



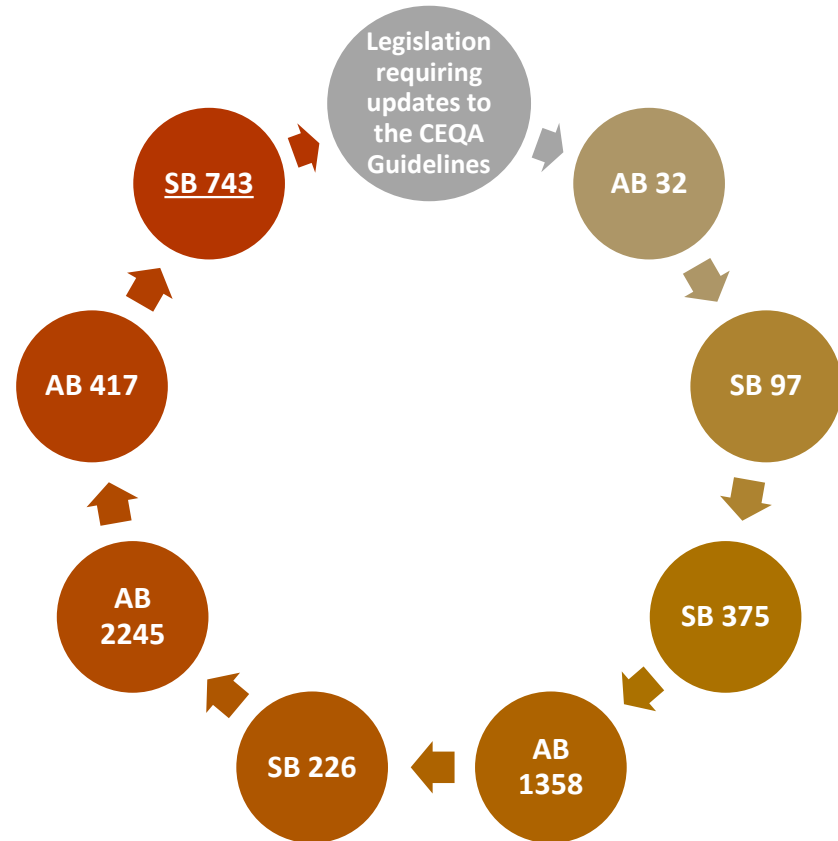
Senate Bill 743
CEQA Analysis of Transportation Impacts
June 23, 2020

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

City of Garden Grove General Plan



Infill Development



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



Reducing Greenhouse Gas Emission

- AQ-5.2 – Encourage infill development projects within urbanized areas that include jobs centers and transportation nodes.
- CIR-6.1 – Continue to implement an updated Master Plan of Bikeways and its amendments.
- CIR-4.2 – Strive to reduce the number of miles traveled by residents to their places of employment

CEQA Guidelines Adoption with SB 743 Implementation

September 2013 –
Governor Signed
SB 743

December 2018 –
OPR Finalized
State CEQA
Guidelines

December 2018 –
Natural Resources
Agency Updated
CEQA Guidelines

Agencies have
until July 2020 to
implement VMT
thresholds

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?

<https://www.youtube.com/watch?v=UE4TJItVdJ8&t=4s>

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?

How Does the City Comply with SB 743?

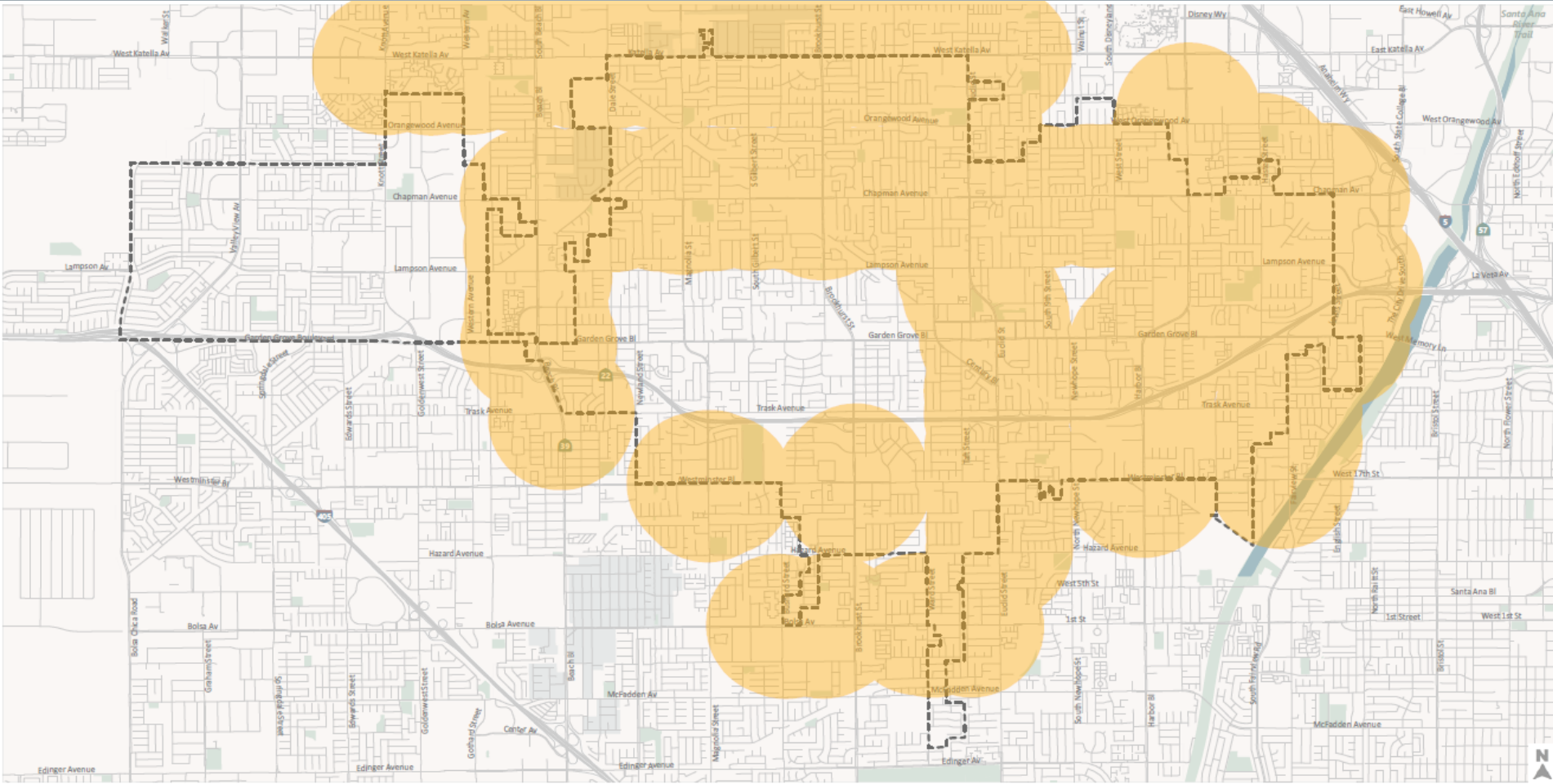
- Adopt new thresholds and guidance for development projects
 - **15% below County of Orange Baseline**
- Analyze VMT for all projects
 - Step 1) Calculate VMT generated by project
 - Step 2) Compare project VMT to adopted threshold
 - Step 3) Document impact
 - Step 4) Mitigate impact

Types of Projects Screened from VMT analysis

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

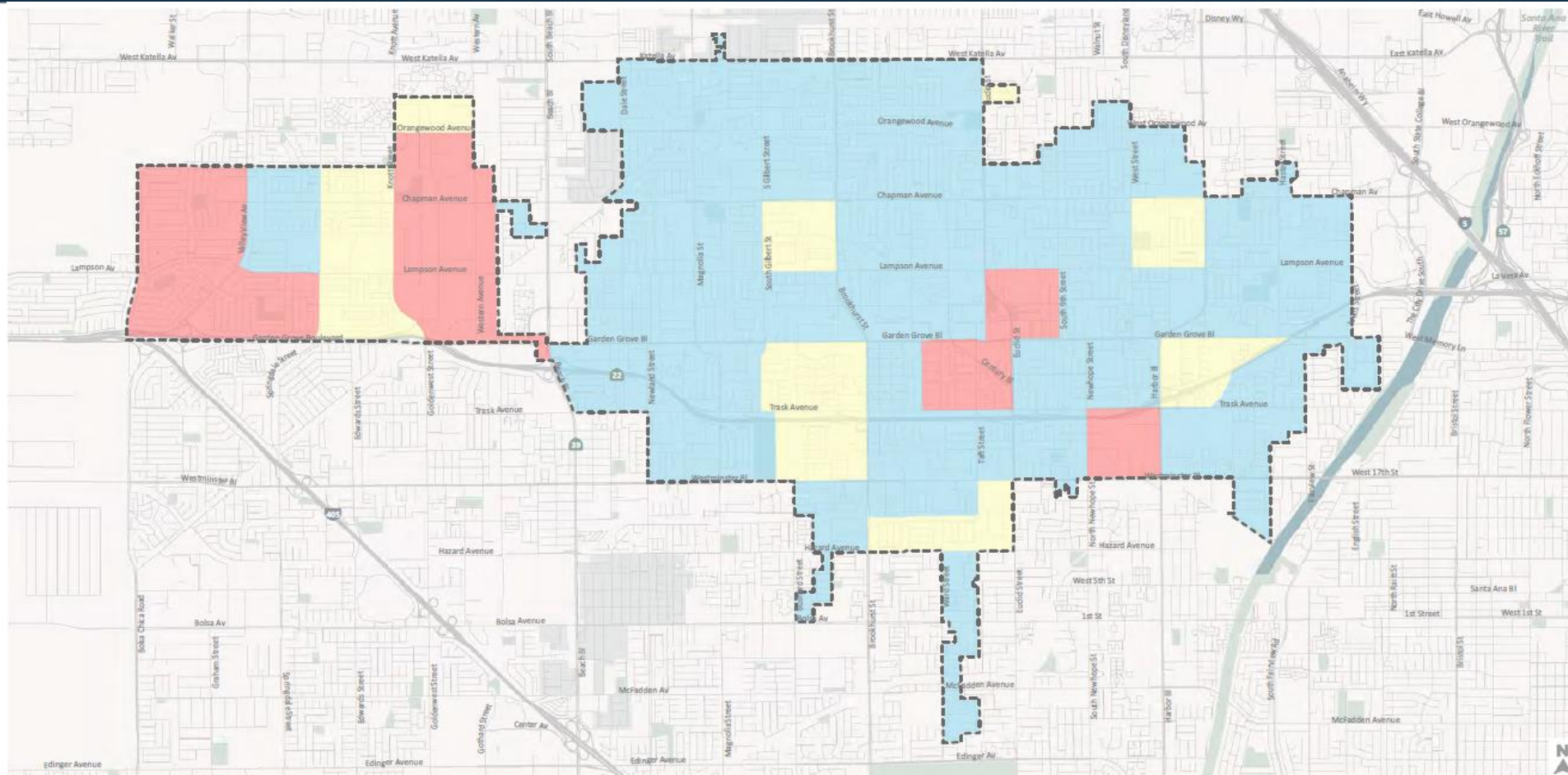
- Projects that generate less than 110 daily trips
- Local serving retail less than 50,000 sq. ft
- Local serving projects (schools, day care, public institutions..)
- Affordable Housing
- Development in a **Transit Priority Area (TPA)** and consistent with the Regional Transportation Plan (RTP) / Sustainable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

Garden Grove Transit Priority Areas (TPAs)



Orange shaded area: Transit Priority Area
Dashed black line: City Boundary

Garden Grove Low VMT Areas 15% Below Countywide Comparison



- City Boundary
- < -15% below County Average
- 0 to -15% below County Average
- Higher than County Average

Non-Screened Projects

- Use OCTAM to estimate the project-generated VMT and the project-effect on VMT
- Compare to the Countywide average VMT per service population
- Impact would occur if development was not 15% more efficient than baseline development in the County
- Mitigate impacts
 - Transportation demand management
 - Modifying the project

Question/Comments

