

SB 743 Implementation

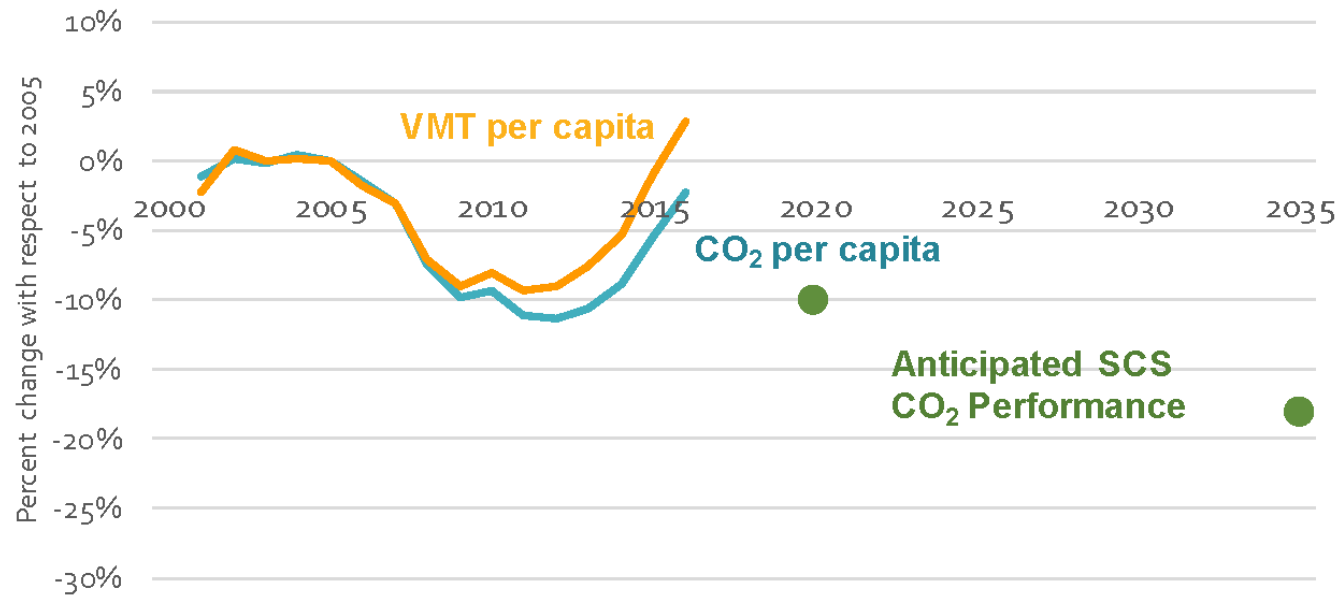
May 24, 2022



SB 743 Implementation



SB 150 Final Report



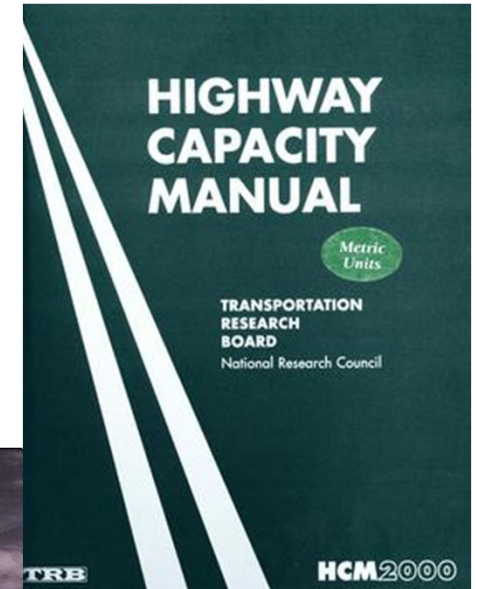


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History of LOS

- First Edition of HCM published in 1950
- There have been 6 editions
- Significantly guided transportation decision-making
- 70 year later its application has been tied to
 - Urban Sprawl
 - Impacts to active transportation
 - Induced demand
- We know how LOS affects outcomes





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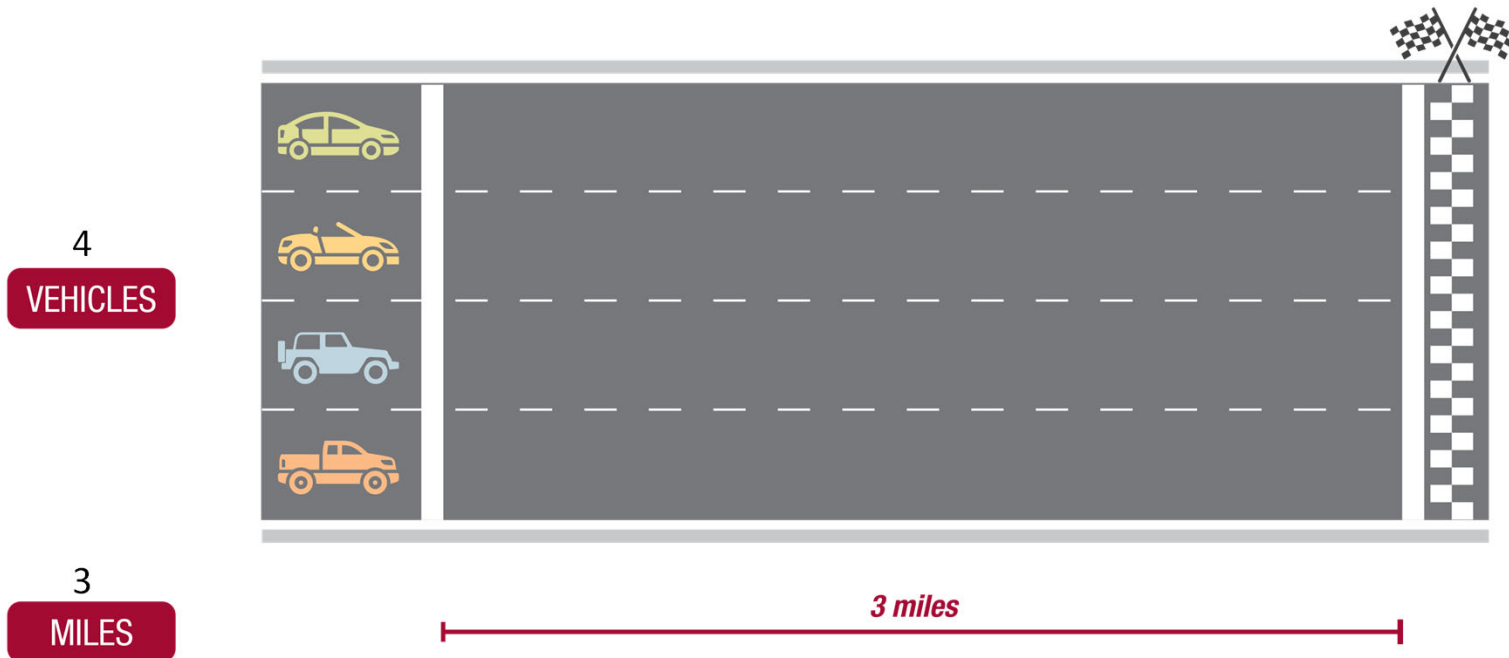


SB 743 Overview

- SB 743 is CEQA Specific
- Basis for a “transportation significant impact” determination
- Sustainability and GHG reduction by
 - Denser infill development
 - Reducing single occupancy vehicles
 - Improved mass transit
- Lead agencies have until July 1, 2020
- Most recent guidance is from December 2018
- Recommends that land uses be split out
- VMT is the principal metric

INTRODUCTION

WHAT IS VMT?



4 vehicles travel 3 miles
or simply
 $4 \times 3 = 12$ VMT

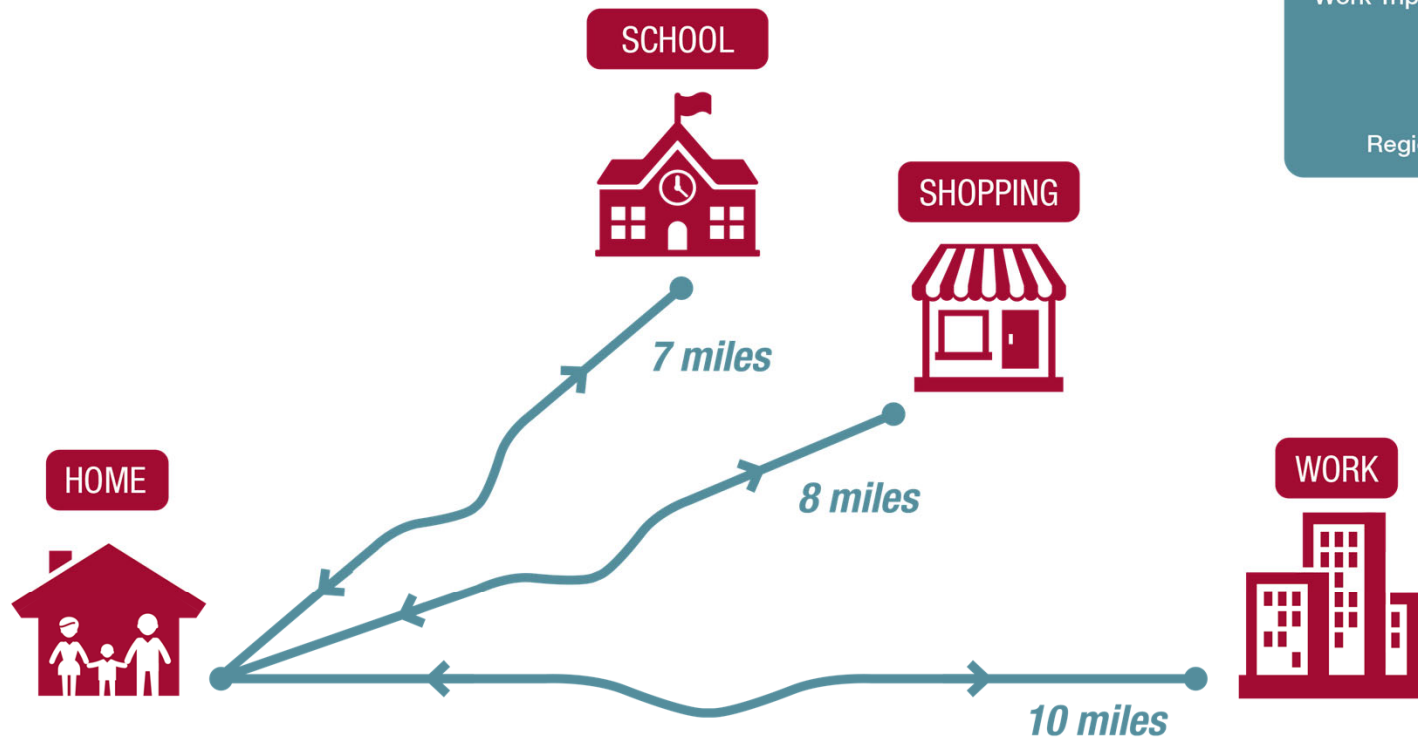


OPR VMT Thresholds

- Residential: > 15% less than average VMT per/capita
- Office: > 15% less than average VMT per/employee
- Retail: Net increase in total VMT for region
- Transportation: Net increase to VMT
- Neither statute or CEQA Guidelines include thresholds
- “Substantial evidence” (Section 15384) as the basis for not following OPR

EFFICIENCY METRIC

RESIDENTIAL VEHICLE MILES TRAVELED (VMT)



School Trip 2 trips x 7 miles = 14 VMT
Shopping Trip 2 trips x 8 miles = 16 VMT
Work Trip 2 trips x 10 miles = 20 VMT

$\frac{50 \text{ VMT}}{3 \text{ people}}$
= 16.7 miles/capita

Regional per Capita Threshold = 17.5 VMT/capita

FACTS:

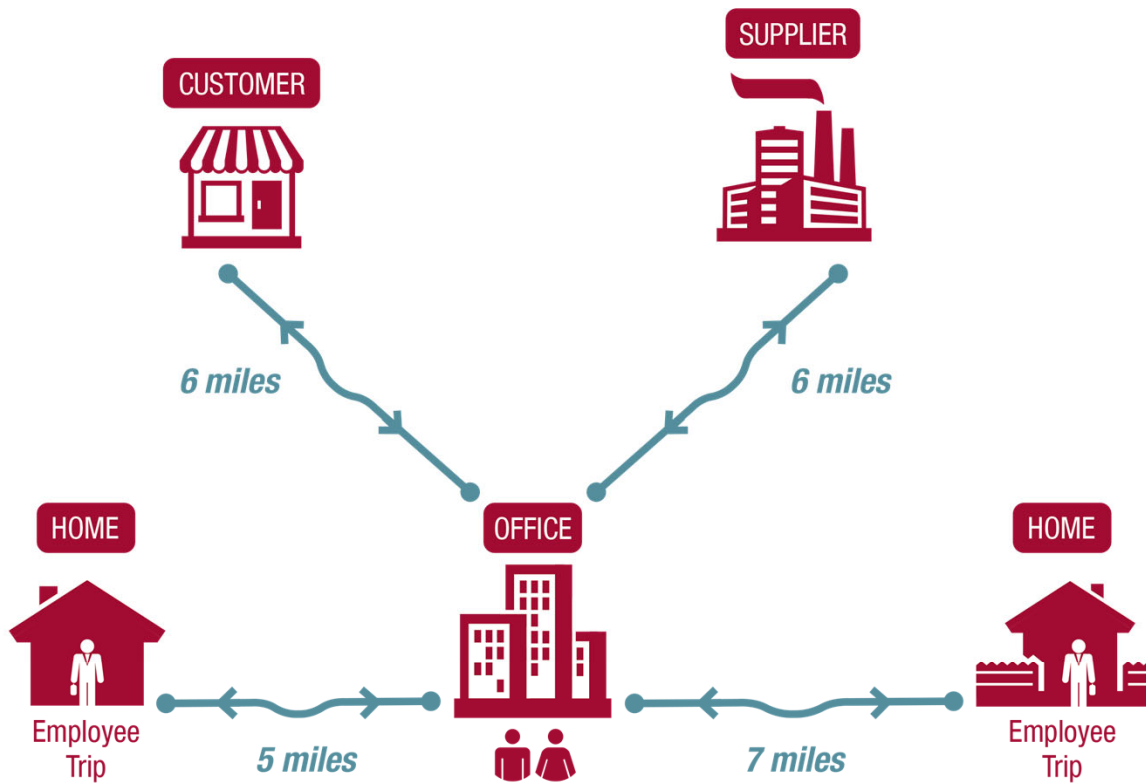
- Parent 1 takes child to school
- Parent 1 goes shopping
- Parent 2 goes to work
- Family has 3 persons

NO SIGNIFICANT IMPACT

Kimley»Horn

EFFICIENCY METRIC

OFFICE VEHICLE MILES TRAVELED (VMT)



Customer Trip 2 trips x 6 miles = 12 VMT

Supplier Trip 2 trips x 6 miles = 12 VMT

Commuter Trip 2 trips x 7 miles = 14 VMT

Commuter Trip 2 trips x 5 miles = 10 VMT

$$\frac{46 \text{ VMT}}{2 \text{ employees}} = 23 \text{ VMT/employee}$$

Regional per Employee Threshold = 20 VMT/employee

FACTS:

- Supplier delivers goods
- Employee 1 commutes
- Employee 2 commutes
- Customer meets at office

SIGNIFICANT IMPACT

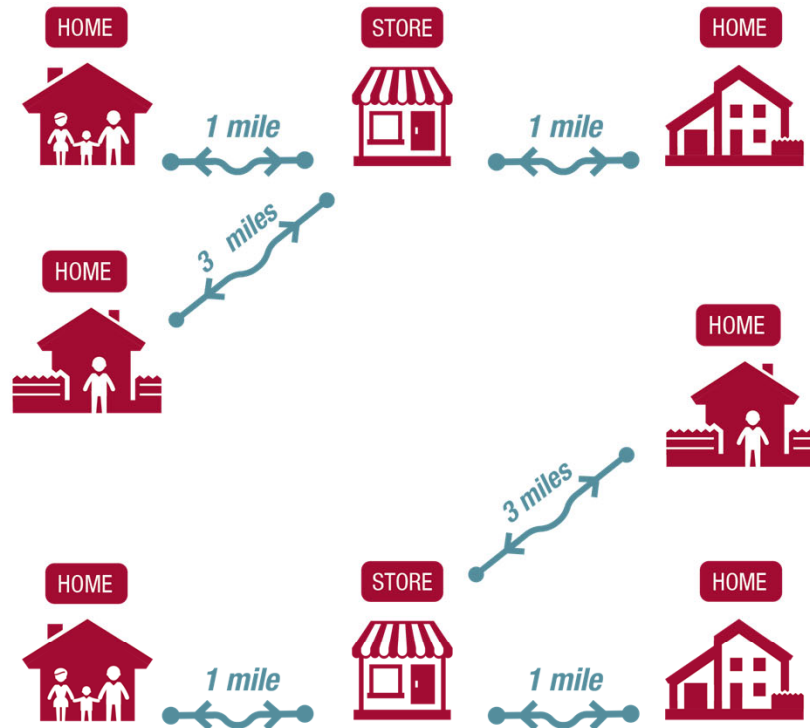
Kimley»Horn

NET CHANGE METRIC

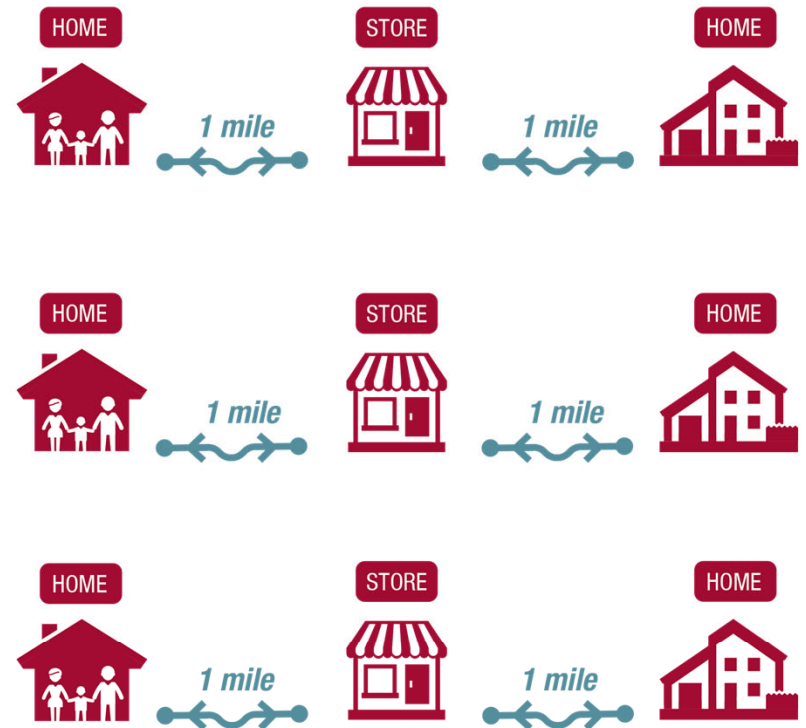
RETAIL VEHICLE MILES TRAVELED (VMT)

Regional VMT with Project = 4.999M VMT
Regional VMT w/o Project = 5.000M VMT
- 0.001M VMT

- FACTS:**
- New store added
 - Existing shoppers pick the shortest trip



REGIONAL VMT = 5.00M






REGIONAL VMT = 4.999M

NO SIGNIFICANT IMPACT

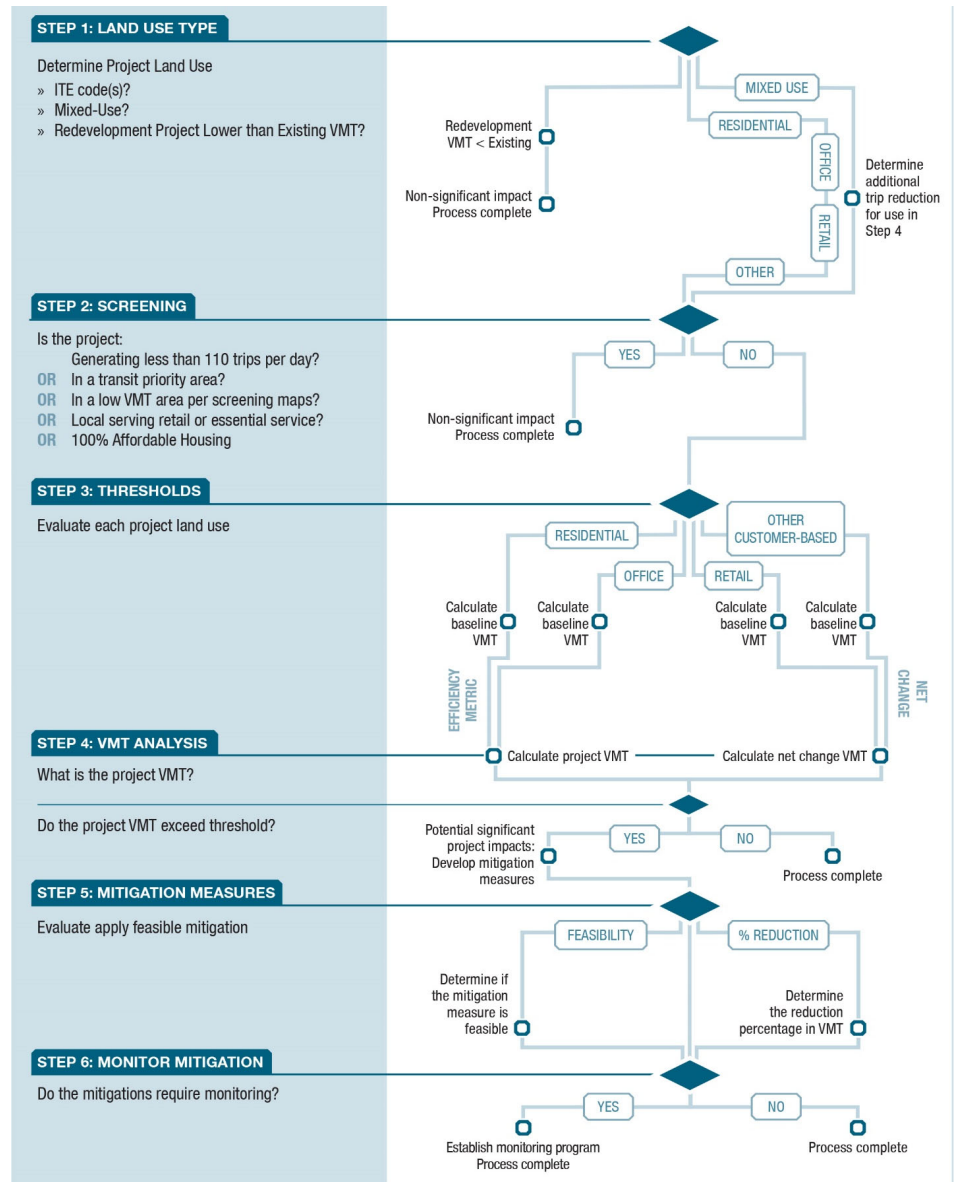
EVALUATION

MIXED USE

	RESIDENTIAL 	OFFICE 	RETAIL 
Analysis	16.7 VMT/Capita	23 VMT/Employee	4.99M VMT
Threshold	17.5 VMT/Capita	20 VMT/Employee	5M VMT
Impact?	No	Yes	No

SIGNIFICANT IMPACT

Analysis Steps Flowchart





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Step 1: Evaluate Land Use Type

- ***Land use type.*** Define land use(s) in ITE terms.
- ***Mixed Use.*** Mixed use projects are permitted to account for internal capture
- ***Redevelopment projects.*** Refer to Step 2.

EVALUATION

STEP 2: SCREENING FOR NON-SIGNIFICANT IMPACT

	Small Projects	Less than 110 trips/day
	Transit	Within a ½ mile of High Quality transit
	Local-Serving Retail	No store exceeds 50,000 Sq Ft
	Affordable Housing	100% of housing is for residents with incomes < 80% of the median
	Local-Essential Service	Customer-based uses not exceeding 50,000 Sq ft
	Map-Based Screening	Select uses can be evaluated based on prepared maps
	Redevelopment Projects	New project does not result in net VMT change

Evaluation

REDEVELOPMENT



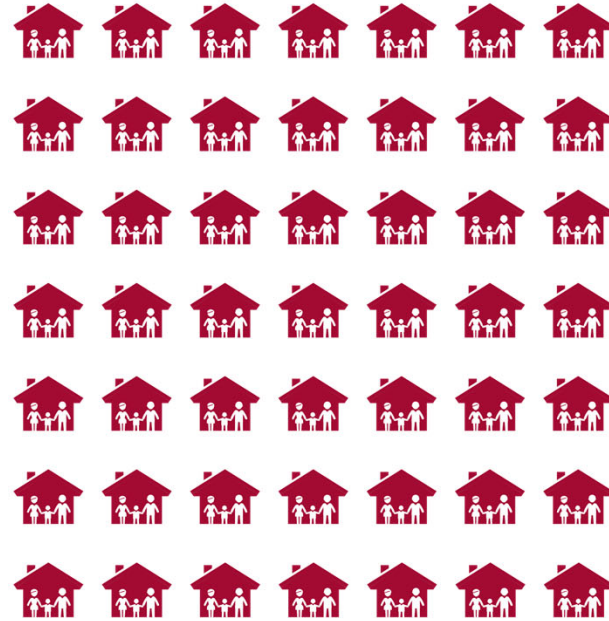
RETAIL



OFFICE

10,000 VMT

Existing



RESIDENTIAL

7,500 VMT

Proposed

NO IMPACT

Step 3: Significance Threshold and Methodology

Exhibit 5 - VMT Thresholds of Significance

Land Use	VMT Threshold	Basis
Residential	19.6 VMT/capita ¹⁰	15% below existing county-wide average VMT per capita.
Employment-Based	10.4 Work VMT/Employee ¹¹	15% below existing county-wide average Work VMT per employee
Retail	Net regional change	Using the county geographical area as the basis
Other Customer	Net regional change	Using the county or another geography deemed appropriate by San Benito County as the basis



Step 4: Scope of VMT Analysis

- Applicant to provide details on
 - Analysis Tools
 - Analysis Methods
 - Proposed Thresholds
- Prior to undertaking analysis
- Avoids redoing analysis



Step 5: VMT Analysis and VMT Mitigation

- Determination of Significant Impact
- Develop Mitigation Measures
 - Transportation Demand Measure
 - CEQA Compliant Monitoring



TDM Mitigations

- Transit Tickets
- Bike Racks and lockers
- Showers
- Bike share facility (for residents or employers)
- No parking provision
- Unbundling of parking – where applicable
- Shared parking and parking cash-out programs
- Guaranteed ride home
- Flexible schedule
- Company HR policies
- Carpool parking
- Preferential parking





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Step 6: VMT Mitigation Monitoring

- Monitoring is dependent on mitigation type
- Trip Cap is a good approach
- Conditions of approval
- Sunsetting monitoring



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Questions

