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**COUNTY OF EL DORADO  
DEPARTMENT OF TRANSPORTATION  
INTEROFFICE MEMORANDUM**

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**Date:** September 22, 2020

**To:** Board of Supervisors

**From:** Natalie K. Porter, P.E., T.E.  
Senior Traffic Engineer

**Subject:** **SB 743 Requested Additional Information**

At the August 4, 2020 workshop, the Board requested staff look at the transit screening to include transit stations and/or transit stops to engage with the appropriate resources to determine necessary action may need to occur, provide information on the Regional Housing Needs Assessment (RHNA) definition of very low and low for the West Slope to determine if the housing would be assumed to not have an impact; and provide definitions of the efficiency metrics and a matrix with what type is appropriate for what land use type.

**Transit Stations/Transit Stops**

Section 15064.3 of the CEQA Guidelines makes CEQA screening provisions for residential development projects within one-half mile of an existing major transit site or stop along an existing high-quality transit corridor. Public Resources Code § 21064.3 defines major transit stops as a site containing an existing rail transit site or the intersection of at least two bus routes with a frequency of service interval of at least 15 minutes during the morning and afternoon peak commute periods. High-quality transit corridors are defined as having fixed route bus service with service intervals no longer than 15 minutes during the peak commute hours.

Staff contacted El Dorado Transit's Planning and Marketing Manager, Brian James. Mr. James provided the following information: "Transit Stations (aka Transit Centers) could refer to anything from a transfer point to a bus stop. However, as SacRT and many other agencies define it, a transit Station is a fixed location where passengers transfer from one bus route to another. We refer to them as Transfer Points on our brochure, which include the Placerville Station Transfer Center (Routes 20, 25, 50x and 60), Missouri Flat Transfer Center (Routes 25, 30, and 50x), Cambridge Rd. Park and Ride (Routes 40, 50x and Commuters), and the Iron Point Light Rail Station (50x, RT Light Rail Gold Line and Folsom Route 10). The El Dorado Hills Park and Ride is currently used by the Commuter Routes and the 50 Express, but they are not there at the same time for direct transfers. The current headways for all the routes are 1 hour."

As noted above none of the stations or stops meets the restrictive Public Resources Code definitions at this time. Once the definitions are met, the County could presume there is not a significant impact for transit stations or transit stops within a half-mile of a high quality transit corridor.

### **Housing Definitions**

Housing, Community and Economic Development staff provided Transportation staff with the appropriate documents that contain the pertinent definitions. It is County staff recommend that Moderate, Low-Income and Very-Low Income categories all be considered for the presumption of less-than significant impact. El Dorado County has traditionally had difficulties supplying “missing middle” housing, and any assistance would be favorable viewed by the California Department of Housing and Community Development (HCD).

County General Plan and SACOG RHNA definitions are consistent in regards to the percentage of household income relative to the median family income for household types:

- Moderate-Income Household – A household with an annual income between the lower-income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.
- Low-Income Household – A household with an annual income no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.
- Very-Low-Income Household - A household with an annual income no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Affordable housing is presumed by the Governor’s Office of Planning and Research (OPR) to have a less-than significant VMT impact if they are located within infill locations. Infill locations will typically have better than average access to transit and/or greater opportunities for walking and bicycling trips.

### **VMT Metrics**

There are various VMT metrics that can be used to evaluate land use plans, land use projects and transportation projects. VMT metrics can be divided into two types:

- Absolute
  - Measures a specific amount of VMT such as total VMT on a network
  - Useful for estimating project generated VMT and project effect on VMT
- Efficiency
  - Expresses VMT as a ratio or rate such as VMT per capita
  - Useful for estimating project generated VMT but not project effect on VMT

An efficiency metric acknowledges that population and employment centers are still growing statewide. Total VMT is currently projected to increase over time, but a reduction in the efficiency metric may indicate that land use patterns and roadway networks are becoming more efficient. The following table lists the type of metric that is recommended for what type of land use proposed project.

VMT/capita = the amount of VMT generated per person or resident

VMT/service population = the amount of VMT generated per residents, employees, visitors – including commuters, tourists and seasonal workers

VMT/employee = the amount of VMT generated per employee

The Institute of Transportation Engineers *Draft Guide to SB 743*, July 6, 2020 states that “VMT in transportation analyses for CEQA purposes does not apply to goods movement (i.e. trucks) and therefore the VMT associated with the movement of goods does not need to be analyzed or mitigated in the determination of transportation impacts. Section 15064.3 of the CEQA Guidelines states that VMT for transportation impacts refers to “...the amount and distance of automobile travel...”. The Technical Advisory recognizes that use of total VMT inclusive of commercial vehicle trips may also be considered.”

#### OPR Suggested Metrics

Project Type	Metric Type	Measurement	Notes
Residential	Efficiency	VMT/capita VMT/service population	Service population can include residents and visitors including commuters, tourists and seasonal workers
Office	Efficiency	VMT/employee	
Retail	Absolute	Absolute VMT	To identify project effect on VMT