

Revised SB 743 Guidelines

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*ITE Transportation Capacity and Mobility
Task Force - February 1, 2016*



Revised
Proposal on
Updates to
the CEQA
Guidelines on
Evaluating
Transportation
Impacts in
CEQA

Implementing Senate Bill
743 (Steinberg, 2013)

January 20, 2016

Outline

- › Summary of Revised Draft Guidelines
- › Discussion Topic: SANDAG VMT Concept Map
- › Comments
 - Public Agencies
 - All



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
- › Revised Draft SB 743 Guidelines Prepared by OPR in January 2016

Revised Draft SB 743 Guidelines - Background

- › Comments due February 29
- › OPR may revise this draft
- › “traffic studies.....will now typically take days rather than weeks to prepare”
- › Detail has been moved from CEQA Guidelines to Technical Advisory
- › Quality will be important (not quantity) in making comments



CEQA Guidelines

- › VMT is performance measure. Auto delay is excluded
- › Lead agencies can choose different thresholds if supported by substantial evidence
- › Projects in transit areas may be exempted
- › Induced travel required for roadway projects
- › Qualitative analysis may be acceptable
- › Two-year opt in period



Technical Advisory – VMT Considerations

- › Tour-based analysis preferred over trip-based analysis
- › Don't mix tour and trip-based methods in same analysis
- › Retail developments re-route trips. Focus on net change in VMT
- › Don't truncate VMT analysis at jurisdictional boundaries



VMT Screening/Exemptions

- › Projects with less than 100 ADT exempt
- › Map-based screening for residential and office projects
- › Exemptions for projects near transit stations



VMT Thresholds

- › 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
- › Development in areas assumed to be vacant in RTP/SCS are significant

Other Threshold Considerations

- › Land Use Plans: Consistent with RTP/SCS and VMT/capita and employee lower than regional average
- › RTP/SCS: Meet SB 375 targets and reduce VMT/capita
- › Rural Projects Outside MPO's: Thresholds may be determined on a case-by-case basis
- › More stringent thresholds acceptable

Transportation Projects

- › Exempt Projects: Auxiliary lanes, roundabouts, turn lanes, local streets, collector streets
- › Induced travel analysis
- › Sketch planning methods described for induced travel using elasticity (e.g. 0.8% increase in VMT per 1.0% increase in lane miles)
- › VMT Threshold: Increase of less than 2,075,220 VMT/year (5,685 VMT/day)

Safety

- › Focus on fatality/injury rather than property damage
- › Focus on issues that may affect many, not just an individual
- › Discussion of benefits of speed reduction and other safety issues
- › Discussion of NACTO standards and justification that they are appropriate
- › Examples of possible detriments to safety (e.g. increase in pedestrian wait times)
- › Examples of mischaracterization of safety issues (e.g. avoidance of 10 foot travel lanes)

Case Studies

- › Sacramento Mixed-Use Development
- › Mission Viejo Office Development
- › Kern County Roadway Widening

Expected Next Steps in SB 743 Process

- › Public Review and Comment Period (Comments Due 2/29/16)
- › Final Guidelines/Incorporation into CEQA/Local Thresholds
- › Early Opt-In Period for Implementation
- › Required Implementation (Statewide)
- › Caltrans TAG/TISG Update
- › ITE/APA Workshop on Revised Draft SB 743 Guidelines

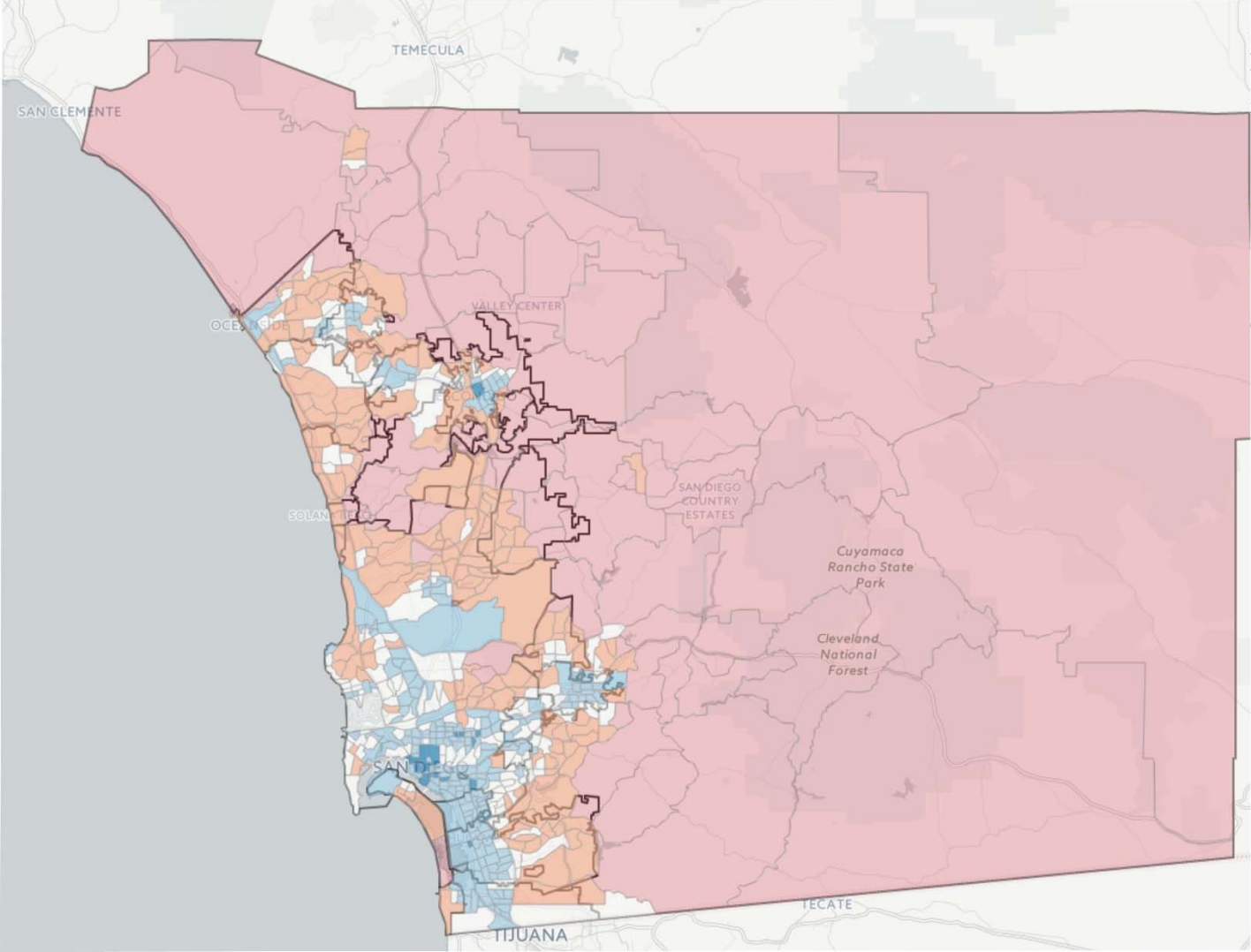


Discussion Topic: SANDAG VMT Concept Map

- › Discussion of Map
- › Availability of SANDAG Resources to Create Tailored Maps or Other VMT Tools
- › City Average VMT Versus Regional VMT Average for Residential Projects



VMT Concept Map



SB 743 Concept Map for the SANDAG Region

2012 Run Base on SANDAG ABM Scenario 227

- Tract VMT Per Capita Relative to Regional Mean**
2012 Regional Mean = 20.25 VMT per San Diego resident
- 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.

Comments

- › Public Agency Comments
 - Caltrans
 - SANDAG
 - San Diego County
 - City of San Diego
 - City of Chula Vista
 - City of Carlsbad
 - Others
- › Comments by All

