



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



VTM Policy Adoption Technical Assistance Program

Frequently Asked Questions

1. What is the purpose of the Program?

To support Bay Area jurisdictions' adoption and implementation of vehicle miles traveled (VMT) policies to comply with Senate Bill (SB) 743 by the end of 2022. The Program aims to reduce barriers to compliance by providing example ordinances, policies, and fillable templates as well as office hours and peer review services to provide tailored, jurisdiction-specific assistance.

2. What is SB 743?

SB 743 replaced level of service (LOS) with VMT as the metric to evaluate transportation impacts under CEQA. The shift measures the amount of driving instead of traffic, incentivizing multi-modal travel, a diversity of land uses, and a reduction in greenhouse gas emissions.

3. How will technical assistance be delivered?

Technical assistance includes a series of live modules (training sessions), access to templates and example resources, and office hours with consultants for additional support. The program is divided into two phases: the first (Phase 1a) will cover SB 743 basics, options for compliance, and creation and implementation of locally appropriate policies and programs. Phase 1b will address non-CEQA transportation analysis, building jurisdictional support, and other topics identified with participants in Phase 1a. The modules in each phase are listed below:

- Phase 1a: Module 1 – Intro to SB 743

- Learning Outcomes: Technical assistance program overview, expectations and local assistance offerings; introduction to the consultant team; background on SB 743; what is VMT; what are the OPR recommended thresholds and screens and why
- Phase 1a: Module 2 – Advanced SB 743: How do we apply the SB 743 Framework?
 - Learning Outcomes: Understand how to apply the SB 743 framework in the local context. Review VMT baseline data and understand the considerations that should be accounted for when adopting locally appropriate methods, metrics, thresholds, and screening criteria. Learn what comparable jurisdictions have adopted, both consistent with and where they deviate from OPR. Introduce VMT mitigation concepts that will be explored in more detail in Module 3
- Phase 1a: Module 3 – VMT Mitigation
 - Learning Outcomes: Review VMT Mitigation in depth, available tools/resources for each county, examples, potential need for revised city TDM/Parking ordinances, and introduce VMT mitigations fees/banks/exchanges
- Phase 1b: Module 4 – Non-CEQA transportation
 - Learning Outcomes: Understand non-CEQA transportation analysis approaches and justifications
- Phase 1b: Modules 5 and 6 – As Needed
 - Potential topics may be identified with participants in Phase 1a

4. What is the schedule for technical assistance?

Three modules covering Phase 1a of the program will be held from June through end of Summer/early Fall 2022. Phase 1b will begin in mid-Fall 2022 and include up to 3 modules, depending on the needs of participating jurisdictions.

5. Who from my jurisdiction should participate?

Jurisdictional staff and consultants from all departments are welcome to participate in the modules. The department primarily responsible for carrying out or approving a project varies between jurisdictions; in some, the effort is led by Transportation and in others it's led by Planning or Public Works. Each jurisdiction will need to determine the most appropriate staff to participate and should also be sure to engage the jurisdiction's legal counsel in the process to ensure development of a defensible program for CEQA.

6. Should cities that are familiar with SB 743 or that have already made progress to develop VMT policies attend the modules in Phase 1a?

All jurisdictions are encouraged to participate in all modules because each module will build from the prior one. Also, the first module will include important details on the approach to training so that jurisdictions can take full advantage of technical assistance and will conclude with a hands-on exercise to inform future work.

7. Should I attend if I already have a consultant helping develop VMT policies?

Yes, jurisdictions working with consultants to address SB 743 may be able to expedite policy adoption and minimize consultant costs by participating. You can ask your module instructor for help determining what level of participation is appropriate.

8. What is the time commitment expected of participants?

The program will include between four and six 2-hour long modules over approximately 6 months. Between modules, participants will be asked to complete exercises to prepare for VMT policy adoption. Outside of modules, participants will need to coordinate and share information with colleagues and devote time to adopting new policies, which could include coordinating study sessions and public hearings. As mentioned, the Program will provide memo and presentation templates and guidance on how to complete them to facilitate adoption.