

WEDNESDAY, AUGUST 26, 2015  
CALTRANS -- PLANNING HORIZONS  
SB 743

CAPTIONED BY TOTAL RECALL, [WWW.YOURCAPTIONER.COM](http://WWW.YOURCAPTIONER.COM)

[MEETING BEGINS AT 10:00 A.M.]

>> WE'RE GOING TO GO AHEAD AND GET STARTED. THANK YOU FOR JOINING TRANSPORTATION PLANNING, PLANNING HORIZONS. WE HAVE A WONDERFUL SHOW FOR YOU TODAY. WE WOULD LIKE TO THANK OUR AV SPECIALIST FOR THE AV SPECKS TODAY AND LIVE STREAMING. WE ALSO LIKE TO THANK THE OFFICE OF REGIONAL PLANNING FOR THE WONDERFUL SNACKS. THIS MORNING, OUR DIVISION CHIEF WASN'T ABLE TO BE WITH US SO WE WILL HAVE ANOTHER TO INTRODUCE THE GUEST SPEAKER. THANK YOU FOR JOINING US. [APPLAUSE]

>> GOOD MORNING, EVERYONE. WITH CALTRANS AND THE TRANSPORTATION PLANNING, THIS MORNING WE'RE GOING TO HEAR FROM RON MILAM WITH THE CONSULTING FIRM FEHR & PEERS. AND THE TOPIC THAT HE'S GOING TO BE TALKING ABOUT THIS MORNING IS SB 743 AND EVOLUTIONARY CHANGE TO CEQA PRACTICE. AND THIS I THINK MANY OF US KNOW THIS IS GOING TO BE A HUGE ISSUE FOR US HERE AT CALTRANS. SOMETHING WE ARE ALL CONCERNED ABOUT NOT JUST IN THE PLANNING REALM, BUT OTHER AREAS WITHIN THIS DEPARTMENT ARE GOING TO HAVE TO BE MORE EDUCATED ON SB 743 AND THE IMPACT THAT WE HAVE, THE WAY WE DO BUSINESS, AND IMPACTS TO OTHER AGENCIES AS WELL.

SB 743 BECAME LAW BACK IN 2013. AND IT HAD A PROFOUND IMPACT LIKE I SAID. AS WE MOVE AWAY FROM OUR TRADITIONAL LEVEL OF SERVICE, OR LOS, TO IT'S BEEN THE STANDARD IN PLACE FOR MANY, MANY YEARS, AND WE'RE MOVING MORE TOWARDS THE VMT OR VEHICLE MILES TRAVEL STANDARD.

YOU KNOW, PARTICULARLY, THIS IS GOING TO HAVE AN IMPACT ON CALTRANS AND HOW WE DO OUR RV WORK. TO ADDRESS THOSE CHANGES, CALTRANS ALONG WITH CONSULTANT TEAM OF WHICH RON IS A MEMBER IS GOING TO WORK ON THE CALTRANS ANALYSIS GUIDE AND UPDATE TO THE CALTRANS GUIDE FOR TRAFFIC IMPACT STUDY. AND BOTH OF THESE DOCUMENTS ARE COMMONLY REFERRED TO AS T.I.S. SO SOME OF YOU MAY BE HEARING ABOUT THIS MORE, TIS, AND NOW YOU KNOW WHAT THE ACRONYM STANDS FOR. AND WITH THAT, I'VE GOT TO DO A LITTLE BACKGROUND ON RON SO WE KNOW WHO THIS GUY IS.

BUT RON IS A DIRECTOR OF TECHNICAL DEVELOPMENT FOR FEHR & PEERS. IT'S IN SACRAMENTO, RIGHT? AND IN ADDITION TO CONSULTING, HE TEACHES COURSES ON LAND USE AND PLANNING FOR THE UC BERKELEY TECH TRANSFER CENTER AND UC DAVIS EXTENSION PROGRAMS. HE'S CURRENTLY -- HE'S DOING RESEARCH WORK ON BIG DATA AND VMT ANALYSIS, AND WHICH IS HELPING TO INCLUDE DEVELOP A GREENHOUSE

GAS EMISSION STAND BOOK, OR GHG, AND VPR, AND DEVELOPMENT OF SB 743 IMPLEMENTATION AND GUIDANCE. WITH THAT, I'LL TURN IT OVER TO RON. THANKS, RON. [APPLAUSE]

>> RONALD MILAM: THANKS FOR THAT INTRODUCTION. I APPRECIATE THE OPPORTUNITY TO BE HERE. WE'VE GOT COUPLE OF TEST DRIVES WITH DISTRICT 3 AND 4. I THINK IT'S HELPFUL FOR ME TO UNDERSTAND SO THE TECHNICAL QUESTIONS THAT CALTRANS STAFF HAS AND HOW SB 743 IS NOT ONLY GOING TO SET THE CALTRANS PRACTICE. IF YOU HAVE QUESTIONS TODAY, PLEASE FEEL FREE TO ASK AS WE GO THROUGH THE PRESENTATION. WE HAVE ABOUT AN HOUR AND A HALF TOGETHER FOR DISTRICT 3 AND DISTRICT 4 WHICH TOOK 3 HOURS. SO WE HAVE A LITTLE BIT OF TIME FOR THE DISTRICT PRESENTATION. BUT I THINK WE CAN GET A LOT IT IN. I DID GET SOME QUESTIONS IN ADVANCE. THANK YOU TO THOSE OF YOU WHO PROVIDED THOSE. SO I'LL TAKE THOSE AS IT RELATES TO THE INDIVIDUAL SLIDE. I WANT TO START BY GIVING YOU A CONTEXT.

IF YOU WILL, FOR WHAT'S HAPPENING HERE AND WHY I'M REFERRING TO THIS POTENTIAL EVOLUTIONARY CHANGE. START WITH A LITTLE PHILOSOPHY. ALL TRUTH PASSES THROUGH THREE STAGES. FIRST IS RIDICULED. SECOND IS IT IS VIOLENTLY OPPOSED. THIRD, IT IS ACCEPTED AS BEING SELF-EVIDENT. CEQA IS PRETTY MUCH THE SAME WAY. THIS GOES THROUGH THE THREE CHANGES. FIRST IS RIDICULED. SECOND, THEY ARE LEGALLY OPPOSED. AND THIRD, WE HAVE THEY ARE ACCEPTED AFTER BEING VALIDATED BY THE COURTS. WE REALLY WON'T KNOW ALL THE CHANGES THAT ARE GOING TO HAPPEN. BUT I THINK WE CAN ANTICIPATE A FEW. AND I WANT TO GIVE YOU A CONTEXT FOR CHANGE.

AND STICK WITH THE EVOLUTIONARY CHANGE THEME HERE. WHO'S THE EVOLUTIONARY? THE GUY BREATHING AIR DOWN AT THE BOTTOM. HE STILL HAS A TAIL. THIS IS A STATE RECOGNIZED PLAN TO CHANGE AND THE IMPORTANCE OF GREENHOUSE GAS REDUCTION. AND SOON WE HAD SB 743. THIS IS SIMILAR TO 743. THIS ACTUALLY PULLED IT AND WE HAD TO ANALYZE A PARTICULAR METRIC IN CEQA AND THAT'S GREENHOUSE GASES. THEY DIDN'T GIVE US ANY GUIDANCE ON THRESHOLD. IF YOU FAST FORWARD TO WHERE WE'RE AT NOW, ALL THE WAY UP TO 743, IT'S GETTING CLOSER TO UPRIGHT AND WALKING. IT'S THAT LEGISLATION THAT DID COUPLE OF THINGS THAT ARE DIFFERENT. THIS IS A BIG EVOLUTIONARY STEP. THEY'RE GIVING US A NEW METRIC. THEY GIVE OPR A NEW METRIC AND THEY GAVE YOU VMT. SO WE'RE GETTING A NEW METRIC SB 743. BUT WE'RE ALSO LOSING A METRIC. WE'RE LOSING VEHICLE LEVEL SERVICE RUNNING SIMILAR METRICS AND IT'S A METRIC THAT A LOT OF AGENCIES REALLY LIKE. IT'S BEEN EFFECTIVE IF YOU'RE AN AGENCY THAT'S CONTINUING TO GROW. YOU HAVE A LOT OF POPULATION AND YOU'RE CONTINUING TO EXPAND YOUR NETWORK. AND IT'S BEEN A METRIC THAT'S BEEN HELPFUL IN THAT CONTEXT. NOW IN MORE MATURE AGENCIES THAT MAYBE AREN'T EXPANDING THE NETWORK ANYMORE, IT BECOMES MAYBE A LITTLE LESS RELEVANT. AND OTHER METRICS LIKE VMT OR MOST SPLITS LIKE THAT BECOME MORE RELEVANT. BUT WE HAVE THIS EVOLUTIONARY CHANGE WITH

THE ELECT CHER TOLD US WE CAN'T USE ONE METRIC, WE HAVE TO USE ANOTHER ONE. THEY HAVE DIRECTED OPR TO PROVIDE THE GUIDANCE ON THRESHOLD. THAT'S AN IMPORTANT STEP. BECAUSE WHEN YOU THINK ABOUT WHAT A THRESHOLD IS FOR VMT IN THIS CASE, IT'S DETERMINING WHAT'S ACCEPTABLE VERSUS UNACCEPTABLE VMT. WITH LEVEL SERVICE, WE ONLY HAD SIMPLER GRADES A THROUGH S, UNDERSTANDING WHAT'S ACCEPTABLE AND WHAT'S NOT ACCEPTABLE. VMT IS NOT THAT SIMPLE. HOW DO YOU KNOW WHAT THE ACCEPTABLE IS VERSUS UNACCEPTABLE VMT? VMT IS A METRIC THAT'S HIGHLY CORRELATED WITH ECONOMIC ACTIVITY. SO WE DON'T WANT TO REDUCE VMT BY REDUCING OUR ECONOMIC ACTIVITY. WE WANT TO REDUCE IT THROUGH OTHER MEANS.

I ALSO WANT TO FIND OUT WHAT SB 743 DIDN'T DO. QUESTION?

>> AUDIENCE MEMBER: 743 ALSO ADDRESSED THE GREENHOUSE GAS REDUCTIONS AS A STANDARD AS A METRIC. DOES IT ACTUALLY -- DOES THE REGULATION ACTUALLY MOVE AWAY FROM GREENHOUSE GAS REDUCTION?

>> RONALD MILAM: SO 743 HAS THREE OBJECTIVES. REDUCED GREENHOUSE GASES IS ONE OF THEM. INCREASE OR ENCOURAGE MULTI MOBILE NETWORK AND ENCOURAGE [INDISCERNIBLE] SO DOING SO BY REMOVING VEHICLE LEVEL SERVICE FROM CEQA AND ADDING THIS NEW VMT METRIC. THAT'S THE GOAL ANYWAY UNTIL WE GET ALL THE WAY THROUGH THAT PROCESS OF GETTING VALIDATED BY THE COURTS. BUT THAT'S THE INTENT.

SO I WANT TO EXPLAIN WHAT 743 DIDN'T DO. BECAUSE THERE'S BEEN A LOT OF CONCERNS WITH AGENCIES, THAT IS, LEVEL SERVICE HAS BEEN AFFECTED BY METRICS. THEY'RE NOT LOSING IT ENTIRELY. THEY CAN USE IT IN THEIR GENERAL PLAN AND C PACK PROGRAM. WE HAVEN'T CHANGED THE CONSTITUTIONAL POWER. THEIR ABILITY TO EXACTLY IMPROVE WITH CONDITIONS FOR APPROVAL, FOR EXAMPLE. SO SERVICE IS STILL IN PLAY. AND SOME HAVE ARGUED THAT IT'S ACTUALLY IN PLAY IN APPROPRIATE AREAS. SO IF YOU THINK ABOUT WHAT CITIES AND COUNTIES DO FOR TRANSPORTATION NETWORK AS PART OF THE GENERAL PLAN, THEY'RE SUPPOSED TO COME UP WITH A CIRCULATION ELEMENT WITH IMPROVEMENT TO ACCOMMODATE THE PLAN POPULATION APPOINTMENT GROWTH FOR ABOUT 20-YEAR PERIOD. THAT SHOULD INCLUDE THE STATE HIGHWAY BECAUSE MOST COMMUNITY STATE HIGHWAY IS THE BACKBONE OR THE SPINE OF THE NETWORK. SO IT SHOULD BE INCLUDED IN THAT. THEN THEY ACTUALLY ADOPT AN IMPACT FEE MECHANISM OR SOME OTHER FUNDING MECHANISM TO FUND THAT CIRCULATION ELEMENT, AND, THEREFORE, PROJECTS THAT ARE CONSISTENT WITH THE GENERAL PLAN SHOULDN'T REQUIRE A LOT OF ENVIRONMENTAL REVIEW.

THAT'S NOT HAPPENED IN REALITY. MONEY AND THE CITY AND COUNTY HAVE NOT ADOPTED THE C PROGRAM. MANY HAVE NOT UPDATED THE PROGRAM. SO THAT IDEAL PROCESS REALLY HASN'T BEEN FOLLOWED. THIS MAY BE AN OPPORTUNITY FOR A SPOTLIGHT ON THAT AND TO CHANGE WHAT IS HAPPENING IN PAST PRACTICE. I THINK SOME OF THE PEOPLE WOULD ARGUE WE NEED MORE RESOURCES TO DO THAT. THAT'S A FAIR

STATEMENT. BUT I THINK THIS IS AN OPPORTUNITY FOR EVERYTHING TO CONTINUE TO EVOLVE USING THAT THEME THAT WE STARTED WITH.

NOW IF YOU DON'T REMEMBER ANYTHING ELSE FROM THIS PRESENTATION, REMEMBER THIS SLIDE. SO EVERYONE PAY ATTENTION TO THIS SLIDE BECAUSE THIS IS FUNDAMENTAL OF WHAT 743 IS DOING. IT'S CHANGING OUR DEFINITION OF A PROBLEM WHEN IT COMES TO TRANSPORTATION IMPACT. SO PICTURE ON THIS RIGHT HERE, OR ON THE LEFT, ITS CURRENT FOCUS IS MOBILITY. IF YOU THINK ABOUT VEHICLE LEVEL SERVICE AND HOW WE USE IT, LITIGATION IS MOST COMMONLY AN EXPANSION OF THE NETWORK, INCREASING SUPPLY. AND YOU CAN SEE THE INTERSECTION THERE. THE NEW PAVEMENT BEING LAID DOWN TO CONTEMPLATE A BETTER LEVEL OF SERVICE. SO VMT, IF YOU THINK OF VMT REDUCTION AS A GOAL OR A THRESHOLD, IT'S LARGELY ABOUT ACCESSIBILITY. IT'S ABOUT CONNECTING PEOPLE TO THEIR DESTINATION AND DOING IT IN AN EFFICIENT WAY. WHEN YOU THINK ABOUT THIS IN THE CONTEXT OF CEQA ANALYSIS, I, AS A CONSULTANT, WHEN I ANALYZE A NEW DEVELOPMENT PROJECT, FOR EXAMPLE, ALL MY ANALYSIS IS BASED ON THE EXTERNAL HIGHWAY. I'M ANALYZING EVERYTHING AWAY FROM THE PROJECT.

ALL MY MITIGATION IS ON THAT EXTERNAL NETWORK. UNDER 743 AND FOCUS ON VMT REDUCTION, WE'RE GOING TO FOCUS ON THE PROJECT ITSELF. HOW DO I CHANGE THE PROJECT TO REDUCE ITS VMT? I'M NO LONGER FOCUSED ON THE EXTERNAL NETWORK. IT'S A COMPLETE DIFFERENT FOCUS. AND HAVING DONE SOME OF THIS WORK WORKING WITH LARGE DEVELOPMENT PROJECTS, I CAN TELL YOU IT'S ONE OF THE MORE DIFFICULT ASPECTS OF ANYTHING THAT WE DO. WHEN A DEVELOPER WALKS IN AND HANDS YOU A PROJECT, HE'S ALREADY PAID REAL ESTATE AND OTHERS TO HELP HIM DESIGN, AND THE TRANSPORTATION PLANNER TELLS HIM, HEY, YOUR PROJECT IS GOING TO GENERATE TOO MUCH VMT, THEREFORE, WE NEED TO CHANGE IT. WE'RE GOING TO CHANGE THE DENSITY AND DIVERSITY OF USES, WE'RE GOING TO CHANGE THE STREET NETWORK DESIGN.

THE DEVELOPER IS GOING TO HAVE A LOT OF QUESTIONS FOR ME IN THAT SETTING. IT DOESN'T MAKE A LOT OF SENSE THAT A PROJECT THAT HE DEVELOPED THAT WAS IN A PARTICULAR MARKET IS SOMETHING THAT SHOULD BE MODIFIED BY TRANSPORTATION PLANNER AND TRACK ENGINEERS. THAT'S A CURRENT PROCESS WHERE THEY MIGHT HAVE TO BUILD A NETWORK PROJECT. WE'RE NOT GOING TO CHANGE THE PROJECT. SO FAR ON THE FEW EXAMPLES THAT I'VE DONE, IT'S NOT A POPULAR IDEA. SO IT'S GOING TO BE ONE OF THE BIGGER CHALLENGES IN TERMS OF GETTING THE DEVELOPMENT COMMUNITY, AND THAT'S GOING TO BE PART OF THE PROCESS.

>> AUDIENCE MEMBER: QUESTION. [INAUDIBLE].

>> RONALD MILAM: SO THAT PARTICULAR GRAPH, WE PICKED A PARTICULAR LOCATION. AND THIS HAPPENS TO BE A BRIDGE LOCATION. AND WE WANTED TO MEASURE THE ACTUAL DISTANCE THAT YOU CAN TRAVEL IN

A CERTAIN AMOUNT OF TIME. SO WHEN YOU THINK OF ACCESSIBILITY, OFTENTIMES, YOU'RE TRYING TO FIGURE OUT HOW FAR CAN I GET FROM THIS PARTICULAR POINT BASED ON A DRIVE TIME, A WALKING TIME, OR A TRANSIT TIME. AND THEN ONCE YOU UNDERSTAND YOUR TRAVEL SCHEDULE, YOU CAN DO YOUR DIFFERENT ANALYSIS. YOU CAN LOOK AT WHAT AMOUNT OF POPULATION IS ACCEPTABLE WITHIN A 5- OR 15-MINUTE DRIVE. WHEN YOU'RE DOING A VMT ANALYSIS, YOU THINK ABOUT A PROJECT AND A TRIP. IF OUR PROJECT WAS THE CENTER OF THE PURPLE BLOCK THERE, HOW FAR AWAY DID THE TRIPS GO, AND WHERE DID THEY GO? SO I THINK WE'RE GOING TO SEE LOTS OF DIFFERENT TECHNICAL QUESTIONS BEING ASKED AS WE INTRODUCE THIS NEW METHOD AND FOCUS ON ACCESSIBILITY TYPE CHANGES. CENTER OF THE BRIDGE.

AND MODELS THAT ARE IN COMMON PRACTICE TODAY, ONE OF THE FUN THINGS TO DO WITH THEM, I HAPPEN TO DO A FAIR AMOUNT OF MODELING, YOU CAN PICK AN INDIVIDUAL ZONE OR LINK AND YOU CAN TRACK ALL THE TRIPS THAT GO ACROSS IT OR ARE GENERATED FROM IT. AND YOU CAN MAP THE NETWORK. I'LL GIVE YOU AN EXAMPLE HOW WE DO THAT. WE HAVE TO START UNDERSTANDING THE METHODOLOGY OR MODEL THAT WE'RE GOING TO USE IN PRACTICE.

ALL RIGHT. SO THE REGULATORY EVOLUTION IS CAUSING EVOLUTIONARY CHANGE. WE NEED A NEW FOCUS AND WE NEED NEW TECHNIQUES AND NEW METHODS. AND I WANT TO RELATE THIS TO A SPECIFIC LEGISLATION. SO OUR 2003 GUIDELINES, THOSE ARE REQUIRED TO BE UPDATED TO THE SB 743. AND IF YOU HAVEN'T READ THOSE, I RECOMMEND YOU READ CHAPTER 3. CHAPTER 3 IS THE SECTION DEDICATED TO MODELING.

IN SOME RESPECT, IT'S ALMOST A LEGAL BENCHMARK WE USE TO FIGURE OUT IF A MODEL HAS BEEN ADEQUATELY DEVELOPED. AND THIS ALSO HAS INFORMATION PERTAINING TO WHEN YOU USE A MODEL LIKE A REGIONAL MODEL FOR A LOCAL DEVELOPMENT PROJECT OR INFRASTRUCTURE PROJECT. IT HAS GUIDANCE IN THERE TO ENSURE THAT REGIONAL MODEL IS ACCURATE AND SENSITIVE TO THE PARTICULAR AREA YOU'RE ANALYZING. AND TALKING TO SOME OF THE ATTORNEYS, THEY LIKE DOCUMENTS LIKE THIS THAT PROVIDE THEM CLEAR BENCHMARKS FOR WHAT'S BEING ACCEPTABLE OR UNACCEPTABLE. THEY CALL THEM BRIGHT LINES, FOR LACK OF A BETTER TERM.

BUT THIS IS AN IMPORTANT DOCUMENT. IT CAME RIGHT OUT OF SB 743. AND IT'S BEEN A KEY PART OF ADVANCING MANY OF THE TRANSPORTATION FORECASTING MODEL IN THE STATE OF MPO AND RTPS LEVEL. WE ALSO HAVE ACROSS THE INDUSTRY IN THE U.S., WE HAVE I.T.E. UPGRADING THE NEW GENERATION HANDBOOK. PART OF THEIR UPGRADE IS TO INCLUDE A NEW MIX USE TRIP GENERATION METHODOLOGY. IT CAME OUT OF RESEARCH THAT WAS SPONSORED BY THE TRANSPORTATION RESEARCH BOARD.

HERE AT CALIFORNIA CALTRANS, THEY HAVE ALSO SPONSORED THEIR OWN RICH FOR MIX USE GENERATION. YOU MAY HAVE SEEN SOME OF THAT

RESEARCH. WE SPEND A LOT OF TIME EITHER DOING SOME OF THAT RESEARCH OR REVIEWING THE WORK OF OTHERS. AND, ACTUALLY, WE WORK WITH SOME OF THE RESEARCHERS THAT BUILD IN THE BETTER METHOD THAT TAKES THE I.T.E. METHOD. AND ONE OF THEM WAS DEVELOPED BY THE IPA TO INCLUDE THE METHOD TO ALLOW TO ACCOUNT FOR THE LAND USE CONTEXT AROUND YOUR PROJECT. SO IF YOU THINK ABOUT I.T.E. TODAY, THERE'S AN EXAMPLE. SINGLE-FAMILY DETACHED HOUSING. IF YOU'RE AN IGR USER, WE USE TRIPS IN THAT TRAFFIC SETTING.

ONE THING THAT DOESN'T USUALLY GET POINTED OUT, BUT THERE'S A PRETTY BIG RANGE IN THE I.T.E. TRIP GENERATION RANGE. THE AVERAGE IS 9.57. THE RANGE OF RATES GOES FROM .431 TO [INAUDIBLE]. AND STANDARD DEVIATION IS 3.69. SO, REMEMBER, YOUR STATISTICS, BASICALLY, WE HAVE ABOUT 2/3 OF AN EXAMPLE THERE WHERE A TRIP RATE OF ABOUT 6 UPWARDS TO 14. SO WE DON'T REALLY QUESTION THAT. WE PRETTY MUCH ACCEPT 9.57 IS THE RIGHT NUMBER.

SO WHEN YOU START FOCUSING ON VMT WHICH HAS TWO COMPONENTS WHICH HAS THE TRIP GENERATION AND TRIP LENGTH, PEOPLE ARE GOING TO QUESTION THE RANGES. AND THEY'RE GOING TO WANT TO MAKE SURE YOU HAVE THE RIGHT RATE. AND WHAT WE LEARNED ABOUT MIX USE DEVELOPMENT, THEY GENERATE VEHICLE TRIPS THAT ARE MUCH LOWER RATES THAN THESE I.T.E. RATES. AND YOU CAN LOOK AT THE CHART ON THE RIGHT THERE. THIS IS FOR NATURAL PROJECTS. OR ACTUALLY A COMBINATION OF PROJECTS.

AND THE I.T.E., JUST USING THIS TYPE OF STANDARD RATE OVERESTIMATED GENERAL GENERATION ABOUT ALMOST 50% IS PRETTY COMMON TO BE OVERESTIMATED BY 30%. SO THESE NEWER METHODOLOGIES ARE TRYING TO ACCOUNT FOR THAT. THIS IS A RESEARCH THAT'S ALREADY BEEN HAPPENING AND IT'S GREAT THAT IT'S BEEN HAPPENING BECAUSE WE'RE BETTER PREPARED TO START ANALYZING THE VMT MODEL THAT USE THESE METHODS.

>> AUDIENCE MEMBER: JUST QUICKLY, THOSE RATES ARE ACCOUNTING FOR TRIP DIVERSION BY PROJECT CITING AND, ET CETERA, COMMERCIAL [INAUDIBLE].

>> RONALD MILAM: SO THESE ARE TRYING TO CAPTURE THE LAND USE CONTEXT AND WHETHER PEOPLE ARE ABLE TO MAKE A TRIP BY WALKING, OR BICYCLING, OR USING TRANSIT. OR SEEING THE INTERNAL PROJECT BIG ENOUGH, THEY CAN STILL MAKE A DRIVE BIG ENOUGH. SO IT'S A GREAT WAY TO THINK ABOUT INTERNAL CAPTURE. YOU'RE MEASURING THE NET EXTERNAL TRIP RATE OR THE NET EXTERNAL RATE OF THE BOUNDARY OF THE PLAN.

>> AUDIENCE MEMBER: SO THERE'S -- TO ME, THERE'S A FALL OFF, AND IF YOU'RE MEASURING THE TOTAL DAILY TRIP, IF YOU WERE COMPARING THIS CORRELATING TO THE VMT, THERE WOULD BE LESS OF THE FALL OFF AS YOU GET AWAY FROM THE [INAUDIBLE]. THROUGH THE WHOLE DAY TRIP THROUGH THE UNIT?

>> RONALD MILAM: IT LOOKS THE SAME FOR THE DAILY TRIP. DAILY WAS ABOUT 30% DIFFERENCE ON USING JUST THE RAW I.T.E. RATES. IT WASN'T AS GREAT AS THIS VMT EXAMPLE. IF YOU WERE TO DO THIS FOR VMT, THEN TRIP LENGTHS BECOMES A VARIABLE THAT DEPENDS ON WHERE YOU'RE LOCATED. SO IF YOU THINK ABOUT PROJECT LOCATED IN DOWNTOWN SACRAMENTO WITH THE RESIDENTIAL PROJECT, THE TRIP LENGTH IS GOING TO BE SHORTER THAN THAT'S LOCATED OUT IN EL DORADO HILLS. YOU CAN WALK MORE EFFECTIVELY WHERE IF IT'S COMPARED TO THE LAND USE AND YOU'RE FARTHER APART. YOU HAVE THE TRIP VARIATION AND TRIP LENGTH TO ACCOUNT FOR. SO THIS IS JUST LOOKING AT THE TRIP VARIATION SIDE. TRIP LENGTH IS JUST AS IMPORTANT. WE'RE FORTUNATE THAT CALIFORNIA SURVEY, CALTRANS IS BIG PART OF THAT, AND THAT DATA IS NOW AVAILABLE. WE'VE GONE THROUGH AND PROCESSED IT FOR ALL THE CITIES AND COUNTIES IN THE STATE SO WE CAN UNDERSTAND THOSE TRIP LENGTH DIFFERENCES BY JURISDICTION. BECAUSE SOME OF THE INITIAL GUIDANCE FROM OPR SUGGESTS WE MAY NEED TO DO THAT. THAT IS WHY WE MAY BE ABLE TO LOOK AT TRIP PLANNING IN INDIVIDUAL CITIES OR COUNTIES AND COMPARE IT TO A REGIONAL AVERAGE. SO THAT'S ANOTHER ESSENTIAL PART OF THE DATA. BUT THAT DATA DOES EXIST.

>> AUDIENCE MEMBER: [INAUDIBLE].

>> RONALD MILAM: YEAH. SO GREAT QUESTION. SO THE QUESTION IS, BASICALLY, WHETHER OR NOT THIS DATA THAT'S BEEN BUILT INTO SOME OF THESE MODELS HASN'T BEEN VALIDATED, HOW IT STANDS UP LEGALLY? GREAT QUESTION. BECAUSE I GET SO MANY STUDIES THAT USE THE I.T.E. RATES OFF THE SHELF. AND YOU PROBABLY SEE THAT ALL THE TIME WITH REVIEWERS. SO SOME PEOPLE REFER TO THEM AS A DEFAULT TRIP RATE. I WOULD REFER TO THEM THE TRIP RATE OF LAST RESORT. [LAUGHTER] I.T.E IS PRETTY CLEAR THAT THE BIGGEST VARIATION IN TRIP RATE, BECAUSE OF THE LAND USE CONTEXT. IDEALLY, YOU WOULD ACTUALLY MEASURE THE PROXY SIDE THAT ARE SIMILAR TO YOUR PROJECT TO COME UP WITH AN ACCURATE TRIP GENERATION RATE. YOU CAN'T DO THAT, OR YOU DON'T HAVE THE RESOURCES TO GO OUT AND COLLECT THAT DATA. OKAY, HERE'S SOMETHING ELSE YOU MIGHT WANT TO USE. BUT USING THESE OFF THE SHELF, REALIZE, YOU'RE DOING TRIP GENERATION WITH ONE VARIABLE. THE NUMBER OF UNITS OF RESIDENTIAL PROJECT, FOR EXAMPLE, IN THESE OTHER METHODS THEY'RE BUILDING ON SEVEN VARIABLES IN ADDITION TO THE NUMBER. THIS IS ALL THE DENSITY, DIVERSITY, DESIGN, DESTINATION, TRANSIT, SCALE, AND DEMOGRAPHICS. SO TO THE EXTENT THAT YOU'RE TRYING TO LEGALLY DEFEND AN EIR IN CALIFORNIA, LET'S JUST TAKE A QUICK EXAMPLE. SOMEONE USES THE I.T.E RATES. LET'S SAY YOU DO A PROJECT IN THE CITY OF DAVIS. I.T.E RATE FOR THE SINGLE-FAMILY HOME IS 9.57. MOST PEOPLE THINK DAVIS HAS A LOT OF PEOPLE WALKING AND RIDING BIKES. IT'S A CONSERVATIVE RATE. WE'VE ACTUALLY GONE OUT AND MEASURED, AND GUESS WHAT? THEY'RE HIGHER FOR SINGLE-FAMILY HOMES. THEY'RE CLOSER TO 10 AND 11. WHY IS THAT? THEY HAVE A LOT OF INCOME. AND THEY ALSO SQUEEZE A LOT OF PEOPLE INTO SINGLE-FAMILY

NEIGHBORHOODS. COLLEGE STUDENTS. SO THE ACTUAL MAKE-UP OF THE HOUSEHOLDS, THESE OTHER VARIABLES, HOW CLOSELY THEY ARE TO DOWNTOWN, FOR EXAMPLE, COULD BE ANOTHER FACTOR IN HOW CLOSE THEY ARE TO MAKE A WALK OR BIKE TRIP. ALL THOSE VARIABLES ARE IMPORTANT. SO THIS METHODOLOGY IS MUCH MORE TECHNICALLY ROBUST. IT HAS BEEN VALIDATED ACROSS THE COUNTRY AND IN SPECIFIC PARTS OF CALIFORNIA. SACOG HAS COME UP WITH THIS NEW VERSION OF THIS. SO THE USPA AND SPANDEX HAS ASKED US TO CALIBRATE IT SPECIFICALLY FOR CALIFORNIA. AND THE VERSION WE USE IN CALIFORNIA, WE'VE APPLIED IT ON NUMBER OF PROJECTS AND FEEL COMFORTABLE THAT IT DOES PRODUCE THE VALIDATION PROCESS. BUT IF YOU WANT TO BE CERTAIN, YOU CAN CALIBRATE IT IN YOUR OWN JURISDICTION. SO IF YOU WANT THE CITY OF SAN FRANCISCO OR SACRAMENTO, IT'S VERY SIMPLE TO DO THAT.

SO LET'S GET TO VMT. WE TALKED ABOUT THE FIRST PART OF IT, THE TRIP GENERATION. VMT IS VERY SIMPLE IN SOME RESPECT. THESE ARE THE VOLUME ON INDIVIDUAL LENGTH MULTIPLIED BY DISTANCE. SO NOT A LOT OF COMPLICATIONS HERE IN THE CALCULATION. WHERE IT STARTS TO GET COMPLICATED THOUGH IS DEPENDING ON WHAT KIND OF MODEL YOU'RE USING. ONE OF THE QUESTIONS I GOT IS PART OF THE EARLY FEEDBACK WITH, "HEY, ARE THERE MODELS OUT THERE OR METHODS SIMILAR LIKE THE I.T.E. GENERATION?" YOU'RE NOT GOING TO FIND AN I.T.E. GENERATION OR VMT HANDBOOK. WITH ONE EXCEPTION, THE CALIFORNIA MODEL TOOL OR AIR STATE, IT DOES INCLUDE I.T.E GENERATION AND TRIP LENGTH THAT WERE DEVELOPED OFF THE 2001 CALIFORNIA HOUSEHOLD TRAVEL SURVEY PLUS INPUT FROM MPO. SO IT DOES ALLOW US TO DO A VERY QUICK VMT CALCULATION. THERE'S ANOTHER TOOL UP THERE CALLED VMT PLUS ON TOP LEFT. THAT ONE IS AVAILABLE FREE ONLINE. WE COULD, YEARS AGO, IT USES I.T.E. TRIP RATE AND CALIFORNIA TRIP LENGTH TO CALCULATE THE VMT PROJECT. URBAN FOOTPRINTS AND OTHER TOOLS THAT CALIFORNIA HAS DEVELOPED WORKING THROUGH REGIONAL FOR CALTRANS.

SO THERE'S A LOT OF TOOLS OUT THERE. AND THESE ARE ALL IN ADDITION TO THE STANDARD MPO TRAVEL MODEL THAT EXISTS OR THE CITY COUNTY TRAVEL MODEL. SO WE HAVE LOTS OF WAYS OF CALCULATING THE VMT. THE QUESTION IS "WHAT'S THE RIGHT ONE?" AND I WANT TO GIVE YOU COUPLE OF EXAMPLES WHY THAT'S AN IMPORTANT QUESTION. YOU CAN THINK OF THIS AS AN ACCOUNTING QUESTION, ACCOUNTING FOR VMT. HOW MANY OF YOU ARE FAMILIAR WITH THE HPMS DATA?

SO, HPMS DATA HAS CALCULATIONS FOR REGIONS THROUGHOUT THE COUNTY. AND IT LOOKS SOMETHING LIKE THIS. YOU BASICALLY HAVE A CITY BOUNDARY. I CALL IT THE BOUNDARY METHOD. AND THEY HAVE COLLECTED THE TRAFFIC COUNT AND THE AMOUNT OF ROADWAYS. AND THEY CAN DO THE MAP AND COME UP WITH AN ESTIMATE OF THE DAILY VMT.

AND, SO, YOU'LL SEE THAT REPORTED. YOU'LL GO BACK AND LOOK AT IT. A LOT OF CLIMATE ACTION PLANS, GREENHOUSE ACTION PLAN WAS BUILT OFF THIS DATA BECAUSE YOU CAN GO BACK AND LOOK AT YEAR 1990 OR

2000. AND IT WAS FREE. SO A LOT OF PEOPLE USE IT, AND YOU CAN SEE THAT WE'VE GOT ABOUT MILLION VMT HERE FOR THIS SITE.

BUT THEY USE DIFFERENT METHODS. I CALL IT THE ORIGIN DESTINATION METHOD. THIS IS WHERE WE USE THE REGIONAL MODEL. AND WE KEEP TRACK. AND YOU CAN SEE THIS, PEOPLE ARE ON THE SITE THAT WANDER DOWNTOWN AND PROBABLY WORK AND TRAVEL THROUGHOUT THE REGION. IF I ACCOUNT FOR ALL THE VMT, I GET 1.4 MILLION ALMOST. TWO DIFFERENT METHODS, BOTH LEGITIMATE METHODS DEPENDING ON WHAT YOU'RE DOING WITH IT. IF YOU WANT TO KNOW WHAT THE VMT IS WITHIN A PARTICULAR BOUNDARY, YOU SHOULD USE A BOUNDARY METHOD. IF YOU'RE DOING A FULL ACCOUNTING OF THE VMT AND USING SOMETHING LIKE THIS IN A REGIONAL MODEL IS BETTER. WHY IS THAT IMPORTANT?

WELL, THE OPR GUIDANCE POINTS TO THIS -- WHAT WE SHOULD BE DOING, BASICALLY, A FULL COUNTING OF THE VMT. AND HERE'S SOME OF THE BACKGROUND. WHEN I DO VMT ANALYSIS FOR ENVIRONMENTAL ANALYSIS, I TYPICALLY RECOMMEND THAT WE DO TWO DIFFERENT METHODS.

THERE'S THREE SECTIONS OF NORMAL EIR WHERE VMT WILL SHOW UP. AIR POLLUTION SECTION. AIR QUALITY. GREENHOUSE GASES. DOES ANYONE KNOW WHAT THIS IS, THE THIRD? IT'S NOT TRANSPORTATION. IT'S THE ENERGY SECTION. SO THERE'S THREE SECTIONS WHERE YOU SHOULD HAVE VMT INFORMATION. WHEN YOU DO AIR POLLUTION ANALYSIS, YOU ARE WORRIED ABOUT THE AIR POLLUTION THAT'S NEAR THE PEOPLE. SO YOU MIGHT HAVE A BOUNDARY LIMITATION AND YOU NEED TO USE THAT.

FOR GREENHOUSE GASES, WE'RE TRYING ACCOUNT FOR ALL THE TRAVELS BEING GENERATED FOR THE PROJECT AND DOING OUR DUE DILIGENCE. IF WE USE THE TRADITIONAL ONE, THEY ALL HAVE A BOUNDARY. SO WHAT HAPPENS TO TRIPS THAT CROSS THE BOUNDARY? FOR EXAMPLE, CENTRAL VALLEY AND YOU'RE IN SAN JOAQUIN COUNTY THAT CROSSES OVER TO THE BAY AREA EVERY DAY. SHOULD WE BE ACCOUNTED FOR THEM? SO OPR GUIDANCE IS GOING TO APPOINT US TO DO A FULL COUNTY ANALYSIS. IF YOU HAVE A REGIONAL MODEL, DEPENDING ON WHERE IT'S LOCATED, YOU HAVE TO DO THE REGIONAL ANALYSIS.

THIS COMES TO US FROM THE COUNTY OF MPO MODEL. AND WE'RE TRYING TO UNDERSTAND WHAT THE EFFECTS OF TRUNCATING THESE BOUNDARIES WOULD BE. AND THE FORECASTING MODEL, WE'VE BROKEN OUT TRIP LENGTHS BY TRIP PURPOSES. HOME-BASED OTHER, AND HOME-BASED SHOPPING, AND HOME-BASED WORK. AND THE MODELS ARE PRETTY SIMILAR. THE MPO HAS THE BOUNDARY LIMITATION. THE VMT STRETCH MODEL USES THE CALIFORNIA HOUSEHOLD TRAVEL DATA. KELLY USES THIS. SO BLEND OF MPO MODEL AND HOUSEHOLD SURVEY DATA. THE DOCUMENT DOESN'T EXPLAIN IT BUT THEY HAVE BLENDED IT AND IT RESULTED IN A SHORTER TRIP LENGTH. SO OTHER HOME-BASED SHOP, THOSE TRIP LENGTHS ARE USUALLY SHORT AND PEOPLE LIVING IN CHICO SHOP AND LIVE IN CHICO. BUT WHEN IT COMES TO THEIR WORK TRIP, THEY MAY TRAVEL A LONGER DISTANCE. WE TRAVEL LONGER DISTANCE FOR WORK BECAUSE WE HAVE A BENEFIT OF AN INCOME. SO IF YOU LOOK AT WHAT HAPPENS TO THE

MPO FORECAST MODEL, I WOULD UNDERESTIMATE THE TRIP LENGTH BY THIS. A LOT OF PEOPLE THAT ARE OUTSIDE THE COUNTY THAT ARE CAPTURED IN THAT HOUSEHOLD TRAVEL DATA. SO I NEED TO AUGMENT BY ESTIMATE HERE WITH SOME TYPE OF PROCESSOR, OR POTENTIALLY JUST USE THE SPREADSHEET MODEL WHERE I CAN AUTOMATICALLY DROP IN THOSE TRIP LENGTHS. THESE ARE SOME OF THE QUESTIONS WE HAVE TO DEAL WITH TECHNICALLY AS THE VMT BECOMES A NEW METRIC.

>> AUDIENCE MEMBER: [INAUDIBLE]. SO THERE'S REALLY [INAUDIBLE]. [INDISCERNIBLE]

>> RONALD MILAM: AND YOU BRING UP ANOTHER GOOD POINT ABOUT WHEN WE DO TRY TO ACCOUNT FOR VMT, WHETHER WE THINK ABOUT IT FROM A PROJECT SCALE OR NEIGHBORHOOD SCALE. LET'S TAKE AN EXAMPLE WHERE I'VE GOT A NEIGHBORHOOD THAT'S RESIDENTIAL ONLY. AND THEY HAVE NO GROCERY STORE. SO EVERYONE HAS TO DRIVE OUTSIDE THE NEIGHBORHOOD TO GO TO THE GROCERY STORE. IF WE DROP A TRADER JOE'S INTO THE NEIGHBORHOOD, TRADERS JOE'S CREATES VMT. YOU WOULD SEE THIS NET INCREASE. IF WE MEASURED IT FOR THE NEIGHBORHOOD SCALE, WE JUST SHORTENED THE LENGTH. SO YOUR VMT PER CAPITA IS MEASURED FOR THE NEIGHBORHOOD HAS GONE DOWN. SO HOW IS THIS GOING TO BE CRITICAL IF WE GET THE ANSWER RIGHT?

>> AUDIENCE MEMBER: I DON'T BELIEVE IT'S QUITE ACCURATE. BECAUSE EVEN THOUGH YOU MAY HAVE A SHORT NEIGHBORHOOD, IT MAY NOT BE WHAT YOU WANT. SO FROM SACRAMENTO TO ALL OVER THE PLACE [INAUDIBLE].

>> RONALD MILAM: THERE ARE NUANCES. I THINK ANOTHER EXAMPLE WOULD BE, IF YOUR GROCERY STORE IS A SPECIALTY STORE, TRADER JOE'S, OR WHOLE FOODS, FOR EXAMPLE, THOSE ARE DIFFERENT THAN SAFEWAY, WINCO. IF THOSE ARE NUANCES, WHEN WE DO AN ANALYSIS, WE TYPICALLY DON'T RECOGNIZE THOSE DIFFERENCES. WE LOOK AT THE I.T.E. SHOPPING CENTER LAND USE CODE AND USE THAT TO REPRESENT TRADER JOE'S AND WHOLE FOODS, YOU NAME IT.

SOMETIMES A PROJECT WILL BE CONTROVERSIAL ENOUGH THAT THE JURISDICTION SAYS WE NEED TO GO OUT AND GET SPECIFIC LIKE WAL-MART TRIP RATES OR TRADER JOE'S TRIP RATE. I THINK YOU HAVE TO LOOK AT THAT THROUGH THE VMT LENS THAT THAT'S THE ONLY LENGTH YOU'RE FOCUSED ON. I SHOULD HAVE MENTIONED WE HAVE THE DIFFERENCE OF LOOKING AT THE EXTERNAL NETWORK VERSUS THE PROJECT. WHEN YOU THINK ABOUT THE WAY WE'VE DONE ANALYSIS, AND IN THE PAST AND TRIED TO MITIGATE FOR THINGS LIKE GREENHOUSE GASES OR AIR POLLUTION, YOU KNOW VMT HAS NOT BEEN A BIG DEAL. BECAUSE YOU CAN USUALLY HAVE SOME FORM OF OFFSET. IT DOESN'T MATTER WHERE THE GREENHOUSE GASES ARE EMITTED ON THE PLAN OR HOW YOU PRODUCE THOSE, WE CAN PLANT TREES. SO WHEN YOU THINK ABOUT VMT MOVING INTO THE TRANSPORTATION SECTION OF THE EIR, THERE'S NO OFFSET. YOU DEAL WITH EMISSIONS. WE'RE ACTUALLY DEALING WITH VMT ITSELF. SO THE TYPE OF MITIGATION LITERALLY IS HAVING TO CHANGE THE PROJECT.

THAT'S WHY, YOU KNOW, WHEN YOU'RE TALKING ABOUT A DEVELOPER AND YOU CAN'T TALK ABOUT PAYING AN IMPACT FEE OR PERMISSION REDUCTION IN SOME PLACE, YOU REALLY START TALKING ABOUT HOW DO I CHANGE YOUR PROJECT? AND THAT'S FUNDAMENTALLY DIFFERENT.

>> AUDIENCE MEMBER: I'M SORRY, IS THAT DESTINATION TRIP LENGTH ON ALL THREE OF YOUR COLUMN?

>> RONALD MILAM: YEAH. SO ONE OF THE OTHER ASPECTS OF VMT IS A THRESHOLD QUESTION. I'VE MENTIONED THIS EARLIER. THIS IS ONE OF THE BIG QUESTIONS. FIRST OF ALL, WE HAVE TO GET THE ACCOUNTING RIGHT AND OPR HAS GIVEN US SOME DIRECTION THERE. BUT THEN YOU HAVE TO GET THIS QUESTION OF THRESHOLD. AND WHAT'S ACCEPTABLE VERSUS UNACCEPTABLE VMT. AND ONE OF THE BIG CHALLENGES WITH THIS PARTICULAR QUESTION IS THAT WHEN YOU THINK OF VMT AND WHAT MIGHT CONSTITUTE AN IMPACT FOR DEVELOPMENT PROJECT VERSUS INFRASTRUCTURE PROJECT, WE HAVE TO HAVE SOME KIND OF FRAMEWORK FOR WHERE WE START DRAWING THESE LINES.

WITH TRAFFIC OPERATION AND VEHICLE LEVEL SERVICE, WE HAVE, STARTING WITH NATIONAL GUIDE IN LEVEL SERVICE C AND D IS APPROPRIATE FOR URBAN AREAS. OVER TIME THAT EVOLVES AND THE SYSTEM MOVE UP AND MANY JURISDICTIONS CHOSE D, E, AND SOMETIMES F THAT'S ACCEPTABLE DEPENDING ON THE LAND USE CONTEXT. AND WHAT YOU SEE ABOUT SOMETHING LIKE VMT WITHIN CEQA, CEQA HAS GIVEN THE LEED AGENCY TO CHOOSE THE THRESHOLD. SO ONE HAS LEVEL C AND ONE HAS LEVEL D. THEY'RE ALLOWED TO VALUE THE ENVIRONMENTAL RESOURCES DIFFERENTLY.

DEPENDING ON WHAT OPR PRODUCES IN TERMS OF THE GUIDELINE, THEIR FIRST PRELIMINARY GUIDELINE CAME OUT WITH THRESHOLD LINE DIRECTLY IN THE CEQA GUIDELINE. THIS HAS THE STATUTE AND THEY HAVE THE GUIDELINES AND LEGALLY THEY'RE LOOKED AT TOGETHER. BECAUSE THE GUIDELINES HELP IMPLEMENT THE STATUTE. OTHER LAWS DON'T HAVE THAT QUITE QUESTIONED IN GUIDELINES AND STATUTE. BUT FROM A LEGAL PERSPECTIVE, IF YOU PUT SOMETHING IN THE GUIDELINES, THE JUDGES ARE PROBABLY GOING TO EXPECT THAT YOU FOLLOW IT. OR IF YOU DIDN'T FOLLOW IT, YOU BETTER HAVE WHAT WE CALL LEGALLY, SUBSTANTIAL EVIDENCE TO IT. SO THIS WAS DIRECTLY IN THE CEQA GUIDELINE. AND I CAN TELL YOU, IT IS EVOLVING. THEY HAVE CONSIDERED OTHER FORMS OF THEIR GUIDANCE. MAYBE PUTTING IT IN A TECHNICAL ADVISORY IS ONE OPTION AND WE MAY SEE THAT IN THE NEXT ROUND. BUT WHEN WE TALK ABOUT THIS QUESTION OF WHAT IS ACCEPTABLE VMT THRESHOLD? WE HAVE TO THINK ABOUT WHAT IT'S BASED ON. SO I'M GOING TO GIVE YOU SOME BACKGROUND HERE.

WE THINK ABOUT VMT, THE TWO AREAS OF VMT IS VERY RELEVANT IN THE ENVIRONMENTAL SPECTRUM RIGHT NOW. OUR REGIONAL TRANSPORTATION PLATE AND COMMUNITY STRATEGY. AND THIS HELPS US TO ESTABLISH AIR QUALITY. THIS IS HOW WE KNOW WE'RE MEETING FEDERAL LAW, AND IN SOME CASES STATE LAW. THIS IS A DOCUMENT THAT

HELPS US UNDERSTAND IF WE'RE CHEATING GREENHOUSE GAS EMISSIONS TARGET. AS IT RELATES TO THE ENVIRONMENT, IT'S THOSE TWO. AIR QUALITY AND GREENHOUSE GAS EMISSIONS REDUCTION. SO AT THIS STARTING POINT, WE HAVE IN CEQA AND ON THE APPENDIX G CHECKLIST, IT ASKS YOU A QUESTION. IS THE PROJECT CONSISTENT WITH THE GREENHOUSE PLAN AND AND THIS IS ONE OF MANY STARTING POINTS. IF YOU THINK ABOUT THIS, IF A DEVELOPMENT PROJECT OR INFRASTRUCTURE PROJECT IS CONSISTENT WITH THE RTP AND THE SCS, YOU CAN CLAIM IT'S PART OF THE REGIONAL SOLUTION FOR CHEATING AIR QUALITY AND REDUCING GREENHOUSE GASES. IT'S A SIMPLE PROCESS. YOU CHECK THE BOX AND YOU SAY THIS PROJECT DOESN'T REQUIRE FURTHER ANALYSIS ON AN ACCUMULATIVE SCALE. THE WAY THOSE DOCUMENTS ARE PUT TOGETHER, THEY'RE LOOKING OUT FOR YOUR 2035 AND 2036, SOME PEOPLE WOULD CALL IT ACCUMULATIVE PROCESS. WELL, SOME COULD SAY THAT'S FINE FROM AN ACCUMULATIVE STANDPOINT. BUT I STILL WANT TO KNOW THE VMT IMPACT OF THE PROJECT ITSELF, WHETHER IT'S AT THE DEVELOPMENT PROJECT OR INFRASTRUCTURE PROJECT. SO THAT'S STEP ONE. YOU KNOW, LET'S USE OUR RTPS CONSISTENCY.

THERE'S ALSO THREE OBJECTIVES IN THE STANDPOINT. I MEAN OPR SIMPLY SAID, AGENCIES, WHEN YOU PICK YOUR THRESHOLD, WHATEVER YOU DO, IT HELPS TO REDUCE GREENHOUSE GASES AND MULTILEVEL. AND THEY COULD HAVE STOPPED RIGHT THERE. SO I WANT TO GET INTO THAT NEXT.

SO WHEN YOU GET INTO QUANTIFIABLE GUIDANCE, YOU ALSO WANT TO THINK ABOUT WHAT THE SUBSTANTIAL EVIDENCE IS FOR THE VALUE YOU PICK. AND THERE'S SOME THAT ARE OUT THERE. WE'VE GOT THE GOVERNOR EXECUTIVE ORDER. WE'VE HAD TWO GOVERNORS WITH TWO DIFFERENT BUT CONSISTENT ORDERS. ANYBODY KNOW WHAT THOSE ARE? ARE WE EXPECTING BIG REDUCTION IN VMT AND GREENHOUSE GASES BECAUSE OF GOVERNORS ORDERS? YEAH. 80% AND BELOW. THAT MEANS WE REALLY WOULD NEED TO REDUCE THE VMT. AND, SO, THAT'S THE POTENTIAL BASIS. YOU COULD HAVE A NET ZERO THRESHOLD. ANY VMT IS GOING TO HAVE AN IMPACT. ALSO THE SB 743 TARGET. THAT'S KIND OF IN LINE WITH THIS CONSISTENCY OPTION. ANYBODY KNOW WHAT THE VMT REDUCTION TARGET IS IN CALTRANS STRATEGIC MANAGEMENT PLAN?

>> AUDIENCE MEMBER: 15.

>> RONALD MILAM: 15% BETWEEN 2010 AND 2020. SO DISTRICT IS EXPECTED TO ACHIEVE THAT. IS THAT A THRESHOLD? OR IS THAT JUST A TARGET? I'M ACTUALLY INCLUDING IT IN SOME OF THE REGULATORY SETTING THAT I'M WRITING FOR ENVIRONMENTAL LAW RIGHT NOW. IT'S NOT OFFICIAL. ONE OF THE CONCERNS THAT WE HAVE IS THAT PEOPLE WILL SEE IT THOUGH THAT MIGHT BE OPPOSED TO THE PROJECT AND THEY WILL WRITE A COMMENT LETTER SAYING CALTRANS HAS A TARGET. YOU SHOULD USE THIS AS A THRESHOLD. SO WE NEED CALTRANS TO HELP US OUT WHETHER IT IS A THRESHOLD OR NOT. BUT THAT IS A POTENTIAL THRESHOLD.

>> AUDIENCE MEMBER: [INAUDIBLE].

>> RONALD MILAM: SO THIS GOES BACK TO THAT POINT I WAS MAKING ABOUT WHEN YOU PUT VMT IN A TRANSPORTATION SECTION THAT HAS A DIFFERENT EFFECT. SO IF WE'RE ONLY WORRIED ABOUT GREENHOUSE GAS EMISSIONS, WE WOULD JUST LEAVE VMT IN THOSE TWO SECTION AND DEAL WITH THE EMISSIONS SIDE. THE MINUTE YOU PUT IT INTO THE TRANSPORTATION SECTION, NOW YOU'RE INFLUENCING LAND USE. IT'S PROBABLY ONE OF THE BIGGER LEVERAGE YOU'RE GOING TO HAVE TO CREATE IN FILL DEVELOPMENT OR LOW VMT DEVELOPMENT, IT STARTS POINTING YOU IN THAT DIRECTION. THAT'S PROBABLY ONE OF THE BIGGEST FUNDAMENTAL DIFFERENCES.

ALL RIGHT. LET ME GIVE YOU SOME OTHER EXAMPLES. SO SOME OF THE INITIAL GUIDANCE FROM OPR TALKED ABOUT MAYBE ANALYZING VMT BY LAND USE TYPE AND COMPARING TO REGIONAL AVERAGES. WE CAN DO THIS. IT'S NOT EASY TO DO.

HERE'S AN EXAMPLE OF WHAT WE'RE DOING IN SOUTHERN CALIFORNIA. WE CAN USE BIG DATA. WE CAN ACTUALLY TRACK CELL PHONES OR IN-VEHICLE GUIDANCE. AND THE GPS DATA IS ACCURATE WITH 250 METER GRID CELL. SO PEOPLE GOING IN AND OUT OF THE LAND USE. WE COULD CREATE THESE KINDS OF ANALYSIS TO TELL US WHAT THE TYPICAL OFFICE IN A CITY, COUNTY, OR REGION GENERATES. BUT YOU HAVE TO DO A STATISTICAL SAMPLE. SO IF I'M IN THE SOUTHERN CALIFORNIA REGION, FOR EXAMPLE, THINK HOW BIG THE REGION IS. THEY HAVE OFFICES THAT ARE FEW HUNDRED SQUARE FEET AND SOME THAT ARE FEW MILLION. I HAVE TO SAMPLE THE WHOLE RANGE IN A LOCATION, DOWNTOWN LOS ANGELES OR SANTA MONICA TO COME UP WITH THAT AVERAGE. SO THIS COULD BE DONE. I JUST DON'T THINK THE DATA IS QUITE THERE YET.

THEN YOU'RE ALSO GOING TO DEAL WITH ANOTHER CONFLICT THAT PROBABLY LENDS ITSELF TO THE COUNTY. WHAT HAPPENS IF I'M ANALYZING A PROJECT IN ONE JURISDICTION AND THE TRIPS GO TO THE OTHER JURISDICTION OUTSIDE OF IT? WHOSE IMPACT IS THAT? IS THE IMPACT OF THE DEVELOPMENT PROJECT ASSOCIATED WITH THE CITY THAT IT'S LOCATED? OR DO I SHARE IT WITH THE OTHER JURISDICTIONS THAT ARE ATTRACTING MY TRIPS?

IS IT THE FAULT OF MY PROJECT THAT THE LAND USE REALLY ATTRACTED MY PROJECT. AND WHO GETS TO DIVVY UP THAT RESPONSIBILITY FOR THE IMPACT OF MITIGATION. ANOTHER FUN QUESTION.

NOW APPLICANTS WANTING TO SEE SOME TYPE OF SIMPLE MAP-BASED TEXTURING. THIS IS A GOOD EXAMPLE. THIS IS A MAPPING OF RESIDENTIAL VMT GENERATION. IF YOU ARE GOING TO DO THIS, SOME THINGS LIKE SACOG HAS ACTIVITY BASED MODEL. THEY CAN TELL YOU AL THE VMT IN A SPECIFIC HOUSEHOLD. IF YOU DON'T HAVE ONE OF THOSE MODELS, YOU HAVE THE TRIP-BASED MODEL, THEN YOU CAN ONLY LOOK AT THE HOME-BASED TRIP. SO YOU HAVE TO BE CLEAR WHAT METHOD YOU WANT TO USE. IF THE PROJECT IS LOCATED IN THE GREEN AREA, FOR EXAMPLE, THOSE ARE THE LOW VMT GENERATING AREA THAT THEY DON'T HAVE THE VMT IMPACT, THEY CAN PROCEED WITHOUT FURTHER ANALYSIS. ONE OF THE

CHALLENGES IS THAT WHAT IF THE PROJECT IS GOING TO LAND THERE NOT CONSISTENT WITH THE SCS. THE PROJECT IS NOT DENSE ENOUGH OR DIVERSE ENOUGH AND DOESN'T HAVE SOME OF THE ELEMENTS THAT THE SCS SHOULD HAVE. THIS TYPE OF SCREENING MAY BE JUST ONE STEP OF MANY THAT YOU WOULD NEED TO DO.

ANOTHER STREAMLINING RECOMMENDATION THAT THEY HAVE MADE IS THIS MAP REVIEW IS APPROXIMATED TRANSIT BEING WITHIN THE HALF MILE ZONE WITH THE HIGH QUALITY TRANSIT STATION. THESE ARE THE RAIL STATIONS, AND THEY ALSO HAVE CONNECTING BUSES THAT RUN ROUGHLY BY HEADWAY, 15 MINUTES.

THIS IS A GOOD WAY OF DOING IT. YOU'RE IN THE RIGHT LOCATION, BUT DO YOU HAVE THE RIGHT PROJECT? WHAT IF THAT PROJECT IS NOT CONSISTENT WITH THE SCS OR THE GENERAL PLAN? IS THAT AN ISSUE? AND THEN INFRASTRUCTURE PROJECTS. THIS IS GOING TO APPLY TO INFRASTRUCTURE PROJECTS, THE HIGHWAY PROJECTS, TRANSIT PROJECT, MATERIAL PROJECTS. AND THERE'S ONE BIG TOPIC OF PROBABLY SOME DEBATE, IT'S CALLED NP TRAVEL. AND WE ARE ANALYZING THIS. AND WE ARE TRYING TO COME UP WITH SOME RECOMMENDATION FOR HOW YOU MIGHT BEST INCLUDE IT IN THESE TRAVELS. HOW MANY OF YOU RUN INTO INDUCED TRAVEL WITH IGR? FEW OF YOU. IT'S ONE OF MY FAVORITE TOPICS. BECAUSE IF YOU WORK OUTSIDE THE U.S. INSIDE THE U.S., WE PUT AN ENVIRONMENTAL LENS ON AND SAY BECAUSE YOU DIDN'T ACCOUNT FOR INDUCED TRAVEL, YOU OVERSTATED THE OVER-CONGESTION BENEFIT AND YOU UNDERSTATED THE VMT AND EMISSIONS. AND IT COMES FROM AN ENVIRONMENTAL PERSPECTIVE.

IF YOU'RE DOING ANOTHER PROJECT IN ANOTHER COUNTRY YOU'RE NOT INDUCING ENOUGH TRAFFIC FOR ME TO BUILD THAT PROJECT. SO IN THIS PROJECT, IT'S REAL. YOUR PERSPECTIVE MAY INFLUENCE HOW YOU LOOK AT IT WHETHER OR NOT IT'S BEING ACCOUNTED FOR. I CAN TELL YOU MOST MODELS IN THE U.S., WE DON'T FULLY ACCOUNT FOR INDUCED TRAVEL AFFECT BECAUSE WE LACK MOST OF THOSE MODELS. WHAT WE CALL A "FEEDBACK PROCESS" TO AFFECT TRIP GENERATION. SO IF YOU THINK ABOUT LIVING IN A VERY CONGESTED AREA, DOWNTOWN L.A. MAYBE, WHAT YOU'LL FIND IS SOME OF YOUR TRIP MAKING IS PROBABLY SUPPRESSED. SOME OF IT HAS BEEN SHIFTED TO OTHER MODES TO OTHER TIMES OF DAY. SO IF YOU WERE TO RELIEVE THE CONGESTION AND YOU CAN BASICALLY MAKE TRIPS WITH LOWER COST OR LOWER TRAVEL TIME, WE'VE REMOVED THE SUPPRESSION EFFECT AND YOU'RE GOING TO MAKE SOME ADDITIONAL TRIPS.

WE WANT TO MAKE SURE WE'RE ACCOUNTING FOR THAT IN THE MODELING SO WE'RE ACCURATE. IT'S LIKE NOT REALLY A COMPLICATED MATH BUT IT'S GOING ABOVE AND BEYOND WHAT WE CONVENTIONALLY DO. SOME PEOPLE, AS YOU GO THROUGH, THERE MIGHT BE A SIMPLER WAY. WE MIGHT ANALYZE CERTAIN TYPES OF LANES. IT'S THE FREEWAY OR ARTERIOLE LANE THAT ARE CONGESTED THAT MIGHT INDUCE THE MOST TRAFFIC. MANAGE LANE OR HOD LANES. MAYBE WE DON'T HAVE TO WORRY

ABOUT THOSE BECAUSE THEY'RE PROVIDING FOR A HIGHER OCCUPANCY. AND THEY'RE NOT ALLOWED TO INTRODUCE A LOT OF VMT. SO INITIAL GUIDE CAME OUT IF YOU'RE IN A YELLOW LANE THERE'S AN AUTOMATIC IMPACT. IF YOU'RE IN A GREEN LANE, THEN YOU DON'T NEED FURTHER ANALYSIS. THIS IS ANOTHER AREA GETTING A LOT OF FOR SCRUTINY OF WHAT IS GOING TO BE REQUIRED.

>> AUDIENCE MEMBER: [INAUDIBLE]. NOW, IT SEEMS LIKE IN THE IMPACT ANALYSIS ON THE LAND USE SIDE, THERE NEEDS TO BE ACCOUNTING FOR THAT INDUCE TRAVEL FROM THAT CHANGE INLAND USE. BUT WE USE THE WORD "INDUCE." IN IMPACT ANALYSIS, WE USE BOTH. ONCE WE GET TO OFFICE, IT'S NO LONGER INDUCED AND IT'S PLANNED. AND THEN WE SAY, OH, IT GETS CONSISTENT WITH THE RPTS AND WE'RE NOT INDUCING TRAVEL.

>> RONALD MILAM: YEAH. SO THIS FRAMEWORK THAT CALTRANS DEVELOPED, ONE OF THE THINGS THAT'S IN THAT DOCUMENT THAT I LIKE WAS THE FACT THAT CALTRANS RECOGNIZED THERE WAS DIFFERENT TIMES OF VMT, PLAN OR ACCOMMODATED VMT. SO THIS IS VMT WE ANTICIPATED. VERSUS STUFF THAT MIGHT BE INDUCED. SO WE ACTUALLY BROKE THE VMT CATEGORY. AND I THINK THAT'S A BETTER WAY OF LOOKING AT IT. IF THIS WAS PART OF PLAN GROWTH, THEN VMT, WE EXPECT AND ANTICIPATE IT. IF YOU THINK OF EVERY RTPS OR GENERAL PLAN THAT'S OUT THERE, ALL OF THEM HAS PLAN FOR SOME LEVEL OF POPULATION GROWTH AND THEY ALSO PLAN FOR CERTAIN AMOUNT OF VMT GROWTH. IT'S ALREADY BASED INTO THEIR PLANS. SO IF YOU'RE AN INDIVIDUAL PROJECT COMING UP FOR REVIEW, SHOULD YOU NEED TO DO MORE THAN COMPARE YOURSELF TO BEING CONSISTENT WITH THOSE PLANS? IF YOU'RE CONSISTENT WITH THOSE PLANS, YOU'RE JUST PART OF THE VMT. IF YOU'RE NEW, SO THEY WEREN'T PARTICIPATED OR THE PROJECT IS NOT CONSISTENT WITH THE SCS, MAYBE THEY'RE BRAND NEW, MAYBE THEY HAVE TO GO THROUGH MORE SCRUTINY TO MAKE SURE THEY'RE NOT AFFECTING THE PLAN LEVEL OF VMT LEVEL EVERYONE HAS NEED TO. ONE OF THE THINGS YOU CAN THINK ABOUT, RTPS AND SCS IS IMPORTANT BECAUSE OF THE AIR QUALITY CONFORMITY AND THE GREENHOUSE GAS EMISSIONS BECAUSE THOSE ARE FEDERAL AND STATE LAWS. SO WE DON'T WANT TO JEOPARDIZE THOSE BY PLANNING A PROJECT OR IMPROVE A PROJECT THAT COULD CHANGE THOSE. SO ANY PROJECT THAT COMES ALONG THAT COULD JEOPARDIZE REQUIRES A GREATER LEVEL OF SCRUTINY WITH THE LOCAL GENERAL PLAN.

>> AUDIENCE MEMBER: [INAUDIBLE]. HOW IS THIS GOING TO IMPACT HOUSING? [INAUDIBLE] AFFORDABILITY PROBLEM. [INAUDIBLE]

>> RONALD MILAM: WELL, THERE'S DIFFERENT OPINIONS ON THAT. SO ONE OPINION IS THAT THIS COULD HELP STREAMLINE INFILL DEVELOPMENT IN THE RIGHT LOCATIONS BECAUSE THEY WON'T HAVE TO GO THROUGH THE EXHAUSTIVE INTERSECTION LEVEL OF SERVICE AND FREEWAY LEVEL OF SERVICE ANALYSIS THAT COST A LOT OF MONEY AND TAKES A LOT OF TIME. OFTENTIMES, IT'S LEGALLY CHALLENGED. IT TAKES THAT OUT OF THE EQUATION AND SUPPOSEDLY PUTS IT IN PLACE OF A VMT CALCULATION WHICH IS MUCH SIMPLER TO DO. SO IF YOU LOOK AT THIS IN TERMS OF

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LEVEL OF EFFORT DOING SELF-SERVICE ANALYSIS, LEVEL SERVICE ANALYST IS MUCH MORE TIME CONSUMING THAN VMT ANALYSIS. BECAUSE WE DIDN'T TAKE LEVEL SERVICE OUT OF GENERAL PLAN OR C PROGRAM OR OUT OF THE ABILITY OF THE LOCAL CITY OR COUNTY TO REQUIRE IT AS A CONDITION FOR APPROVAL, THERE'S OTHERS THAT BELIEVE ALL WE'RE DOING IS ADDING ONE MORE LAYER OF NEW ANALYSIS ON TOP OF WHAT IS ALREADY GOING TO BE REQUIRED. SO MAYBE AN EIR, WE DON'T HAVE LEVEL SERVICE IMPACT BUT WE HAVE ALL THE INFORMATION. SO THEY'RE STILL REQUIRING IT AND WE'RE GOING TO ADD ANOTHER LAYER OF VMT. SO WE HAVE THIS SPECTRUM THAT AT ONE END, IT'S A LOT SIMPLER AND EASIER. AND ON THE OTHER END, IT'S JUST ADDED MORE TIME AND EFFORT TO THE PROCESS.

WHERE WE SHAKE OUT GOING BACK TO MY FIRST SLIDE ABOUT THE COURSE AND WE DON'T KNOW WHAT THE FINAL OUTCOME IS.

>> AUDIENCE MEMBER: [INAUDIBLE].

>> RONALD MILAM: YEAH. DEVELOPERS HAVE TO WORK WITHIN THE MARKET. THERE'S A LOT OF VARIABLES THAT ARE A VERY COMPLEX TERM IN TERMS OF WHAT THEY CAN AFFORD TO BUILD. SO TO THE EXTENT THAT WE'RE TRYING TO CHANGE SOMETHING WHERE THEY HAVE SPENT A LOT OF TIME, THEY WANT TO BUILD IN A PARTICULAR AREA. AS A DEVELOPER, IT'S NOT A REAL POPULAR REACTION THAT WE GET WHEN WE TELL THEM, YEAH, THEY NEED TO CHANGE FOR VMT PURPOSES. BECAUSE THAT MAY HAVE NOTHING TO DO WITH THE MARKET AND WHAT THE MARKET WANTS IN A PARTICULAR AREA. SO WE DON'T KNOW EXACTLY HOW ALL OF THIS WILL SHAKE OUT IN TERMS OF INTENDED AND UNINTENDED CONSEQUENCES. IT JUST HAS TO PLAY OUT OVER TIME FOR THEM. I BROKE IT DOWN REAL SIMPLE AND SAY VMT LEVEL SERVICE NOW IS SIMPLER AND IT'S A LITTLE BIT MORE DIRECTLY CONNECTED TO ENVIRONMENTAL ACTS LIKE EMISSIONS AND GREENHOUSE GASES. THAT SIMPLE STORY IS PRETTY CLEAR. BUT THE STORY GETS COMPLICATED WHEN YOU DROP IT INTO THE OVERALL TITLE OF THE PROCESS AND WHAT IT TAKES TO ACTUALLY BUILD IN CALIFORNIA. SO I HAVE COUPLE OF SLIDES LEFT THAT I WANT TO GO THROUGH AND I WANT TO GET THROUGH THE QUESTIONS I RECEIVED AND ALSO GIVE YOU ONE CASE STUDY EXAMPLE.

RIGHT NOW, OPR IS WORKING ON THE SECOND DRAFT OF THE GUIDELINES. I CHANGED TO SUMMER/FALL. THEY'RE WORKING THROUGH LOTS OF COMMENTS AND TRYING VERY HARD TO STRIKE THAT BALANCE TO PROVIDE JUST ENOUGH GUIDANCE FOR PEOPLE TO KNOW WHAT TO DO. AND ALSO MAKING SURE THEY'RE BEING RESPECTFUL WITH THE LEGISLATIVE LEVEL.

AND, SO, WE'LL SEE A SECOND DRAFT COME OUT. AND I THINK THEY'RE GOING TO ALLOW FOR LIKE A 45-DAY REVIEW PERIOD. AND THEN THEY WILL HAVE TO RESPOND TO THOSE COMMENTS AND THEY ACTUALLY PREPARE DRAFTS THAT GOES TO THE NATURAL RESOURCE AGENCIES. THAT STARTS THE FORMAL RULE MAKING PROCESS. TRADITIONALLY, THAT'S TAKEN ABOUT SIX MONTHS. ONCE THAT IS DONE AND APPROVED, I THINK THERE'S A 45-DAY ADMINISTRATIVE LAW REVIEW. AND THEN IT BECOMES "OFFICIAL" BUT THEN

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LEED AGENCIES HAVE 120 DAYS. SO VERY LATE 2016, MAYBE IN THE 2017 BEFORE THIS LAW WAS PASSED IN SEPTEMBER OF 2013 WILL GO INTO EFFECT.

RIGHT NOW, IN THE MEANTIME, WE'RE IN LIMBO AND IT CREATES A LOT OF CHALLENGES FOR PROJECTS. OR AT LEAST THE APPLICANT AND THE LEED AGENCIES BECAUSE THEY'RE ASKING PEOPLE LIKE US WHAT DO I DO IN THE MEANTIME? AND TYPICAL ANSWER I GET IS WE DO BOTH SERVICE ANALYSIS AND VMT ANALYSIS. WE PROVIDE THE VMT INFORMATION, TYPICALLY NOT ELEVATING TO AN IMPACT. WE'RE NOT PUTTING IN THRESHOLDS AND DRAWING IMPACTS. WE'RE JUST PUTTING INFORMATION IN. SO MAYBE THEY HAVE A THRESHOLD. PASADENA, IF YOU LIKE TO SEE AN EXAMPLE, WE HAVE A 7.3 WEBPAGE THAT LINKS TO WHAT OTHERS ARE DOING. SO PASADENA WAS ONE OF THE FIRST IN DOING PARTS OF 743. AND THEY'RE PUTTING THIS IN THEIR GENERAL PLAN BEFORE THIS WAS ENVISIONED. SO IF YOU WANT TO SEE IT, I CAN GIVE YOU AN EXAMPLE.

BEFORE I JUMP INTO ANY TYPE OF CASE STUDIES, WE HAVE GREAT QUESTIONS THAT WERE SENT IN. AND I WANT TO SPEND A LITTLE BIT OF TIME ON THEM. MOST OF THESE WERE YOURS, SO WE'VE GOT A FEW OTHERS.

ONE QUESTION THAT I THINK IS IMPORTANT IS THAT, AND I GOT A LOT IN DISTRICT 3 AND 4. HOW DOES CALTRANS AND TRAFFIC OPERATION, HOW DOES IT EVOLVE AND CHANGE? AND ONE THING I WANT TO SHARE WITH YOU AND WHAT IT'S LIKE TO WORK OUTSIDE OF CALIFORNIA, OTHER STATES DON'T HAVE A CEQA. SO YOU DON'T HAVE ANY REVIEW OR ANALYSIS OF INDIVIDUAL PROJECT. IT MAY SOUND WEIRD HERE. BUT OTHER STATES, WHAT TENDS TO HAPPEN IS, THE STATE IS WORKING IN COLLABORATION WITH THE MPO, BUT THEY'RE ACTUALLY LOOKING UP A POPULATION EMPLOYMENT GROWTH AND USING THE MODEL TO FORECAST, HEY, WHAT'S GOING TO HAPPEN IN OUR STATE HIGHWAY PARTICULARLY IN THE RPTS CYCLE AND WHERE THE DEFICIENCIES OR THE CAPACITY RATIO TYPE OF PERSPECTIVE, AND WHERE DO WE NEED TO START DEVELOPING IMPROVEMENT PROJECTS?

SO IT'S DISCONNECTED FROM OTHER INDIVIDUAL PROJECT REVIEW BUT IT'S CONNECTED TO WHERE POPULATION GROWTH IS PROJECTED TO OCCUR. AND I'VE SEEN THE ADVANTAGES AND DISADVANTAGES OF BOTH SYSTEMS. AND IN THE SYSTEM WHERE YOU DON'T HAVE A CEQA, IT'S POSSIBLE THAT A PROJECT SPRINGS UP THAT THE RTP DIDN'T ENVISION. IT COMES ALONG AND JURISDICTION DECIDES TO PROPOSE A LARGE PROJECT IN AN AREA THAT DIDN'T PARTICIPATE A GROWTH. THERE WAS NO PLAN IMPROVEMENT IN THE RTP. AND IT'S NOT HORRIBLE, IT GETS UPDATED EVERY FOUR TO FIVE YEARS. BUT CEQA, WHEN A PROJECT SHOWS UP TO REALLY TARGET THE IMPROVEMENT, WE'RE LOOKING AT THIS SPECIFIC INTERCHANGE NEXT TO THE PROJECT. SO YOU'VE KIND OF GOT AN ADVANTAGE OF BOTH SYSTEMS. BUT IT'S DIFFERENT. AND YOU HAVE TO START THINKING ABOUT, DO WE NEED MORE ENGAGEMENT FOR TRAFFIC AND PLAN OPERATION AS PART OF THE RPT IF WE'RE NOT ABLE TO LOOK AT

TRAFFIC OPERATIONS IN THE CEQA DOCUMENT? THOSE ARE KIND OF THINGS THAT HAVE POPPED UP AS QUESTIONS AND AT THE DISTRICT LEVEL. SO OFF OF THAT ONE, IT'S JUST A WAY TO THINK DIFFERENTLY ABOUT IT. AND DIANA HAS A QUESTION IN THE BACK.

>> AUDIENCE MEMBER: [INAUDIBLE].

>> RONALD MILAM: THAT'S ONE POSSIBILITY. IF A LEED AGENCY DECIDES TO ADOPT AS THEIR THRESHOLD, THAT'S A POSSIBILITY. AND THERE'S SUBSTANTIAL EVIDENCE FOR PICKING THAT THRESHOLD IS BECAUSE CONSISTENCY WITH THOSE DOCUMENTS MEANS THAT YOU'RE PART OF THE SOLUTION TO ACHIEVE AIR QUALITY CONFORMITY AND GREENHOUSE GAS EMISSIONS. SO THOSE INDIVIDUALS PROJECTS CAN HAVE PROJECT LEVEL IMPACT. IF YOU THINK ABOUT CEQA, THEY PICK PROJECT LEVEL IMPACT AND ACCUMULATIVE LEVEL IMPACT. SO IT MAKES SENSE FROM THE ACCUMULATIVE PERSPECTIVE, TO GIVE THE THE LEGAL COVERAGE IN TERMS OF WHAT THE PROJECT IS DOING. THINK OF LAND DEVELOPMENT, FOR EXAMPLE. THE SCS AND RTPS, CONSISTENT WITH THE GENERAL PLAN, BUT IN THE MODELING THAT'S DONE FOR RTPS AND SCS'S, THEY NEVER LOOKED AT TDM, TRANSPORTATION DEPARTMENT MANAGEMENT STRATEGY.

SO THERE'S FURTHER EVIDENCE OUT THERE THAT YOU CAN SAY YOU CAN DO MORE TO REDUCE YOUR VMT IMPACT BY LOOKING AT TDM STRATEGY. SO I THINK THAT'S ONE THING WE HAVE TO BE AWARE OF. THERE'S SOME ELEMENT OF PROJECT ANALYSIS THAT MAY BE REQUIRED.

ANOTHER QUESTION WE HAD HERE. YOU KNOW, THIS QUESTION IS RELATED TO HOW THIS MIGHT RELATE TO IMPACT FEE AND WHETHER OR NOT YOU COULD USE VMT IN AN IMPACT FEE TYPE OF PROCESS. AND YOU CAN. WE'RE WORKING ON CITY OF L.A. RIGHT NOW WHERE INSTEAD OF USING VEHICLE LEVEL SERVICE AS THE BASIS TO DETERMINE EFFICIENCY AND, THEREFORE, MAKE THE IMPROVEMENTS THAT GO INTO THE CIP PROGRAM. WE'RE LOOKING AT VMT REDUCTION AS OUR FUNDAMENTAL NEXUS. WE'RE TRYING TO ACHIEVE A REDUCTION TO MAKE SURE WE IMPROVE THE AIR QUALITY.

SO USING THE VMT ARE LARGELY TRANSIT, BIKE, PEDESTRIAN TYPE OF PROJECTS. SO WE'RE TRYING TO DEMONSTRATE WHAT THE LEVEL OF VMT REDUCTION IS. WE, FOR A LONG TIME ARE JURISDICTION THAT USED VMT IN THEIR FEE SCHEDULE. SO YOU PAY BASED ON HOW MANY VMT YOU GENERATE. THIS IS ONE THAT ACTUALLY USE VMT AT THE BASIS FOR THE NEXUS. SO WE CAN SEE A LOT MORE OF THAT UNDER 743. ESPECIALLY IF YOU'RE AN AGENCY LIKE L.A. THAT'S LARGELY MATURE IN TERMS OF TRANSPORTATION NETWORK. THEY'RE NOT ADDING LOTS OF ROADS OR WIDENING. THEY'RE TRYING TO MANAGE THE SYSTEM THEY HAVE AND INTRODUCING MORE TRANSIT OR INTRODUCING BICYCLES OR PEDESTRIANS IMPROVEMENT. SO THAT'S A LITTLE DIFFERENT THAN IF YOU WERE OUT IN THE VALLEY STILL GROWING AND MAKING NEW ROADS.

>> AUDIENCE MEMBER: [INAUDIBLE].

>> RONALD MILAM: THERE'S A LOT OF OPTIONS. THERE'S SOME JURISDICTION THAT HAVE USED IMPACT FEE FOR TRANSIT. BECAUSE SOME PEOPLE LEGALLY THINK THEY SHOULD BE ABLE TO DO THAT. BUT THERE ARE JURISDICTION THAT HAVE DONE THAT. I THINK WHAT YOU ARE TRYING TO DO, WHETHER IT'S AN IMPACT FEE PROGRAM OR SOME OTHER MECHANISM, IT WOULD BE IDEAL FOR CITIES AND COUNTIES TO SET UP A MECHANISM TO PAY FOR THE INFRASTRUCTURE THEIR CIRCULATION ELEMENT SAYS THEY NEED TO SUPPORT THE GROWTH THEY ALREADY PLANNED OR ACCOMMODATE, OR THE VMT THEY PLANNED OR ACCOMMODATE.

AND THERE'S A DIFFERENCE HERE BETWEEN CITIES AND COUNTIES BETWEEN WHAT CALTRANS CAN DO. IF YOU THINK OF CITIES AND COUNTIES, THEY HAVE TO OPERATE. AND THEY FUNCTION UNDER THAT SET OF RULES. THEY HAVE TO MEET THE NORMAL NULL AND DULL RULES. BUT THEY'RE DIRECTLY RELATED TO THE POPULATION GROWTH FOR INFRASTRUCTURE IMPROVEMENT AND, THEREFORE, WE CAN JUSTIFY THAT DEVELOPMENT PAY, THEIR FAIR SHARE OF THE COST. CALTRANS IS UNIQUE. HOW MANY KNOW AD HOC FEES THAT CALTRANS IS LEGALLY ALLOWED TO COLLECT? COUPLE OF YOU. ALL RIGHT. SO AD HOC FEE FOR CALTRANS CAN MITIGATE THE AGREEMENT. DIRECT FEE COMES INTO CALTRANS TO BE MORE OR LESS SET ASIDE TO MAKE AN IMPROVEMENT SOMEWHERE IN THE VICINITY OF HIGHWAY IMPACT THAT WAS IDENTIFIED IN THE EIR. AND THIS HAS ACTUALLY BEEN, IT'S THROUGH THE COURTS. SO THIS IS ONE I CONSIDER PRETTY LEGIT. BECAUSE WE HAVE CASE LAWS THAT SUBMIT AD HOC FEES. SOME DO THE DRAFT AGREEMENT AND THAT'S A -- OR DEVELOPMENT AGREEMENT -- AND THAT'S ONE WAY TO GET TO THE DEVELOPER EARLIER TO GET WHAT YOU'RE LOOKING FOR. THAT EXACT PROCESS COULD ALSO WORK WITH VMT THOUGH. OR CALTRANS FELT LIKE, YOU KNOW WHAT? THERE'S NOT A LOT OF IMPROVEMENT WE CAN MAKE, BUT WE LIKE TO SEE YOU MAKE INVESTMENT IN TRANSIT TYPES AND BIKES AND GET OFF THE HIGHWAY. THAT COULD WORK AS WELL. LET ME DO A FOLLOW-UP.

>> AUDIENCE MEMBER: [INAUDIBLE].

>> RONALD MILAM: YEAH.

>> AUDIENCE MEMBER: [INAUDIBLE].

>> RONALD MILAM: SO YOU WANT TO -- WHEN YOU SET UP IMPACT AND MITIGATIONS FOR TRANSIT IN PARTICULAR, WHAT YOU'LL TYPICALLY FIND THAT IS WE HAVE TO BE RESPECTFUL FOR WHAT THE LAW SAYS ABOUT MAINTENANCE. ASSESSMENT DISTRICT. SO THERE'S A LOT OF SPECIFIC PLANS WE WORK ON THAT'S USUALLY THE MITIGATION TO PAY FOR THE LONG-TERM OM THROUGH THE ASSESSMENT DISTRICT. THAT'S MORE OF THE COMMON ONES.

THAT GOES BACK TO SOME OF THE REASONS THAT PEOPLE WANT TO GET VEHICLE LEVEL SERVICE OUT OF CEQA AND GET FOCUSED ON SOMETHING ELSE. SO HERE'S ONE OF THE CHALLENGES WE HAVE RIGHT NOW.

YOU PROBABLY READ THE NEWSPAPER HEADLINES ABOUT OLM OBLIGATION OR BACKLOG WE HAVE IN THE STATE AND ALL OTHER STATES. OR YOU MAY HAVE READ SOME OF THE TECHNICAL REPORTS THAT GIVE YOU THE DETAILED NUMBERS. IT'S HARD TO FIND A CITY OR COUNTY OR CALTRANS THAT HAS ENOUGH REVENUE TO COVER THE COST OF MAINTAINING THE NETWORK WE ALREADY BUILT. ESPECIALLY, WHEN WE HAVE PRIORITIES THAT DON'T QUITE DEDICATE ALL THE DISCRETIONARY MONEY TO OLM. AND WITHIN CEQA, MOST OF THE MITIGATION YOU GET OUT OF VEHICLE LEVEL SERVICE EXPANDS THE NETWORK. AND THE DEVELOPER IS USUALLY IN A POSITION TO AFFORD THAT INITIAL UPFRONT CAPITAL BUT THE BURDEN FOR LONG-TERM OLM IS ON THE PUBLIC SIDE. SO WE ACTUALLY EXACERBATE THE IMPROV WE HAVE WHEN WE USE VEHICLE LEVEL SERVICE AND DON'T PRIDE FOR THE DISTRICT OR SOME OF THE THINGS THAT COME WITH THE OLM OBLIGATION. WE HAVE SEEN JURISDICTION ADDING OLM IMPACT. NOT REALLY AN ENVIRONMENTAL IMPACT BUT WE PUT THEM IN THE TRANSPORTATION SECTION FOR THAT REASON.

>> AUDIENCE MEMBER: IS THAT LEGITIMATE? [INAUDIBLE].

>> RONALD MILAM: I WOULD THINK THEY ALL HAVE THE SAME OBJECTIVE THAT WE LIKE TO PRESERVE AND THE NETWORK IS ALREADY BUILT AS KIND OF A FIRST ORDER PRIORITY ALONG WITH MAKING SURE IT'S SAFE. IF WE HAVE SAFETY PROBLEMS, WE CORRECT IT. HOW DO WE MAKE SURE OUR MITIGATION ACTION IS RE-ENFORCING THAT INSTEAD OF EXACERBATING THAT PROBLEM? SO COUPLE OF OTHER QUESTIONS HERE.

AND I DID PROVIDE RESPONSES TO NEIL, BECAUSE HE HAD A LOT OF QUESTIONS. SO I DON'T KNOW IF YOU WANT TO MAKE THOSE AVAILABLE TO THE REST FOR THE WRITTEN RESPONSES?

>> AUDIENCE MEMBER: [INAUDIBLE].

>> RONALD MILAM: SO WHERE DID THE OTHER ONE GO? HERE WE GO. SO A LOT OF QUESTIONS THAT WE ARE GETTING FROM CALTRANS AND LOCAL AGENCIES IS, OKAY, I HAVE TO MEASURE VMT, WHAT IS A LEGALLY ADEQUATE WAY OF DOING IT? A LOT OF PEOPLE PREFER TO ASK THE I.T.E. GENERATION AND I CAN JUST GO LOOK IT UP TO WHAT DO I NEED TO DO?

AND IF YOU THINK ABOUT THE WAY CEQA WORKS, ANYTIME YOU DO A CALCULATION OR ESTIMATE, YOU NEED TO BUILD A DEFENDANT. AND SUBSTANTIAL EVIDENCE IS THE TEST. JUST BECAUSE YOU USE THE I.T.E. TRIP GENERATION MANUAL, ESPECIALLY, IF ONE IS WORKING IN DAVIS AND CAN DEMONSTRATE THAT IT'S HIGHER. SO WE HAVE TO HAVE SUBSTANTIAL EVIDENCE. AND WHERE DOES THAT COME FROM? FROM THE TRIP GENERATION SIDE, WE TALK ABOUT THE VARIOUS MODELS. THEY COULD BE THE MPO MODEL OR I.T.E. TRIP RATE IF YOU HAVE NOTHING ELSE. BUT IT WOULD BE IDEAL TO MAKE SURE YOU'RE TRYING TO ACCOUNT FOR THE LAND USE CONTEXT BECAUSE IT HAS SUCH A BIG INFLUENCE ON ACTUAL VEHICLE TRIP GENERATION.

WHEN YOU GET TO THE TRIP LANES SIDE OF THE EQUATION, EVEN IF YOU'RE USING THE CALIFORNIA HOUSEHOLD TRAVEL SURVEY OR MPO,

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THERE'S CERTAIN LIMITATIONS. WE'VE GONE THROUGH THE DATA AND WHAT WE FOUND IS THAT THE SAMPLE SIZING IS BIG ENOUGH FOR A LOT OF CITIES. IF YOU'RE A BIG CITY LIKE L.A. OR SAN FRANCISCO, SAMPLE SIZE IS BIG ENOUGH, WE CAN STATISTICALLY ENSURE THAT THE TRIP LENGTH INFORMATION WE HAVE IS CORRECT.

WHEN YOU GET TO A SMALLER JURISDICTION THOUGH, YOU MIGHT ONLY HAVE HAD A HANDFUL OF SURVEY THAT WAS IN THE JURISDICTION. ANOTHER THING WE FOUND A LOT OF THE INITIAL GUIDANCE WAS FOCUSING ON REGIONAL AVERAGE. IF I WAS TO DRAW A CHART OF WHAT THE AVERAGE LOOKS LIKE, IT DOESN'T HAVE THIS BELL SHAPE CURVE. IT HAS A REALLY LONG TAIL. BECAUSE THE PEOPLE THAT LIVE FURTHER AWAY FROM THE URBAN CENTER, THEY CAN SKEW THE VMT VALUE. AND, SO, FOR EXAMPLE, HERE IN THE SACOG REGION, THE REGIONAL AVERAGE, IF YOU LOOK AT THE VMT PER HOUSEHOLD OR PER RESIDENT, IT'S SOMEWHERE IN THE 20 RANGE. BUT THE MEDIAN WAS 12. IT'S THAT SKEWING EFFECT.

SO ONE QUESTION THAT WE'RE DEBATING IS, DOES AN AVERAGE MAKE SENSE? IS THAT ACTUALLY THE BEST VALUE TO BE USING? MAYBE I SHOULD BE PICKING A MEDIAN. OR MAYBE I SHOULD PICK A DIFFERENT NUMBER. WE LOOKED AT THE 90 PERCENTILE. MAYBE 75 PERCENTILE. THIS IS ALL NEW STUFF. THERE'S NOT A RIGHT ANSWER YET. AND IT HASN'T BEEN VALIDATED BY THE COURT. SO TRIP GENERATION IS HIGHLY INVOLVED AND A LOT OF TOOLS AND METHODS HAD, YOU CAN PICK FROM. TRIP LANE IS TOUGHER. I COULD BE USING THE BIG DATA AND BIG DATA IS GREAT, BECAUSE THERE'S A LOT OF IT. BUT IT HASN'T YET GOT TO A POINT WHERE IT'S COST-EFFECTIVE WHERE I CAN QUICKLY AND GET AND BUY DATA FOR THE JURISDICTION THAT WOULD BE AFFORDABLE. I CAN QUICKLY BUY IT BUT I HAVE TO SPEND A LOT OF MONEY TO GET IT. AND IT'S PROBABLY COST ABOVE AND BEYOND WHAT THEY'RE USED TO PAYING. SO THIS IS AN EVOLUTION OF BIG CHANGE LIKE THE 743 AND WE'RE STILL TRYING TO WORK THROUGH A LOT OF THE DETAILS.

LET ME SEE IF THERE'S ANY OTHER QUESTIONS. I'M GOING TO SHOW YOU A QUICK CASE STUDY.

THAT COVERS MOST OF THE BASIC QUESTIONS.

IF YOU'RE INTERESTED -- ONE MORE.

>> AUDIENCE MEMBER: IS THIS ANOTHER ARGUMENT FOR VMT [INAUDIBLE]. HORRIBLE SERVICE FOR EMISSION AND HORRIBLE SERVICE FOR TRAVEL [INAUDIBLE]. FIRST ONE IS THE COMMISSION RATE. THEY'RE NOT RELATED TO THE MILES OF TRAVEL. THEY'RE RELATED TO THE HOURS OF OF TRAVEL. AND WHEN YOU SUGGEST HOW PEOPLE DO THEIR ANALYSIS, YOU HAVE THE FEE BASE STRATIFICATION.

>> RONALD MILAM: IF WE ARE USING VMT IF WE'RE NOT USING SOME OF THE BEST METRICS, OR THE BEST METRIC IS DIRECT CONSUMPTION AND USING MODEL THAT ACTUALLY CALCULATE FIELD CONSUMPTION. IF WE DON'T HAVE THAT, VEHICLE HOUR TRAVEL WOULD BE MAKE BETTER SENSE. WHEN WE DO USE VMT, WHAT'S CURRENTLY ACCEPTABLE PRACTICE IS VMT SPEED. AND IF YOU LOOK THE EMISSIONS FACTOR CURVE OR HOW MANY

FUEL GETS BURNED, IT'S A U-SHAPED CURVE. AND IT'S ABOUT THE 45 -- 55 MILE RANGE. FOR STOP AND GO TRAFFIC, EVERYTHING ACCELERATES AND YOU'RE BURNING A LOT MORE FUELS EFFICIENTLY. AND 75 TO 80 MILES, YOU'RE BURNING MORE FUEL. SO TO EXTENT THAT WE'RE USING THIS MODEL, IT'S A SIMPLIFICATION OF REALITY. WE WANT TO USE MODELS THAT ARE USEFUL AND HELPFUL IN ANSWERING THE QUESTIONS. WE DON'T WANT TO USE ONE THAT'S COMPLETELY DISCONNECTED FROM REALITY. I AGREE THERE'S MORE SOPHISTICATED MODELS. AND, SO, WHERE DO YOU DRAW THAT HAPPY MEDIUM WHAT IS STATE OF PRACTICE AND WHAT IS THE BEST PRACTICES? THERE'S CIRCUMSTANCES WHERE DOING BEST PRACTICE ANALYSIS IS RECOMMENDED. FOR TRAVEL PURPOSES OR DESIGN PURPOSE, AND THAT'S SOMETHING WE ARE BEING TAGGED WITH THE TIG IS UNDERSTANDING ONE OF THOSE CONDITIONS. JUST BECAUSE THERE'S A PRACTICE DOESN'T MEAN YOU ALWAYS USE IT.

IF YOU WANT A HIGH LEVEL OF DEFENSE SO YOU MIGHT WANT TO INVOLVE THE BEST PRACTICES.

>> AUDIENCE MEMBER: [INAUDIBLE]. AT LEAST THERE'S A PARTIAL AGREEMENT. [INAUDIBLE]. EFFECTIVE TRAVEL OR --

>> RONALD MILAM: YOU'RE TALKING ABOUT INFRASTRUCTURE PROJECT OR DEVELOPMENT PROJECTS? IT DEPENDS. IN SOUTHERN CALIFORNIA, I RUN INTO THE GREENHOUSE GASES. AND THEY DIDN'T USE ANY REGIONAL MODEL. THEY USE SOME FORM OF SPREADSHEET MODEL. AND I COULDN'T DECIPHER HOW THEY BLENDED THE HOUSEHOLD CALIFORNIA TRAVEL SURVEY TO COME UP WITH THE TRIP LENGTHS I CAN'T MATCH WITH THE MTS. BUT IT'S USED FOR COMMON PROJECTS, GIVEN WHAT IS DOCUMENTED.

SO I SEE THIS HUGE RANGE OF PRACTICE IN CALIFORNIA. IT'S A BIG STATE. USUALLY WHERE FORECASTING MODELS AND IMPACT STUDY IS NOT COMMON PRACTICE, WHEREAS, IN NORTHERN PRACTICE, WE'RE USING TRAVEL FORECAST MODEL FOR EVERY PROJECT WHETHER IT'S INFRASTRUCTURE DEVELOPMENT. SO WE'VE GOT ONE OF THE ISSUES WE HAVE TO DEAL WITH GOING FORWARD, THERE'S THIS BIG DIVERSITY OF PRACTICE. WHICH ONE KIND OF WINS IF YOU'RE WRITING GUIDING MATERIAL BY 743. WHERE DO YOU GET TO DRAW THE LINE IN A PLACE BIG AS CALIFORNIA THAT'S SO DIVERSE?

>> AUDIENCE MEMBER: [INAUDIBLE].

>> RONALD MILAM: SO ONE OF THE THINGS YOU'LL FIND, IF YOU THINK OF ALL CONGESTION RELATED PROJECTS HAVING THIS AIR QUALITY OR GREENHOUSE GAS BENEFIT, THEY WILL RESULT IN LESS FUEL BEING CONSUMED. SO THAT'S A VERY SPECIFIC TIME WINDOW. YOU KNOW, 5, 10, 15 YEARS. IF YOU GO OUT 20, 30, 40 YEARS, IF YOU BUILD A NETWORK THAT'S CAR DEPENDENT, YOU GET MORE DRIVING THAN YOU WOULD IF YOU BUILT A SMALLER NETWORK OR ONE THAT'S MORE DIVERSIFIED. SO 743 IS GETTING AT, WHEN YOU LOOK AT THE WORLD THROUGH A VMT LENS, THAT BECOMES AN EFFICIENCY METRIC. IF YOU THINK OF VMT CAPITA OF EVALUATING A NEIGHBORHOOD OR PROJECT AREA, IF WE'RE DOING THINGS TO GET

THROUGH DESTINATION, PEOPLE WILL BE ABLE TO TRAVEL LESS BY VEHICLE IN THE FUTURE THAN THEY DO TODAY.

ONE OF THE INTERESTING THINGS ABOUT LOOKING AT THE WORLD THROUGH ACCESSIBILITY LENS, THE DESTINATION IS NO LONGER A SUPPLY PROBLEM WHERE YOU HAVE TO INCREASING THE SUPPLY. YOU CAN CONTROL THE ACCESSIBILITY PROBLEM BY MOVING LAND USE AROUND. THAT'S WHERE THE SCS AND BLUEPRINT COMES INTO PLAY. SO YOU THINK ABOUT TRYING TO SOLVE THE PROBLEM OF LAND USE, IT CAN BE EFFECTIVE. IF ALL YOU GET TO DO IS RECAP THE LAND USE, THIS IS WHERE THE LAND INCREASING SUPPLY AND CONTINUE TO INCREASE OVER SPREAD OF TIME, YOU'LL FIND YOU'LL BECOME MORE CAR ATTENDED AND HIGHER OWNERSHIP LEVEL AND THOSE TYPE OF THINGS. SO 743 IS KIND OF IN SOME RESPECT TRYING TO ADDRESS THAT.

>> AUDIENCE MEMBER: [INAUDIBLE].

>> RONALD MILAM: GOOD QUESTION. SO IF WE GO DOWN THIS PATH, WHAT WILL HAPPEN IS THE ENVIRONMENTAL DOCUMENTS YOU'RE GOING TO FOCUS ON ON VMT AS YOUR TRANSPORTATION IMPACT METRIC, THERE'S PROBABLY NOT A BIG DOWNSIDE IF LEVEL OF SERVICE IS STILL AROUND AND BEING USED EFFECTIVELY ON A PLANNING SIDE. SO FOR ALL THE CITIES AND COUNTIES THAT ARE MEETING AND VALUING THE METRIC, THEY'RE STILL USING IT. SO YOU GET THIS BIFURCATED PROCESS WHERE THE LEVEL OF SERVICE ANALYSIS WOULD HOPEFULLY BE DONE IN THE GENERAL PLAN RTP TYPE OF ANALYSIS. AND WHEN YOU'RE TALKING ABOUT THE ENVIRONMENTAL EFFECTS OF THE LAND USE DECISIONS THAT GET MADE AND THE DEVELOPMENTAL PROJECTS GOING FORWARD, THEY'RE LOOKED THROUGH THE ENVIRONMENTAL LENS. BUT IT'S NOT THAT MEAN AND CLEAN. FOR EXAMPLE, THERE'S IN THE CONTEXT OF 743, WHAT THE LEGISLATURE DID IS THEY BASICALLY SAID TRAFFIC OPERATIONS, WE DON'T CONSIDER AN ENVIRONMENTAL IMPACT. SO WE'RE GOING TO TAKE THAT OUT OF CEQA. THAT'S ONE WAY OF LOOKING AT IT. AND WHAT'S ODD ABOUT THAT IS THAT, THE RATIONALE IS THAT WE'RE WORRIED ABOUT THE IMPACT ON THE ENVIRONMENT, YOU KNOW, THE BUGS AND THE BUGGIES. AND YET WE LEFT IN TRAFFIC SAFETY, WE LEFT IN AIR QUALITY, WHAT'S AIR QUALITY? AND HEALTH. AND SCIENTIFIC STUDY SHOWS SITTING IN TRAFFIC CAUSES STRESS AND HAVE OTHER EFFECTS ON OUR BODIES.

SO, WE, IN THE CEQA WORLD, WE STILL ANALYZE LOTS OF IMPACTS THAT ARE ONLY AFFECTING HUMANS. BUT THE LEGISLATURE IN THIS PARTICULAR INCIDENCE DECIDED THAT THIS ONE ASPECT OF IMPACT ANALYSIS THEY WERE GOING TO REMOVE AND GIVE US SOMETHING THAT WOULD TIE DIRECTLY MORE TO EMISSIONS. AND I THINK ONE OF THE THINGS WE'RE GOING TO SEE AS IT RELATES TO THAT, BECAUSE THEY LEFT TRAFFIC SAFETY IN, WHETHER YOU'RE CALTRANS OR CITY THAT'S RESPONSIBLE FOR OPERATING AND PROVIDING A SAFE TRANSPORTATION SYSTEM, YOU'RE JUST GOING TO MOVE THE SPOTLIGHT. SO WE'VE BUILT A PRACTICE FOCUSED ON, YOU KNOW, VEHICLE LEVEL SERVICE, AND TRAFFIC OPERATING CONDITIONS. NOT JUST BECAUSE IT WAS AN ENVIRONMENTAL ISSUE, IT WAS BECAUSE IT'S

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WHAT PEOPLE ARE CONCERNED ABOUT. IF YOU GO TO MOST NEIGHBORHOODS AND TALK ABOUT A NEW PROJECT THAT'S GOING TO DROP IN NEXT DOOR, PEOPLE ARE CONCERNED ABOUT THE TRAFFIC. NOT JUST THE TRAFFIC SAFETY, BUT THE OPERATIONS. IS IT GOING TO DELAY ME MORE OR INCONVENIENCE ME IN SOME WAY? SO WE WANT TO RESPOND TO THE PEOPLE BEING IMPACTED. YOU'RE STILL GOING TO SEE THOSE QUESTIONS COME UP WHERE WE'RE STILL GOING TO ANSWER THEM. WHEN YOU TAKE IT OUT OF CEQA AND LEAVE BACK SAFETY, YOU CAN EXPECT AGENCIES WILL PULL THE SPOTLIGHT ON SAFETY AND THINK OF DIFFERENT WAYS OF ANALYZING SAFETY AND TRY TO GET UP THE CONCERNS OF THE NEIGHBORS OR PEOPLE NEXT DOOR OF THE PROJECT. THAT'S A NATURAL OUTCOME.

>> AUDIENCE MEMBER: [INAUDIBLE].

[APPLAUSE]

>> [INAUDIBLE]. I WILL POST THEM ALONG WITH NEIL'S RESPONSES AND THE PREVIOUS QUESTIONS YOU HAVE TODAY. THANK YOU ALL SO MUCH.

[MEETING ENDS AT 11:30 A.M.]