SB 743: A Transportation Engineer’s Perspective

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Outline

- Overview of ITE’s Involvement in SB 743
- Roadway Capacity/LOS After SB 743 is Implemented
- Potential Benefits of SB 743
- ITE’s Concerns With SB 743 and Draft Guidelines
- Next Steps in SB 743 Process
Overview of ITE’s Involvement in SB 743

- Preliminary Evaluation – 12/30/13
- Purposes of ITE SB 743 Task Force
- Comment Letters to OPR
- Additional Discussions With OPR
- Case Studies
Roadway Capacity/Level of Service After SB 743 is Implemented

- Still Important to Know How System Operates
- Needed in Auto-Oriented Areas to Allow Developments to Pay for Roadway Improvements
- Required by Oversight Agencies (Including FHWA)
- Probably Will Continue to be Included in Environmental Documents
Potential Benefits of SB 743

› Streamlined CEQA Process for Some Projects (Transit, Bicycle, Smart Growth/Infill)

› Allows Process for Developments to Pay For Transit/Bicycle/Pedestrian Improvements

› Increased Awareness of VMT as a Performance Measure and Resulting Reductions in VMT
ITE’s Concerns With SB 743 and Draft Guidelines

› Most Transportation Engineers Range From Nervous to Cautiously Optimistic
› VMT Calculation
› Significance Thresholds
› Ability to Mitigate VMT
› Nexus for Requiring Traffic Improvements From Developments
› Effect on Small Projects