

Implementing 743

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Western Riverside Council of Governments

- Regional Transportation Uniform Mitigation Fee (regional developer impact fee)
- Regional Streetlight Program
- Property Assessed Clean Energy / Home Energy Renovation Opportunity Program
- Western Community Energy – Community Choice Aggregation (Energy)
- Western Riverside Energy Partnership (Regional Energy Program)



SB 743 Implementation Study Purpose

- SB 743 implementation decisions must be made by lead agencies
- WRCOG wants member agencies to understand specific questions that need to be addressed when making determinations
 - Research, analysis, etc. for support
- Help reduce SB 743 implementation costs for each jurisdiction's efforts



Stakeholder Outreach

- Conducted focus group sessions to gather feedback on potential VMT methodologies, thresholds, and feasible mitigation measures
- Member jurisdiction/agency staff
- Environmental and transportation consultant community
- Legal community
- Developers



Key Components of Study

- Developed thresholds
- Compared different VMT calculation tools
- Developed an online screening tool
- Conducted research on potential mitigation measures



Thresholds Development

- Four different approaches to thresholds
- Range from using DPR's 15% reduction threshold to a localized threshold
- Localized thresholds developed based on existing VMT for the jurisdiction measured by trip type
- Agencies do have sufficient discretion to develop localized thresholds, if they provide substantial evidence to support those thresholds
- To determine significant impacts, WRCOG recommended either:
 - Below City-wide average VMT, or
 - Below WRCOG regional average VMT



VMT Calculation

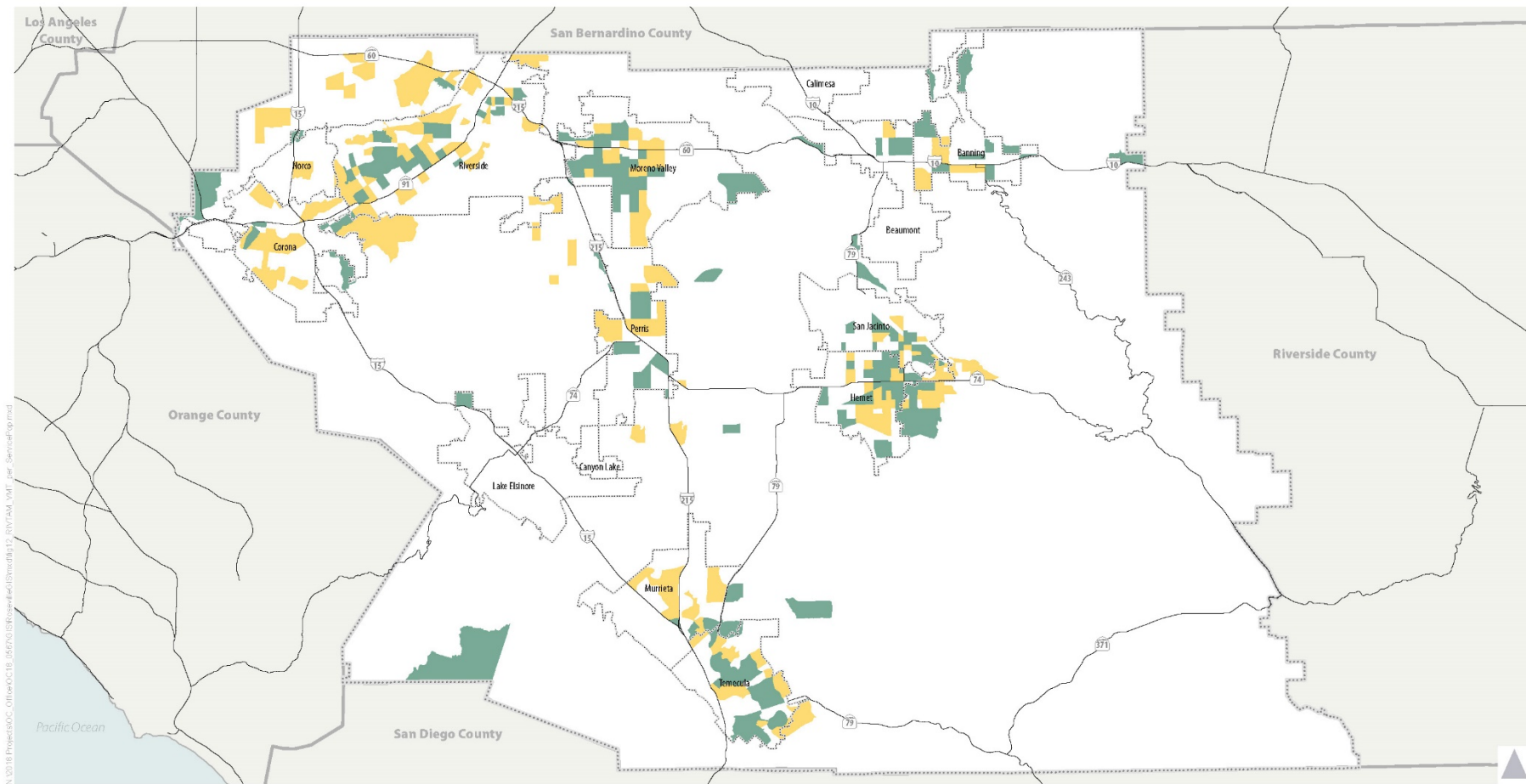
- WRCOG evaluated different VMT calculation tools including:
 - SCAG Model
 - Riverside County Model
 - Statewide Household Travel Survey
 - Sketch planning tools
- Recommended utilizing RIVTAM since it is the most commonly used for traffic analyses currently



Screening

- Guidelines allow for screening projects out which meet certain criteria
 - Transit Priority Areas (rail, high frequency bus, etc.)
 - Small retail projects are another example (60K or less presumed to be local serving retail)
 - Projects which are located in low VMT generating areas





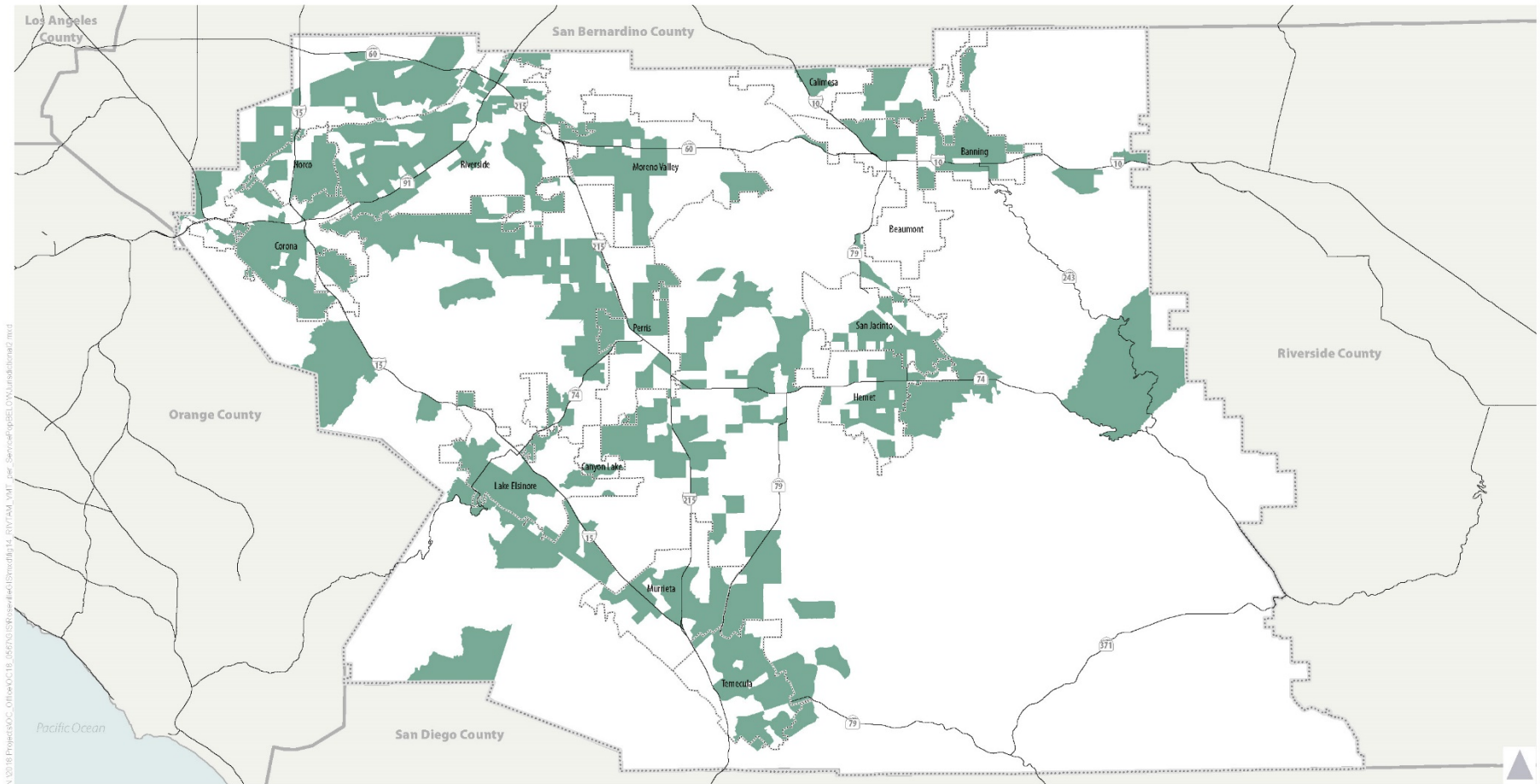
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- < -15% below SCAG Regional Average *
- 0 to -15% below SCAG Regional Average
- Higher than SCAG Regional Average
- WRCOG Boundary
- County Boundary
- City Limits
- * SCAG Regional Average calculated using RIVTAM Model.

Figure 12

RIVTAM Model (2012)
Daily Total VMT per Service Population
Comparison to SCAG Regional Average





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- At or below Jurisdictional Average *
- Higher than Jurisdictional Average
- WRCOG Boundary
- County Boundary
- City Limits
- * Jurisdictional Average calculated using RIVTAM Model.

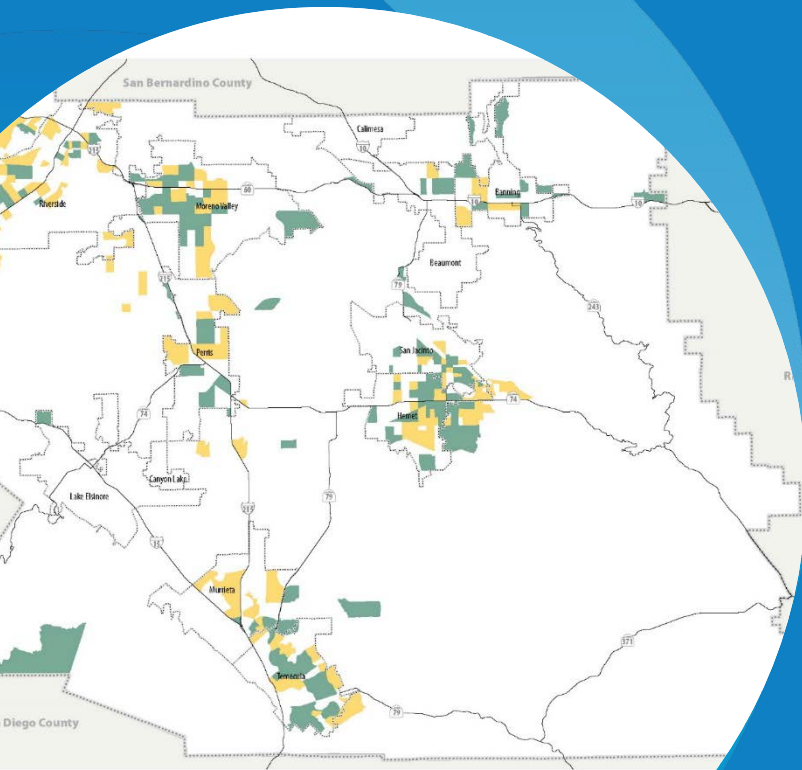
Figure 14

RIVTAM Model (2012)
 TAZs Performing at or below 2012 Jurisdictional Average of
 Daily VMT Per Service Population in only the RIVTAM Model



Edge of the Model

- South edge of model shows as VMT efficient
- California Statewide Travel Model or other big data resources necessary to fully capture VMT



* SCAG Regional Average
calculated using RVTM Model

WRCOG VMT Screening Tool

Find address or place

VMT Impact Screening

Input Output

Zoom in to your project location close enough that the blue parcel layer appears. Select Western Riverside County Parcels in the drop-down below, then use the black square to select your project parcels. When ready, click on the Execute button. To clear the selection or start over, click on the "X" on the output tab once the tool has run. All results based on RIVTAM Model*

[Help](#)

Execute

Layer List

All results based on RIVTAM Model.

- Western Riverside County Parcels (Zoom in to view)
- Transit Priority Area
- RIVTAM TAZs with total VMT per service population below jurisdictional average under 2012 base year model
- RIVTAM TAZs with Home-based VMT per resident below jurisdictional average under 2012 base year model
- RIVTAM TAZs with Home-based work VMT per worker below jurisdictional average under 2012 base year model
- RIVTAM TAZs with total VMT per service population below WRCOG subregional average under 2012 base year model
- RIVTAM TAZs with Home-based VMT per resident below WRCOG subregional average under 2012 base year model
- RIVTAM TAZs with Home-based work VMT per worker below WRCOG subregional average under 2012 base year model
- City Boundaries



WRCOG VMT Screening Tool

Find address or place



APN:281040009; TAZ:3,312

Within a Transit Priority Area (TPA)?
No (Fail)

Within a low VMT generating TAZ based on Total VMT?
No (Fail)
Jurisdictional average 2012 daily total VMT per service population = 37.87
Project TAZ 2012 daily total VMT per service population = 675.33

Within a low VMT generating TAZ based on Residential Home-Based VMT?
Yes (Pass)
Jurisdictional average 2012 daily residential home-based VMT per capita = 35.75
Project TAZ 2012 daily residential home-based VMT per capita = 12.70

[Zoom to](#)

Layer List

Layers

- Western Riverside County Parcels (Zoom in to view)
- Transit Priority Area
- Jurisdictional Total VMT per Service Pop % Difference
 - below SCAG Regional Average
- Jurisdictional Home Based VMT per Capita % Difference
 - below SCAG Regional Average
- Jurisdictional Home Based Work VMT per Worker % Difference
 - below SCAG Regional Average
- City Boundaries
- TUMF Zone Boundaries



Mitigation Measures...

- Limited options to mitigate VMT impacts
 - Transit passes
 - Travel demand management (TDM)- carpooling, etc
 - Adding transit and bicycle infrastructure
- For most projects in a suburban or rural area, mitigation is not likely to reduce VMT by more than 2-3% based on empirical studies
- VMT exchange or offset program likely to be more effective



Lessons Learned

- Necessary to communicate that WRCOG was agnostic on SB 743 (law of the land)
- Developing localized information for subregion was key
- Provided options for tools and methodologies
- Tested approaches on real world projects
- Meeting with diverse stakeholders was helpful in providing useful recommendations to jurisdictions



Cautionary Notes

- Potential for significant discrepancies in how VMT is analyzed in different EIR sections
- Important for an agency to standardize its approaches, methodologies, tools, etc
 - Otherwise, it will give the impression that you can “cherry pick” an approach
- Likely that approach will also vary based on the consultant team or even the attorney's involved
- Suggest that the profession develop guidance materials as much as possible
- Mitigation methods still need a lot more work



WRCOG Considerations

- Threshold and metric options affect screening capability
- Metric Options
 - VMT/Service Population
 - VMT/Capita
 - VMT/Employee
- Most of WRCOG does not meet 15% below DPR average when compared to the SCAG region

