



FEHR & PEERS



CHEN & RYAN

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LAWYERS

# City of Chula Vista SB 743 Implementation

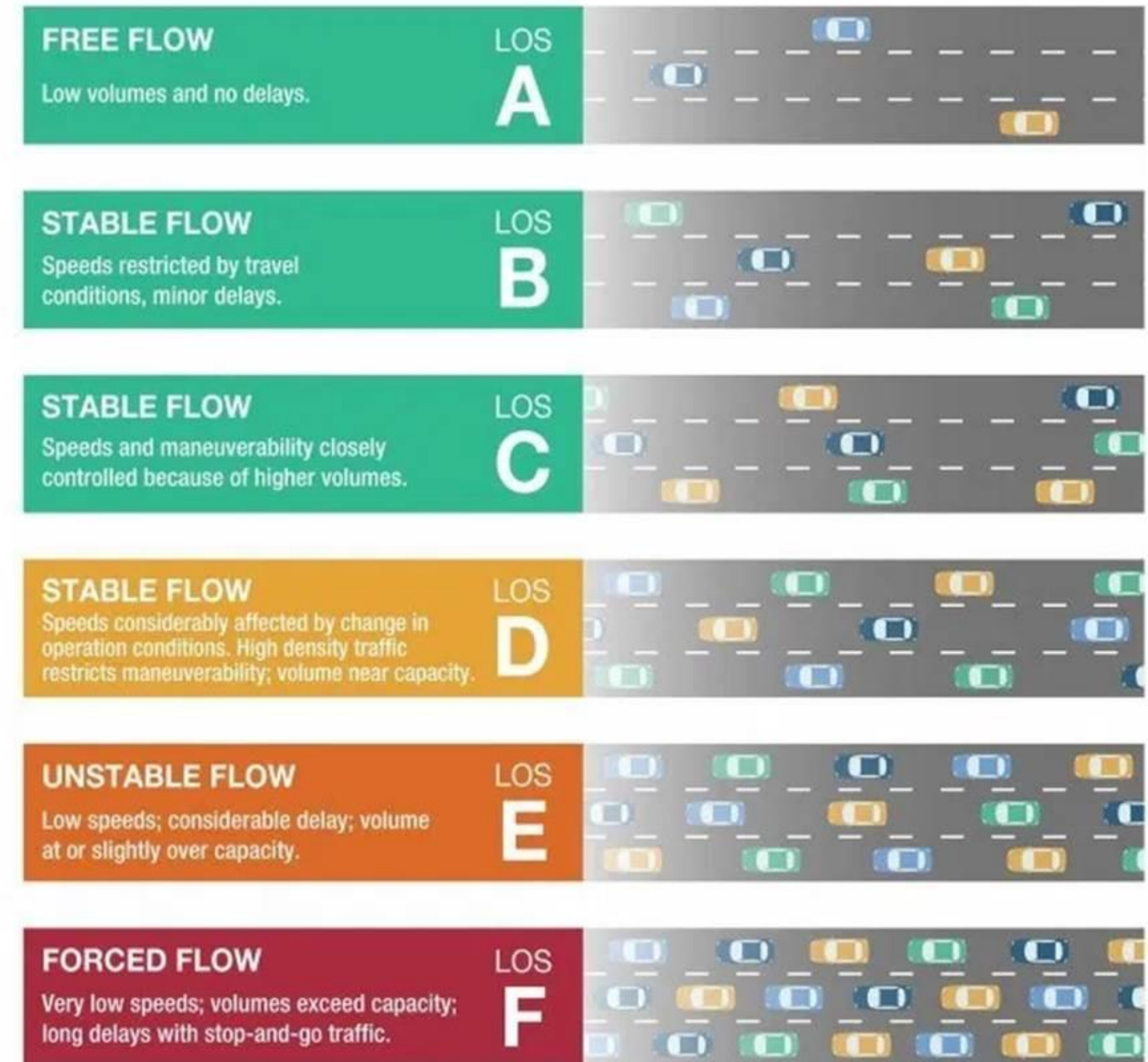
City of Chula Vista City Council  
March 10, 2020



# What Transportation Analysis Looks Like Today

Currently, Level of Service (LOS) is presented in EIRs

- LOS provides observations on expected vehicle delay at intersections with and without the implementation of the proposed project
- In Chula Vista, LOS C or LOS D is required on most roadways



Source: Utah Department of Transportation



A tall, grey, rectangular monument with a grid-like pattern of panels. The word "CIVIC" is inscribed vertically in blue letters on the left side, and "CENTER" is inscribed vertically in grey letters on the right side. In the center, there is a logo of the City of Chula Vista, featuring a stylized sun rising over waves, with the text "CITY OF CHULA VISTA" below it. The monument is set against a background of green trees and a clear blue sky.

# Discussion Topics

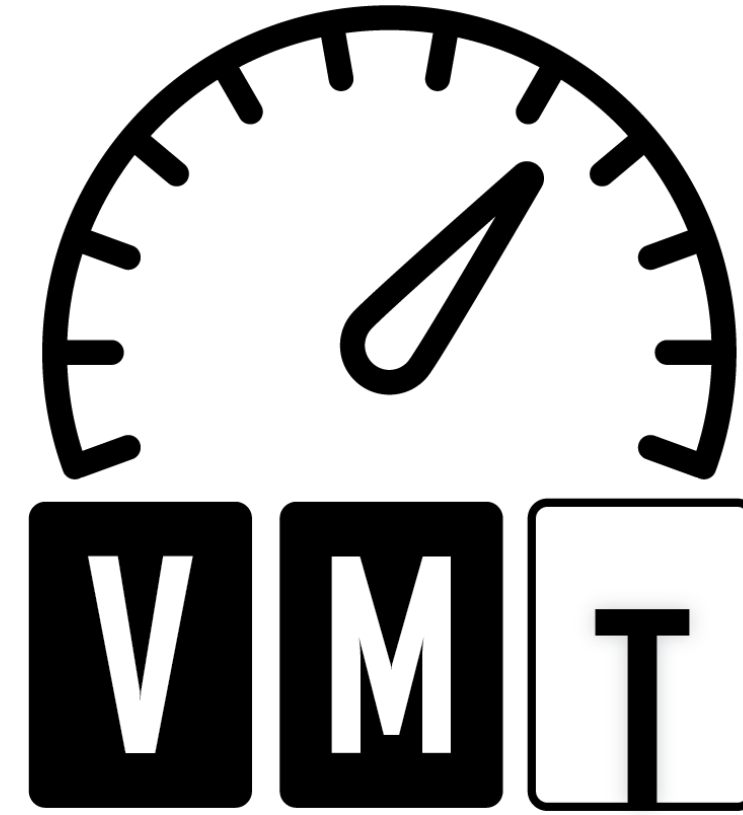
1. What is VMT?
2. SB 743 Overview
3. Q&A



What is VMT?



# Vehicle Miles Travelled (VMT)

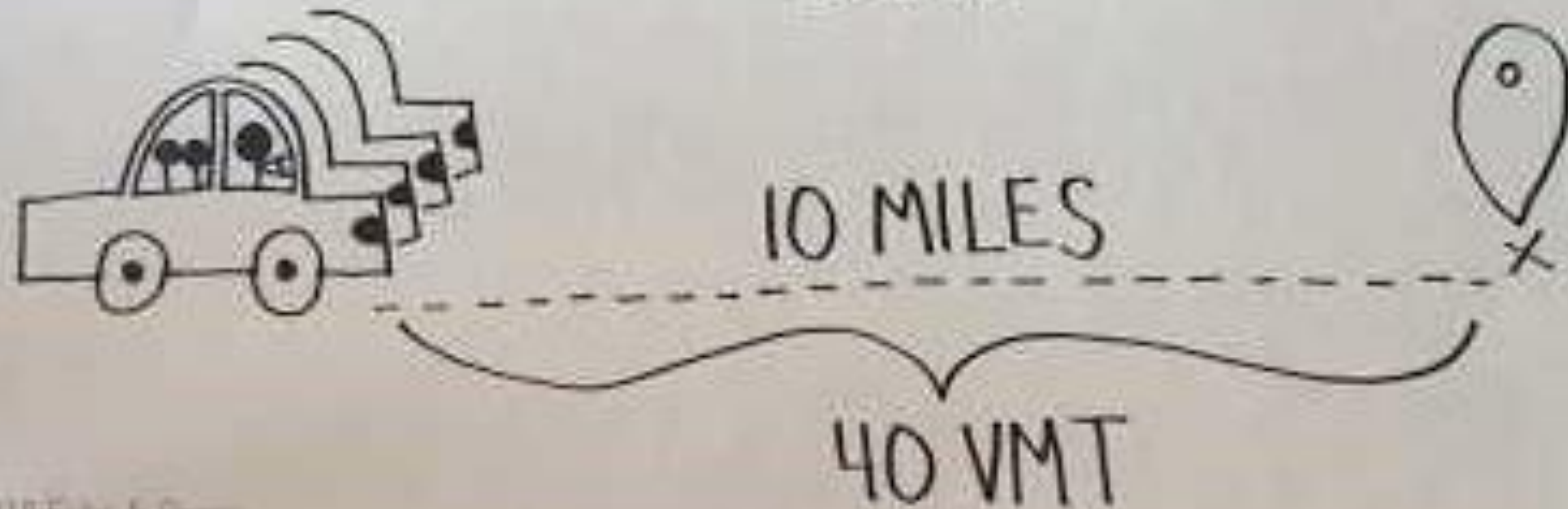


$$\text{VMT} = \text{Roadway Volume} \times \text{Roadway Distance}$$

OR

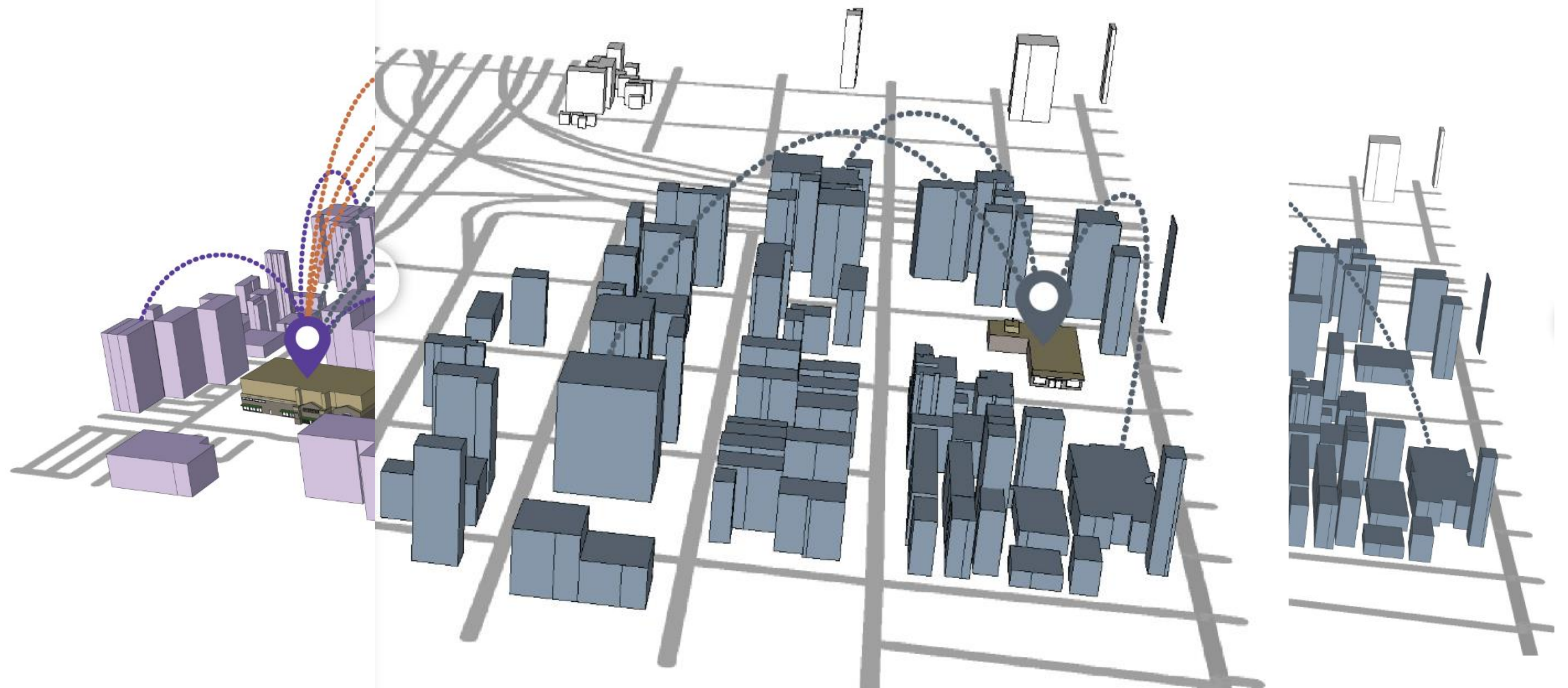
$$\text{VMT} = \text{Vehicle Trips} \times \text{Trip Average Length}$$

# VMT?





# Project Generated VMT vs. Project Effect on VMT

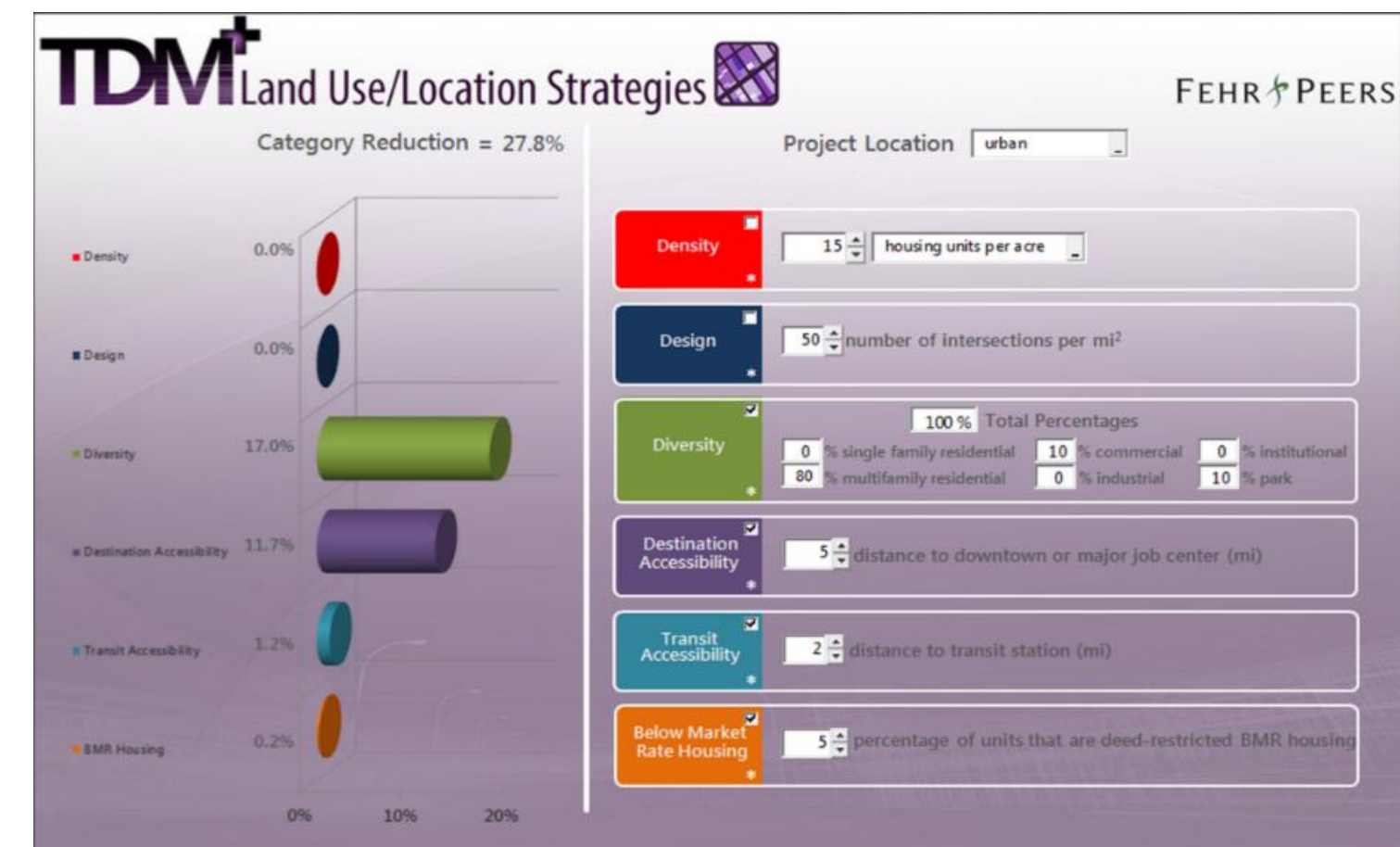
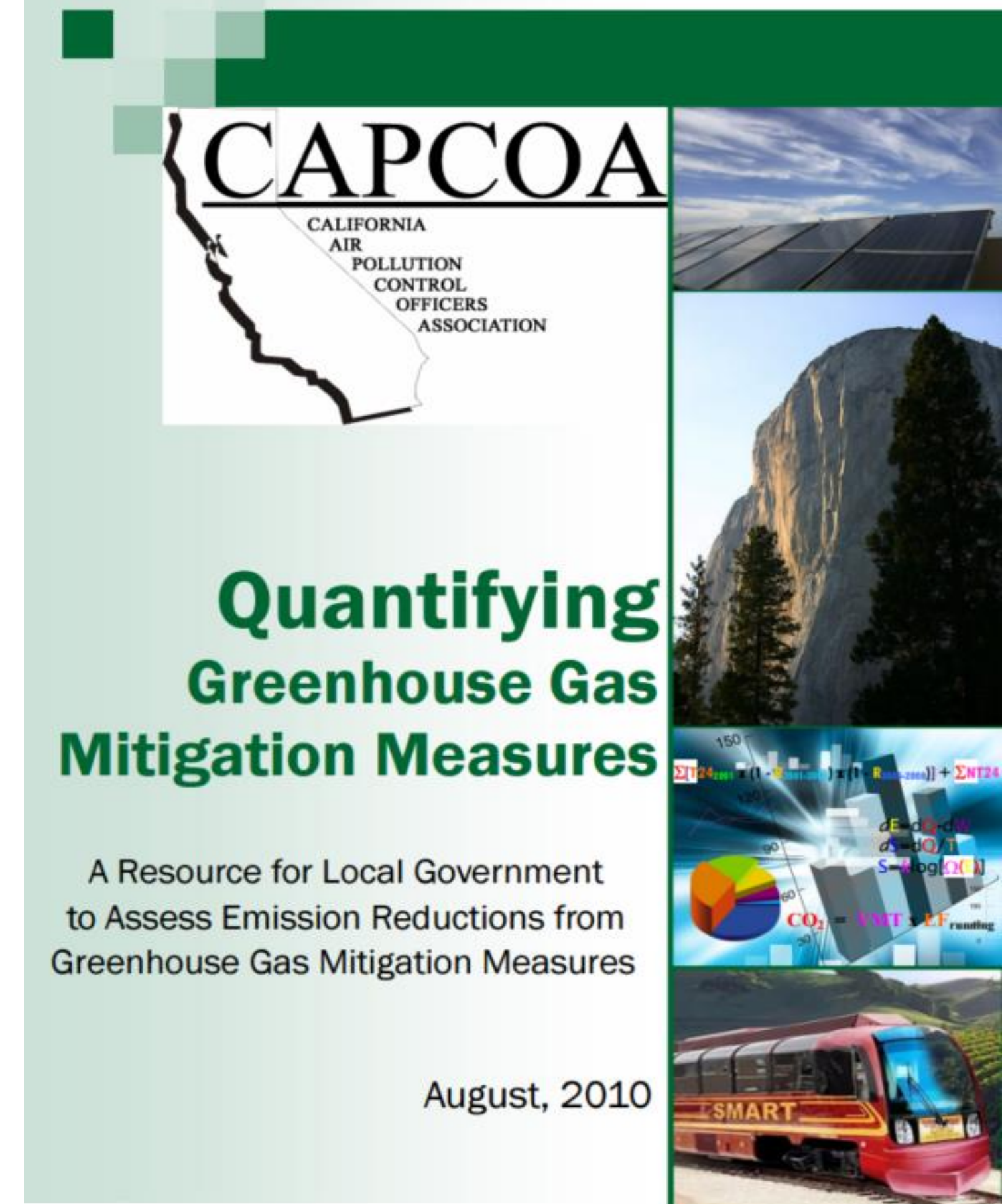




# Mitigation

Either Reduce Number of Trips or  
Reduce Distance of Travel:

- Changes in project (e.g., reduce parking supply, bikeshare, telework, parking pricing, etc.)
- Transit (access to, subsidies, etc.)
- Improve surrounding active transportation modes







# SB 743 Overview



# Evolution of CEQA



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

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Implementing Senate Bill  
743 (Steinberg, 2013)

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**SB 743**

**AB 417**

**AB 2245**

**SB 226**

**AB 1358**

**SB 375**

**SB 97**

**AB 32**



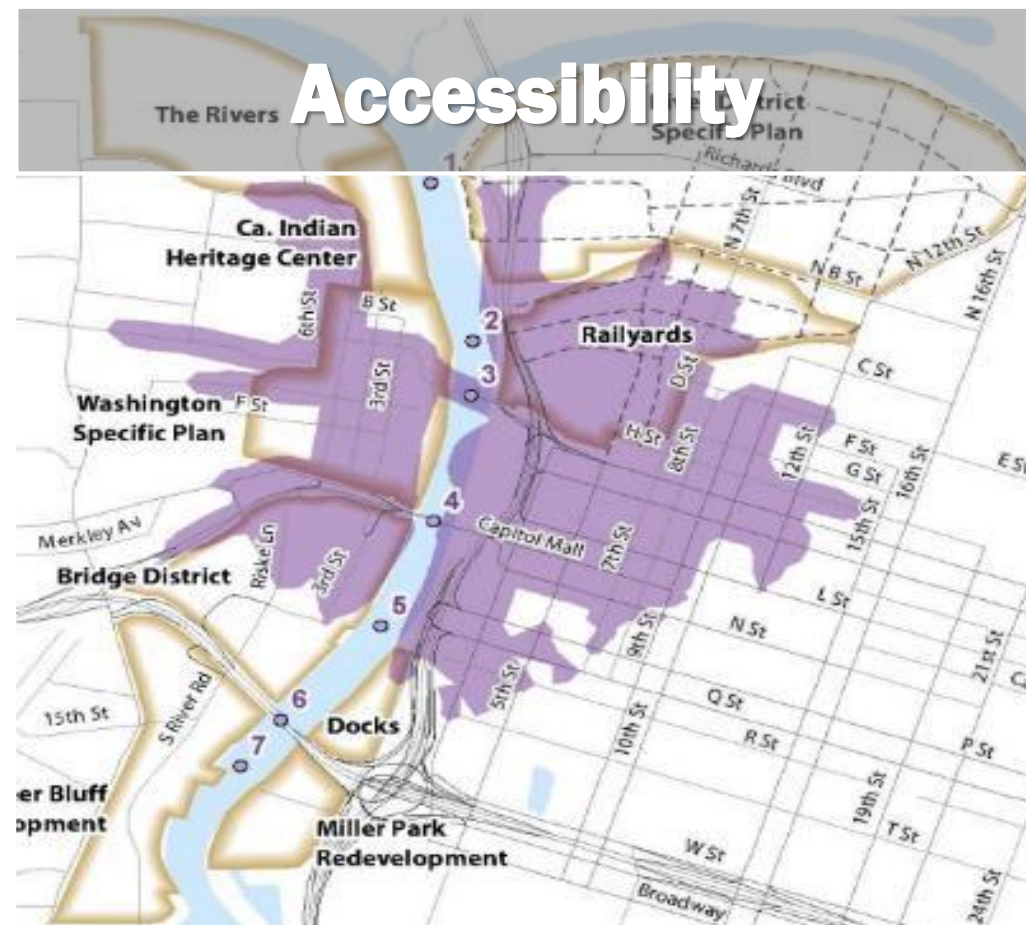


# SB 743 Legislative Intent

- Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through CEQA.
- More appropriately balance the needs of congestion management with statewide goals related to:
  - *Infill development*
  - *Promotion of public health through active transportation (e.g., walking, biking)*
  - *Reduction of GHG emissions*



# SB 743 Implications



- Eliminates roadway capacity (such as Level of Service (LOS)/ Delay) as a CEQA Metric
- Replaces LOS with VMT as the metric for transportation impact analysis
- Changes where significant impacts occur
- Changes mitigation focus



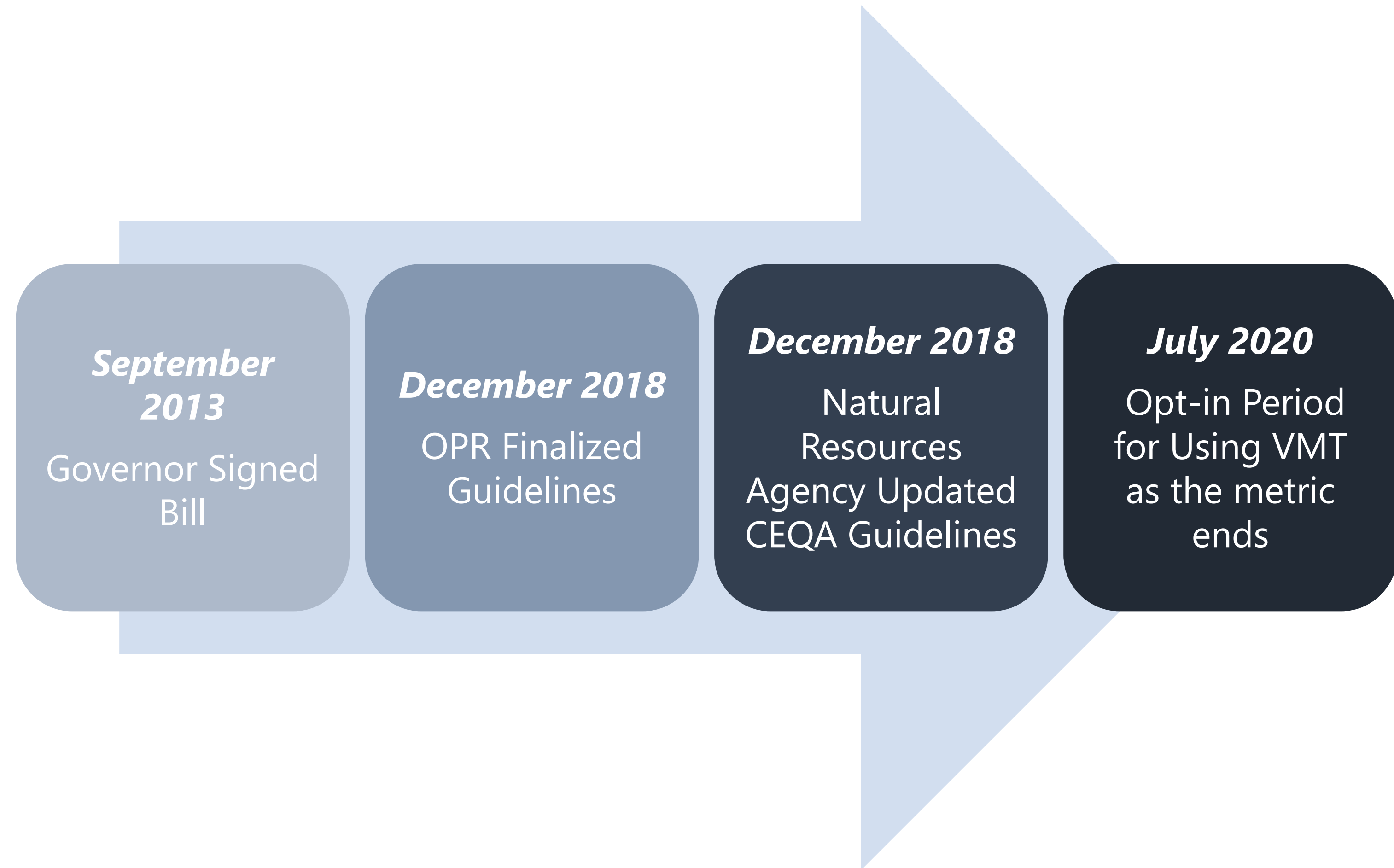


# Disposition of Level of Service (LOS)

- LOS is no longer used for CEQA Transportation Analysis
- However, LOS remains a tool for cities to use to measure local traffic congestion and to require operational improvements
- Chula Vista may continue to use LOS in its General Plan Land Use and Circulation Element.

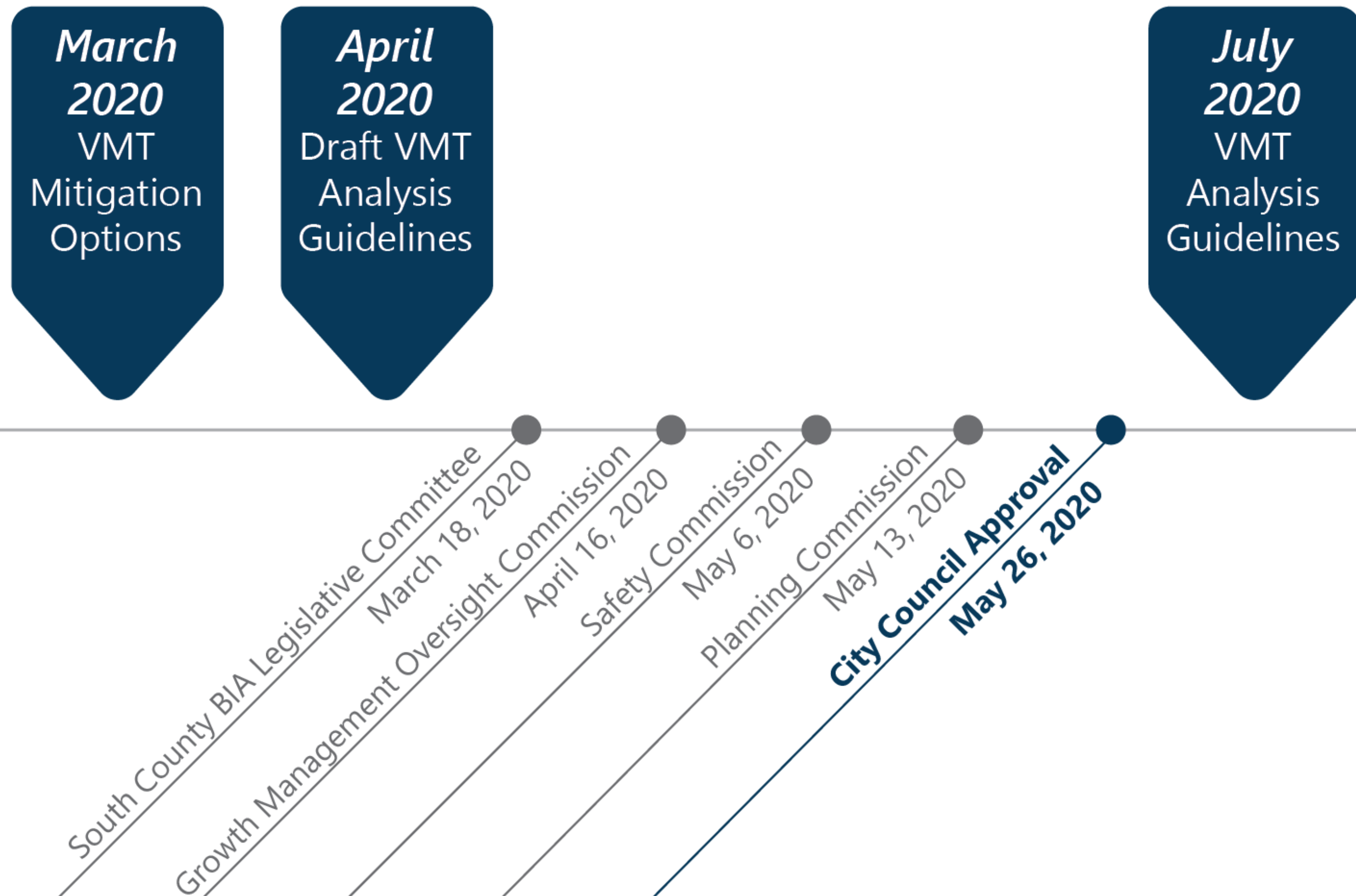


# Timeline for Implementation





# Chula Vista's Implementation Schedule







# Implementation Next Steps

1. Define Significance Criteria (Defines Impacts Under CEQA) – OPR Technical Advisory or Other?
2. Define Methodology
  - Consistent for Thresholds and Project Assessment
  - Establish Screening Criteria
3. Identify Mitigation Options and Approach to Analyzing and Monitoring





# Consultant Services

1. Project VMT Screening Procedures and Significance Thresholds
2. Project VMT Analysis Methods
3. VMT Fee Program and VMT Mitigation, including:
  - Nexus Study
  - Calculation of the Effectiveness of Proposed Mitigation





Questions/  
Discussions





# Backup Slides for Q/A





# Establishing a VMT Threshold

- Office of Planning and Research (OPR) Technical Advisory:
  - Residential: 15% or less than regional or citywide VMT/Capita
  - Employment: 15% or less than regional VMT/Employee
  - Retail: Any increase in regional VMT as a result of implementing the project
- Each lead agency has the discretion to use the OPR guidance or create their own thresholds and screening criteria





# Establishing a VMT Threshold City of San Diego

## Thresholds

- **Residential** – 15% below the regional average Resident VMT/Capita.
- **Commercial Employment** – 15% below the regional average Employee VMT/Employee.
- **Industrial Employment** – At or below the regional average Employee VMT/Employee.
- **Retail, Public Facilities, and Recreational Facilities** – If the project results in an increase in regional VMT the project's impact is considered significant.

## Screening

- VMT Efficient Residential or Commercial Project
- VMT Efficient Industrial Project
- Small Project
- Locally-Serving Retail/Recreational Project
- Locally Serving Public Facility
- Affordable Housing

## Other Analyses

**Local Mobility Analysis** to determine need for the following:

- Addition of a left or Right Turn Lane or extension of existing turn lanes
- Signal timing improvements or signal modifications
- Signalization or the addition of a roundabout at an unsignalized intersection
- Additional improvements to an intersection that functions as a roundabout under existing conditions





# Establishing a VMT Threshold County of San Diego

## Thresholds

**15% below Sub-Region Average** for the following efficiency metrics:

- VMT/Capita for Residential Projects
- VMT/Employee or VMT/Service Population for Employment Projects
- Total VMT or VMT/Service Population for Regional Employment or Regional Public Facilities

## Screening

- Small projects
- Locally serving retail or public facilities
- Redevelopment projects that are expected to generate less VMT than existing uses on the project site

## Other Analyses

**Local Mobility Analysis** to determine need for the following:

- For signalized intersections
  - Addition of left or right turn lanes
  - Lengthening a turn lane
  - Signal timing/phasing improvements
  - ADA signal accessible improvements
- For unsignalized intersections
  - Install All-Way Stop Control
  - Install Two-Way Stop Control
  - Provide Left Turn Lane
  - Provide Right Turn Lane
  - Install Bypass Lane
  - Install Center Acceleration Lane
  - Install new traffic control device including roundabouts





# Establishing a VMT Threshold City of Carlsbad

## Thresholds

**85% below Area Average**  
except for the following:

- *Industrial developments* - average VMT/employee equal to or below 100% of the area average
- *Retail developments* – Regional VMT plus project is at or below existing regional VMT

## Screening

- Map-based screening
- Development within a 1-mile walk of a Coaster station
- Affordable Housing.
- Redevelopment if the new development is expected to generate less VMT than the existing development.

## Other Analyses

Will continue to use existing Transportation Impact Analysis Guidelines





# Establishing a VMT Threshold North Orange County Collaborative

## Thresholds

- Rely on the OPR Technical Advisory Thresholds (15% Below Existing)
- Set Thresholds Consistent with Lead Agency Air Quality, GHG Reduction, and Energy Conservation Goals (14.3% Below Existing)
- Set Thresholds Consistent with RTP/SCS Future Year VMT Projections by Jurisdiction or Sub-Region
- Set Thresholds Based on Baseline VMT Performance

## Screening

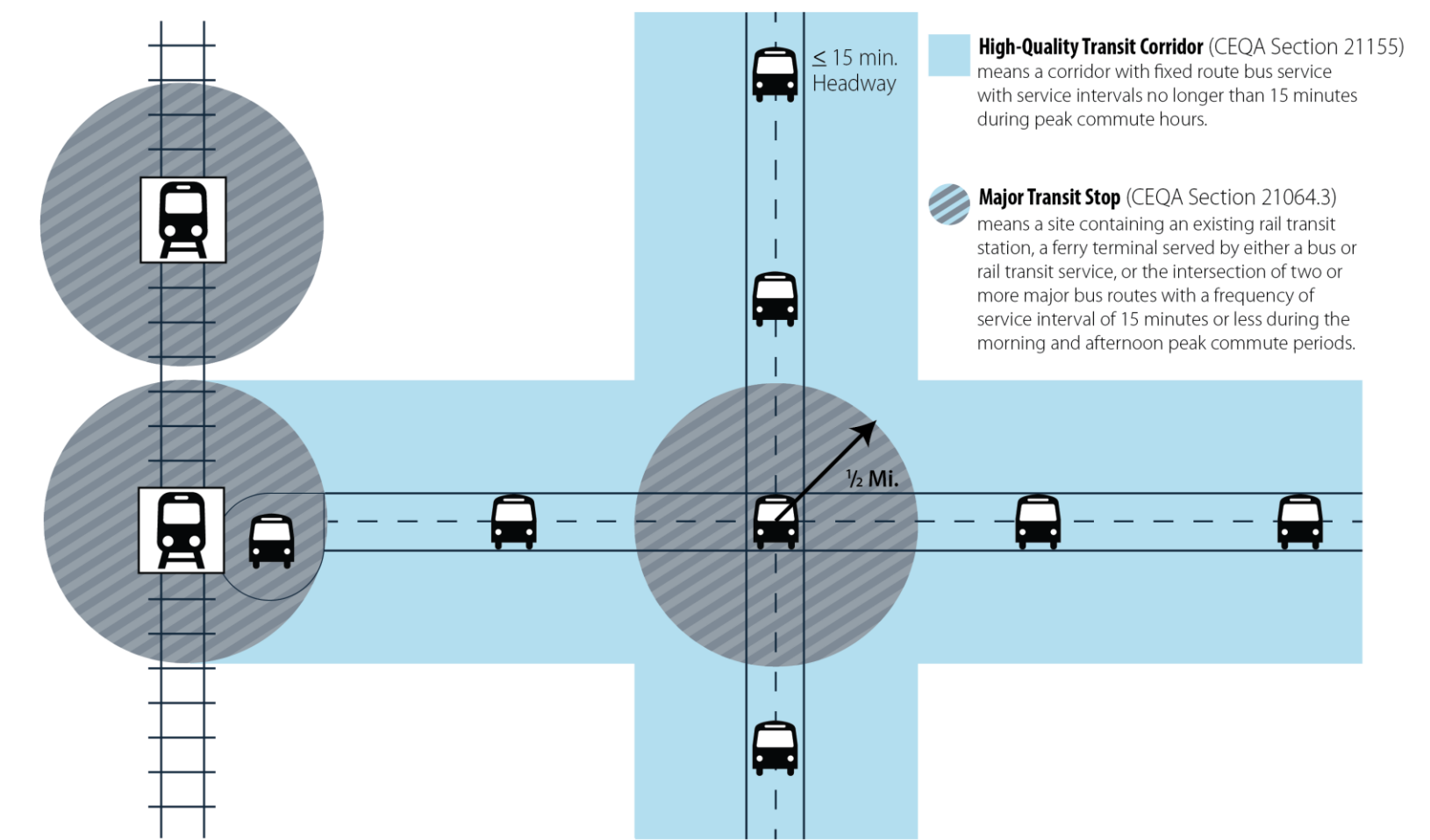
- Small Projects
- Locally Serving Retail and Public Facilities

## Other Analyses

- Each city will decide whether to include LOS in their Transportation Impact Analysis Guidelines



# Screening Options

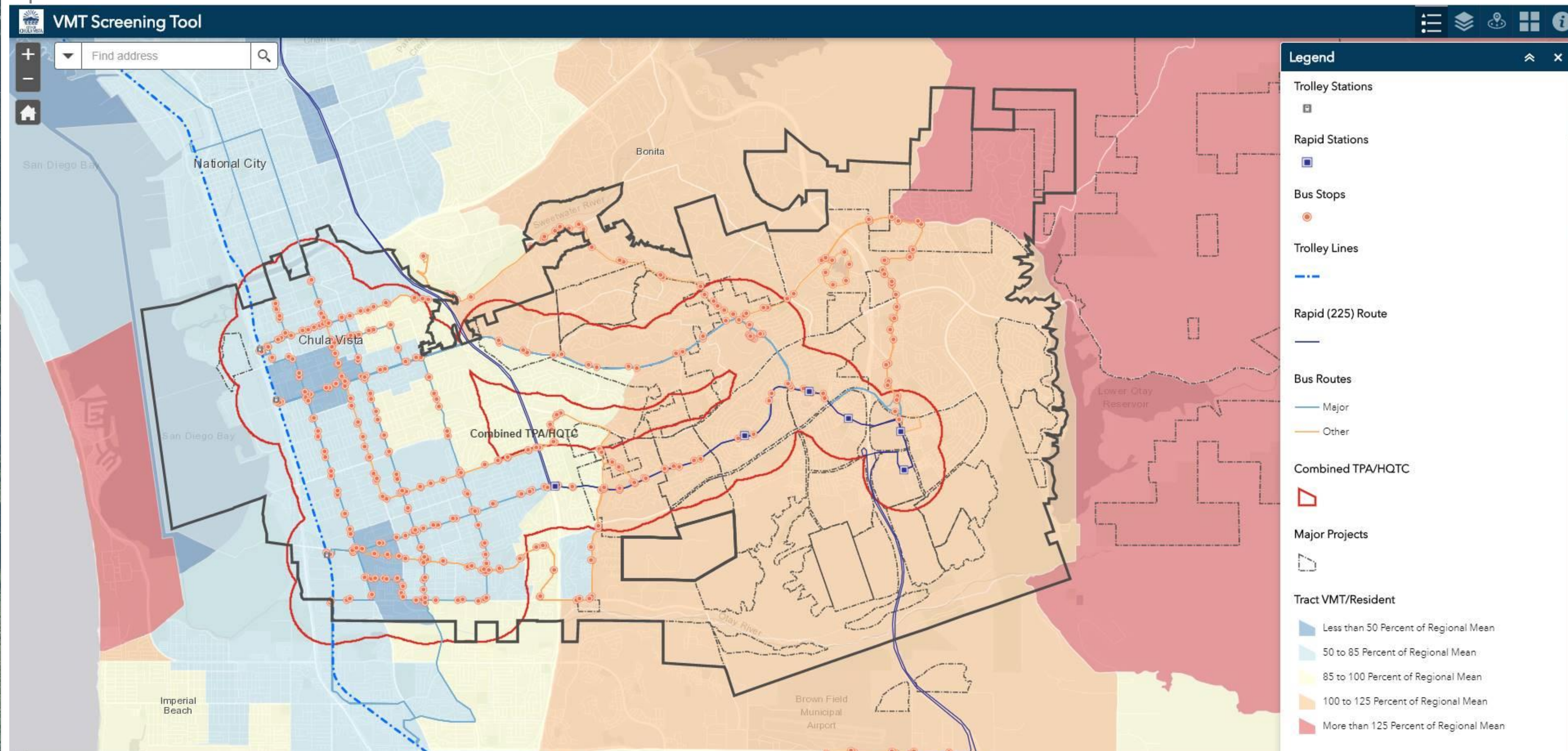


A Project Could Be Presumed to have a Less Than Significant Effect if:

- Development in a low VMT generating area (screening map)
- Small Projects (OPR suggests project that generate less than 110 daily trips)
- Locally serving retail
- Development in Near a Major Transit Stop or Along a High-Quality Transit Corridor
- Infill Affordable Housing



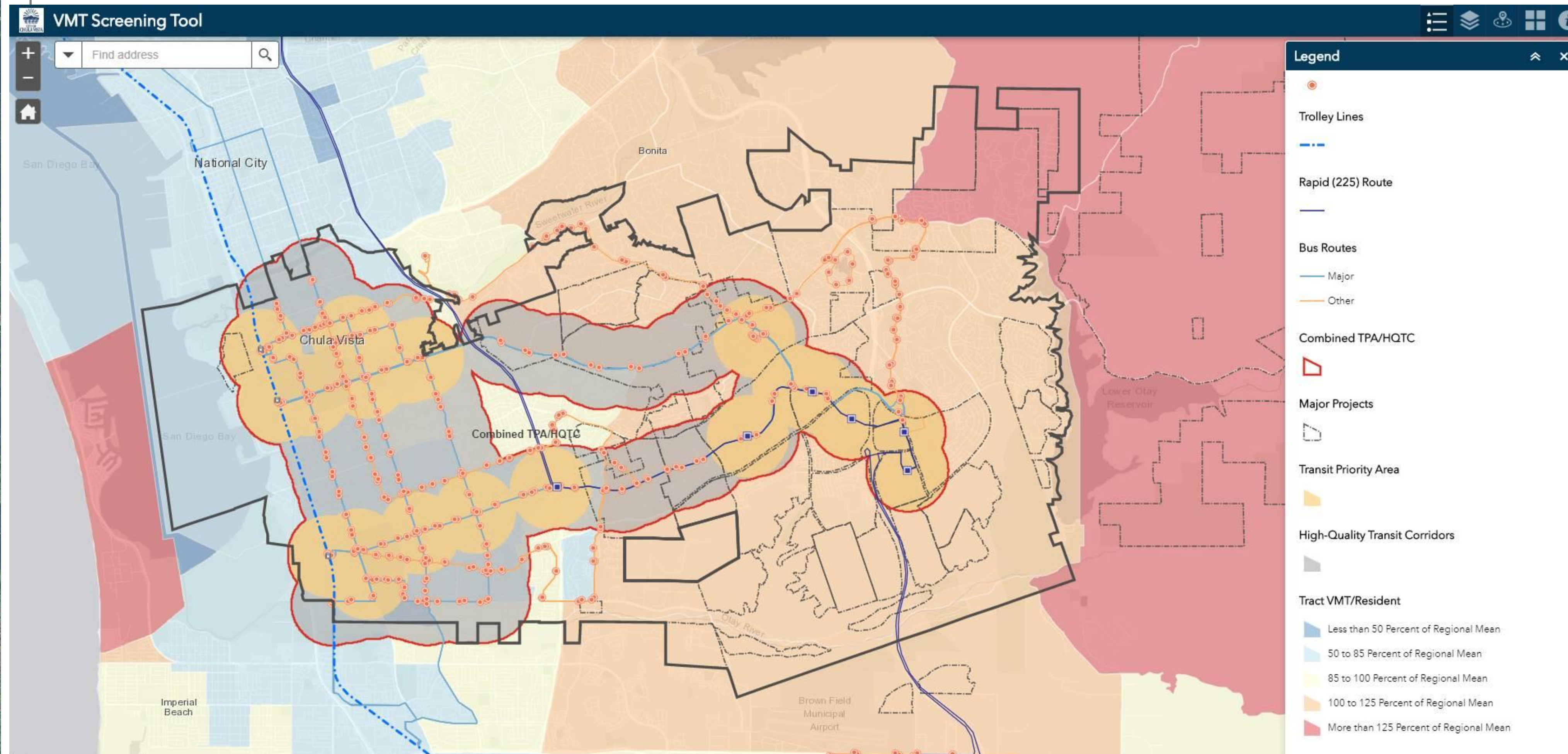
# Screening Options – VMT Efficient Screening



<https://cvgis.maps.arcgis.com/apps/webappviewer/index.html?id=f0d05a4a014841d588bb66891500b34d>



# Screening Options – Transit Screening



<https://cvgis.maps.arcgis.com/apps/webappviewer/index.html?id=f0d05a4a014841d588bb66891500b34d>



# Screening & Analysis Process

