Board of Supervisors Workshop
June 30, 2020
Legistar #20-0606

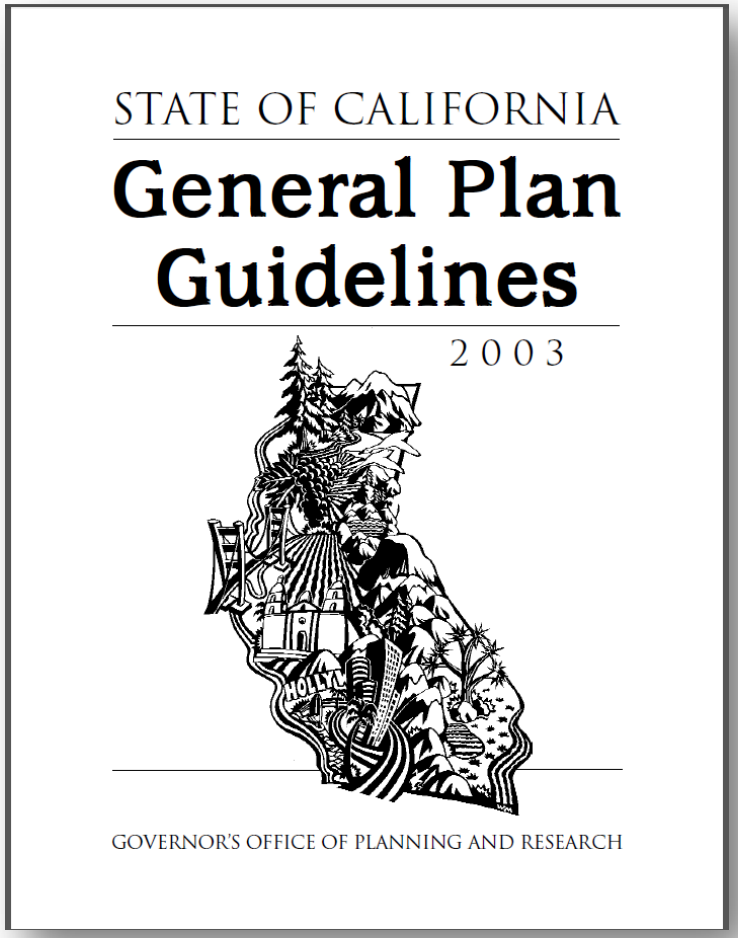
SB 743 | LEGISLATIVE INTENT

- **Reduce greenhouse gas emissions**

- **Balance the needs of congestion management with statewide goals related to infill development**

- **Improve public health through active transportation**

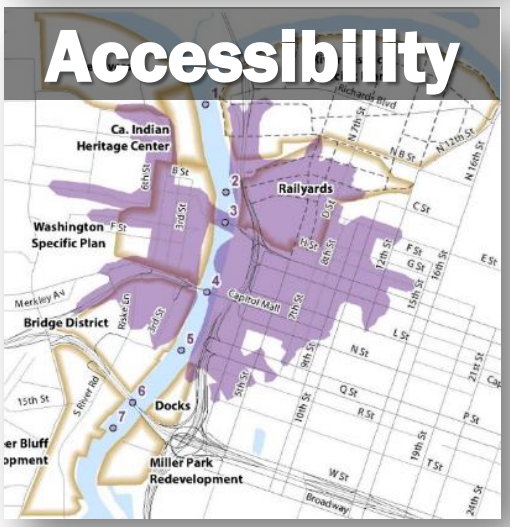
SB 743 | Overview



What SB 743 Does Not Do...

No change to general plans, traffic impact fee programs, State Constitution, etc.

SB 743 | Overview



What SB 743 Does Do...

- Eliminates Level of Service (LOS) / Delay
- Adds Vehicle Miles Traveled (VMT)
- Methods and Thresholds Guidance

SB 743

SHIFTING CEQA FOCUS

- **Traditional CEQA Focus: Measure impacts to driving**
- **Post-SB 743 CEQA Focus: Measure impacts from driving**

Higher VMT Per Capita

Lower VMT Per Capita

SB 743 | SHIFTING CEQA METRICS

- **Impacts measured by LOS (Traditional CEQA Focus)**
  - **Travel time delays while driving**
  - **Traffic congestion**

Table 1: El Dorado County Peak Hour Roadway Segment LOS Criterion

		HCM 2010 Planning Level Volumes[1]				
Code	Functional Class Codes (Updated to HCM 2010)	A	B	C	D	E
2A	Two-Lane Arterial	-	-	850	1,540	1,650
4AU	Four-Lane Arterial, Undivided	-	-	1,760	3,070	3,130
4AD	Four-Lane Arterial, Divided	-	-	1,850	3,220	3,290
6AD	Six-Lane Arterial, Divided	-	-	2,760	4,680	4,710
4M	Four-Lane Multi-Highway (Two Dir.)	-	2,240	3,230	4,250	4,970
2F	Two Freeway Lanes (One Dir.)	-	2,070	2,880	3,590	4,150
2FA	Two Freeway Lanes + Auxiliary Lane (One Dir.)	-	2,610	3,630	4,520	5,230
3F	Three Freeway Lanes (One Dir.)	-	3,100	4,320	5,380	6,230
3FA	Three Freeway Lanes + Auxiliary Lane (One Dir.)	-	3,640	5,070	6,320	7,310
4F	Four Freeway Lanes (One Dir.)	-	4,140	5,760	7,180	8,310

[1] *Freeway LOS based on HCM 2010, Exhibit 10-8, Urban Area, Rolling Terrain, K-factor of 0.09, and D-factor of 0.60*

2-lane highway (and arterial 2-lane) LOS based on HCM 2010, Exhibit 15-30, Class II Rolling, .09 K-factor, and D-factor of 0.6

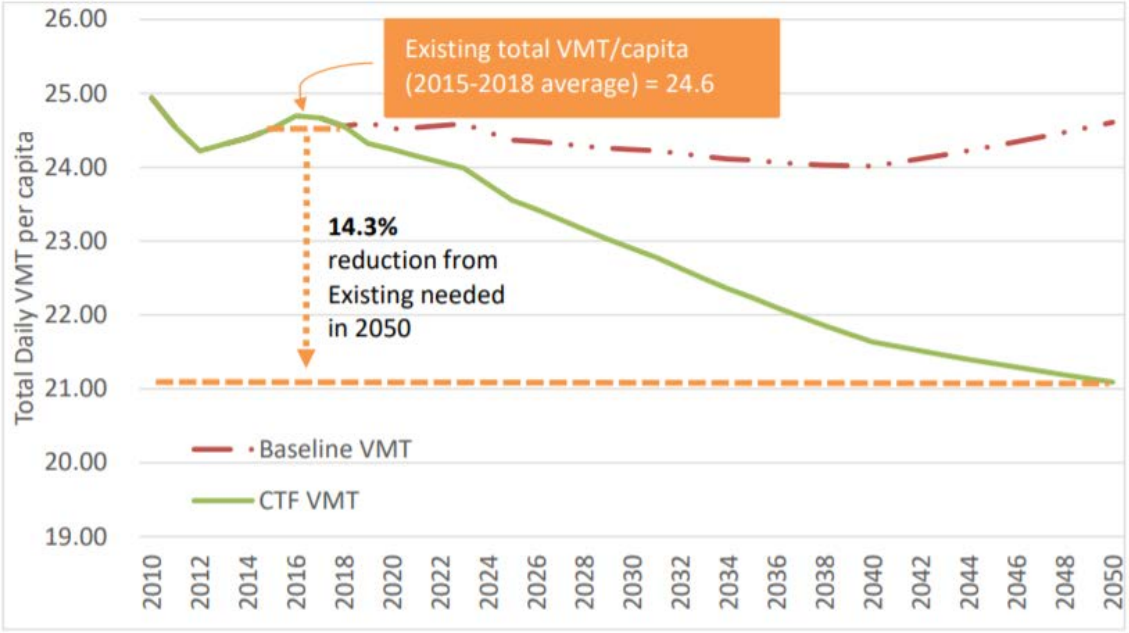
Arterial LOS based on HCM 2010, Exhibit 16-14, K-factor of 0.09, posted speed 45 mi/h

Volumes are for both directions unless noted

El Dorado County Community Development Agency. 2014. *Transportation Impact Study Guidelines.* https://www.edcgov.us/Government/longrangeplanning/DOT/tis-guidelines/documents/TIS-Guidelines-November-2014-Final-01-08-14.pdf (pg. 11)

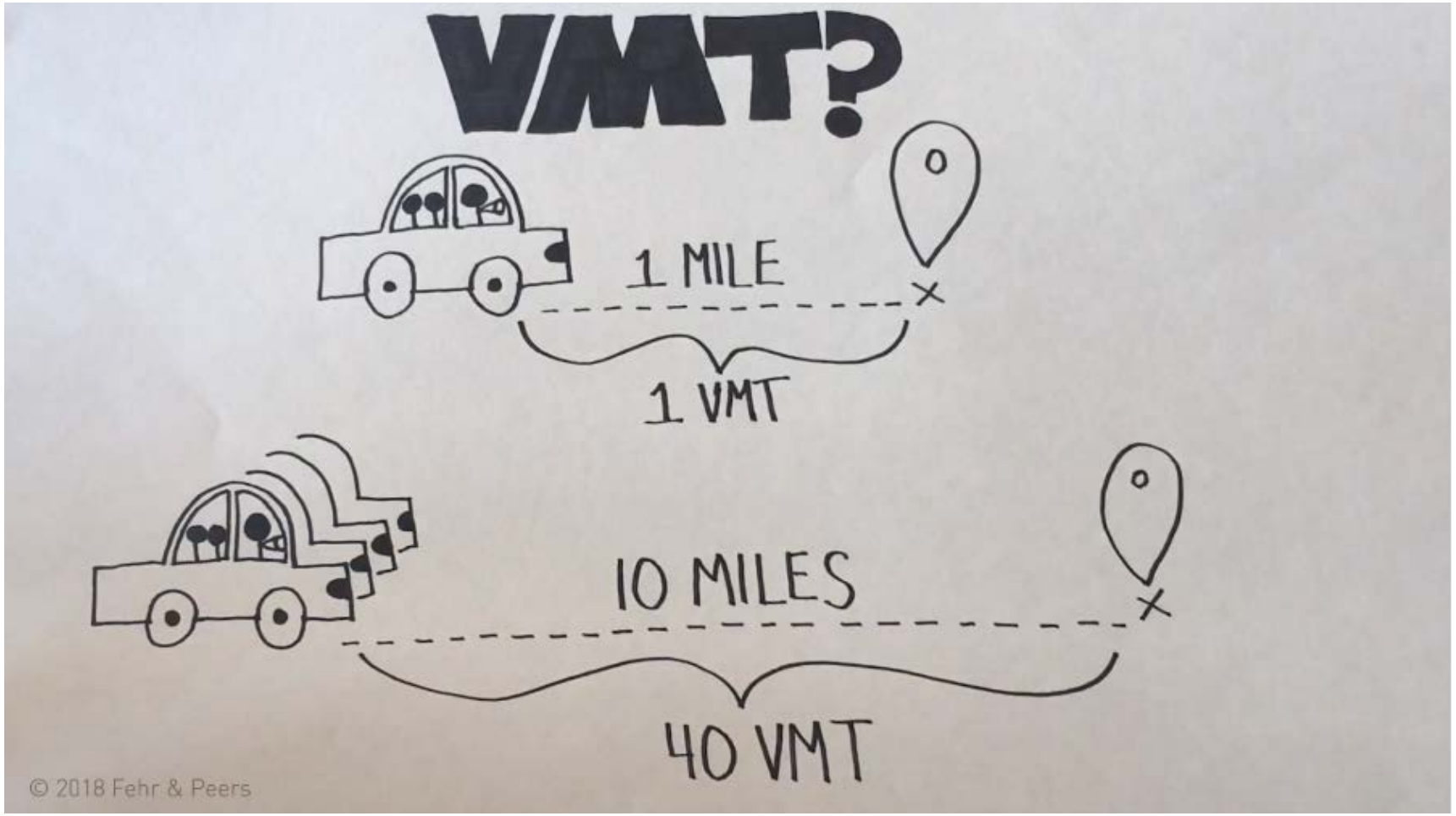
SB 743 | SHIFTING CEQA METRICS

- **Impacts measured by VMT (Post-SB 743)**
  - **Greenhouse Gas Emissions**
  - **Air pollution**
  - **Noise**
  - **Safety**



California Air Resources Board. 2017. *Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals.* https://ww2.arb.ca.gov/sites/default/files/2019-01/2017_sp_vmt_reductions_jan19.pdf (pg. 10)

What is VMT?

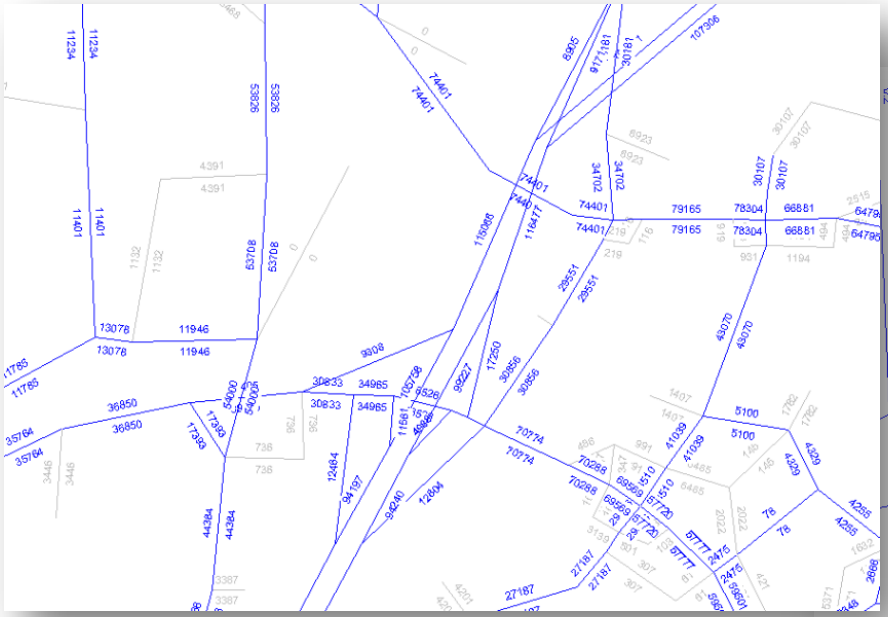


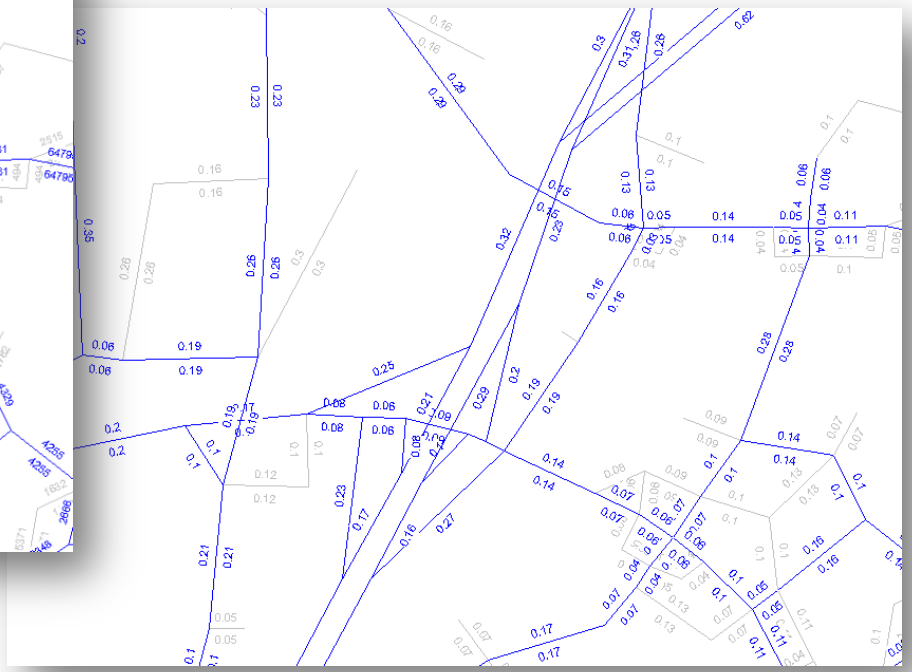
[Source Video]

Methods

VMT FORECASTING

VMT = Volume x Distance or
Trips x Trip Length

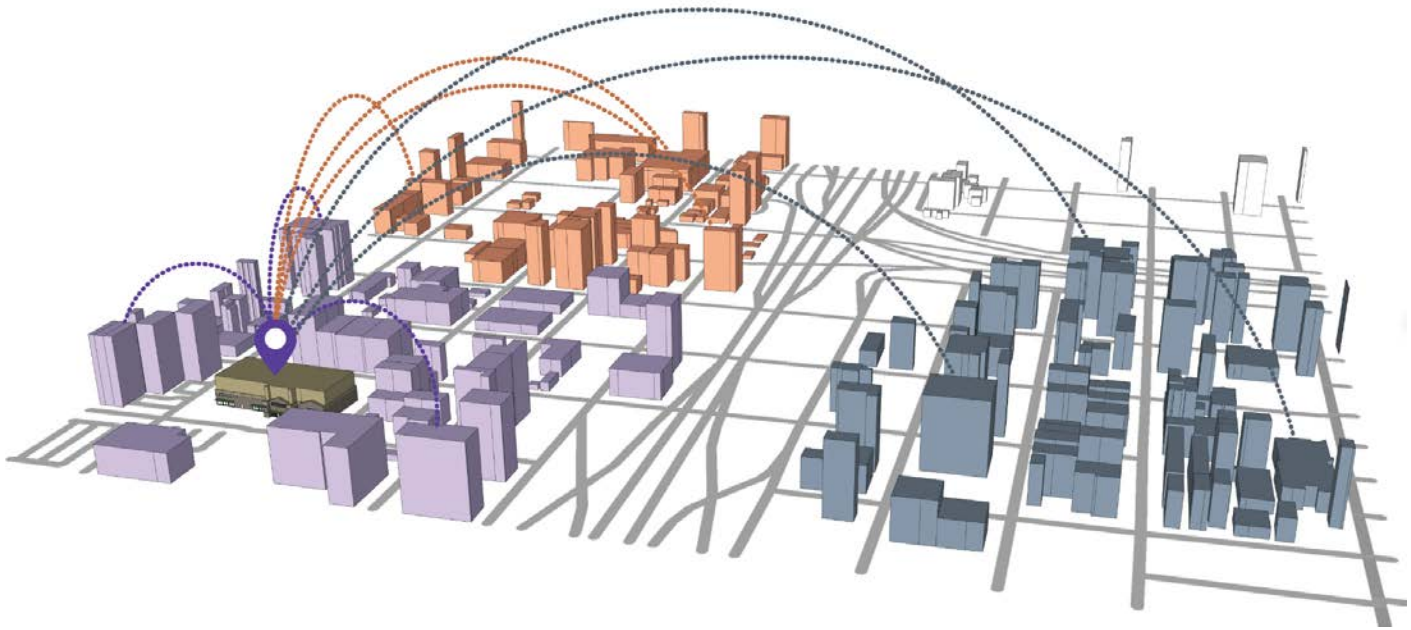




Methods

WHAT VMT COUNTS?

Project Generated VMT vs. the Project's Effect on VMT
Project vs. Cumulative



SB 743

EDCTC SPONSORED IMPLEMENTATION PLAN

- In 2018, the El Dorado County Transportation Commission (EDCTC) hired Fehr & Peers to perform work to assist the County and the City of Placerville with implementation of SB 743.
- Fehr & Peers worked in direct partnership with County, City and EDCTC staff to review the existing General Plan policies, travel demand model metrics and other technical elements.
- The Plan was accepted by the EDCTC on August 1, 2019.

SB 743 | EDCTC SPONSORED IMPLEMENTATION PLAN

- **The Plan produced an analysis tool for use by the jurisdictions that is based on the El Dorado County Travel Demand Model (EDCTDM).**
- **The Plan proposed using the County's Community Region Boundaries to set the thresholds instead of the Sacramento Area Council of Governments (SACOG) region.**
- **Updates to the TDM were needed to easily produce the analytics in the appropriate metrics to complete the transportation analysis for a CEQA document.**

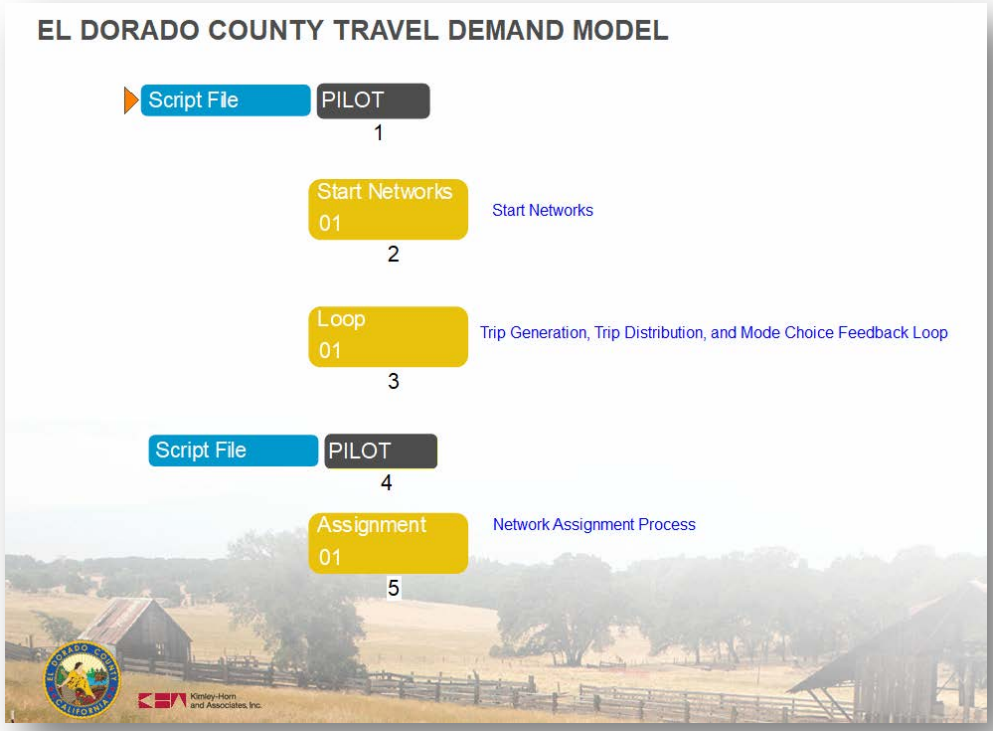
El Dorado County Travel Demand Model Update

EDCTDM | SB743 UPDATES

- **Enhancements currently being made in response to SB 743:**
  - **Adjust the length of trips that travel across the EDCTDM's boundaries**
  - **Calculate SB 743 compliant VMT estimates**
  - **Enhance the models sensitivity to the built environment to test VMT mitigation measures (based on latest research)**

EDCTDM | VMT FORECASTING

- **El Dorado County Travel Demand Model**
  - **Can estimate project generated VMT and the project's effect on VMT**
  - **Existing (2016) and future year (2040) conditions based on the General Plan**



EDCTDM | BUILT ENVIRONMENT

- **Built environment changes that can reduce VMT:**
  - Increase employment and residential density
  - Improve jobs-to-housing balance
  - Increase access to nearby employment opportunities
  - Increase intersection density
- **Sociodemographic characteristics that influence VMT:**
  - Average household size
  - Average household vehicles per resident

TODAY'S POLICY CHOICES

- **VMT Thresholds for Future Projects**
  - Use Office of Planning & Research (OPR) Guidance
    or
  - Local Threshold

- **What is the threshold for a significant impact?**
  - For a Land Use Project
  - For a Transportation Project

SB 743 | OPR SUGGESTED THRESHOLD

- **OPR suggests a threshold of 15 percent below baseline for land use projects in Metropolitan Planning Organization (MPO) areas.**
- **El Dorado County is within the SACOG MPO.**

SB 743 | METRICS & METHODOLOGIES

- **Absolute vs. Efficiency Metrics**
  - Absolute: Total VMT
  - Efficiency: Total VMT per service population
- **Project Effect vs. Project-Generated VMT**
  - Project Effect: Captures changes in existing travel patterns
  - Project Generated: Captures project traffic only
- **Qualitative Assessment**

SB 743 | POTENTIAL MITIGATION MEASURES

Provide rideshare or car-share programs

0.3 – 8.3%

Build low-stress bicycle network improvements & provide traffic calming measures

0 – 1.7%

Encourage tele-commuting & alternative work schedules

0.2 – 4.5%

Increase diversity of land use

0 – 12%

Improve pedestrian network

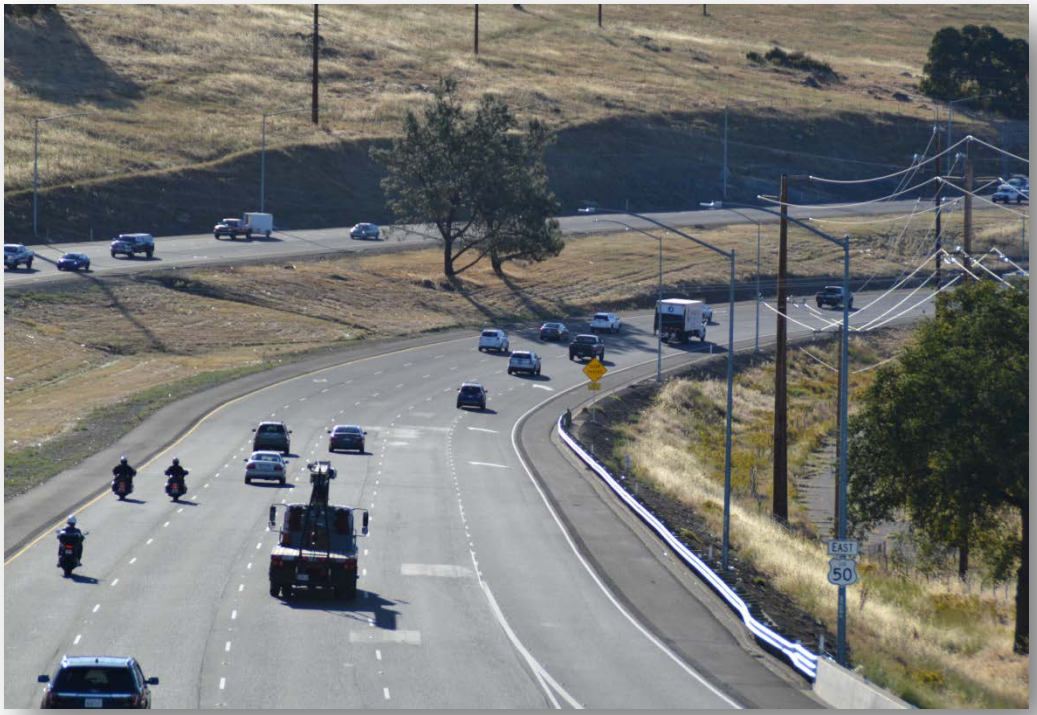
0.5 – 5.7%

Regional VMT Mitigation Program

Unknown

SB 743 | NEXT STEPS

- **Additional Board Workshop if needed**
- **Staff return to Board with Resolution to adopt Significance Thresholds**



SB 743

Questions?