Local Government Implementation – SB 743

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SB 743

Overview
• Fundamentally changed the analysis and mitigation of transportation impacts under CEQA
• Out with level of service (LOS), in with VMT as the metric for determining transportation impact significance (at least for land use projects)
• Lead agencies required to switch from LOS to VMT by July 1, 2020

Goal
• Promote:
  ▪ Reduction of GHG emissions
  ▪ Development of multimodal transportation networks
  ▪ A diversity of land uses
• Help achieve CARB’s goal of >16% reduction in light-duty vehicle VMT per capita to meet state climate goals
Local Government Efforts

• Most have acknowledged SB 743 and the switch from LOS to VMT
• Not many have yet adopted VMT-based thresholds, either formally or informally; most analyses still done on a case-by-case basis
## Local Government Efforts

### Local Government Adoption of VMT Impact Thresholds for CEQA Analyses

<table>
<thead>
<tr>
<th></th>
<th>Threshold Adopted</th>
<th>Threshold in Progress</th>
<th>Unclear or Threshold Not Adopted</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>28%</td>
<td>9%</td>
<td>63%</td>
</tr>
<tr>
<td>Jurisdictions in Urbanized Counties</td>
<td>33%</td>
<td>13%</td>
<td>54%</td>
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<tr>
<td>Jurisdictions in Rural Counties</td>
<td>25%</td>
<td>7%</td>
<td>68%</td>
</tr>
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</table>
Local Government Efforts

• Most have acknowledged SB 743 and the switch from LOS to VMT

• Not many have yet adopted thresholds, either formally or informally; most analyses still done on a case-by-case basis.

• Even where thresholds have been adopted, mitigation implementation is often still a work in progress

• Most common approach is to list some options and resources (e.g. CAPCOA’s 2010 GHG mitigation measure report), but put the onus on environmental analyst to justify claimed VMT reductions

• Lots of interest in in-lieu fees for VMT reduction measures, VMT mitigation banks, and VMT mitigation exchanges, but not much implementation

• Very little thought given to monitoring
Challenges, Needs, and Opportunities

• Jurisdictions that claim to be built out are not affected much
• Guidance for rural and suburban jurisdictions
• More research and guidance on VMT mitigation measures and their effectiveness
  ▪ Update CAPCOA guidelines (forthcoming)
  ▪ More empirical research
  ▪ Realistic mitigations for rural and suburban areas
• VMT mitigation banks, exchanges, and in-lieu fees could help
• Incorporate VMT goals and thresholds into Climate Action Plans
• Funding!
  ▪ Threshold adoption
  ▪ Implementation tools
  ▪ Mitigation studies
  ▪ Development of mitigation banks, etc.
  ▪ Monitoring
• Equity Considerations
  ▪ Targeting VMT mitigation measures in communities of concern (e.g. San Diego)
  ▪ Concentration of affordable housing in high-VMT areas?