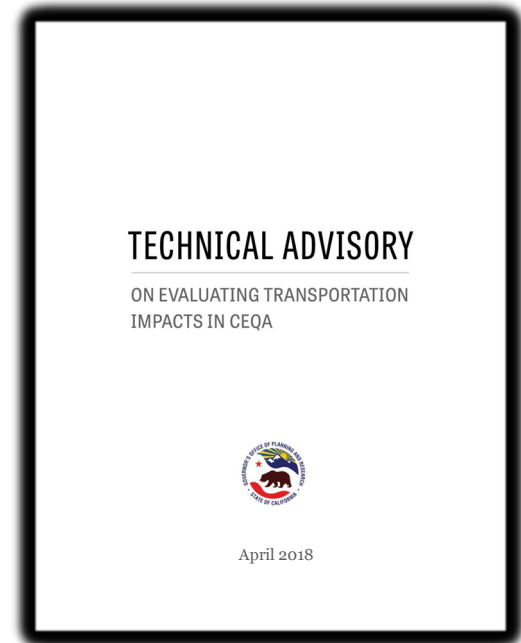


From LOS to VMT: An Update on California's SB 743 Legislation

Erik Ruehr, VRPA Technologies, Inc.

*Chair, California SB 743 Task Force
Institute of Transportation Engineers –
Western District*

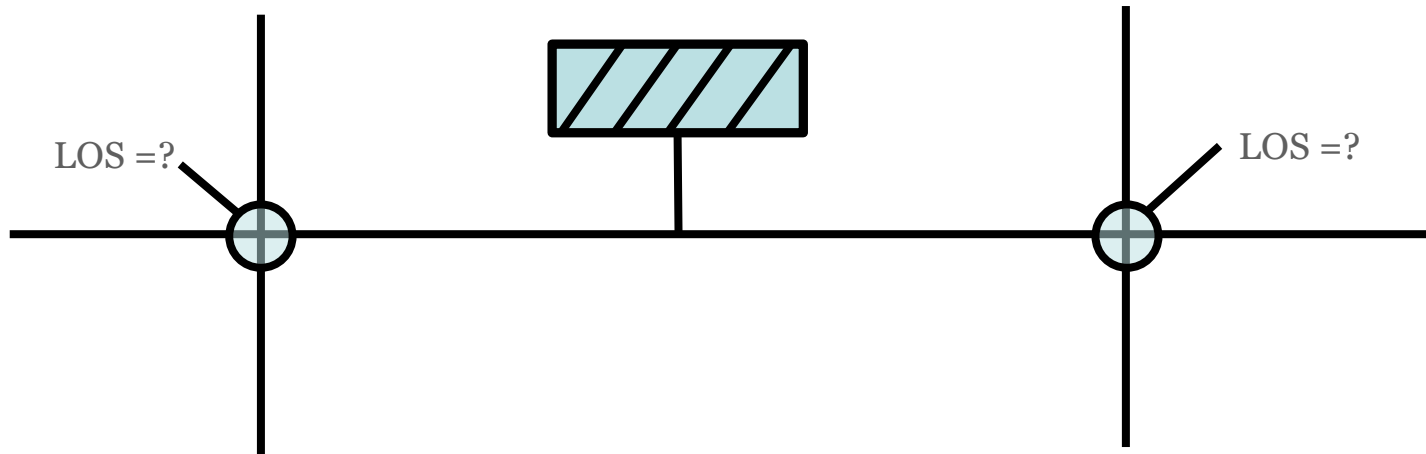
*ITE Joint Western & Texas District Meeting
June 26, 2018
Keystone, Colorado*



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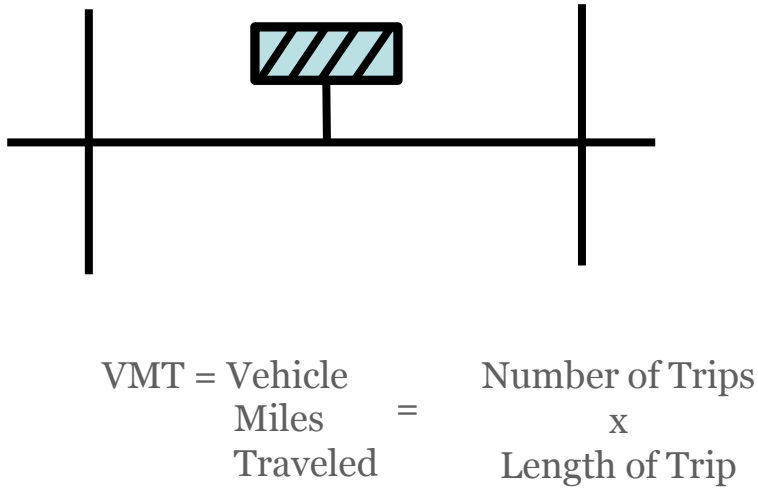
WHAT WE DO NOW



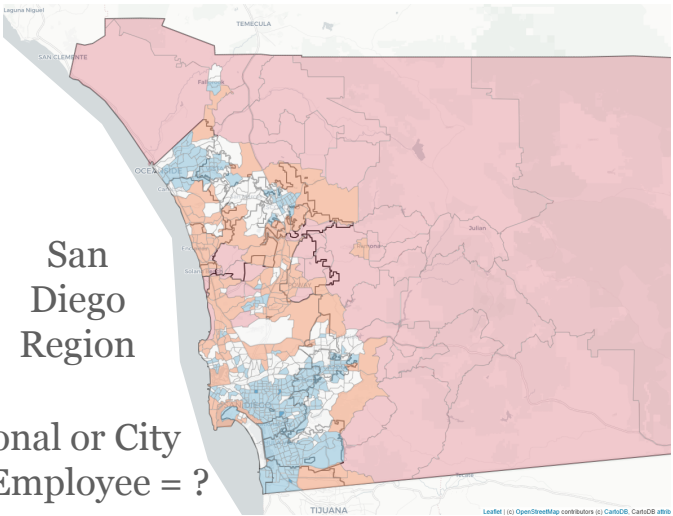
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What We Will Do Under SB 743 (Starting January 1, 2020)



Compare
To



San
Diego
Region

Regional or City
VMT/Employee = ?
VMT/Capita = ?

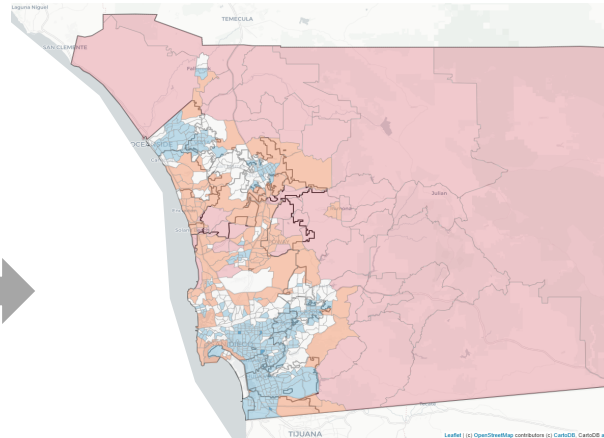
VMT Analysis for Land Development Projects

- ❖ Projects Less Than 110 ADT Considered Insignificant
- ❖ Residential: VMT/capita 15% below regional average or city average
- ❖ Office: VMT/employee 15% below regional average
- ❖ Retail: Net decrease in VMT. Local-serving retail exempt.
- ❖ Mixed Use: Evaluate each component separately and take credit for internal capture
- ❖ Other Projects: To be determined by lead agency
- ❖ Certain Projects in High Transit Areas Transit Exempt

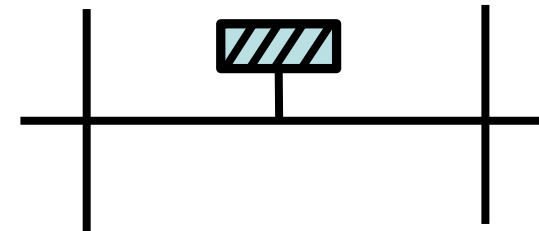
Why Are We Making This Change?



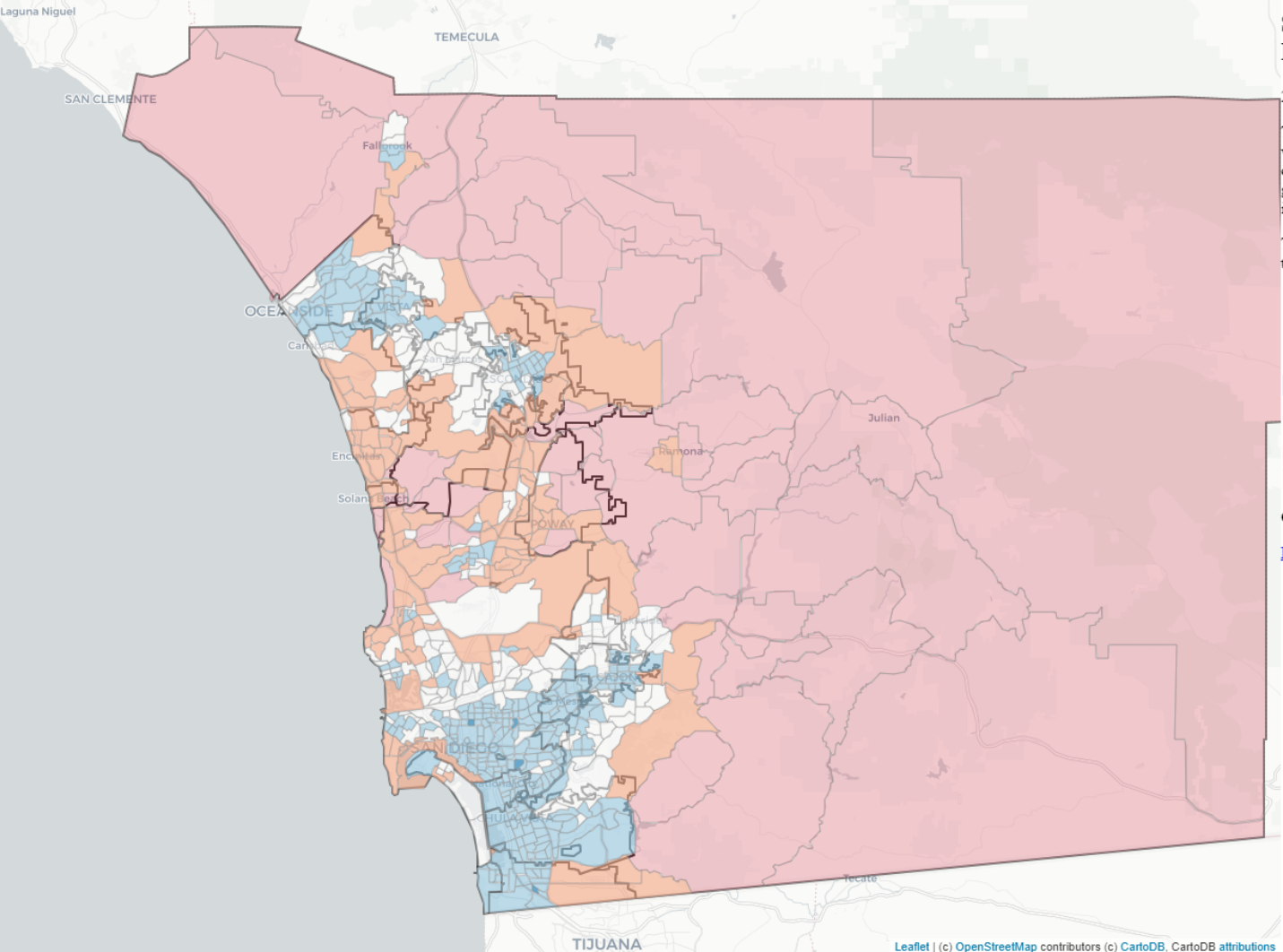
AB 32
Greenhouse
Gas
Targets



SB 375
Regional
Plans



SB 743
Project
Level
Analysis



SB 743 Concept Map for the SANDAG Region

2012 Run Base on SANDAG ABM Scenario 720

The California Office of Planning and Research (OPR) is still working to finalize SB 743 CEQA Guidelines. The presentation of this information is based on an interpretation of the draft guidelines from 2015. SANDAG does not recommend using this information for CEQA analysis at this point in time.

This map is a per capita VMT of employees. VMT is assigned to the tract of the employment location.

Tract VMT Per Capita of Employees Relative to Regional Mean

2012 Regional Mean = 25.90 VMT per San Diego resident employee

- Less than 50 Percent of Regional Mean
- 50 to 85 Percent of Regional Mean
- 85 to 100 Percent of Regional Mean
- 100 to 125 Percent of Regional Mean
- More than 125 Percent of Regional Mean

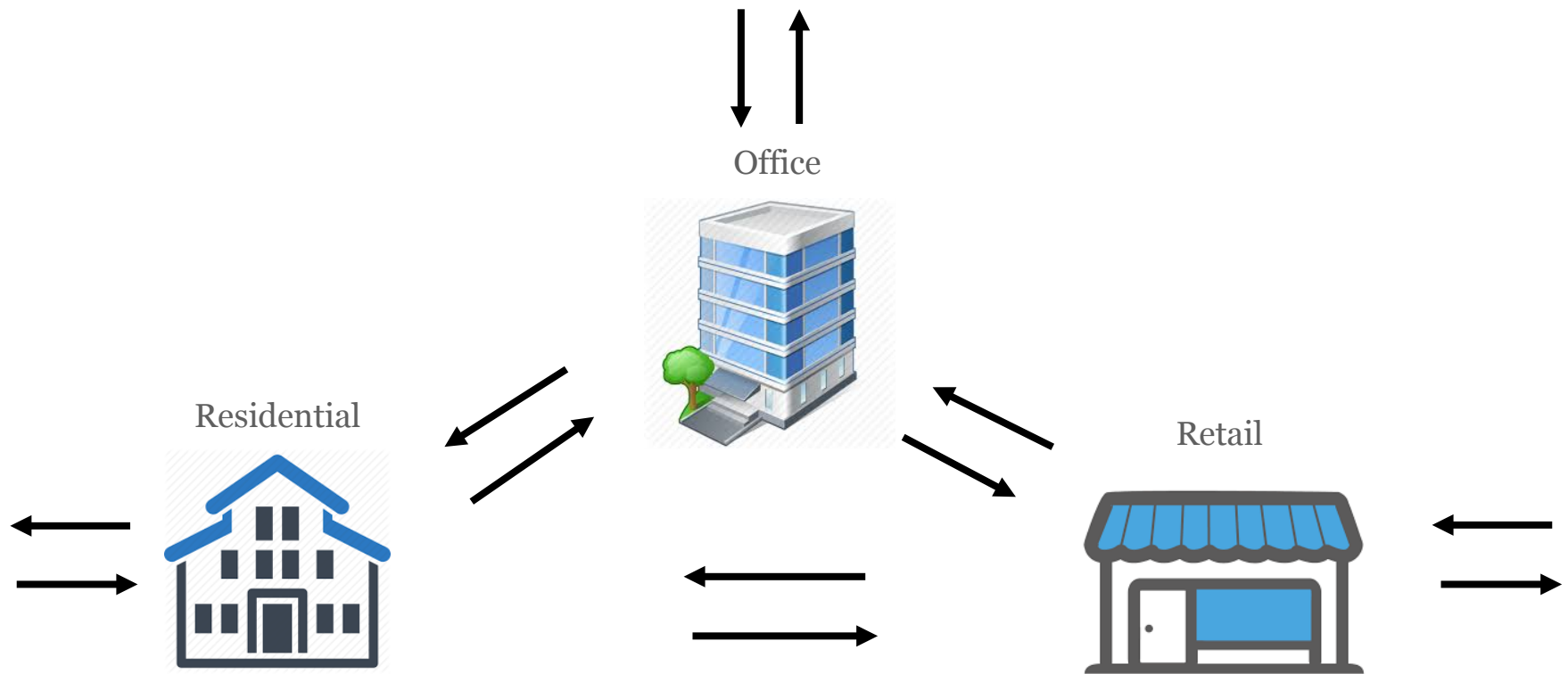
Click on zones for more detailed information.

[Download Data as Shapefile](#)

Leaflet | (c) OpenStreetMap contributors (c) CartoDB, CartoDB attributions



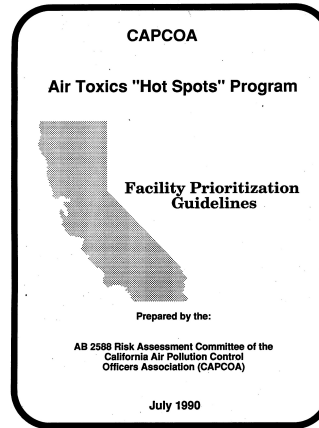
Mixed Use Projects



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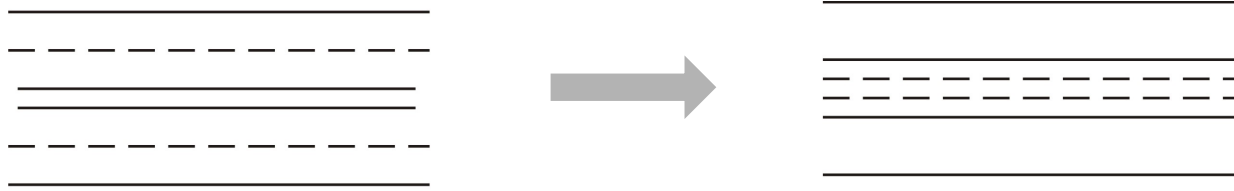


Mitigation

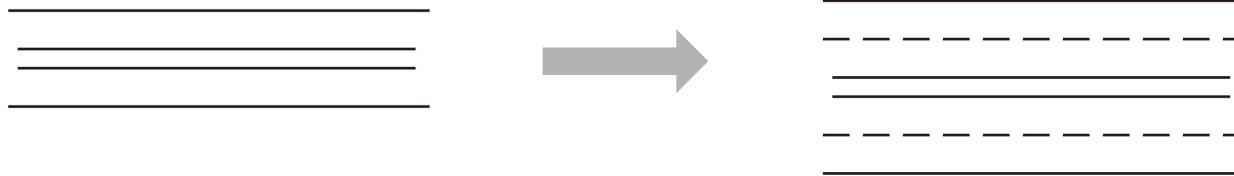


Mitigation Fees \Rightarrow \$ / VMT

Transportation Projects



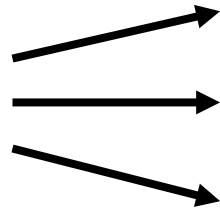
Net Change in VMT = ?



Net Change in VMT = ?

SB 743: Opportunities

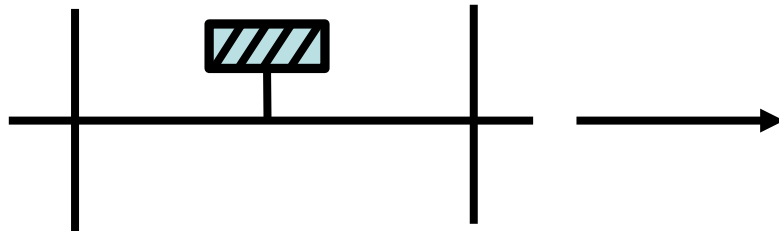
CEQA



Climate Action

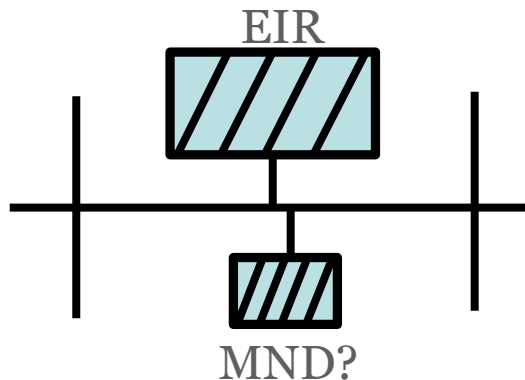
Smart Growth

Multimodal Transportation
Networks



Improvements

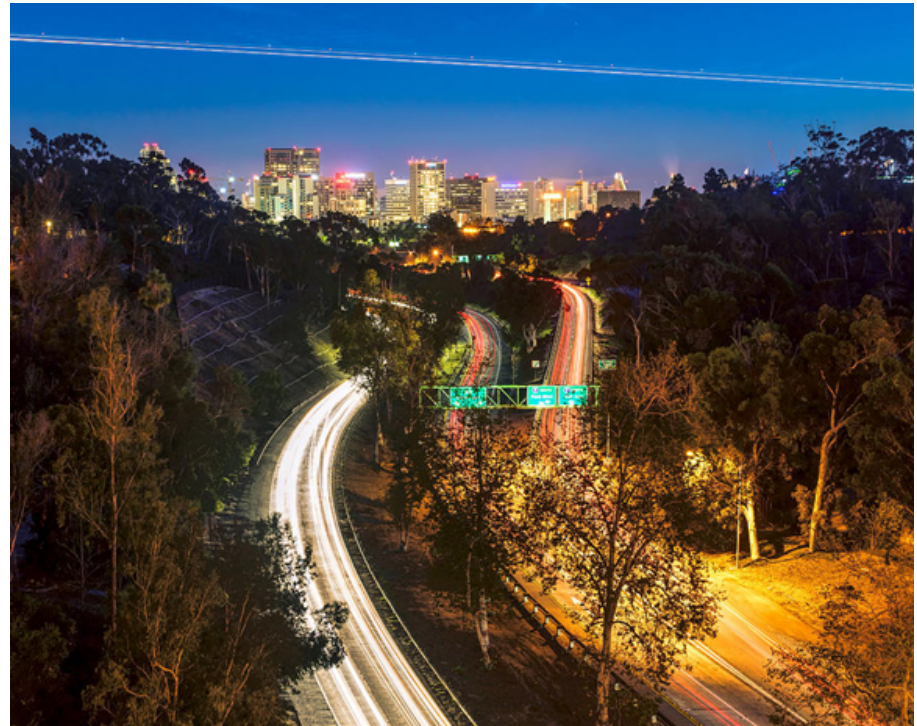
SB 743: Challenges



- ❖ Does it still matter?
- ❖ How do we incorporate LOS analysis into development review process?
- ❖ VMT mitigation not always feasible
- ❖ Small projects in auto-oriented areas: Will they require an EIR?

Next Steps in SB 743 Process

- ❖ Incorporation of SB 743 into CEQA by Natural Resources Agency (expected in 2018)
- ❖ Revisions to OPR Technical Advisory (Current is April 2018)
- ❖ Local Agency Thresholds
- ❖ Required Implementation January 1, 2020



Preparing for Implementation

- ❖ Check whether your region is developing SB 743 guidelines.
- ❖ Consider updating local transportation impact study guidelines.
- ❖ Determine new procedures for requiring roadway improvements for development projects.
- ❖ Consider VMT fees for mitigation.
- ❖ Consider tiered environmental studies for small land development and roadway projects (to avoid preparation of an EIR).
- ❖ Discuss SB 743 with your agency's staff, managers and attorneys.

Websites for More Information

- ❖ California Governor's Office of Planning and Research (OPR)
www.opr.ca.gov

Check: CEQA / Alt Transportation Metrics (SB 743)

- ❖ Institute of Transportation Engineers (ITE), Western District
www.westernite.org

Check: Legislation Around the District



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