

Board of Supervisors Workshop
August 4, 2020
Legistar #20-0981

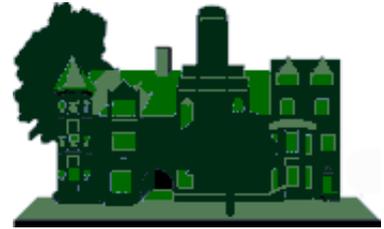
EL DORADO COUNTY AND
\$B 743



SB 743

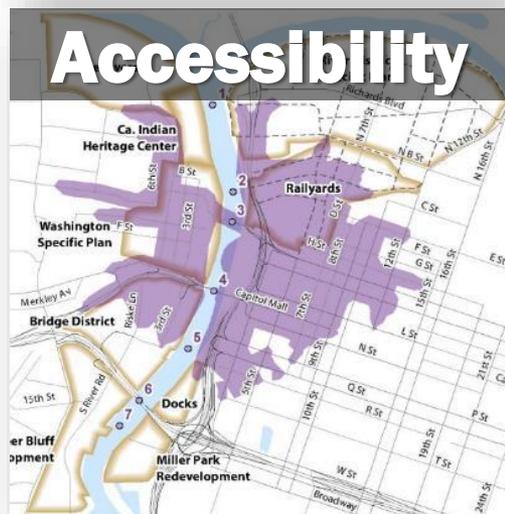
LEGISLATIVE INTENT

- **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 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

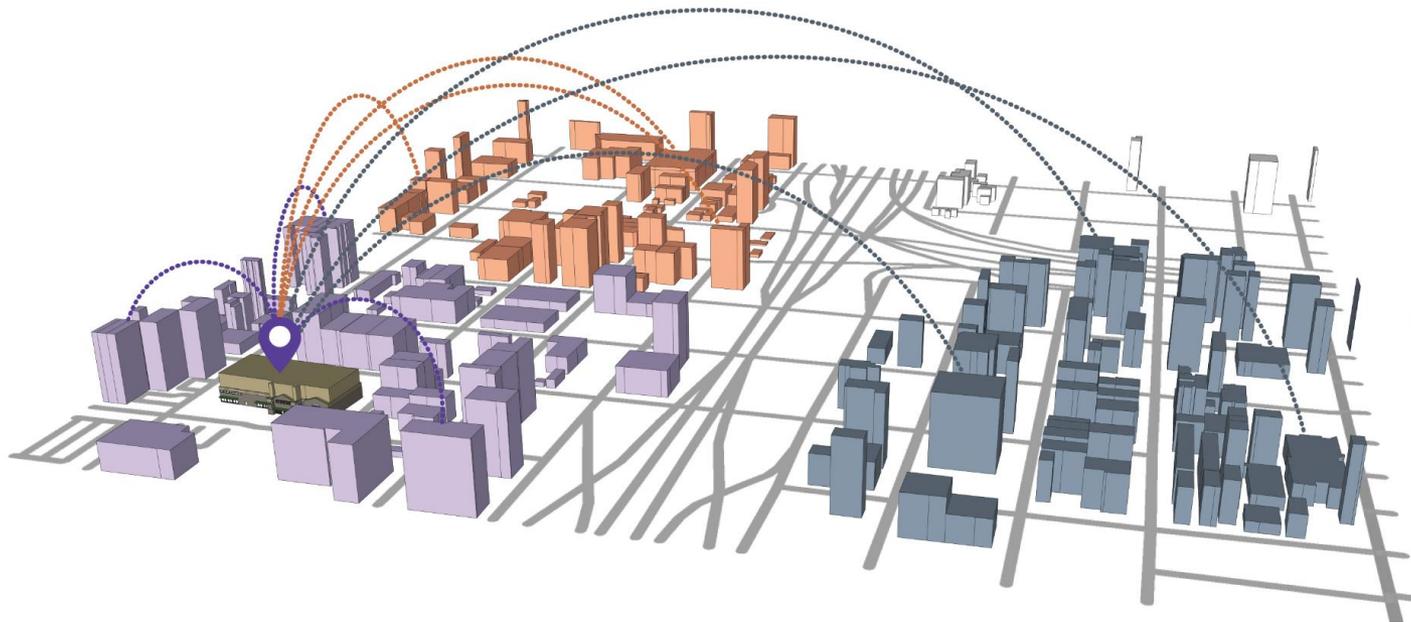


Lower VMT Per Capita

Methods

WHAT VMT COUNTS?

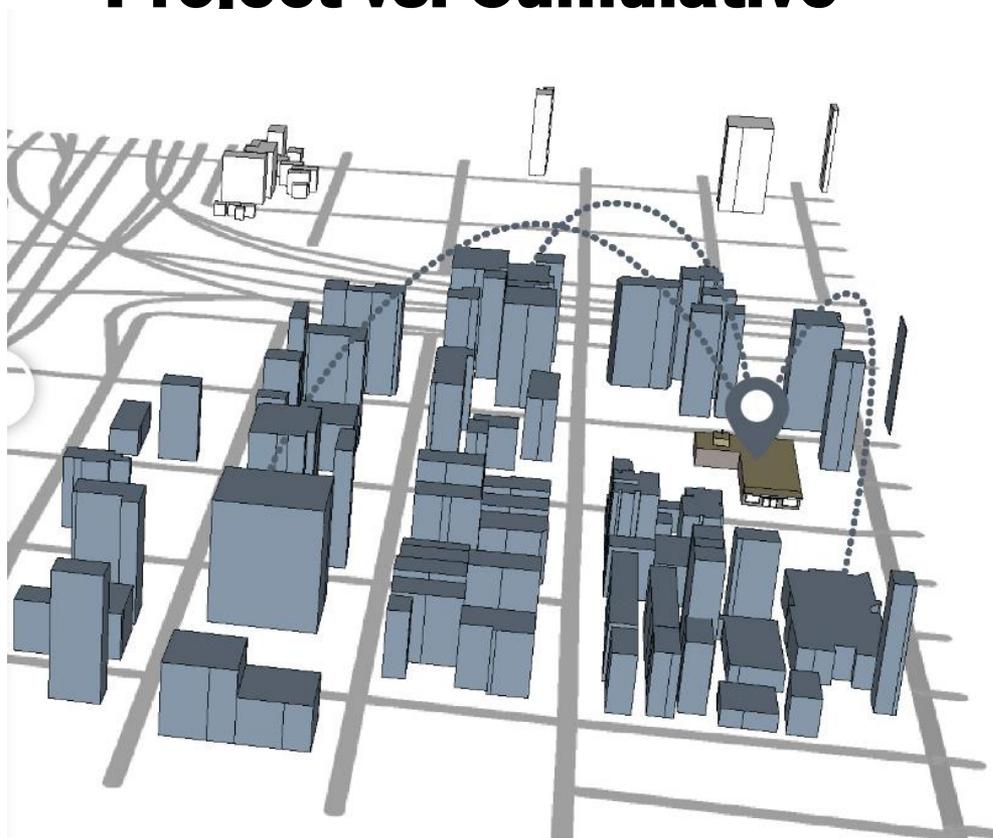
Project Generated VMT vs. the Project's Effect on VMT Project vs. Cumulative



Methods

WHAT VMT COUNTS?

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



- **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.**

- **Enhancements 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)**

Total Daily VMT and Total Daily per Service Population

Jurisdiction	Community Region	Base Year		Base Year with EDC Model Updates		Future Year		Future Year with EDC Model Updates	
		Total Daily VMT	Total VMT per Service Population	Total Daily VMT	Total VMT per Service Population	Total Daily VMT	Total VMT per Service Population	Total Daily VMT	Total VMT per Service Population
El Dorado County	Unincorporated El Dorado County	1,641,730	24.3	1,597,509	28.3	1,978,575	23.6	1,897,077	28.4
	El Dorado Hills	882,365	17.2	1,184,919	22.7	1,222,823	15.6	1,542,712	19.3
	Placerville	343,065	15.7	428,372	17.5	404,580	15.8	497,264	17.1
	Shingle Springs	129,063	25.1	269,134	27.8	196,806	21.8	363,416	23.1
	Cameron Park	418,017	18.9	525,926	22.9	558,710	18.2	689,409	20.9
	El Dorado/Diamond Springs	289,307	17.4	361,312	19.4	436,573	17.3	515,148	18.4
	El Dorado County Total	3,703,547	20.1	4,367,172	23.7	4,798,067	19	5,505,025	21.8
City of Placerville	City of Placerville Total	221,470	15.4	393,081	17.3	251,904	15.4	442,776	16.8

- **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

Project	Location	Type of Project	LOS Impact?	Can the LOS Impact be Mitigated?	VMT Impact?	Can the VMT Impact be Mitigated?
Creekside	Missouri Flat Road/Forni Road	Retail/Office	Yes	Yes	Yes	Maybe
ARCO Gas Station	Green Valley Road/Sophia Parkway	Retail	No	N/A	Screened Out	N/A
Piedmont Oaks	East side of SR 49 at future Diamond Springs Parkway/Diamond Road Intersection	Residential/Office	Yes	Yes	Yes	Maybe

Office of Planning & Research (OPR) Technical Advisory suggests the following “Screening Thresholds” for Land Use Projects:

- **Small Projects – less than 110 trips/day**
- **Map-based screening for Residential and Office Projects – identify areas currently below threshold VMT**
- **Presumption of less than significant impacts near Transit Stations**
- **Presumption of less than significant impact for Affordable Residential Development**

Office of Planning & Research (OPR) Technical Advisory suggests the following “Screening Thresholds” for Land Use Projects and staff recommendations:

- **Small Projects – Staff recommends using 100 trips/day for consistency with GP Policy TC-Xe**
- **Map-based screening for Residential and Office Projects – Staff recommends using the El Dorado County TDM to develop screening tools**
- **Presumption of less than significant impacts near Transit Stations – EDC does not have a transit station that currently meets the definition in the Technical Advisory**
- **Presumption of less than significant impact for Affordable Residential Development – Staff recommends exempting 100% Affordable Residential projects**

- **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**

Transportation will bring back the discussion on significant thresholds Transportation projects at a later date.

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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.**

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Staff Recommendations on Thresholds

- **OPR suggests a threshold of 15 percent below baseline for land use projects in Metropolitan Planning Organization (MPO) areas. Staff recommends using 15% below the Community Region Boundary Average or the County Average for projects outside the Community Region Boundaries. This would be 15% below VMT/Capita for office and residential projects and no net increase in total VMT for retail projects.**
- **BIA is recommending the projects use the Countywide comparison instead of the Community Regions.**

- **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**

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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

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NEXT STEPS

- **Additional Board Workshop for Transportation Projects or Land Use projects if needed**
- **Staff return to Board with Resolution to adopt Significance Thresholds for Land Use Projects**



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Questions?

