



County of San Diego

Vehicle Miles Traveled (VMT) Revised Transportation Study Guide (TSG)

Public Workshop
June 1, 2022

Background - Senate Bill 743

Senate Bill 743 (SB 743)
was signed into law in 2013 with the goal to:



Reduce greenhouse
gas emissions



Encourage infill
development



Improve public health
through active
transportation

Challenges with VMT Implementation



Critical Role in Land Use Planning

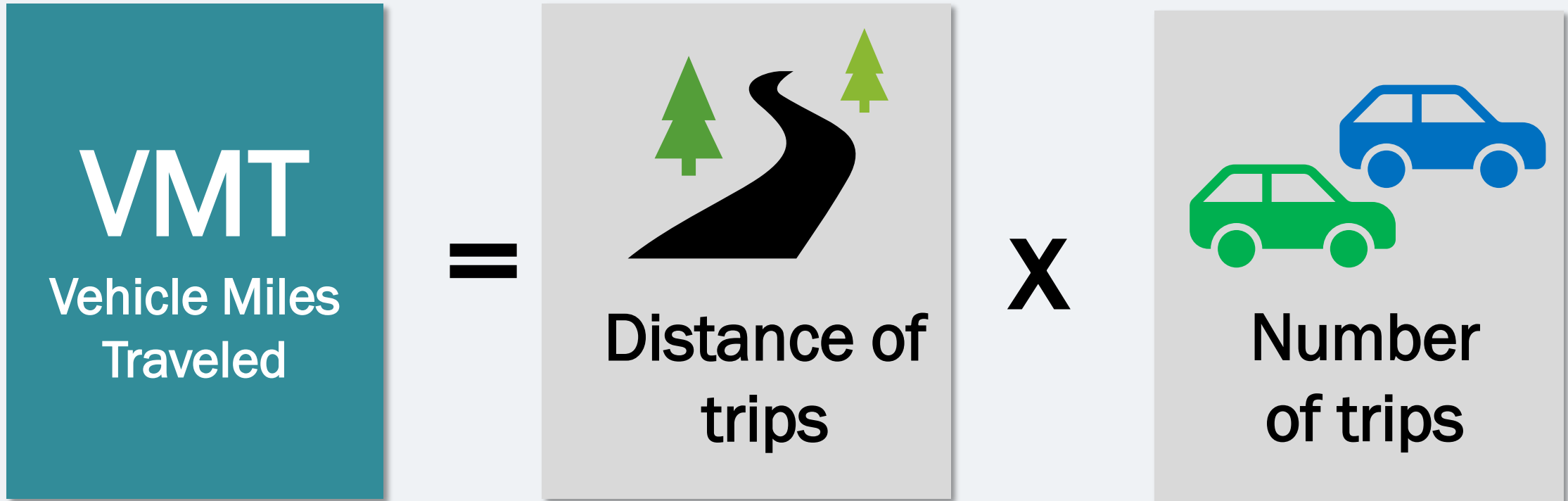


Balance Housing Requirements of the State



Costs to Mitigate VMT

How are Vehicle Miles Traveled Measured?



Analyzing Vehicle Miles Traveled Significance

A project has a “less than significant impact” on the environment if it meets any of the following criteria:



The VMT generated by a project is below the existing average of a defined area



If it generates very few or a “less than significant” number of average daily trips (ADTs)



If it meets another screening criteria (as defined by State), such as being near major transit

VMT Mitigation

What VMT Mitigation IS:



What VMT Mitigation is NOT:



Non-Residential Projects Subject to VMT



- Farms
- Ag Tourism Projects
- Renewable Energy Projects
- Wineries
- Regional Parks
- Campgrounds
- Mining Operations
- Special Event Facilities
- Cemeteries

Governor's Office of Planning and Research (OPR) Recommendations

- In 2013 OPR provided technical guidance
- Updated 2018 guidance did not define a “region”
- OPR recently clarified a “region” is the full geography within a Metropolitan Planning Organization (SANDAG)



Revised
Proposal on
Updates to
the CEQA
Guidelines on
Evaluating
Transportation
Impacts in
CEQA

Implementing Senate Bill
743 (Steinberg, 2013)

History of County Transportation Study Guide and Implementation of SB 743 and VMT



- June 2020 Board adopted Transportation Study Guide
- September 2020 lawsuit filed against County
- May 2021 Board considered VMT implementation to date and directed 13 items be explored
- June 2021 OPR updated FAQ to clarify definition of “region”
- September 2021 County Board rescinded the Transportation Study Guide
- August 2022 County Board to consider adoption of a revised Transportation Study Guide

County Approach to Implement VMT

PHASE ONE

Revised Transportation Study and Remove VMT as a barrier for development in infill areas



Local Mobility Analysis

PHASE TWO

Work with SANDAG, MTS, and NCTD to Develop a Regional VMT Mitigation Program



Develop methods for alternative transportation in the unincorporated area



Revised Transportation Study Guide (TSG)

- Available on the County's VMT website or our CEQA public review website at:
<https://www.sandiegocounty.gov/content/sdc/pds/SB743.html>
- Revised TSG requires a 30-day public review
 - May 12, 2022 to June 13, 2022
- Planning Commission hearing is estimated for July
- Board of Supervisors is anticipated in August

New SANDAG Transportation Model



- Updated every four years
- New model for 2021 plan
- Revised maps in TSG



VMT Efficient Areas

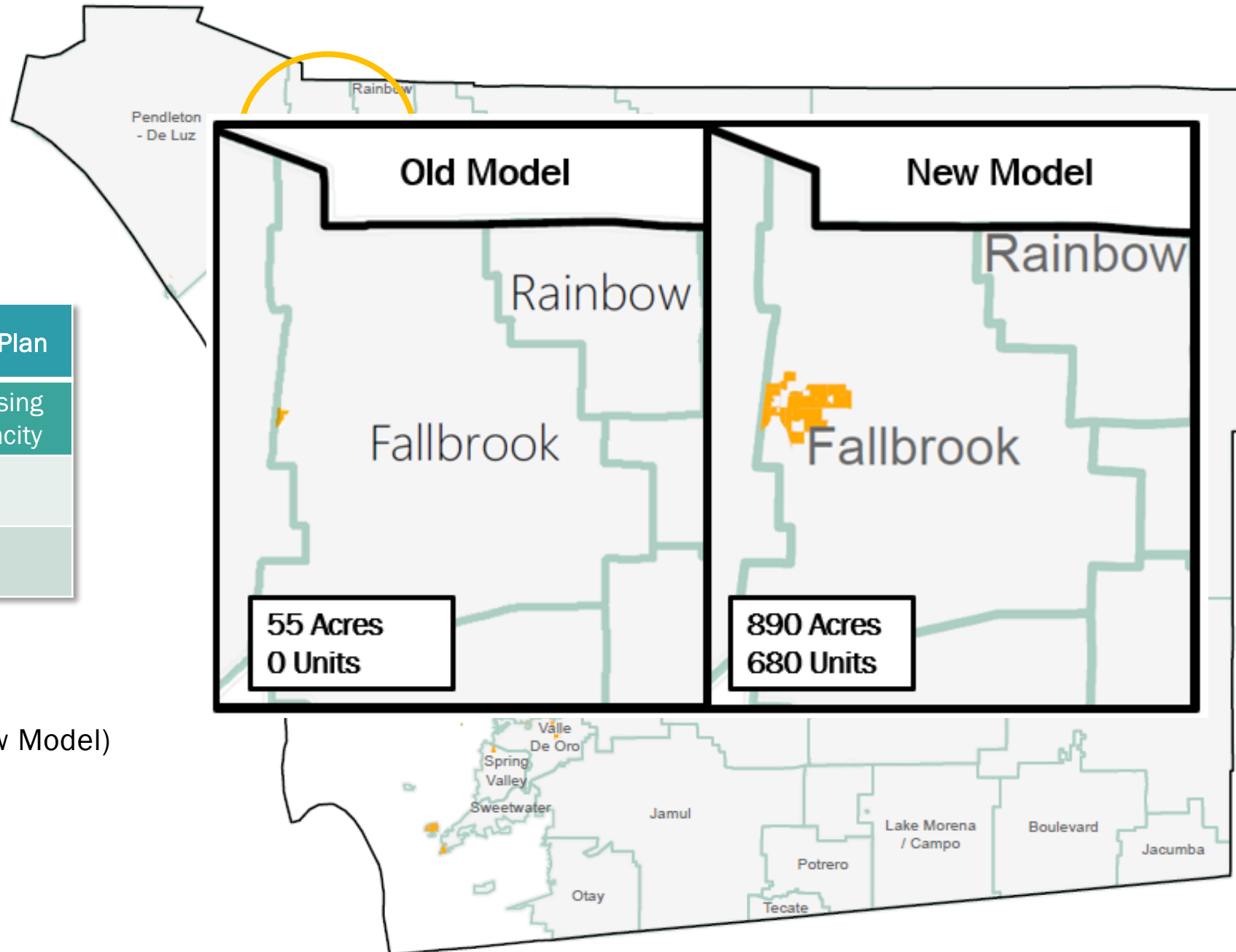
58,000 Housing Units Planned in General Plan

Model	Housing Units	% of Housing Unit capacity
Old SANDAG Model	1,750	3.0%
New SANDAG Model	2,160	3.7%

Legend



VMT Efficient Areas (New Model)



VMT Efficient Areas

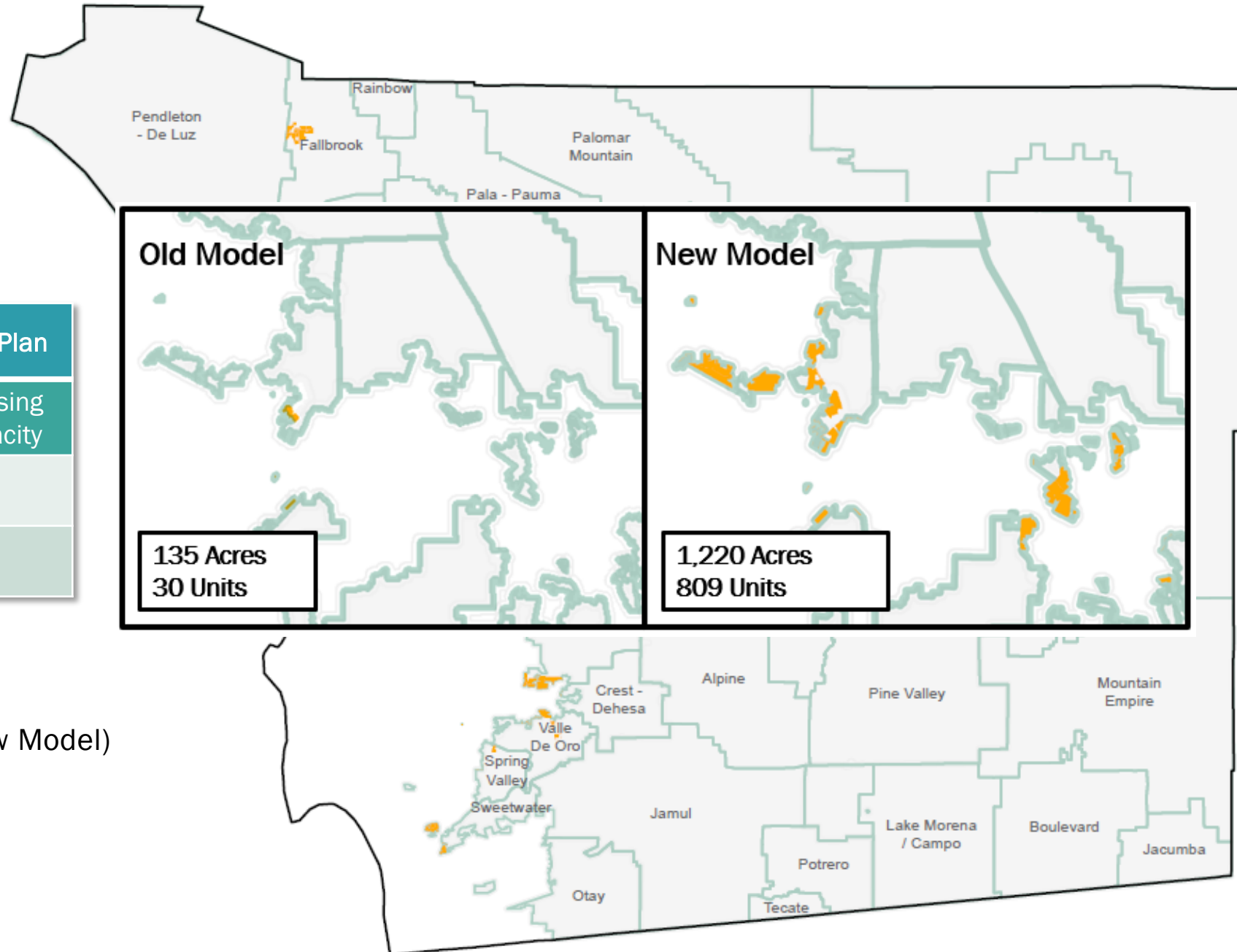
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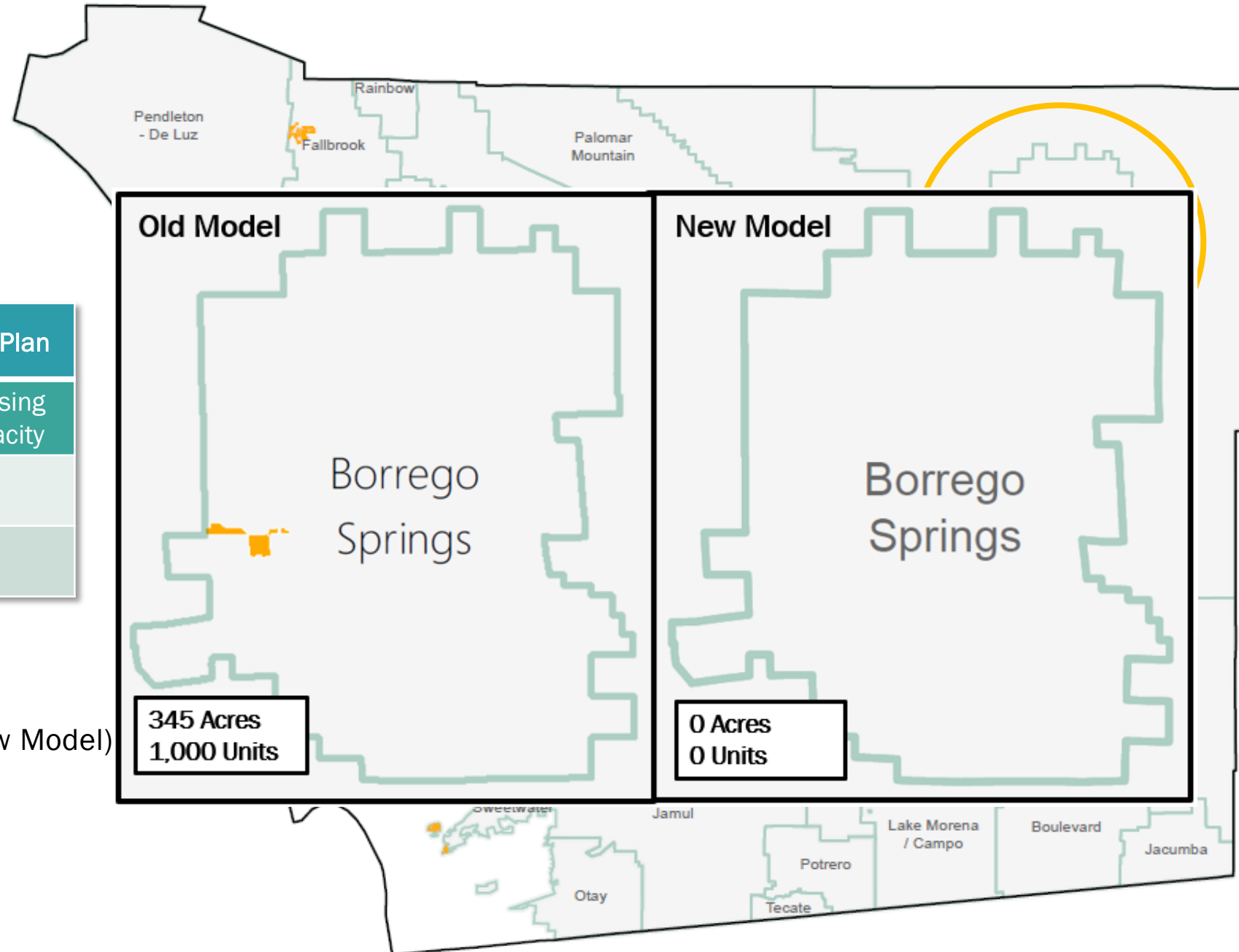
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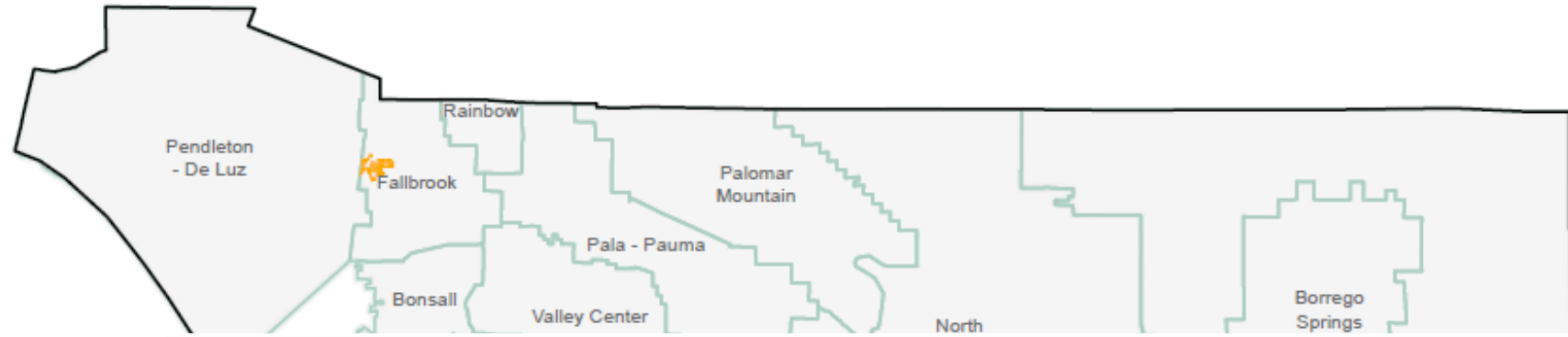
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VMT Efficient Areas



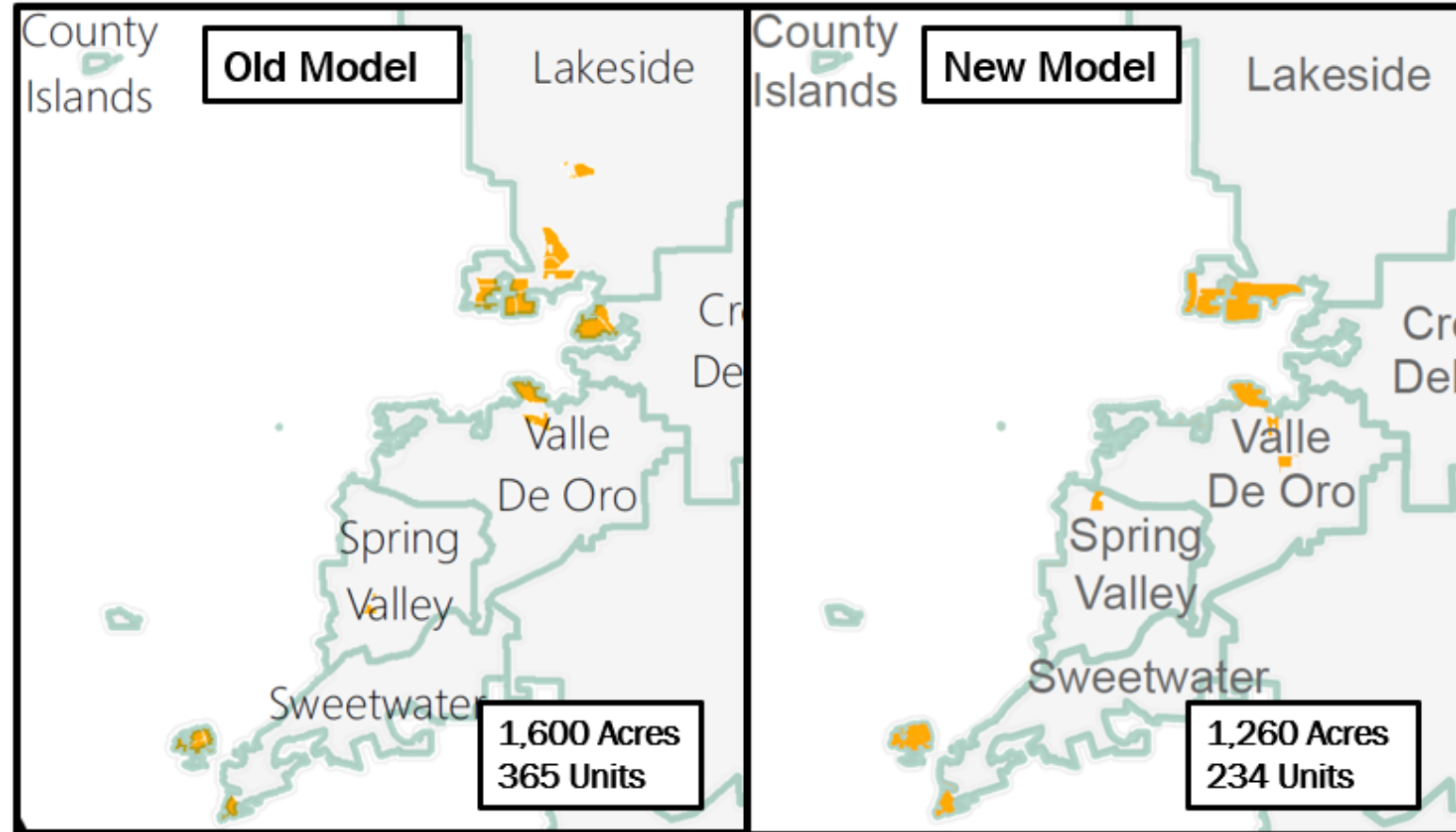
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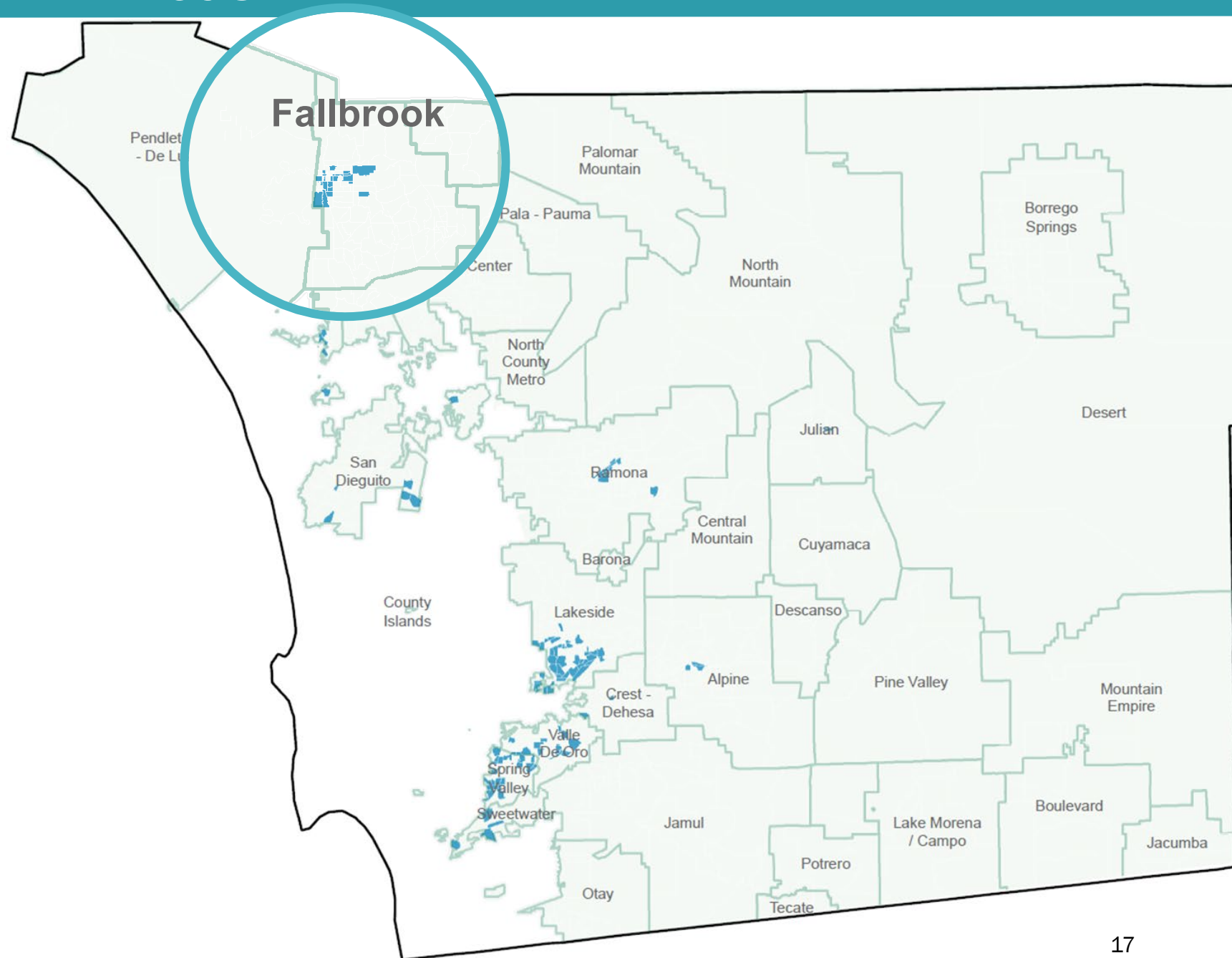


Infill Areas

- Define Infill
- Best Practices Research
 - Population density
 - Housing density
 - Employment density
 - Intersection density
 - Access to jobs
 - Access to shopping
- “Infill Areas”
 - Housing Density
 - Intersections
 - Job Centers

Legend



-  Community Plan Area
-  Infill Area

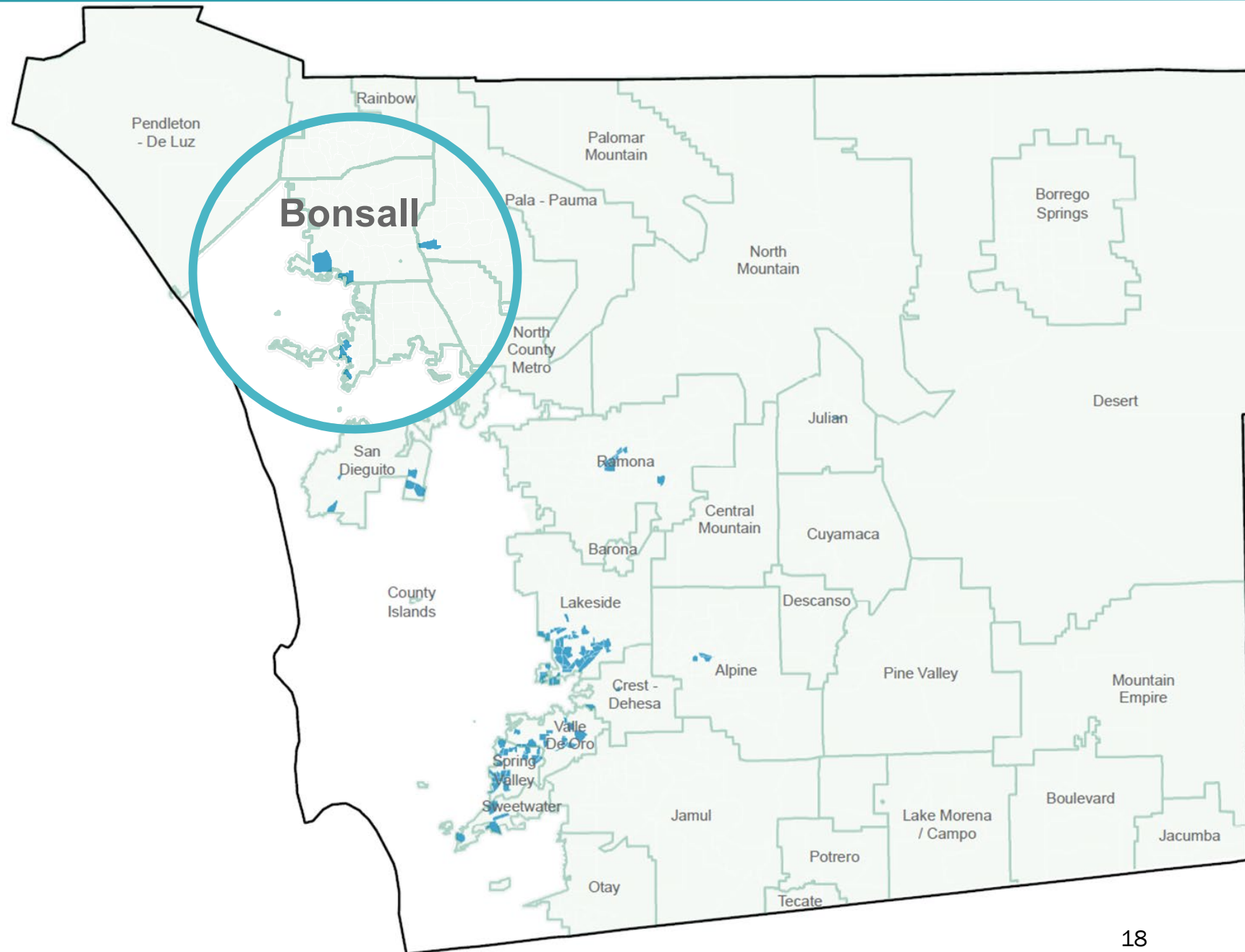


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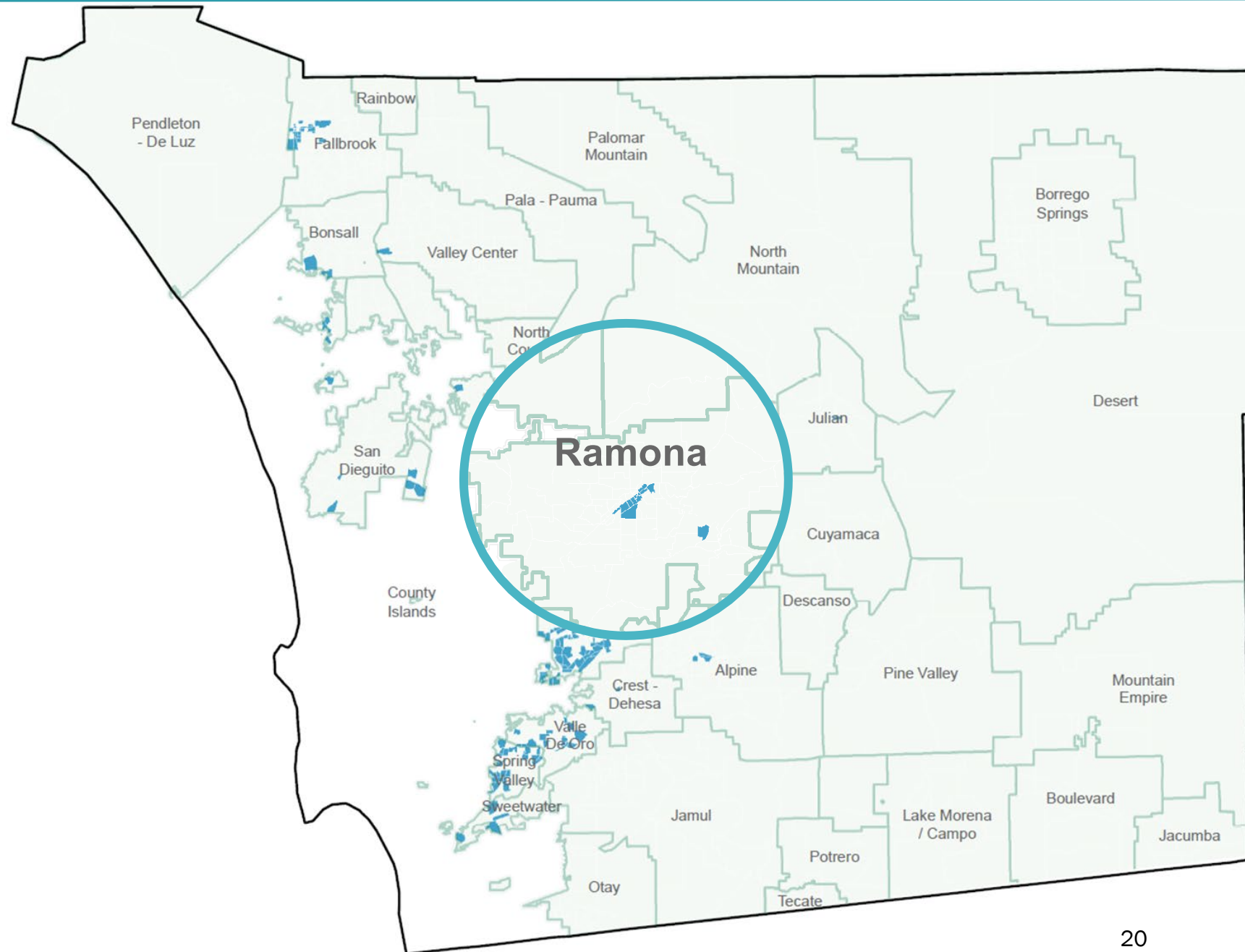


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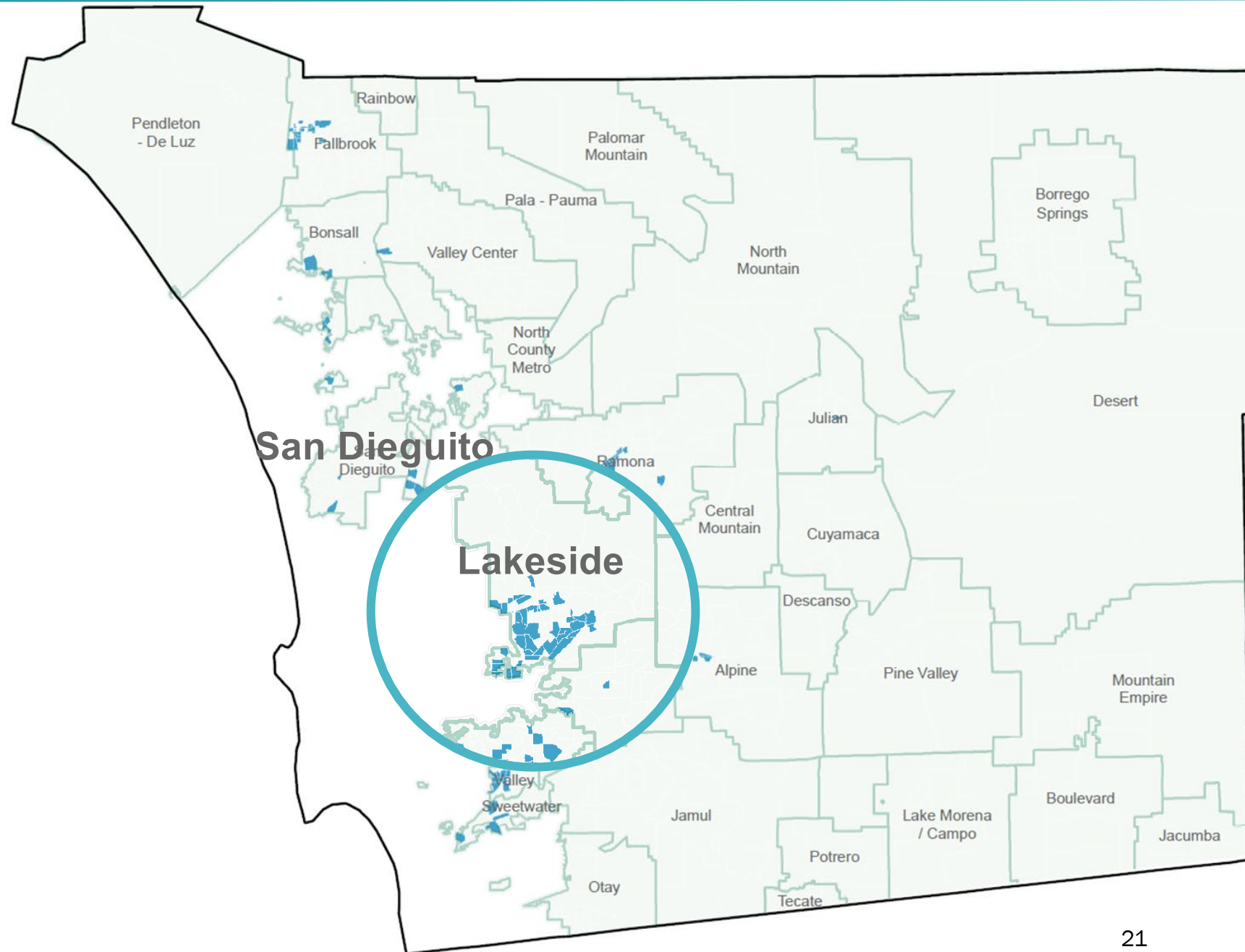


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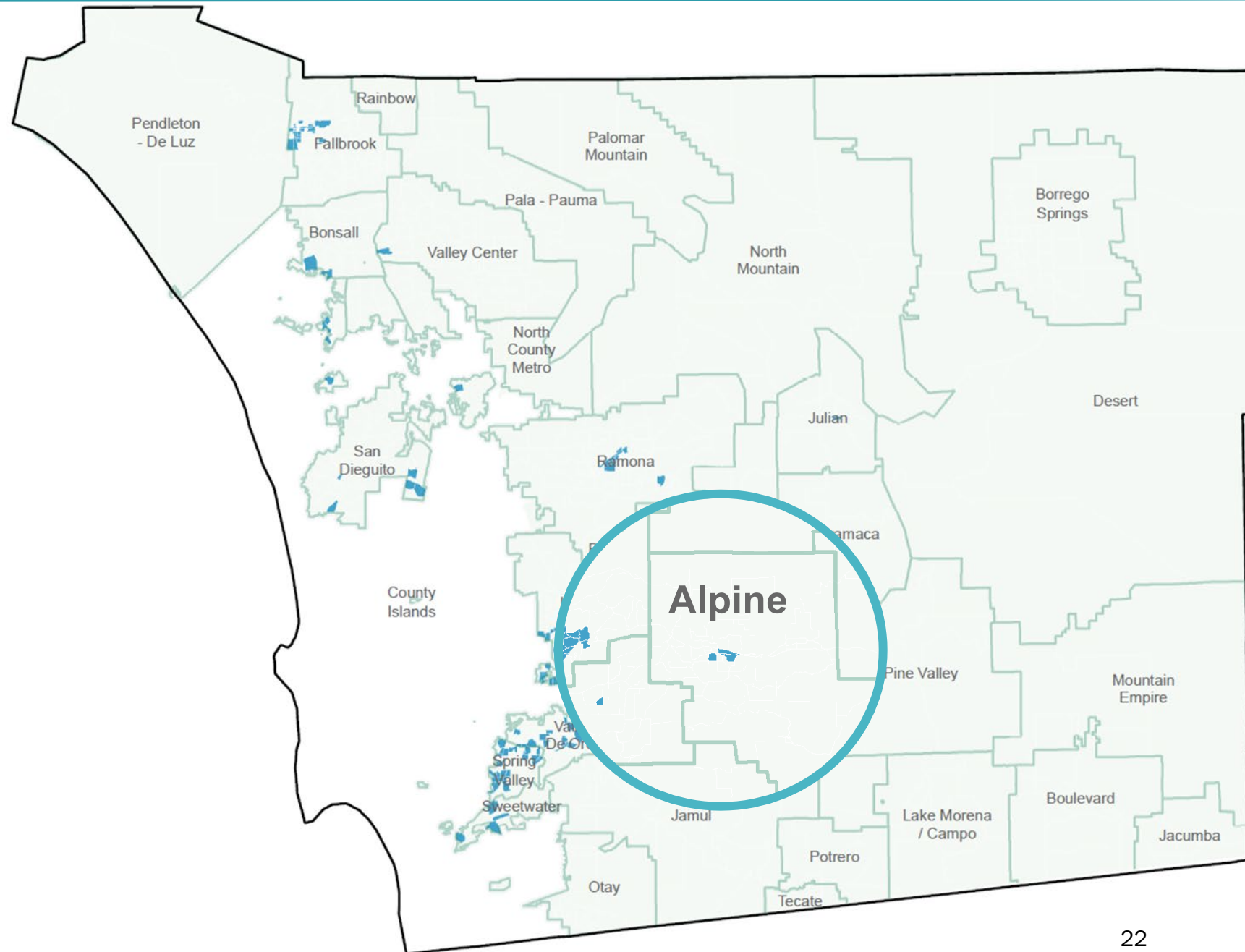


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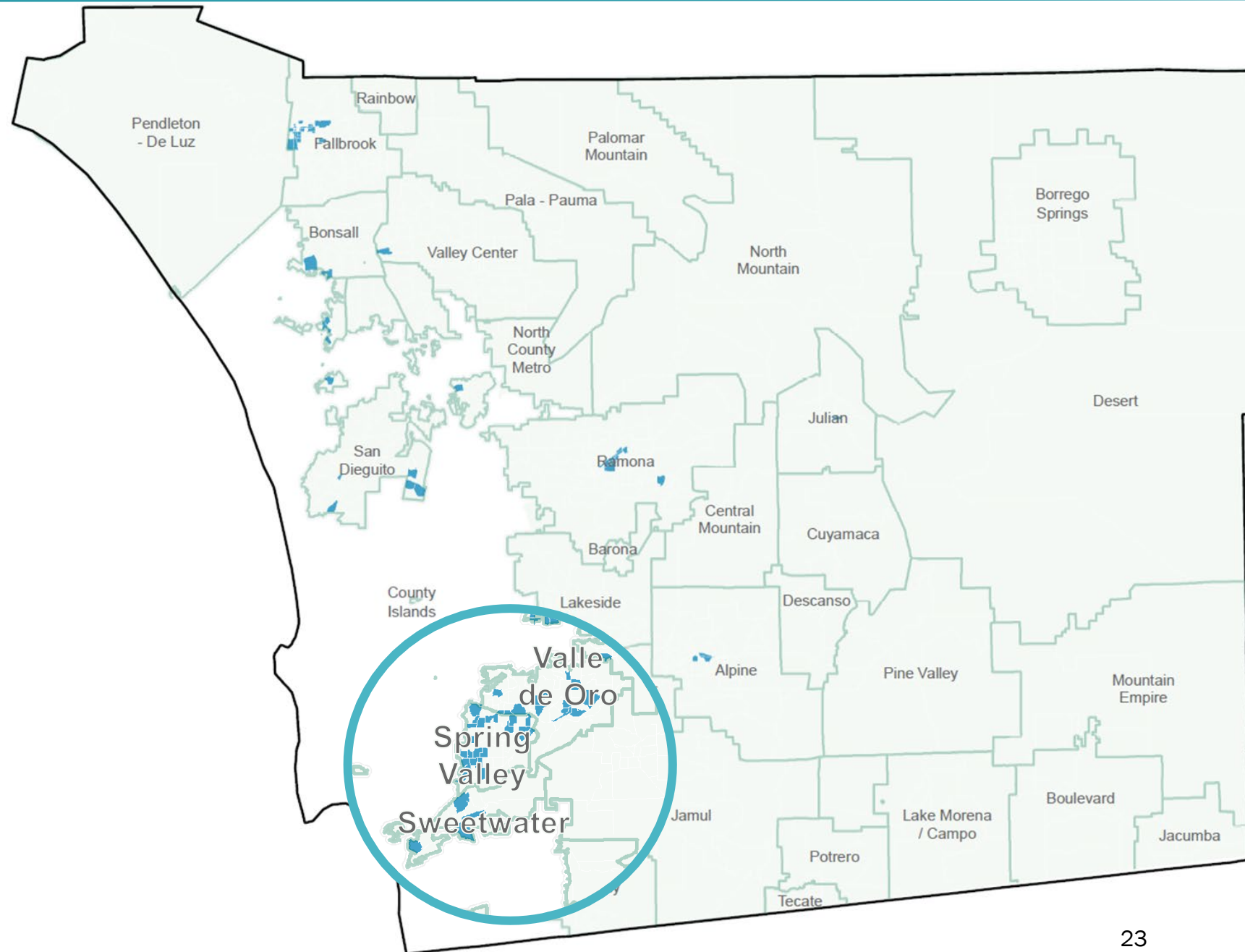


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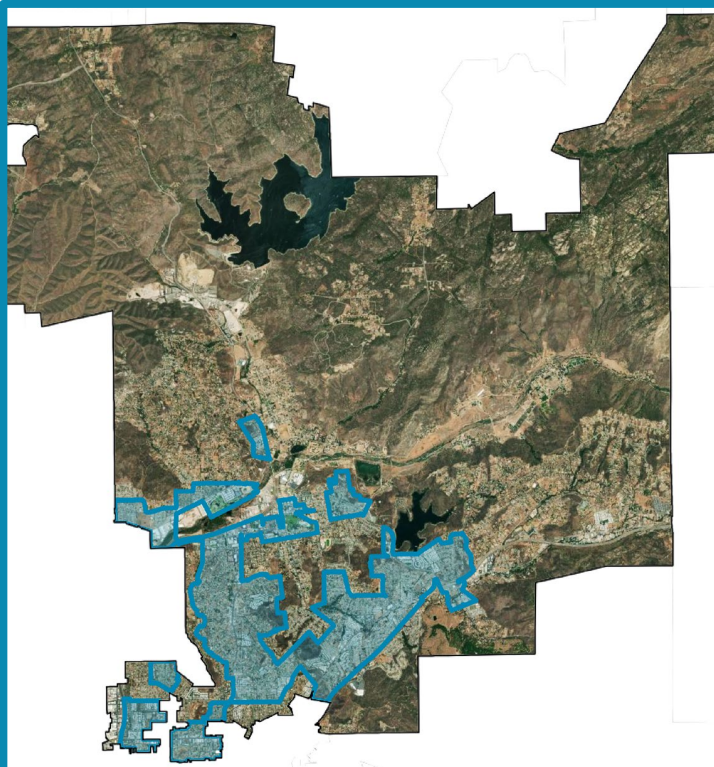
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-  Community Plan Area
-  Infill Area



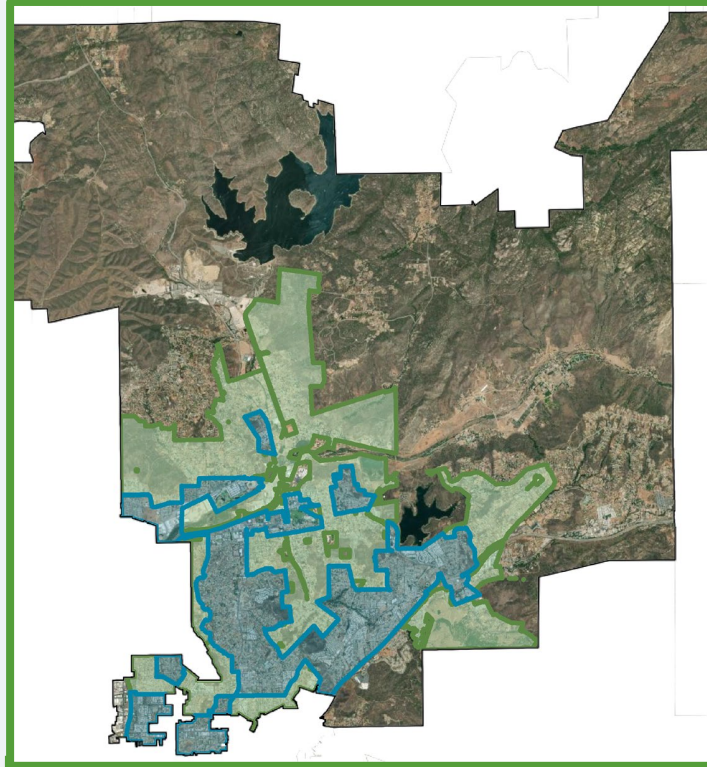
Infill Buffer and Village Examples

Lakeside



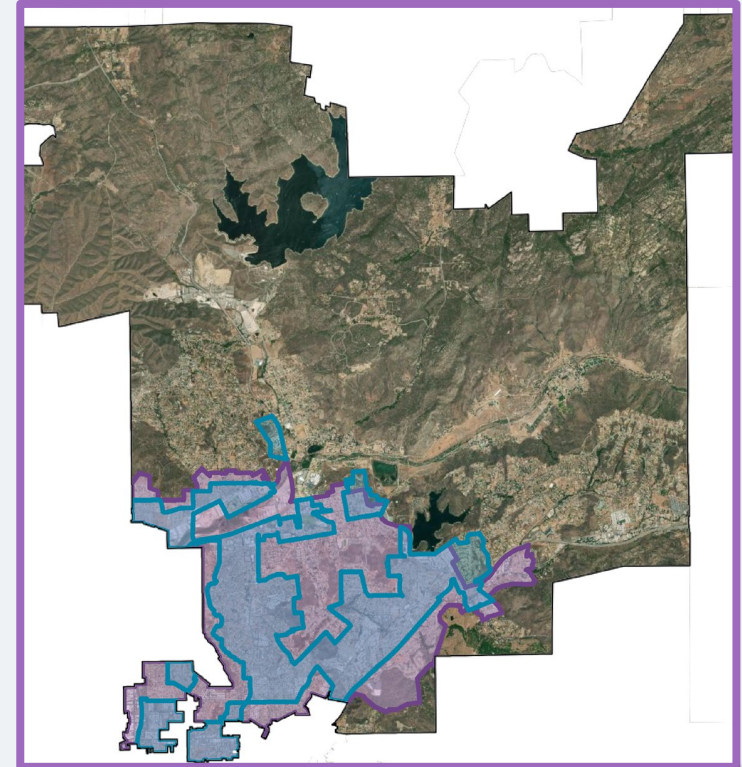
Infill Areas

Infill areas are identified using density, number of intersections, and job accessibility



Buffer Option

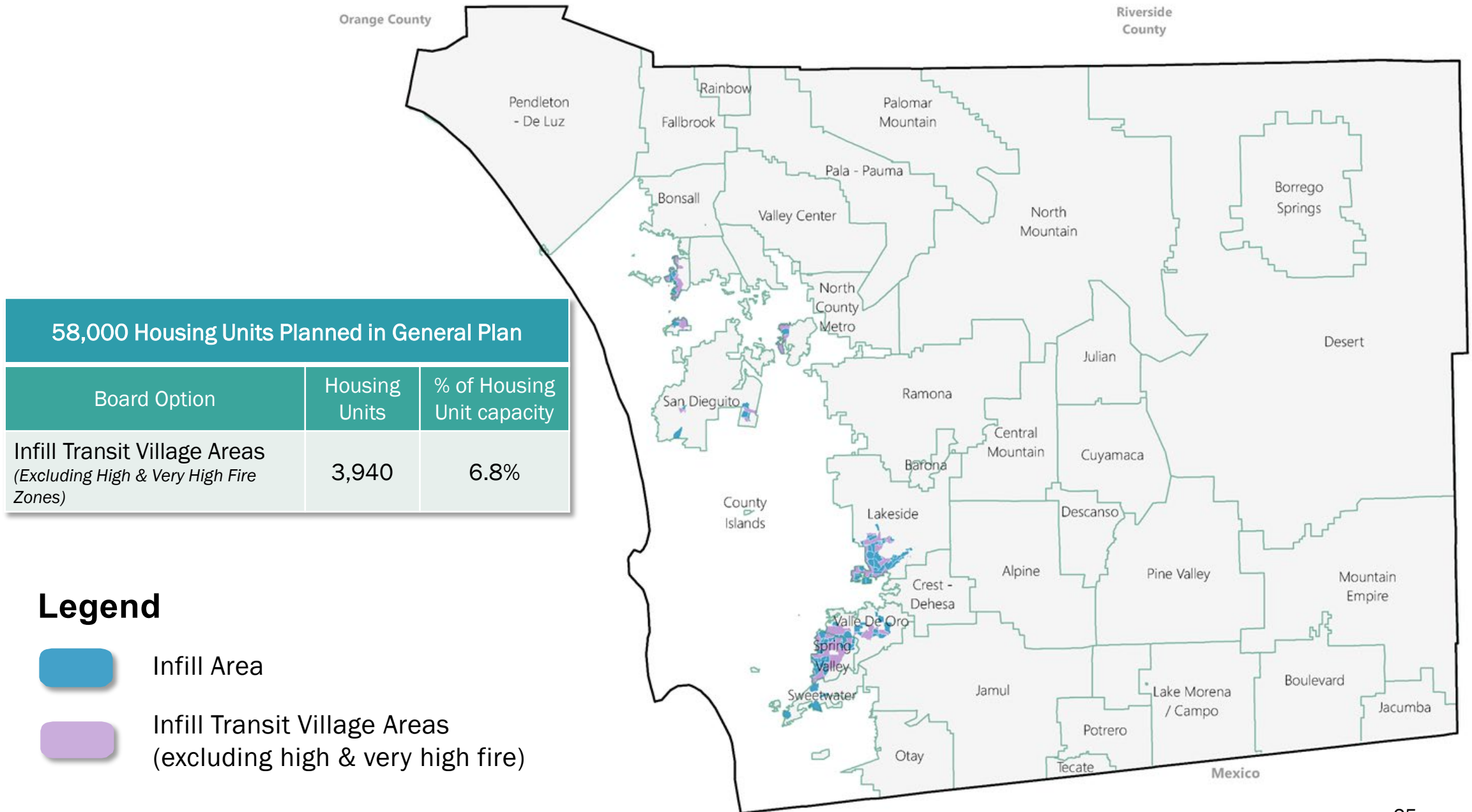
Buffer areas reduce inconsistencies by including adjacent areas with similar characteristics



Village Option

Includes General Plan village areas to reduce inconsistencies and take advantage of higher housing densities within the villages

Infill Transit Village (Excluding High & Very High Fire)






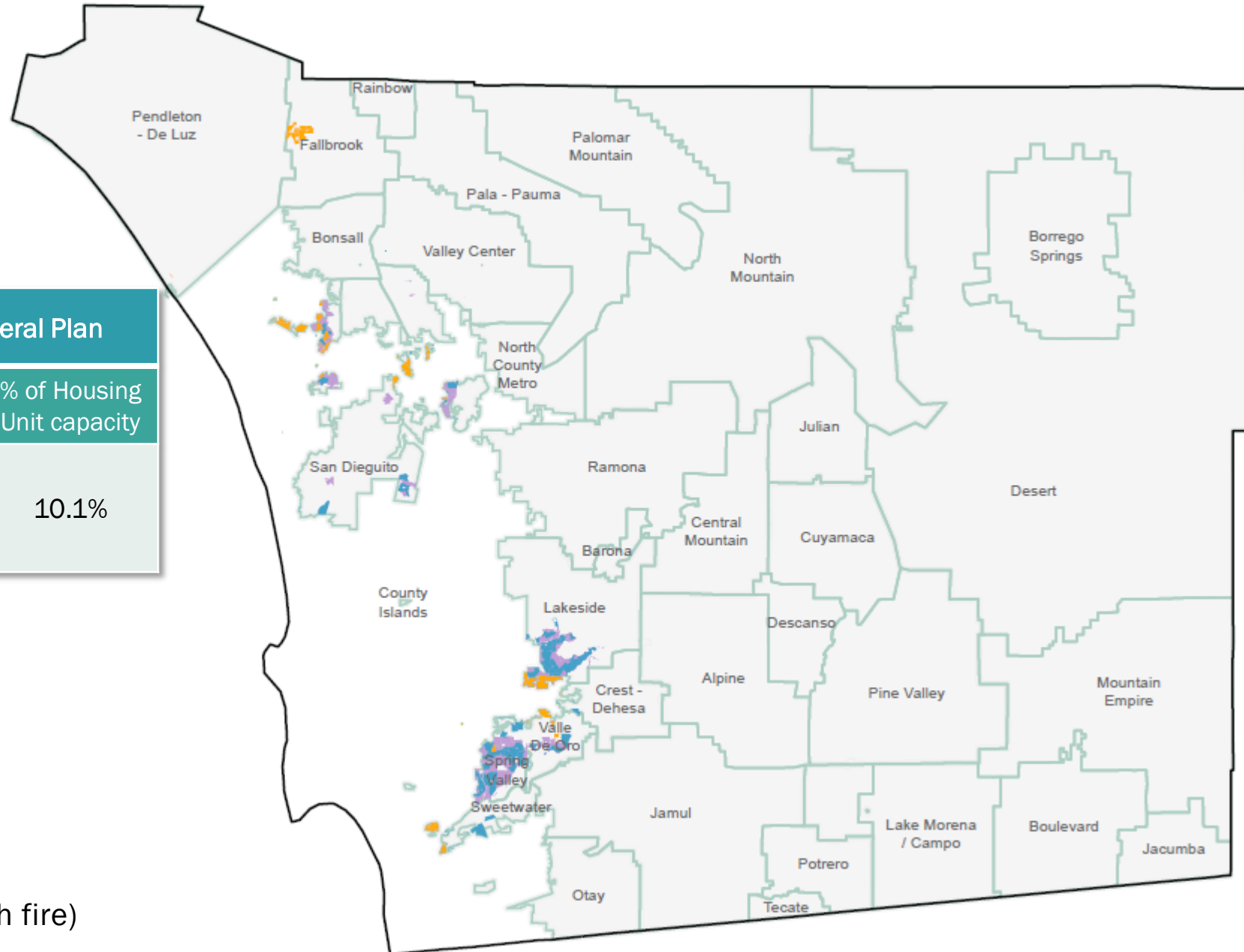
VMT Efficient + Infill Transit Village (Excluding High & Very High Fire)

58,000 Housing Units Planned in General Plan

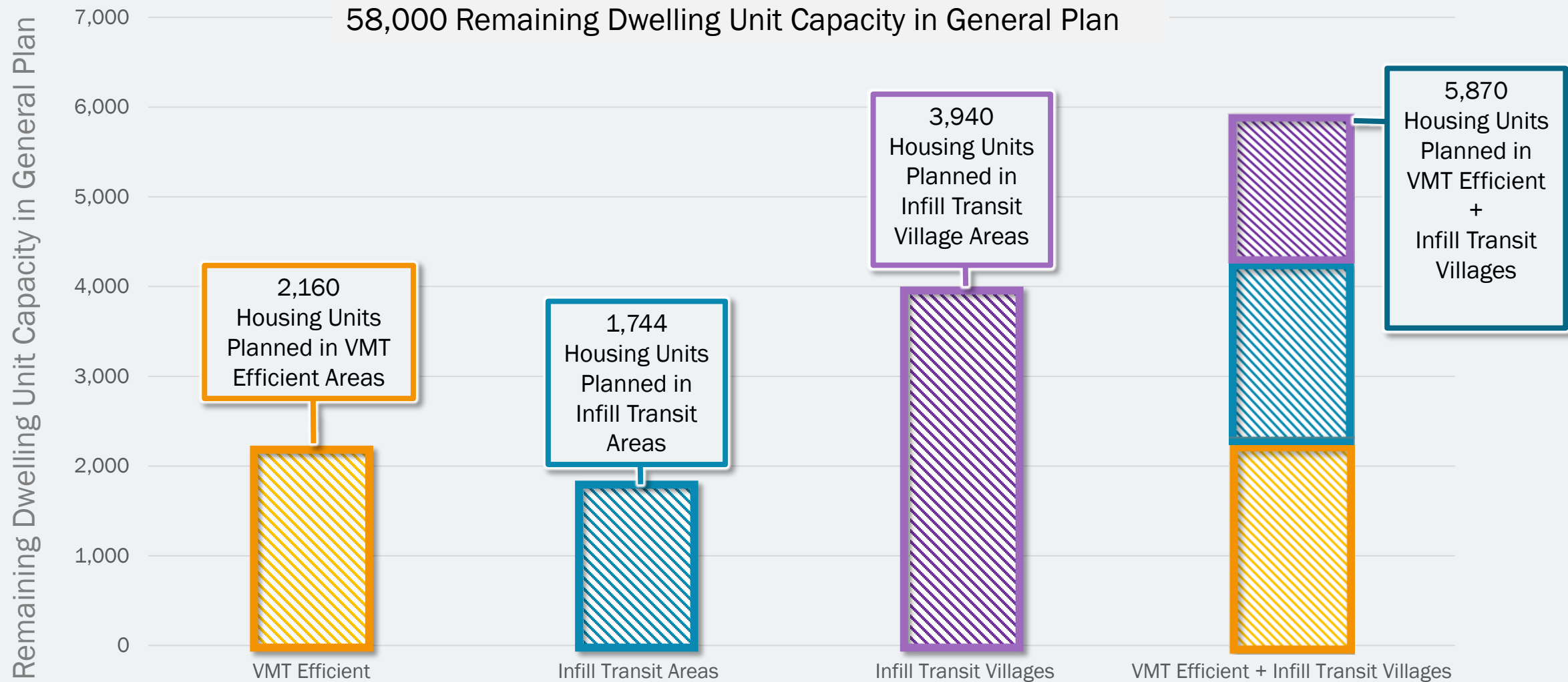
Board Option	Housing Units	% of Housing Unit capacity
Infill Transit Village Areas + VMT Efficient Areas (Excluding High & Very High Fire Zones)	5,870	10.1%

Legend

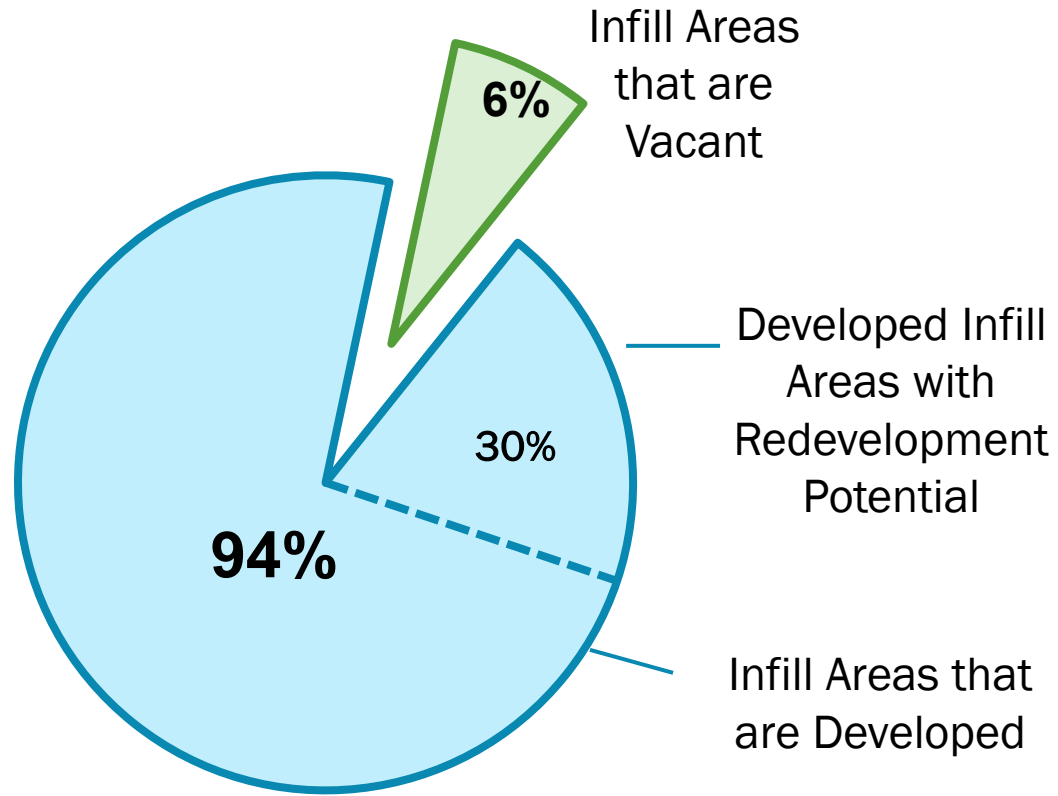
-  VMT Efficient Areas
-  Infill Areas
-  Infill Transit Village Areas (excluding high & very high fire)



Housing Capacity – VMT Efficient + Infill Transit Villages (Excluding High & Very High Fire)





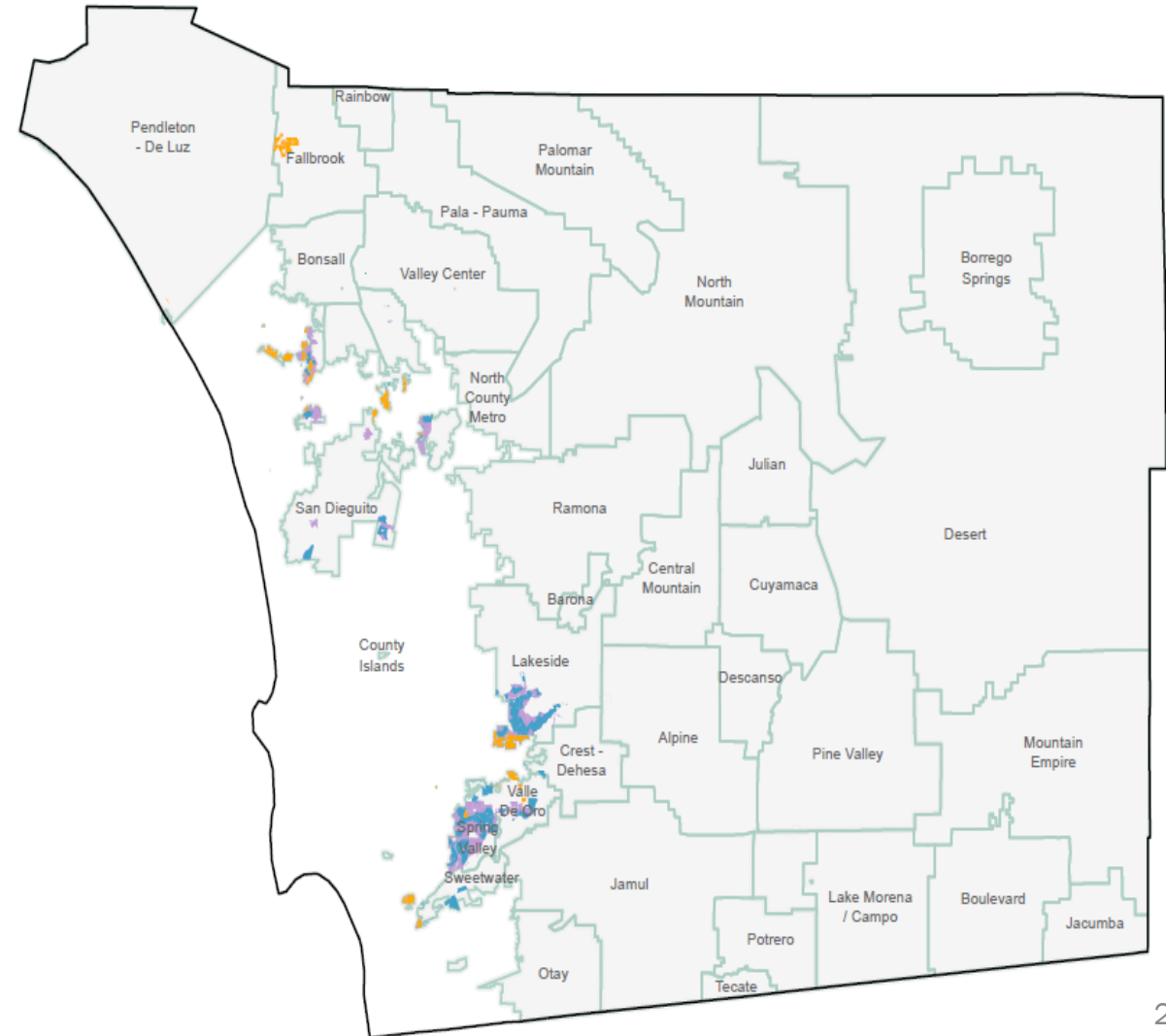
VMT Efficient + Infill Transit Village (Excluding High & Very High Fire) – Parcel Level Analysis



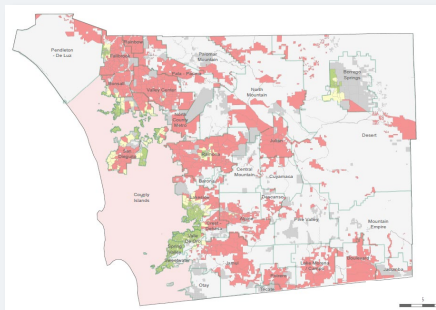
Legend

Infill Areas

-  Unincorporated County TAZs which meet infill definition
-  Unincorporated County TAZs which do not meet infill definition



TSG Process - How Projects Move Forward



Located in a
VMT Efficient Area



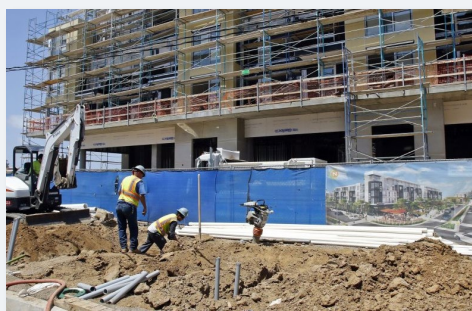
Small Project
(less than 110 ADT)



100% Affordable
Housing Project



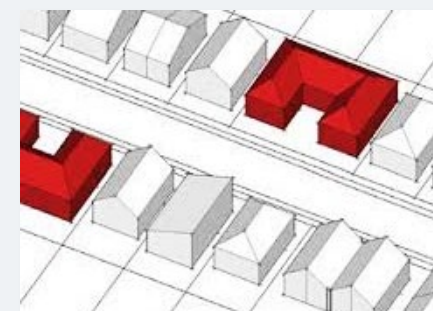
Location in a
Transit Priority Area



Redevelopment With Lower
VMT



Locally Serving
(retail, service, public
facility)



Infill Development



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