Implementing SB 743

Case Study: City of San Jose

Inter-departmental

Land Use-Transportation-Climate Change Policy
Envision San Jose 2040

Environmental Stewardship/Leadership
- Air Pollutant Emission Reduction
- Greenhouse Gas Reduction

Balanced Transportation Networks
- Vision Zero
- Complete Streets
- Transportation Management

Interconnected City
- Function
- Connections

Focused Growth
- Urban Villages
- Area Development Policies

SB 743
### Implementing the General Plan
- Diversity in Land Uses/Intensity/Density
- Building Sustainable Communities
- Infill Development
- Greenhouse Gas Reduction

### Land Use/Transportation/ Air Quality--GHG
- SB 743
- SB 375
- SB 226
- AB 32
Transit Corridors and Station Areas

Special Planning Areas in San Jose
VMT in San Jose

- General Plan already uses VMT to measure success
  - 10%, 20% & 40% reduction in per capita VMT over time
- Cut drive alone rate in half by giving people more opportunity to walk, bicycle, take transit, and rideshare
- Aligns with Focused Growth & Urban Village Strategies
- General Plan anticipated need to update transportation policies

Source: Reid Ewing
Work-Based VMT per Capita

Source: MTC (2016)
Average VMT per Capita: Home & Work Based

Source: MTC (2016)
Interconnected and Accessible City

Share of Trips

Today

20%

80%

2040

60%

40%
CEQA Impact per VMT – Draft Proposal

Project Evaluation

Location

- Distance to Other Uses
- Distance to Transit

Project

- Project-based characteristics (land use mix, density, connections, etc.)

TAZ VMT

\[ 15.3 \]

\[ \downarrow 14\% \]

\[ 13.2 \]

\[ \downarrow 17\% \text{ Required} \]

Project VMT

\[ 12.6 \]

Threshold With Mitigation

With Mitigation

Threshold

\[ 12.6 \]
CEQA Impact per VMT – Draft Proposal

Mitigation/s

Location
- Distance to Other Uses
- Distance to Transit

Project
- Project-based characteristics (land use mix, density, connections, etc.)

Mitigation
- VMT-reducing projects or programs (Off-site pedestrian connections, transit passes/shuttles, etc.)

TAZ VMT
- 15.3

- 12.6

- 12.4

Project VMT
- 13.2

- 15.3

↓17% Required

↓14%

↓5%
CEQA Impact per VMT – Draft Proposal

Override

Location
• Distance to Other Uses
• Distance to Transit

Project
• Project-based characteristics (land use mix, density, connections, etc.)

Mitigation
• VMT-reducing projects or programs

Override
• Extraordinary Benefit
• Offsetting Improvements

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<tr>
<th>Location</th>
<th>TAZ VMT</th>
<th>Project VMT</th>
<th>With Mitigation</th>
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<td>30.7</td>
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Threshold: 19.7
Land Use and Transportation Analysis Update

• Streamline transportation analysis for projects that align with General Plan

• Begin by changing our measure of “environmental impact” under CEQA, per SB 743

• Update other transportation metrics and investment as a second phase
Land Use & Transportation Policy

Phase I

- Internal Management & Council
- External Outreach
- Change CEQA Transportation Metric from LOS to VMT
- Update City’s Transportation Policy
Phase I

Phase II

- Mobility Plan
- Holistic Update to Transportation
- Other Metrics & Investments
- Congestion (LOS) outside CEQA
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<td><strong>San Jose CEQA</strong></td>
<td><strong>LOS intersection analysis</strong></td>
<td><strong>VMT analysis</strong></td>
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<td><strong>Other Jurisdiction's CEQA</strong></td>
<td><strong>Freeway, CMP and non-San Jose intersection analysis</strong></td>
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<td>• Unsignalized intersections Operations</td>
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Key Issues & Ongoing Work

• Determine tools & evolve mitigation measures for VMT
• Refine project exemption criteria
• Define “extraordinary benefit” and the override mechanism
• Clarify “less burdensome” LOS analysis outside of CEQA
• Confirm if/how change effects existing Area/Transportation Development Policies
• Complete analysis of how policy change impacts development
• Continue outreach & engagement with developers & community
• Further coordinate with other jurisdictions
2016-Present

- Best Practices, Peer Research, Initial Stakeholder Discussions, & Interdepartmental Working Groups

Today

- Policy-Maker Information & Input

Summer 2017

- Additional Feedback & Community Engagement

August 2017

- Target for Phase I Adoption

2018

- Phase II
Thank you

Questions?

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