

LOS → VMT

Are we there yet?

Senate Bill 743 Update

Planning Commission | Justin Meek, AICP | March 3, 2020



PREVIEW

- SB 743
- What is LOS
- What is VMT
- Needed technical analysis
- Next up: establish significance thresholds



MATT GROENING

musikmachine.com

SB 743 Overview

- Changes **CEQA**

“Automobile delay, as described solely by level of service or similar measures... shall not be considered a significant impact on the environment...” (PRC § 21099 [b] [2])

- New primary metric will be VMT – aligns with climate goals

SB 743

milestones

- Enacted in **2013**
- State guidelines/rule-making process **2014-2018**
- OPR adopted rules in **2018**
- Effective **July 1, 2020**

TECHNICAL ADVISORY

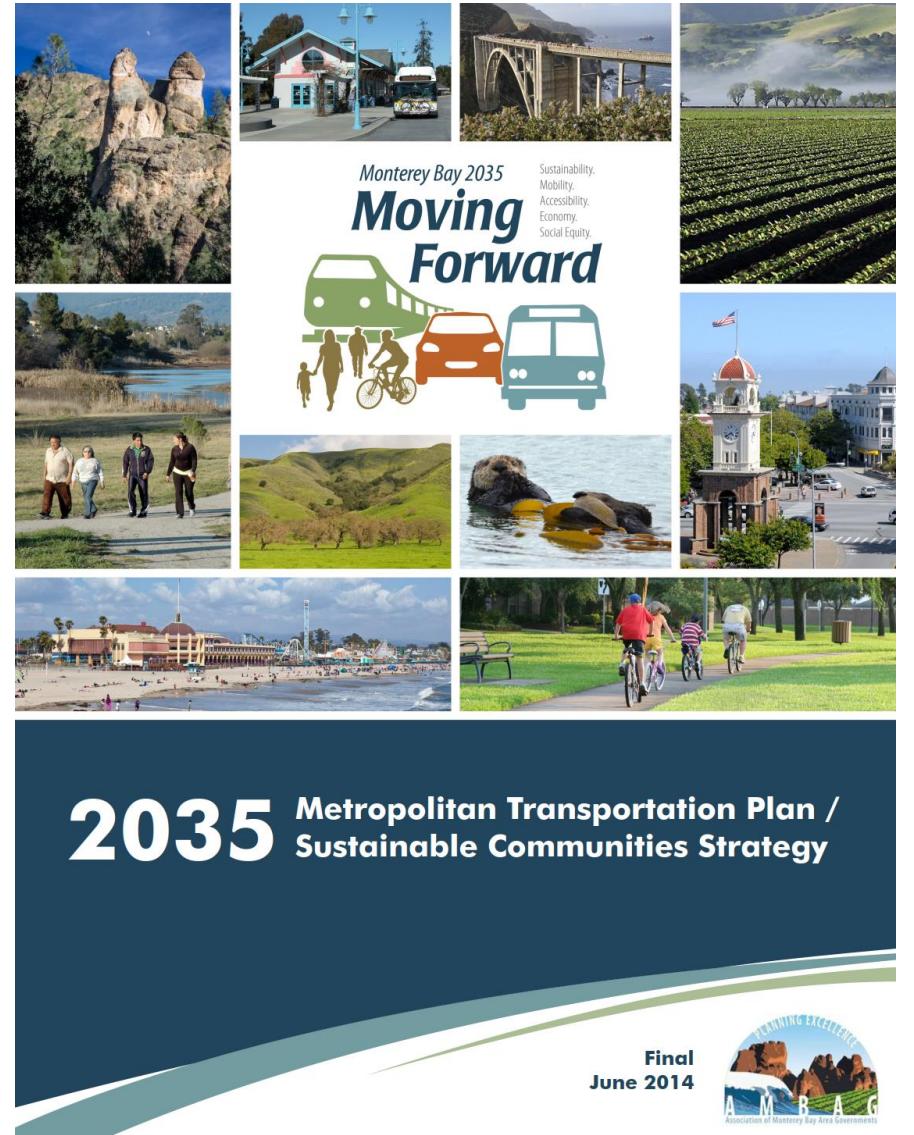
ON EVALUATING TRANSPORTATION
IMPACTS IN CEQA



December 2018

SB 743 background

- Brainchild of Senator **Darrell Steinberg** (D-Sacramento)
- Also crafted **SB 375** in 2008
 - Coordinate regional housing needs and transportation planning in an effort to curb GHG emissions
 - Aim: encouraging infill and alternative transportation



Traffic Truism

context for SB 743 & SB 375

- Truism:
 - the more residents a downtown accommodates,
 - the less driving there is in the aggregate
- Example: Santa Barbara
 - Encouraging development – commercial and residential – in its downtown core
 - A development's traffic impact is less
 - Developments in the core will generate $\frac{1}{2}$ the traffic of developments in outlying areas of the city

SB 743

purpose

- Change transportation impact analysis, per **CEQA**
 - Objective: promote infill and reduce GHG
- Change from maintaining **LOS** to reducing **VMT**
 - Base impacts on how much vehicle travel a project generates, not changes to existing traffic conditions

SB 743 Requirements

**new approach required to
evaluating transportation
impacts**

- The legislation includes the following language:
 - “**Upon certification of the guidelines** by the Secretary of the Natural Resources Agency pursuant to this section, **automobile delay**, as described solely by level of service or similar measures of vehicular capacity or traffic congestion **shall not be considered a significant impact on the environment...**” (PRC § 21099[b][2], emphasis added)
- The Governor’s Office of Planning and Research (**OPR**) was required to develop new CEQA guidelines establishing criteria...
 - “for determining the significance of transportation impacts” that use vehicle miles traveled (**VMT**), or a similar metric, instead of measures of congestion or delay, such as level of service (**LOS**)

SB 743

purpose

- Promote infill
- Reduce greenhouse gas emissions
- Support multimodal transportation networks
- Encourage diversity of land uses

SB 743

purpose

- Removes focus on traffic at intersections and roadways
- New focus on how new development may influence overall auto use
- Focus on reducing GHG emissions
- Promote multi-modal transportation
- Ensure land use diversity within transit priority areas

OPR

developed new CEQA guideline

- “Determining the Significance of Transportation Impacts”
 - CCR § 15064.3
 - Implements PRC § 21099
- Focuses on VMT and includes the statement that, except for roadway capacity projects, **“a project’s effect on automobile delay shall not constitute a significant impact.”**

SECTION 15064.3. DETERMINING THE SIGNIFICANCE OF TRANSPORTATION IMPACTS

(a) Purpose.

This section describes specific considerations for evaluating a project’s transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, “vehicle miles traveled” refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project’s effect on automobile delay shall not constitute a significant environmental impact.

(b) Criteria for Analyzing Transportation Impacts.

- (1) Land Use Projects.** Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
- (2) Transportation Projects.** Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
- (3) Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project’s vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- (4) Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project’s vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project’s vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.
- (c) Applicability.** The provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide.

Note: Authority cited: Sections 21083 and 21099, Public Resources Code. Reference: Sections 21099 and 21100, Public Resources Code; Cleveland National Forest Foundation v. San Diego

CCR § 15064.3

effective date

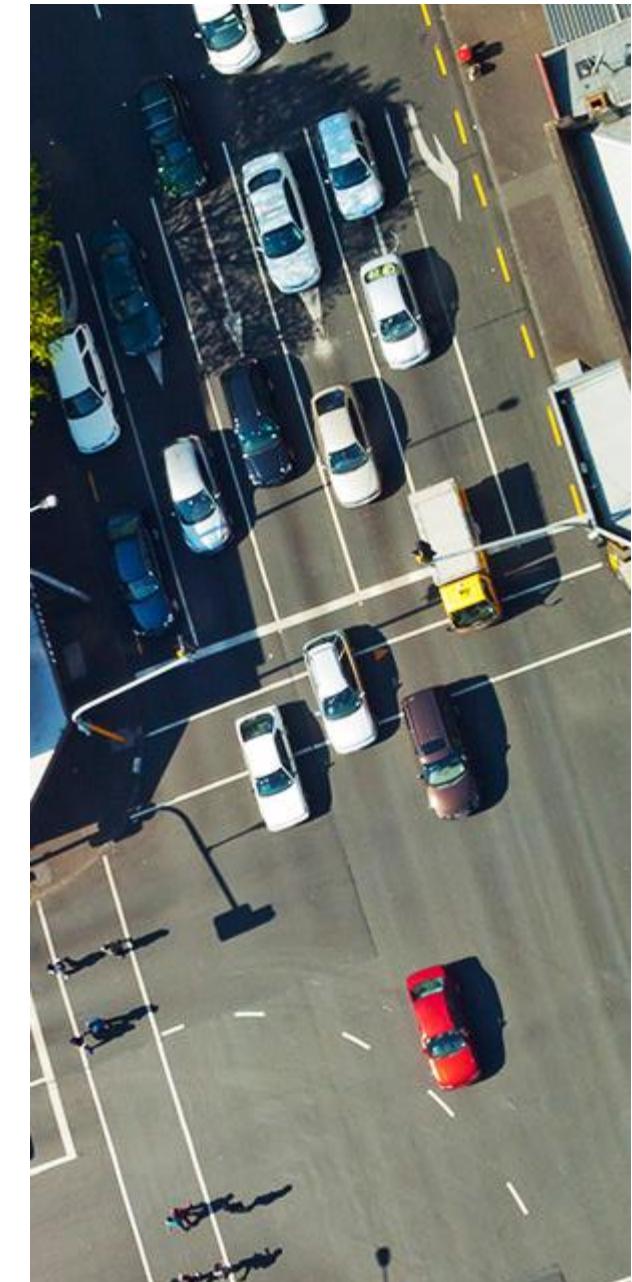
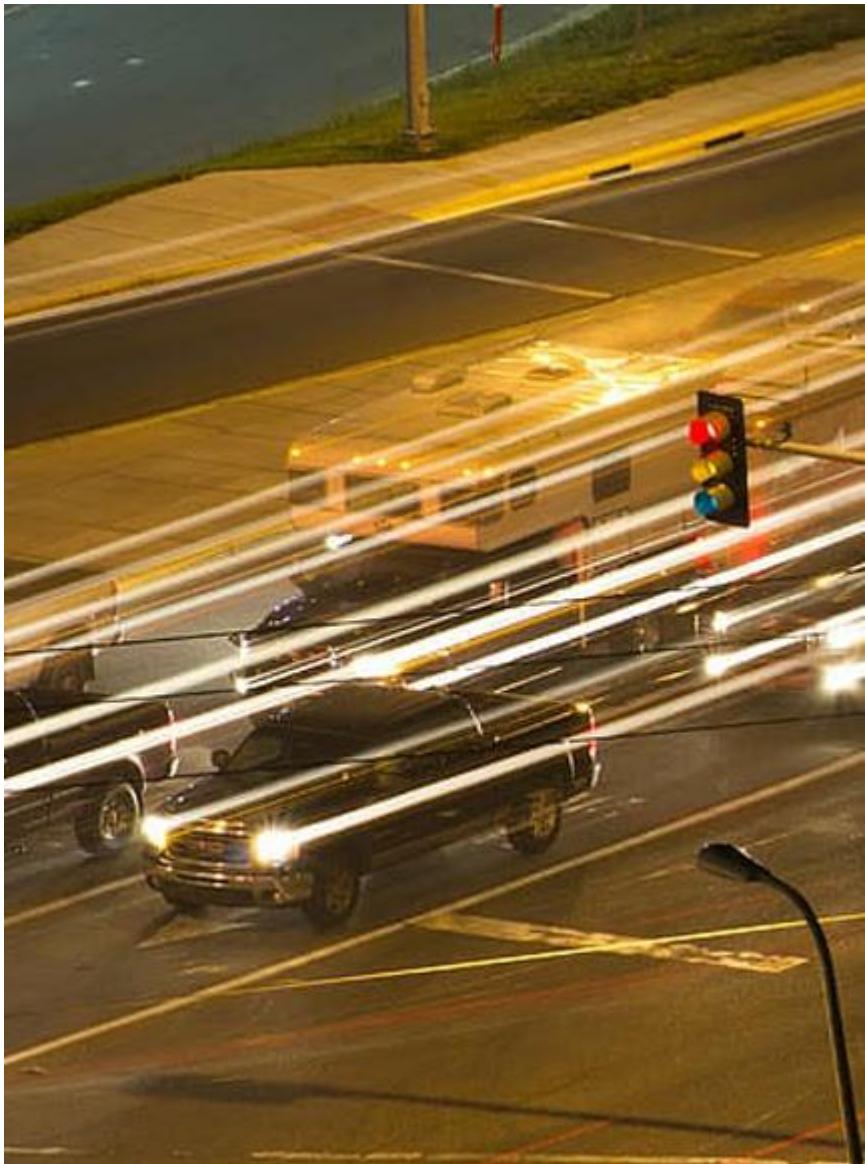
- **Applicability.** The provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. **Beginning on July 1, 2020, the provisions of this section shall apply statewide.**

SB 743 implications

- CEQA documents can no longer base a significance determination on an automobile delay–based analysis, such as LOS.
- These documents are not precluded from including a LOS analysis for disclosure purposes, such as General Plan Circulation Element or Congestion Management Plan consistency, but the analysis cannot be used as a basis for determining a significant environmental impact.
- All EIRs and negative declarations circulated for public review after July 1, 2020, are required to consider VMT when determining whether a project may cause a significant impact.

SB 743 recap/takeaways

- **Prohibits** automobile delay as a significant impact
- Must evaluate transportation impacts using **VMT**
- Will go into effect **July 1, 2020**



LOS

What is **Level of Service?**

What is LOS?

- “Level of service,” or LOS, is a measure of **delay** or **congestion**
- Application?
 - Former rules treat auto delay and congestion (i.e., a project’s contribution to a roadway’s LOS) as an **environmental impact**

What is LOS?



- The LOS approach, born of 1950s-era management approaches, set up the paradoxical situation in which high-density development was often pushed away from city centers – where multiple transportation options are available – and out to urban fringes, where intersections are less congested even if they end up generating more and longer car trips.
- "Over-reliance on level of service as the only indicator of success in our transportation systems is one of the biggest obstacles to infill development." ~Jeffery Tumlin, principal and director of strategy at Nelson/Nygaard

LOS

level-of-service considerations

- Focus: driver convenience
- Volume-to-capacity analysis
- Qualitative scoring

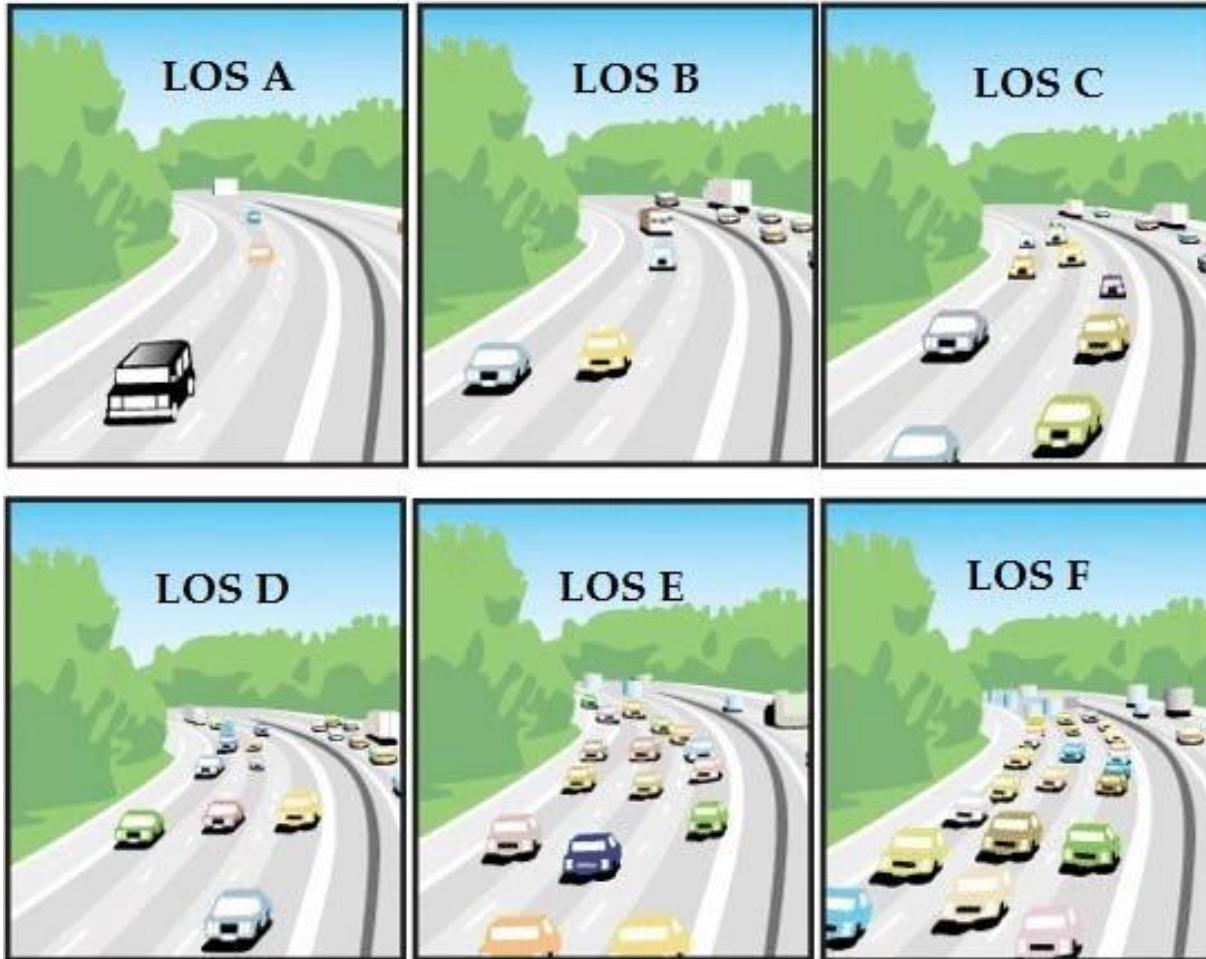
Table 1. LOS for Urban Streets, Adapted from the Highway Capacity Manual³

Level of Service	Control Delay (s/veh)	Travel Speed at % Free-Flow Speed
A	≤ 10	> 85
B	> 10 and ≤ 20	> 67 and ≤ 85
C	> 20 and ≤ 35	> 50 and ≤ 67
D	> 35 and ≤ 55	> 40 and ≤ 50
E	> 55 and ≤ 80	> 30 and ≤ 40
F	> 80	< 30

- A to F letter grades
 - “84 seconds of delay” = “LOS F”
 - Implies failure

LOS

measuring congestion
at a location



DESIGN CONTROLS

The development of holistic performance measures requires a redefinition of the problem that a designer is trying to solve, as well as recognition that streets are places to sit and stay as much as they are conduits for movement. While a multi-modal performance metric such as person delay may improve upon auto-based level of service (LOS), delay alone fails to capture the success of a city street outside of its ability to move people through it. A street with low “person delay” is not necessarily a great street, especially if it has no economic activity, places to sit and rest, or shade trees to improve the public realm.

PEDESTRIANS

1 People crave activity and variety at street level. Streets with active storefronts, foot traffic design, and human-scale design contribute toward an active and economically vibrant community. While activity is of paramount importance to the pedestrian realm, public safety, sidewalk width, adequately spaced and apportioned, protection from rain, and shade from the sun together make the difference between a successful street and a barren one.

BICYCLISTS

2 Bicycle facilities should be direct, safe, intuitive, and cohesive. Bicyclists desire a high degree of connectivity and a system that functions well for cyclists of all skill levels, with minimal detour or delay.

Bicyclists benefit from feeling safe and protected from moving traffic. Bikeways that create an effective division from traffic and are well coordinated with the signal timing and intersection design of the traffic network form the basis of a accessible bicycle network.

VEHICLES

3 Motorists want to get to their destination as quickly and safely as possible with limited friction, interruption, or delay. Vehicles typically benefit from limited-access, higher-speed roads with limited chance of conflict or surprise.

Due to their high speeds and overall mass, drivers feel safest when buffered from other moving vehicles, bicyclists, buses, trucks, and crossing pedestrians. Especially when making decisions at high speeds, motorists need adequate lighting and signage, as well as adequate parking provisions at their destinations.

TRANSIT

4 Transit service may be measured by its speed, convenience, reliability, and frequency of service. Trains and buses should permit easy loading and unloading, and be comfortable and not overcrowded. The overall level of access and scope of a transit network should be aligned to actual demand, meeting service needs without sacrificing service quality.

FREIGHT

5 Freight operators want to move goods from their origin to their destination as easily, quickly, and conveniently as possible. Trucks benefit from high—but not unsafe—speeds, curb access or docks for easy loading and unloading, and overall safety throughout the traffic system.

EMERGENCY VEHICLES

Emergency responders are responsible for attending to crimes, crashes, fires, and other dire scenarios as quickly as possible. They benefit from safety and predictability along their routes, with minimal conflicts with vehicles, bicyclists, or pedestrians, and direct curb access at their destinations.



“[LOS] inadequately captures a project’s potential benefits. As a metric, it is mono-modal, measuring streets not by their economic and social vibrancy, but by their ability to process motor vehicles.”

LOS

level-of-service considerations

- Focus: driver convenience
- Volume-to-capacity analysis
- Qualitative scoring

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- Is LOS A (least delay) better than LOS F (most delay)?



Level of Service: A



Level of Service: F

LOS

recap/takeways

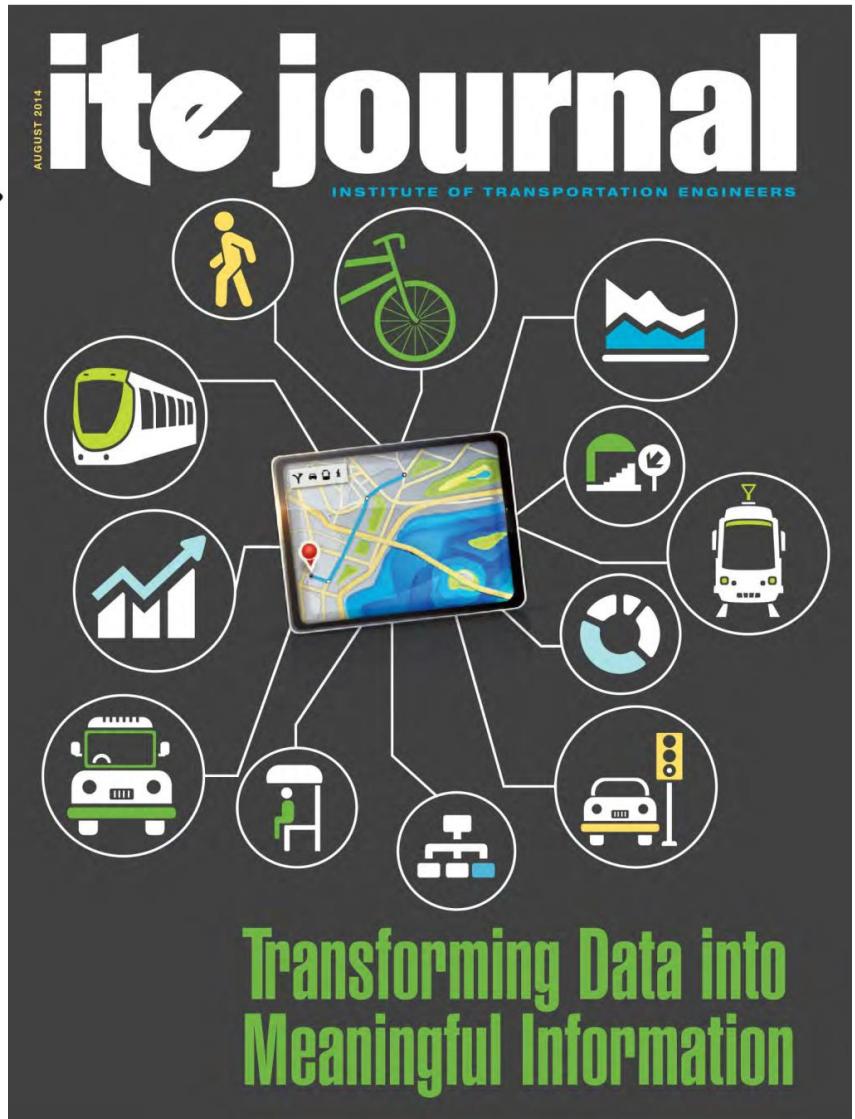
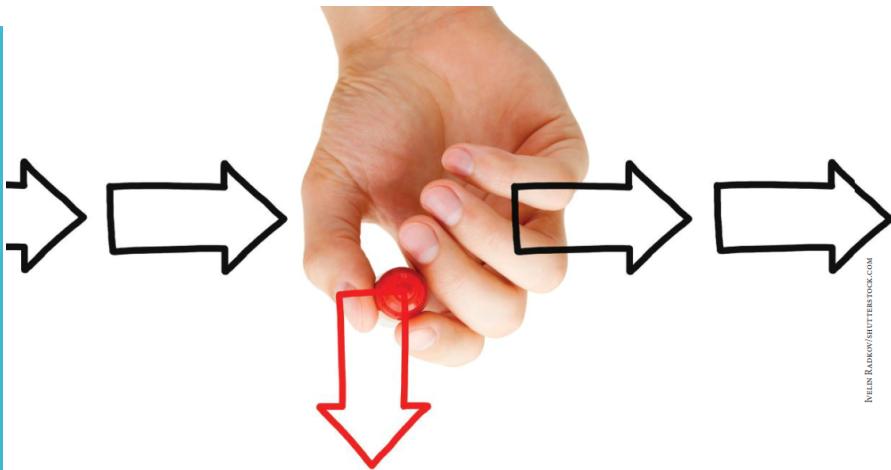
- What is it?
 - Measure of traffic flow (or delay)
 - Assigns qualitative levels of traffic based on performance measures such as vehicle speed, congestion, etc.
- When did it start?
 - Post World War II
 - Context: suburban development and higher auto ownership
- Why is it important?
 - Used for evaluating traffic impacts
 - Obstacle to infill





SPEEDING THE TRANSITION
FROM *LOS* TO *VMT*

LOS
paradigm shift underway



Changing the Paradigm of Traffic Impact Studies:

How Typical Traffic Studies Inhibit Sustainable Transportation

BY MICHELLE DEROBERTIS, M.S., P.E., JOHN EELLS, MCP, JOSEPH KOTT, PH.D., AICP, PTP, AND RICHARD W. LEE, PH.D., AICP

The practice of focusing on automobile level of service (LOS) and traffic flow as part of environmental clearance has, ironically, actually inhibited sustainable transportation, that is, transit, bicycling, and walking. This paper describes the problems with current practices and suggests how transportation studies should be used to improve mobility and livability for all.

Decisions, Values, and Data:

Understanding Bias in Transportation Performance Measures

August 2014 **ite journal**



BY ERIC DUMBAUGH, PH.D. AICP,
WESLEY E. MARSHALL, PH.D., P.E., AND
JEFFREY TUMLIN

“In this article, we use the example of **level-of-service** to detail how norms, values, and preferences are embedded in the data we use for transportation decision making.”

Changing values and the performance measures that reflect them

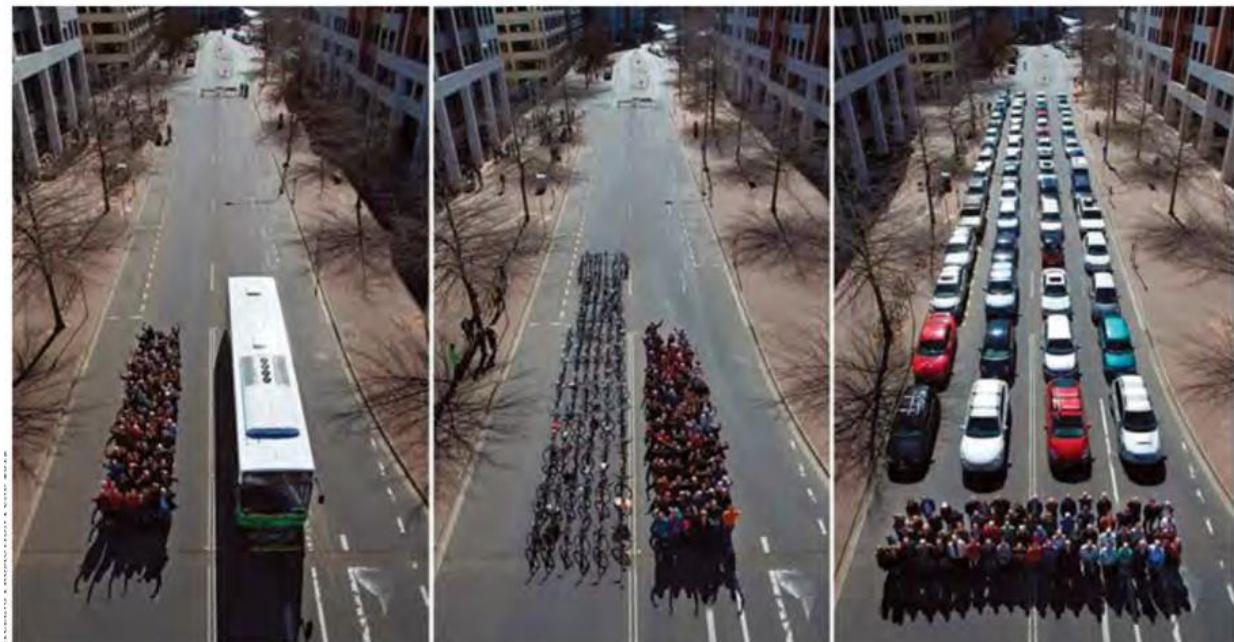


Figure 2: This image from Canberra, Australia shows the space required to move 69 people by bus, bicycle, and car.

SB 743 Implementation Around California

- Cities that have adopted VMT-focused transportation analysis policies
 - Emeryville (2009 – prior to SB 743)
 - Pasadena (2014)
 - San Francisco (2016)
 - Oakland (2016)
 - San Jose (February 2018)
 - Los Angeles (2019)
- Caltrans working on new guidance for development projects affecting the State Highway System

SB 743 Implementation Caltrans

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

*Making Conservation
a California Way of Life*

Memorandum

To: TRANSPORTATION STAKEHOLDERS **Date:** February 12, 2020

From: ELLEN GREENBERG **Chris Schmidt**
Deputy Director, Sustainability SB 743 Program Manager

Subject: **Caltrans Implementation of SB 743 – Use of Vehicle Miles Traveled in CEQA**

- TAC will provide methodologies for CEQA practitioners
- Draft document: March 2020
- Target publication date: May 2020

SB 743 Implementation

Caltrans

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

*Making Conservation
a California Way of Life*

Memorandum

To: TRANSPORTATION STAKEHOLDERS

Date: February 28, 2020

From: ELLEN GREENBERG
Deputy Director, Sustainability

CHRIS SCHMIDT
SB 743 Program Manager

Subject: **Caltrans Draft VMT-Focused Transportation Impact Study Guide (Draft TISG) – 30 Day Informal Review Period**

- Follows OPR's Technical Advisory
- Will no longer focus on LOS
- Comments due March 30, 2020

Why VMT?

- SB 743 requires the CEQA Guidelines to proscribe an analysis that **better accounts for transit and reducing greenhouse gas emissions.**
- OPR selected **vehicle miles traveled (VMT)** as a replacement measure not only because it satisfies the explicit goals SB 743, but also because VMT is already used in...
 - CEQA to **study greenhouse gas and energy impacts**
 - Planning for **regional sustainable communities strategies**

options & other considerations

If Level of Service can still be used for planning purposes, isn't this just adding another layer of study?

- Because SB 743 preserves local government authority to make planning decisions, LOS and congestion can still be measured for planning purposes. In fact, many general plans contain LOS requirements.
- While traffic studies may be required for planning approvals, those studies will not be required to be part of the CEQA process.
 - This would be similar to how some local governments require landscaping plans and site elevations as part of project approval, but not necessarily for the environmental document prepared under CEQA.

options & other considerations

What benefits come from removing level of service and congestion from CEQA?

- Removing level of service and congestion from CEQA is **beneficial** for several reasons.
 1. It preserves local choice in planning circulation systems (i.e., it does not mandate that local roads have any certain capacity).
 2. It gives local governments the ability to make policy trade-offs in dealing with congestion (i.e., balancing free-flow with the cost of building and maintaining roadways and using other modes of travel).
 3. Mitigation for congestion impacts (which often entails larger roadway infrastructure) can be quite costly, and cause other adverse environmental impacts.

options & other considerations

Does this add more of a litigation burden for infill?

- Using VMT should reduce **litigation** burdens in several ways.
 1. Congestion impacts are frequently litigated in CEQA cases today. Under this approach, however, such effects would not be part of CEQA litigation.
 2. This approach presumes that projects located near transit would normally not have a significant impact. In most cases, no study or mitigation would be required for such projects, meaning that there would be fewer issues to litigate in a lawsuit.
 3. Even for projects that are not located near transit, the proposal establishes wide discretion for lead agencies in selecting models to estimate VMT, and to apply professional judgment in adjusting model assumptions and outputs to reflect project conditions.
- All of these features should make infill projects more defensible in litigation than they are today.

options & other considerations

What are the implications for mitigation for enhanced mobility?

- A switch to VMT means that impacts need not be mitigated only by improving vehicular flow.
- Other modes are eligible now – including transit, cycling, pedestrian improvements, etc.

options & other considerations

What if local general plans call for more roadway capacity?

- SB 743 preserves local government authority to plan the circulation system that is right for their community.
- Local governments may continue to require new projects to contribute to transportation enhancements in connection with project approvals.
- To the extent that local governments adopt policies that have environmental impacts, those impacts would need to be studied. Once addressed in an environmental impact report for a general plan, such impacts would not normally need to be reevaluated for later projects. (PRC § 21083.3.)

options & other considerations

Local practice?

- SB 743 **does not** preclude local agencies from applying LOS in policies, codes, conditions, etc.

options & other considerations

Local practice?

- New focus may include:
 - Manage congestion
 - Manage traffic volumes
 - Manage how signals operation
- Not adding capacity to mitigate LOS impacts

Now what?

What Are We Doing?



SB 743 Implementation work plan



- Countywide collaboration
- Convene working group
- Share resources/costs
- Develop countywide VMT tool for land use projects
- Model is trip-based (not activity-based or tour-based)

SB 743 Implementation currently underway

- Baseline VMT modeling
- VMT evaluation tool for land use projects

Kimley»Horn
Expect More. Experience Better.

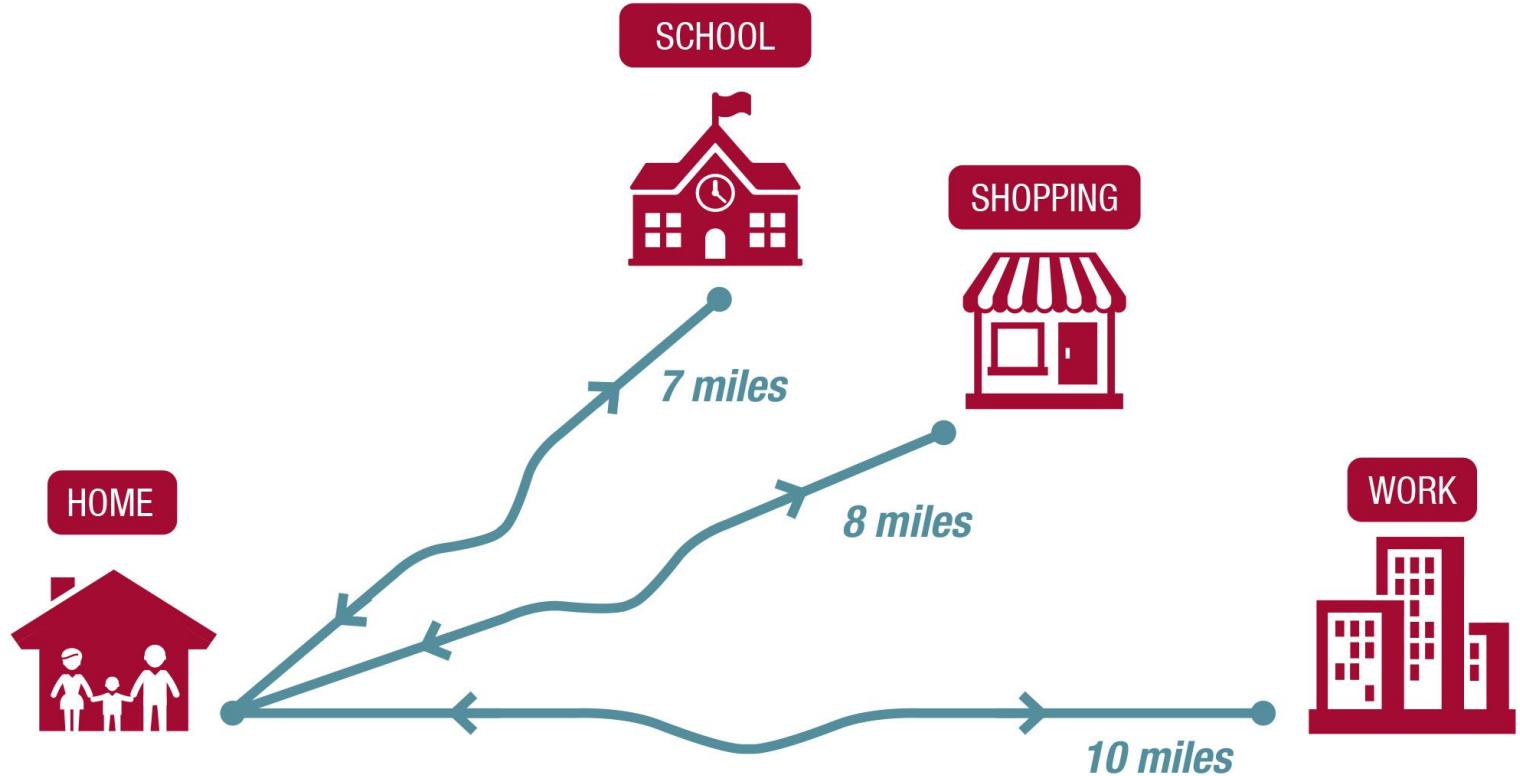
SB 743 Implementation currently underway

- VMT calculator
- Estimate project-specific daily...
 - Household VMT per capita
 - Work VMT per employee

Kimley»Horn
Expect More. Experience Better.

VMT
measuring the distance of
different types of trips

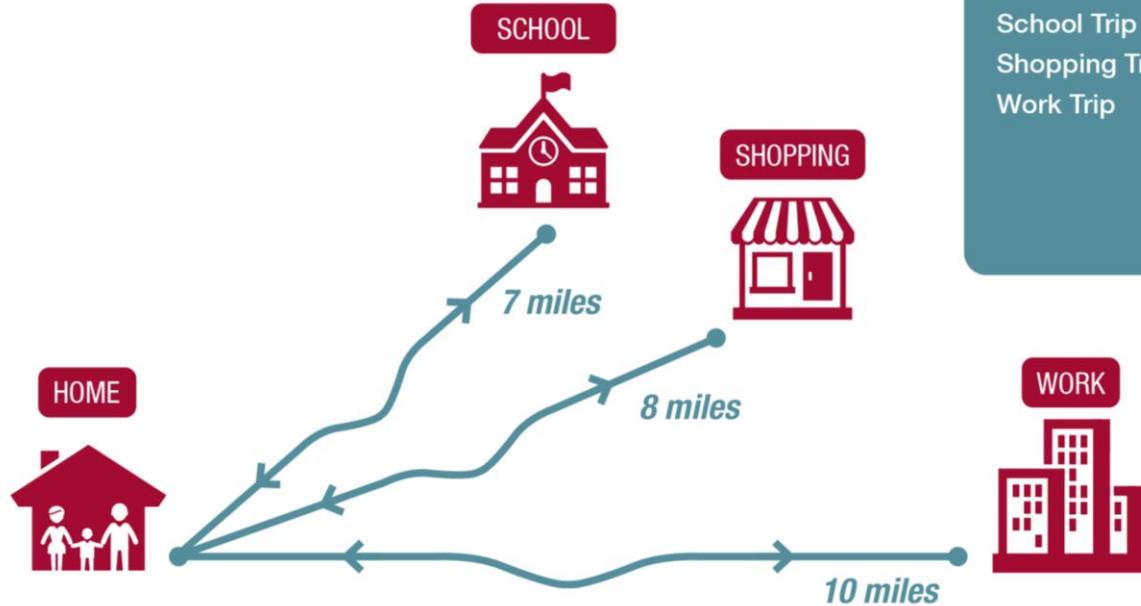
RESIDENTIAL VEHICLE MILES TRAVELED (VMT)



VMT

baseline modeling

RESIDENTIAL VEHICLE MILES TRAVELED (VMT)



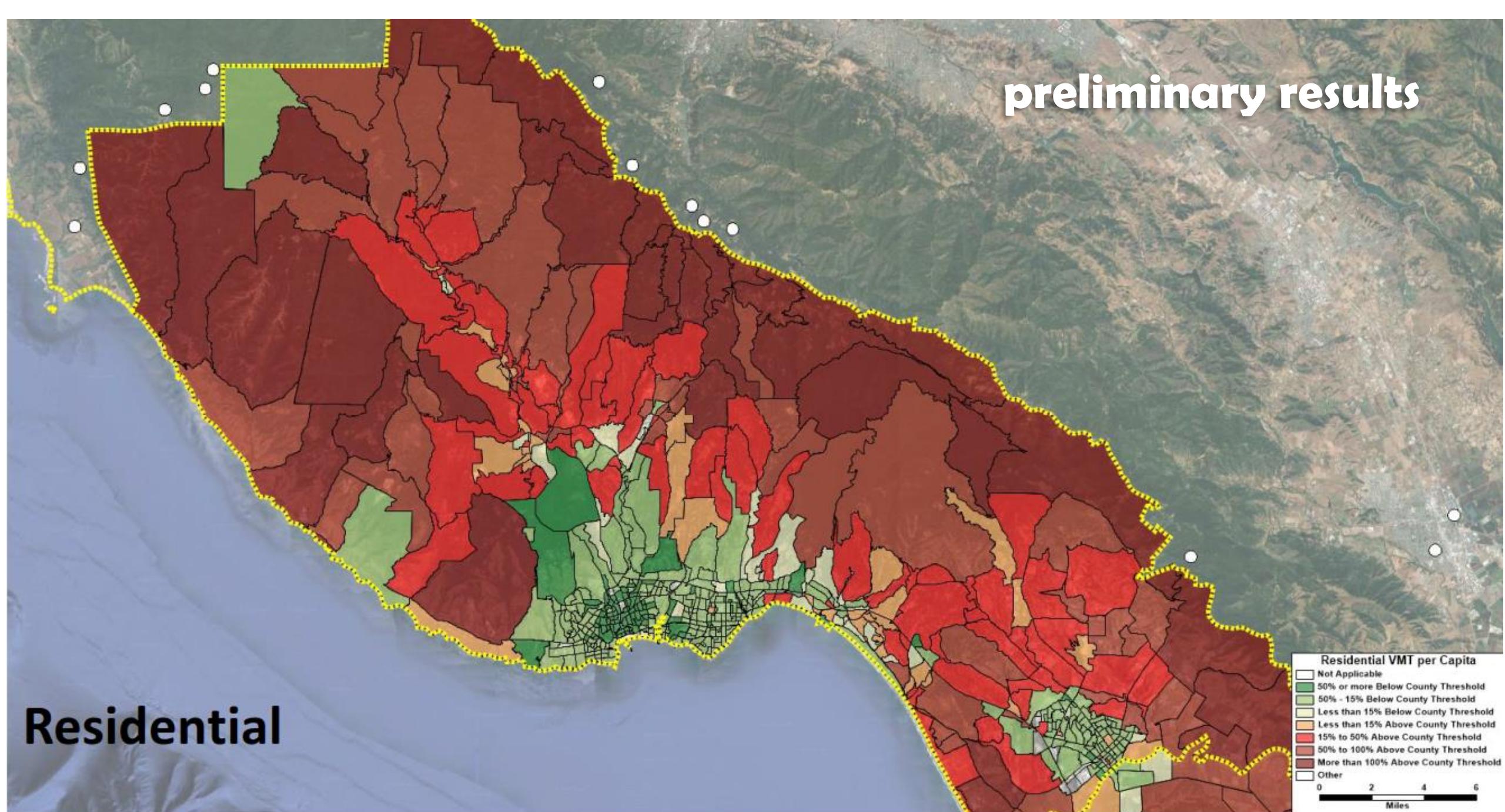
VMT per capita = 16.7 miles

School Trip	2 trips x 7 miles = 14 VMT
Shopping Trip	2 trips x 8 miles = 16 VMT
Work Trip	2 trips x 10 miles = 20 VMT
	50 VMT / 3 people = 16.7 miles/capita

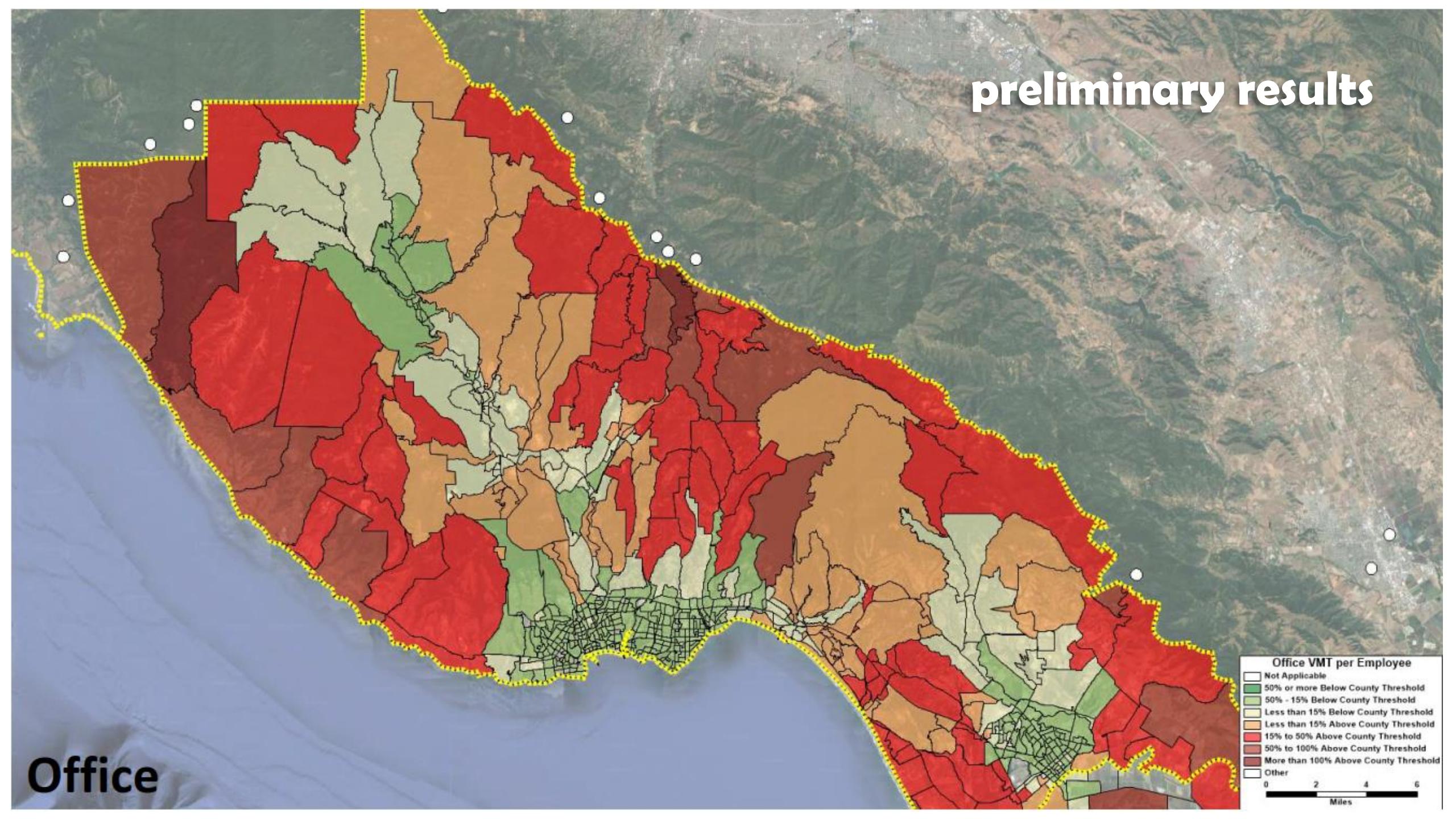
FACTS:

- Parent 1 takes child to school
- Parent 1 goes shopping
- Parent 2 goes to work
- Family has 3 persons

preliminary results



preliminary results



Office

SB 743 Implementation OPR recommended thresholds

- **Residential:** > 15% of existing VMT per capita
- **Office:** > 15% of existing VMT per employee
- **Retail:** Net increase in total existing VMT for region
- **Transportation:** Net increase to VMT “budget” to comply with GHG targets

Exemptions

OPR presumption of
less-than-significant
impact

- Screening thresholds
 - Identify when a project should be expected to cause a *less-than-significant* impact without conducting a detailed study. (CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G)
 - May be based on project *size, maps, transit availability*, and provision of *affordable housing*

Exemptions

OPR presumption of
less-than-significant
impact

- Map-based screening
 - Residential & office project located in areas of low VMT
- Small projects screening
 - < 110 trips per day
 - Local retail < 50K sq ft
- Affordable housing to infill locations
- Within ½ mile of a Major Transit Stop*

*Red flags:

- Excessive parking
- Inconsistency with SCS
- Replaces affordable housing
- FAR of < 0.75

Mitigation

How to reduce VMT?

- Travel Demand Management (TDM) strategies
- Applied to reduce vehicle trips and VMT estimates
- Typical categories from which users can select strategies include:
 1. **Parking:** Reducing, unbundling, permitting, pricing parking.
 2. **Transit:** Transit subsidies, reduced headways, neighborhood shuttles.
 3. **Education & Encouragement:** Travel behavior change program, promotions/marketing.
 4. **Commute Trip Reductions:** Required commute trip reduction program, vanpool, rideshare.
 5. **Shared Mobility:** Car-share, bike share, school carpool program.
 6. **Bicycle Infrastructure:** On-street bike facilities, bike parking, bike facilities, showers.
 7. **Neighborhood Enhancement:** Traffic calming, pedestrian network improvements

TDM Mitigations

- Transit Tickets
- Trolley Subsidy
- Bike Racks and lockers
- Showers
- Bike share facility (for residents or employers)
- No parking provision
- Unbundling of parking – where applicable
- Shared parking and parking cash-out programs
- Guaranteed ride home
- Flexible schedule
- Company HR policies
- Carpool parking
- Preferential parking



Transportation Demand Management Measure	Description
Bike Share Program	Bicycle share programs provide convenient rental bicycles to users. This allows urban residents and visitors to bicycle without needing to purchase, store and maintain a bike.
Bicycle Lockers/Racks	Provide safe storage for employees to park bicycles for commuting.
Showers/Changing Room Facilities	Provide showers and changing rooms for those walking/bicycling to work.
Bicycle Repair Station	Provide a bicycle repair station on-site to encourage bicycling. This would include bicycle maintenance tools and supplies that are readily available for users of the building.
Bicycle Fleet	Project will provide its own fleet of bicycles that can be rented out to users. The number of bicycles would be equivalent to the required number of Class II bicycle spaces, or at a minimum of five (5) bikes.
Provide Delivery Services Facility	The project would have a delivery services facility to store food deliveries at work. This would reduce the number of vehicle trips needed to run errands before, during, or after work.
Provide Laundry, Dry-Cleaning, and Banking Services	The project would have on-site laundry services, dry cleaning services, and banking services. This would reduce the number of vehicle trips needed to run errands before, during, or after work.
Childcare Services	The project can provide on-site childcare services. This would reduce the vehicle trip distance to a childcare facility and then to work.

Car Share Membership	Provide an on-site car share vehicle for employees to use.
Guaranteed Ride Home Program (GRH)	Provides an occasional subsidized ride to commuters who use alternative modes and eliminates a common constraint to the use of alternative modes. Guaranteed ride home for people if they need to go home in the middle of the day due to an emergency or stay late and need a ride at a time when transit service is not available. GRH programs may use taxies, company vehicles or rental cars.
Subsidized transit tickets for employees and	Pay for employees to use transit. This could either be a discounted ticket or a fully-reimbursed transit ticket (e.g. Caltrain Go Pass Program or Caltrain Monthly Pass paid by Company).
Shuttle service from transit station to work site	Provide a shuttle from the project site to nearby transit stations or park and ride lots.
Vanpool Program	Organize a vanpool for employees.
Compressed Workweek Program	Employees work a different work week schedule (e.g. four 10-hour days, four 9-hour days and take every other Friday off).
Alternate Hours Workweek Program	Employees work non-standard hours (e.g. 10 AM to 6 PM).
Telecommuting	Employees work from home on certain days.
Safe and well-lit and accessible routes to nearby transit or shuttle stops	Enhance the route for employees walking or bicycling to nearby transit (typically off-site).

Preferential Carpool Parking Spaces	Reserved carpool spaces closer to the building entrance.
Preferential Vanpool Parking Spaces	Reserved vanpool spaces closer to the building entrance.
Designated Parking Spaces for Car Share Vehicles	Reserved car share spaces closer to the building entrance.
Passenger Loading Zones for carpools and vanpools	Provide easy access for carpools or vanpools.
Unbundle Parking	Parking spaces shall be leased or sold separately as part of a residential development. By not automatically providing parking to all tenants, residents have the option to pay for parking. This may result in fewer vehicles on-site and would reduce the number of vehicle trips generated by the site.
Short-term Daily Parking	The project would only provide hourly parking for a maximum of one day. The project would not provide parking passes for weekly, monthly, or yearly durations. This would result in higher turnover of parking spaces and may discourage users from parking at the site.
Parking Cash Out	The project would pay users to not utilize their parking spaces. This would incentivize users to find alternative modes of transportation to the site.
Parking Maximums	The project would have a set parking maximum supply, instead of minimum parking required. The reduction in parking supply would result in users finding alternative means of getting to and from the site.
Commute Assistance Center	Provide a computer kiosk that allows employees to research other modes of transportation for commuting.

San_Jose_VMT_Evaluation_Tool_02.28.2019_201902281546111115 - Excel

File Home Insert Page Layout Formulas Data Review View Tell me what you want to do...

Cut Copy Format Painter Paste Clipboard Font Alignment Number Styles Cells Editing

Wrap Text Merge & Center Conditional Format as Table Insert Delete Format AutoSum Fill Sort & Find & Clear Select

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL

[Clear All](#) [See Report](#) [FAQ](#)

Project Information

Project Name: <Enter project name here>

Project Parcel: [REDACTED] Assessor's Parcel Number, Place Type = Unidentified APN - Planned Growth Area = Unidentified APN

Location: <Enter project address here>

Proposed Parking: [REDACTED] Vehicle [REDACTED] Bike

Land Use Type

RESIDENTIAL	
Single Family	[REDACTED] DU
Multi Family	[REDACTED] 50 DU
Percent of All Units:	
Extremely Low Income ($\leq 30\% MFI$)	[REDACTED] 5 % Affordable
Very Low Income ($>30\% MFI, \leq 50\% MFI$)	[REDACTED] 5 % Affordable
Low Income ($>50\% MFI, \leq 80\% MFI$)	[REDACTED] 5 % Affordable
OFFICE	[REDACTED] KSF
RETAIL	[REDACTED] KSF
INDUSTRIAL	[REDACTED] KSF

VMT Reduction Strategies

Select each section to show individual strategies

Tier 1 PROJECT CHARACTERISTICS

- Increase Residential Density N/A - Existing Density (DU/Residential Acres in Parcel Buffer Zone)
N/A - With Project Density (DU/Residential Acres in Parcel Buffer Zone)
- Increase Employment Density N/A - Existing Density (Jobs/Commercial Acres in Parcel Buffer Zone)
N/A - With Project Density (Jobs/Commercial Acres in Parcel Buffer Zone)
- Increase Development Diversity N/A - Existing Activity Mix Index
N/A - With Project Activity Mix Index
- Integrate Affordable and Below Market Rate 5% Extremely Low Income BMR units
5% Very Low Income BMR units
5% Low Income BMR units

Tier 2 MULTIMODAL INFRASTRUCTURE

Tier 3 PARKING

Tier 4 TDM PROGRAMS

Analysis Results

RESIDENTIAL ONLY

EMPLOYMENT ONLY

SB 743 Implementation recap/takeaways

- Regional effort underway
 - Boundary condition analysis tool (estimate VMT outside the County)
 - VMT data development & analysis (enable screening maps)
 - VMT estimation tool
- Next steps
 - VMT significance thresholds
 - For residential, retail and office development projects
 - Mitigation strategies
 - Project level, programmatic and transaction exchanges
 - Legal and administrative framework
 - Update CIP program and fees



More Information

- California State Legislature | Senate Bill 743 (Steinberg, 2013)
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743
- OPR | Transportation Impacts | SB 743 website
<http://opr.ca.gov/ceqa/updates/sb-743/>
- OPR | Technical Advisory on Evaluating Transportation Impacts
http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf
- Caltrans | SB 743 Implementation <https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>
- Fehr & Peers | California SB 743 <https://www.fehrandpeers.com/sb743/>
- Nelson\Nygaard | Performance Metrics & Environmental Review
<https://nelsonnygaard.com/initiative/performance-metrics-and-environmental-analysis/>

Questions

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