Implementation of Senate Bill 743 in Alameda County

Presentation Outline

• Background
• Alameda CTC activities to date
• Key Statewide Efforts
• Key Regional Efforts
• Efforts in Alameda County
• Developing the Alameda County VMT Reduction Estimator
• Next Steps
**Background**

**What is SB-743?**
- Changes criteria to analyze transportation impacts under CEQA
- Promotes reduction of GHG emissions
- Vehicle delay (LOS) not a significant impact
- New Metric: VMT
  - VMT/capita, VMT/employee, auto trips generated, etc.
- CEQA Amendment: December, 2018
- Requirement becomes mandatory on July 1, 2020.

**Implications for Countywide Transportation Agencies (CTA)**
- Provide consistent guidance to member agencies for the transition from LOS to VMT
- Statutory role on assessing land development impacts on the transportation system

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**Alameda CTC Activities to Date**

Alameda CTC staff has worked closely with OPR, Caltrans, CTAs, and MTC as OPR developed the new metric.

- Formed the Alameda CTC SB 743 Working Group. We heard:
  - Keep land use and transportation projects separated
- Working to support jurisdictions through:
  - Disseminating relevant information
  - Developing VMT maps
  - Development of a VMT reduction estimator tool
- CTA Information Sharing Forum:
  - Information sharing on Bay Area CTA’s efforts to transition to VMT,
  - Discussion on various approaches taken by regional agencies.
- Engaged with Caltrans on their guidance development
Key Statewide Efforts

Development of VMT reduction estimator and other guidelines
• SANDAG
  ➢ Excel-based, downloadable VMT reduction estimator tool (TDM strategies)
  ➢ Determination of impact by project sponsoring entity or member agency
  ➢ Tool provides guidance and can be customized by other agencies
• City of Los Angeles VMT Tool and VMT reduction strategy
  ➢ Excel-based, downloadable
  ➢ Project is evaluated for VMT impacts, if over 250 daily trips
• City of Pasadena
  ➢ First city in the state to adopt VMT metric to evaluate projects under CEQA (2014)

Key Statewide Efforts

• CALTRANS three-pronged approach for review of local land use, transportation projects, and transportation impact analysis on State Highway System:
  ➢ Transportation Impact Study Guide (TISG) for Caltrans review of land use projects
  ➢ Transportation Analysis Framework (TAF) for transportation projects
  ➢ Transportation Analysis under CEQA (TAC) to evaluate, determine significance, and mitigate transportation projects
• Webinar held on November 8, 2019
• Draft Guidelines. Please subscribe to sb743.implementation@dot.ca.gov to get updates.
Key Regional Efforts

- City of San Jose Evaluation Tool
  - Comprehensive Excel-based downloadable tool that estimates VMT for proposed land use projects and includes a menu of TDM strategies for VMT mitigation

- City of San Francisco
  - Adopted use of VMT metric in 2016
  - VMT Map-web based tool to visualize travel demand and trip patterns for development projects in San Francisco.

- VTA is following City of San Jose’s model in developing an online platform for countywide application

Key Regional Efforts

- Other CTAs in the Bay Area region
  - Sonoma County Transportation Authority developed VMT maps from their model and Streetlight data
  - Considering use of SANDAG’s tool
  - Contra Costa Transportation Authority is developing VMT maps and a VMT tool
  - City and County Association of Governments in San Mateo County is developing a VMT tool based on the City of San Jose’s Tool
  - Transportation Agency of Marin is looking at developing VMT tool
  - Napa Valley Transportation Authority and Solano Transportation Authority are updating their model and VMT maps
Key Regional Efforts

• MTC Developed a high level guidance for CEQA lead agencies to assist with the implementation of SB 743 requirements.
  ➢ It includes main steps to follow to implement SB 743 requirements
  ➢ Includes resources and useful links
  ➢ Recently circulated to the Alameda CTC member agencies

Key developments in Alameda County

• City of Oakland
  ➢ First jurisdiction in the county to adopt VMT as significance metric under CEQA analysis
  ➢ Updated Transportation Review Guidelines, April 2017
  ➢ Threshold for exemption is 50 trips/peak hour
• Cities of Fremont and Hayward received a MTC SB 743 Technical Assistance Grant for the implementation of guidelines to comply with SB 743 requirements
• City of Berkeley is currently developing VMT guidelines to evaluate projects under CEQA
Approach for Implementing SB 743 in Alameda County

**Transportation projects:**
- Follow Caltrans approach for evaluating transportation projects:
  - Update VMT maps by planning area, county, and regional averages for project screening.
    - Project exempt - process ends here
    - If project not exempt, use Alameda CTC VMT Reduction Estimator

**Land use projects:**
- Develop the Alameda County VMT Reduction Estimator based on SANDAG’s tool
  - Develop user guide for VMT tool
  - Best practices to streamline local process

- Other supportive local processes based on Fremont and Hayward efforts

Vehicle Miles Traveled per Capita
Planning Area 1
Planning Area 1 Average (Target 18%) 12.2 (16.2)
Alameda County Average (Target 15%) 17.8 (16.1)

2020 Vehicle Miles Traveled per Capita by TAZ
- < 9.00
- 9.01 - 13.00
- 13.01 - 16.00
- 16.01 - 19.00
- > 19.00
- 0.00
Developing the Alameda County VMT Reduction Estimator

Why customizing SANDAG’s VMT Reduction Estimator Tool?

- Downloadable Excel-based tool developed with Caltrans Planning Grant
- Calculates VMT reduction resulting from application of various transportation demand management (TDM) strategies
- Resource to member agencies for evaluating impacts of the implementation of TDM strategies for project review and transportation analysis
- Tool operates at two geographic levels
  1) Project/Site: Parcel, employer, development level strategies
  2) Community/City: Neighborhood, corridor, entire municipality level strategies
- Mobility Management Strategy Guidebook complements this tool
- Tool Design Document
  - Details tool inputs and formulas
Developing the Alameda County VMT Reduction Estimator

SANDAG Mobility Manager VMTReduction Estimator Tool

• Provides a simplified approach focused on VMT reduction estimation
• The tool has been reviewed with CTAs’ modeling staff
• Reduction strategies used in tool are tested by reasonable and most recently available research in the industry
• Can be customized for local conditions, project type, and TDM strategies

Developing the Alameda County VMTReduction Estimator - Scope of work Highlights

Reviewed by Alameda CTC SB 743 WG. Staff is currently working with Alameda CTC on-call consultants

1. Tool Review and Data Collection
2. Develop/Customize Tool and Sensitivity Tests
3. Update Tool Design Manual
4. User Guide and Tool Maintenance
5. Project time period – Six months
Next Steps

Closely working with the Alameda County SB 743 WG and periodical presentation to ACTAC

• Develop VMT maps per capita and per employee
  ➢ County level
  ➢ Planning area level

• Develop the VMT Reduction Estimator Tool
  ➢ Enter into contract with on-call consultant—February, 2020

Questions?