



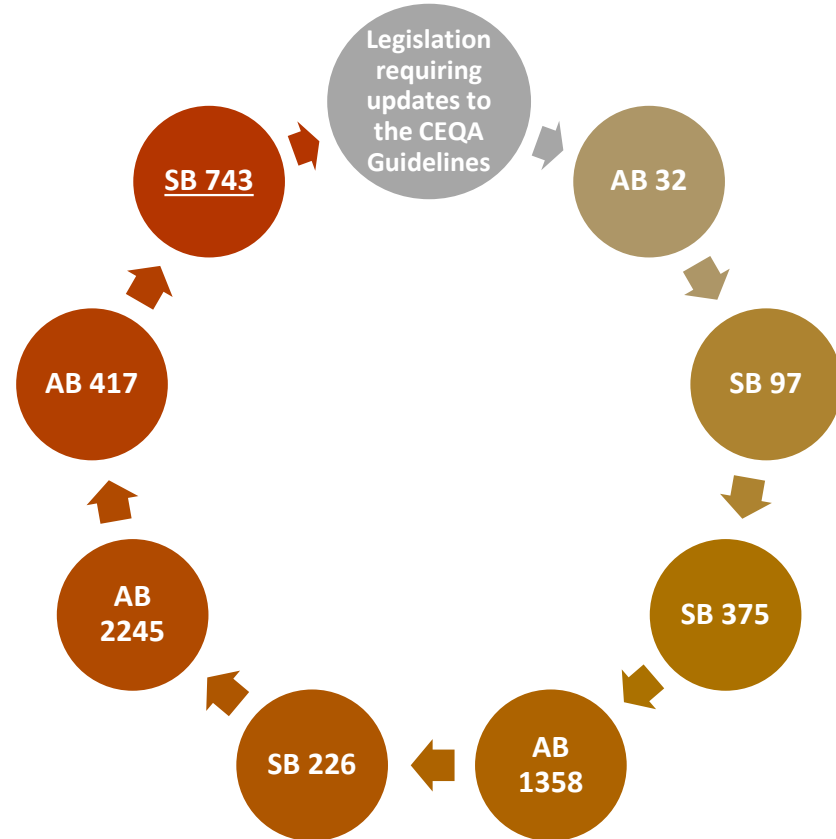
Senate Bill 743
CEQA Analysis of Transportation Impacts
[council/commission] Meeting
[Date]

Evolution of CEQA Guidelines Updates



Revised
Proposal on
Updates to
the CEQA
Guidelines on
Evaluating
Transportation
Impacts in
CEQA

Implementing Senate Bill
743 (Steinberg, 2013)



SB 743 OVERVIEW

Intent of Legislation

Appropriately balance the needs of congestion management with statewide goals related to:



Infill Development

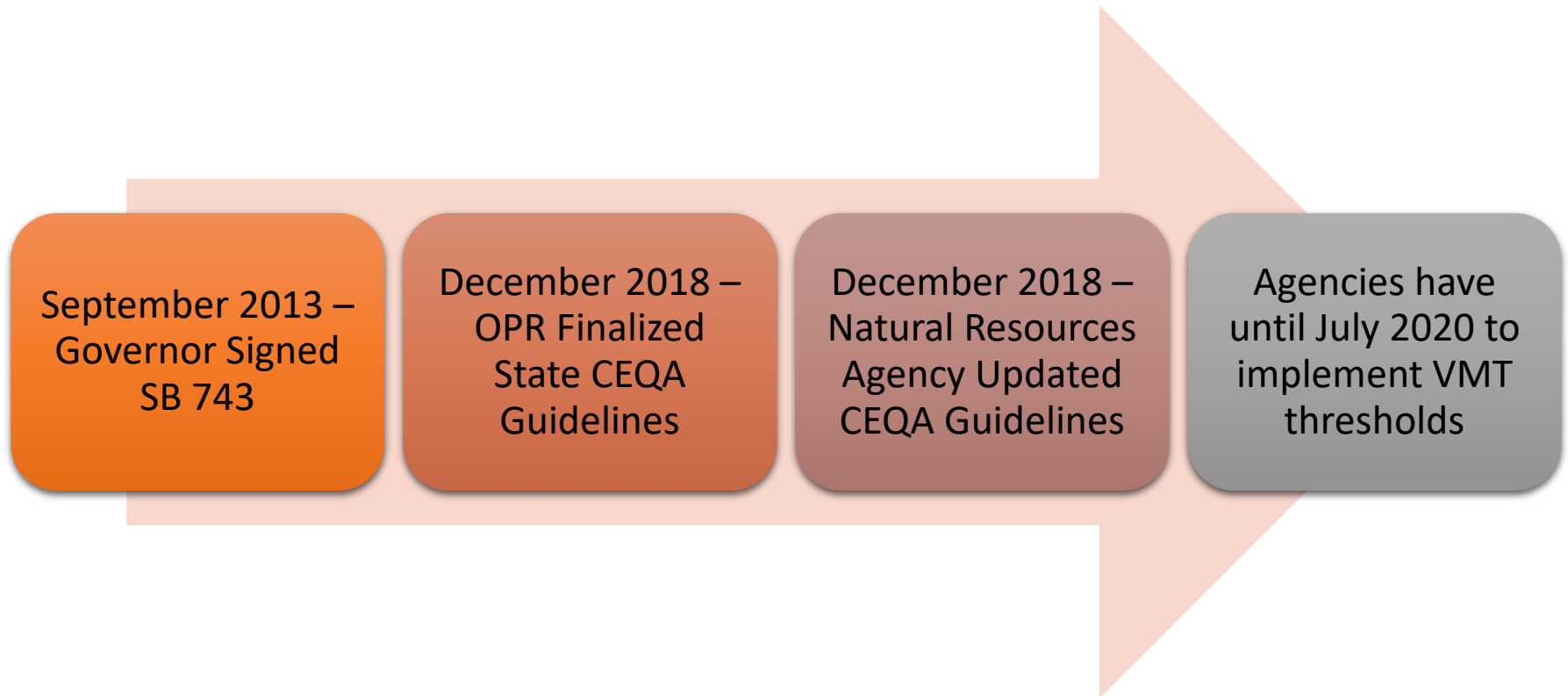


Promote public health through active transportation (e.g. walking, biking)



Reducing Greenhouse Gas Emission

CEQA GUIDELINES ADOPTION WITH SB 743 IMPLEMENTATION



21099

(b)(2) Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.



SB 743 OVERVIEW

What is it trying to change?

Changes the discussion in CEQA on the analysis of transportation impacts on the environment.

- ❖ Eliminates using auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts on the environment
 - Currently use LOS as a threshold in CEQA to determine the widening of roadways and intersections



SB 743 OVERVIEW

What is it trying to change?

Changes the discussion in CEQA on the analysis of transportation impacts on the environment

- Requires Vehicle Miles Traveled (VMT) per capita to be the new analysis metric for determining impacts on the environment from transportation
- Changes where significant impacts occur and mitigation

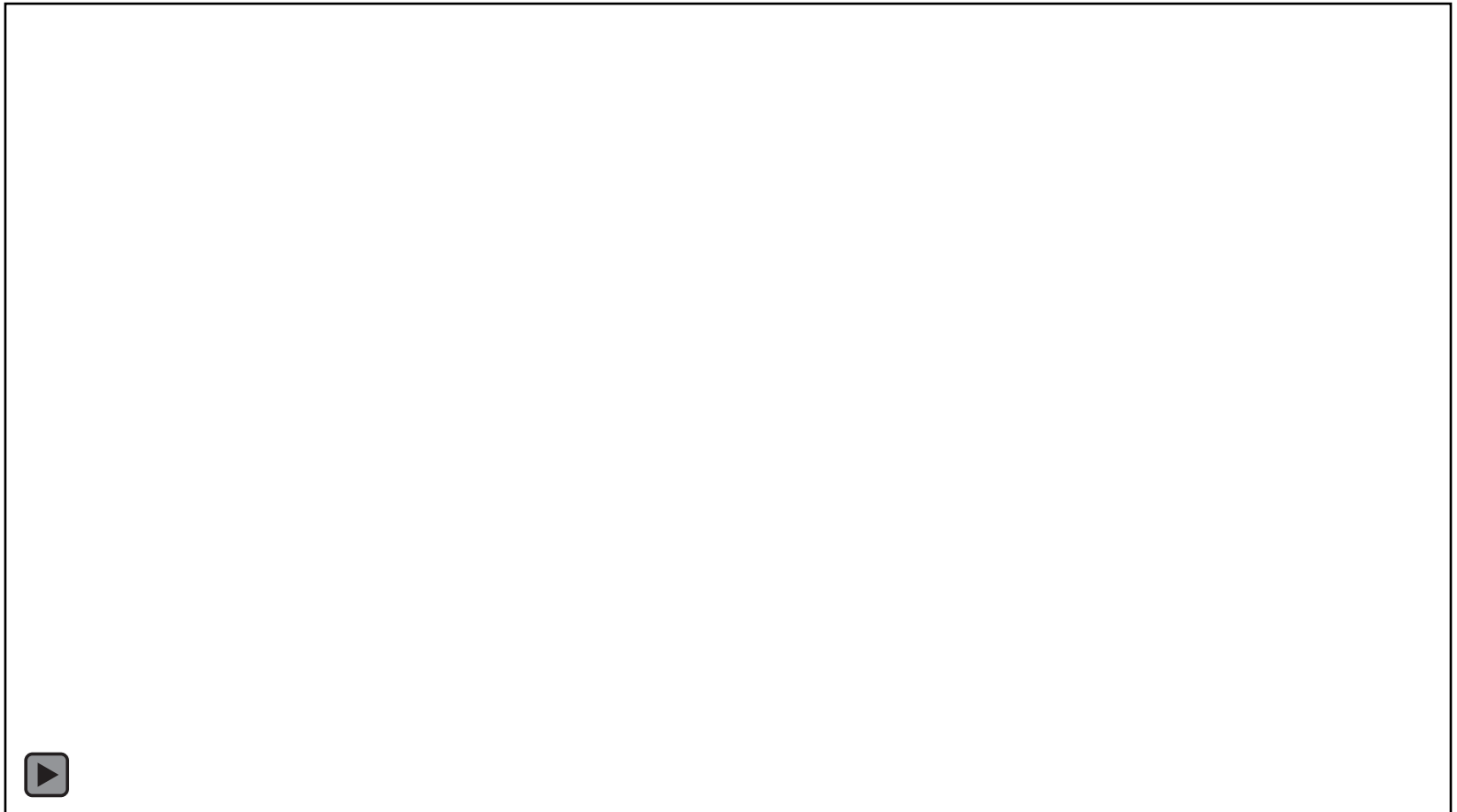




SB 743 OVERVIEW

What is it trying to change?

What is VMT?





Key Questions That Need to be Answered?

- What type of VMT are we looking at? Total VMT, or VMT/person?
- How do we calculate VMT (methodology)?
- What Impact Significance Threshold is appropriate?
- What are our Mitigation Options?
- Other Question:
Is Level of Service still important?



HOW DOES THE CITY COMPLY WITH SB 743?

- ❖ Adopt new thresholds and guidance for development projects
- ❖ Analyze VMT for all projects
 - Step 1) Calculate VMT generated by project
 - Step 2) Compare project VMT to adopted threshold
 - Step 3) Document impact
 - Step 4) Mitigate impact

Types of Projects Screened from VMT analysis

OPR Technical Advisory Recommends that certain projects can be screened from VMT Assessment:

- Projects that generate less than 110 daily trips
- Local serving retail less than 50,000 sq. ft
- Local serving projects (schools, day care, public institutions..)
- Affordable Housing
- Development in a **Transit Priority Area (TPA)** and consistent with the Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS)
- Development in a **low VMT generating area**, consistent with the RTP/SCS, and consistent with development currently in that zone

QUESTION/COMMENTS

