



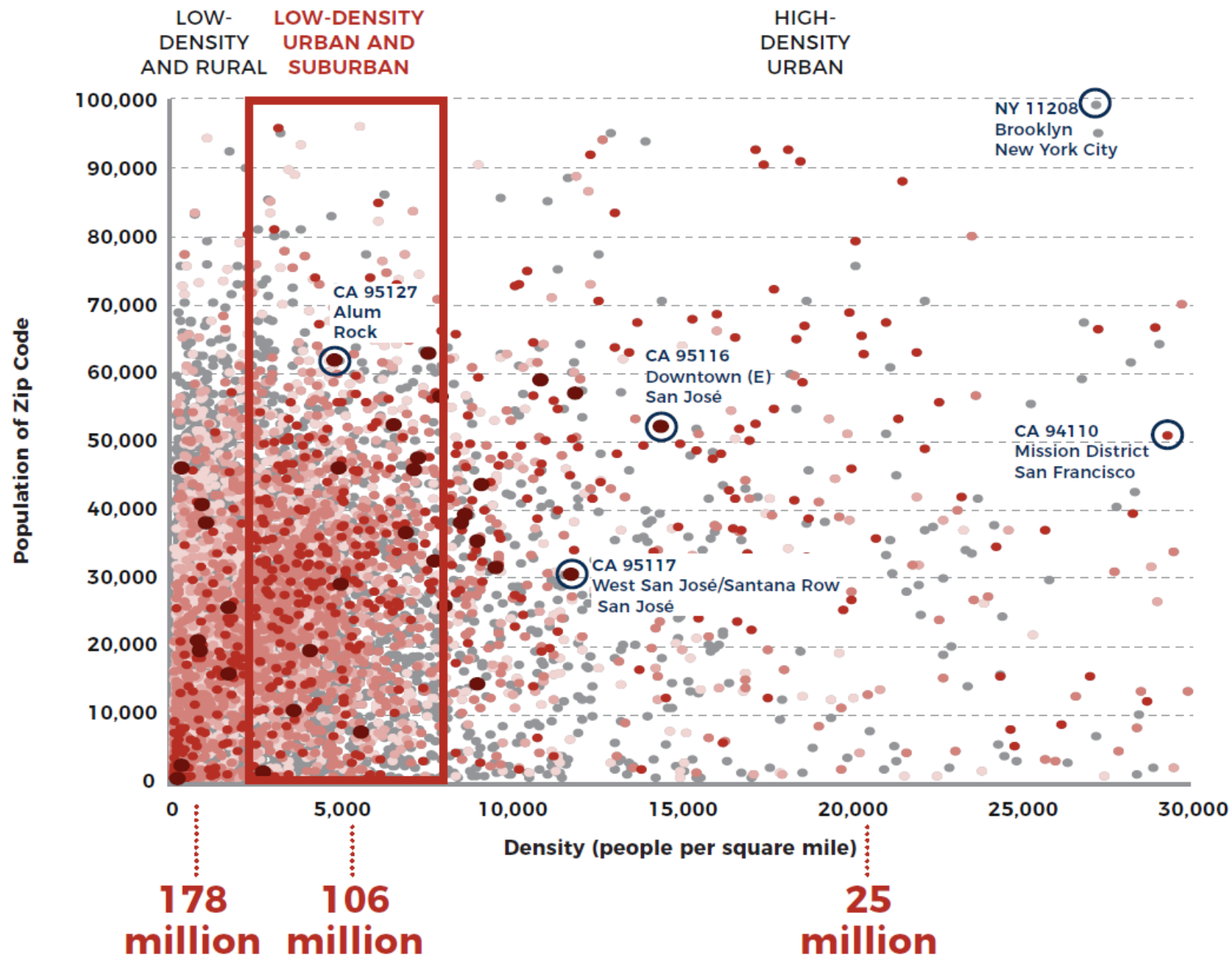
SB 743 Implementation

Transportation Analysis Policy in San José

Wilson Tam, San Jose DOT
Fresno COG Workshop, January 8, 2019



Distribution of 33,130 U.S. Zip Codes by Population & Population Density

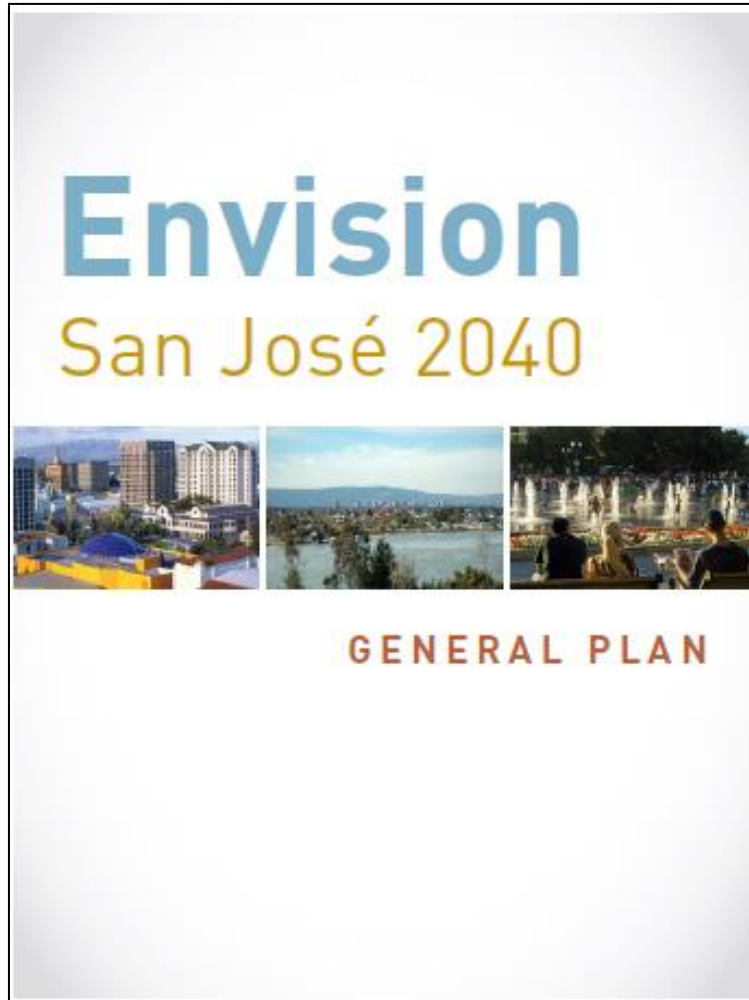


San José's pattern of urban development – and therefore GHG emissions – is one shared by cities and communities that are collectively home to 106 million Americans, a third of the country.

Zip Codes in:

- U.S.
- Top 101-300 cities
- Top 51-100 cities
- Rest of U.S.
- Top 10 cities
- San José

City of San José Goals and Policies



Environmental Leadership

- Air pollutant emission reduction
- Greenhouse gas reduction

Balanced Transportation Networks

- Vision Zero – Improving safety
- Complete Streets – Streetscapes for people
- Transportation management

Interconnected City

- Integrated land use patterns
- Connections

Focused Growth

- Downtown, Urban Villages & Employment Priority Areas
- Not in most of the City

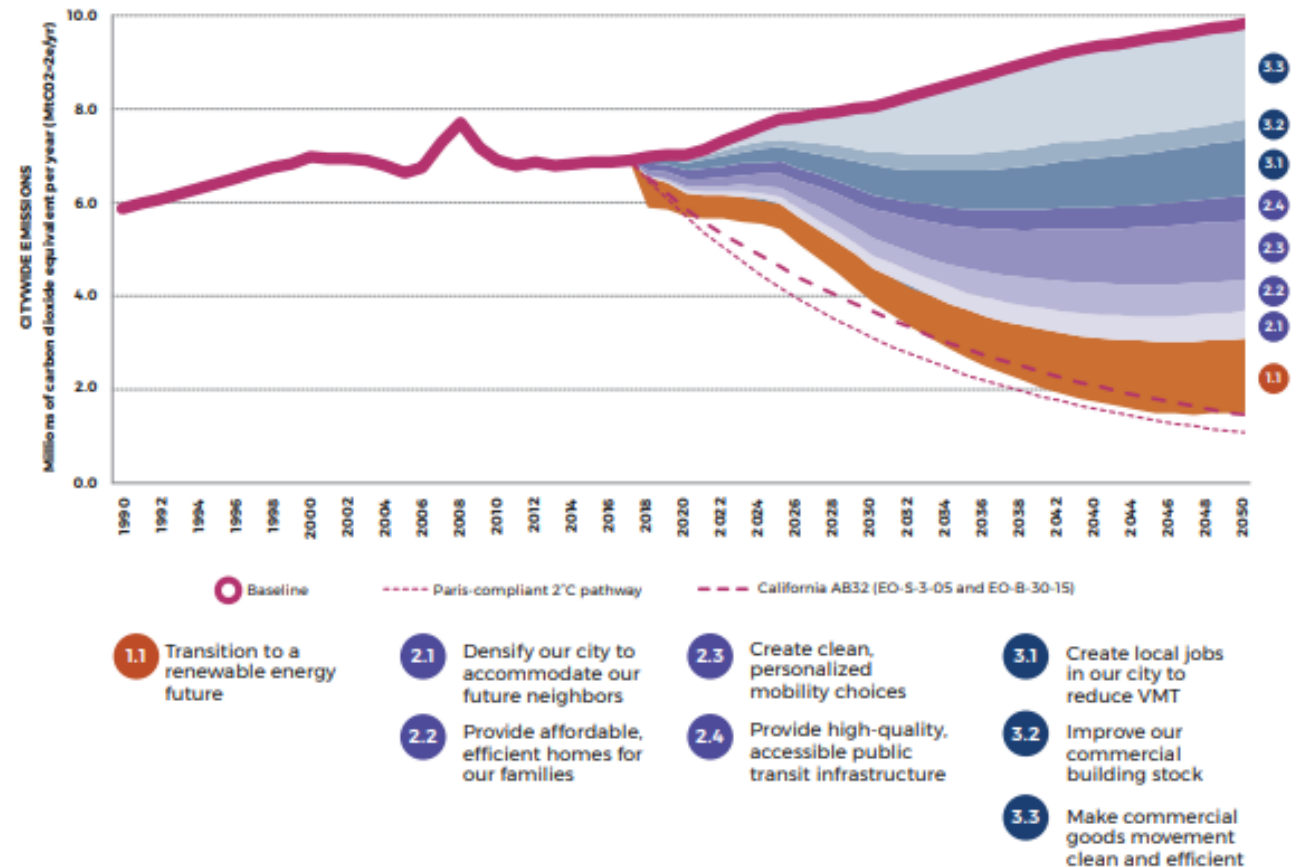
City of San José Goals and Policies

CLIMATE SMART SAN JOSE

A People-Centered Plan for a
Low-Carbon City



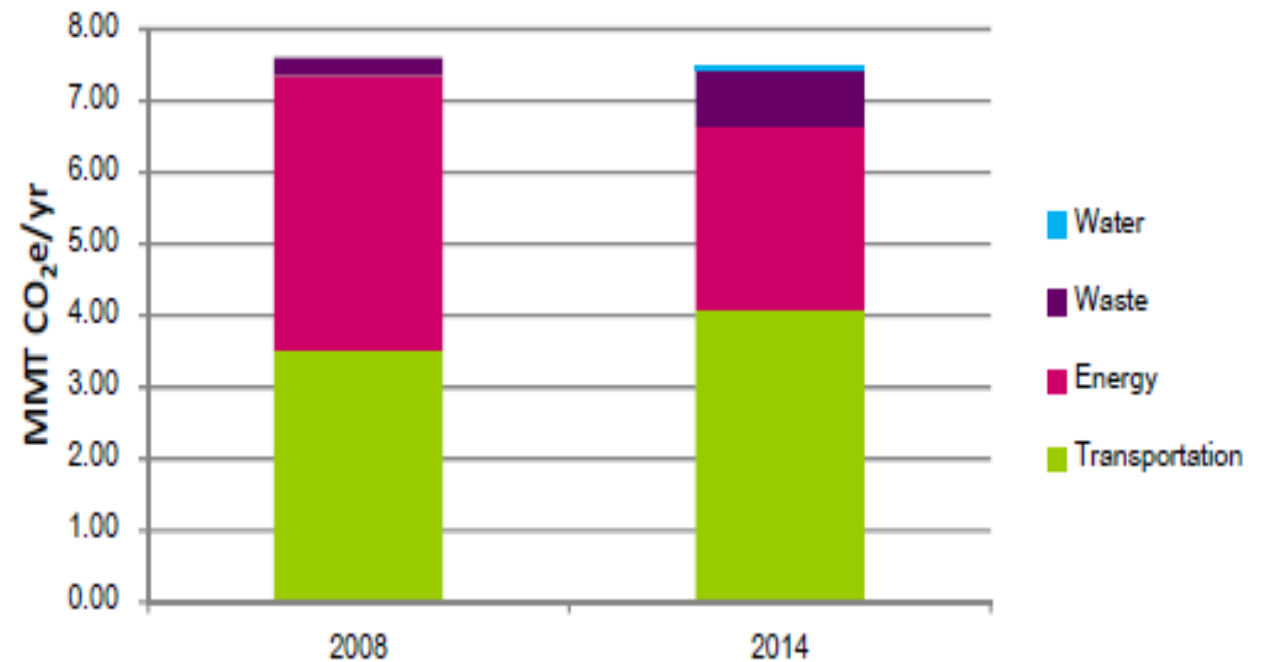
Meeting Paris Requirements



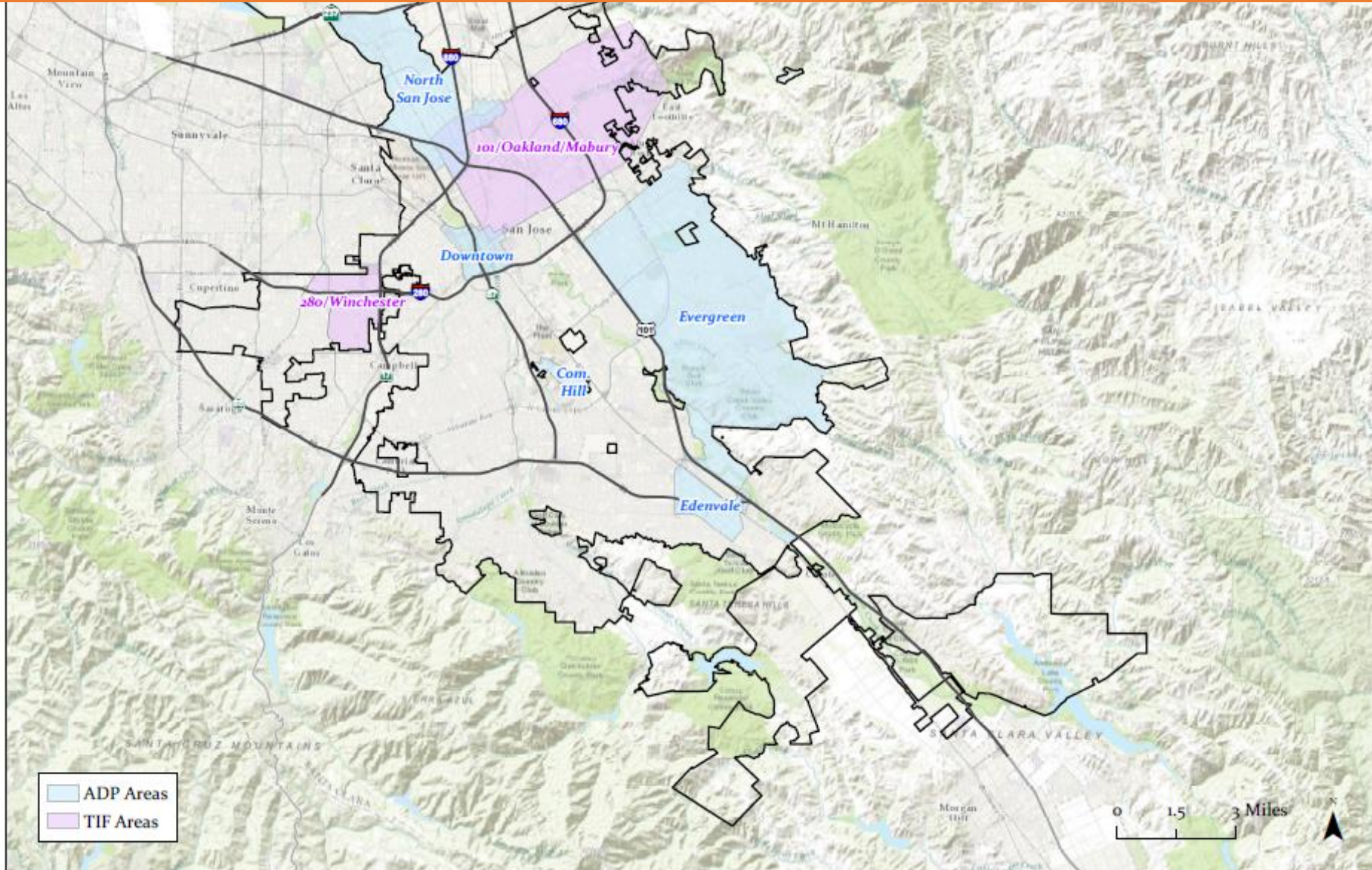
TRUE “LOS IMPACTS”



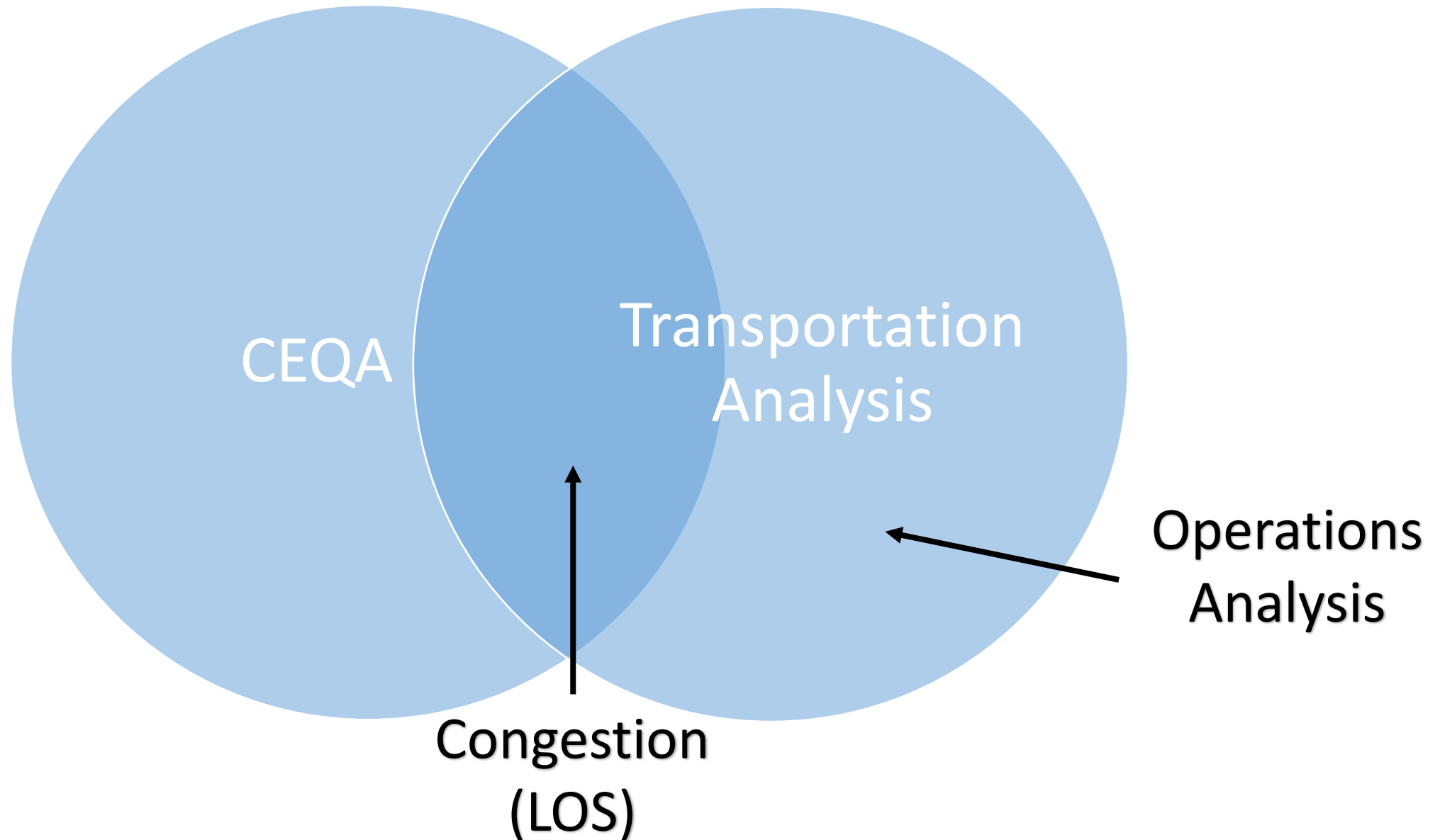
**Greenhouse Gas Emissions
2008 and 2014 Community Inventory Comparison**



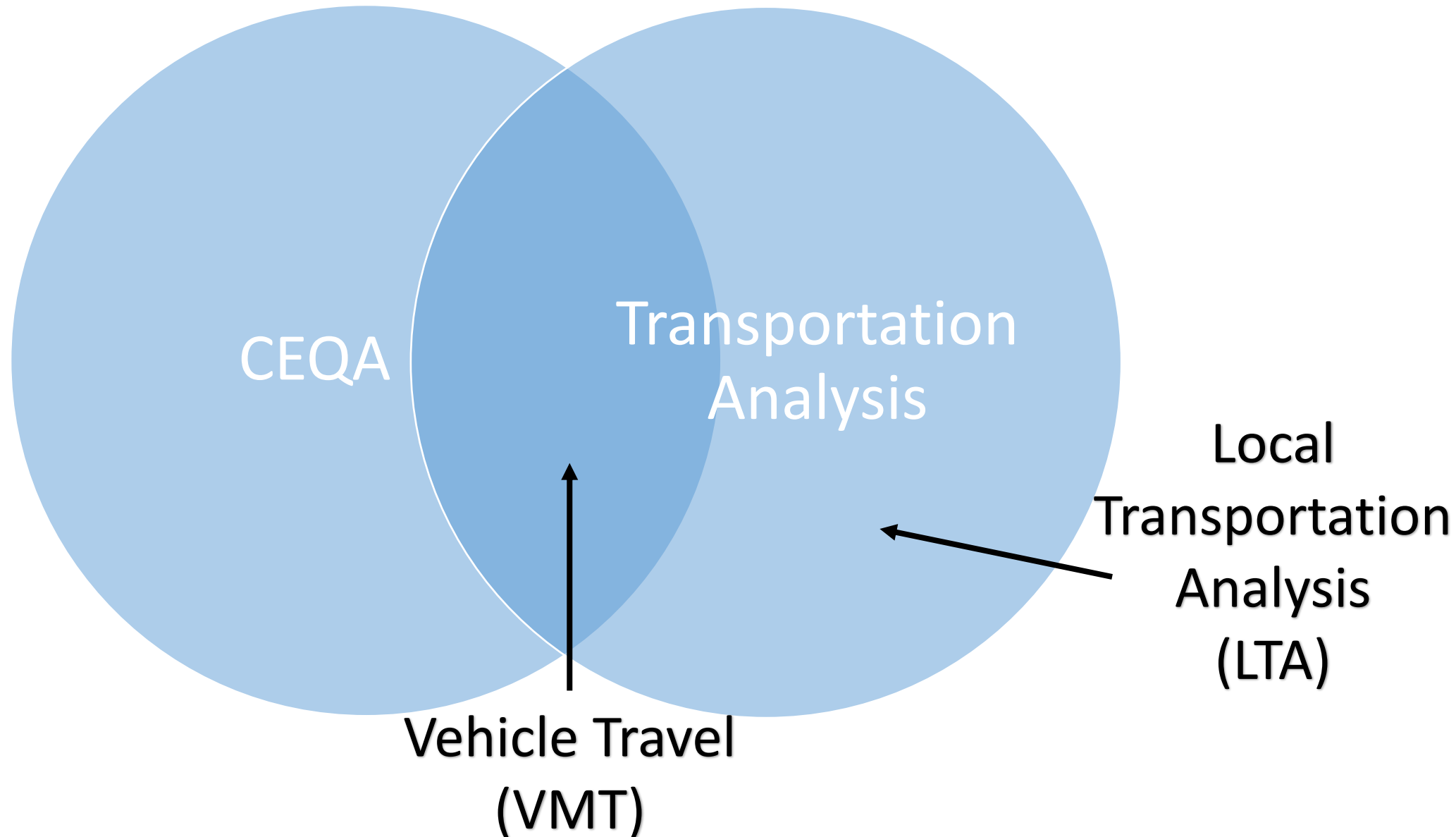
TRUE “LOS IMPACTS”



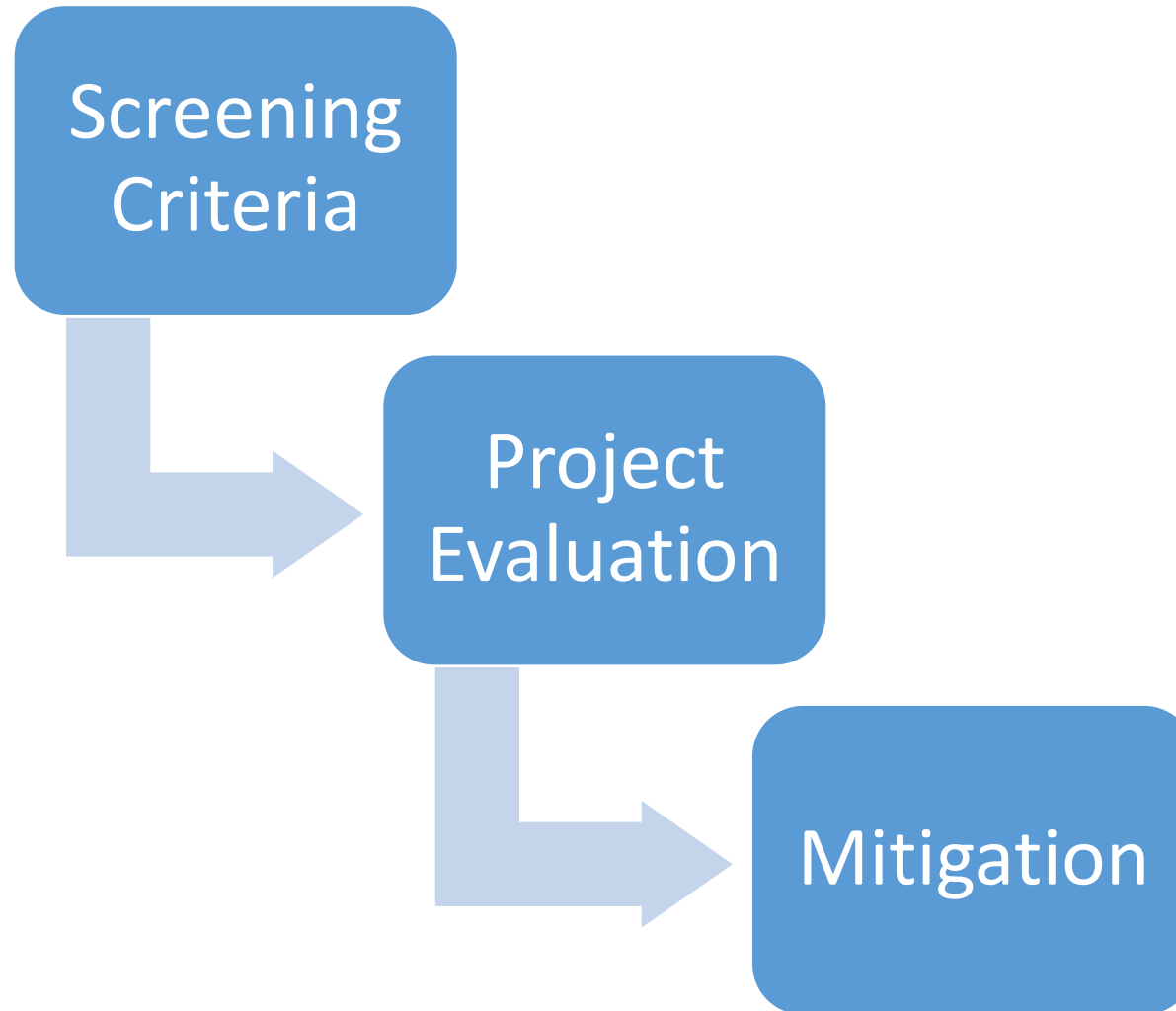
Before: CEQA & Transportation Analysis



Now: CEQA & Transportation Analysis



CEQA Transportation Process

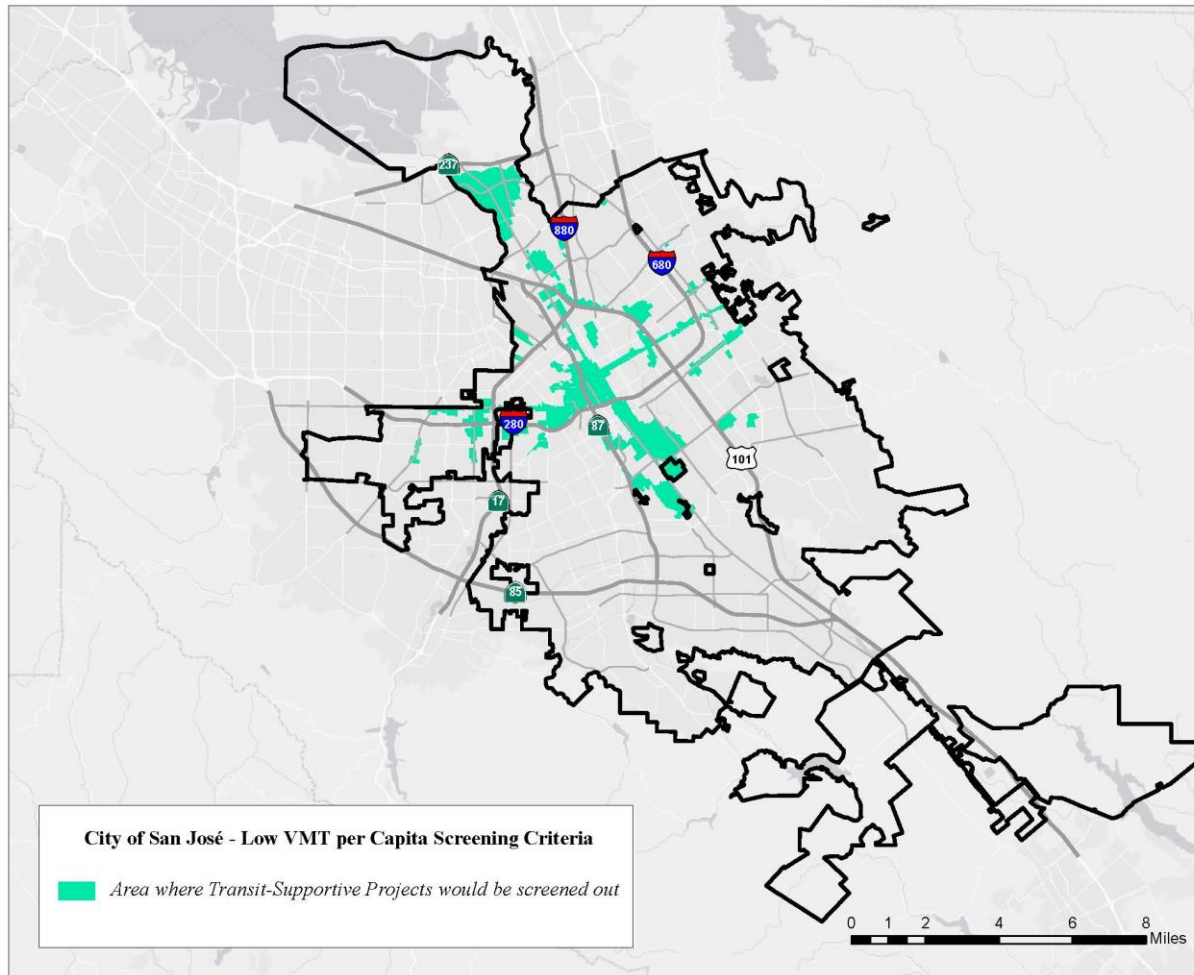


STREAMLINE Development Review via Screening Criteria

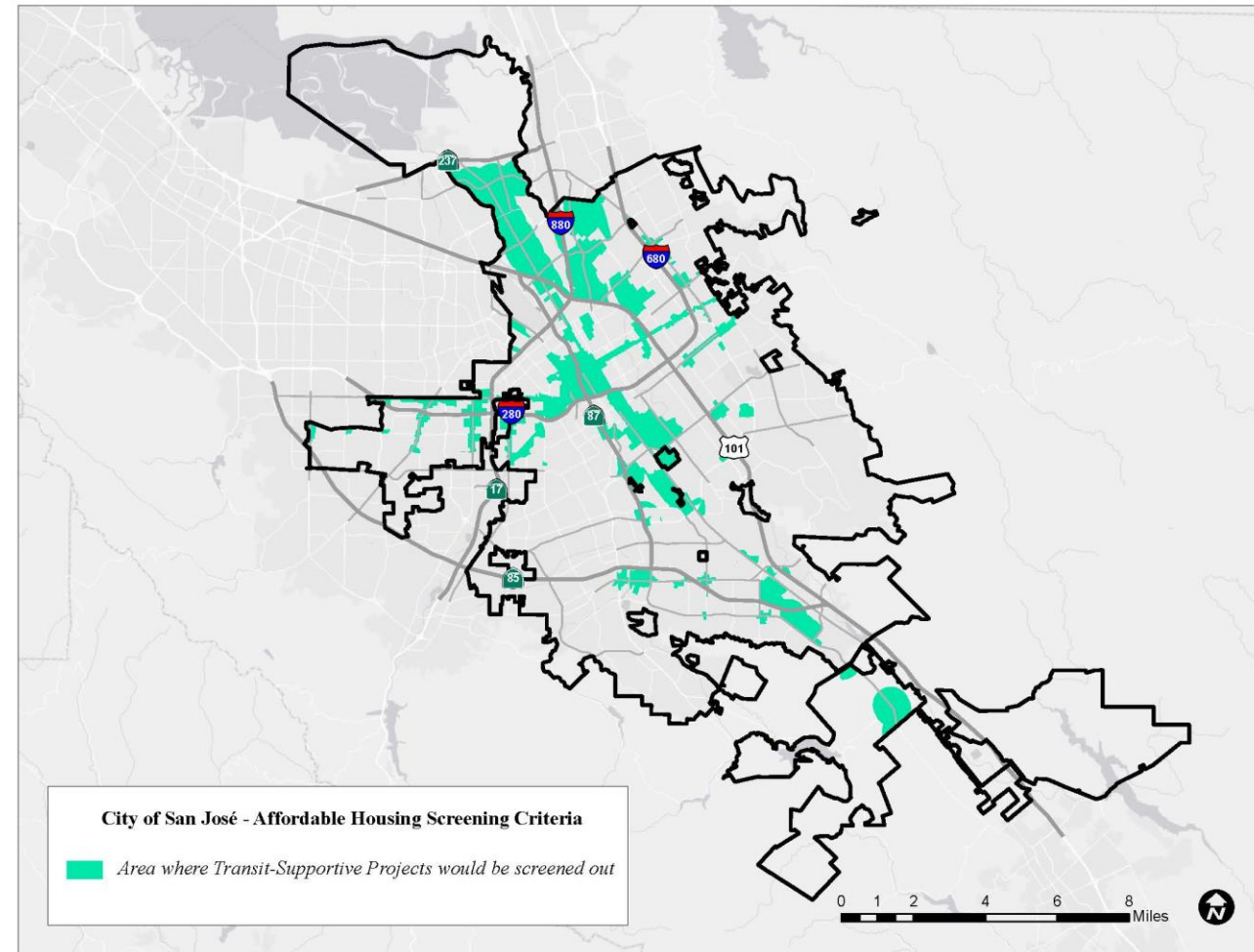
1. Small Infill Projects
2. Local-Serving Retail
3. Low VMT Areas + Planned Growth Areas + High Quality Transit + Transit-Supportive
4. Affordable Housing + Planned Growth Areas + High Quality Transit + Transit-Supportive
5. Transportation Projects that reduce or don't impact VMT
6. Local-Serving Public Facilities (e.g. library, park, fire station, etc.)

STREAMLINE Development Review via Screening Criteria

Market-Rate Housing



100% Affordable Housing



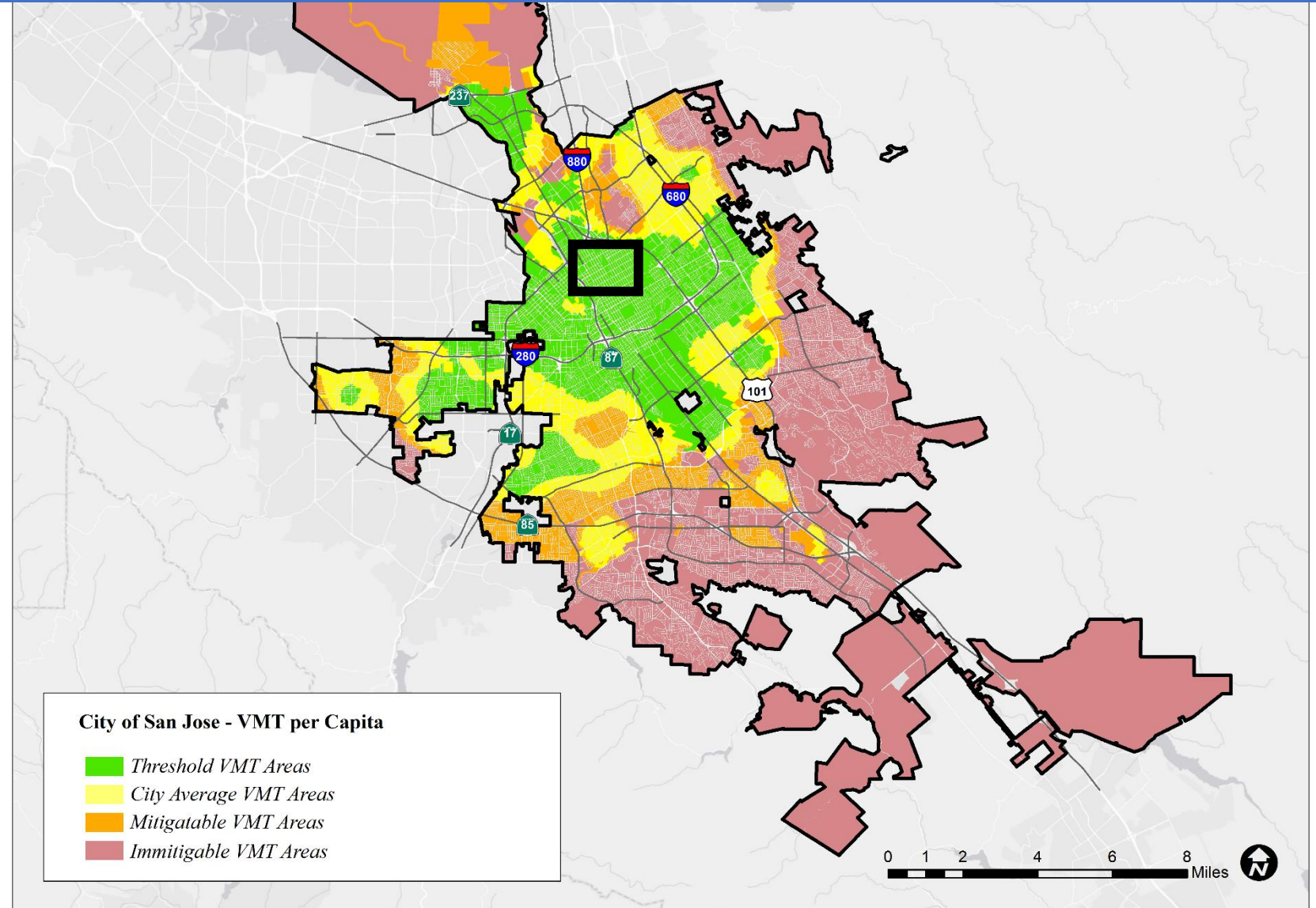
FACILITATE Infill Mixed Use Development via Significance Thresholds

Residential

VMT per
capita

Existing Citywide
Average 11.9

Threshold
(15% below) 10.1



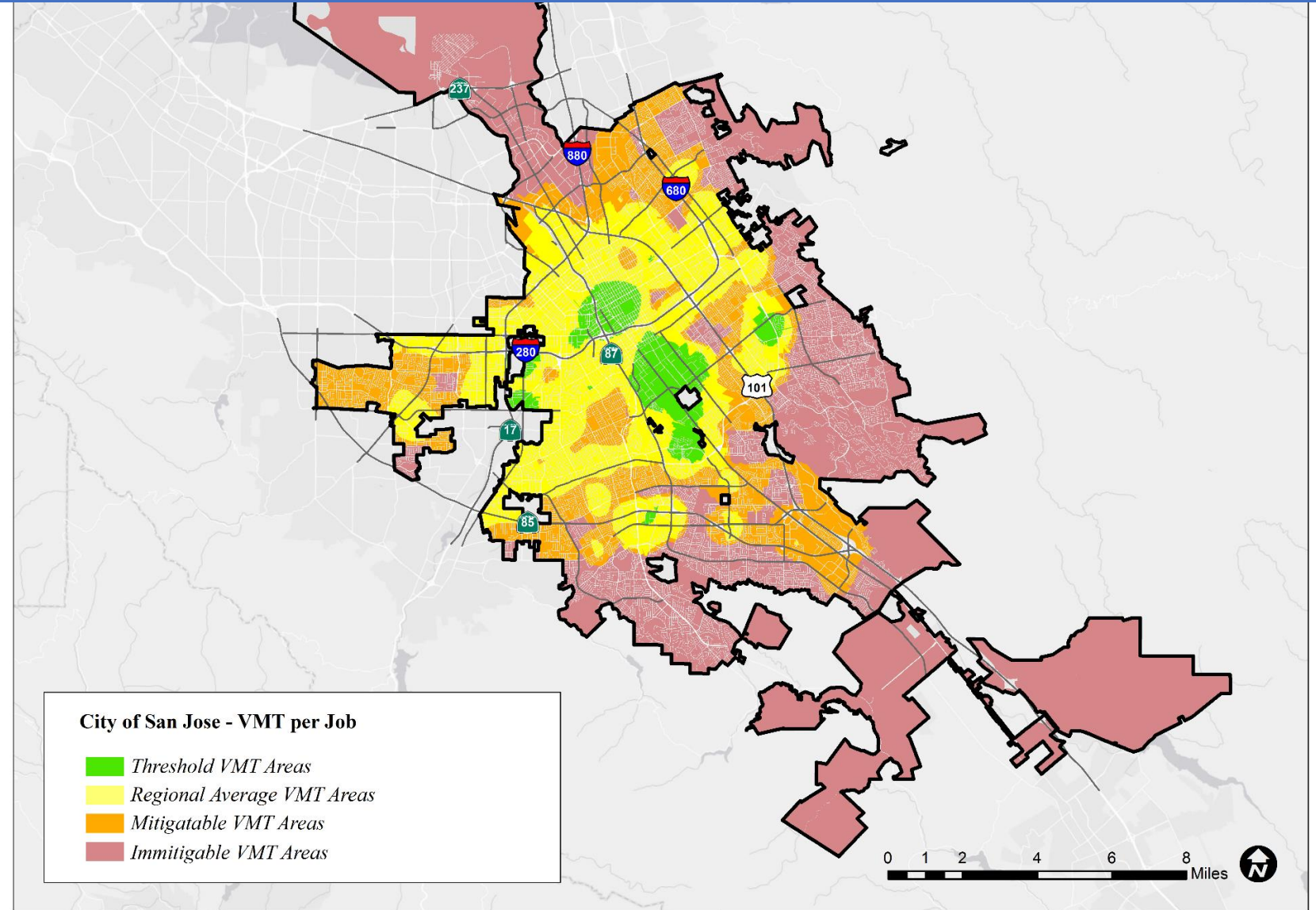
FACILITATE Infill Mixed Use Development via Significance Thresholds

Employment

VMT per
capita

Existing Regional
Average 14.4

Threshold
(15% below) 12.2



STREAMLINE Development Review via VMT Evaluation Tool

Project Information

Project Name:

Location:

Project Parcel: Assessor's Parcel Number, Place Type = Urban Low Transit

Project Acreage: Acre

Proposed Parking: Vehicle Bike

Land Use Type

RESIDENTIAL

Single Family

DU

Multi Family

DU

Percent of All Units:

Extremely Low Income
(≤ 30% MFI)

% Affordable

Very Low Income
(>30% MFI, ≤ 50% MFI)

% Affordable

Low Income
(>50% MFI, ≤ 80% MFI)

% Affordable

OFFICE

KSF

RETAIL

KSF

INDUSTRIAL

KSF

VMT Reduction Strategies

Select each section to show individual strategies

Tier 1

PROJECT CHARACTERISTICS

☒ Increase Residential Density

8.1 - Existing Density (DU/Residential Acres in Parcel Buffer Zone)

8.2 - With Project Density (DU/Residential Acres in Parcel Buffer Zone)

☒ Increase Employment Density

12.1 - Existing Density (Jobs/Commercial Acres in Parcel Buffer Zone)

18.4 - With Project Density (Jobs/Commercial Acres in Parcel Buffer Zone)

☒ Increase Development Diversity

0.38 - Existing Activity Mix Index

0.47 - With Project Activity Mix Index

☒ Integrate Affordable and Below Market Rate

0% Extremely Low Income BMR units

0% Very Low Income BMR units

0% Low Income BMR units

Tier 2

MULTIMODAL INFRASTRUCTURE

Tier 3

PARKING

Tier 4

TDM PROGRAMS

Analysis Results

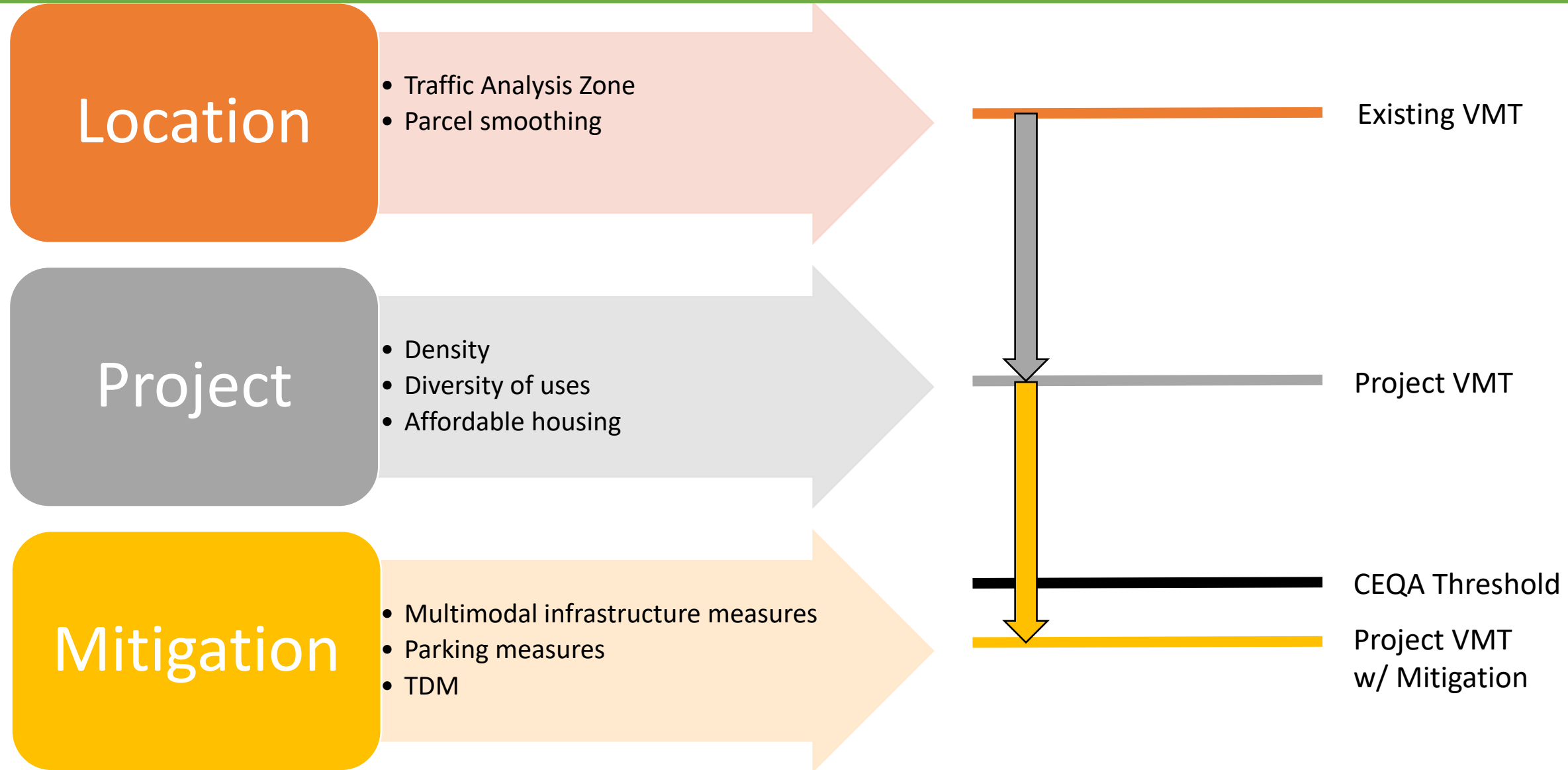
RESIDENTIAL ONLY

Category	VMT / CAPITA
Existing VMT	10.74
Tier 1+2+3	10.62
Tier 1+2+3+4	9.67

EMPLOYMENT ONLY

Category	VMT / WORKER
Existing VMT	13.66
Tier 1+2+3	13.17
Tier 1+2+3+4	10.78

STREAMLINE Development Review via VMT Evaluation Tool



PROMOTE Mode Shift via VMT Mitigation Measures



Land Use



Mobility



Parking



TDM

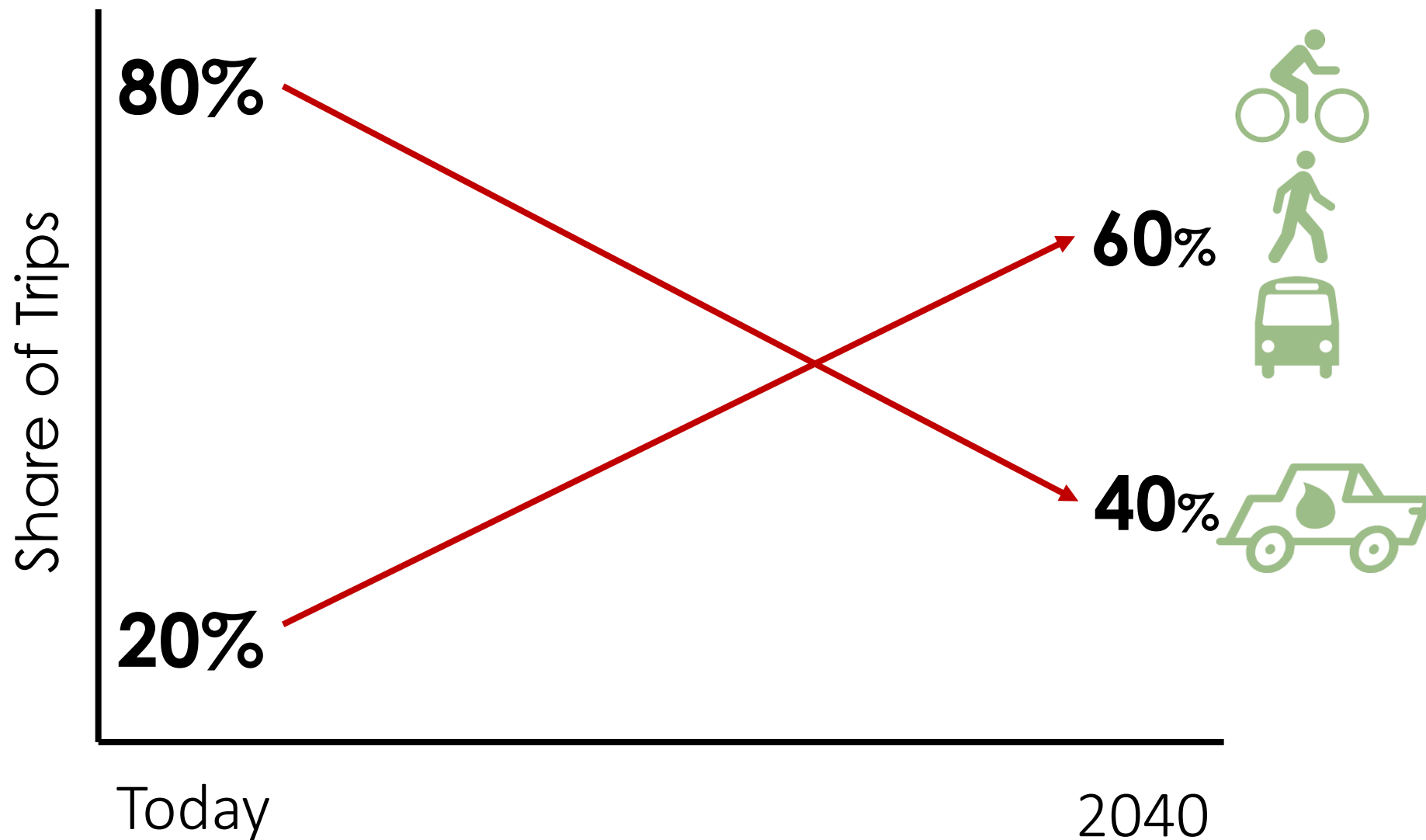


Up to 1 hour	23.65
Up to 2 hours	27.88
Up to 3 hours	35.48
Up to 12 hours	56.60
Max 24 hrs or less	65.05
Suv's, 0's size, 1 year add daily	8.45
24 hr monthly	1000.00
Suv's, vans, 0's add monthly	100.00
Exotic Cars add monthly	100.00
Boot removal fee	63.29
18 3/8% Parking tax extra	

**CLIPPER
DIRECT**



PROMOTE Mode Shift via VMT Mitigation Measures



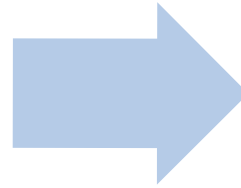
MONITOR VMT Levels of Development Projects



ALIGN Goals, Policies, and Programs

Phase 1 (2018)

- Significance Thresholds
- Screening Criteria
- Mitigation Measures
- VMT Evaluation Tool
- Monitoring Mechanism
- Align with Other Policies



Phase 2 (2020)

- Local Data on VMT
- TDM Ordinance
- Parking Code
- Statewide VMT Research
- County- or Citywide VMT-based Fee
- CMP Update (VTA)



<http://www.sanjoseca.gov/vmt>

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