Senate Bill 743

CEQA Update – Shift to Vehicle Miles Traveled

Planning Commission Meeting – May 21, 2020

Overview

- Section 1 – Purpose and Background
- Section 2 – VMT Implementation
- Section 3 – Learning Process and Next Steps
- Questions?

PURPOSE

- Provide information to the Planning Commission implementation of Senate Bill 743 (SB 743)

BACKGROUND

State Direction - Senate Bill 743

- Adopted September 2013 (Senator Steinberg)
- Revised CEQA transportation impact analysis procedures
- Comply with State's Goal for reduction of Greenhouse Gas Emissions
- Promotes more sustainable diversity of land use within a development
- Vehicle Miles Traveled to replace Level of Service

What is VMT?

- **V**ehicle **M**iles **T**raveled
- Distance a vehicle travels
- Examples:

1 vehicle completing a 10 mile trip = 10 VMT

5 vehicles each completing a 10 mile trip = 50 VMT

Today: CEQA & Transportation Analysis

- Level of Service (LOS) analysis
- Measure of vehicle delay and congestion for the peak hours
- Typical mitigations include adding vehicle capacity and adding/modifying traffic signals

Proposed: CEQA & Transportation Analysis

- SB 743 requires VMT replace LOS in transportation analysis under CEQA
- VMT is calculated at VMT per capita or VMT per employee.
- Typical mitigation reduces vehicle trips and length

SB 743 Implementation Timeline

- September 2013: SB743 was signed into Law
- November 2018: CEQA Guidelines update to include SB 743
- March 2019: City staff began developing an implementation plan
- July 1, 2020: Deadline for Cities to adopt thresholds updating new transportation impact analysis metrics

VMT Implementation

VMT Implementation

- Guided by the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*

Process for CEQA VMT Analysis

Step 1	**Evaluate project type** **Land-Use | Mixed-Use | Redevelopment| Transportation**
Step 2	**Screen for non-significant transportation impact**
Step 3	**Determine significance threshold and methodology/tool for project**
Step 4	**Scope of Analysis Agreement**
Step 5	**VMT Analysis**
Step 6	**Mitigation**
Step 7	**Documentation**

Screening Criteria: Land-Use

- Some small projects (less than 110 vehicle trips per day)
- Local serving retail (less than 50,000 sqft.)
- Affordable housing
- Local essential services (child care, public schools, police/fire, medical, and government offices)

Screening Criteria: Transportation

- Some Transportation projects
  - Projects that do not increase the capacity of the roadway
  - Safety projects
  - Rehabilitation, maintenance, replacement, and repair projects
  - Transportation management system projects (cameras, message signs, detection, or traffic signals)
  - Minor improvements at intersections (turn pockets)
  - Transit projects

VMT Thresholds

- Used to determine a project's significant effect on the environment relating to transportation impacts
- Baseline data from SCAG's 2016 regional travel demand model

Use	OPR Guidance
RESIDENTIAL	15% below existing citywide average VMT per capita, or 15% below existing regional average VMT per capita
OFFICE	15% below existing regional average VMT per employee
RETAIL	Net increase in total VMT
TRANSPORTATION PROJECT	Net increase in total VMT

Determining VMT Thresholds

*"OPR recommends that a per capita or per employee VMT that is **fifteen percent** below that of existing development may be a reasonable threshold"*

- OPR recommended 15% reduction for all agencies to help the State achieve its climate goals
- CAPCOA found the ***maximum*** project VMT reduction is 15% for suburban areas and 70% for urban areas
- Urban areas are better positioned to achieve a 15% VMT reduction because of available mitigation options
- Suburban areas have limited, feasible VMT reduction options

VMT Tools

- Used to estimate a project's VMT
- Dependent on type of project

Project Type	Tool(s)
GENERAL PLAN OR SPECIFIC PLAN	• Travel Demand Model
RESIDENTIAL, OFFICE, OR RETAIL	• Travel Demand Model • City of Agoura Hill's VMT Calculator
TRANSPORTATION PROJECT	• National Center for Sustainable Transportation's Induced Travel Calculator

VMT CALCULATOR (Beta Version)

PROJECT INFORMATION

Project Name	
Address	
TAZ	
Project Context/Setting	Low Density Suburb

ANALYSIS YEAR

Analysis Year	2020

LAND USE INFORMATION

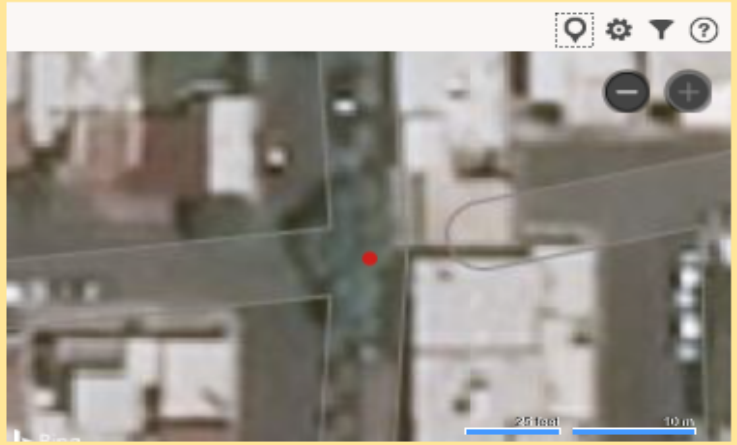
VMT Land Use Type	Residential
Trip Gen Land Use Type	210	Single-Family Detached Housing
	Accepted: Common Land Use
Dwelling Unit(s)	

PRESUMPTIONS OF LESS THAN SIGNIFICANT IMPACT

- ☐ Affordable Housing
- ☐ Within a 1/2 mile of Major Transit Stop
- ☐ Local Retail (<50,000 Sq Ft)
- ☐ Less than 110 Trips per Day

Trip Gen less than 110, consider checking the above box

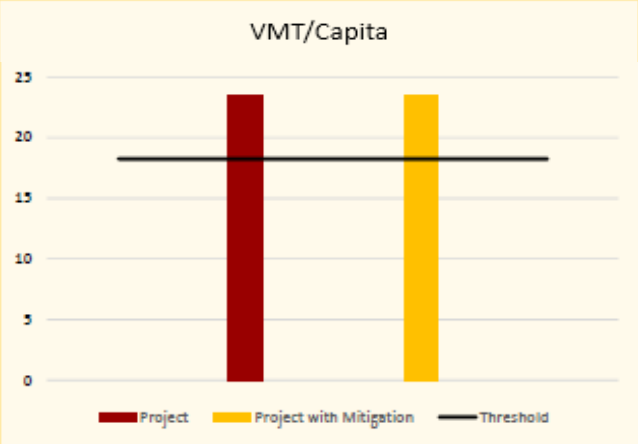
CALCULATE



TRANSPORTATION SIGNIFICANCE

	PROJECT	REDUCTIONS	PROJ. WITH MITIGATION
VMT/Capita	#N/A	#N/A	#N/A
Daily HBW VMT	#N/A	#N/A	#N/A
ITE Daily Trips Gen	0.0	0.0	0.0

Regional Average (VMT/Capita)		19.43
Threshold (85% of Regional Avg)	16.51	
Significant Impact?		



AIR QUALITY

	PROJECT	REDUCTIONS	PROJ. WITH MITIGATION
CO2 Emissions (metric tons/day)	#N/A	#N/A	#N/A

TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES

- PARKING STRATEGIES
- TRANSIT STRATEGIES
- COMMUNICATION & INFORMATION STRATEGIES
- COMMUTING STRATEGIES
- SHARED MOBILITY STRATEGIES
- BICYCLE INFRASTRUCTURE STRATEGIES
- NEIGHBORHOOD ENHANCEMENT STRATEGIES

VMT CALCULATOR (Beta Version)

Kimley»Horn

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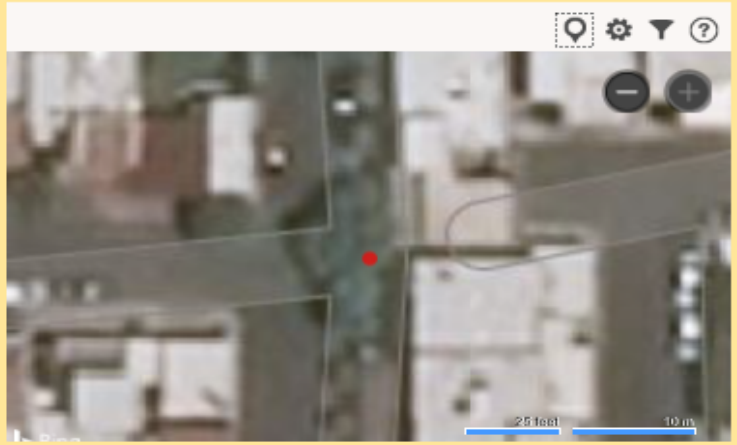

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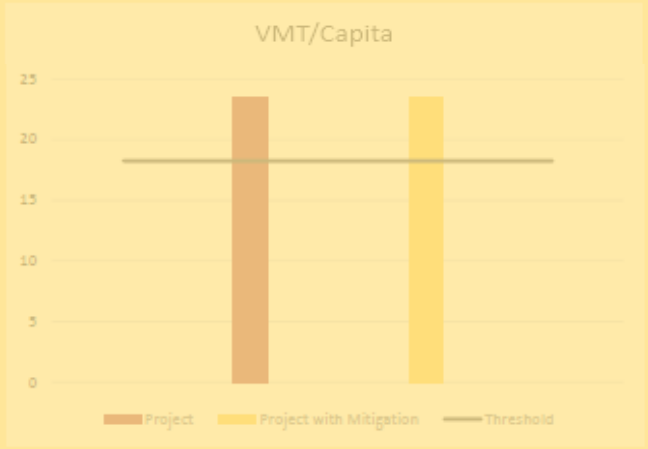

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Step 1: Enter project information

VMT CALCULATOR (Beta Version)

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CITY OF AGOURA HILLS

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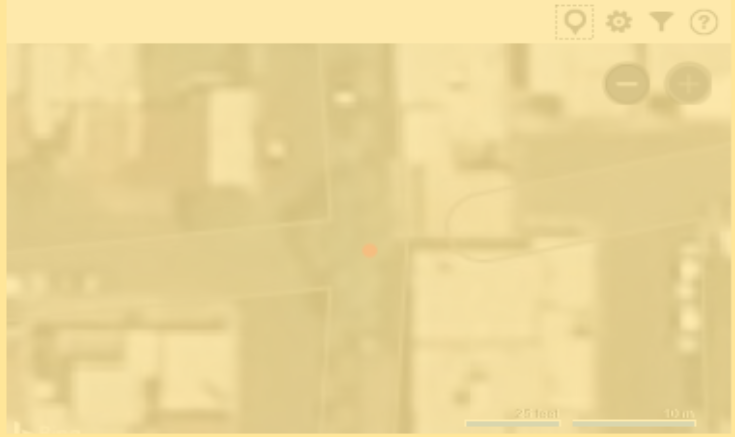

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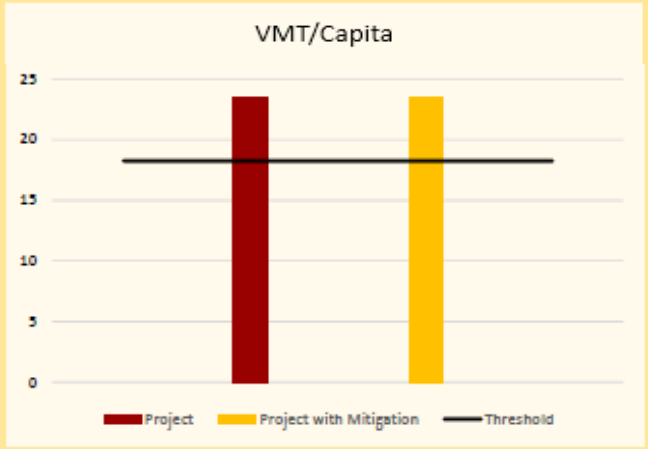

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Step 2: Determine significant impact

Step 3: Mitigation

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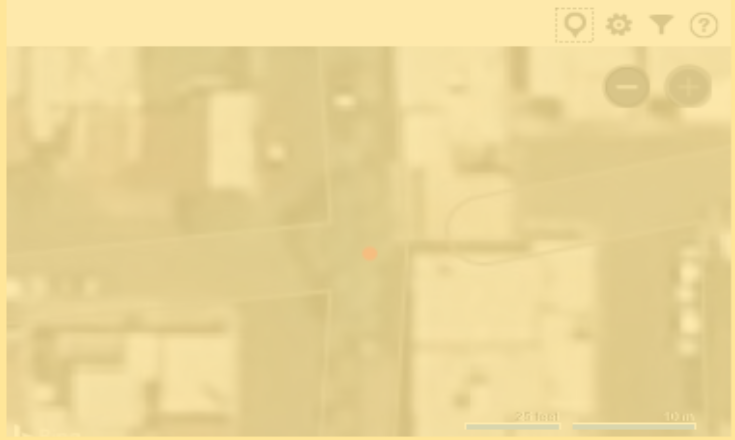

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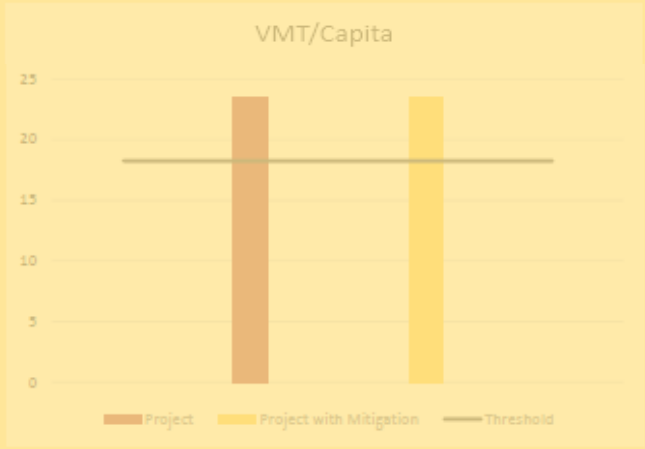

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Mitigation Strategies

- Dependent on type and size of project
  - Large projects – modify project's density, land use mix, site design
  - Small projects – implement transportation demand management strategies (TDMs)
- Selected TDMs recommended by the California Air Pollution Control Officers Association (CAPCOA) appropriate for Agoura Hills
- CAPCOA found the ***maximum*** project VMT reduction for transportation-related TDMs is 15% for suburban areas

City's Transportation Impact Analysis

- Keep level of service analysis for City's Transportation Impact Analysis (TIA)
- Change LOS methodology from intersection capacity utilization (ICU) to Highway Capacity Manual (HCM)
- Update TIA guidelines to include VMT analysis section

Learning Process

What to Expect

- After July 1, 2020, development and transportation projects must use VMT for purposes of CEQA analysis
- Projects currently under review without an approved CEQA document must use VMT
- Traditional Local Transportation analysis using LOS will still apply, provided outside of CEQA
- New experience and learning process with SB 743, may require revisions of the local VMT Thresholds in order to meet the goals of the state legislation and City's Climate Action Plan goals

Next Steps

- June 10, 2020 - a proposed resolution will be presented before City Council for adoption.
- The proposed resolution will implement new transportation impact thresholds using VMT in place of LOS under CEQA transportation analysis
- July 1, 2020 - VMT shall be the new metric used under CEQA to determine transportation related environmental impact

Questions?