

SB 743 IMPLEMENTATION

What to do
after the
Guidelines are
adopted



May 12, 2016

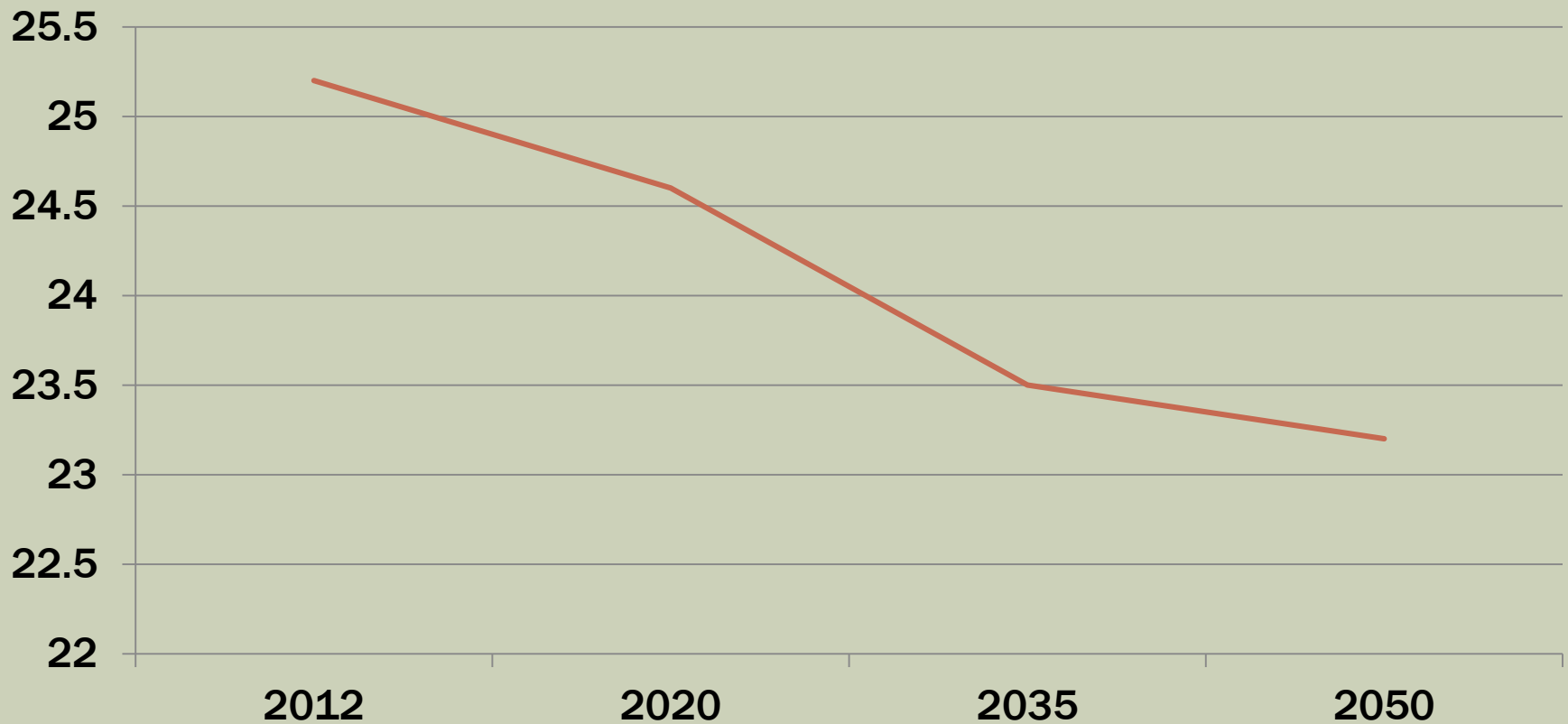
OVERVIEW

- SANDAG supports developing new CEQA transportation metrics
- Already used VMT and induced travel as significance criteria
- Streamline land use and transportation projects consistent with adopted RTP/SCS that meets SB 375 GHG targets (aka SANDAG Regional Plan)
- Broaden list of public transit and active transportation projects that do not require VMT analysis
- Differentiate between “general purpose” highway lanes and “managed lanes”
- Relationship between statewide GHG reduction goals and OPR’s recommended thresholds
- SANDAG’s role in SB 743 implementation

VMT ANALYSIS

EIR FOR SAN DIEGO FORWARD: THE REGIONAL PLAN

Per Capita VMT in the San Diego Region, 2012 to 2050



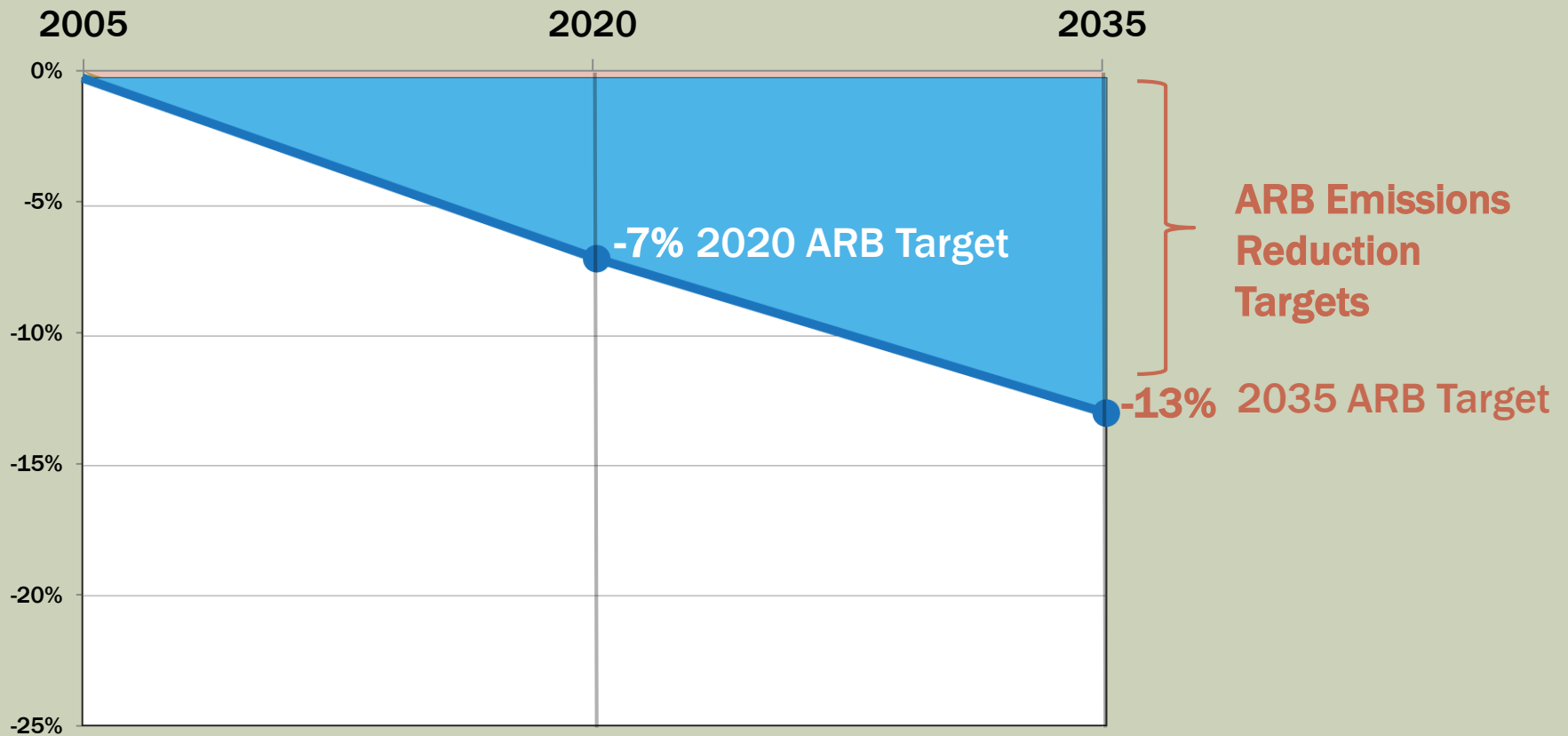
Source: Final EIR for San Diego Forward: The Regional Plan, October 2015.

SB 375

REQUIREMENTS FOR RTP/SCS

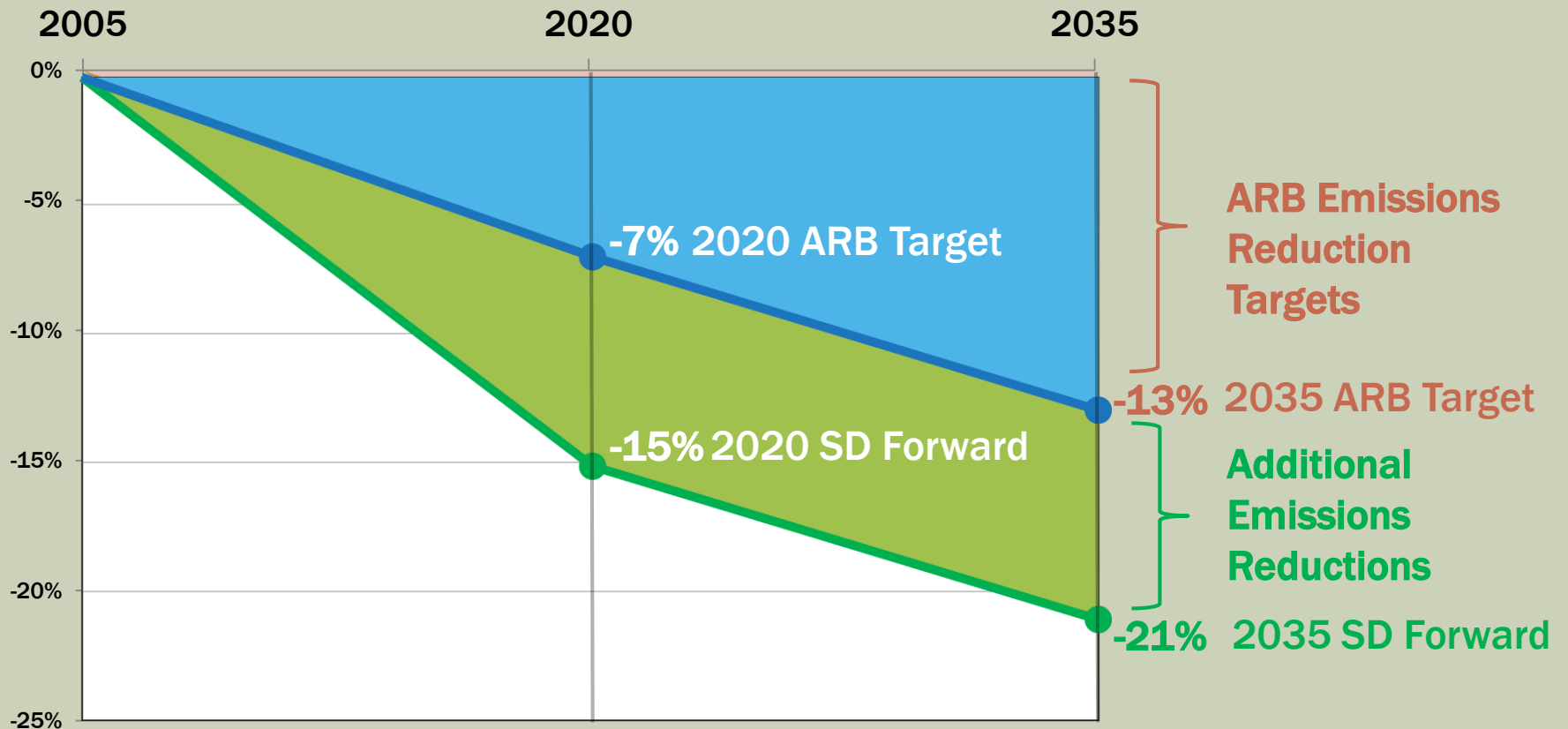
- Air Resources Board sets regional GHG targets for passenger vehicles
- “Sustainable communities strategy” is required part of a Regional Transportation Plan
- SCS must show how the targets are achieved through forecasted land use patterns, transportation investments, transportation measures or policies
- SCS land use assumptions are based on adopted general plans
- SB 375 metric is per capita *GHG emissions* from passenger cars and light trucks - no mention of VMT
- ARB Scoping Plan shows contribution of SB 375 regional targets to statewide AB 32 emissions limit

REGIONAL PLAN EXCEEDS SB 375 GHG EMISSIONS REDUCTION TARGETS



*Targets set by State for SANDAG to reduce Per Capita CO2 Emissions from Passenger Vehicles

REGIONAL PLAN EXCEEDS SB 375 GHG EMISSIONS REDUCTION TARGETS



*Targets set by State for SANDAG to reduce Per Capita CO2 Emissions from Passenger Vehicles

MEETING CALIFORNIA'S 2020 EMISSIONS TARGET

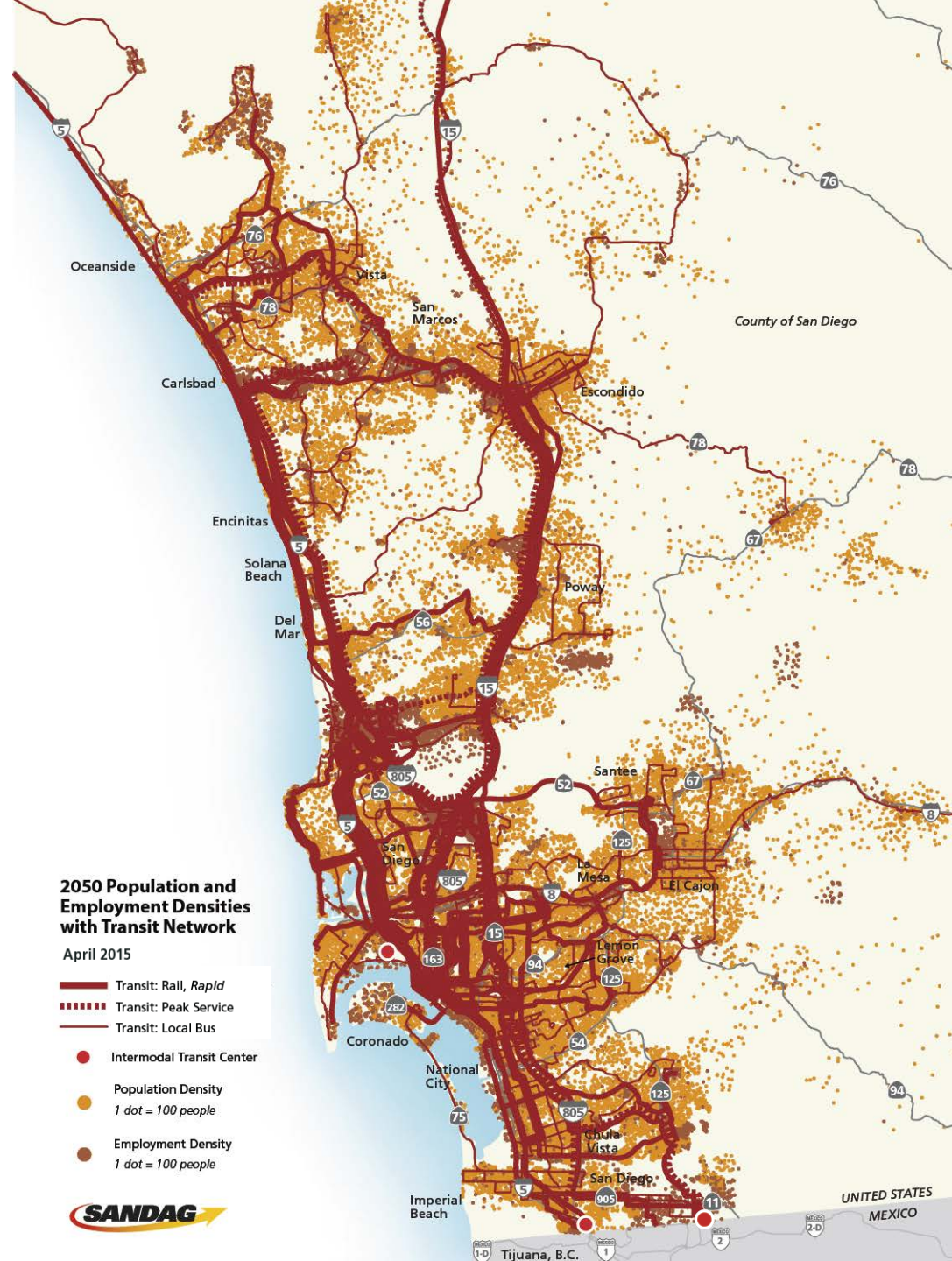
Category	Contribution to 2020 Statewide	
	Million Metric Tons CO ₂ e	Percentage
<i>AB 32 Baseline 2020 Forecast Emissions</i>	509	<i>n/a</i>
Advanced Clean Cars	3.1	4.0%
Low Carbon Fuel Standard	15.2	19.5%
Regional Targets (Statewide SB 375 Implementation)	3	3.8%
Tire Pressure Program	0.6	0.8%
Ship Electrification	0.2	0.3%
Heavy Duty Aerodynamics	0.9	1.2%
Energy Efficiency and Conservation	12.2	15.6%
Solar Hot Water	0.1	0.1%
Renewable Electricity Standard (20%-33%)	11.5	14.7%
Million Solar Roofs	1.1	1.4%
High Global Warming Potential (GWP) Gases	5.4	6.9%
Waste	1.8	2.3%
Cap-and-Trade Reductions	23	29.4%
<i>Statewide 2020 Limit</i>	431	100.0%

PUBLIC TRANSIT AND ACTIVE TRANSPORTATION

- As a developer of public transit and active transportation projects, removal of auto delay as environmental impact will streamline CEQA process
- Broaden the list of projects that do not require VMT analysis to better reflect public transit and active transportation projects
- For example:
 - New transit capital projects
 - New bike or pedestrian facilities in existing rights-of-way
 - New Class I bike path, multi-use paths
 - Removal or relocation of on-street parking spaces
 - New transit-only and HOV lanes that support high-quality transit service

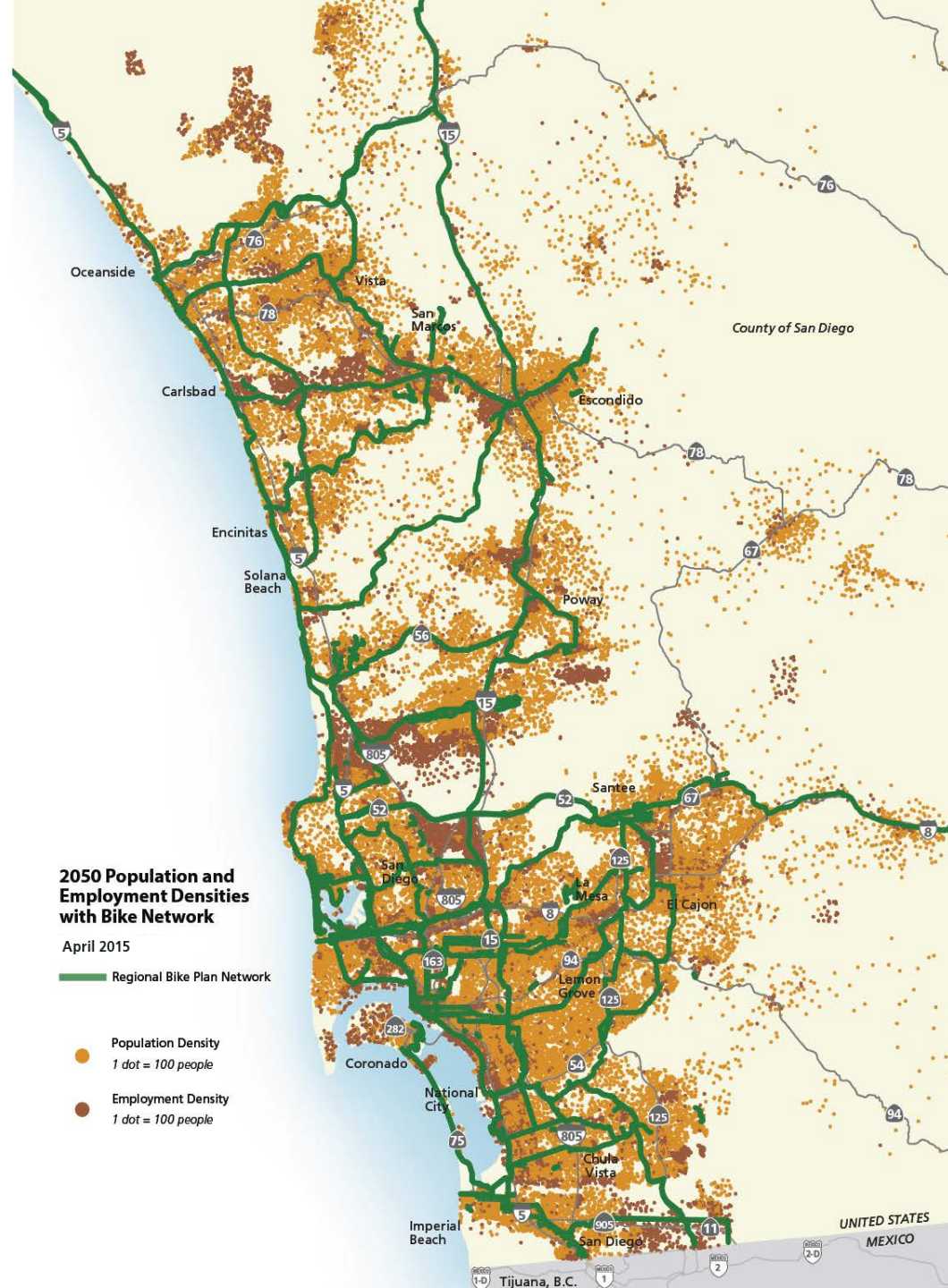
2050: \$101 Billion for *More Transit Choices*

- Five new Trolley lines
- 32 new *Rapid* lines
- SPRINTER express service and extension
- Continued COASTER double tracking
- Four new streetcar lines
- Three new intermodal transit centers



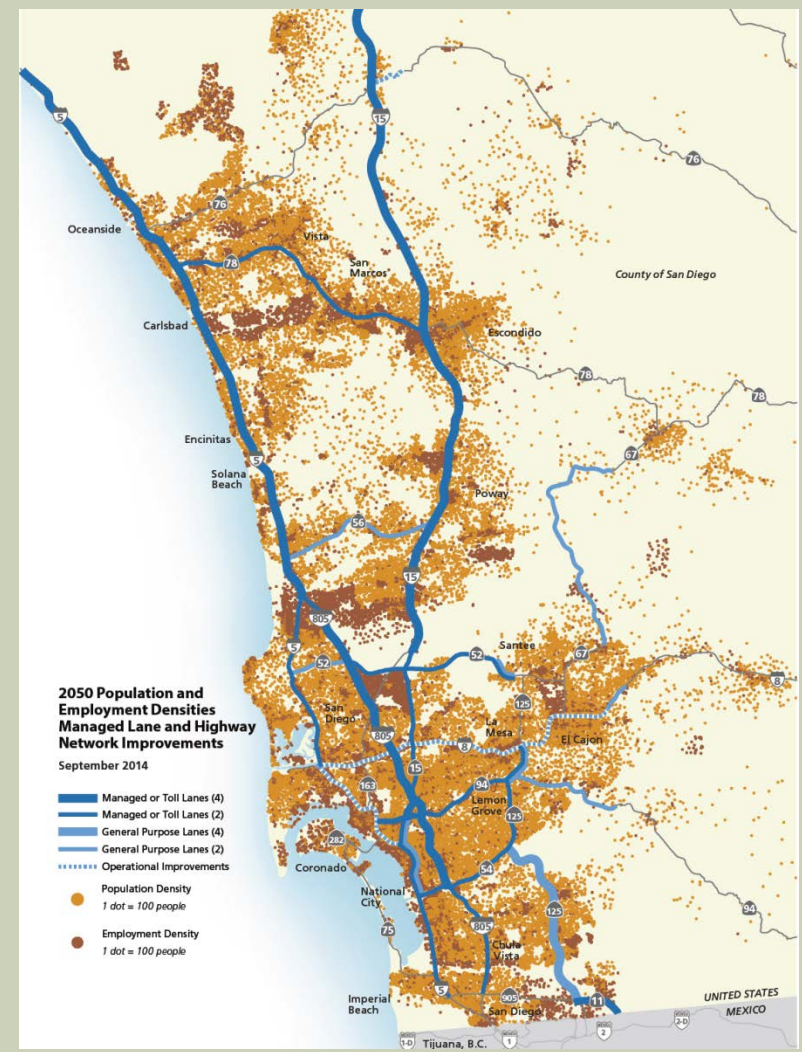
2050: \$5 Billion for *More Biking and Walking Choices*

275 miles of bikeways –
More than the distance
from San Ysidro to Santa
Barbara



MANAGED LANES

- Distinguish between “general purpose” lanes and “Managed Lanes” that promote transit, ridesharing
- Managed lanes are part of SANDAG’s adopted SCS, which exceeds GHG targets and lowers VMT



LAND USE PROJECTS AND PLANS

- Streamline land use projects within one-half mile of existing and planned major transit stops or high quality transit corridors
- Provide more information supporting VMT threshold of 15% below regional average for residential and office projects
 - No analysis or definitive information showing level of VMT reduction needed to meet statewide GHG goals (AB 32, SB 375, Executive Orders)
 - No clear nexus between the project-level recommendation for new development and the statewide GHG policies and references governing existing and new development
- Clarify and broaden definition of a land use project's or plan's "consistency" with an RTP/SCS

TECHNICAL SUPPORT FOR SB 743 IMPLEMENTATION

- Pursuing funding to update regional traffic impact study guidelines
- Developed [technical white paper](#) on using the SANDAG Regional Travel Demand Model to Calculate VMT
- Participating in Caltrans Transportation Analysis Guide and Transportation Impact Study Guide Project

Thank you!

Andrew Martin
Senior Regional Planner

ama@sandag.org

(619) 595-5375