

Implementation of Vehicle Miles Traveled (VMT) in CEQA Analysis

City Council Meeting

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Project Team

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Background: SB 743

- ▶ In 2013, the State of California passed Senate Bill (SB) 743
 1. Ensure that environmental impacts of traffic, noise, air pollution, and safety concerns, continue to be addressed and mitigated through CEQA
 2. Balance the needs of congestion management with statewide goals related to infill development, transit investments, promotion of public health through active transportation, and reduction of GHG emissions by eliminating traffic congestion as a significant impact under CEQA.

SB 743 Changes to CEQA

- ▶ Governor's Office of Planning and Research (OPR) adopted revised CEQA guidelines:
 - Automobile delay (LOS) can no longer be used to measure a project's impact on the environment
 - Vehicle Miles Traveled (VMT) will be the new metric to measure a project's impact
- ▶ July 1, 2020 deadline for public agencies to adopt the new process

SB 743 Does Not Change:

- ▶ General Plan
- ▶ Traffic Impact Fee Programs
- ▶ County Congestion Management Plan
- ▶ Climate Action Plan

Implementing VMT in SSF

- ▶ VMT Metrics
 - Residential VMT (per resident)
 - Work VMT (per worker)
 - Total VMT (per service population)
- ▶ VMT Screening Thresholds
- ▶ VMT Impact Thresholds

Implementing VMT in SSF

VMT	SSF	Comparison with Regional Average
Residential VMT	10.3 VMT per resident	-27 percent (14.2 VMT per resident)
Work VMT	16.2 VMT per worker	+14 percent (14.2 VMT per worker)
Total VMT	27.2 VMT per service population	-2 percent (27.7 VMT per service population)

VMT Screening Thresholds

- ▶ Location-Based Screening for VMT
 - Proximity to existing (or planned) high-quality transit corridor or major transit station (within a ½-mile walkshed)
 - Residential Low-VMT Zones
- ▶ VMT Screening on Project Size and Type
 - Projects attracting fewer than 110 trips per day.
 - Local-serving retail at a size less than 50,000 square feet
 - 100-percent affordable residential developments in infill locations

VMT Impact Thresholds

- ▶ Other Projects
 - Quantitative VMT Analysis to determine impact on transportation
 - OPR recommends a reduction of 15 percent below the regional average
- ▶ Transportation Projects
 - Impact analysis based on net increase in total VMT

Changes to Mitigation

LOS Mitigation	VMT Mitigation
Roadway widening	Off-site bike lanes and trails to improve access to transit
Turning lane / Traffic Queuing	Pedestrian realm improvements to provide direct paths of travel to existing transit stops
Roadway Infrastructure (new signals)	TDMs or provision of on-site amenities (childcare, gym, food services, etc)

Other Plans and Policies

- ▶ Bicycle and Pedestrian Master Plan Update
- ▶ Zoning Ordinance Update, including Transportation Demand Management (TDM) Ordinance
- ▶ Climate Action Plan Update
- ▶ Development of a Citywide Transportation Sub–Area Model
- ▶ Citywide Transportation Impact Fee Update

Planning Commission

- ▶ May 21, 2020 – Planning Commission
- ▶ Commission Inquiries
 - Mitigation measures related to Transportation Demand Management (TDM)
 - Frequency of updates to the regional data metrics
 - Changes in analysis and how local roadway impacts would be addressed in the future

Closing

- ▶ Adopt and utilize a VMT threshold for CEQA transportation analysis to align with State requirements
- ▶ LOS analysis could continue to be useful in certain circumstances (such as operational impacts)
- ▶ General Plan – Transportation Element maintains specific LOS analysis requirement

Recommendation

Adopt a resolution modifying the local environmental review process to identify appropriate Vehicle Miles Traveled thresholds for the analysis of transportation impacts under the California Environmental Quality Act

Comments and Questions

Thank you!