

SB 743 Implementation

A Programmatic Approach for Governments to Consider

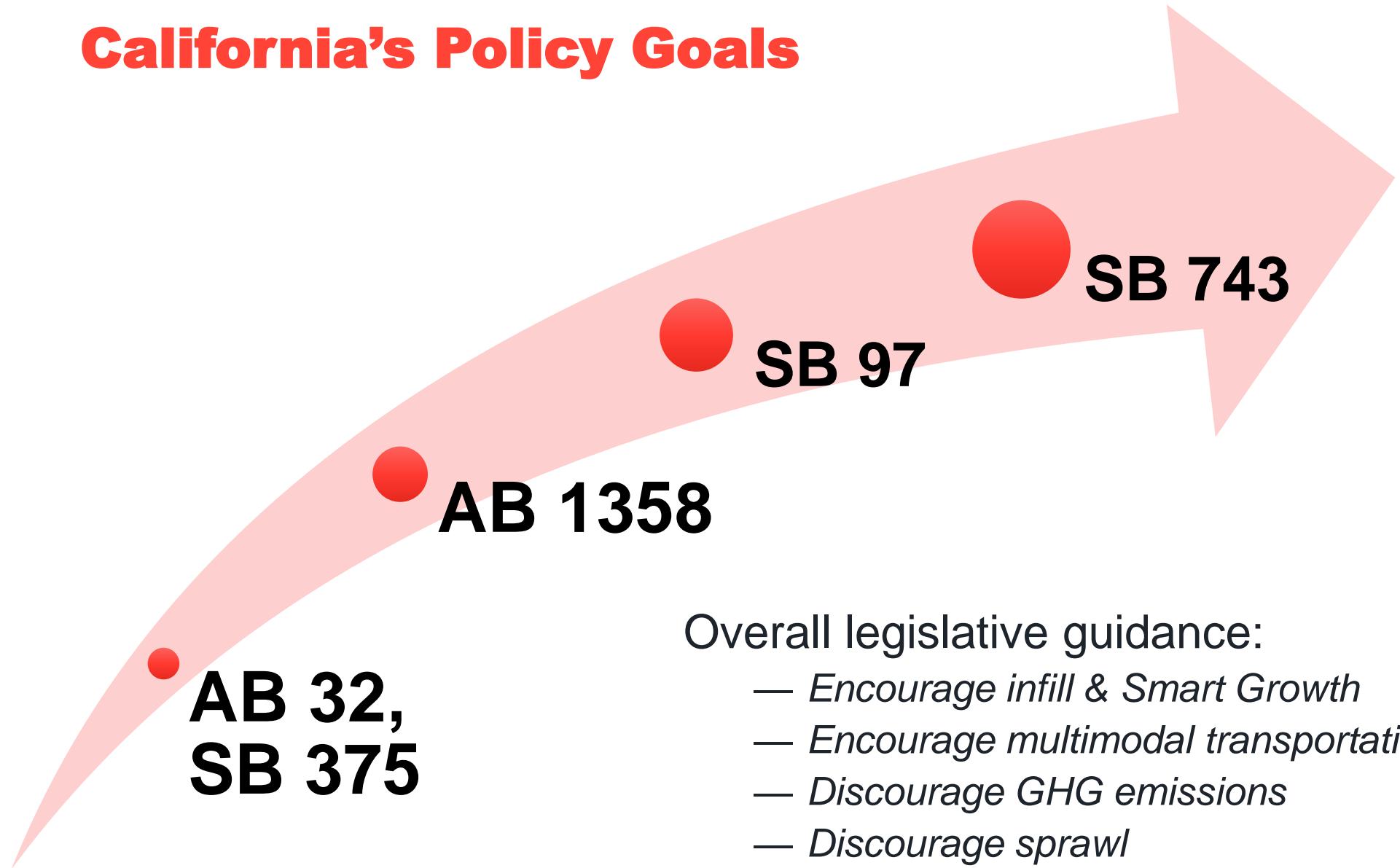
Agenda

1. Status update
2. Understanding California's policy goals
3. Benefits of VMT
4. Potential challenges
5. What some agencies are doing
6. Implementation strategy

Status Update

- Update to CEQA Guidelines
- Latest draft published in January 2016
 - *Led by Office of Planning and Research (OPR)*
 - *Recommendation: VMT to replace LOS as measure of impact*
- Currently in bureaucratic pipeline
 - *Review by Office of Administrative Law*
- Additional comment period may be upcoming

California's Policy Goals



**AB 32,
SB 375**

AB 1358

SB 97

SB 743

Overall legislative guidance:

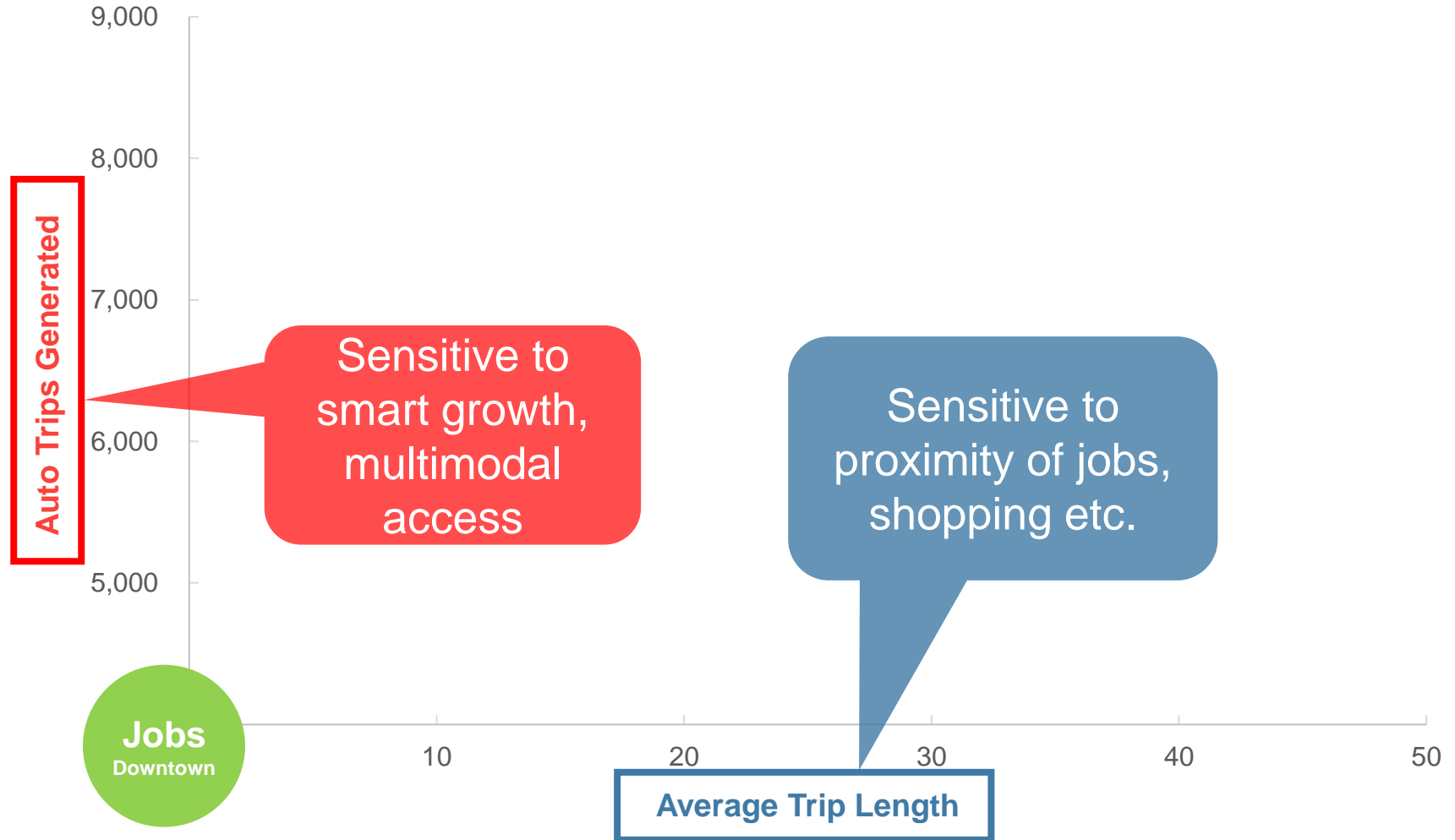
- *Encourage infill & Smart Growth*
- *Encourage multimodal transportation*
- *Discourage GHG emissions*
- *Discourage sprawl*

Why Does VMT Best Meet Policy Goals?

- Encourages infill & Smart Growth
- Discourages sprawl
- Directly informs GHG emissions analysis

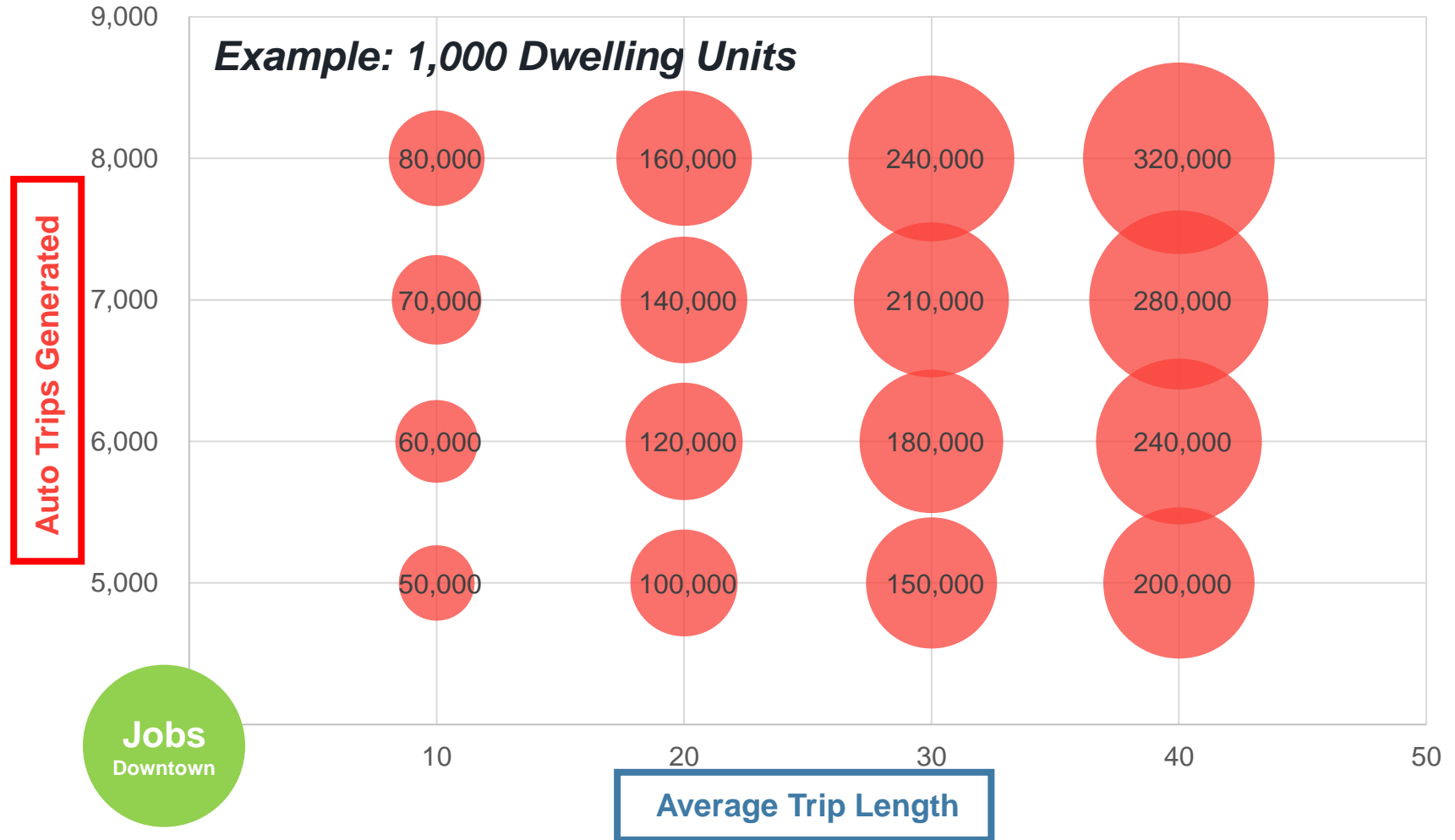
How is VMT Responsive to Smart Growth?

$$\text{VMT} = \text{Auto Trips Generated} \times \text{Average Trip Length}$$



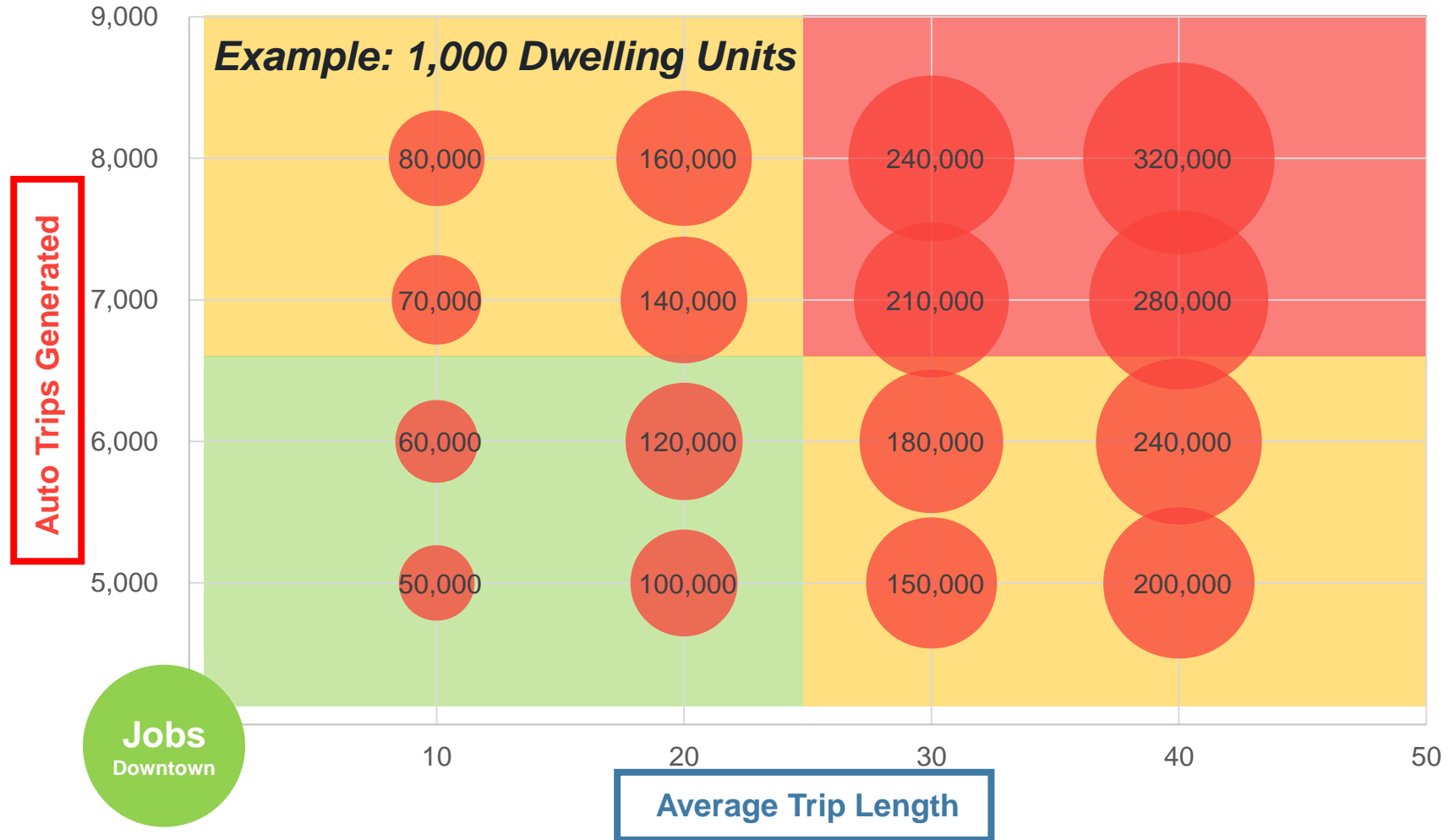
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How is VMT Responsive to Smart Growth?

VMT = Auto Trips Generated x Average Trip Length



How Does VMT Inform GHG Emissions Analysis?

$$\begin{aligned} &\text{Vehicle Miles Traveled} \times \\ &\text{CO}_2\text{e/VMT} \\ &= \\ &\text{CO}_2\text{e} \end{aligned}$$

Benefits of SB 743

- Allows CEQA to work *toward* state transportation and climate goals, instead of against
 - *State law no longer facilitates wider roads*
- Cities can adopt whatever standards best advance their policy goals
 - *Could be funding multimodal transportation projects*
- Makes certain projects easier
 - *Mixed use, urban infill, TOD*

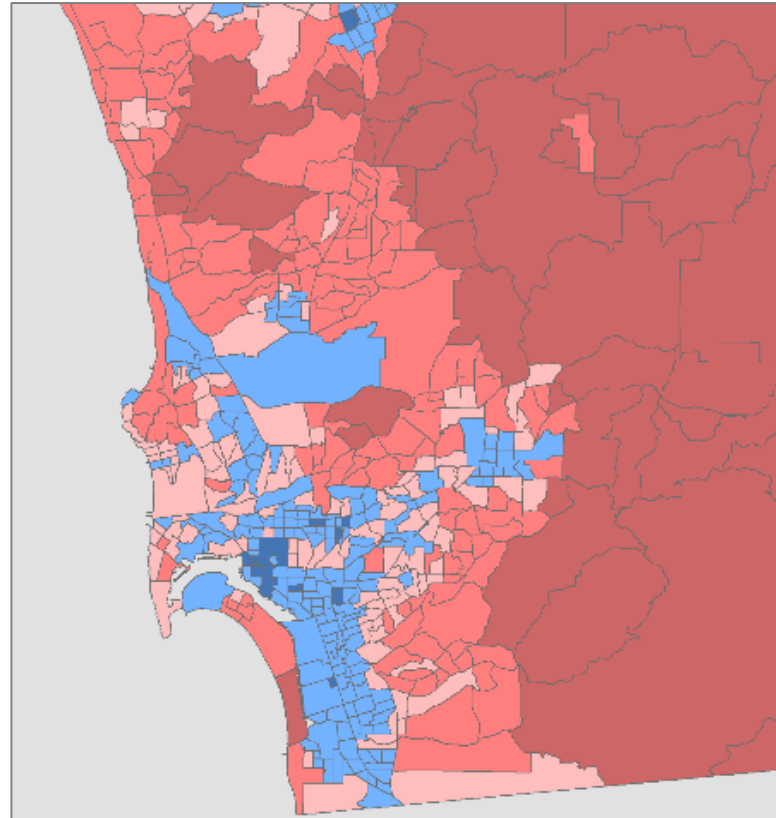
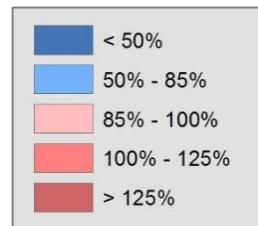
Common Myths of SB 743

- Contrary to myth, SB 743 *will not* prohibit cities from:
 - *Requiring Traffic Impact Studies (TIS)*
 - *Maintaining their own Level of Service (LOS) standards*
 - *Using mitigation to fund roadway widening projects*
- Cities may continue to do any of the above if they choose

Challenges of SB 743

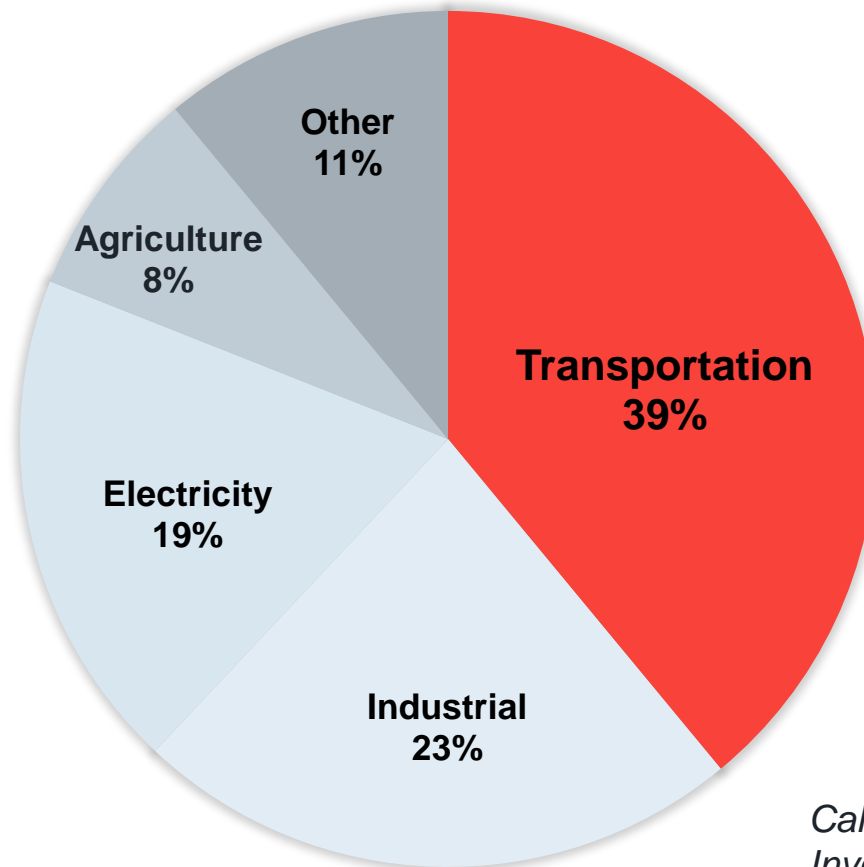
1. The change to VMT can result in lost transportation mitigation

San Diego Region:
*Residential VMT per capita
vs. regional average*



Challenges of SB 743

2. GHG targets & VMT thresholds may not be consistent



California Greenhouse Gas Emission Inventory - 2017 Edition (CARB, 2015 Data)

Challenges of SB 743

2. GHG targets & VMT thresholds may not be consistent

SB 375 = SB 743 ?

A pie chart is centered on the slide. It is divided into two main sections: a red section on the right and a white section on the left. The red section is further divided into three smaller segments. The white section is also divided into three smaller segments. Overlaid on the pie chart is the text 'SB 375 = SB 743 ?' in a large, bold, grey font.

Challenges of SB 743

3. Not every region & community will be able to reduce VMT equally

Region	SB 375 2035 GHG Target	SB 743 VMT Reduction Target
Sacramento	- 16%	- 15%
San Francisco Bay Area	- 15%	- 15%
Los Angeles	- 13%	- 15%
San Diego	- 13%	- 15%
San Joaquin Valley	- 10%	- 15%
San Luis Obispo	- 8%	- 15%
Monterey Bay	- 5%	- 15%
Tahoe	- 5%	- 15%
Santa Barbara	0	- 15%
Shasta	0	- 15%
Butte	+ 1%	- 15%

Challenges of SB 743

4. Reducing & mitigating for VMT impacts requires *new solutions*

VMT-Reducing Transportation Strategies: *This general guidance is largely at the project level, and will require more locally focused study to be an effective mitigation tool. (CAPCOA, 2010)*

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Chart 6-2: Transportation Strategies Organization

Transportation Measures (Five Subcategories) Global Maximum Reduction (all VMT): urban = 75%, compact infill = 40%; suburban center or suburban with NEV = 20%; suburban = 15%					Global Cap for Road Pricing needs further study
Transportation Measures (Four Categories) Cross-Category Max Reduction (all VMT): urban = 70%, compact infill = 35%; suburban center or suburban with NEV = 15%; suburban = 10%				Max Reduction = 15% overall; work VMT = 25%; school VMT = 65%;	Max Reduction = 25% (all VMT)
Land Use / Location Max Reduction: urban = 65%, compact infill = 30%, suburban center = 10%, suburban = 5%	Neighborhood / Site Enhancement Max Reduction: without NEV = 5%; with NEV = 15%	Parking Policy / Pricing Max Reduction = 20%	Transit System Improvements Max Reduction = 10%	Commute Trip Reduction (assumes mixed use) Max Reduction = 25% (work VMT)	Road Pricing Management Max Reduction = 25%
Density (30%)	Pedestrian Network (2%)	Parking Supply Limits (12.5%)	Network Expansion (8.2%)	CTR Program Required = 21% work VMT Voluntary = 6.2% work VMT	Cordon Pricing (22%)
Design (21.3%)	Traffic Calming (1%)	Unbundled Parking Costs (13%)	Service Frequency / Speed (2.5%)	Transit Fare Subsidy (20% work VMT)	Traffic Flow Improvements (45% CO2)
Location Efficiency (65%)	NEV Network (14.4) <NEV Parking>	On-Street Market Pricing (5.5%)	Bus Rapid Transit (3.2%)	Employee Parking Cash-out (7.7% work VMT)	Required Contributions by Project
Diversity (30%)	Car Share Program (0.7%)	Residential Area Parking Permits	Access Improvements	Workplace Parking Pricing (19.7% work VMT)	
Destination Accessibility (20%)	Bicycle Network <Lanes> <Parking> <Land Dedication for Trails>		Station Bike Parking	Alternative Work Schedules & Telecommute (5.5% work VMT)	
Transit Accessibility (25%)	Urban Non-Motorized Zones		Local Shuttles	CTR Marketing (5.5% work VMT)	
BMR Housing (1.2%)			Park & Ride Lots*	Employer-Sponsored Vanpool/Shuttle (13.4% work VMT)	
Orientation Toward Non-Auto Corridor				Ride Share Program (15% work VMT)	
Proximity to Bike Path				Bike Share Program	
				End of Trip Facilities	
				Preferential Parking Permit	
				School Pool (15.8% school VMT)	
				School Bus (6.3% school VMT)	

Note: Strategies in bold text are primary strategies with reported VMT reductions; non-bolded strategies are support or grouped strategies.



Challenges of SB 743

5. Local policies on traffic or parking may conflict with the goal to reduce VMT

Parking standards

Zoning regulations

???

Traffic
Impact
Guidelines

Congestion management policies

What Agencies Are Doing

1. Project-level approach
 - *VMT Only: San Francisco, Caltrans IGR*
 - *VMT + Other Metrics: Pasadena*
2. Programmatic approach

Programmatic Approach for Local Governments to Consider

Objectives:

- *Unified framework* of plans & policies
- *Fair share* of reductions
- *Certainty* in the entitlement process
- *New funding* for transportation

Programmatic Approach for Local Governments to Consider

1. Develop a *Climate Action Plan* that achieves GHG-reduction targets
 - *Complements Regional Transportation Plan / Sustainable Communities Strategy*
2. Set VMT thresholds consistent with GHG plan
 - *Ensures development review is consistent with GHG goals*
3. Consider setting GHG & VMT targets by community
 - *Fair & realistic share of reductions*
 - *Optional but recommended*

Programmatic Approach for Local Governments to Consider

4. Develop land use & transportation plans that achieve CAP targets
 - *Multimodal plans may also include road widening*

5. Perform transportation impact studies (TISs) at the plan level
 - *Can reduce time and cost of project-level TISs*

6. Conduct nexus & fee study to supplement funding
 - *Direct mitigation of VMT impacts under CEQA*
 - *Non-CEQA infrastructure fee program for regional projects & growth*
 - *Goal: Fair-share contributions to GHG & transportation plans*

Programmatic Approach for Local Governments to Consider

7. Update (or eliminate) TIS guidelines
 - *Consistent with plan-level TIS (Step 5)*
 - *Simplifies & adds certainty to development review*

8. Perform a programmatic EIR
 - *For reduced LOS metrics*
 - *Collecting money to mitigate direct impacts*
 - *For future tiering and mitigation phasing*

Key Benefits of Programmatic Approach

- Creates a *unified framework* of transportation, land use, & climate plans
 - *Consistent with development policies*
- Assigns each community a *fair share* of reductions
- Adds *certainty* to the entitlement process
 - *Minimizes cost of development review*
- Explores a *new revenue* source for transportation

Questions / Discussion

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