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
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
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

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<thead>
<tr>
<th>Comparison</th>
<th>Level of Service Analysis</th>
<th>VMT Analysis</th>
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<tr>
<td>Measure of</td>
<td>Congestion</td>
<td>Trip Length</td>
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<tr>
<td>Time Period</td>
<td>Peak Hour (AM and PM)</td>
<td>Daily</td>
</tr>
<tr>
<td>Primary Influence</td>
<td>Roadway network</td>
<td>Land Use</td>
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<td>Impacts Are</td>
<td>Local</td>
<td>Regional</td>
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<tr>
<td>Mitigation For</td>
<td>Vehicles</td>
<td>Non-Vehicles</td>
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</table>
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
OPR TECHNICAL ADVISORY - SB 743

1. Project Screening
2. VMT Methodology
3. Significance Thresholds
4. Feasible Mitigations
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.
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<tr>
<th>Category</th>
<th>Strategy</th>
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<td>Neighborhood/Site Design</td>
<td>Provide Pedestrian Network</td>
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<td>Traffic Calming Measures</td>
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<td>Incorporate Bike Lane Street Design (on-site)</td>
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<td>Provide Bike Parking in Non-Residential Projects</td>
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<td>Provide Bike Parking in Multi-Unit Residential Projects</td>
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<td>Dedicated Land for Bike Trails</td>
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<td>Transportation Demand</td>
<td>Implement Transportation Demand Management Program</td>
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<td>Management Program</td>
<td>– Required Implementation/Monitoring</td>
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<td>Provide Ride-Sharing Programs</td>
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<td>Implement Subsidized or Discounted Transit Program</td>
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<td>Provide End of Trip Facilities (such as on-site food service, gym, shower)</td>
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<td>Telecommuting and Alternative Work Schedules</td>
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<td>Implement Preferential Rideshare Parking Program</td>
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<td>Implement Car-Sharing Program</td>
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<td>Provide Employer-Sponsored Vanpool/Shuttle</td>
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<td>Implement Bike-Sharing Program</td>
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<td>Transit System Improvements</td>
<td>Implement Transit Access Improvements</td>
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<td>Expand Transit Network</td>
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<td>Provide Bike Parking Near Transit</td>
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<td>Provide Local Shuttles</td>
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<td>Road Pricing/Management</td>
<td>Improve Traffic Flow</td>
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<td>Require Project Contributions to Transportation Infrastructure Improvement Projects</td>
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<td>Install Park-and-Ride Lots</td>
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Potential Mitigation Measures being considered
Next Steps
Next Steps

• Feedback from stakeholders – Submit to Melissa Chao, Senior Planner, at 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.