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

Robert Liberty  
*Portland State University*

Lynn Peterson

Follow this and additional works at: [https://pdxscholar.library.pdx.edu/trec_seminar](https://pdxscholar.library.pdx.edu/trec_seminar)

*Part of the Transportation Commons, and the Urban Studies and Planning Commons*

Let us know how access to this document benefits you.

**Recommended Citation**
[https://pdxscholar.library.pdx.edu/trec_seminar/132](https://pdxscholar.library.pdx.edu/trec_seminar/132)

This Book is brought to you for free and open access. It has been accepted for inclusion in TREC Friday Seminar Series by an authorized administrator of PDXScholar. Please contact us if we can make this document more accessible: pdxscholar@pdx.edu.
CALIFORNIA SB 743

USING VEHICLE MILES TRAVELED TO EVALUATE TRANSPORTATION IMPACTS IN CEQA

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