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California's Paradigm Shift from LOS to VMT as a Transportation Impact Metric: Policies, Politics, and Possibilities

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CALIFORNIA SB 743

USING VEHICLE MILES TRAVELED TO EVALUATE TRANSPORTATION IMPACTS IN CEQA

Lynn Peterson and Robert Liberty
November 17th, 2017
PSU
**LOS**
Planning
Design

**Modeling**
Long Range

5-year growth forecast

**DESIGN vs. POSTED SPEED**

There is no national requirement or mandate to apply LOS standards and targets 20 years into the future for urban streets. Credit: Andy Singer
What is CA SB 743?

California Environmental Quality Act (C.E.Q.A.)

Before: LOS measurement
After: VMT measurement

Small projects: “projects that generate fewer trips 100 vehicle trips per day, may generally be assumed to cause a less than significant transportation impact.” (Revised Proposal, p. III:21)

Low-VMT areas: “For residential projects, this includes areas such as transportation analysis zones, or TAZs, that exhibit average VMT per capita below 85% of existing city or regional household VMT per capita. Numeric thresholds are described in greater detail in Section 1.3.2.
VMT Research Project

WHY?
WHO?
WHAT?
WHEN?
The Cannery – Davis CA
SR 210 – San Bernardino, CA