SACOG Board of Directors

Subject: Approve Release of Request for Proposals for Senate Bill 743 Technical Assistance (Est. time: 0 minutes)

Consent

Prepared by: Amy Lee   **Approved by:** James Corless

Attachments: Yes

1. Issue:

Should SACOG: (1) release a Request for Proposals (RFP) for a consultant to provide technical assistance to local jurisdictions in their implementation of Senate Bill (SB) 743, and (2) authorize the CEO to negotiate and sign a contract with the selected consultant?

2. Recommendation:

The Land Use and Natural Resources Committee unanimously recommends that the Board approve the two actions described above.

3. Background/Analysis:

SB 743 is the state law requiring a change in transportation impact analysis performed for the California Environmental Quality Act (CEQA). The law replaces vehicle delay (often measured with level of service, or LOS) with vehicle miles traveled (VMT) as the primary metric for measuring transportation impacts of most projects. The law passed in 2013, and the Governor's Office of Planning and Research (OPR) has led the revisions to the CEQA Guidelines consistent with the law, as well as authored the technical advice on implementing the revised CEQA Guidelines. It will go into effect on January 1, 2020.

4. Discussion/Analysis:

SACOG has a project underway to coordinate technical assistance for local implementation of SB 743. This project is a collaborative effort of the SB 743 Local Agency Working Group and is funded by a Caltrans Sustainable Transportation Planning Grant. Technical assistance will include collection of data sources that local agencies can use to set significance thresholds, inventory, and assessment of various models and tools to estimate project-specific VMT, inventory of VMT mitigation strategies, and evaluation of the appropriateness of different mitigation strategies given the range of land use settings throughout the region. Documentation of these data, models, tools, and strategies will

provide local agencies with substantial evidence for future CEQA analyses.

The SB 743 Local Agency Working Group has drafted the scope of work for consultant services. Considerations for the scope of work have included SB 743 implementation efforts that are planned or underway in local jurisdictions, the topics and timelines of those efforts, and the outstanding technical assistance needs beyond those local efforts.

The draft scope of work for consultant services is attached (Attachment A). A voluntary subset of the Local Agency Working Group will interview and select the consultant.

5. Fiscal Impact/Grant Information:
This project is budgeted in both the 2017/18 and 2018/19 Overall Work Program, with a budget for consultant services of $87,562.

ATTACHMENTS:

Description
Attachment A - Scope of Work for Consultant Services

This staff report aligns with the following SACOG Work Plan Goals:
#2 - Benchmark Ourselves Against Peer Regions
#3 - Assist Local Economic Development Strategies
#5 - Establish the Sacramento Region as an Innovation & Test-Bed for New Ideas
#8 - Build out our Council of Governments Functions
#9 - Better Connect & Communicate with Members & Regional Electeds

SB 743 Implementation Tools for Local Agencies in the Sacramento Region
Scope of Work

1. Review of Available Data, Models, and Tools for VMT Estimation

Task 1.1 Inventory of Data, Models, and Tools
Identify and collect available data, models, and tools for VMT estimation, including their documentation. At a minimum, this will include:
- SACOG regional travel demand model (SACSIM);
- Local agency travel demand models (TDMs) in use (e.g., El Dorado County TDM, City of Roseville TDM, City of Sacramento TDM, Rancho Cordova TDM, Placer County TDM, etc.);
- Available scenario planning tools (e.g., UrbanFootprint, Envision Tomorrow);
- Spreadsheet tools (MXD smart growth trip generation spreadsheet, as well as variants of the MXD spreadsheet, Sketch 7, etc.);
- Recent household travel surveys (e.g., Caltrans Statewide HTS); and
- Potentially, "big data" products (e.g., GPS and cell phone "trace" data).

Task 1.2 Assessment of Models and Tools
Review and evaluate the functions and methodologies of the data, models, and tools identified in Task 1.1 against criteria in final SB743 Technical Advisory. The assessment criteria will be based on the latest available SB743 rules and advisories. Review will include a technical summary of SACSIM and local travel demand models, as desired by local jurisdictions, and the assumptions that affect VMT generation estimates. Assumptions may include land use patterns, and trip- versus tour-based approaches. The assessment should consider the variety of settings within the SACOG region (i.e. urban, suburban, rural, small town, employment center, etc.).

Assessment of local travel demand models and their documentation, as requested by local jurisdictions, will include meetings and discussions with local planning, modeling, and public works staffs. Assessments of travel demand models – regional and local – will include recommendations to local jurisdiction staff about updates that will enable models to be used for SB 743 implementation.

Task 1.3 Selection of Data Sources of VMT Regional and Jurisdiction Averages
Based on the available data, models, and tools identified in Task 1.2, identify potential data sources that can be used to quantify regional and jurisdictional VMT. Use these data to estimate regional- and jurisdiction-level VMT per capita and VMT per employee rates (used for establishing baselines for agency work to establish thresholds and standards of significance). Identify "service populations" and VMT per "service area" for the region and jurisdictions to estimate VMT per service population, in addition to VMT per capita and per employee.

Evaluation will assess the best tool or tools by jurisdiction and will be based on: compliance with published rules or Advisories on SB743; relevance to potential projects within the SACOG

region; and SB743 Local Agency Working Group (LAWG) input/consensus. From available data, models, or tools, identify the geographies and project types that are below the "screening" thresholds described in the Advisories (e.g. near transit, local retail). Report will include a description of the methodology used to develop average VMT rates.

Task	Deliverable
1.1	*Inventory of Available Models & Tools*
1.2	*Assessment of Available Models & Tools*
1.3	*One-on-one meetings with local jurisdictions about local travel demand models and potential updates.*
1.4	*Report on Selected Sources of VMT Threshold Averages*
1.5	*Geodatabase and Maps Illustrating "Screening" Thresholds*

2. Testing & Calibration of Available Project-Level VMT Estimation Tools

Task 2.1 Establish Testing & Calibration Protocol for Project-Level Tools

Prepare a set of defined tests for use in generating project-level VMT rates, using VMT estimation models and tools identified in Task 1. This will include tests of retrospective (i.e., completed) or hypothetical projects; or structured "experimental" tests, whereby key factors influencing VMT would be manipulated systematically to produce "raw" model/tool estimates of VMT rates and assess sensitivity.

Tests will include a range of project types and context geographies, and will also demonstrate the implications of different thresholds on the impacts identified for programs and projects. If available, existing calibration and testing results would be identified and reported.

Tests should also include potential risks to VMT estimation, such as disruptive transportation technologies. These should include ridesharing (e.g. Lyft), autonomous vehicles, and changing retail patterns.

This set of case studies and tests will be brought to the SB 743 Local Agency Working Group for discussion and agreement.

Task 2.2 Execute Testing and Calibration of Models/Tools

Execute testing and calibration protocols for models and tools. This would involve implementing the test protocol prepared in Task 2.1, and adjusting or "calibrating" the models and tools to establish consistency with VMT per capita and VMT per employee rates from the selected threshold sources (Task 1.4 deliverable).

Task 2.3 Develop Methods of Estimating Project-Level VMT Rates

Establish a set of test land use and transportation projects of different types (e.g. residential, office, retail, other) and in different land use settings (e.g. urban, suburban, rural, small town, employment center) for use in developing guidelines and protocols for estimation of VMT rates. To the extent that the test protocol uses retrospective or hypothetical projects, the testing protocol itself will be adapted to provide user guidance for projects. Analysis will include a summary of the interaction between VMT rates, thresholds, and vehicle level of service. Assessment of risks to VMT estimates from disruptive transportation technologies and changing land use economics.

Note: For Tasks 2.1, 2.2, and 2.3, SACOG will execute testing/calibration of SACSIM regional travel demand model.

Task	Deliverable
2.1	*Project Level VMT Testing/Calibration Protocol*
2.2	*Project Level VMT Testing/Calibration Results*
2.3	*Guidelines on Use of Models/Tools for Project-Level Estimates*

3.   **Potential VMT Mitigation Measures**

Task 3.1 Literature Review of VMT Reduction Strategies

Conduct research and develop summaries of VMT reduction strategies, including assessment of applicability to different land use and transportation project types and land use contexts – such as from Task 2.3 – and applicability to the SACOG region. A significant number of "meta-analyses" or syntheses of VMT reduction strategies already exist (e.g., CAPCOA "Quantifying GHG Mitigation Measures"), and would provide a starting point for this task. The assessment should include an exploration and review of multi-jurisdictional mitigation options. It should also consider the variety of land use settings within the SACOG region (i.e. urban, suburban, rural, small town, employment center, etc.).

Task 3.2 Summary and Packaging of Potential VMT Mitigations

Summarize research and assessment in a Toolkit of VMT reduction strategies, in "packages" of potential mitigation measures applicable to land use development or transportation projects. Special attention would be given to: range of effectiveness in reducing VMT; scale of mitigation measures; context sensitivity (i.e., in what land use settings are different mitigations most

effective); potential cost; potential co-benefits; and other factors identified by the SB743 LAWG.

Task	Deliverable
3.1	*Literature Review of VMT Reduction Strategies Memo*
3.2	*Compilation of Research into Toolkit of Mitigation "Packages"*

4.   Project Documentation

Task 4.1 Document Sources of Regional and Jurisdiction VMT Data

Document the data, tools, and models used for estimation of regional and jurisdictional VMT, and report the current base year estimates of VMT at regional and jurisdictional levels for various land use types. Document guidelines for use of each source, for purposes of periodically updating VMT thresholds. Documentation will include validation and reasonableness checks of the data, tools, models, and thresholds. Documentation should provide substantial evidence for lead agencies analyzing the transportation impacts of land use and transportation projects under CEQA with SB 743 in effect.

Task 4.2 Document Project-Level VMT Estimation Models and Tools

Document the process of testing and calibrating project-level VMT rate estimation tools. Document guidelines for lead agencies for use of the tools for a range of project types and a range of land use settings Documentation should include which data, models, and tools are most appropriate for various project types and land use settings. Documentation will include validation and reasonableness checks of the data, models, and tools. Documentation should provide substantial evidence for lead agencies analyzing the transportation impacts of land use and transportation projects under CEQA with SB 743 in effect.

Task 4.3 Document Potential VMT Mitigations

Document potential VMT mitigation strategies, correlated to different types of projects and land use settings. Documentation should provide substantial evidence for lead agencies analyzing the transportation impacts of land use and transportation projects under CEQA with SB 743 in effect.

Task	Deliverable

4.1	*Documentation of Sources of Regional and Jurisdiction VMT Data*
4.2	*Documentation of Project-Level VMT Estimation Models/Tools*
4.3	*Documentation of Potential VMT Mitigations*