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Level-of-Service (LOS) to Vehicle-Miles-Traveled (VMT)

Council Study Session
October 8, 2019

LOS to VMT Study Session

Agenda

- Why Are We Here? (SB 743)
- What About Our CMP Intersections?
- How is VMT Determined?
- Continued Use of LOS
- Encouraging Development Near Transit
- Project Outline
- Public Meetings/Outreach and Threshold Adoption

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Why Are We Here? (SB 743)

California Senate Bill (SB) 743 and CEQA Guidelines

- Requires all California cities to measure CEQA transportation impacts with Vehicle Miles Traveled (VMT).
- Jurisdictions must adopt VMT Policy and Thresholds by **July 1, 2020**
- Focuses on the act of driving, rather than congestion as the measure of environmental impacts

SB 743
LOS vs. VMT

- Level of Service (LOS)
  - Measures delay at signalized intersections or roadway segments.
- Vehicle Miles Traveled (VMT)
  - Measures the distance a motorized vehicle will travel to a destination.

SB 743
Why VMT Makes Sense

- Half of CA's GHG emissions generate from transportation.
  - Lower VMT = Reduced GHG Emissions

- Alignment with State's goals:
  - Reducing GHG emissions;
  - Developing multi-modal transportation networks, providing clean, efficient access to destinations; and
  - Diversifying land uses near each other.

- Alignment with Sunnyvale's goals:
  - Sunnyvale General Plan
  - Climate Action Plan

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What About Our CMP Intersections?

SB743
Congestion Management Program (CMP)

Background and Requirements

- Proposition 111 (1990)
  - Provided additional funding for urbanized counties to develop CMP
    - Address near/long term congestion
    - Monitor performance of transportation system
    - Integrate transportation & land use planning
  - Defined Level of Service (LOS) as measurement standard
- SB743 does not modify CMP legislation
- VTA = Santa Clara County Congestion Management Agency (CMA)

VMT

VTA Coordination of Efforts

- Congestion Management Agency – Lead Role Regionally
  - Work with all local jurisdictions in the County
    - Consistency between Santa Clara County Cities
  - Provide Technical Support
    - Update Countywide TDM Model
    - Develop VMT Heatmaps
    - Modify San Jose VMT Evaluation Tool

Valley Transportation Authority

Solutions that move you

SB 743
Congestion Management Program

Level of Service (LOS)

- Current standard for measuring transportation impacts
  - Measurement of the amount of congestion (delay) at intersections and roadway segments
  - Typical mitigation
    - Capacity enhancing (widening/additional lanes)
    - Efficiency (signalization or modification)
- Does not prioritize multimodal transportation
  - Facilitates vehicular traffic

Level of Service Table

Level of Service	Control Delay per Vehicle (sec)
A	< 10
B	> 10 to 20
C	> 20 to 35
D	> 35 to 50
E	> 50 to 80
F	> 80

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How is VMT Determined?

How is Vehicle Miles Traveled (VMT) Determined

VMT Background

- Measurement of total amount of vehicle travel on the roadway network
  - Calculated by multiplying total number of vehicle trips by average distance

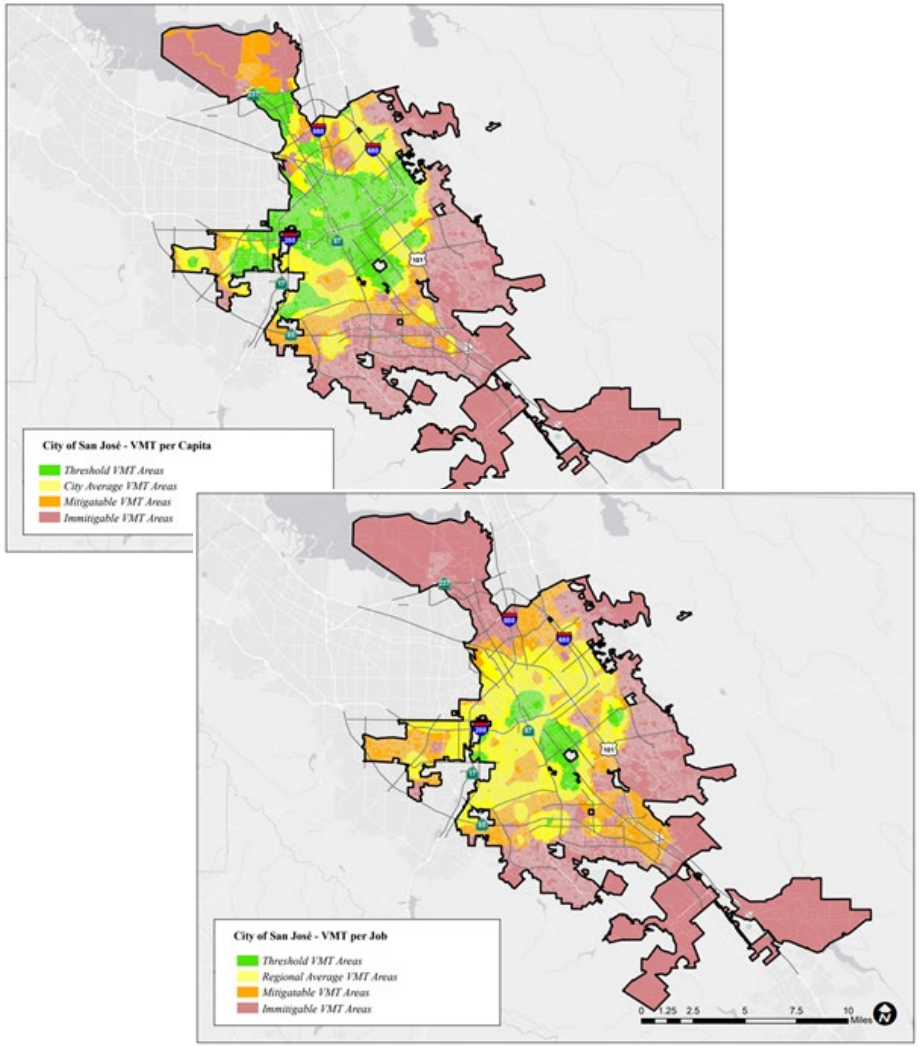
  - Normalized against per capita, employees or person-trip to reflect travel efficiency

- Good indicator of overall efficiency of the multimodal transportation network
  - Cannot identify specific problems in specific locations

VMT

Measurement and Tools

- Travel Demand Models
  - Countywide VTA model
    - Only has large, significant roadways in network
  - City model
    - Has fine granularity of roadway network
- Heat Maps
- Evaluation Tool
  - Spreadsheet based on City of San Jose efforts



VMT

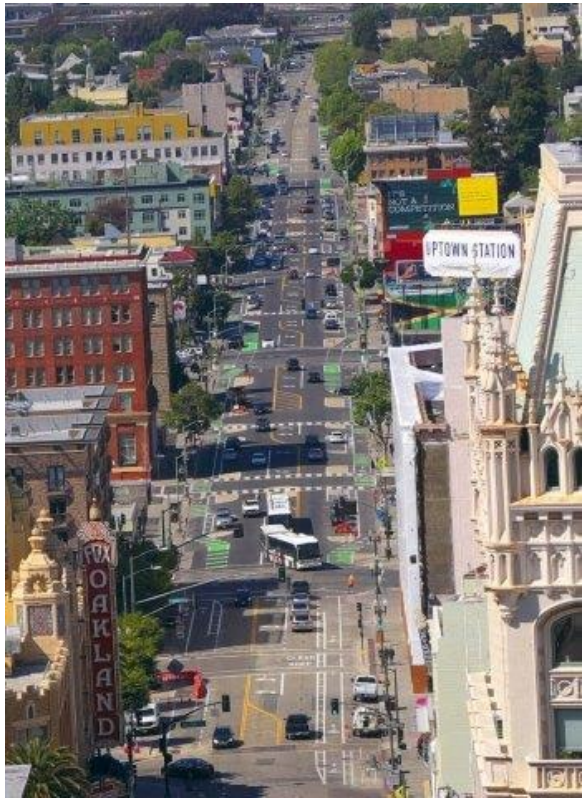
Potential Reduction Measures

- Project Characteristics
- Multimodal Infrastructure
- Parking
- Transportation Demand Management (TDM) Programs

VMT

Research

- Cities that have already implemented VMT
  - San Francisco
  - Oakland
  - San Jose
  - Los Angeles
  - Long Beach
  - Pasadena



VMT

Research on Other Cities Experiences

- Common Issues/Concerns
  - Parking
  - Lack of Transit Service/Low Ridership
  - Fewer Transportation Investments
  - Intersection LOS Analysis
  - Other Operational Issues

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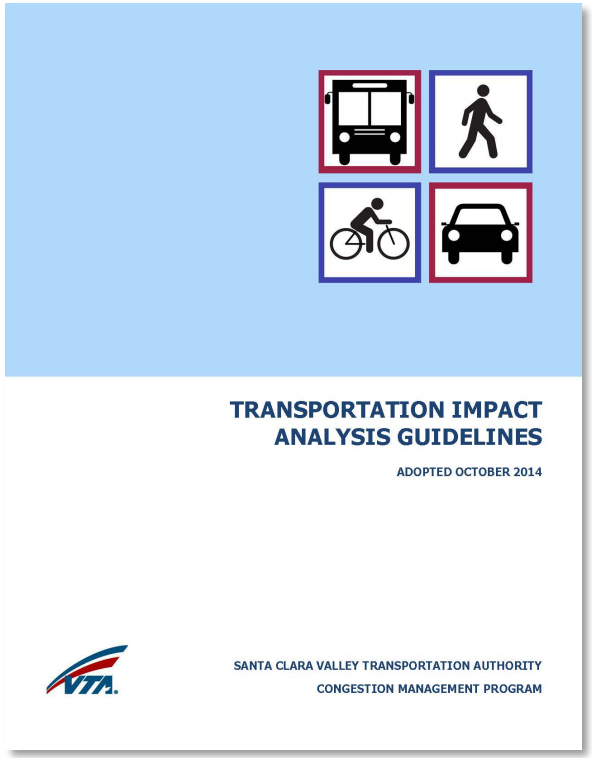
Continued Use of LOS

LOS Going Forward

- Continued use of LOS
  - CMP Legislation still requires LOS analysis
    - Anticipate future legislation will align VMT with CMP intents
    - Comply with CMP requirements
- Develop a policy for Local Transportation Analysis to include LOS and operational studies



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Encouraging Development near Transit – VMT Streamlining Tools

CEQA Streamlining Tools Associated with VMT Analysis

Goal: Locate Density Near Transit

- Continued use of Program EIRs for Plan Areas
- SB 743 Technical Advisory Policies
- Promote development in areas near major transit stops (LSAP & DSP)
- Consider streamlining efforts along high quality transit corridors (ECR & Moffett Park)

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Project Outline

Project Outline

City Policy Assessment

- Analyze VMT-related Policies/Goals
  - General Plan
  - Climate Action Plan
  - City Policies

Educate the Public

- Create VMT Webpage (Nov. 2019)
- Hold VMT Outreach Sessions with the Public and Developers

Creation of VMT Heat Maps

- Finalize heat maps with VTA
- Overlay Sunnyvale General Plan Maps on Heat Maps (Nov. 2019)

VMT Determination Tool

- Beta test known development projects
- Finalize the VMT Determination to ol/spreadsheet for public use (Spring 2020)

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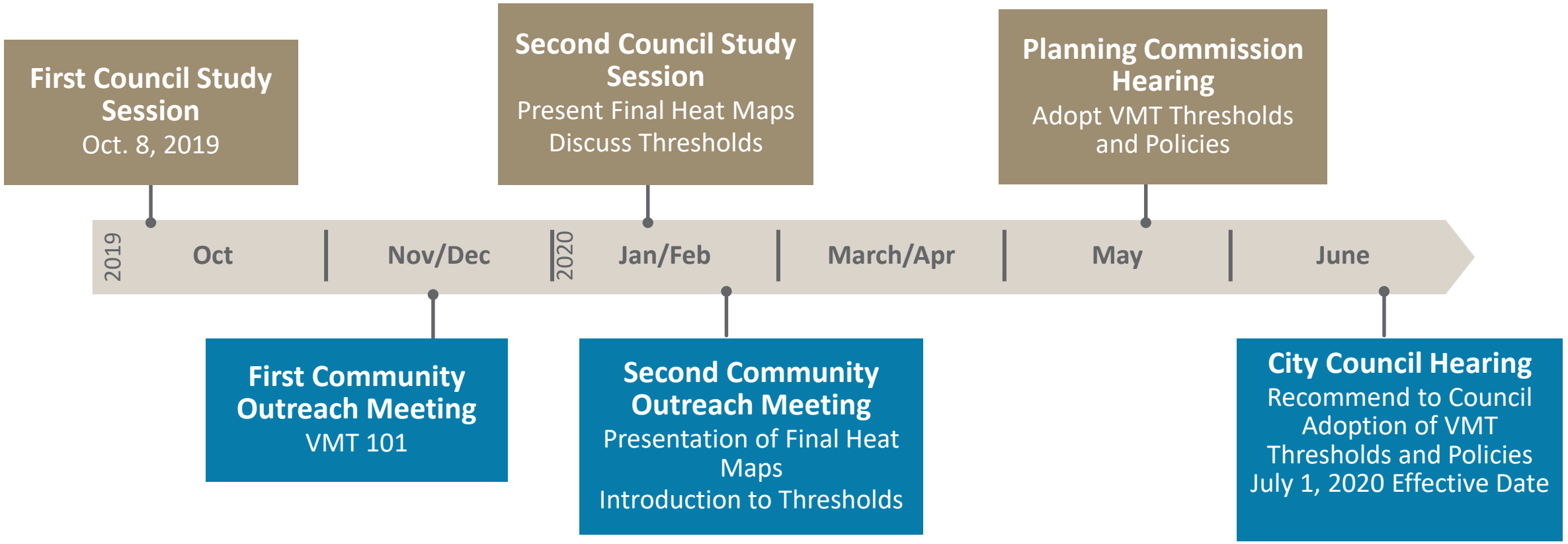
Public Meetings/Outreach and Threshold Adoption

Public Meeting/Outreach and Threshold Adoption



Major Policy Points

- Streamlining CEQA Review Near Transit
  - Major Transit Stops – LSAP & DSP
  - High Quality Transit Corridors – ECR, Moffett Park, etc.
- Continued Use of LOS for Analyzing Development

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Questions?