CEQA AND TRAVEL FORECASTING

Overview of Discussion
1. CEQA and Travel Forecasting
2. Barriers and Challenges
3. Recent Legislation
4. Evolving Methodology and Tools
5. Strategies to Support TOD
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CEQA and Travel Forecasting

• Intent:
  o Information and Public Input
  o Minimize Impacts on the Environment

• The Only thing that is Constant is Change
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Barriers Posed by Traditional CEQA and Modeling Approaches

- Lengthy, uncertain processes
- Auto congestion focused:
  - Auto based analysis and mitigation improvements
  - Affects project uses and design
  - Discourages infill
- Legal challenges often based on traffic impacts
- Minimizes importance of other goals
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Recent Legislation
- SB 375
  - Tying land use, transportation, and GHG
- Accommodations and incentives for TPPs
- SB 226
  - Streamlining for infill projects
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**SB 743**
- Develop CEQA transportation analysis guidelines that promote a reduction in GHG emissions, rather than a reduction in traffic congestion
- Provide for streamlining of projects in transit priority areas

“The criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses”.

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**SB 743**

- Preliminary Discussion Draft Guidelines released by OPR in August 2014
- Recommends alternative metrics: VMT, VMT per capita, trips generated
- Guidance related to safety, induced demand, and agency methodology also discussed
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Evolving Methodology

- Removing Roadway LOS as a criterion for Transit Priority Areas
- Using VMT and other metrics
- Using more sensitive models like ABM

This evolving methodology recognizes that travel demands associated with TODs are generally internal, fewer, shorter, linked and human powered.
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Activity Based Model (ABM)

- New ABM to be major travel forecasting tool in region
- The new model provides more detail on internal trips, passer-by, linked, and diverted trips
- Internal capture and trip reductions attributable to transit and active transportation should be reflected in the model results
- Sub-regional and project VMT estimates more reflective of real-world conditions.

Other cities using ABM include:

Columbus, San Francisco, Portland, Atlanta, Phoenix, and Chicago.
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San Marcos
- Complete Streets policies and preferred mode typologies
- Alternative LOS in Urban Core areas that align with SANDAG Smart Growth Areas and activity centers
- A commitment to reevaluate locations as needed
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Pasadena

- Adopted alternative standards to LOS, which include criteria such as:
  - VMT per capita
  - pedestrian accessibility
  - modified LOS and street segment analysis for areas within transit priority areas and infill opportunity zones
- Maintained options for traditional LOS analyses
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Los Angeles

- Department of Transportation (LADOT) adopted updated Traffic Study Policies and Procedures

- Includes alternative performance measures, trip reduction credit methods, and mitigation strategies to “minimize the demand for trips by single-occupant vehicles through trip reduction strategies or by encouraging other modes of travel like public transit and bicycling”.

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Ideas for Consideration

- Streamlined review processes even without SB 743 or revised criteria
- Revised criteria and review processes
- Consistency worksheets and other tools
- Model validation, including subregional and area specific refinements + post-processing tools