

**Board of Supervisors Workshop
July 20, 2021
Legistar #21-0701**

EL DORADO COUNTY AND

SB 743



SB 743

PREVIOUS ACTIONS

- **Implementation Plan presented June 20, 2020**
- **Board Workshops on June 3, August 4, and September 22, 2020**
- **Adopted Resolution 141-2020: VMT Thresholds of Significance for Land Use Projects on October 6, 2020**

SB 743

TODAY'S GOALS

- **Brief overview of SB 743 and Vehicle Miles Traveled (VMT)**
- **Adopt Methodology, Significance Thresholds, Mitigation Measures and Screening Criteria for Transportation Projects**

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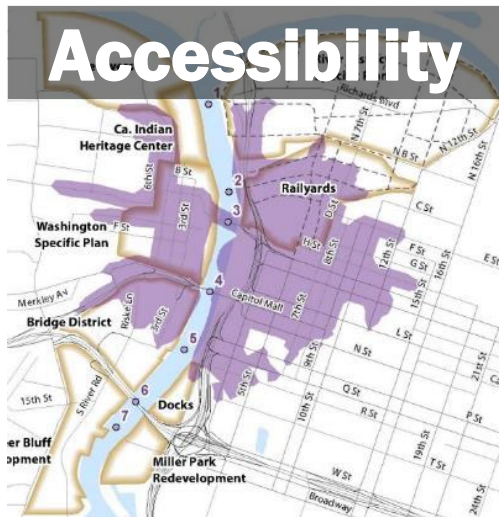
LEGISLATIVE INTENT

- **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



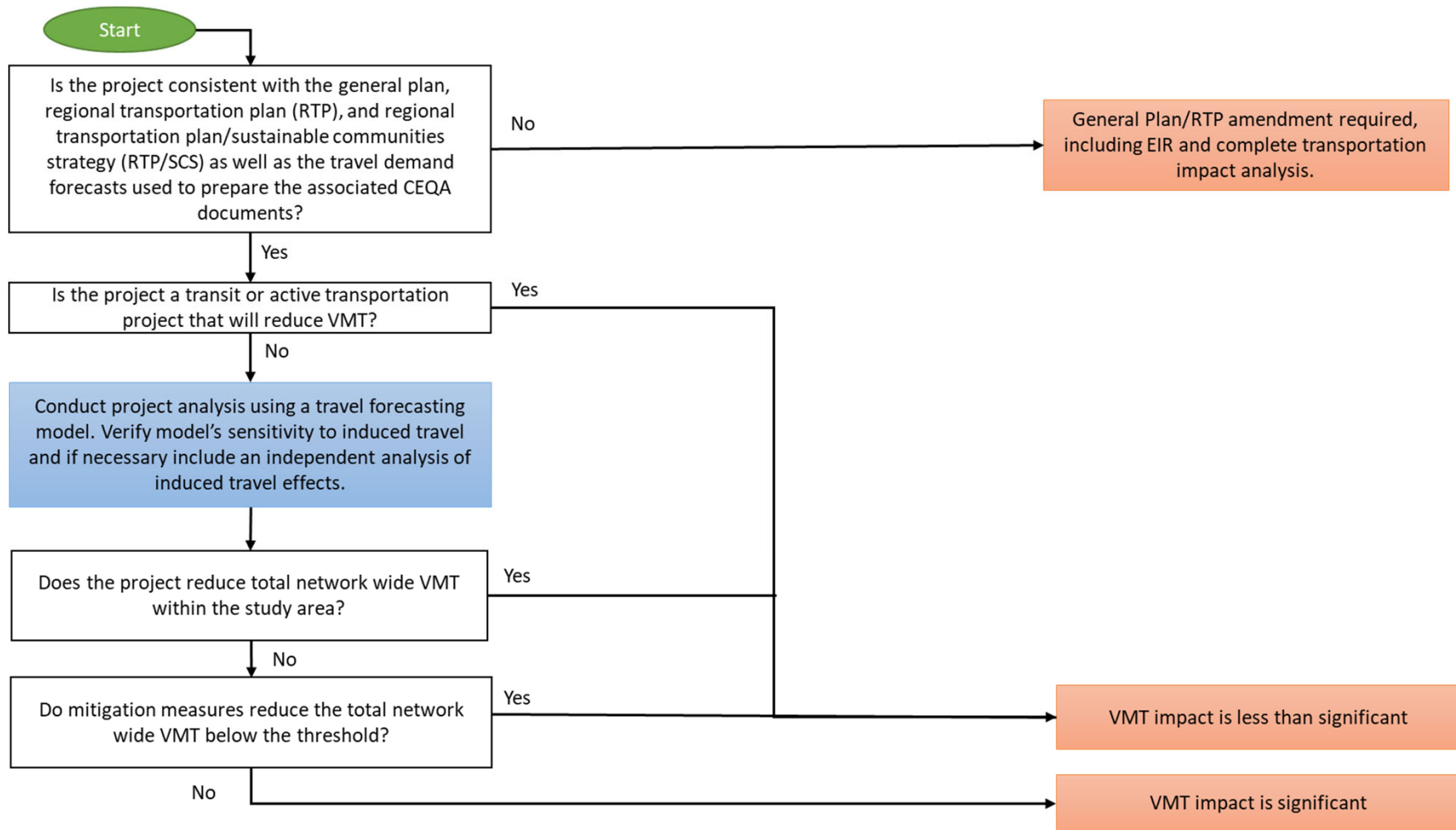
Lower VMT Per Capita

OPR Technical Advisory for Transportation Projects recommends the use of absolute VMT when considering the effects of transportation projects from vehicle travel.

Transportation project types that would likely lead to a measureable and substantial increase in vehicle travel or induced travel include the addition of through lanes on existing or new highways (i.e., general purpose lanes, high occupancy vehicle (HOV) lanes, auxiliary lanes)

Methodology for Transportation Projects:

- 1) Use the absolute VMT metric for the transportation analysis for transportation projects;**
- 2) Generally use the updated El Dorado County Travel Demand Model for VMT analysis; and**
- 3) Use the VMT analysis process flow chart for transportation projects.**



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THRESHOLDS

- **OPR recommends the use of the absolute VMT metric for transportation projects and suggests reporting a change in VMT as an impact**

Staff is recommending no net increase in absolute VMT as the threshold for determining impacts for transportation projects

- **OPR Technical Advisory lists projects that would not likely lead to a substantial or measureable increase in vehicle travel, and therefore generally should not require an induced travel analysis**

Staff is recommending adopting the OPR Technical Advisory project lists as substantial evidence for not requiring an induced travel analysis for those types of transportation projects. The list is incorporated into the proposed resolution.

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POTENTIAL MITIGATION MEASURES



Provide rideshare or car-share programs or increase transit accessibility

0.3 – 8.3%



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

0 – 1.7%



Reduce the scope of the roadway capacity increase within the project

Varies – analysis required



Increase diversity of land use

0 – 12%



Improve pedestrian network

0.5 – 5.7%



Regional VMT Mitigation Program

Unknown

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Questions?

