

# SB 743 Implementation

May 23, 2023

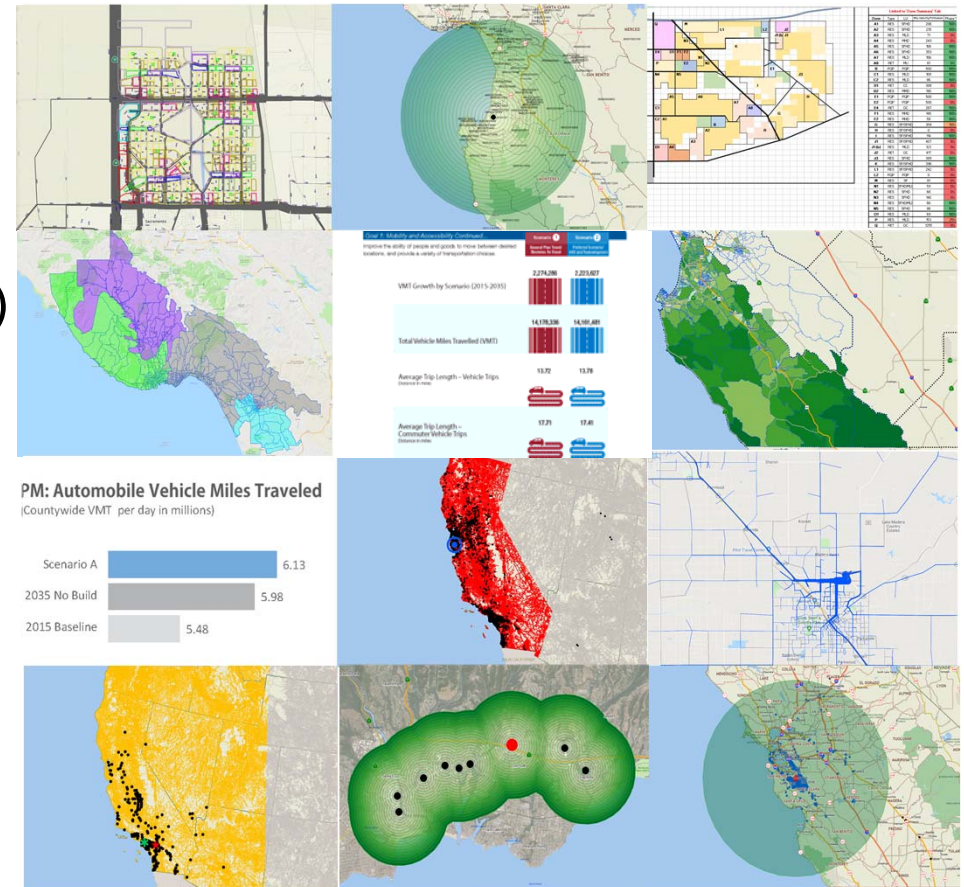


## SB 743 Implementation



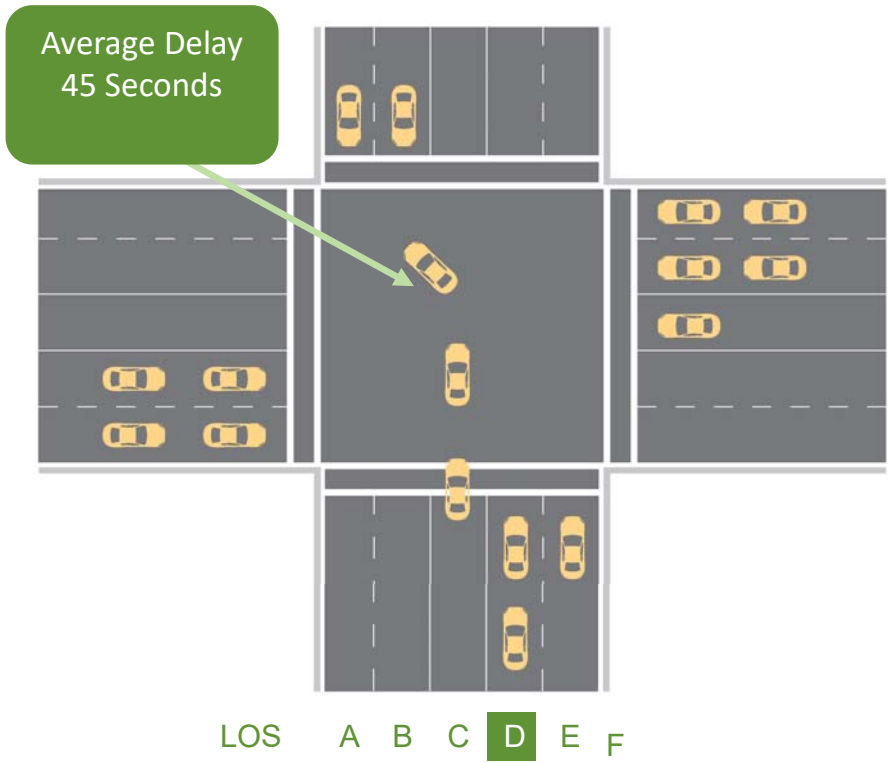
# Agenda

- Level of Service (LOS) background
- SB 743 and Vehicle Miles Travelled (VMT)
- Hawthorne's VMT Thresholds
- Analysis Steps
- TREDLite
- Recommendation



# Level of Service

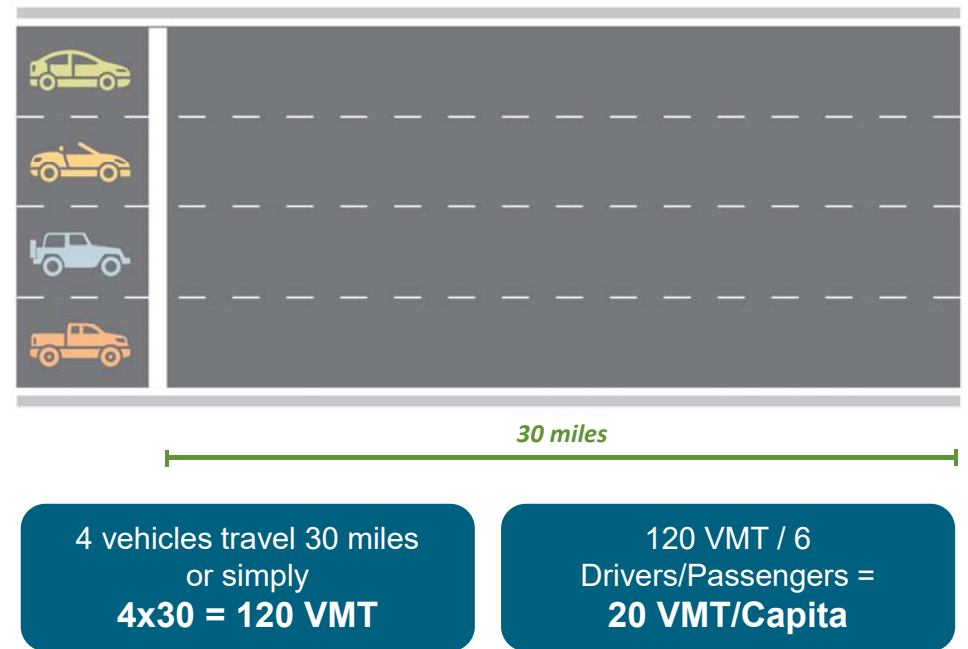
## Impact to the Driver



Highway Capacity Manual

# Vehicle Miles Traveled

## Driver's Impact to Transportation System



Travel Demand Model <sup>3</sup>

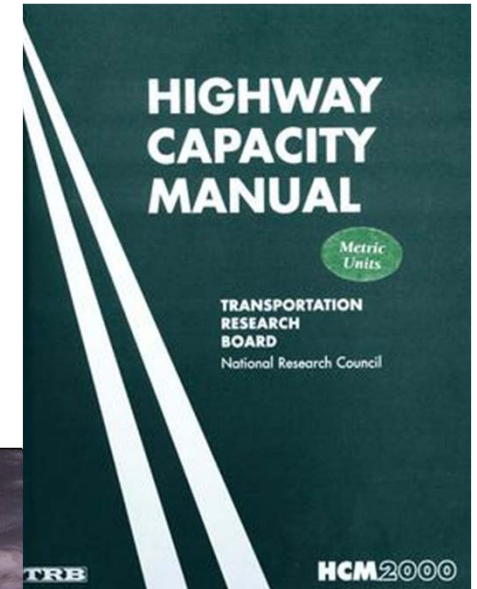


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# History of LOS

- Significantly guides transportation decision-making
- First Edition of HCM published in 1950
- There have been 6 editions
- 70 years later its application has been tied to
  - Urban Sprawl
  - Impacts to active transportation
  - Induced demand





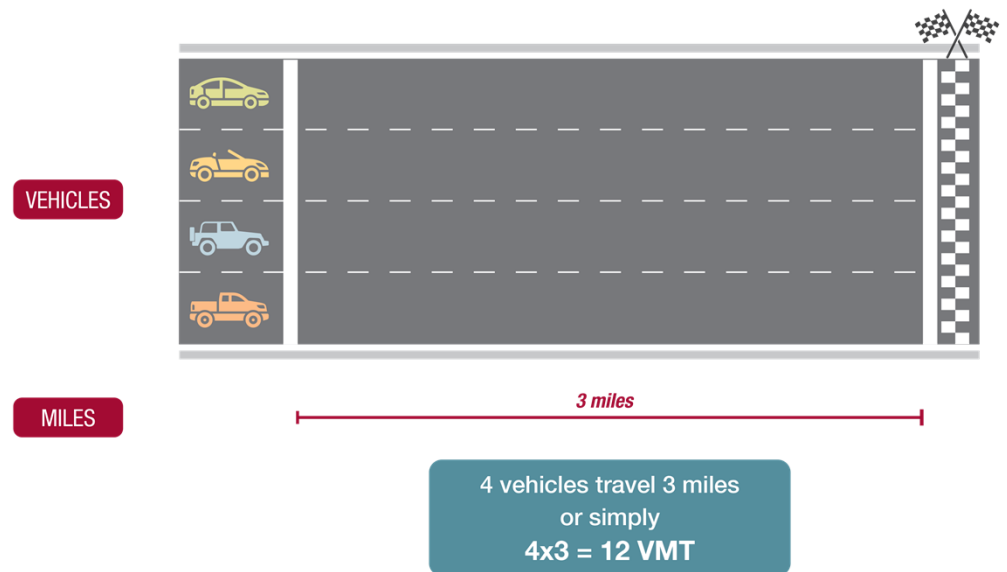
## SB 743 Implementation



# SB 743 Overview

- SB 743 is CEQA Specific
- Basis for a “transportation significant impact” determination
- Sustainability and GHG reduction by
  - Denser infill development
  - Reducing single occupancy vehicles
  - Improved mass transit
- Lead agencies have until July 1, 2020
- Most recent guidance is from December 2018
- Recommends that land uses be split out
- VMT is the principal metric

### WHAT IS VMT?





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# OPR VMT Thresholds

- Residential: > 15% less than average VMT per/capita
- Office: > 15% less than average VMT per/employee
- Retail: Net increase in total VMT for region
- Transportation: Net increase to VMT
- Neither statute or CEQA Guidelines include thresholds
- “Substantial evidence” (Section 15384) as the basis for not following OPR



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# Significance Threshold and Methodology

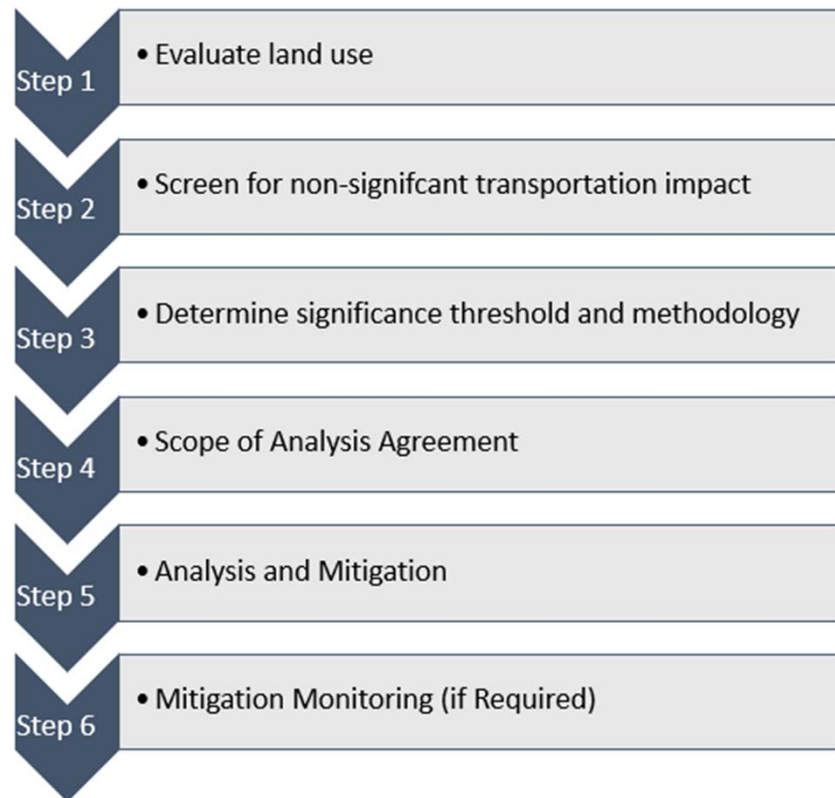
Land Use	VMT Threshold	Basis
Residential	11.9 VMT/capita <sup>9</sup>	15% below existing county-wide average residential VMT per capita
Office	18.7 Work VMT/Employee <sup>10</sup>	15% below existing county-wide average Work VMT per employee
Retail	Net regional change	Using the Los Angeles County as the basis
Other Employment	18.7 Work VMT/Employee <sup>10</sup>	15% below existing county-wide average Work VMT per employee
Other Customer	Net regional change	Using the Los Angeles County region as the basis



CE 170 Implementation



# Analysis Steps





### Project Information

**Project Name**  
Mixed-Use Project

**Analysis Year**  
2019

**Project Context/Setting**  
Low Density Suburb

**ITE Trip Gen Land Use**  
710 - General Office Building

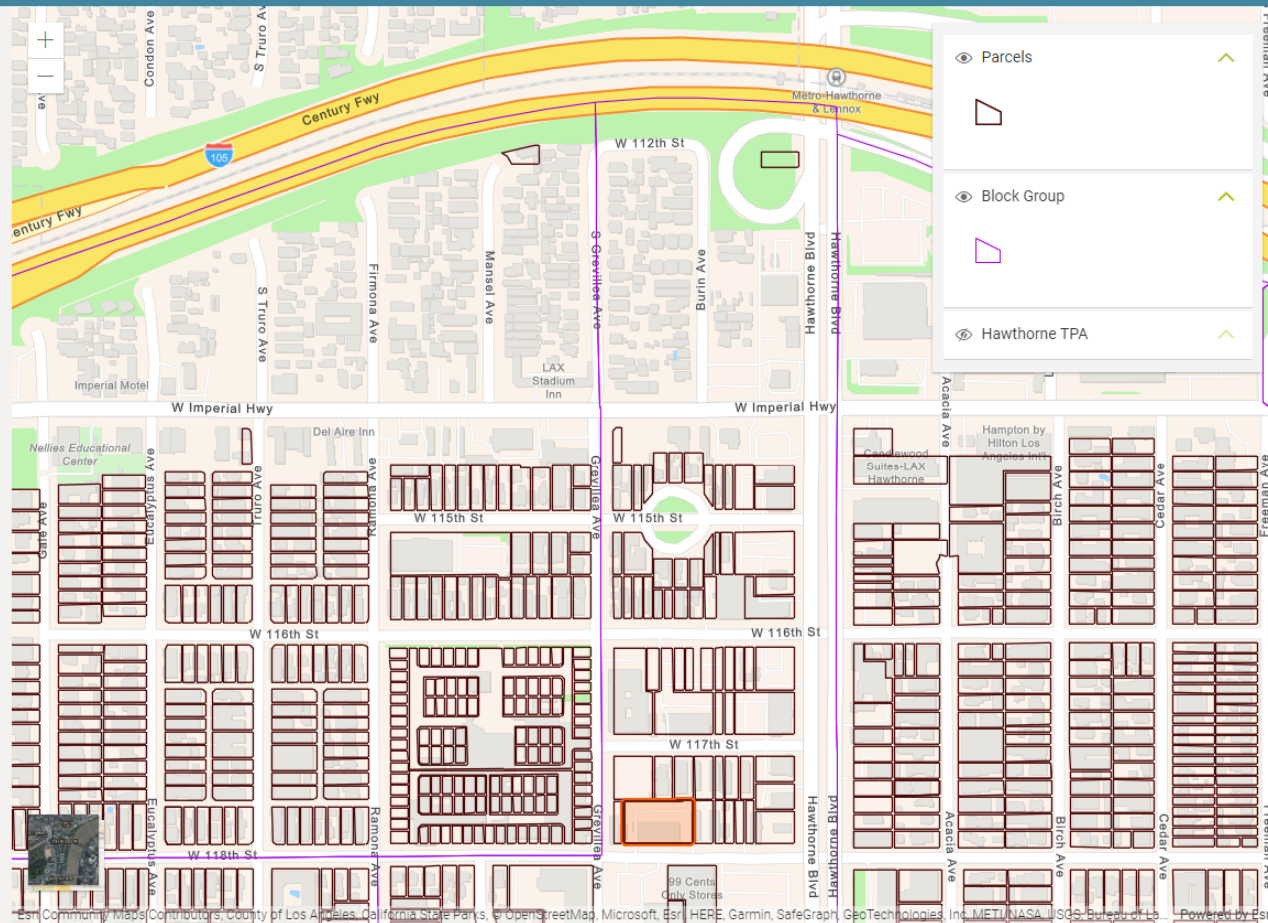
**Land Use Quantity**  
1,000 Sq Ft

Add Land Use

ITE Trip Gen Land Use	Quantity	Units	
210 - Single-Family Detached Housing	100	Dwelling Unit(s)	
710 - General Office Building	50	1,000 Sq Ft	

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### Transportation Demand Management (TDM)

VMT can only be mitigated in each group by up to the stated Group Max Reduction. The current reduction listed for each group must not exceed the max reduction for its respective group.

[CAPCOA Handbook](#)

**Selected Land Use: 210 - Single-Family Detached Housing**

**Total Maximum Reduction: 20%**

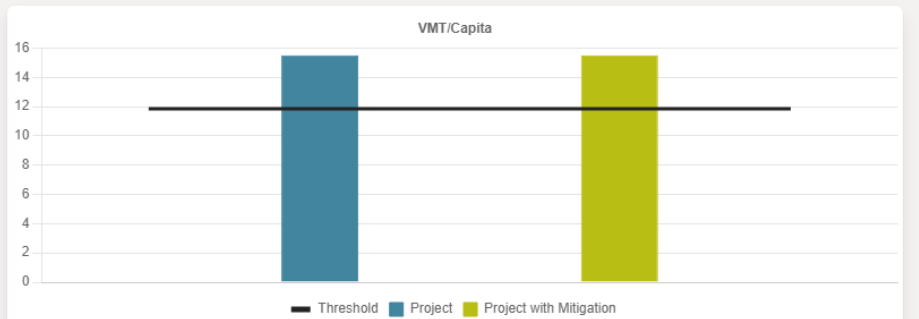
**Current Reduction: 0.00%**

TDM Measure	Description	Max VMT Reduction	Input	Input Definition	Reduction
Land Use Strategies - Group Max Reduction: 20%, Current Reduction: 0.00%					

Trip Reduction Programs - Group Max Reduction: 20%, Current Reduction: 0.00%					
Implement Commute Trip Reduction Program (Voluntary) (T-5)	This measure will implement a voluntary commute trip reduction (CTR) program with employers. CTR programs discourage single occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	4.00%	0 %	percent of employees eligible	0.00%
Implement Commute Trip Reduction Program - Mandatory (T-6) Includes T-7, T-8, T-9, T-10, T-11	This measure will implement a mandatory CTR program with employers. CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking,	20.00%	0 %	percent of employees eligible	0.00%

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<    ITE 210    ITE 710    >



Regional Average (VMT/Capita): 13.9    Threshold (15% below Average): 11.9

Metric	Project	Mitigation	With Mitigation
VMT/Capita	15.5	0.0	15.5
Daily Trips	6,499	0	0

Pollutant	Mobile	Mitigation	With Mitigation	Non Mobile	Total
CO (lb/day)	278.61	0.00	278.61	342.76	621.37
ROG (lb/day)	25.42	0.00	25.42	55.99	81.41
NOX (lb/day)	37.46	0.00	37.46	52.50	89.96
SOX (lb/day)	0.53	0.00	0.53	0.63	1.16
PM2.5 (lb/day)	13.37	0.00	13.37	14.85	28.22
PM10 (lb/day)	48.65	0.00	48.65	50.13	98.78
CO <sub>2</sub> (mt/year)	8,603.97	0.00	8,603.97	12,738.16	21,342.13

Land Use Presumptions of Less than Significant Impact ⓘ

- Affordable Housing
- Local Serving Land Use



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# TDM Mitigations

- Trip Reduction Program (Voluntary)
- Trip Reduction Program – (Mandatory)
- Commute Trip Reduction Marketing
- Subsidized Transit Program
- Provide End-of-Trip Bicycle Facilities
- Employer-Sponsored Vanpool
- Price Workplace Parking
- Electric Vehicle Charging Infrastructure
- Pedestrian Network Improvement
- Construct or Improve Bike Facility





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# Recommendation

- Staff recommends adoption of the draft resolution establishing VMT thresholds of significance for transportation impact analysis



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# Questions

