Vehicle Miles Travelled

Climate Action Subcommittee
Meeting
January 29, 2020

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CURRENT

• December 2018 - Office of Planning (OPR) completed an update to the CEQA Guidelines to implement the requirements of SB 743. The Guidelines state that VMT must be the metric used to determine significant transportation impacts.

• July 2020 - VMT will become a CEQA requirement
CURRENT

- SB 743 changes are intended to “more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.”
## DRAFT VMT THRESHOLDS

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>PER CAPITA RESIDENTIAL VMT</th>
<th>HBW - Attraction/Job (PER WORKER COMMUTE VMT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Rosa</td>
<td>9.7</td>
<td>8.5</td>
</tr>
<tr>
<td>Total Sonoma County</td>
<td>9.6</td>
<td>9.9</td>
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</tbody>
</table>

OPR recommended for residential
OPR recommended for office
VMT Per Capita Map

Legend

PER CAPITA RESIDENTIAL VMT

- No Residences
- 15% below Countywide Avg (< 8.16 Res. VMT per capita)*
- All other Residential VMT (>= 8.16 Res. VMT per capita)
- Est. transit w/ 15min peak headways - 2019
- Half mile buffer - high frequency peak transit - 2019
- Transit Priority Areas (MTC Defined) - 1/2 mile Rail Transit
- Sphere of Influence

*Residential sources per CTP guidelines

This map shows estimated VMT per person generated by residences for traffic analysis zones as estimated by the 2019 Sonoma County Travel Model.

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Updated 1-22-2020
VMT Per Employee Map

Legend

Workplace Location VMT per Employee

- No Work VMT
- 15% below Countywide Avg (< 8.42 Work based VMT per employee) *
- All other Work VMT (≥ 8.42 Work based VMT per employee)

Sphere of Influence

* Office projects external per EPF guidelines

Sources: CTR, CTHBE, Duncan (2008), WebMap, INTRANET, MTC, DOT, MEA, FFA, (Hong Kong), and Karoak, BIA, (LaRusso), MAPinfo, Google, Esri, User Community

Updated: 1-2-2020

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QUESTIONS