



Senate Bill 743: CEQA Transportation Analysis

City Council Public Hearing

Tuesday, June 30, 2020

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Presentation Overview

- Purpose
- Background & Timeline
- Policy Recommendations
 - 1. Screening
 - 2. Thresholds
- MTA Framework



Policy Background

- SB 743 Mandate: Transition from LOS to VMT in CEQA
- Required City Actions:
 - Thresholds & Screening
 - Update Associated Policies





- Transition Underway Since 2016
 - 10/23/2019: EPC SS - Background
 - 4/15/2020: EPC Study Session – Policy Options
 - 4/21/2020: Council SS – Policy Options
 - 5/20/2020: EPC Adoption Hearing – Policy Recommendations
 - **6/30/2020: Council Adoption Hearing – Policy Recommendations**





Policy Recommendations

1. NO CEQA VMT Analysis Required - Screening Criteria

- a) Small Project
- b) Map-Based
- c) Transit
- d) Affordable Housing

2. CEQA VMT Analysis Required - Thresholds of Significance

- a) Residential
- b) Office
- c) Retail
- d) Mixed-Use & Other



Baseline VMT per Capita / Worker

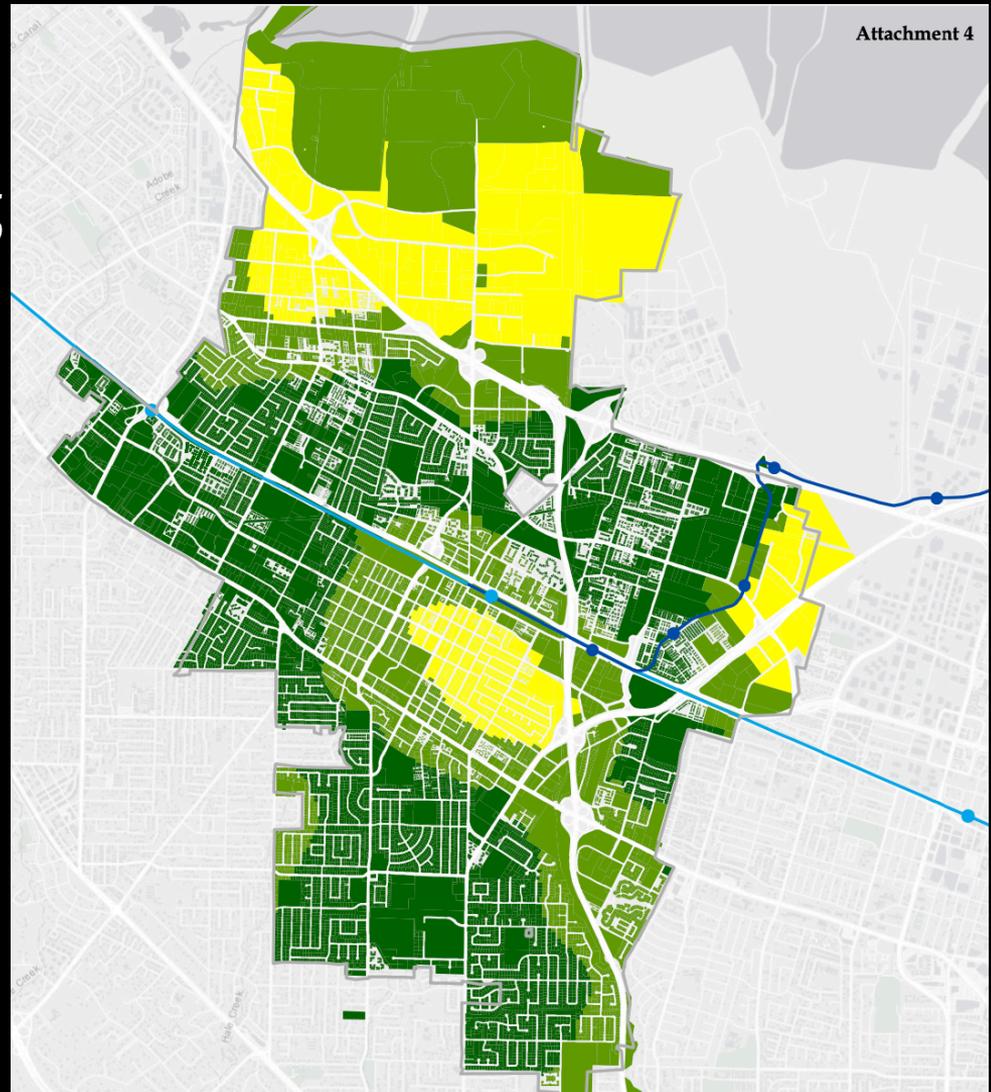
Geography	Residential VMT per Capita (mi)	Office VMT per Worker (mi)
Nine-County Bay Area	13.95	15.33
Santa Clara County	13.33	16.64
Mountain View	10.32	N/A



1.a. – Small Project Screening

Land Use	OPR	Study Session	Final EPC Recommendation
Residential	SF: 12 du	SF: 12 du	SF: 12 du
	MF: 20 du	MF: 30 du	MF: 20 du
Employment	Approx. 10,000 SF	Approx. 10,000 SF	Approx. 10,000 SF

- 1.b. – Residential Map-Based Screening (Nine-County)



Caltrain Stops

VTA

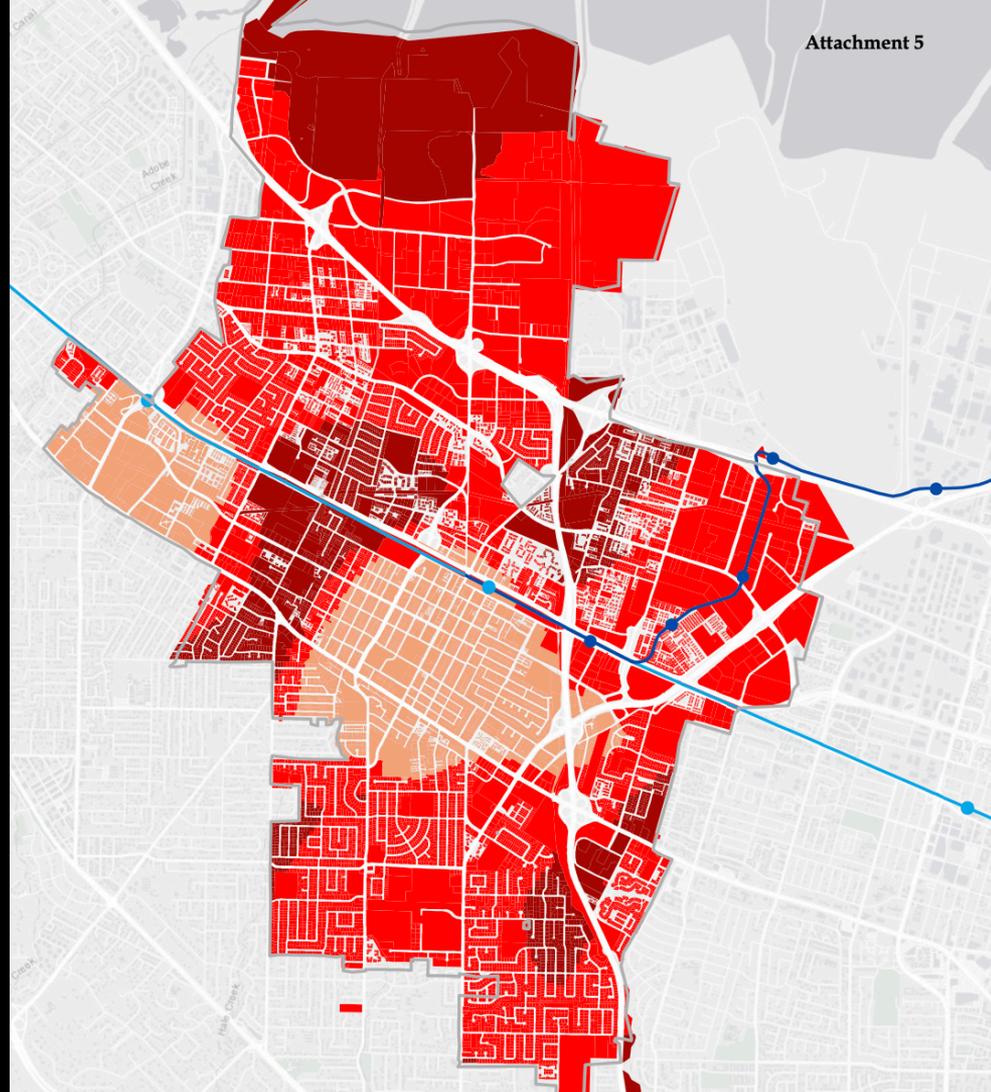
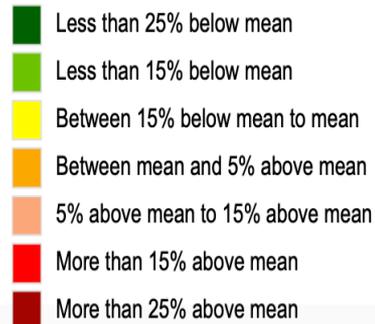
VMT Measures Relative to Average

- Less than 25% below mean
- Less than 15% below mean
- Between 15% below mean to mean
- Between mean and 5% above mean
- 5% above mean to 15% above mean
- More than 15% above mean
- More than 25% above mean

- **1.b. – Employment Map-Based Screening, (Nine-County)**



VMT Measures Relative to Average





1.d. – Affordable Housing Screening

- 1.d. 100%
Affordable
Housing



2.a-b. Residential & Office Threshold

- 2.a-b. 15 percent below existing Nine-County Bay Area Regional Reference Average VMT per Capita / Worker





2.c. Retail Threshold of Significance

- 2.c. Net increase in total VMT
 - <50,000 SF considered neighborhood-serving
 - >50,000 considered regional serving
 - Retail projects resulting in an increase in total VMT would be presumed to have a significant impact





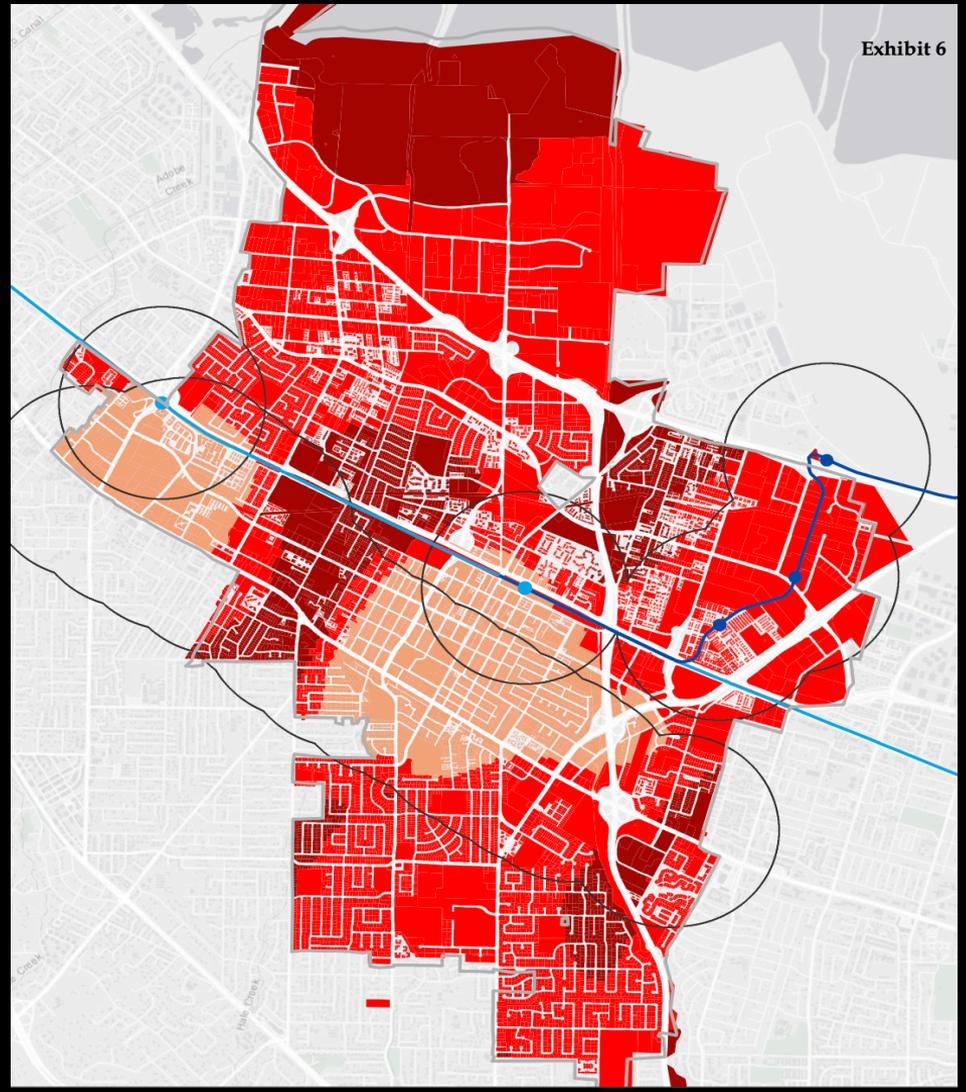
2.d. Mixed-Use & Others

- 2.d. Evaluate Each Land Use Independently, given project-specific information



Screening Criteria

- **1.c.** – Proximity to Transit Screening
- 1/2 mi around transit



Proximity to Transit Screening



Legislation	SB 375 - Sustainable Communities Strategy (SCS)	SB 743 - Modernization of Transportation Analysis for Transit-Oriented Infill Projects (VMT)
Lead Agency Discretion on Application	Mandated by statute	Lead Agencies have discretion ; deviations allowed if supported by substantial local evidence
Terminology & Transit Facilities Included	Transit Priority Areas (TPAs); Transit Priority Projects (TPPs)	Transit Priority Areas (TPAs) and proximity to transit or other destinations
	Major Transit Stops (Caltrain and VTA Light Rail); High Quality Transit Corridors (El Camino Real – VTA Bus)	Same
Radius for Projects	Within 1/2 mile	Same
Project Criteria (if not common)	More stringent. At least 50% residential floor area; min. density of 20 du/AC; 200 du max.; 8AC max. size.	More inclusive. All land uses; FAR >/= 0.75; no more than max. parking required by City; no max project size.
Code Section	PRC §21155–21155.4	PRC §21099; CEQA Guidelines §15064.3b1



Adopting a Different Threshold?

- If City did adopt thresholds different from State guidance:
 - Do our proposed thresholds further the goals of SB 375 and SB 743 of reducing GHG emissions, linking land use to transportation infrastructure and reducing VMT?
 - substantial evidence required to support deviations
 - The substantial evidence would have to be weighed against the body of research supporting state guidelines
 - High legal burden for the city to NOT adopt the State's recommendations.
- Mitigations achieved/called for in response to a different standard than recommended, will be available under the MTA



Multimodal Transportation Analysis (MTA)

- Analyze & address project's "effects" on local transportation system
- Includes Transportation Impact Analysis (TIA)/ Site Specific Transportation Analysis (SSTA) formerly conducted under CEQA
- Expanded emphasis on non-SOV modes



- Site access and circulation
- Active transportation conditions
- Signalized intersection operations (LOS & queuing)
- Local transportation safety
- Neighborhood impacts or spillover
- Compliance with relevant City plans and projects
- VTA Congestion Management Program compliance



Project Screening & Study Areas

- Small projects exempt from MTA
(consistent with Small Project VMT screening)
- Study radius for analyzing project's potential adverse effects:
 - Pedestrians – 1/2 mile
 - Bicycles, Transit, and Motor Vehicles – 2 miles



Addressing Adverse Effects

- Project design changes:
 - E.g., re-design site access and circulation
- Conditions of approval:
 - Trip reduction requirements through TDM
 - Off-site bicycle and/or pedestrian improvements
 - Intersection improvements



- Complete Draft MTA Handbook (technical guidance)
- Prepare 1 to 2 project MTAs –
 revise MTA Handbook as required
- Return to Council for approval of final project screening and study areas



Recommendation

- That the City Council adopt a resolution to adopt a policy implementing the California Environmental Quality Act (CEQA) to comply with California Senate Bill 743 (SB 743) regarding the use of Vehicle Miles Traveled (VMT) in transportation analysis.

