



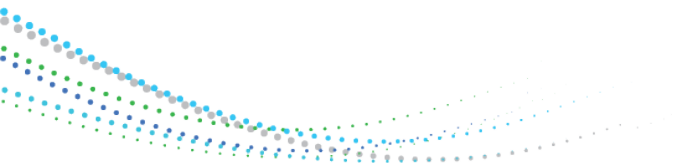
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## SB 743/Vehicle Miles Traveled (VMT)

September 23, 2019

# Presentation Outline

- SB 743 Background
- Vehicle Miles Traveled (VMT) vs Level of Service (LOS)
- Implementing SB 743 – OPR Technical Advisory
- City of Irvine Approach
- Stakeholder Input/Next Steps



# SB 743 Background

# SB 743

***Promote the reduction of greenhouse gas emissions,  
the development of multimodal transportation networks,  
and a diversity of land uses by  
changing CEQA Transportation Analysis from congestion to  
distance traveled by vehicles***

# Climate/Land Use Policy

**AB 32 (2006)** GHG emissions reductions to 1990 levels by 2020

**SB 375 (2008)** RTP/SCS 19% reduction in GHG from cars/light trucks from 2005 by 2035

**SB 391 (2009)** 80% reduction in GHGs from 1990 levels by 2050

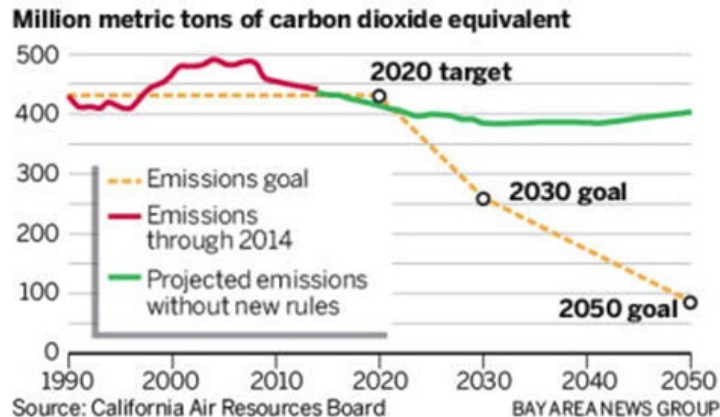
**Ex Order B-30-15 (2015)** GHG reduction 40% below 1990 by 2030

**SB 32 (2016)** 40% reduction in GHG from 1990 by 2030

**SB 743 (2013)** Replaces LOS with VMT

## CALIFORNIA GREENHOUSE GAS EMISSIONS

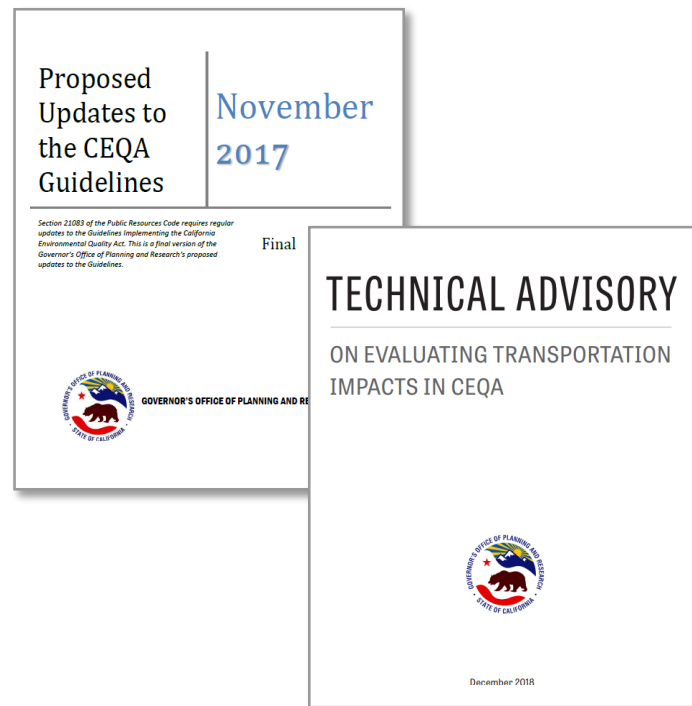
California is on track to meet its goal for greenhouse gas emissions by 2020, but will need to do far more to reach targets for 2030 and 2050.



# SB 743 History

“Develop alternative criteria of measuring transportation impacts in support of the State’s goals for greenhouse gas reduction by encouraging higher density, mixed-use development in urban areas served by public transit and more diverse travel options”:

- September 2013 Law Passes
- December 2013 Preliminary Guidelines published – “Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks and promotion of a mix of land uses”
- August 2014 Office of Planning and Research (OPR) recommends VMT replace LOS as primary measure of transportation impacts - Initially only for TODs
- Significant outreach, feedback, comments and concerns
- Final CEQA Guidelines November 2017
- Final OPR Technical Advisory December 2018 – VMT/capita
- Adoption now required by July 1, 2020
- **Importantly does not preclude LOS for operational analysis only CEQA**



# VMT versus Level Of Service

# LOS vs VMT as Measure of Transportation Impact

Comparison	Level of Service Analysis	VMT Analysis
Measure of	Congestion	Trip Length
Time Period	Peak Hour (AM and PM)	Daily
Primary Influence	Roadway network	Land Use
Impacts Are	Local	Regional
Mitigation For	Vehicles	Non-Vehicles



# OPR Technical Advisory – Not quite so simple

- “Meeting statewide reduction goals does not preclude all new development ... rather it assumes continued growth and depends on increased **efficiency** and conservation in land use and transportation ...”
- “when assessing climate impacts of some types of land use projects, use of an **efficiency metric** (eg. per capita, per employee) may provide a better measures of impact than an absolute numeric threshold”
  - VMT/capita – Home-based trips
  - VMT/employee – Work-based trips
  - Net VMT – Retail trips

Result is total trips generated is less important than average trip length

# Implementing SB 743

## TECHNICAL ADVISORY

ON EVALUATING TRANSPORTATION  
IMPACTS IN CEQA



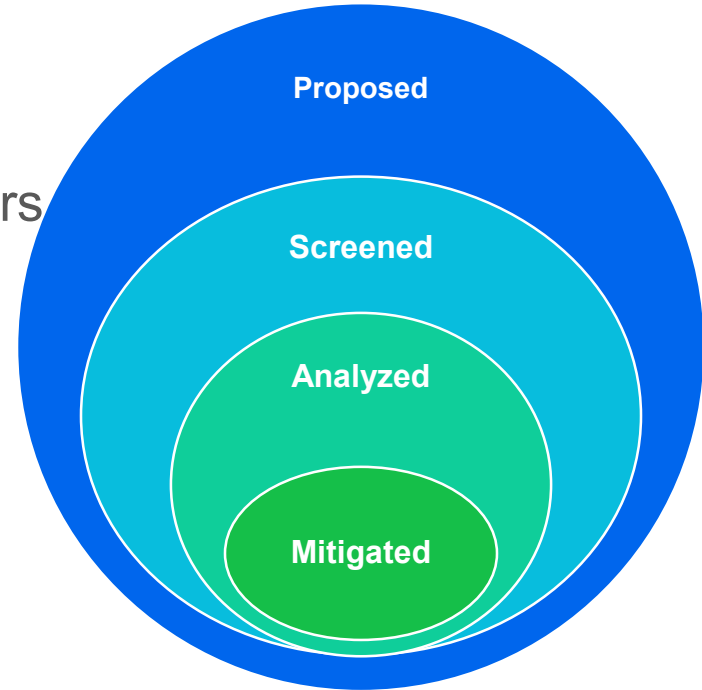
December 2018

# OPR TECHNICAL ADVISORY - SB 743



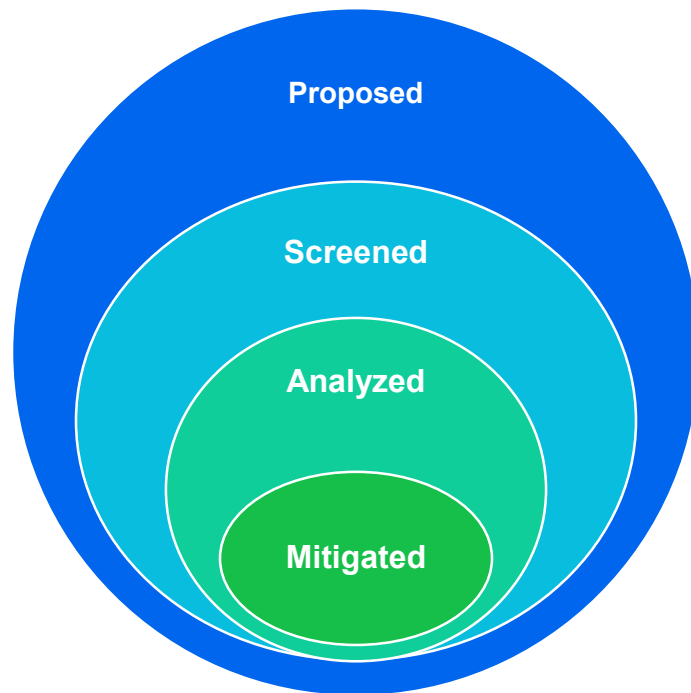
# OPR TECHNICAL ADVISORY - SCREENING

- Small Projects
- Low VMT areas
- High Quality Transit Areas/Corridors
- Neighborhood Retail Projects
- Affordable Housing
- Redevelopment Projects
- Goods Movement



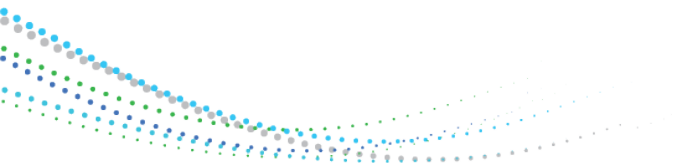
# OPR GUIDELINES – VMT METHODOLOGY

- Use traffic model or alternate
- Determine project VMT/capita or VMT/employee
- Compare to City or Regional thresholds
- Determine significance
- Mitigate as needed

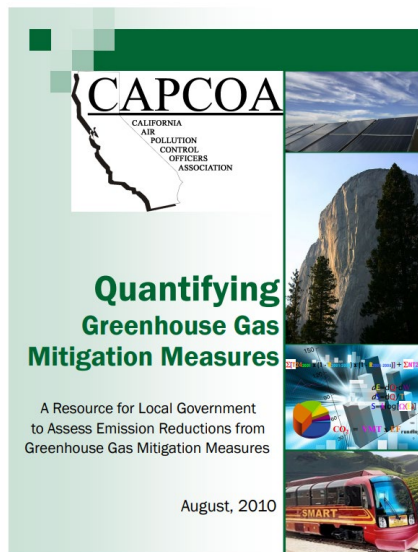


# OPR TECHNICAL ADVISORY - SETTING THRESHOLDS

- OPR suggests 15% below existing City or Regional baseline (VMT/capita, VMT/employee)
- Local thresholds should be substantiated by evidence
  - General Plan Land Use and Circulation Elements
  - Feasible mitigation
- Local thresholds can vary by type of land use or geography



# OPR TECHNICAL ADVISORY MITIGATIONS



## Onsite Improvements

- End of trip facilities
- Transportation Demand Management
- Carpool/Vanpool Accommodation
- Car/Bike Share

## Offsite Improvements

- Transit Access Improvements
- Pedestrian Improvements
- Bikeways
- Safe Routes to School

# City of Irvine Specifics



# CITY OF IRVINE APPROACH

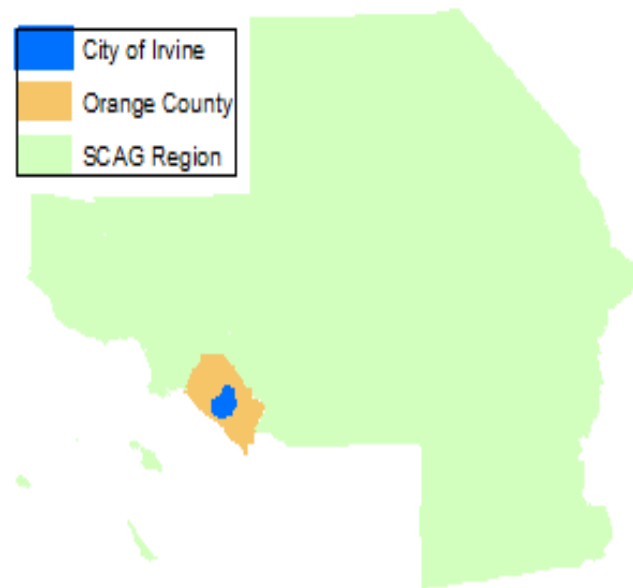
- Keep LOS analysis requirements consistent with current TIA Guidelines and current practice
- VMT analysis
  - Update TIA Guidelines to add a VMT analysis section.
  - Use the City's traffic model (ITAM TransCAD 2018 VMT) to establish the citywide VMT significance threshold goals.
  - Use the City's traffic model to calculate project VMT rates to identify potential impacts.

# PROPOSED SCREENING

- Project nets an increase of 250 or less daily trips
- The project is located in a High Quality Transit Area (i.e., within half-mile distance of existing rail transit station or located within half-mile of two or more existing bus routes with a frequency of service interval of 15 minutes or less during morning and evening peak hours);
- Project is locally serving retail (less than 50,000 square feet) or a K-12 locally serving public school; and
- Project is a 100 percent affordable housing project. (Note: if less than 100 percent, the number of affordable units is not subject to VMT impact analysis.)

# PROPOSED SIGNIFICANCE THRESHOLDS

- OPR suggests 15% reduction of existing VMT rates
- Early adopters:
  - 0% reduction in Pasadena, Corona, rural San Bernardino County
  - 4% reduction in San Bernardino County
  - 15% reduction in Los Angeles, San Jose, and Oakland
- City considering 10% reduction of existing VMT rates



# PROPOSED METHODOLOGY

## SIGNIFICANCE THRESHOLD GOALS

- Residential VMT per capita
  - Applicable for residential use projects
- Non-residential VMT per employee
  - Applicable for office, industrial, hotel, retail uses, universities and commercial recreation use projects on a case-by-case basis depending on a project's specific proposed land use mix
- Mixed-use VMT per service population
  - Applicable for combination residential/non-residential use projects at the discretion of city staff on a case-by-case basis depending on a project's specific proposed land use mix

# PROPOSED METHODOLOGY – Significance Threshold Goals

## Residential VMT per capita\*

- Home-Based Work
- Home-Based School
- Home-Based University
- Home-Based Shop
- Home-Based Social/Recreational productions
- Home-based other productions
- Rate based on citywide population

## Non-residential VMT per employee\*

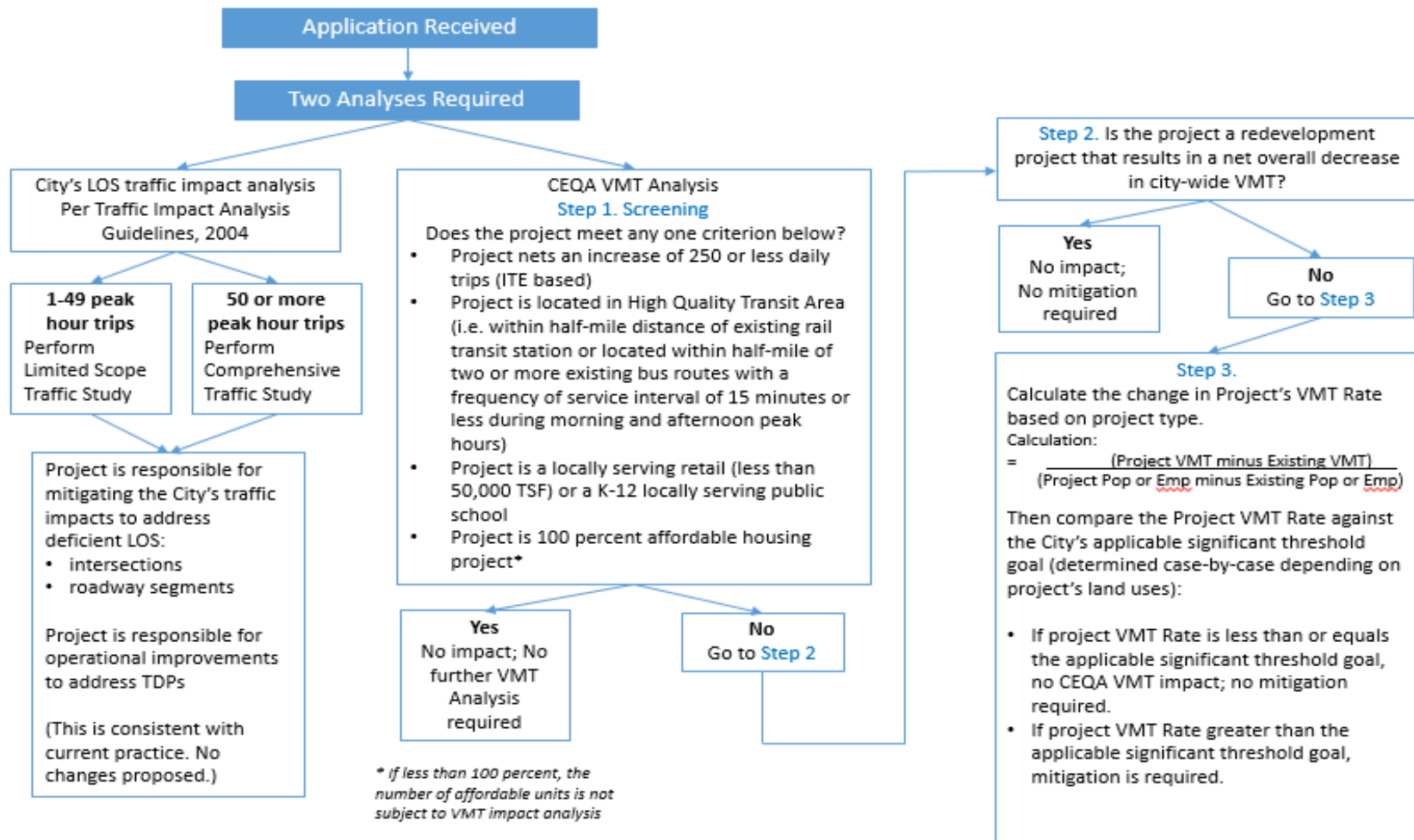
- Home-Based Work direct and strategic attractions
- Work-Based productions
- Home-Based University attractions
- Home-Based Shop attractions
- Home-Based Social/Recreational attractions
- Home-Based other attractions
- Work-Based other attractions
- Other-Based other productions
- Other-Based other attractions
- Rate based on citywide number of employees

## Mixed-Use VMT per service population\*

- All residential home-based trips
- All non-residential trips
- Rate based on both citywide population and citywide number of employees

\*Applicable threshold goal will be determined on a case-by-case project basis depending on the project's land uses.

# PROPOSED METHODOLOGY



# Potential Mitigation Measures being considered

Category	Strategy
Neighborhood/Site Design	Provide Pedestrian Network
	Traffic Calming Measures
	Incorporate Bike Lane Street Design (on-site)
	Provide Bike Parking in Non-Residential Projects
	Provide Bike Parking in Multi-Unit Residential Projects
	Dedicated Land for Bike Trails
Transportation Demand Management Program	Implement Transportation Demand Management Program – Required Implementation/Monitoring
	Provide Ride-Sharing Programs
	Implement Subsidized or Discounted Transit Program
	Provide End of Trip Facilities (such as on-site food service, gym, shower)
	Telecommuting and Alternative Work Schedules
	Implement Preferential Rideshare Parking Program
	Implement Car-Sharing Program
	Provide Employer-Sponsored Vanpool/Shuttle
	Implement Bike-Sharing Program
Transit System Improvements	Implement Transit Access Improvements
	Expand Transit Network
	Provide Bike Parking Near Transit
	Provide Local Shuttles
Road Pricing/Management	Improve Traffic Flow
	Require Project Contributions to Transportation Infrastructure Improvement Projects
	Install Park-and-Ride Lots

# Next Steps



# Next Steps

- Feedback from stakeholders – Submit to Melissa Chao, Senior Planner, at [mchao@cityofirvine.org](mailto:mchao@cityofirvine.org) by **October 23, 2019**
- Stakeholder Meeting #2 – anticipated late Nov./early Dec. 2019
  - Share updated TIA Guidelines (redlines)
  - Share refined VMT methodology and threshold goal numerical values
- Feedback from Stakeholder Meeting #2 – anticipated early Jan. 2020
- Transportation Commission – updated TIA Guidelines
- Planning Commission review and City Council adoption – updated CEQA Manual and updated TIA Guidelines
- Statewide VMT implementation deadline is July 1, 2020.