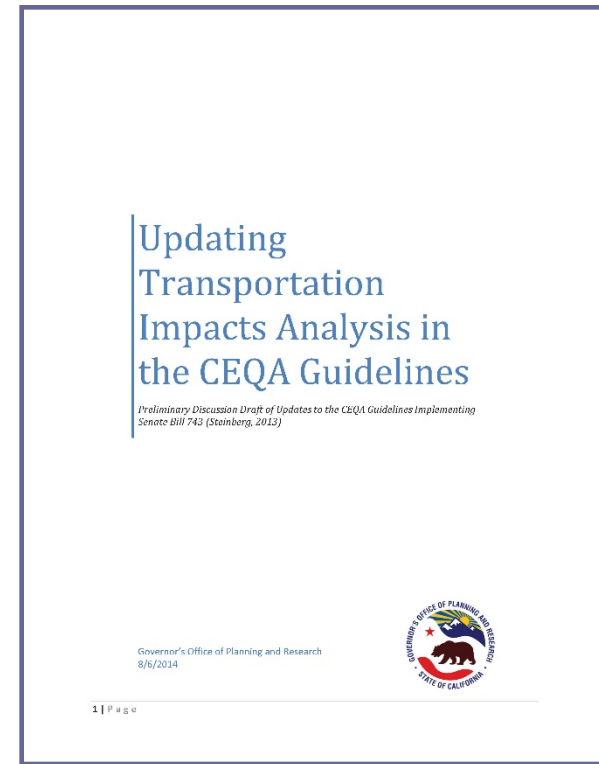


# SB 743: The ITE Perspective

*Erik Ruehr, VRPA Technologies, Inc.*

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

*ITE San Diego Section  
October 16, 2015*



# Today's SB 743 Speakers

- › Erik Ruehr, VRPA Technologies / ITE
  - Overview of SB 743
  - Summary of ITE's Involvement
- › Jeremy Klop, Fehr and Peers
  - VMT Analysis and Tools
  - Experience of Pasadena and Los Angeles
- › Stephen Hasse, Baldwin & Sons / City of San Diego Planning
  - Building Industry Perspective
  - San Diego Planning Commission Perspective
  - Mitigation and Alternative Strategies for Mobility at the Neighborhood Level

# Today's SB 743 Speakers (cont.)

- › Kathleen Ferrier, Circulate San Diego
  - Opportunities and Challenges in Implementing SB 743 in the San Diego Region
  - Efforts to Maximize the Benefits of SB 743 to Support Multimodal Transportation
- › Chris Ganson, Governor's Office of Planning and Research
  - OPR Perspective
  - Status of Revised Guidelines

# Introduction to SB 743

- › SB 743 Passed in Fall of 2013
- › Governors Office of Planning and Research (OPR) to Write New CEQA Guidelines for Transportation Analyses
- › Reduced Emphasis on Roadway Capacity/Level of Service (LOS) Analysis
- › Increased Emphasis on Vehicle Miles Traveled (VMT) or Similar Measures
- › Purpose is to Encourage Smart Growth, Multimodal Travel and Infill Developments and Reduce Vehicle Travel
- › Draft SB 743 Guidelines Prepared by OPR in August 2014

# ITE's Role in the SB 743 Process

- › Background on ITE California SB 743 Task Force
- ›
- › Comments on Preliminary Evaluation (2/14/14)
- › Meetings With OPR Staff
- › SB 743 Stakeholder Meetings
- › Comment Letter on Draft SB 743 Guidelines (11/12/14)
- › Presentation to California Transportation Commission (10/8/14)

# Draft SB 743 Guidelines (August 2014)

- › A Project's Effect on Automobile Delay Does Not Constitute a Significant Environmental Impact
- › The Transportation Impacts of a Project Can Best Be Measured Using Vehicle Miles Traveled
- › Land Development Projects That Result in Vehicle Miles Traveled Greater Than the Regional Average for the Land Use Type May Indicate a Significant Impact
- › Regional Average Should be Measured Per Capita, Per Employee, Per Trip, Per Person-Trip, or Other Appropriate Measure
- › Transportation Projects Should Analyze Induced Travel
- › Applicability
  - Initially: Transit Priority Areas Only
  - After January 1, 2016: Statewide
  - Potentially Applies to Projects Currently in Process

# Potential Effects on CEQA Transportation Studies

- › Roadway Capacity/LOS Still Included, But Not Considered Significant Impact
- › VMT Analysis Added ( Including Consideration of Mitigation)
- › Induced Travel Analysis Added for Roadway Projects (Including Consideration of Mitigation)
- › Due to Variety of Projects and Conditions, Individual Policies and Methodologies May Need to Develop Over Time Through Conduct and Review of Studies

# Potential Effects on Projects

- › Potential for Increased Level of Transportation Analysis Due to Need to Analyze VMT and Induced Travel in Addition to Roadway Capacity/LOS
- › Greater Emphasis on Larger Project Sizes to Facilitate VMT Mitigation
- › Possible Consideration of Fee Programs to Mitigate VMT and Induced Travel
- › Smaller Development and Roadway Projects May Require EIR Due to VMT Impacts



# Expected Next Steps in SB 743 Process

- › Revised Draft Guidelines
- › Public Review and Comment Period
- › Final Guidelines
- › Early Opt-In Period for Implementation
- › Required Implementation (Statewide)