



# Implementing 743

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FEHR  PEERS

# SB 743 Poll

- How many of you have heard of SB 743?
- Have heard a presentation about it?
- Have heard multiple presentations about it?
- Have adopted guidelines?
- Are ready for it?



# Legislative Intent

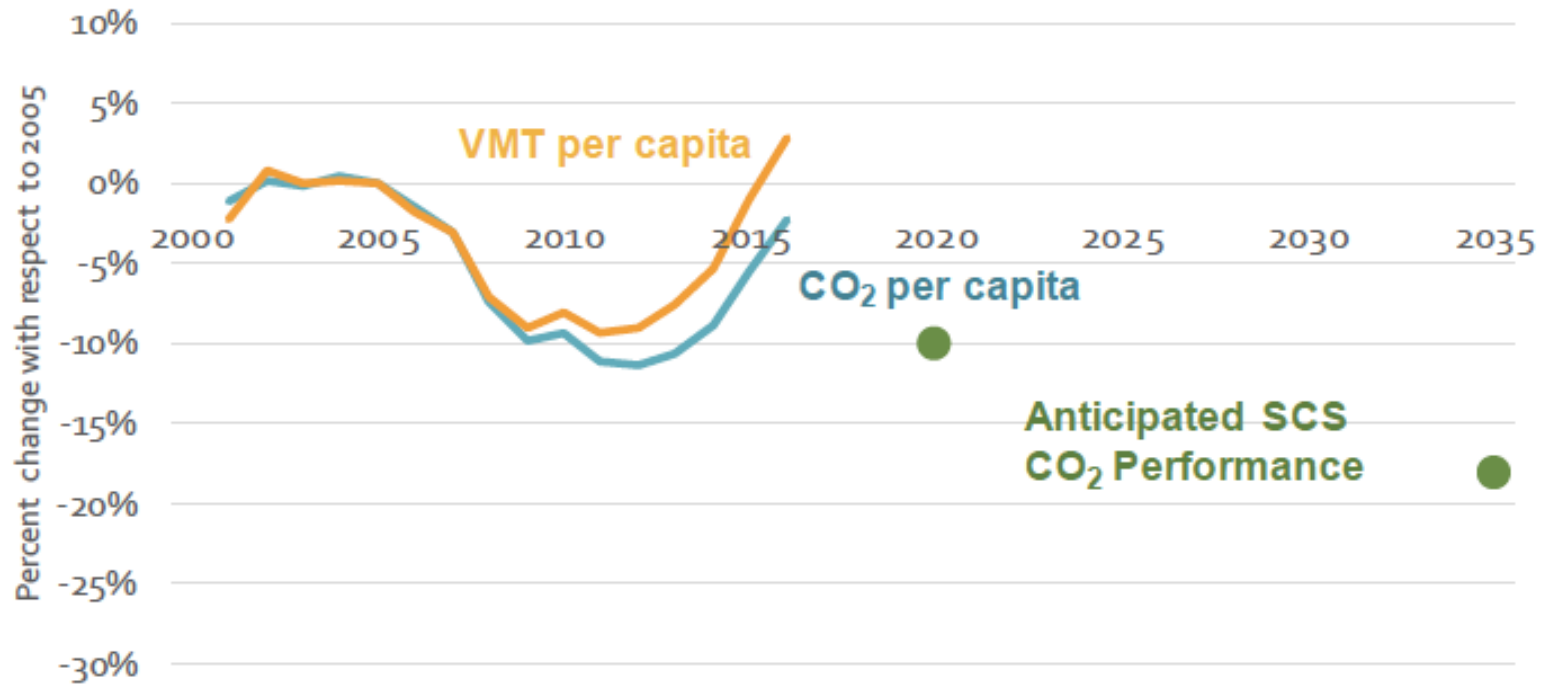
Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through CEQA.

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

- *Infill development*
- *Promotion of public health through active transportation (e.g., walking, biking)*
- *Reduction of GHG emissions*

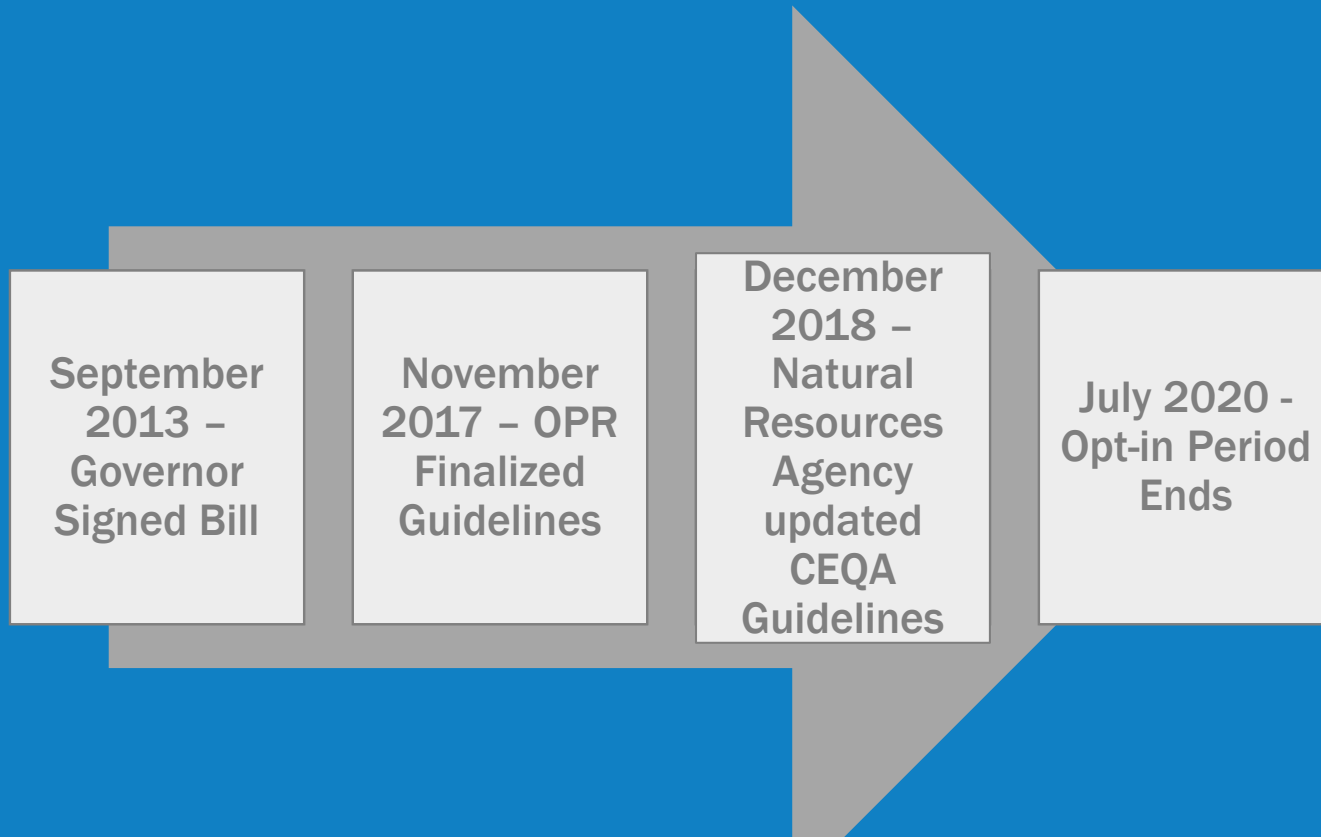
# State Lens - GHG Reduction

Statewide CO<sub>2</sub> and Vehicle Miles Traveled (VMT) Per Capita Trend with Respect to Anticipated Performance of Current SB 375 SCSs<sup>2</sup>



Source: CDTFA, U.S.EIA, U.S.EPA, CARB

# Why it Matters?



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.*

# Key Questions to Ask?

1. What is the preferred methodology for estimating and forecasting VMT considering that this metric is a required input for air quality, energy, GHG, and now transportation impact analysis in CEQA?
2. What are the significance thresholds for VMT impacts under 'baseline' and 'cumulative' conditions?
3. Does the lead agency want to take advantage of VMT impact screening?
4. What mitigation does the lead agency consider to be feasible for VMT impacts?

# SB 743 Implementation – City of Santa Ana

## Key Questions:

1. Define Significance Criteria (Defines Impacts Under CEQA) – OPR Technical Advisory or Other?
2. Define Methodology
  - Consistent for Thresholds and Project Assessment
3. Identify Mitigation Potential

# SB 743 Implementation – City of Santa Ana

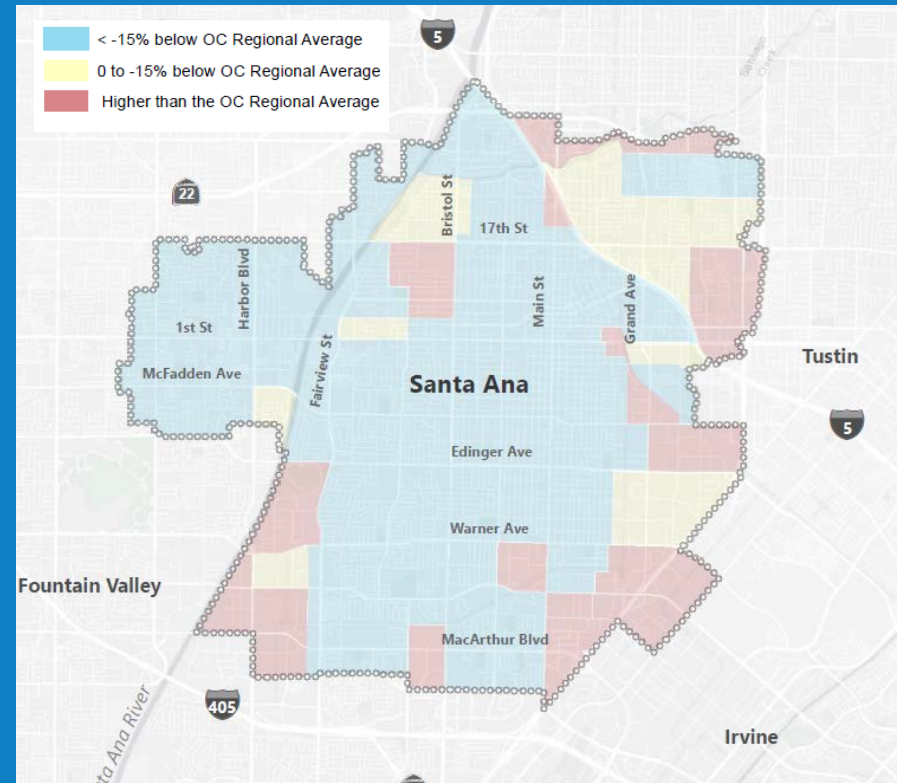
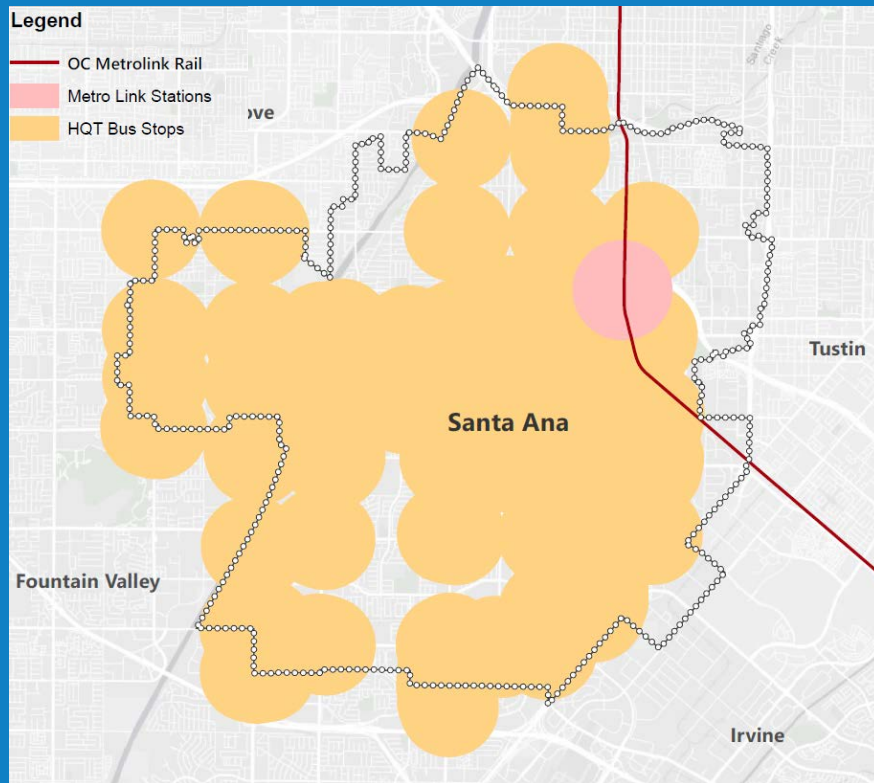
## Recommendations for Establishing VMT Threshold:

1. Compare VMT to Countywide VMT metrics
2. Consistent with DPR Guidance
  - 15% below existing VMT per person for project-generated VMT
3. Include project's cumulative effect on VMT



# City of Santa Ana

- Much of the City located in TPA's
- Most of City shows as VMT efficient compared to the Orange County average



# City of Santa Ana

- Most of City screened once TPA's are considered and VMT rates are compared to the County average

