

# Implementing SB 743

## LOS to VMT Transition

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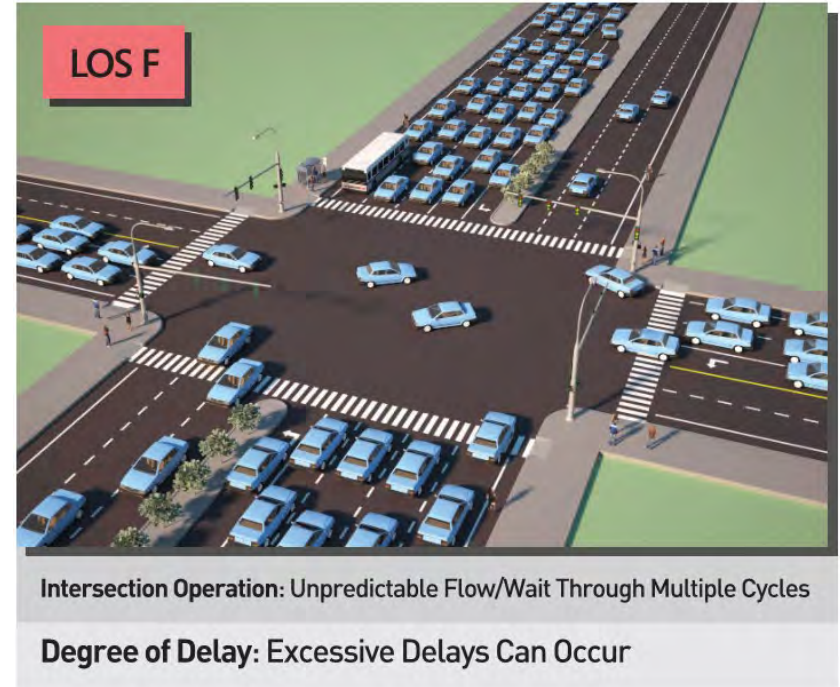
FEHR  PEERS

April 7, 2020

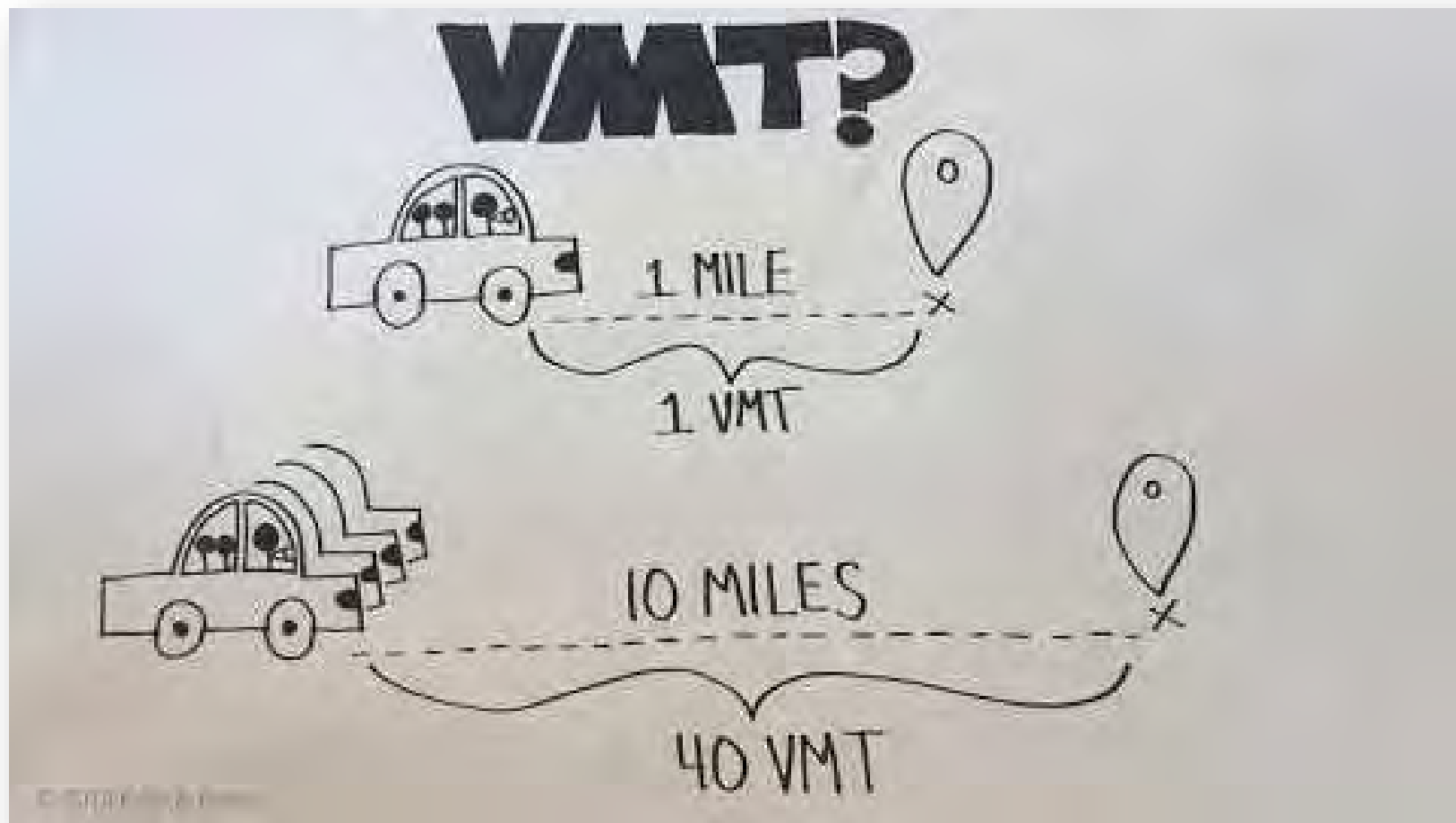
# Agenda

1. LOS and VMT Defined
2. SB 743 Overview
3. Saratoga General Plan
4. VTA's Efforts
5. VMT Evaluation Options
6. Funding Transportation Improvements
7. Next Steps

# What is LOS?

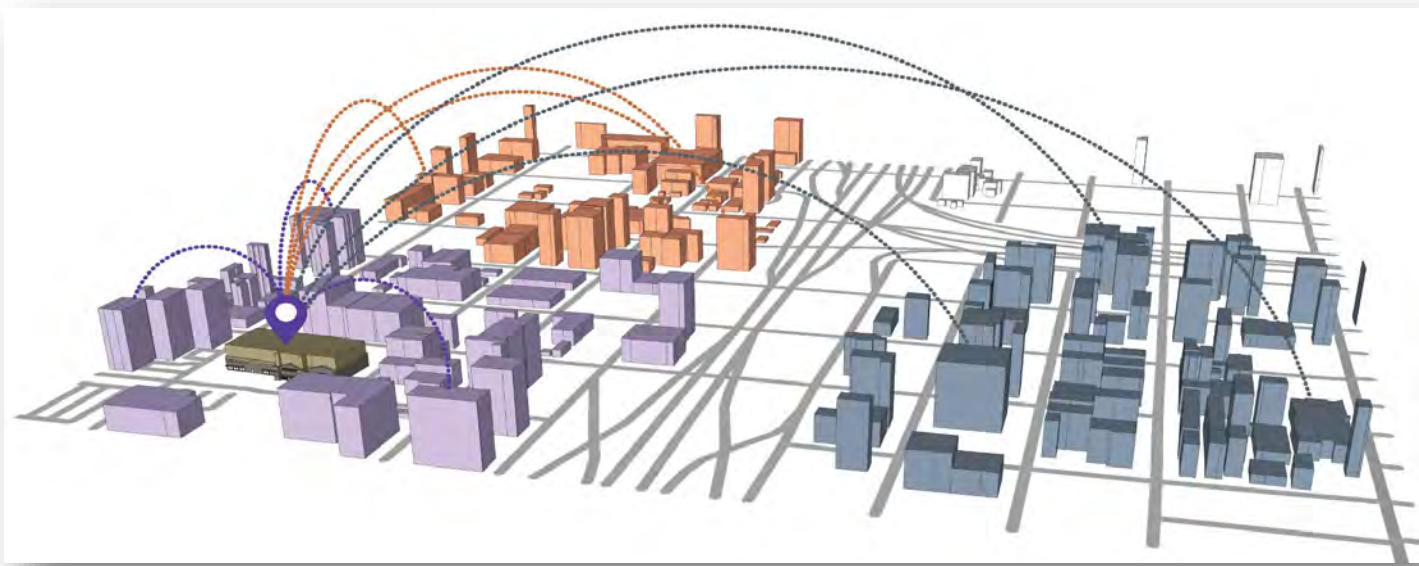


# What is VMT?

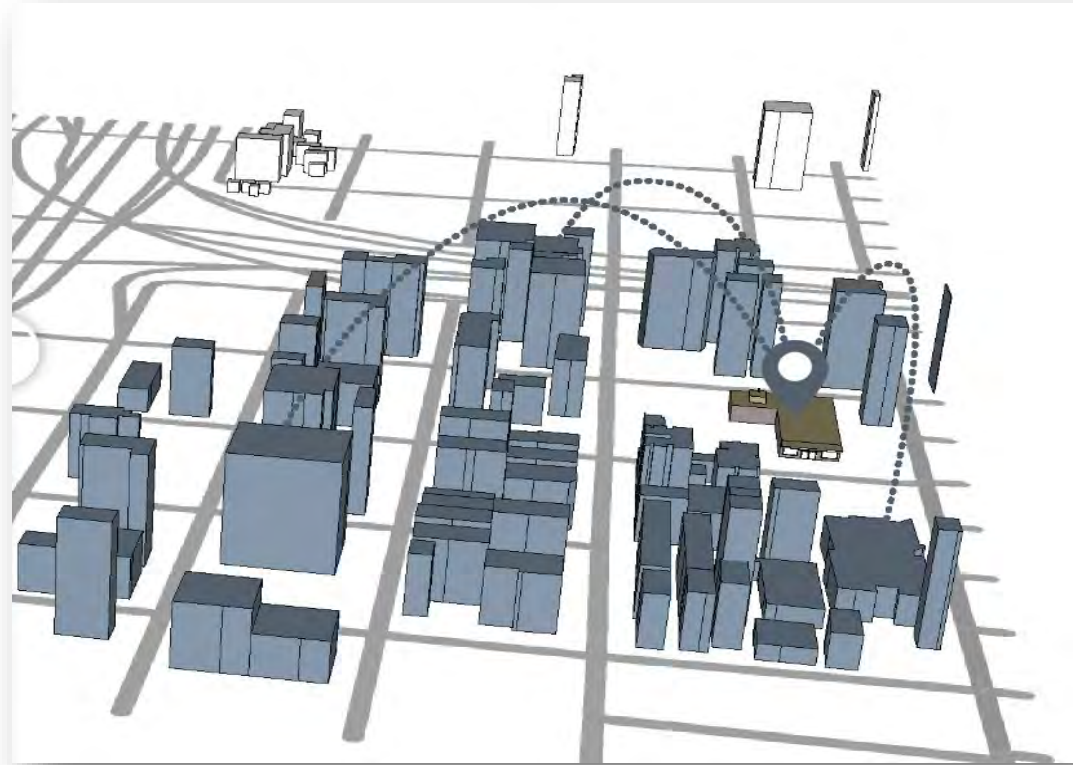


<https://www.youtube.com/watch?v=UE4TJItVdJ8>

# Project Generated VMT



# Project's Effect on VMT



# What's the Intent of SB 743?

Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through the California Environmental Quality Act.

More appropriately balance the needs of congestion management with statewide goals related to **infill development**, promotion of public health through **active transportation**, and **reduction of greenhouse gas emissions**.

# What does SB 743 Do?

SB 743 eliminates level of service (LOS) as a basis for determining significant CEQA impacts.





# What does SB 743 Do and Not Do?



Eliminates vehicle delay (i.e., LOS) as basis for determining significant **CEQA impacts**

Recommends VMT as the most appropriate measure of transportation impacts

Other considerations may include transit and non-motorized travel



Affect planning, design, or development review, *except* for the CEQA process

Change the General Plan or Congestion Management Plan process

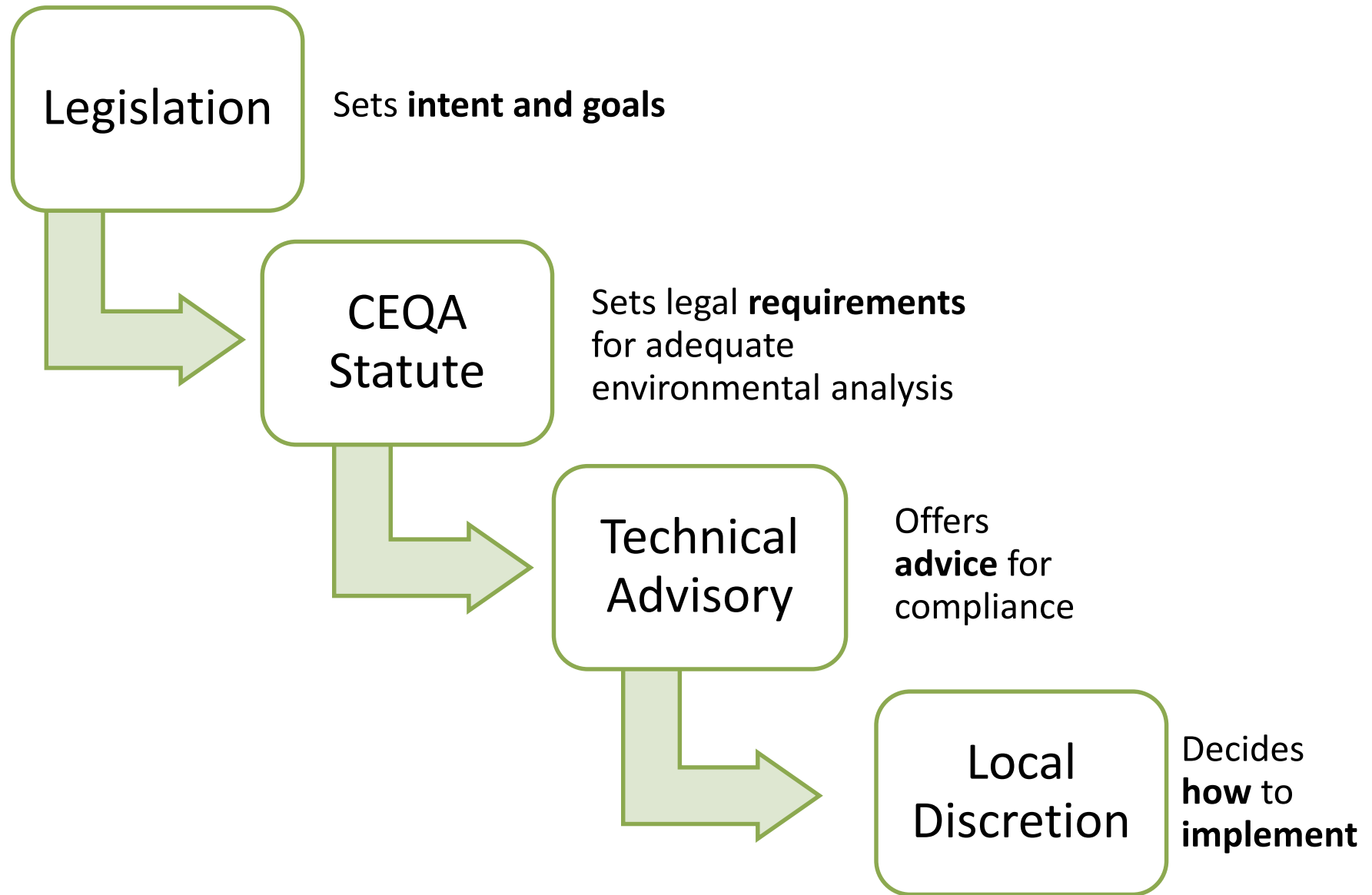
Change CEQA disclosure standards

# Saratoga General Plan Update

## Street System and Standards of Service

- **Goal:** Balance the safe and efficient movement of all modes of travel ....
- **Policy:** Develop, implement, and update a Citywide multi-modal transportation impact analysis (TIA) guidelines that are complimentary VTA's guidelines
  - City TIA Guidelines could include LOS threshold for development application purposes

# How Does SB 743 Relate to CEQA?



# Discretion to Implement CEQA

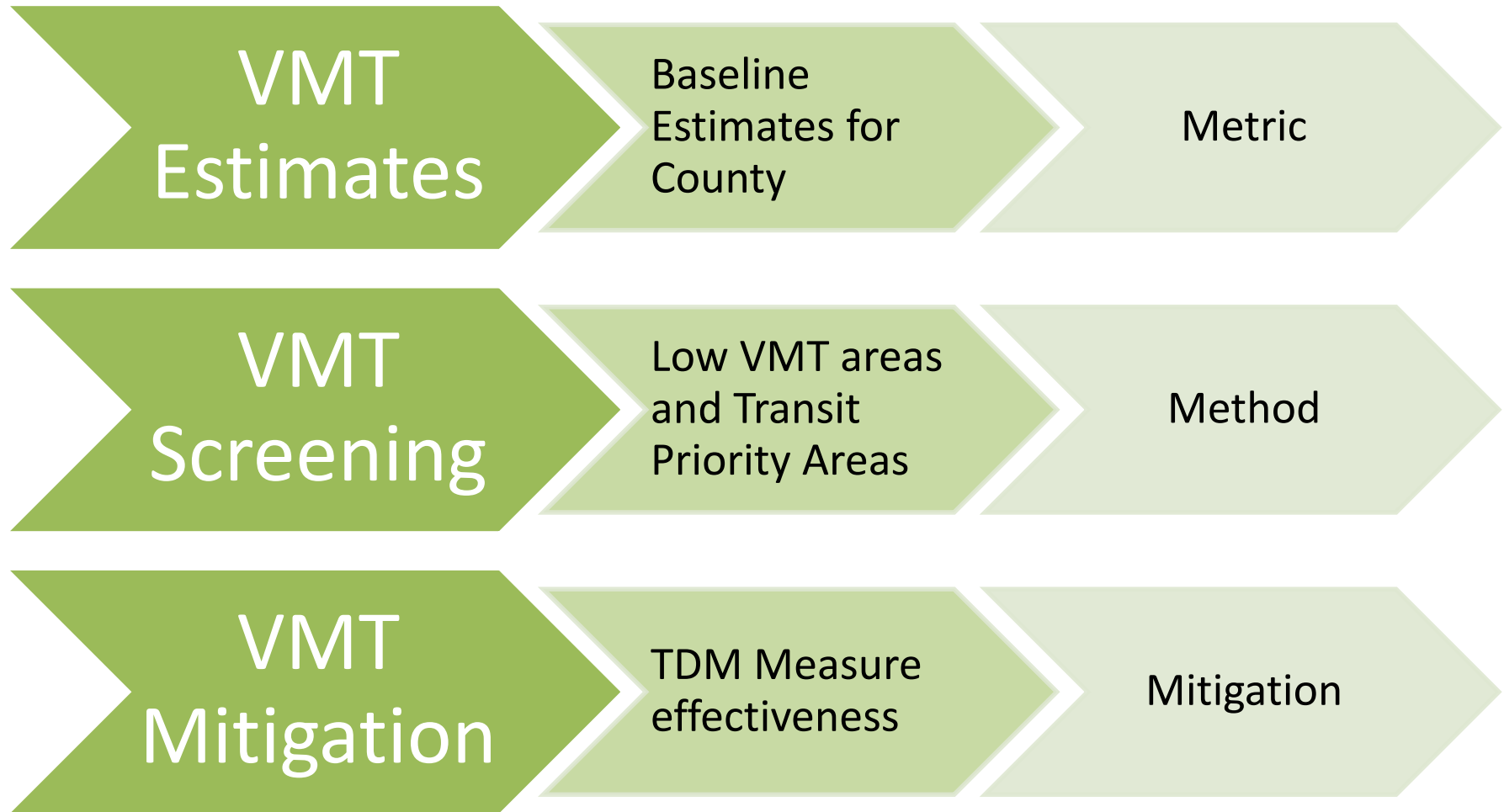
Metric

Method

Threshold

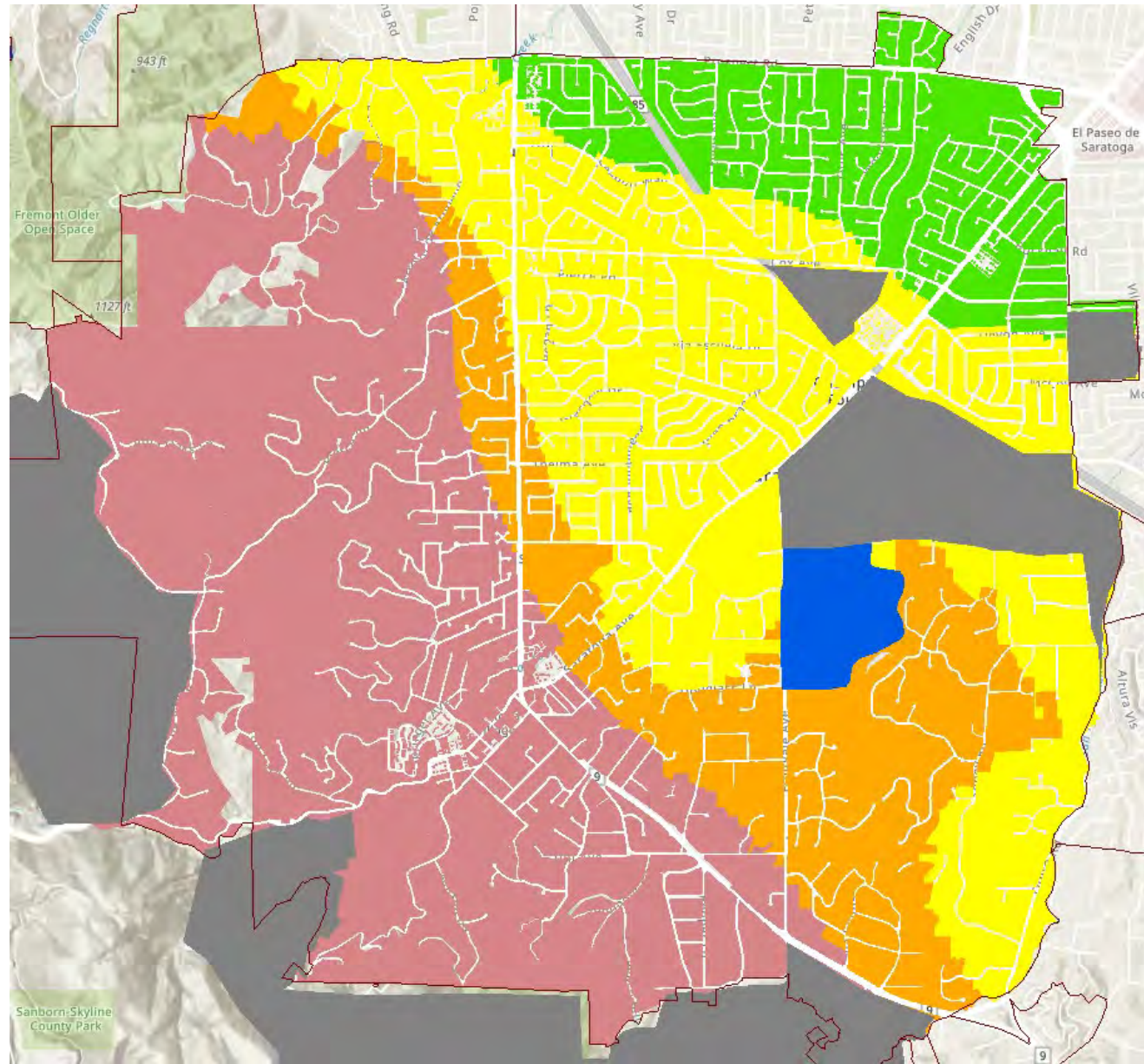
Mitigation

# What is VTA Doing?



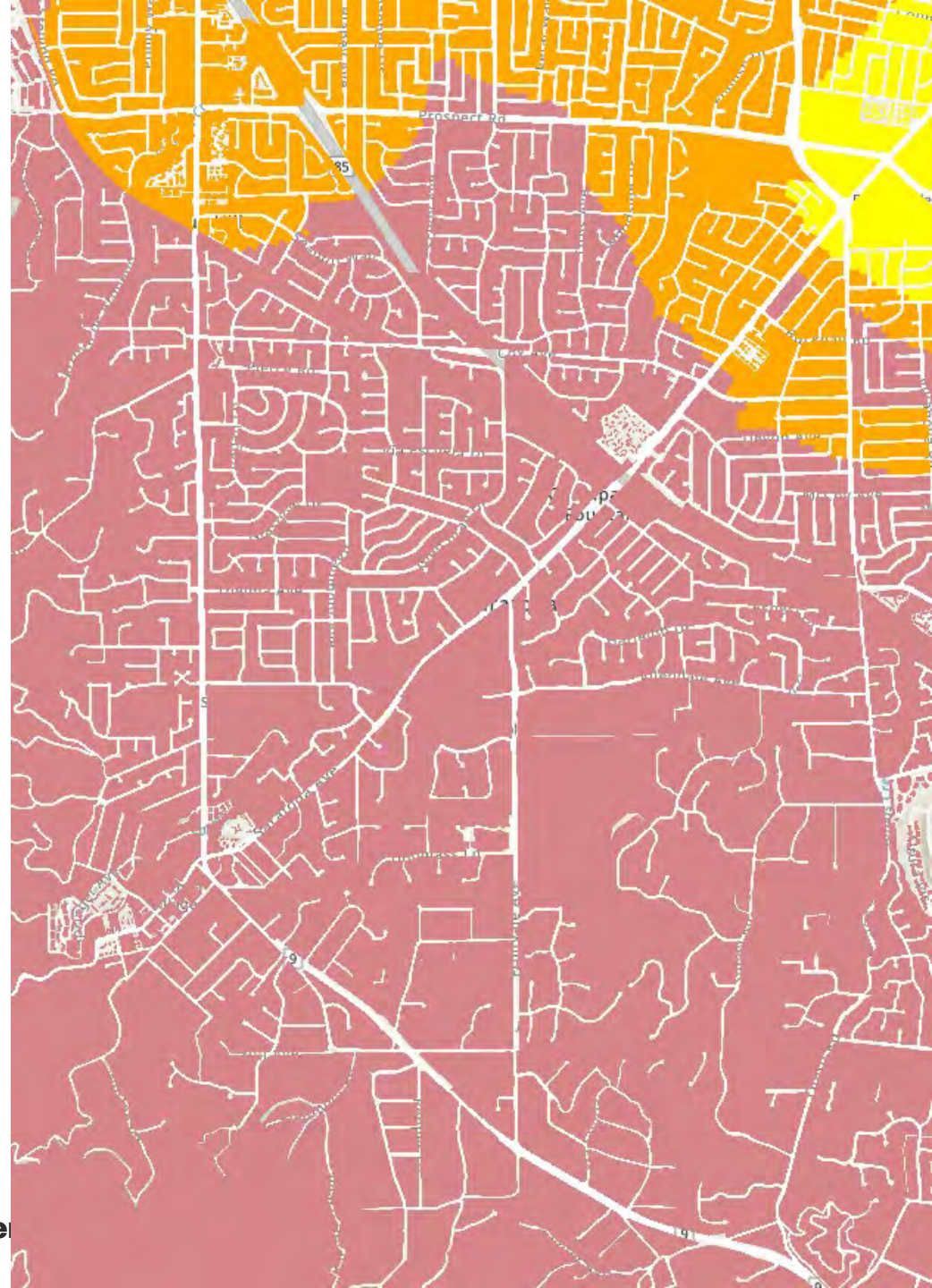
# VTA Data

## Residential VMT Per Capita



# VTA Data

Employee  
VMT Per Job



# VMT Evaluation

1. OPR Technical Advisory: 15% below baseline
2. Consistent with AQ/GHG Goals: 16.8%
3. Consistent with GP: “VMT Growth Budget”
4. Baseline VMT: Any growth in VMT



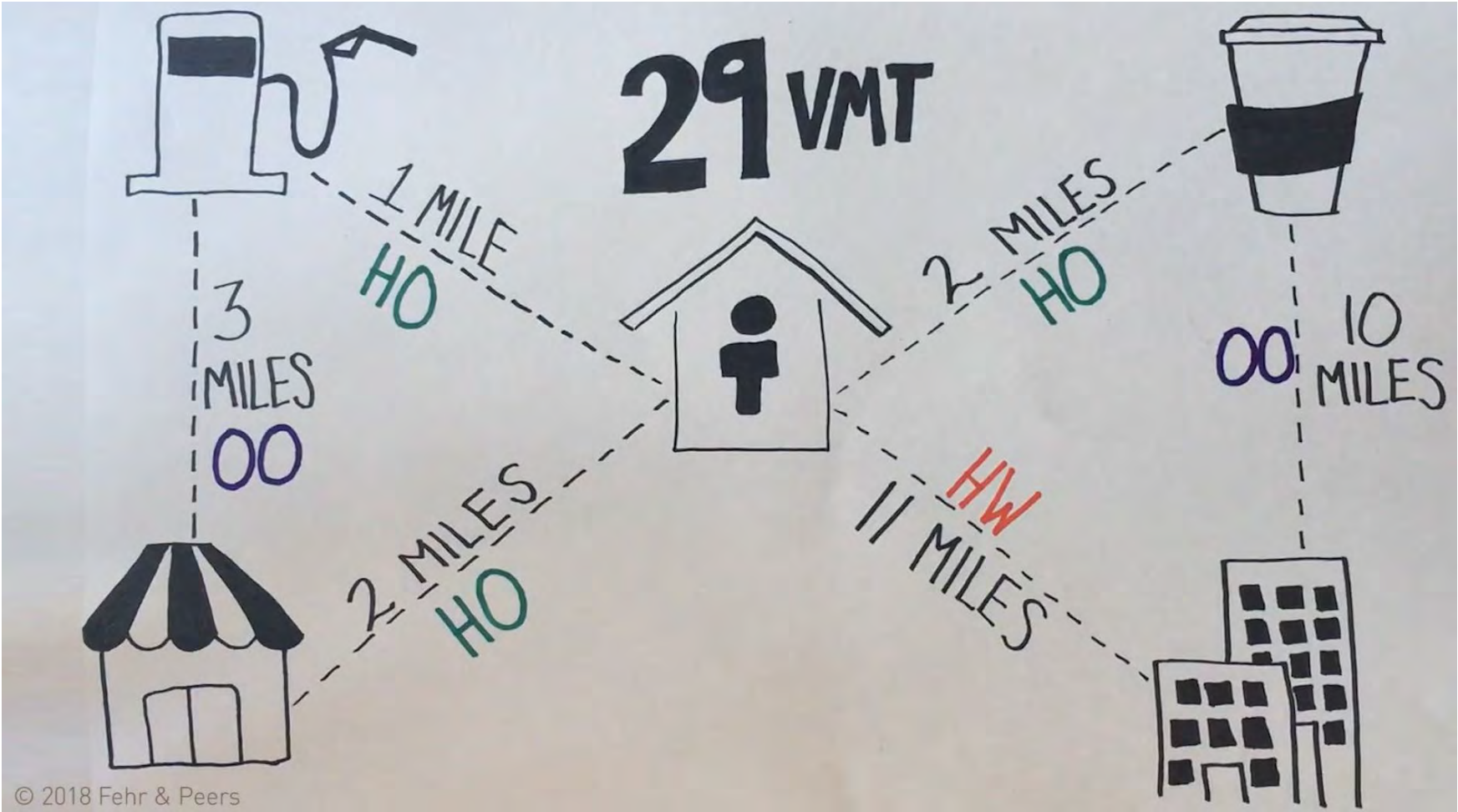
# Funding Transportation Improvements

1. Development Application Process
  - a) Consistency with LOS standard
2. Impact Fees (per unit/sf.)
  - a) VMT Based (Multi-Modal Transportation)
  - b) LOS Based

# Next Steps

- City decides on metric, method, threshold, and mitigation
- Fehr & Peers documents final process/guidelines
- Use VTA model for GP Analysis
- Apply in General Plan

# Questions?



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