

# New Transportation Analysis Requirements for CEQA



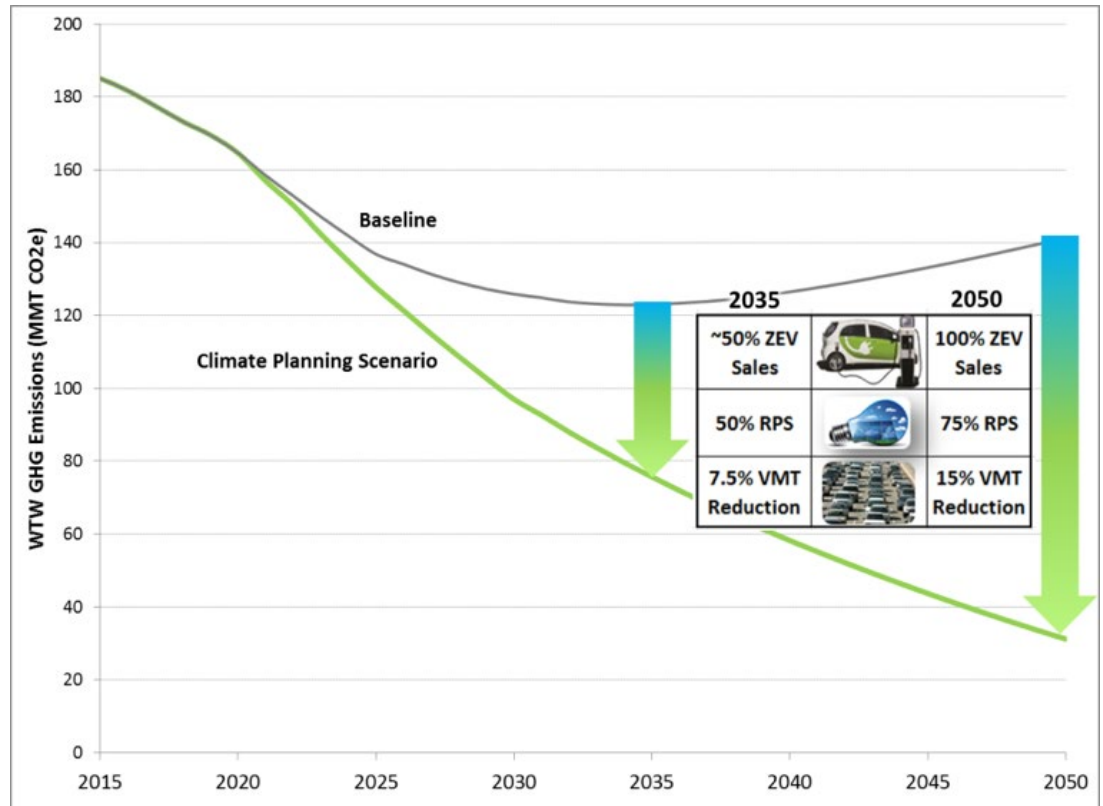
FEHR & PEERS

**October 7, 2020**

**Rod Brown**

# SB 743.

# CEQA



**As of July 1, 2020, VMT must be used for CEQA**

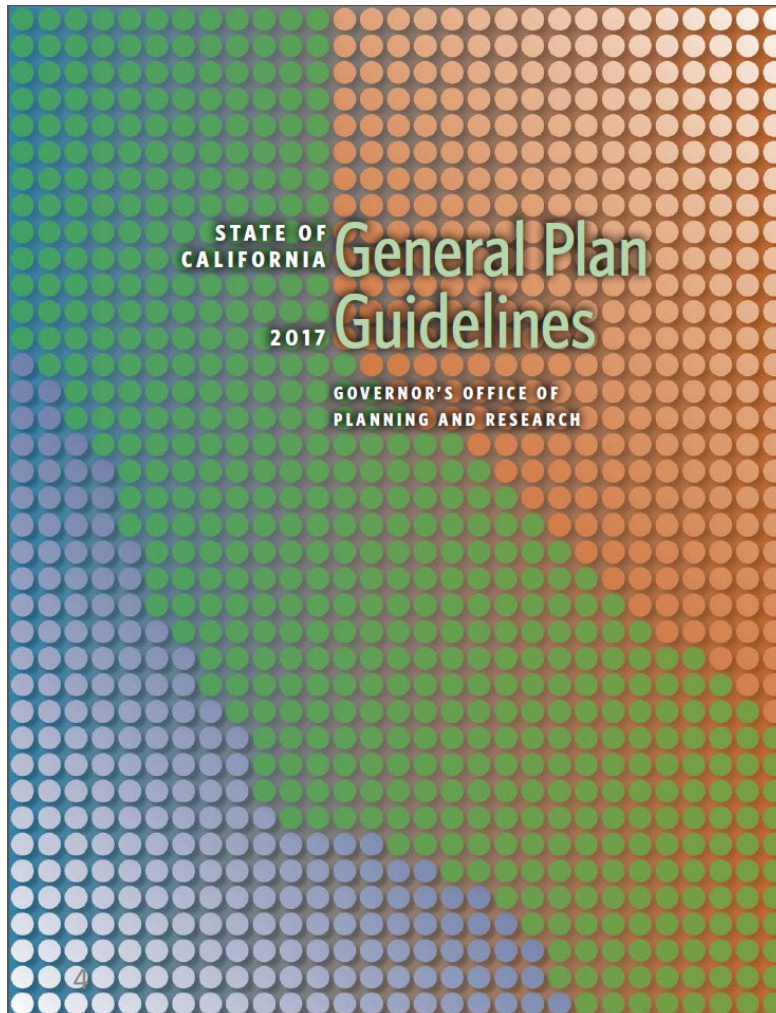
# SB 743.



## What SB 743 Does...

- Eliminates LOS/delay from CEQA analysis
- Adds VMT to CEQA analysis
- Increases state guidance on methods and thresholds
- Changes mitigation focus

# SB 743.



## What SB 743 Does Not Change...

- General plans
- Traffic impact fee programs
- State Constitution
- Subdivision map act, etc.

**LOS can continue to be used, but not for CEQA analysis of land use projects and plans**

# Level of Service .

LOS	Description
A	Relatively free-flow
B	Stable flow
C	Stable flow operation
D	Approaching unstable flow operation
E	Unstable flow or operation
F	Forced flow or operation

# Level of Service

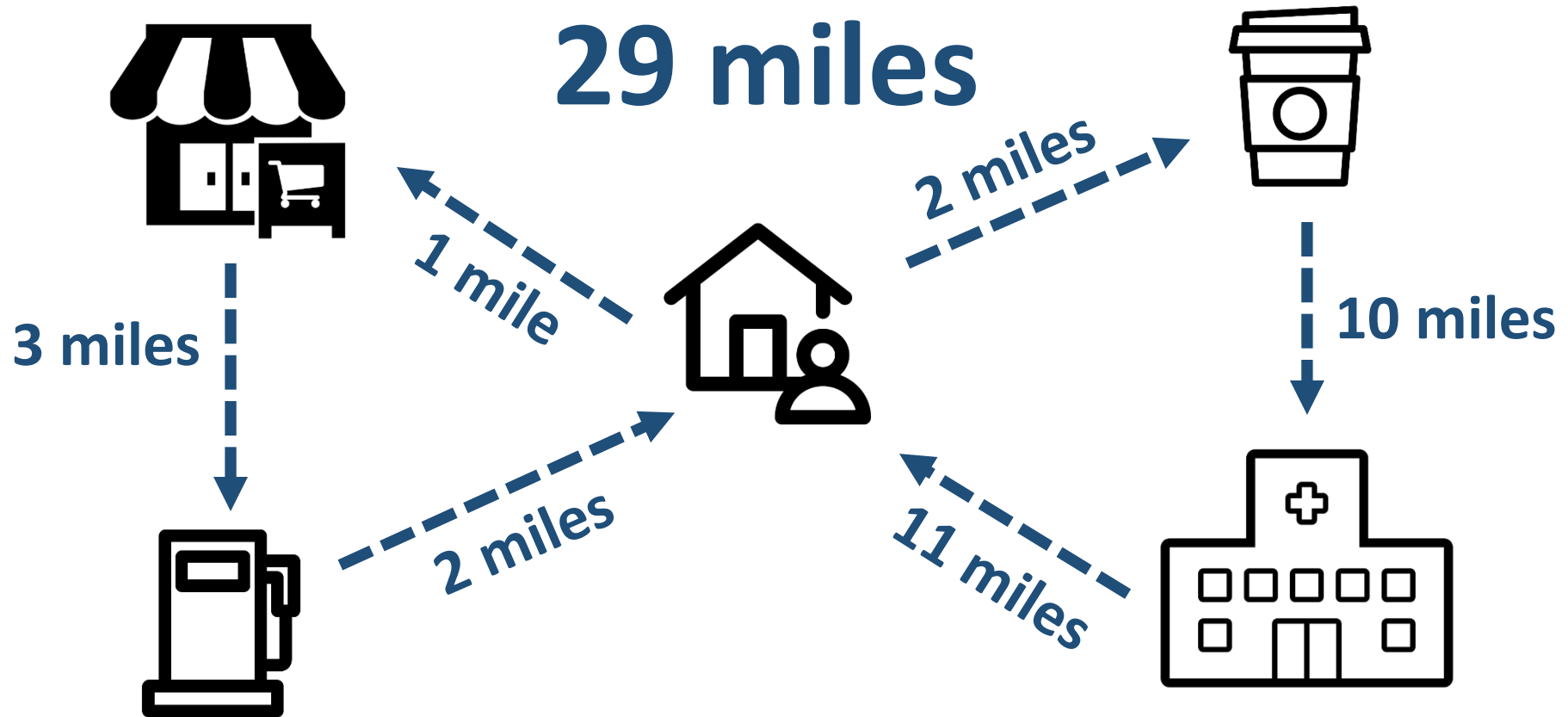


**LOS F**



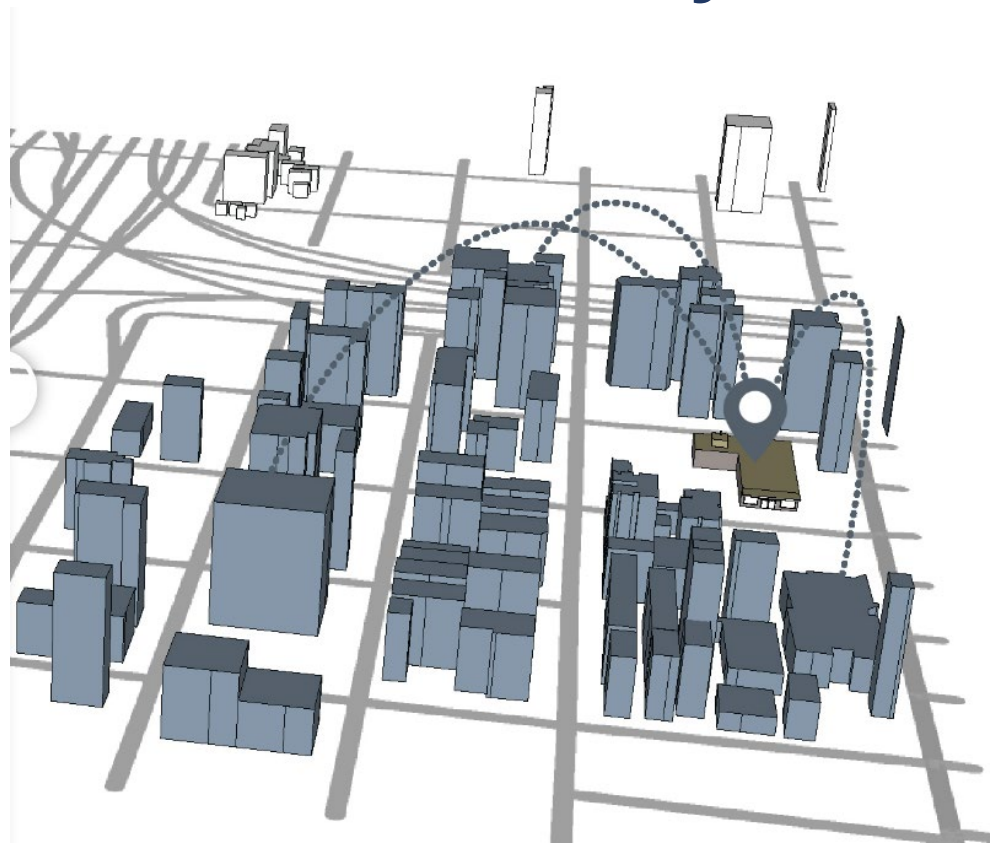
**LOS A**

# Vehicle Miles Traveled.



# VMT.

## Project Generated VMT vs Project Effect on VMT





# This Project.

- **Met with technical advisory committee throughout process**
- **Reviewed Western Nevada County travel forecasting model**
- **Created recommendations for methods and thresholds to assess VMT**
- **Developed screening tool for assessment of VMT for simple projects**
- **Identified mitigation measures for reducing VMT**
- **Recommended changes to transportation analysis guidelines for Grass Valley and Nevada County**
- **Prepared report**

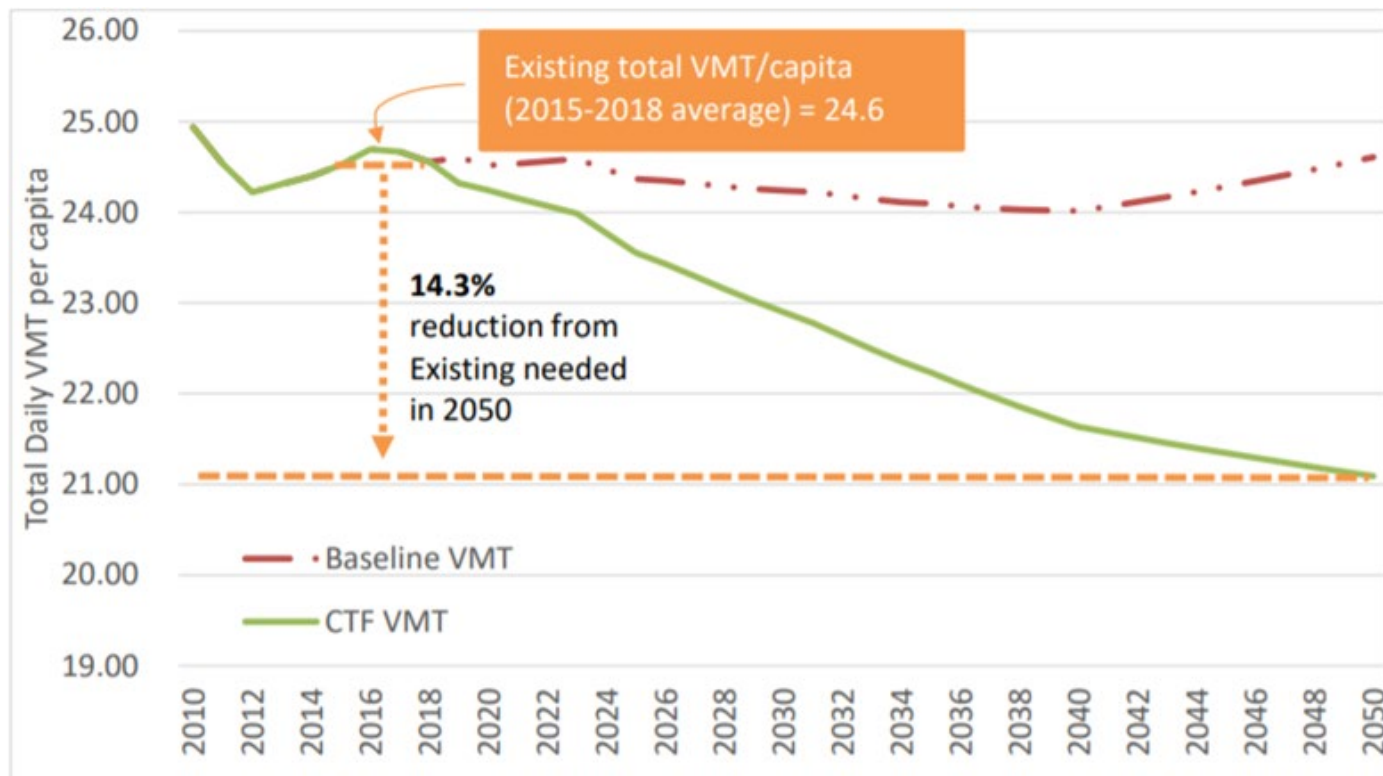
# VMT Metric.

- **An efficiency metric is a VMT generation rate**
  - **Similar to trip generation rate**
  - **Amount of X generated per Y**
- **Total weekday VMT per service population (residents, workers, and students)**
- **For VMT impact screening of small projects, also**
  - **Home-based VMT per resident**
  - **Home-based work VMT per employee**

# Thresholds.

- **X percent less than the subarea mean under baseline conditions**
- **“X” based on balancing state and community objectives**
- **Recognizes VMT generation and community values vary by area of County; each City and smaller parts of County is its own subarea**
- **However, State perspective is that VMT is more like air pollution than LOS, effect is less dependent on local perception and context**

# Thresholds.



# Threshold Choice.

## Range of options for amount of reduction

- **Equal to baseline (0% below)**
  - Does not change current rate of VMT generation
  - Would still need to consider other substantial evidence in final impact determination, including ARB SB 150 report showing that statewide VMT trend is up
  - COVID-19 impact is TBD
- **16.8% (light duty vehicles)/14.3% (all vehicles) below baseline**
  - Supported by current ARB data
  - Number could change in future based on updated ARB analysis
  - Will result in most impacts
  - Supported by substantial evidence, with limitations

# Screening.

- **Screening criteria**

- **Local-serving projects, such as retail projects less than 50,000 square feet**
  - **Also medical offices, schools, similar uses**
- **Projects in areas where VMT per service population is already low, and similar land use exists today**
- **Projects which will generate little VMT (less than 630 per day)**

# Screening Tool.

The screenshot displays the NCTC SB743 Screening Tool interface, powered by Fehr & Peers. The main window features a map with a green highlighted parcel. A search bar at the top left contains the text "Find address or place". A sidebar on the left includes navigation icons for home, refresh, and settings. The "VMT Screening Tool" panel is open, showing the following settings:

- Parcels: [Dropdown menu]
- VMT Metric\*: Total VMT per Service Population
- Baseline Year\*: 2020
- Threshold (% reduction from baseline year)\*: -14.3%

A "Run" button is located at the bottom of the settings panel. A results popup window is displayed over the map, showing the following information:

(2 of 2)

Within a low VMT generating TAZ? Yes (Pass)

Note: Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.

Subareas have different thresholds (1=Yes, 0=No)

0

Zoom to

# Mitigation.





# Transportation Projects

- **For roadway capacity projects, lead agencies have discretion to select the metric (VMT or other)**
- **CEQA Guidelines recommend use of VMT for transportation projects**
- **If VMT used, allows for a variety of projects to be presumed to have a less than significant impact**
  - **Transit, bicycle, and pedestrian projects**
  - **Smaller roadway network modifications such as intersection restriping**
- **However, need to ensure methodology accounts for induced travel**

# Option: GP EIR Coverage.

- **Complete VMT impact analysis as part of General Plan EIR**
- **Projects consistent with the General Plan could be exempt from further CEQA analysis**

# Next Steps.

- **As of July 1, 2020, CEQA transportation analysis for land use projects and land use plans must be based on VMT**
- **Planning and legal counsel for each City and County will work to adopt methodologies and thresholds**
  - **Truckee completed implementation in June**
  - **Nevada County completed implementation in July**