



# Planning Commission

## Item #5

**Transportation Analysis  
Policy Establishing Vehicle  
Miles Traveled to Comply with  
State Law**

**June 10, 2020**



# Agenda

- Policy formation process
- Policy components
- Recommendation





# Policy Formation Process

## **Workplan**

- VMT team – Public Works/Planning staff
- Timeline
- Outreach/Engagement
- Technical evaluation
- Circulate draft policy/policy formation
- Policy adoption



# Outreach

## **Senate Bill 743**

- Identify Stakeholders
- City VMT webpage
- Social Media – City Managers Blog
- Schedule Public meetings



# Engagement

## **Introducing Vehicle Miles Traveled (VMT)**

- Two community meetings
- Study sessions (City Council and Planning Commission)
- VTA's Countywide LOS to VMT Transition Working group
- VMT team weekly coordination meeting



# First Study Session Summary

## **Introducing Senate Bill 743**

- CEQA, General Plan, and Climate Action Plan
- Introducing Senate Bill 743
- July 1, 2020 deadline
- Level of Service (LOS) and VMT Information
- Future policy considerations
- Research, interagency coordination, workplan, outreach



# Initial Feedback

- Overall support for transition to VMT
- LOS analysis is important
- Develop a Countywide plan for all cities
- Improve Transportation Demand Management (TDM) programs
- Regional traffic conditions
- Existing transit conditions
- Support for bike, scooter share, Vision Zero
- Big data in measuring VMT
- How travel demand models work
- VMT methodology



# Technical Evaluation

## **Implementing VMT in Santa Clara**

- Santa Clara General Plan/Climate Action Plan(CAP)
- Coordination with Office of Planning and Research (OPR)
- OPR's Technical Advisory (guideline)
- VTA's VMT working group
- VMT webinars and other training
- Research other cities



# Policy Formation/Circulation

## **Implementing VMT in Santa Clara**

- Coordination within the City of Santa Clara
- Coordination with other agencies
  - VTA, County Roads and Airports, Caltrans, OPR, other cities
- Second Study Session (City Council and Planning Commission)
- City webpage and developer outreach



# Second Study Session Summary

## **Introducing Key Policy Considerations**

- State guidelines
- Staff recommendations
  - CEQA baseline, threshold
  - Exemptions
  - Transit Buffer
- Tools for measuring VMT
- Transportation Projects
- LOS Analysis
- What other cities are doing



# Second Study Session Feedback

## Introducing Key Policy Considerations

- Support for conservative approach
- Support for Level of Service (LOS) analysis
- Support for Telecommuting and other TDM strategies
- Understanding VMT Policy
  - Definitions/Implementation
  - Mitigations
  - CEQA vs Non CEQA
  - CMP requirements
  - Project examples



# Baseline/Thresholds of Significance

Land Uses	Countywide (Baseline)	15% Threshold
Total Household VMT per Capita	13.33	11.33
Total Employment VMT per Employee	16.64	14.14

- Countywide is recommended due to resources, monitoring, and transportation funding at the County level
- State recommends 15% threshold (achievable)
- Goal: Project VMT to be 15% **below** existing baseline VMT



# CEQA – Exempted Projects

## State Recommended

### Type:

- Small Infill Projects (110 trips/day)
- Local Serving Retail (50K or less)
- 100% Affordable Residential Projects
- Local serving public projects

### Location:

- Transit supportive developments within 1/2 mile of existing Transit



***Local Serving Retail  
Santa Clara Station***



# Development Near Transit

Within ½ mile of ex. transit stop/station or high-quality transit corridor

## **Transit Supportive Requirements:**

- Floor Area Ratio (FAR) no less than 0.75
- Minimum 35 du/acre for residential
- Promotes multimodal transportation
- No excessive parking
- Transit Oriented design
- Does not replace ex. affordable with market rate residential



***Lawrence Station***



# Proposed Transportation Analysis Policy

## **Policy Content**

- VMT as Transportation CEQA methodology
- VMT baseline and threshold
- Specific exemptions based on type and location
- LOS Transportation Operation Analysis requirement
- Establishes requirements for Transportation Projects



# Staff Recommendation

- Adopt a resolution recommending that the City Council adopt a transportation policy establishing Vehicle Miles Traveled as the methodology for analyzing transportation environmental impacts in compliance with State Law
- City Council Meeting – June 23, 2020



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# Backup slides



# Other Jurisdictions VMT Policies

<b>Jurisdiction*</b>	<b>Residential Baseline</b>	<b>Residential Threshold</b>	<b>Employment Baseline</b>	<b>Employment Threshold</b>
San Francisco (A)	Regional	15%	Regional	15%
Oakland (A)	Regional	15%	Regional	15%
Los Angeles (A)	Citywide	(6.0% - 9.4%)	Citywide	(7.6 - 15%)
San Jose (A)	Citywide	15%	Regional	15%
Mountain View (P)	Regional	15%	Regional	15%
Sunnyvale (P)	Countywide	15%	Countywide	15%
Los Altos (P)	Citywide	15%	Citywide	15%

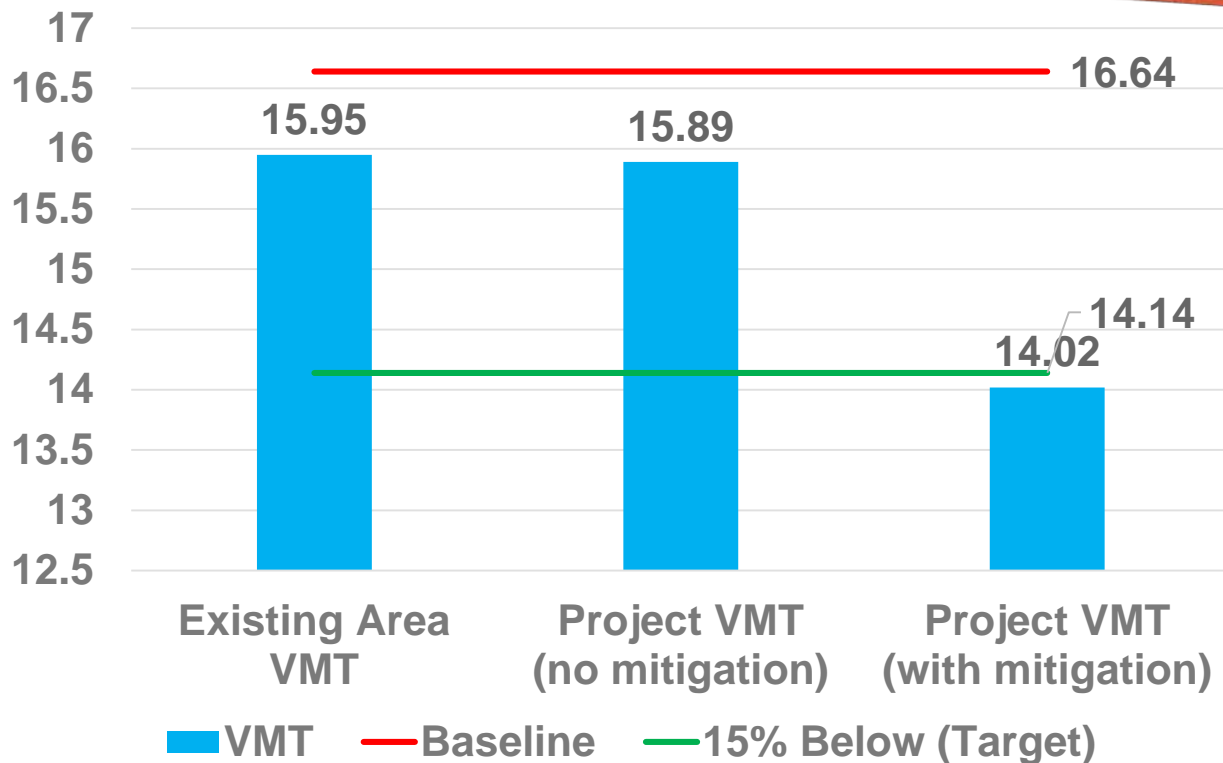
*\*A = Adopted, P = Proposed*



# Example 1

## Santa Clara Office

- 500,000 sf Office
- 1500 spaces on 7.5 ac
- VMT Baseline = **16.64**
- 15% Threshold = **14.14**





## Example 2

### El Camino Real Mixed Use Residential

- 10,000 sf commercial w/60 residential units
- Not Transit Supportive due to density
- Not exempt from VMT analysis
- VMT Baseline **13.33**
- 15% Threshold **11.33**

