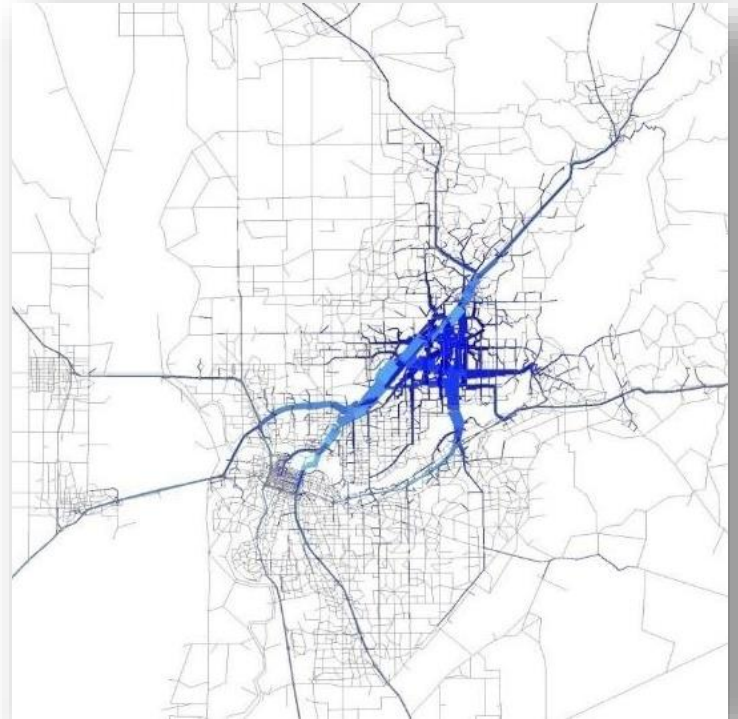
§ 15151 = sufficient analysis to allow a decision which intelligently takes account of environmental consequences...

Court
Decisions

Modeling Questions

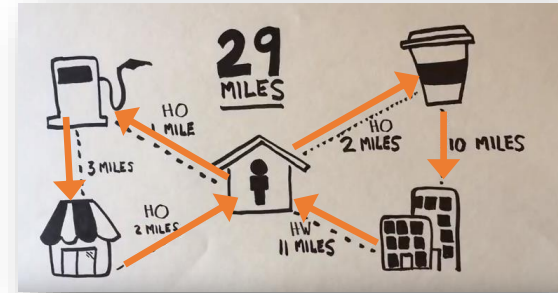
Methodology Decisions

- Total VMT vs partial VMT
- Automobile vs Truck VMT
- Full accounting

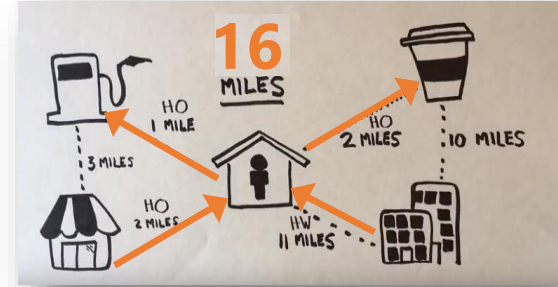


Methodology Decisions

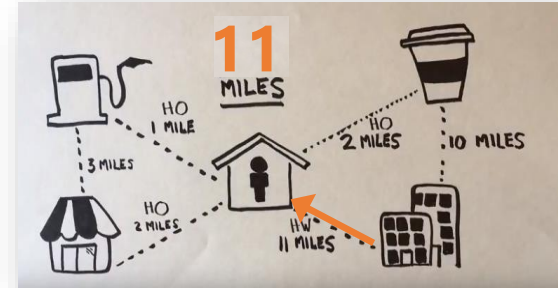
Household VMT per resident



Home-Based VMT per resident



Home-based Work VMT per employee



VMT Consistency

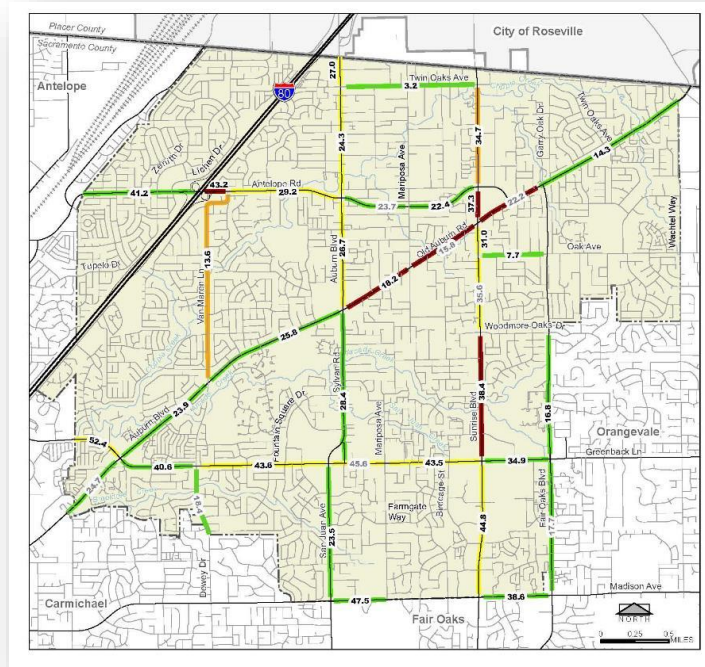
Methodology Decisions

Vehicle Trip Type	VMT Trip Purposes Used 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	✓	✓	✓	
Security/Maintenance	✓	✓	✓	

* Based on OPR Technical Advisory.

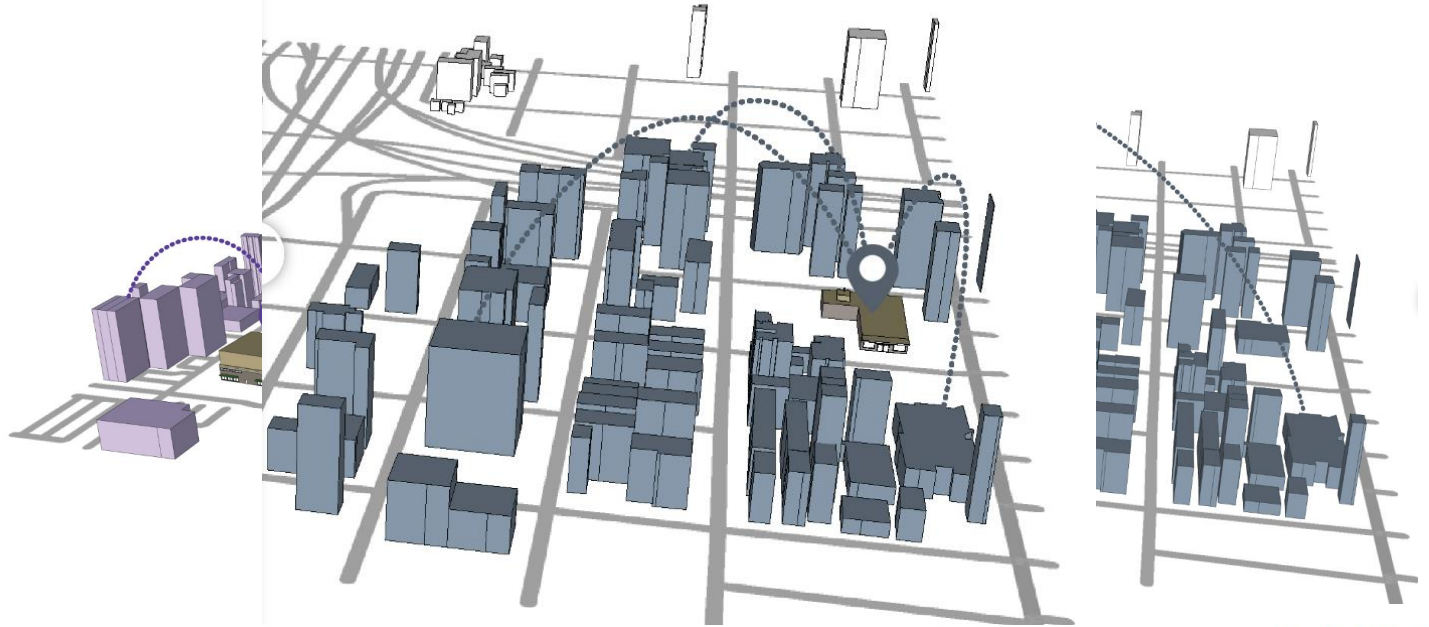
VMT Consistency – Air Quality

Methodology Decisions



Project generated VMT vs Project Effect on VMT

Methodology
Decisions



When is VMT a problem?

SB 743 Statute

(b) (1) The Office of Planning and Research shall prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the guidelines adopted pursuant to Section 21083 establishing criteria for determining the significance of transportation impacts of projects within transit priority areas. **Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.** In developing the criteria, the office shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. The office may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section.

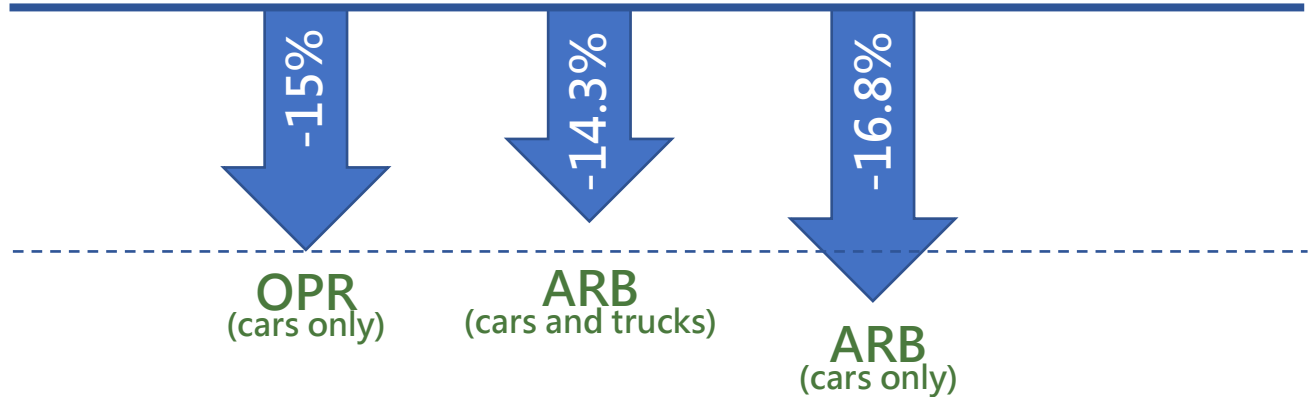
CEQA Guidelines

(b) Criteria for Analyzing Transportation Impacts.

(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

State Agency Recommendations

Baseline VMT – Citywide or Regional Average



OPR threshold endorsed in *Vehicle Miles Traveled-Focused Transportation Impact Study Guide*, Caltrans, May 20, 2020.

Sources: Provided in SB 743 Overview Technical Memorandum

Threshold
Decisions
- Land Use
Projects

State Agency Recommendations

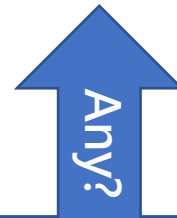
Threshold Decisions

- Transportation Projects

OPR
(cars and trucks?)



Caltrans
(cars and trucks?)



Baseline – Total VMT (study area varies)

Planned VMT Growth in Butte County

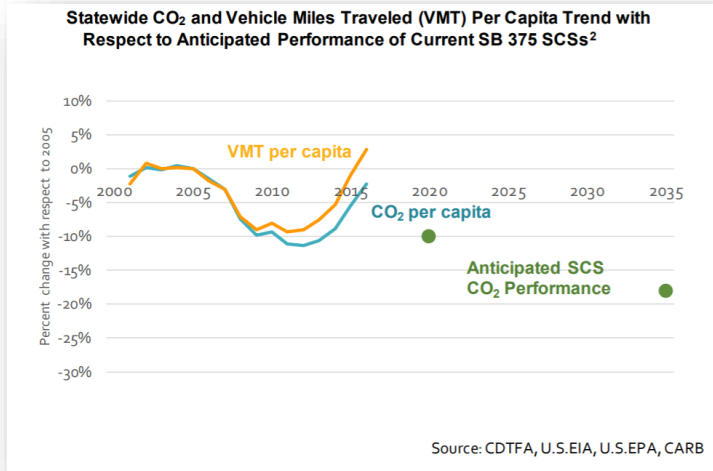
Threshold Decisions

- RTP/SCS and general plan input



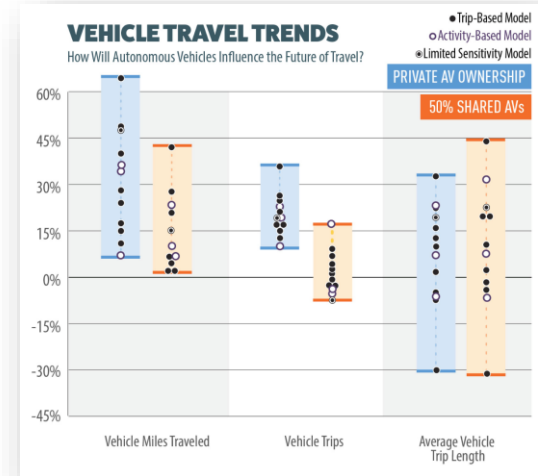
Other Substantial Evidence

Threshold Decisions - Other substantial evidence



Source:

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



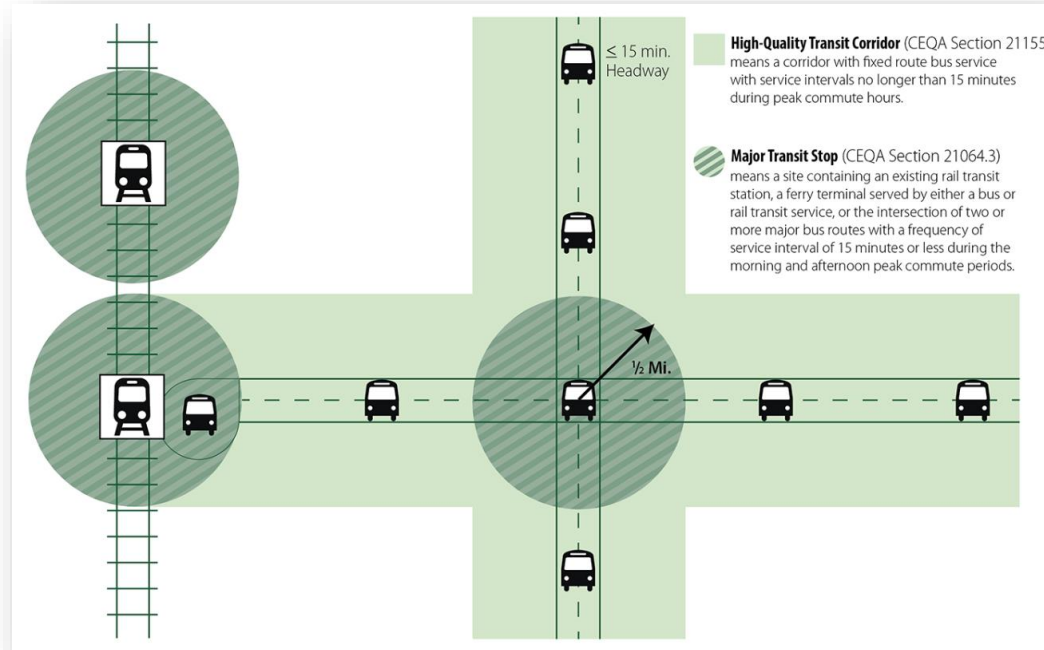
Source:

<http://www.fehrandpeers.com/autonomous-vehicle-research/>

VMT Impact Screening

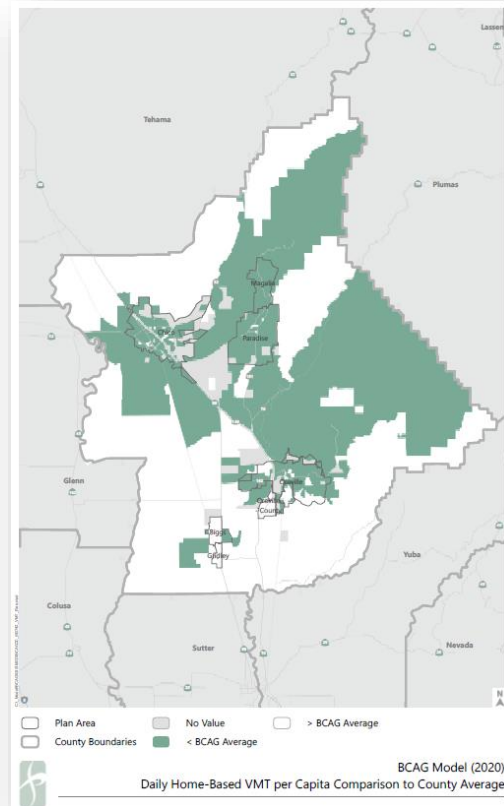
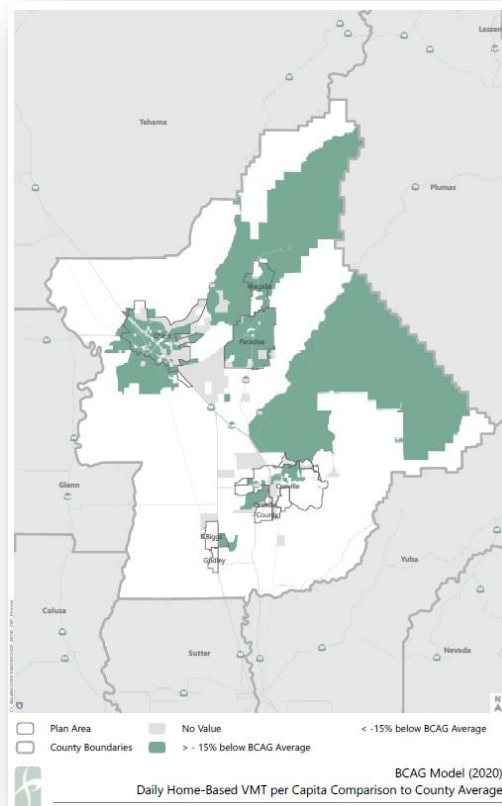
Screening Decisions

- Transit Priority Areas (TPAs)



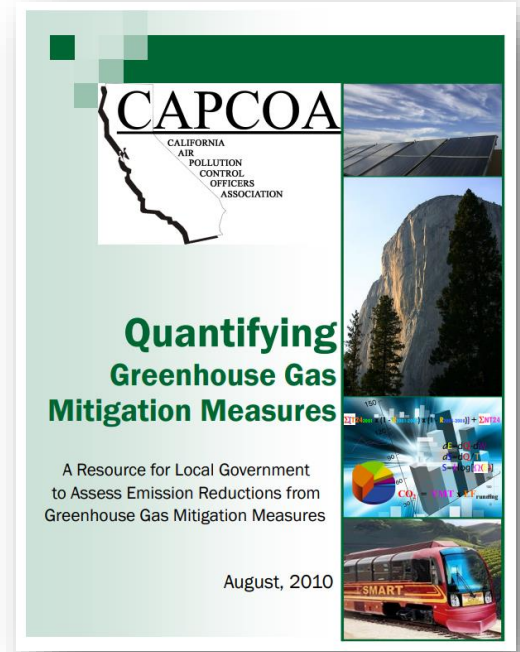
VMT Impact Screening

Screening Decisions - Low VMT Areas



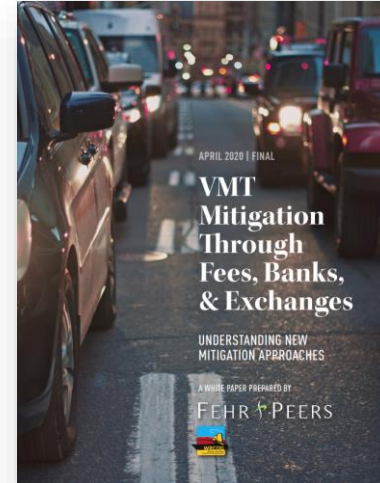
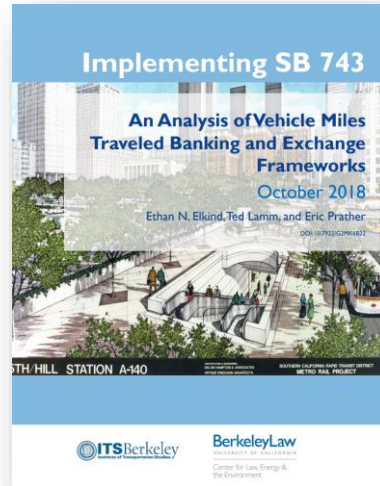
What is Feasible Mitigation?

- Two types of VMT reduction strategies
 - Built-environment changes
 - Transportation demand management (TDM)
- Limitations
 - Is changing the project or transportation network feasible?
 - Will TDM be effective given dependence on building tenant performance?



VMT Mitigation Effectiveness

- Impact Fee Program
- VMT Mitigation Bank
- VMT Mitigation Exchange



Mitigation
Decisions
- Project vs
Program

What's Next?

Study Process

- Technical Memorandums
 - VMT Overview
 - VMT Methodology
 - Thresholds
 - Mitigation
 - Final Document Package
 - Screening Tool
- 
- Stakeholder Meetings
 - #2 - VMT Methodology and Thresholds
 - #3 – Mitigation and Screening
 - BCAG Board Meeting
 - Lead Agency Decisions

Questions and Answers
