


Mendocino COG SB 743 VMT Regional Baseline Study





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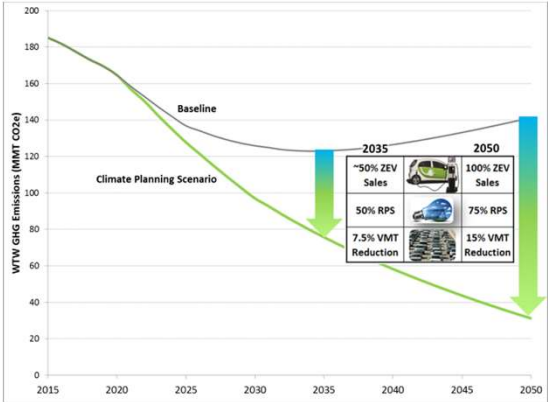
June 1, 2020

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Ron Milam

1

SB 743



Year	ZEV Sales	RPS	VMT Reduction
2035	~50%	50%	7.5%
2050	100%	75%	15%

Deadline to implement: July 1, 2020

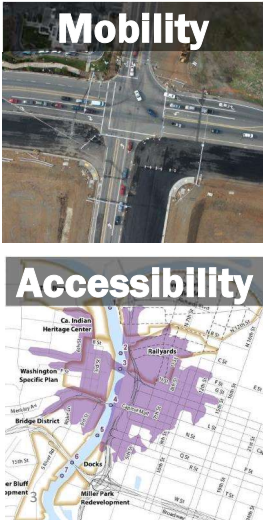
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Icons created by Pham Thi Dieu Linh, David Gomez, and corpus delicti from the Noun Project.

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2

SB 743



Mobility

Accessibility

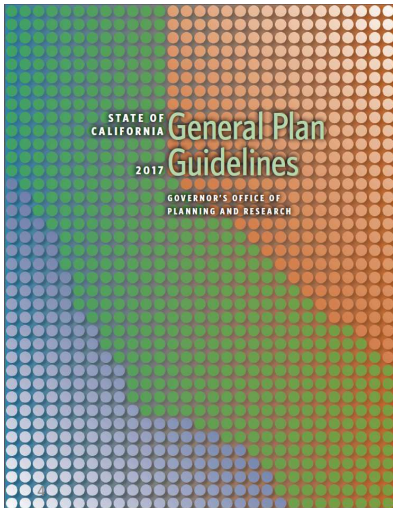
What SB 743 Does...

- Eliminates LOS/delay from CEQA analysis
- Adds VMT to CEQA analysis
- Provides methods and thresholds guidance
- Changes mitigation focus

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3

SB 743



STATE OF CALIFORNIA
2017
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

General Plan Guidelines

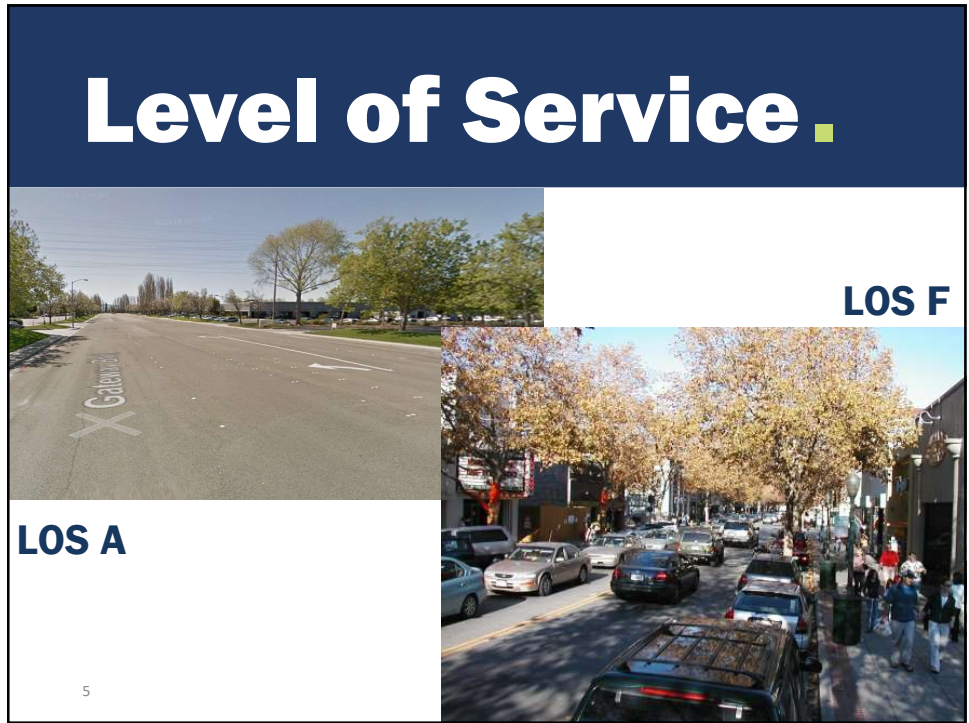
What SB 743 Does Not Change...

- General plans
- Traffic impact fee programs
- State Constitution
- Subdivision map act, etc.

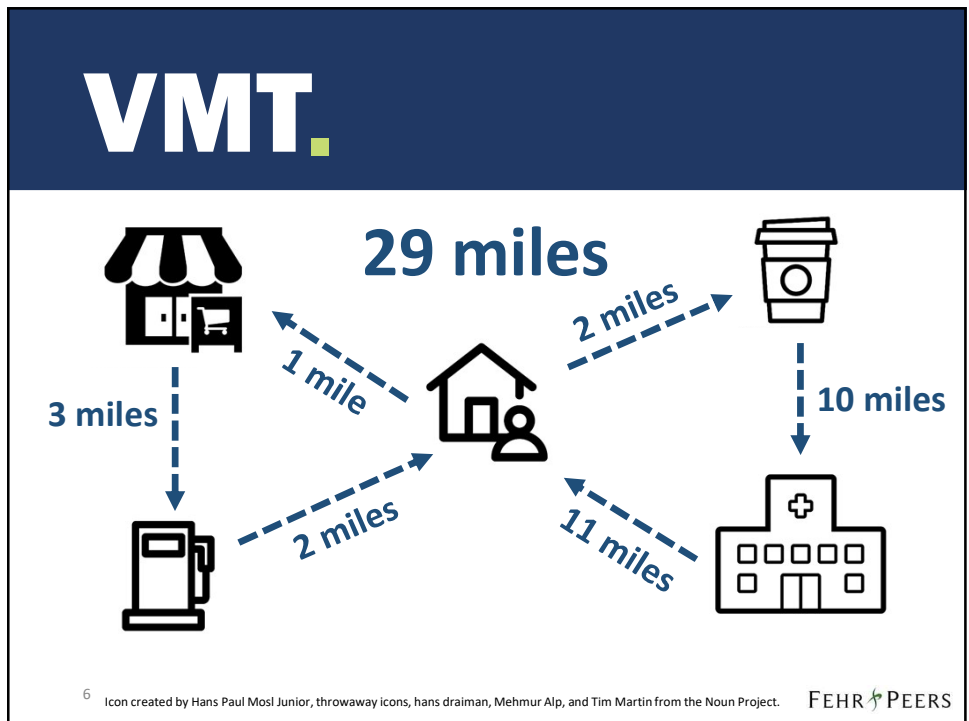
LOS can continue to be used, but not for CEQA analysis of land use projects and plans

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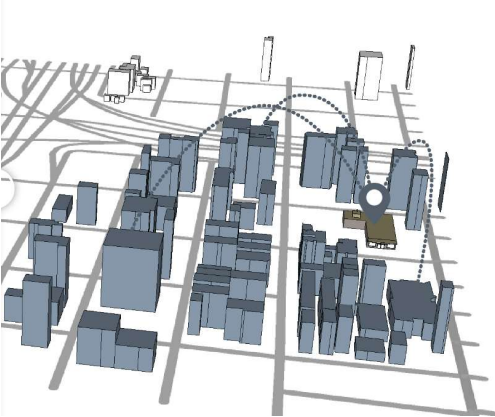
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6

VMT.

Project Generated VMT vs Project Effect on VMT



7

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This Project.

- Met with technical advisory group throughout process
- Reviewed MCOG travel forecasting model
- Created recommendations for methods and thresholds to assess VMT
- Developed screening tool for assessment of VMT for simple projects
- Identified mitigation measures for reducing VMT
- Prepared report

8

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VMT Metric.

- **Total weekday VMT per service population (residents, workers, and students)**
- **For screening, also**
 - **Home-based VMT per resident**
 - **Home-based work VMT per employee**

9

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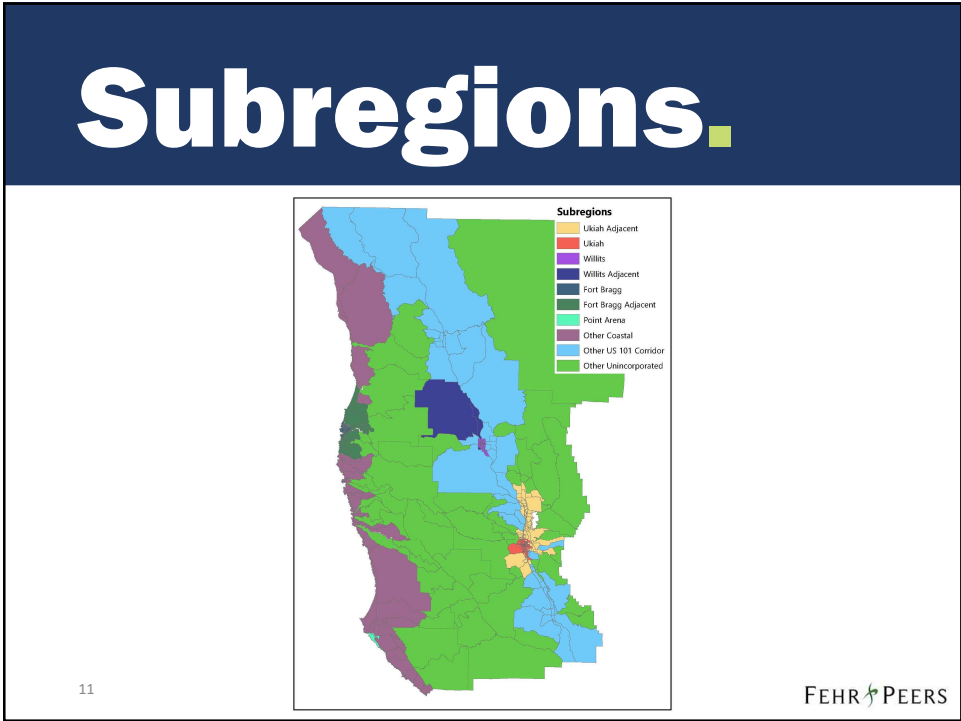
Thresholds.

- **X percent less than the subregion mean under baseline conditions**
- **“X” based on balancing state and community objectives**
- **Recognizes VMT generation and community values vary by area of County**
- **State perspective is that VMT is more like air pollution than LOS, effect is less dependent on local perception and context**

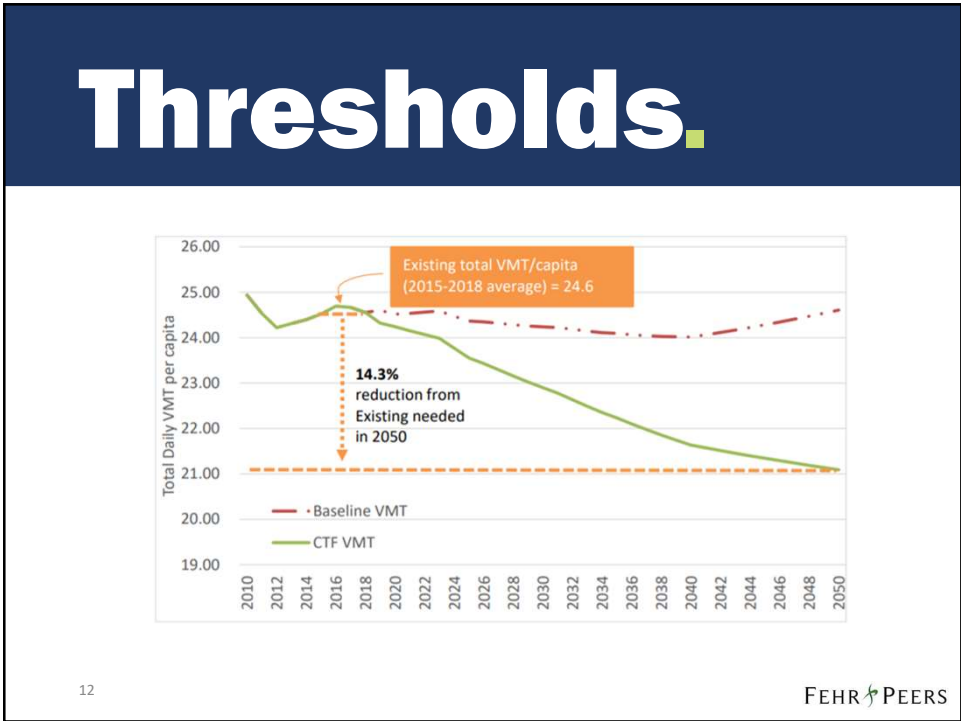
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11



12

Thresholds.

Range of options for amount of reduction

- **16.8% (light duty vehicles)/14.3% (all vehicles) below baseline**
 - Supported by ARB analysis from 2018 (does not include new population projections or COVID-19 effects)
 - Number could change in future based on updated ARB analysis
 - Will result in most impacts
 - Supported by substantial evidence
- **Equal to baseline (0% below)**
 - Does not change current rate of VMT generation
 - Would still need to consider other substantial evidence in final impact determination, including ARB SB 150 report showing that statewide VMT/capita was increasing prior to COVID-19

13

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Screening.

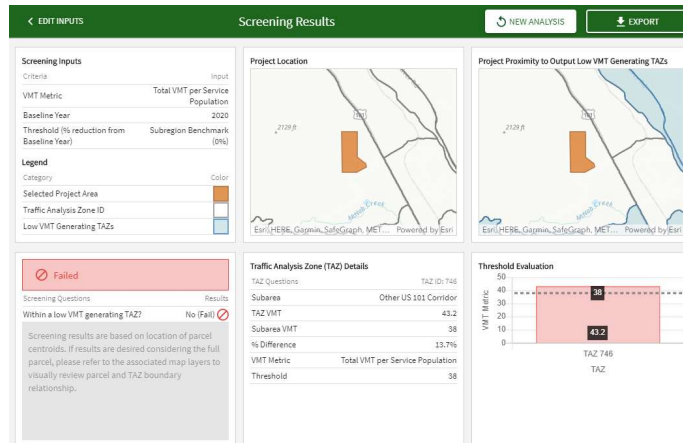
- **Screening criteria**
 - Local-serving projects, such as retail projects less than 50,000 square feet
 - Projects in areas where VMT per service population is already low, and similar land use exists today
 - Projects which will generate little VMT (less than 640 per day)

14

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Screening Tool.



15

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Option: GP EIR Coverage.

- **Complete VMT impact analysis as part of General Plan EIR**
- **Projects consistent with the General Plan could be exempt from further CEQA analysis**

16

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Mitigation.

Building Operations

Site Design

Location Efficiency

Regional Policies

Regional Infrastructure

17

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Land Use Plans.

- Land use plans are not subject to screening and require specific VMT analysis.
- Land use plans can be tested for significant impacts using the same subregion baseline thresholds for land use projects.
- Modeling the land use plan changes in the MCOG travel forecasting model is required.
 - Limited sensitivity to many TDM strategies

18

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Transportation Projects.

- **Use of VMT as an environmental impact metric for transportation projects is discretionary**
- **If used, allows for a variety of projects to be presumed to have a less than significant impact**
 - **Transit, bicycle, and pedestrian projects**
 - **Smaller roadway network modifications such as intersection restriping**
- **However, need to ensure methodology accounts for induced travel**

19

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Next Steps.

- **Board acceptance of report**
- **Each City and the County will work with their planning departments and legal counsel to adopt methodologies and thresholds**
- **After July 1, 2020, CEQA transportation analysis for land use projects and land use plans must be based on VMT**

20

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20