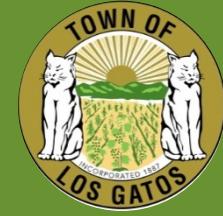
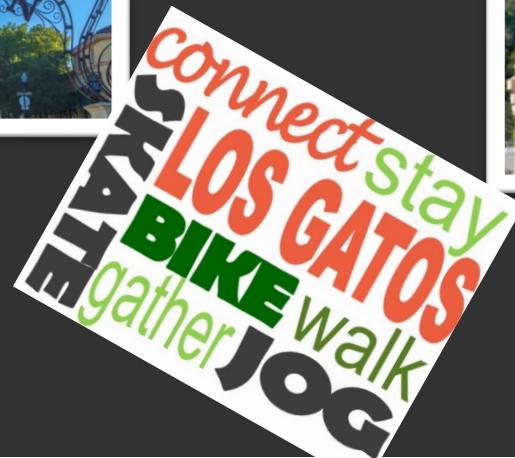


# Town Council Meeting

## 11/17/2020

### CEQA Transportation Analysis

#### Thresholds of Significance



# *Key Policy Decisions*

• • •

In compliance with SB 743 and the  
CEQA Guidelines:

- (1) VMT metrics**
- (2) VMT calculation methods**
- (3) VMT significance thresholds**

Future Council Actions:

- VMT Mitigation Actions
- Local Transportation Policies

CEQA TRANSPORTATION  
ANALYSIS TRANSITION



# OUTLINE



- Senate Bill 743 (refresher)
- Lead Agency Decisions
- VMT Thresholds
  - Baseline Thresholds
  - Cumulative Thresholds
  - Mitigation Actions
- Recommendations
- Discussion
- Next Steps

# Senate Bill 743

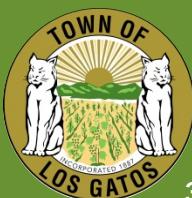


Signed into law by Governor Jerry Brown on September 27, 2013

## 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.

## CEQA TRANSPORTATION ANALYSIS TRANSITION



# 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

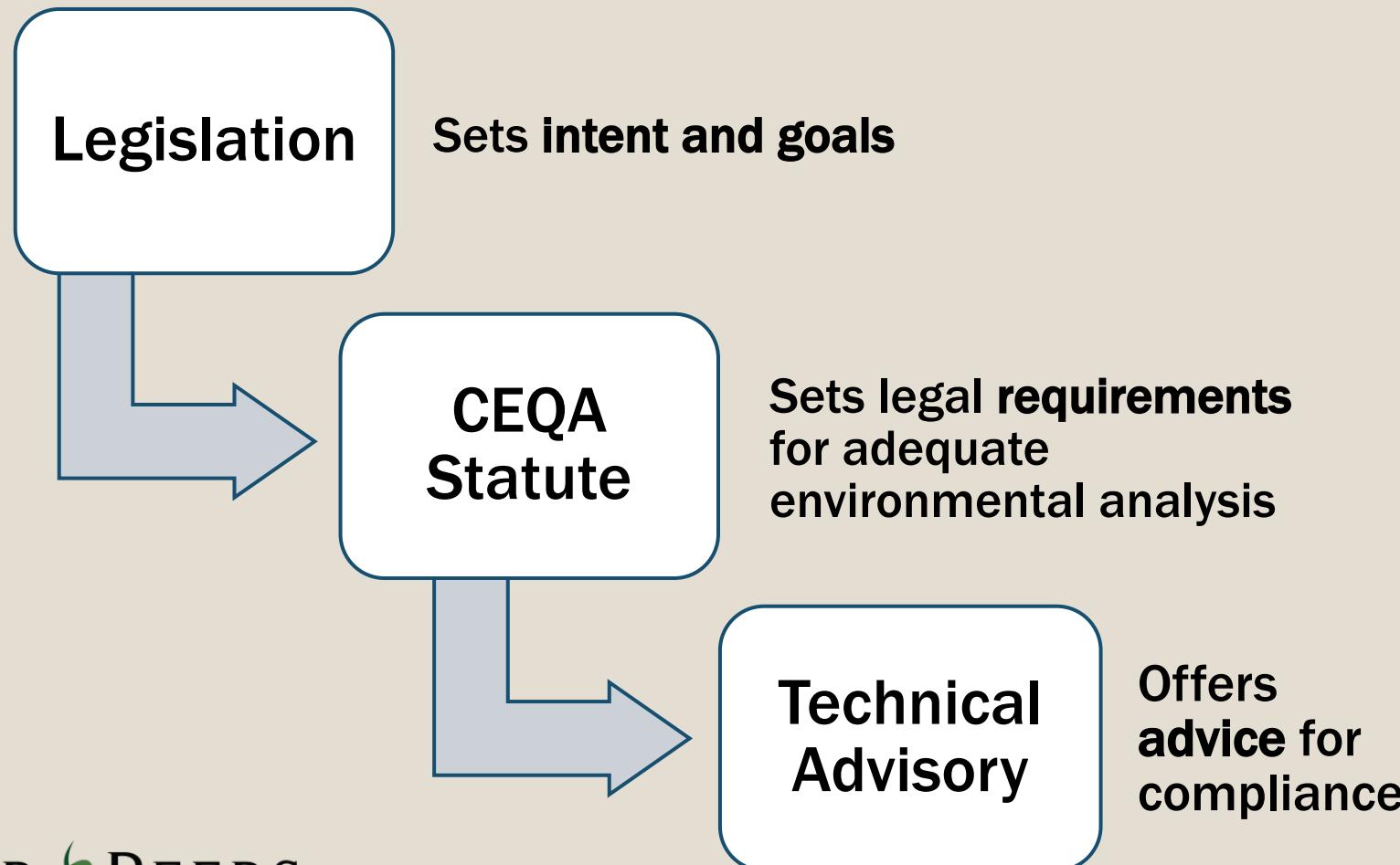
## DOES NOT

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 DECISIONS



Metric

Method

Threshold

Mitigation



# VMT THRESHOLD QUESTIONS

- What is the VMT impact significance threshold for land use projects and land use plans under baseline conditions?
- What is the VMT impact significance threshold for land use projects and land use plans under cumulative conditions?

# VMT THRESHOLDS



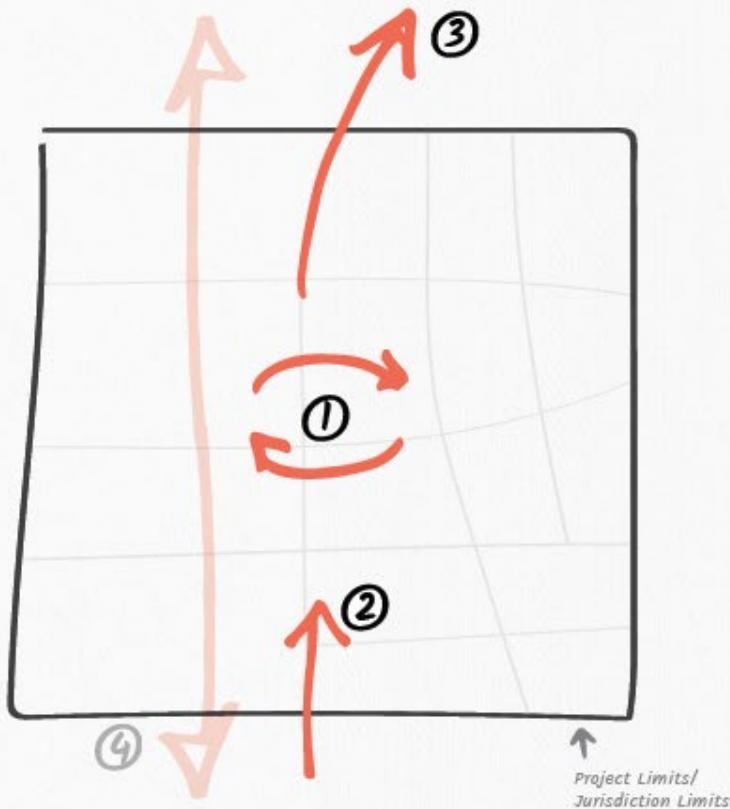
**Town Council decision on February 18, 2020**

- **Option 1: Rely on the OPR Technical Advisory thresholds**
- **Option 2: Set thresholds consistent with the General Plan future year VMT projections**
  - **Include stretch goals to reduce VMT in Los Gatos**

# VMT THRESHOLDS



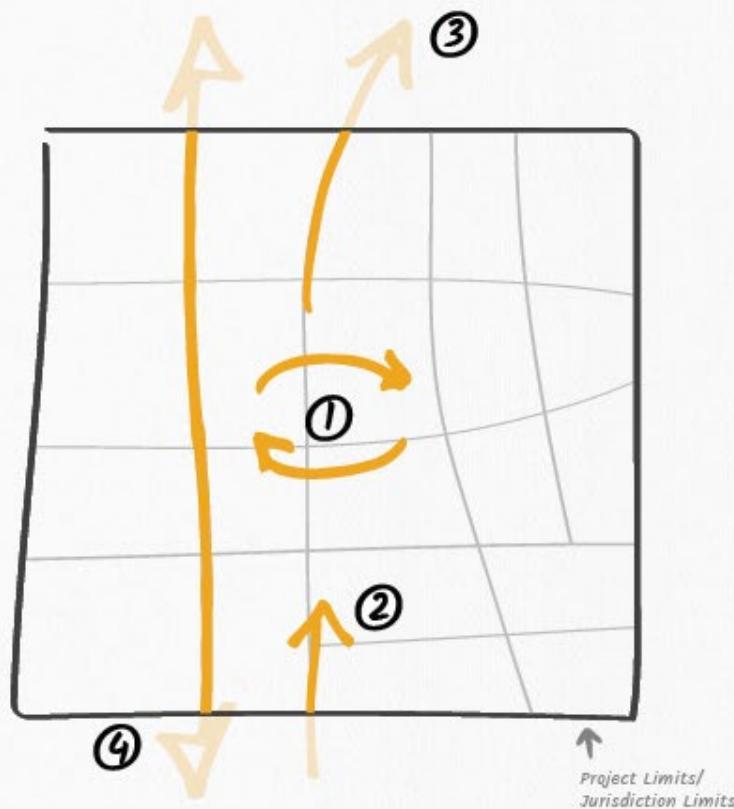
## Project Generated VMT



① 2x Internal to Internal (2xII) VMT  
② External to Internal (XI) VMT

③ Internal to External (IX) VMT  
④ External to External (XX) VMT

## Project Effect on VMT (Boundary VMT)



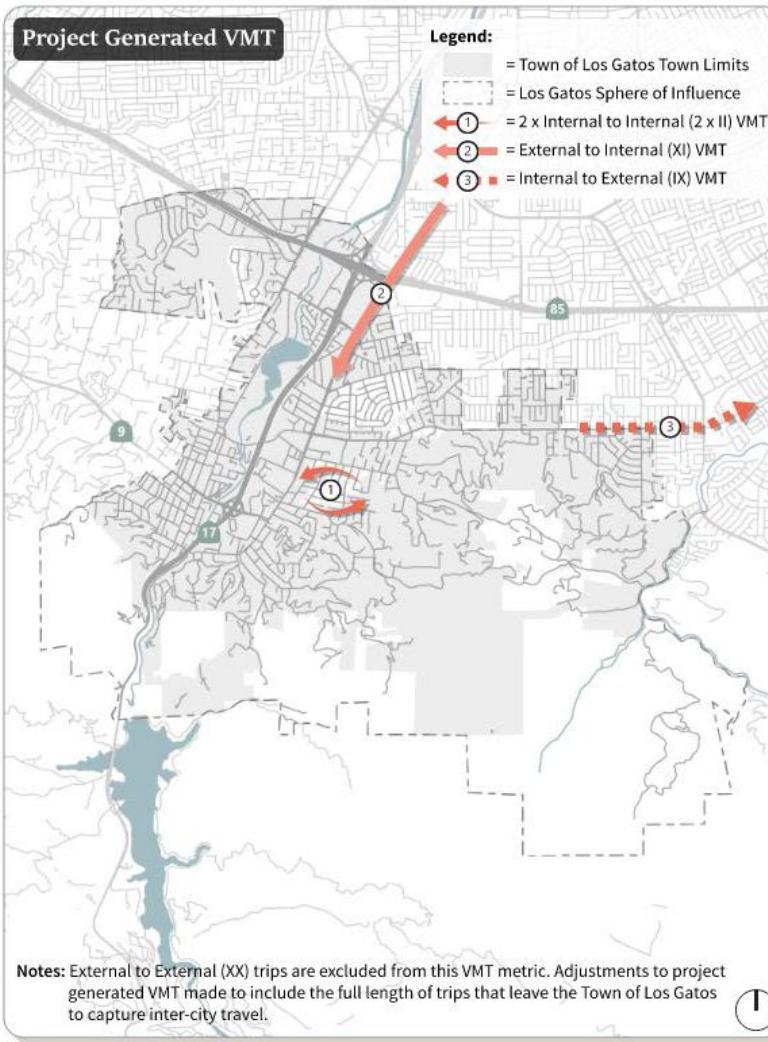
① Internal to Internal VMT  
② External to Internal (XI) VMT

③ Internal to External (IX) VMT  
④ External to External (XX) VMT

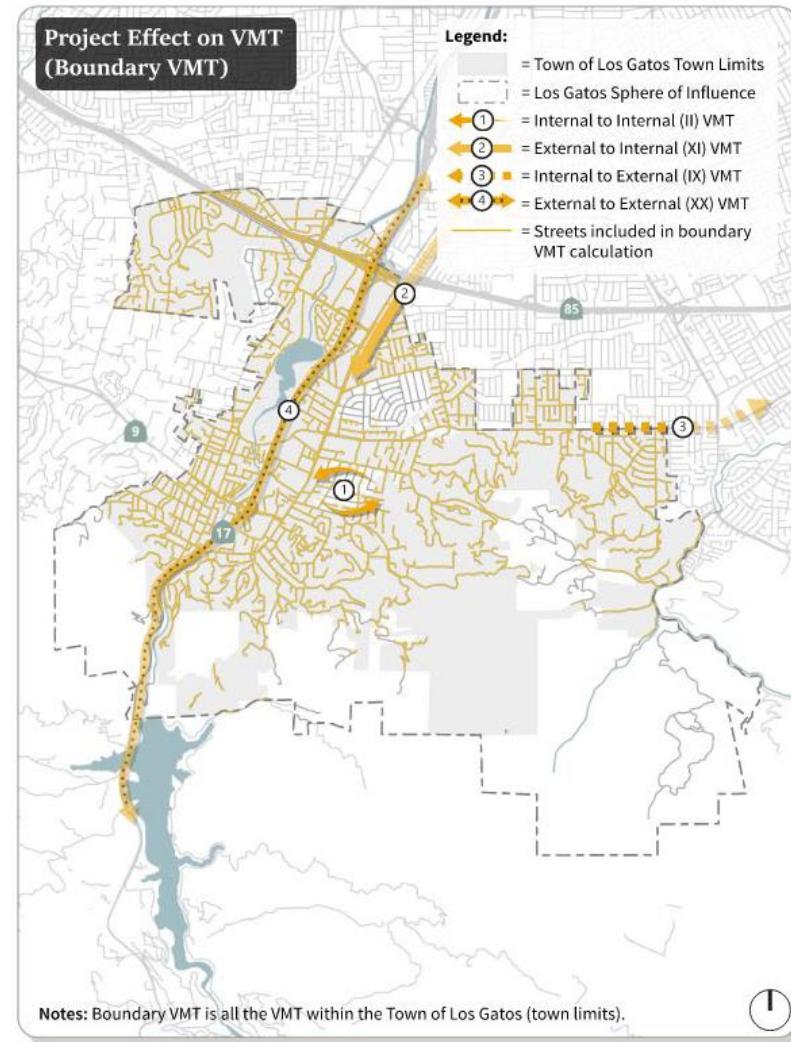


# VMT THRESHOLDS

Project Generated VMT



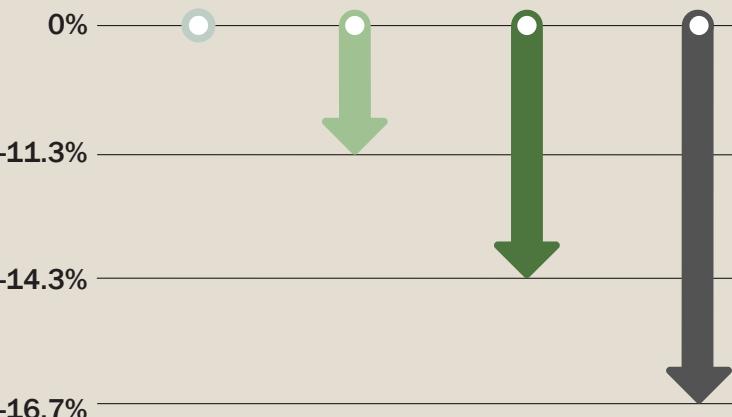
Project Effect on VMT  
(Boundary VMT)



# VMT THRESHOLDS



## Project Generated VMT Rate Reduction



## VMT Generated by the Town

**1 Greatest VMT Growth** 20% Increase in Baseline VMT

**2 Some VMT Growth** CARB\* Capacity for VMT Growth = 6.5%

**3 Some VMT Growth** CARB 14.3% Reduction from Existing Needed in 2050

**4 No VMT Growth** 0% Change from Baseline VMT

\*CARB: California Air Resources Board

# VMT THRESHOLDS



## VMT Generated by the Town

## VMT Mitigation Actions

		TDM** with TMA***	Site Design	Regional Policies
<b>1 Greatest VMT Growth</b>	20% Increase in Baseline VMT			
<b>2 Some VMT Growth</b>	CARB* Capacity for VMT Growth = 6.5%			
<b>3 Some VMT Growth</b>	CARB 14.3% Reduction from Existing Needed in 2050			
<b>4 No VMT Growth</b>	0% Change from Baseline VMT			

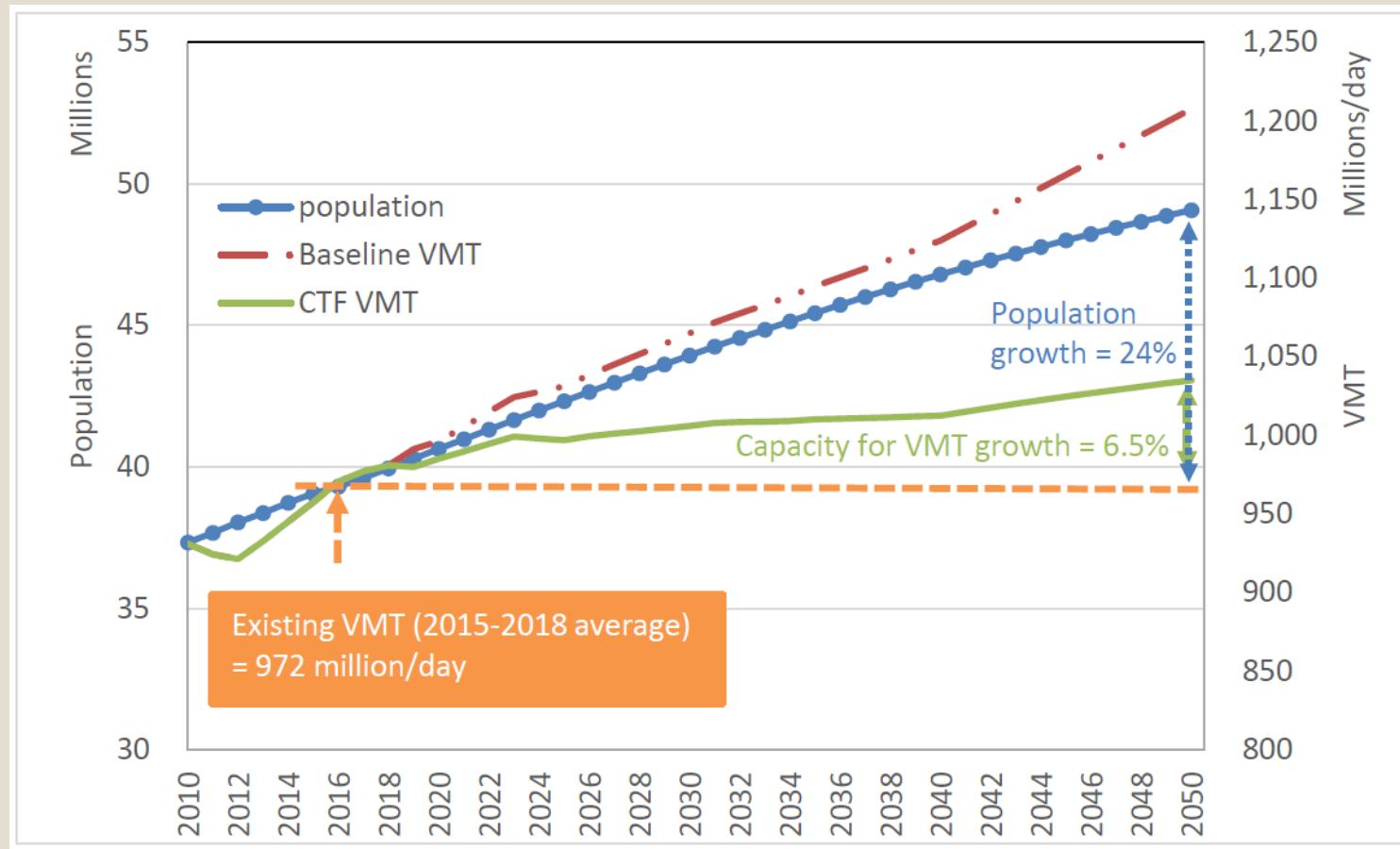
\*CARB: California Air Resources Board

\*\*TDM: Transportation Demand Management

\*\*\* TMA: Transportation Management Association for Town or Sub-Region

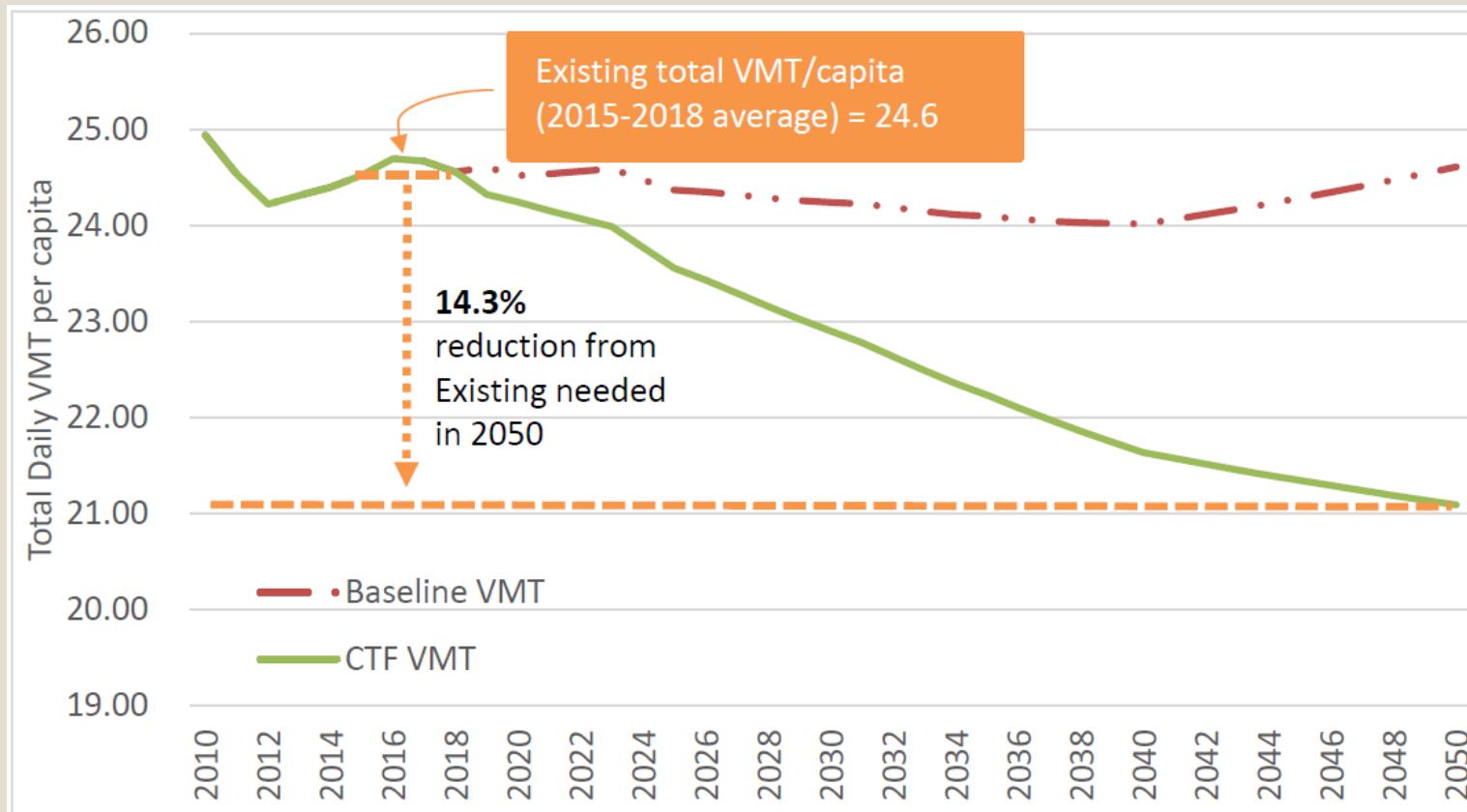


# CARB VMT SCENARIO



**Figure 1: California Total Projected Population Growth and VMT Growth**

# CARB VMT SCENARIO

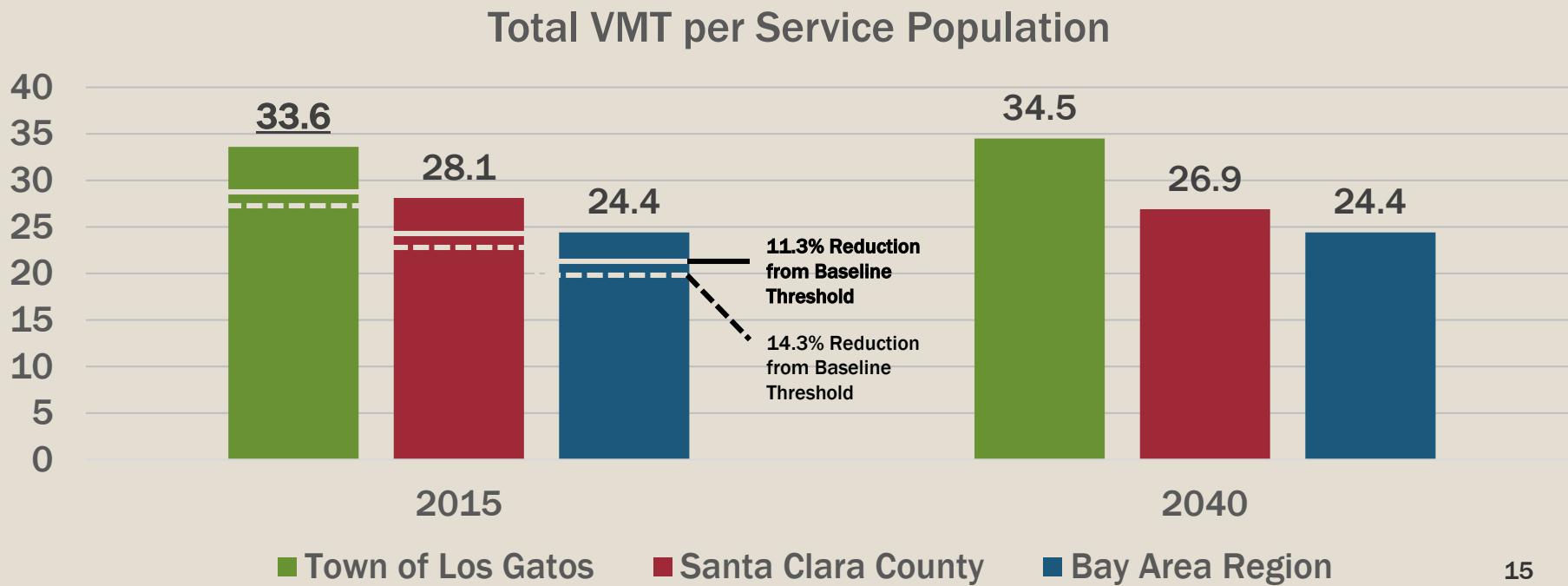


**Figure 2: California Total Daily VMT Per Capita**

# VMT THRESHOLDS



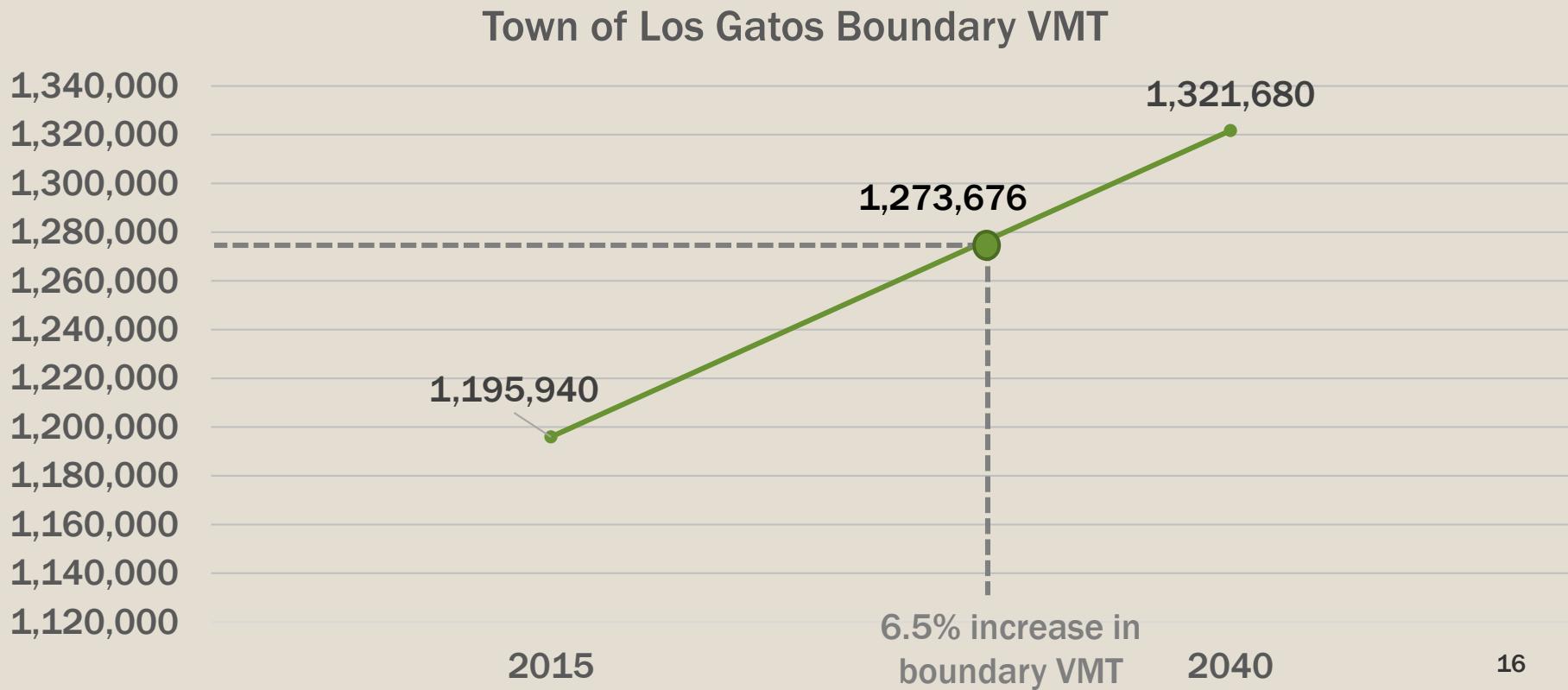
**“...a total VMT per service population that is 11.3%, 14.3%, or X% below that of the baseline average of the Town, County, or Region may be a reasonable threshold.”**



# VMT THRESHOLDS



“...a total boundary VMT increase of up to 6.5 percent on Town streets and freeways.”



# BASELINE THRESHOLDS



- What is the VMT significance threshold for land use projects and land use plans under baseline conditions?
  - Land Use Projects
    - Project Impact: A significant impact would occur if the total VMT per service population for the project would exceed a level of 11.3% below the total VMT per service population for the Town of Los Gatos baseline conditions.
    - Project Effect: A significant impact would occur if the project increases total (boundary) countywide VMT by 6.5% compared to baseline conditions.



# BASELINE THRESHOLDS

- What is the VMT significance threshold for land use projects and land use plans under baseline conditions?
  - Land Use Plans
    - Project Impact: A significant impact would occur if the total VMT per service population for the plan area would exceed a level of 11.3% below the total VMT per service population for the Town of Los Gatos baseline conditions.

# CUMULATIVE THRESHOLDS



- What is the VMT significance threshold for land use projects and land use plans under cumulative conditions?
  - Land Use Projects
    - Project Effect: A significant impact would occur if the project increases total (boundary) countywide VMT by 6.5% compared to cumulative no project conditions.

# CUMULATIVE THRESHOLDS



- What is the VMT significance threshold for land use projects and land use plans under cumulative conditions?
  - Land Use Plans
    - Project Effect: A significant impact would occur if the project increases total (boundary) countywide VMT by 6.5% compared to cumulative no project conditions.
    - All land use and transportation projects: A significant impact would occur if the project is inconsistent with the Regional Transportation Plan/Sustainable Community Strategy Plan (Plan Bay Area).

# RECOMMENDATIONS

## CEQA TRANSPORTATION ANALYSIS TRANSITION

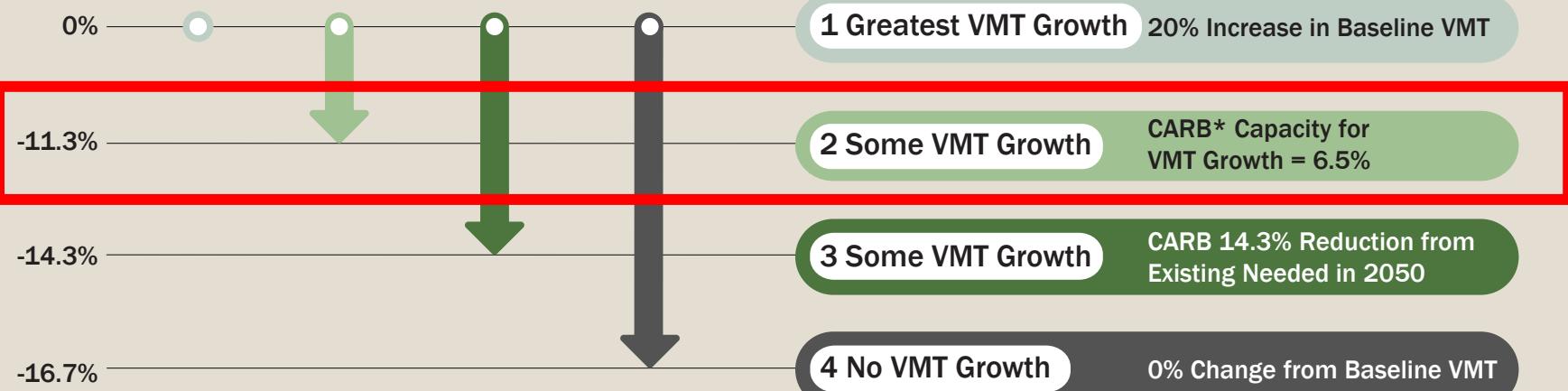


# RECOMMENDATIONS



## Project Generated VMT Rate Reduction

## VMT Generated by the Town



\*CARB: California Air Resources Board

# DISCUSSION

## CEQA TRANSPORTATION ANALYSIS TRANSITION



## ***NEXT STEPS***

• • •

*The final steps of the VMT transition will be tied with the GPU closely.*

- Update Local Transportation Analysis Policies
- Adoption of Transportation Analysis Guidelines
- General Plan Update CEQA Analysis and Certified EIR
  - VMT Mitigation Actions
  - Land use projects review streamlining

**CEQA TRANSPORTATION  
ANALYSIS TRANSITION**

