

COMPLYING WITH SENATE BILL 743 TRANSPORTATION ANALYSIS REQUIREMENTS



PUBLIC WEBINAR #2
MAY 20, 2020

BACKGROUND

2013

- State of California adopts Senate Bill (SB) 743
 - Reduce greenhouse (GHG) gas emissions
 - Encourage infill development
 - Support transportation networks for all users

2018

- February: County adopts Climate Action Plan (CAP)
- October: County adopts Active Transportation Plan (ATP)
- December: State produces SB 743 Technical Advisory

SENATE BILL (SB) 743

- Local jurisdictions required to implement SB 743 by July 1, 2020
- Prohibits use of Level of Service (LOS)
- Requires Vehicle Miles Traveled (VMT) analysis for CEQA reviews
 - Sets project analysis screening criteria,
 - Establish a geographic boundary to determine the baseline VMT
 - Establish the level of significant impact to determine VMT reductions needed
- Identifies VMT mitigation options available to projects with significant VMT impacts.

VEHICLE MILES TRAVELED



The diagram illustrates the calculation of Average Vehicle Miles Traveled (VMT). It features three main components: a group of vehicles, a division symbol, a map of a state filled with people icons, and an equals sign followed by the text 'Average VMT'. Below the vehicles is the label 'Total VMT', and below the map is the label 'Population'.

$$\text{Total VMT} \div \text{Population} = \text{Average VMT}$$

SB 743 IMPLEMENTATION METHODOLOGY



PUBLIC INPUT

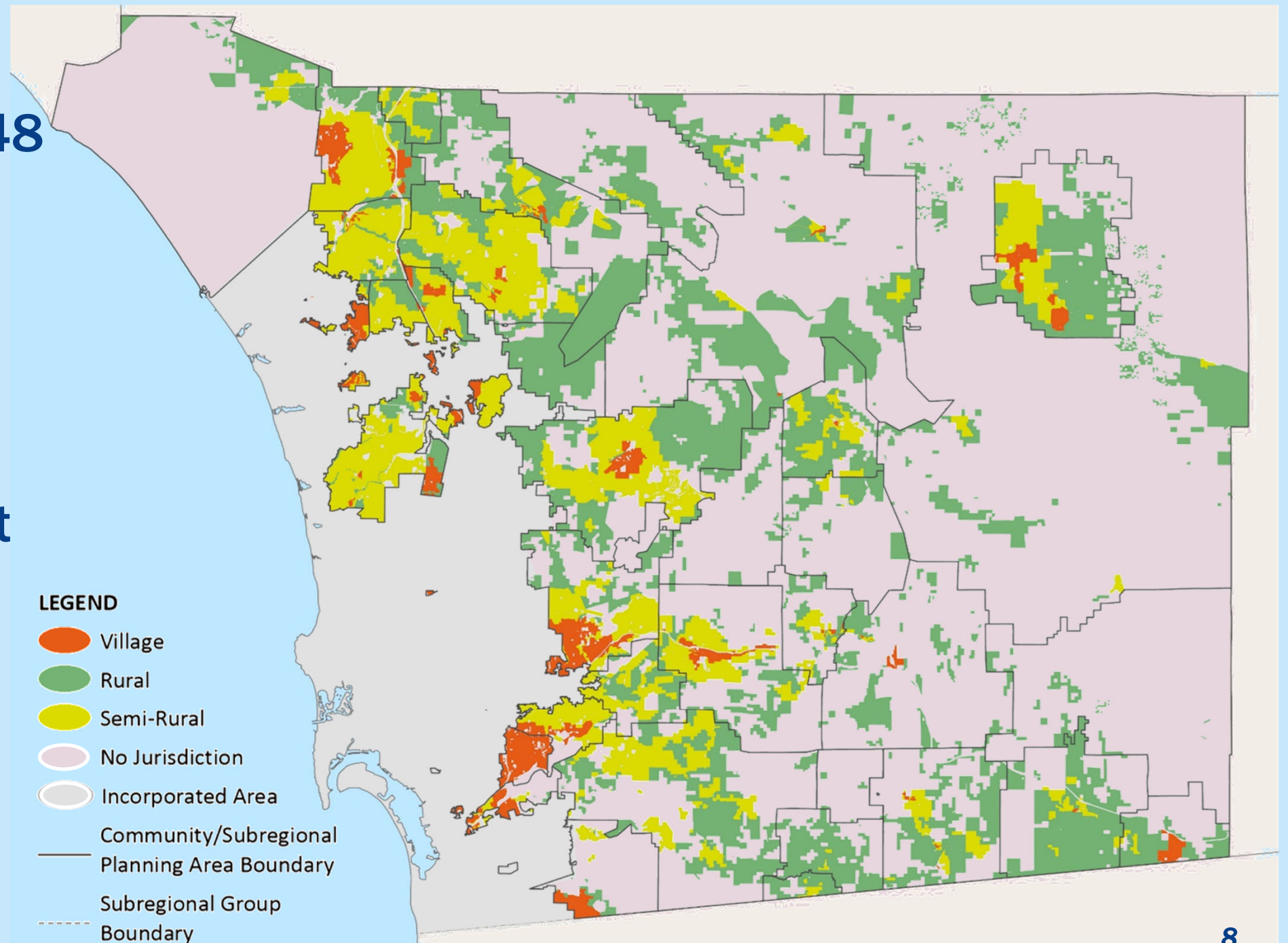
- Live public webinars
- Web presentations to Community Planning/Sponsor Groups, stakeholder groups, and land development industry groups
- 30-day public review period
- Project website
- Project email subscriber list

PHASE 1 - SWITCHING FROM LOS TO VMT

- **Transportation Study Guide (TSG)**
 - Technical guidance for preparing transportation analyses
 - Includes new VMT guidelines and updated LOS guidelines
- **Requested policy decisions relate to:**
 - Project screening criteria to identify projects required to prepare a VMT analysis,
 - Geographic boundary to determine the baseline VMT for an analysis
 - Level of significant impact to determine how much reductions in VMT are needed below existing conditions
- **Phase 2: long-term implementation of SB 743**

COUNTY CONTEXT

- Remaining General Plan Dwelling Unit Capacity: 60,748
 - Rural: 7,168
 - Semi-rural: 23,692
 - Villages: 25,603
- Since 2011, 5,650 units built
- most in western unincorporated county



SB 743 APPLICABILITY WITHIN THE COUNTY

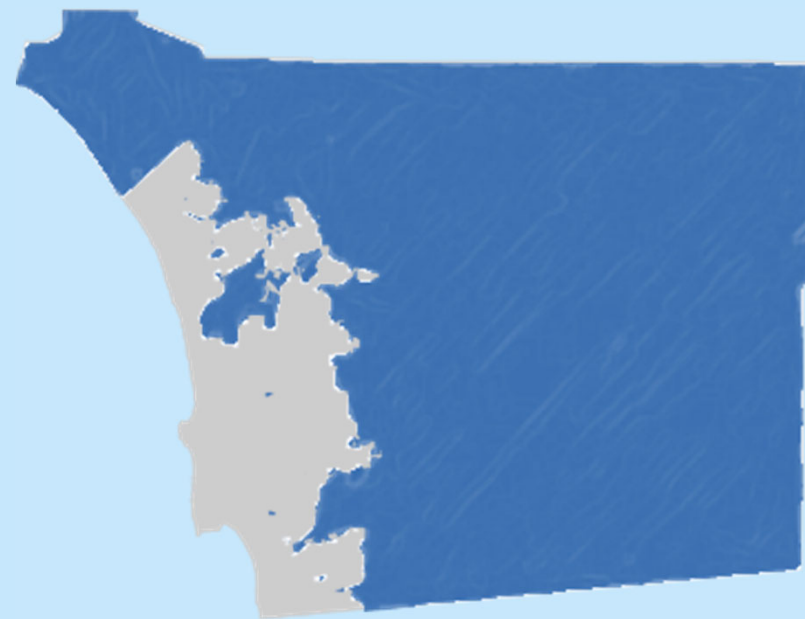
- Projects exempt from VMT analysis include:
 - Ministerial projects (including single family homes)
 - Projects categorically exempt from CEQA
 - Projects generating less than 110 average daily trips (ADT)
 - Projects in VMT efficient areas (15% or more below regional average)
- Approximately half of remaining residential capacity is in Semi-rural and Rural areas

TRANSPORTATION STUDY GUIDE

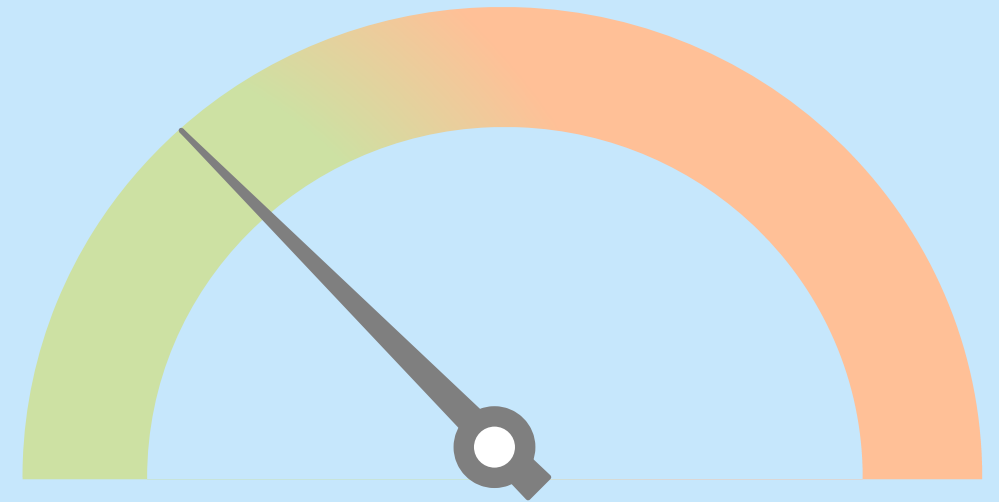
1) Project Analysis Screening Criteria



2) Geographic Boundary



3) Level of Significant Impact



1) PROJECT ANALYSIS SCREENING CRITERIA

- Projects meet criteria, must conduct VMT analysis to determine VMT impacts and identify feasible mitigations
 - Residential Projects with more than 110 average daily trips
 - Single family subdivisions over 11 homes
 - Condominiums over 13 units
 - Apartments over 19 units
 - Retail projects 50,000 SF+ (typical grocery store)

1) PROJECT ANALYSIS SCREENING CRITERIA

- Proposed project analysis screening criteria follows State guidance
- Replace existing 200 ADT threshold with 110 ADT

Development Type	Number of units based on 110 ADT (OPR Guidance)	Number of units based on 200 ADT
Large residential estates	9	16
Single-family subdivisions	10	20
Condominiums	13	25
Apartments	19	33

1) PROJECT ANALYSIS SCREENING CRITERIA

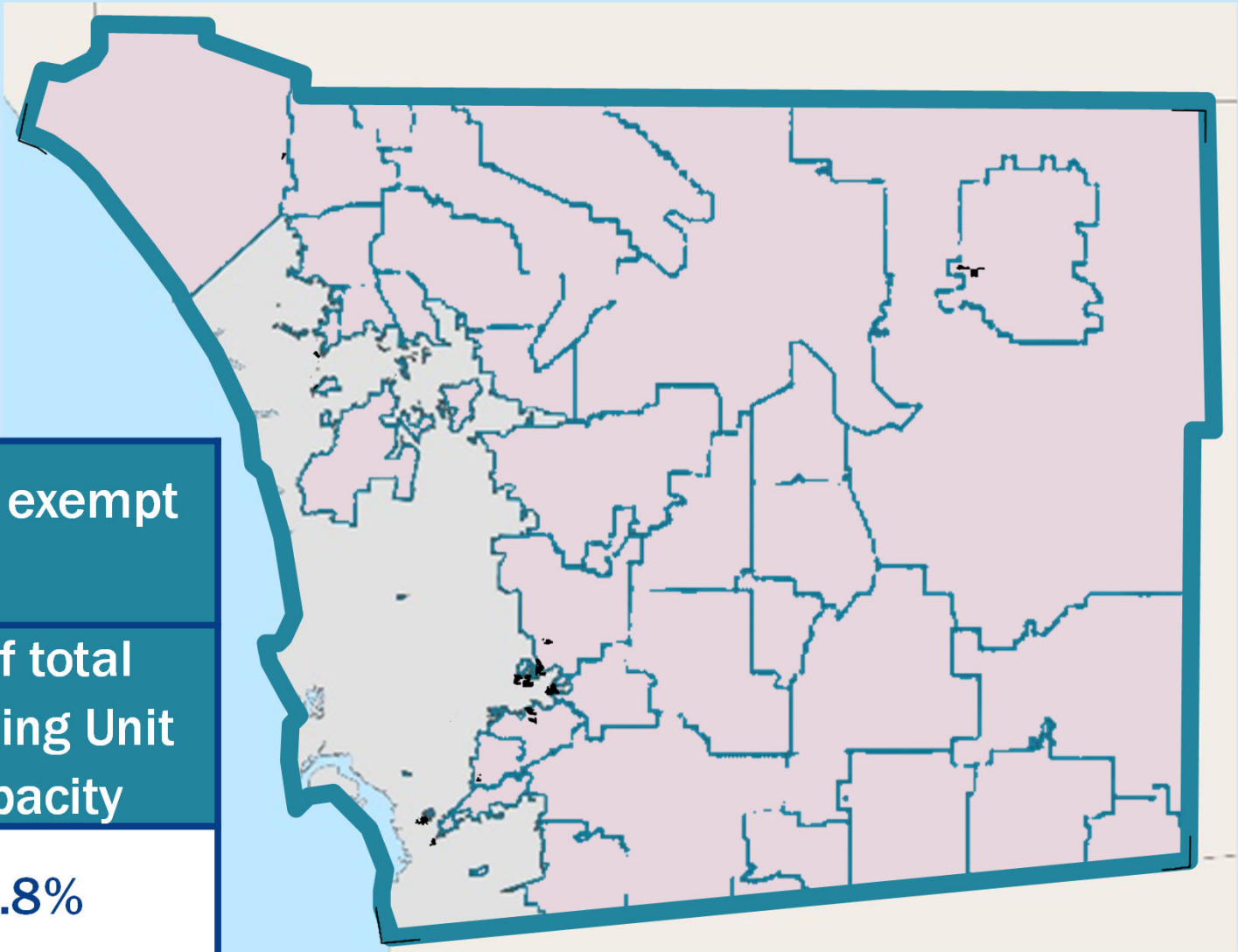
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2) SAN DIEGO REGION (OPTION A)

- Includes trips in cities and unincorporated areas
- Average VMT: 21.85

Size of Exempted Areas	Dwelling Unit Capacity exempt in SB 743	
Acreage	Number of Units	% of total Dwelling Unit Capacity
2,467	1,108	1.8%

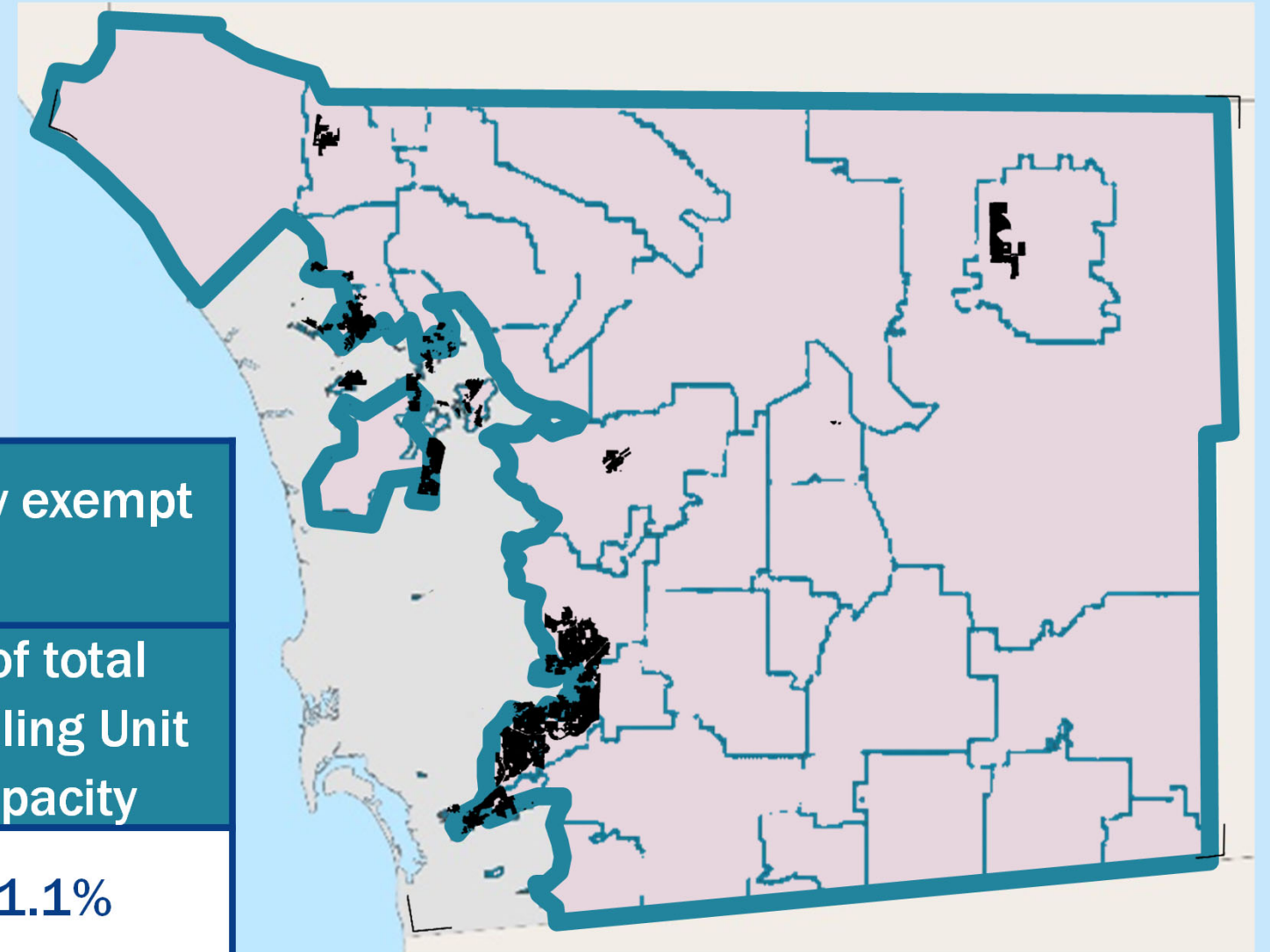


San Diego Regional Area
(Option A)

2) UNINCORPORATED AREA (OPTION B)

- Excludes trips in cities and unincorporated areas
- Average VMT: 32.54

Size of Exempted Areas	Dwelling Unit Capacity exempt in SB 743	
Acreage	Number of Units	% of total Dwelling Unit Capacity
45,444	18,940	31.1%

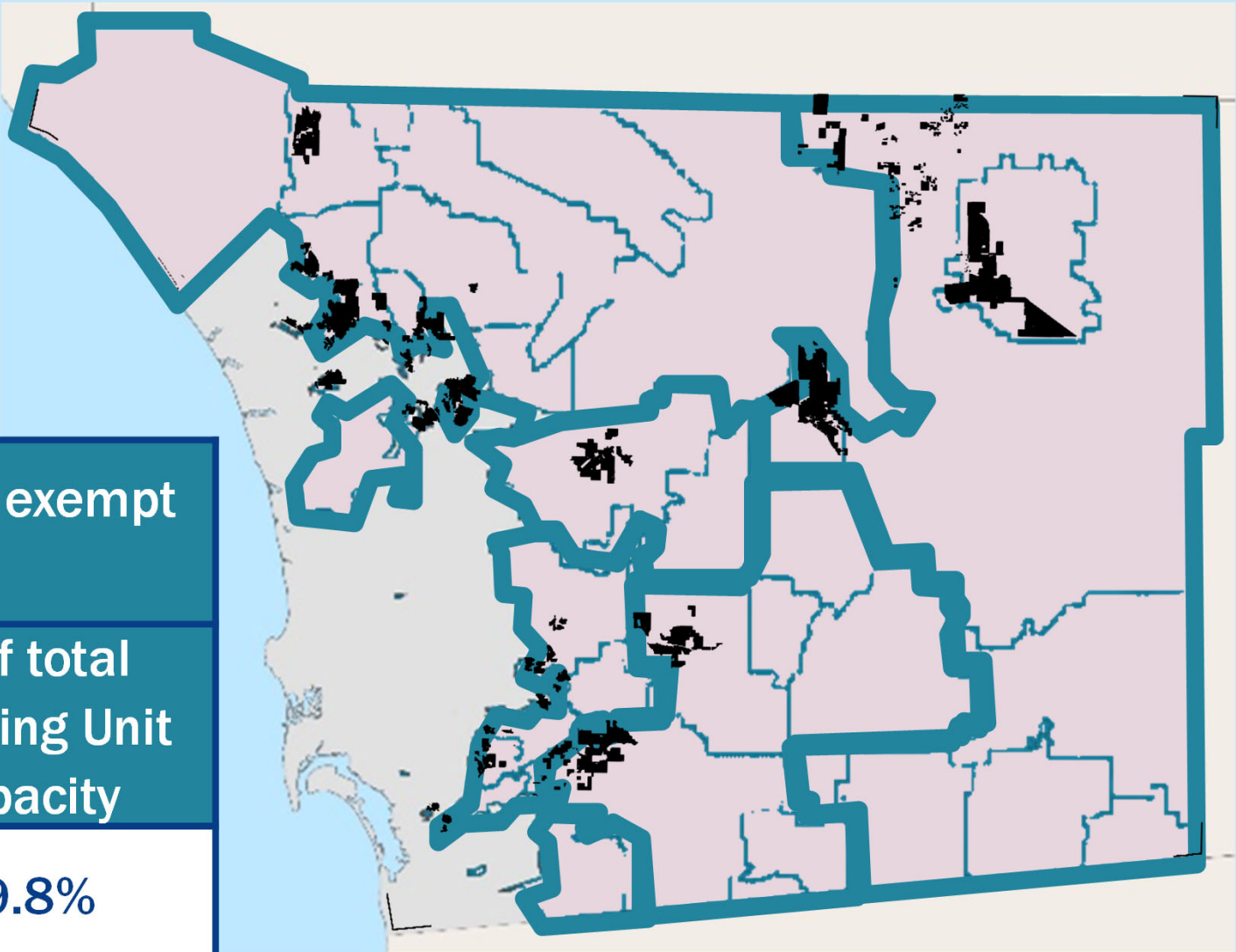


**Unincorporated Area
(Option B)**

2) UNINCORPORATED SUBAREAS (OPTION C)

- Based on Trips within surrounding communities
- Average VMT: Varies by subarea

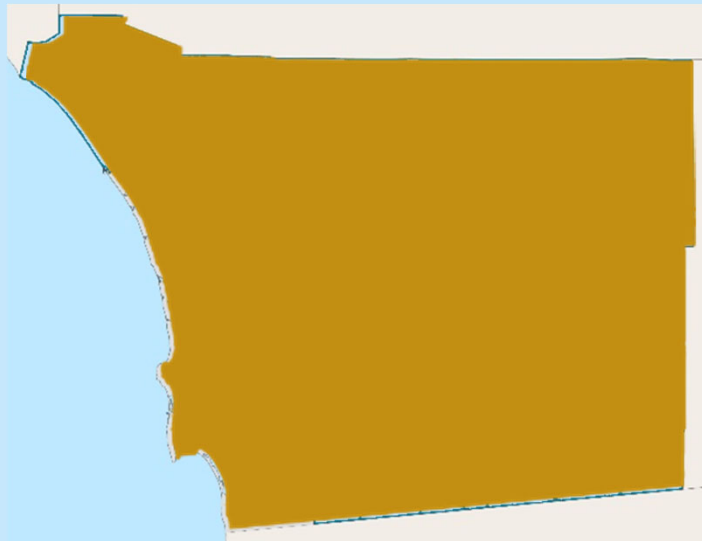
Size of Exempted Areas	Dwelling Unit Capacity exempt in SB 743	
Acreage	Number of Units	% of total Dwelling Unit Capacity
74,049	17,676	29.8%



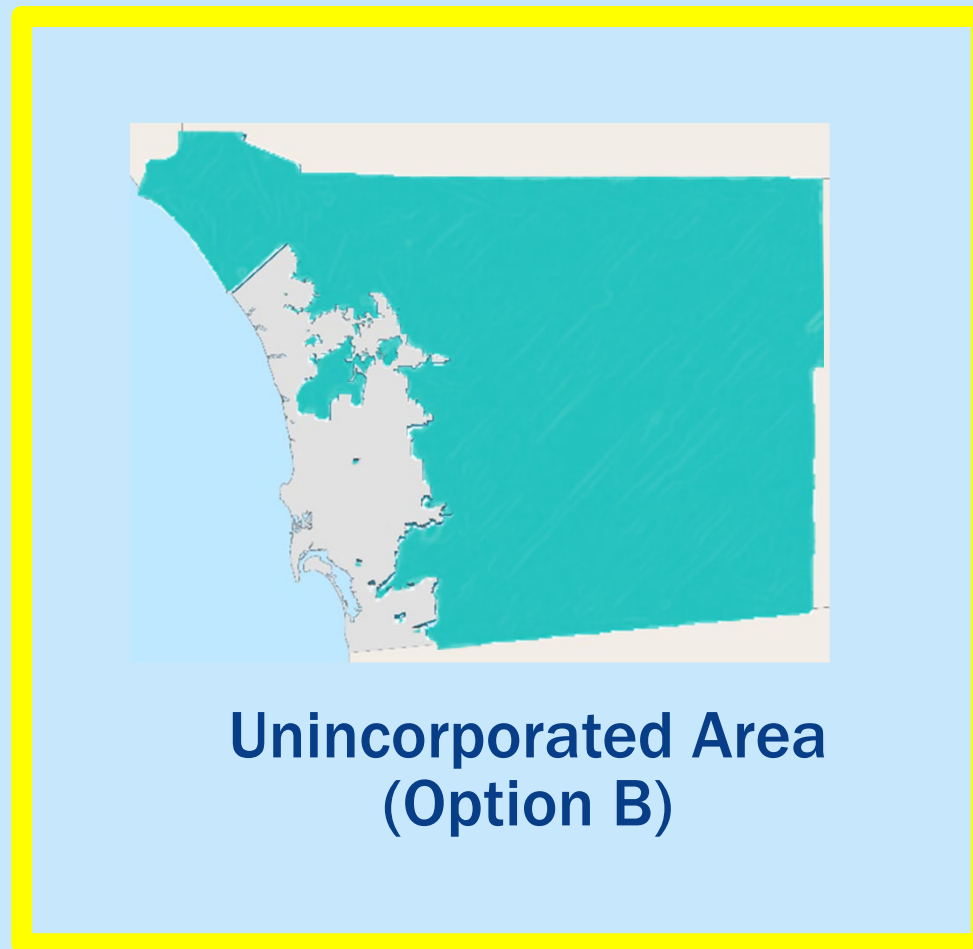
Unincorporated Subareas
(Option C)

2) GEOGRAPHIC BOUNDARY

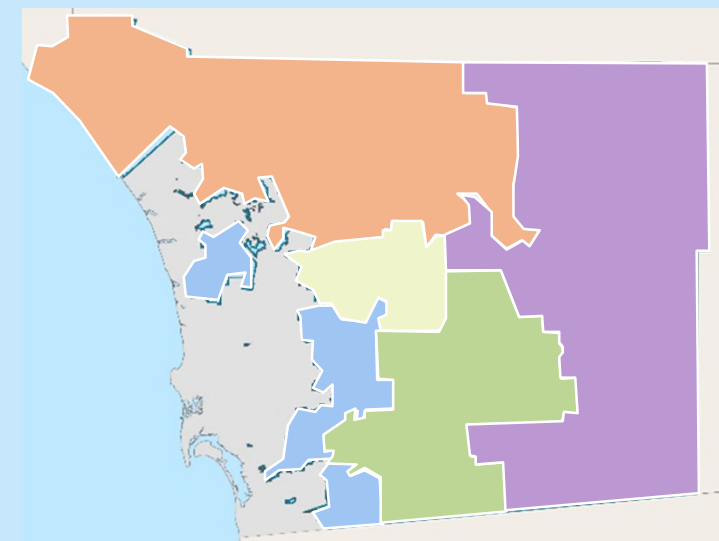
Geographic Boundary



**San Diego Regional Area
(Option A)**



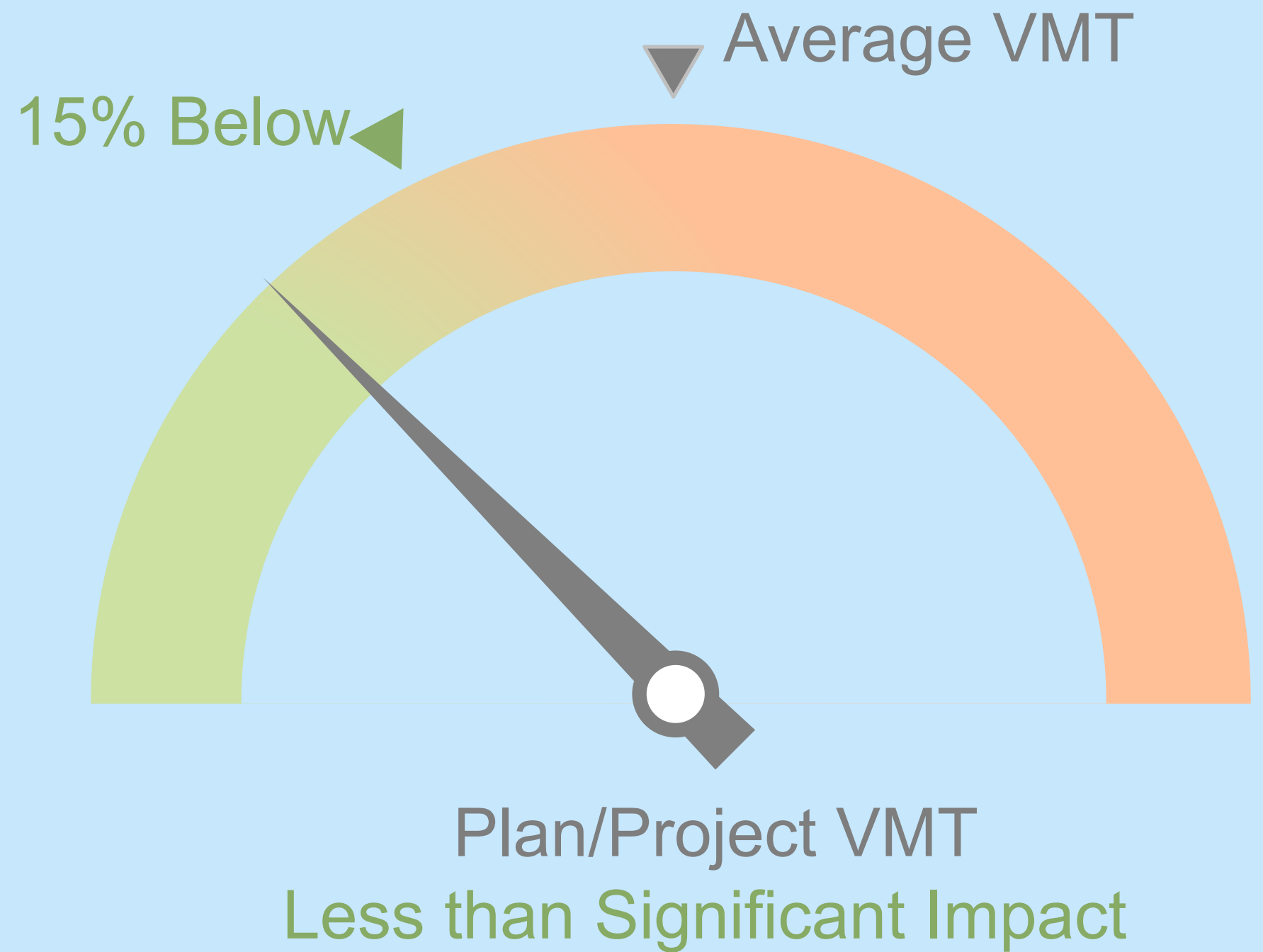
**Unincorporated Area
(Option B)**



**Unincorporated Subareas
(Option C)**

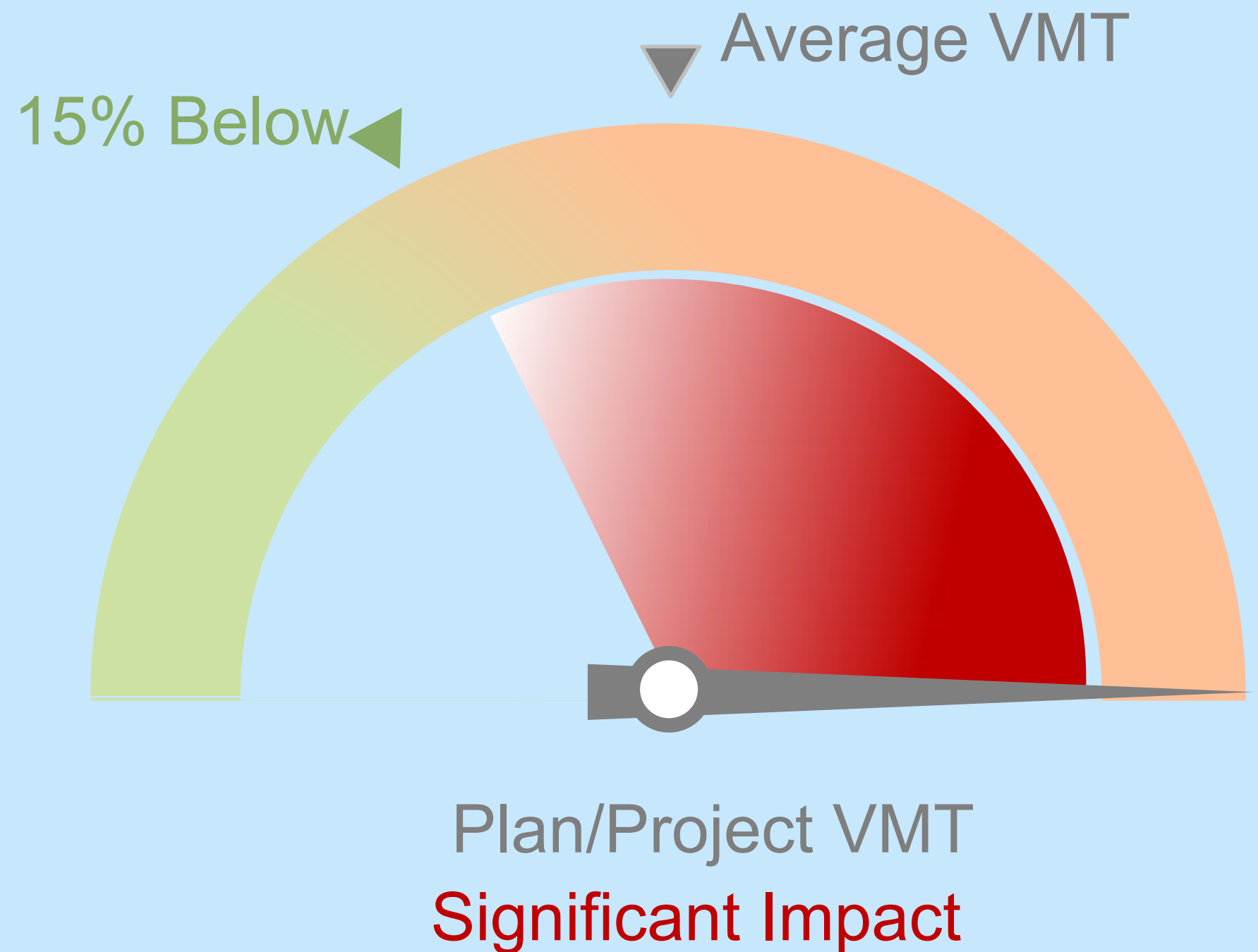
3) LEVEL OF SIGNIFICANT IMPACT

- Project VMT at least 15% below regional average have less than significant impacts



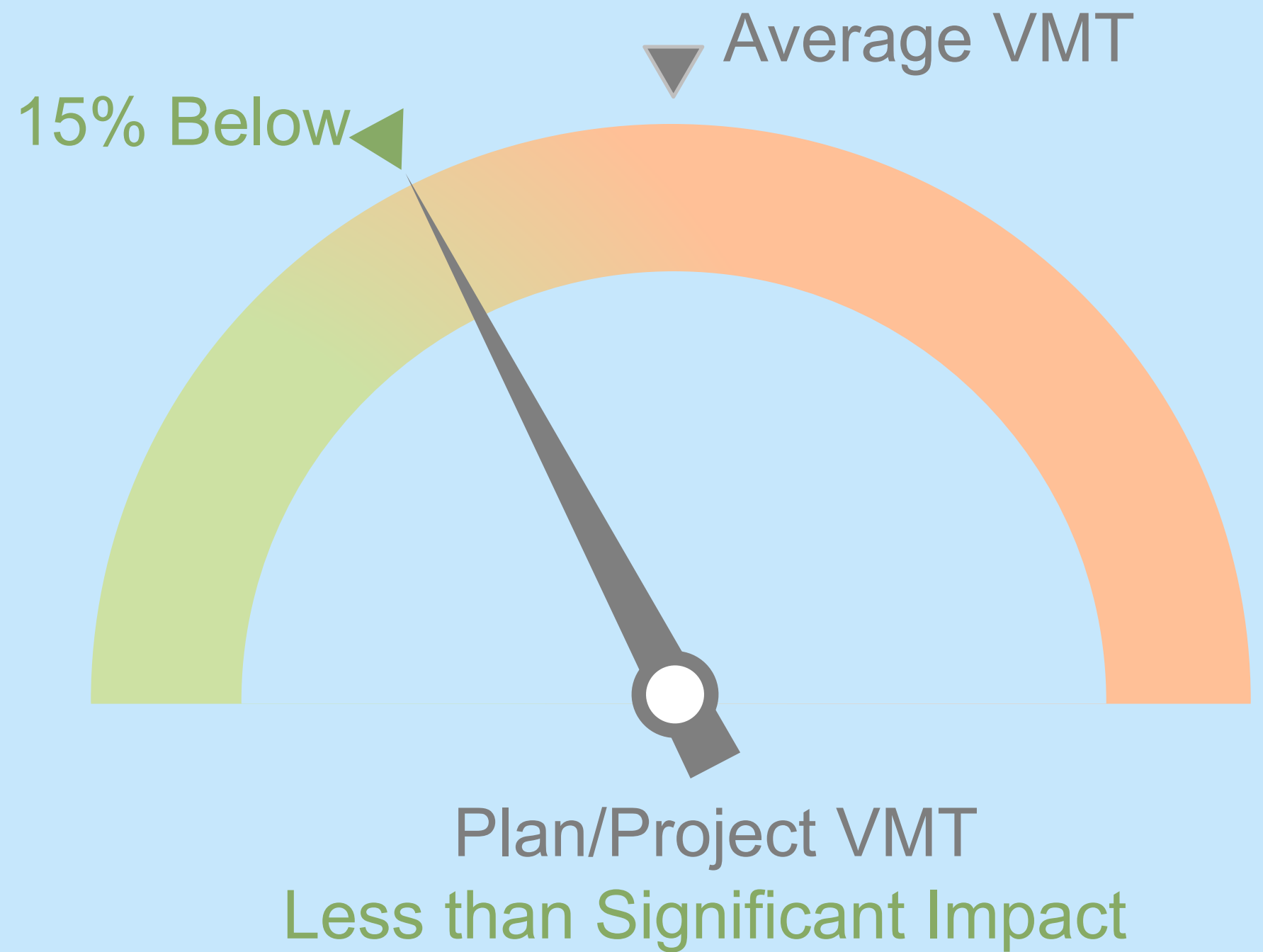
3) LEVEL OF SIGNIFICANT IMPACT

- Project VMT at least 15% below regional average have less than significant impacts
- Less than 15% below regional average have significant impacts



3) LEVEL OF SIGNIFICANT IMPACT

- Project VMT at least 15% below regional average have less than significant impacts
- Less than 15% below regional average have significant impacts
- Other thresholds have minimal changes to VMT efficient areas



VMT REDUCING MEASURES



- Project location, neighborhood, and site design features
 - Access to transit
 - Improve pedestrian and cycle networks
- Transportation demand management programs
 - Provide car-sharing
 - Provide transit passes

LOCAL MOBILITY ANALYSIS (LMA)

- SB 743 does affect the use of other metrics to analyze congestion and safety for planning purposes
- GP Policy M-2.1 requires LOS “D” or better
- Ensures consideration of safety, operations and active transportation

Illustrative Project	Current Guidance Document		Proposed TSG	
	# of Intersections	# of Segments	# of Intersections	# of Segments
Ocean Breeze	20	18	13	0
Sweetwater Place	9	6	9	0
Skyline Retirement	3	3	No Analysis Required	
Sweetwater Vistas	14	10	9	0
Orchard Hills	3	1	No Analysis Required	

SUMMARY

#	TSG Components	Options and Considerations
1	Geographic Boundary	Option A: Use San Diego County to establish Average VMT
		Option B: Use only Unincorporated County area to establish VMT average
		Option C: Create Subregions within Unincorporated Area to establish various averages
2	Level of Significant Impact	Establish a VMT reduction target of 15% below the regional average VMT based on a geographic boundary chosen in Item 1. (OPR recommendation)
3	Project Analysis Screening Criteria	Option A: Exclude projects with less than 110 daily vehicle trips (OPR recommendation)
		Existing Criteria: Exclude projects with Less than 200 daily vehicle trips consistent with current County Guidelines' definition of a small project
4	Local Mobility Analysis	Establish the LMA section of the Transportation Study Guide (TSG) component to analyze LOS and ensure consistency with the County's General Plan Goals and Policies

SUMMARY – PLANNING COMMISSION RECOMMENDATION

#	TSG Components	Options and Considerations
1	Geographic Boundary	Option A: Use San Diego County to establish Average VMT
		Option B: Use only Unincorporated County area to establish VMT average
		Option C: Create Subregions within Unincorporated Area to establish various averages
2	Level of Significant Impact	Establish a VMT reduction target of 15% below the regional average VMT based on a geographic boundary chosen in Item 1. (OPR recommendation)
3	Project Analysis Screening Criteria	Option A: Exclude projects with less than 110 daily vehicle trips (OPR recommendation)
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PHASE 2

- **Phase 2 (after July 1, 2020)**
 - **Options for continued use of Local Mobility Analyses**
 - **Options related to regional mitigation banks, exchanges, and fees**
 - **Options related to the Transportation Impact Fee (TIF) program**
 - **Options for changes to the General Plan and General Plan EIR**

PUBLIC ENGAGEMENT OPPORTUNITIES

- Website: <https://www.sandiegocounty.gov/content/sdc/pds/SB743>
- Public Outreach – through June 2020
 - Transportation Study Guide Public Review
 - Community Planning Groups
 - Technical Groups
 - Environmental Groups
 - Industry Groups
- Board of Supervisors

The screenshot shows the San Diego County Planning & Development Services website. The header includes the county logo, the title 'Planning & Development Services', a Google search bar, and a navigation menu with links: HOME, MENU, ADVANCE PLANNING, BUILDING, CODE COMPLIANCE, LAND DEVELOPMENT, and PROJECT PLANNING. The main content area is titled 'What is Senate Bill 743?' and explains that SB 743 is a California law changing how local jurisdictions analyze transportation impacts. It includes a section 'Get to Know SB 743' with a timeline diagram, a 'What is the legislative intent of SB 743?' section with bullet points, and a 'How have transportation impacts been analyzed up until now?' section with a list of impacts. A 'Feedback' button is visible on the right side of the page.

SanDiegoCounty.gov Home

Planning & Development Services ENHANCED BY Google

What is Senate Bill 743?

Senate Bill (SB) 743 is a California law that changes how Local jurisdictions, like the County of San Diego, analyze transportation impacts in environmental reviews under the California Environmental Quality Act (CEQA). Below are answers to some frequently asked questions to help explain the new law.

Get to Know SB 743

SB 743 changes the primary metric, used in CEQA Transportation Analysis from Level of Service (LOS) to VMT (Vehicle Miles of Travel).

What is the legislative intent of SB 743?

Encourage infill development
Support transit and transit-oriented development
Support development of transit-oriented development
Support development of transit-oriented development

How have transportation impacts been analyzed up until now?

- Impacts have been analyzed by quantifying traffic congestion as measured by the level of service (LOS).
- LOS measures road congestion at intersections or stretches of road based on the flow of traffic from LOS A, "free flow," of traffic to LOS F, "forced flow" or delayed traffic.
- This method of analysis focuses on the number of automobile trips generated by a project and whether it contributes to road congestion.
- The more trips a project creates, the higher the project's impact on the nearby roads. If a project reduces LOS to E or below, then it would have significant transportation impacts

How will transportation impacts be analyzed after SB 743 goes into effect?

- After July 1, 2020, local jurisdictions will analyze impacts by quantifying how much and how far people drive using a measure called Vehicle Miles Traveled (VMT).
- VMT uses the total number of miles generated by a project to determine if the traffic generated by a project will exceed an

Feedback

Popular Services

- Online Permits & Research
- Permit Center Queue Status
- GIS Portal
- Estimate Building Permit Fees
- Discretionary Permit Cost Guide
- Check Trust Account Balance

PUBLIC ENGAGEMENT OPPORTUNITIES

1. General Comments/Questions (anytime):

- PDS Staff Email: PDS.advanceplanning@sdcounty.ca.gov
- PDS Staff Phone: 858.505.6677

2. Public Review Comments/Questions (May 7 – June 8)

- PDS Staff Email: gregory.kazmer@sdcounty.ca.gov
- PDS Staff Phone: 858.505.6857

3. Board of Supervisors Hearing Comments (June 17 – 24)

- eComment link:
<https://www.sandiegocounty.gov/content/sdc/bos/ecomment.html>

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