

Town Council Meeting 2/18/2020

CEQA Transportation Analysis Transition



connect stay
LOS GATOS
BIKE walk
gather JOG



EXHIBIT 3



OUTLINE



- Background on SB 743 (refresher)
- Lead Agency Discretion
- VMT Thresholds
- Los Gatos Context
- Two Options for SB 743 Implementation
- Recommendation
- Next Steps

Senate Bill 743

Signed into law by Governor Jerry Brown on
September 27, 2013

Legislative Intent

1. Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through the California Environmental Quality Act (CEQA).
2. 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.



SENATE BILL 743



DOES

Eliminates vehicle delay (i.e., LOS) as basis for determining significant CEQA impacts

Recommends VMT as the most appropriate measure of transportation impacts

Other considerations may include transit and non-motorized travel

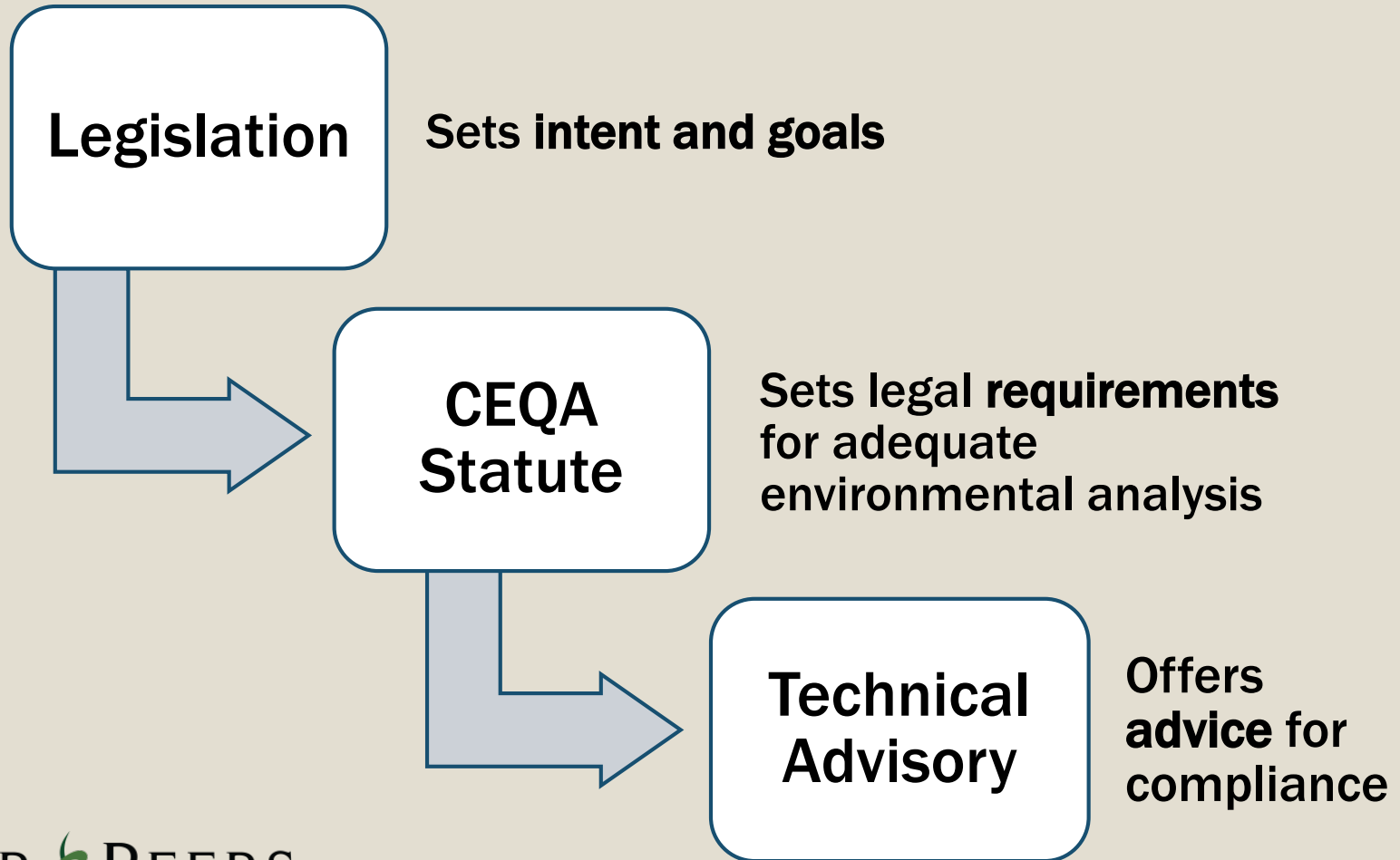
DOES NOT

Affect planning, design, or development review, *except* for the CEQA process

Change the General Plan or Congestion Management Plan process

Change CEQA disclosure standards

SENATE BILL 743



LEAD AGENCY DISCRETION



Metric

Method

Threshold

Mitigation

THRESHOLDS



- **Threshold Setting Options:**
 - OPR Technical Advisory
 - Consistent with lead agency air quality, GHG reduction, and energy conservation goals
 - Consistent with the General Plan future year VMT projections by jurisdiction or region
 - Based on baseline VMT performance by jurisdiction

THRESHOLDS



“OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable threshold.”

(page 10 of OPR *Technical Advisory*)

TECHNICAL ADVISORY

ON EVALUATING TRANSPORTATION
IMPACTS IN CEQA



December 2018

Los Gatos Context

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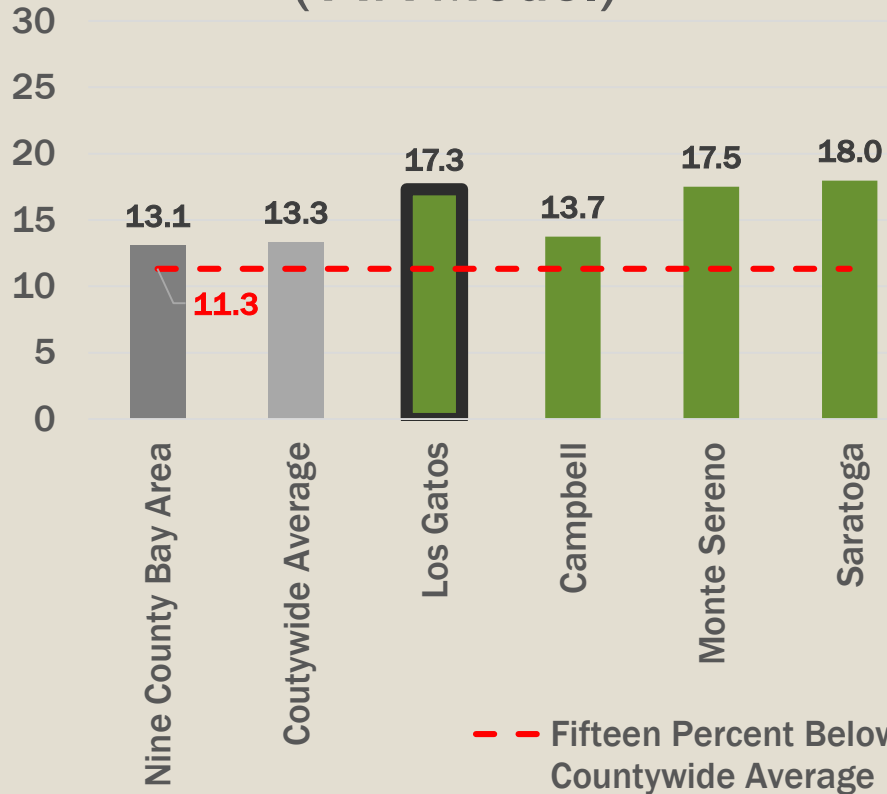
- Suburban community within an urban region
- Baseline VMTs above regional averages
- No rail or frequent bus service or major transit investments in near term
- TDM is applied to some projects
- Mature land use and few large parcels for (re)developments



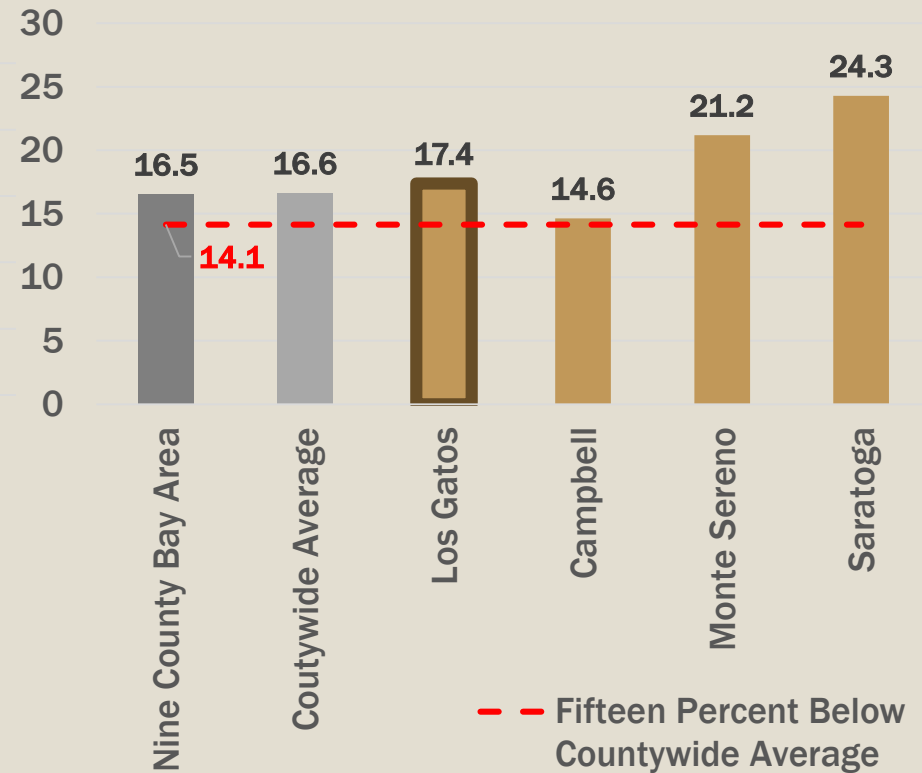
BASELINE VMT: BAY AREA, COUNTY AND SELECT CITIES



Home VMT per Resident (VTA Model)



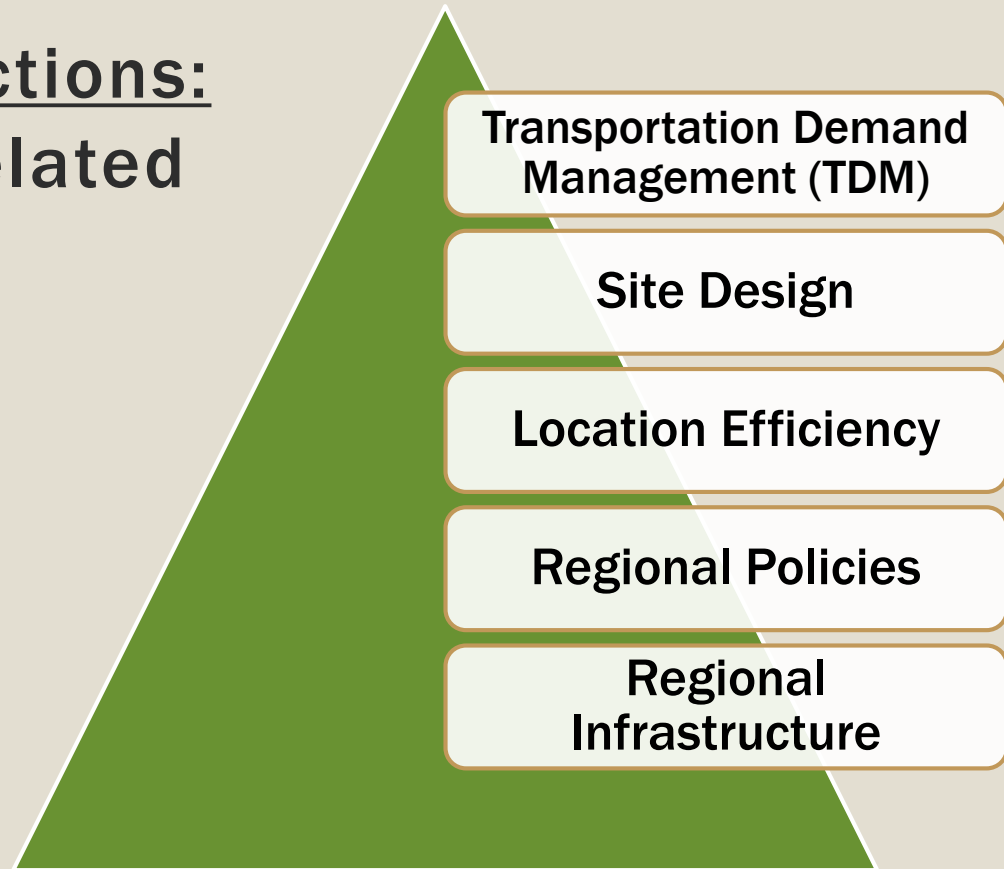
Work VMT per Worker (VTA Model)



TOOLS TO REDUCE VMT



VMT Mitigation Actions: Transportation-Related GHG Reduction Measures



Considerations

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- Project specific TDM measures have limited town-wide VMT reduction potential
- Statewide VMT rate increasing
- Is 15% reduction an achievable and defensible threshold?
- Lead agencies can choose a different threshold if:
 - It is backed by substantial evidence
 - Corresponding analysis of VMT effects is adequate and complete



Two Options for SB 743 Implementation

Option 1: Rely on the OPR Technical Advisory thresholds

Option 2: Set thresholds consistent with the General Plan future year VMT projections



Two Options for SB 743 Implementation

Subject	Option 1: Rely on the OPR Technical Advisory thresholds	Option 2: Set thresholds consistent with the General Plan future year VMT projections
Thresholds	Residential: 15% reduction from Town baseline Employment: 15% reduction from County or regional baseline Other land use types: TBD	Set baseline and cumulative VMT thresholds based on long-term General Plan expectations for air quality and GHG emissions.
Metrics	Partial Project generated VMT for most projects. May need Total VMT and/or boundary VMT for projects that don't screen out or for unique land uses.	To be determined (TBD) based on above analysis.
Method	Most likely the VTA Travel Forecasting Model	TBD based on above mentioned analysis. Method would be aligned with Metrics decision(s).



Two Options for SB 743 Implementation

Subject	Option 1: Rely on the OPR Technical Advisory thresholds	Option 2: Set thresholds consistent with the General Plan future year VMT projections
Mitigation Actions	Options: Project-by-project mitigation measures or a Town-wide VMT reduction program	Most likely a Town-wide VMT reduction program (e.g., VMT fee, VMT Bank, or VMT Exchange).
Relationship to General Plan Update (GPU)	Overriding considerations required if the VMT reduction in the General Plan update (GPU) is higher than the OPR thresholds.	The GPU CEQA analysis is consistent with the VMT significance thresholds. No overriding consideration needed.
Evaluation of Development Projects	Project-by-project VMT analysis with VMT screening. Most projects will likely have significant transportation impacts.	CEQA streamlining provision: All projects consistent with the General Plan will be considered to have less than significant impacts.
Examples	San Jose, San Francisco, Oakland, and a few others	Pasadena, Woodland



RECOMMENDATION

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- Option 2: Set thresholds consistent with the General Plan future year VMT projections
 - Mature land use and few large parcels for (re)developments
 - “Game Changer” type developments not consistent with the GP
 - Achieving 15% reduction would be challenging
 - Take advantage of the CEQA streamlining provision



NEXT STEPS

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- Determine metric, method, thresholds and mitigation recommendations
- Develop Transportation Analysis (TA) Guidelines
- General Plan Update CEQA Analysis
- Update local transportation analysis policies



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