

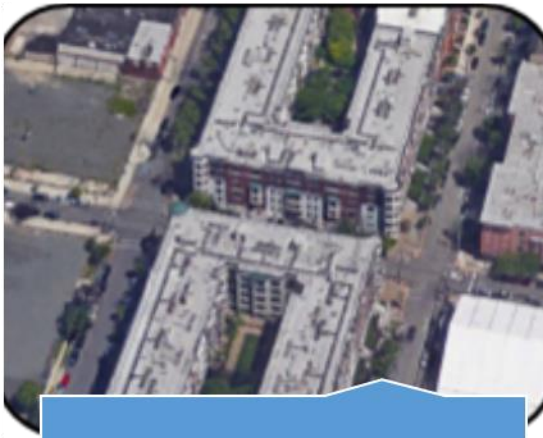


Senate Bill 743
CEQA Analysis of Transportation Impacts
City Council Meeting
August 3, 2020

SB 743 Recap

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

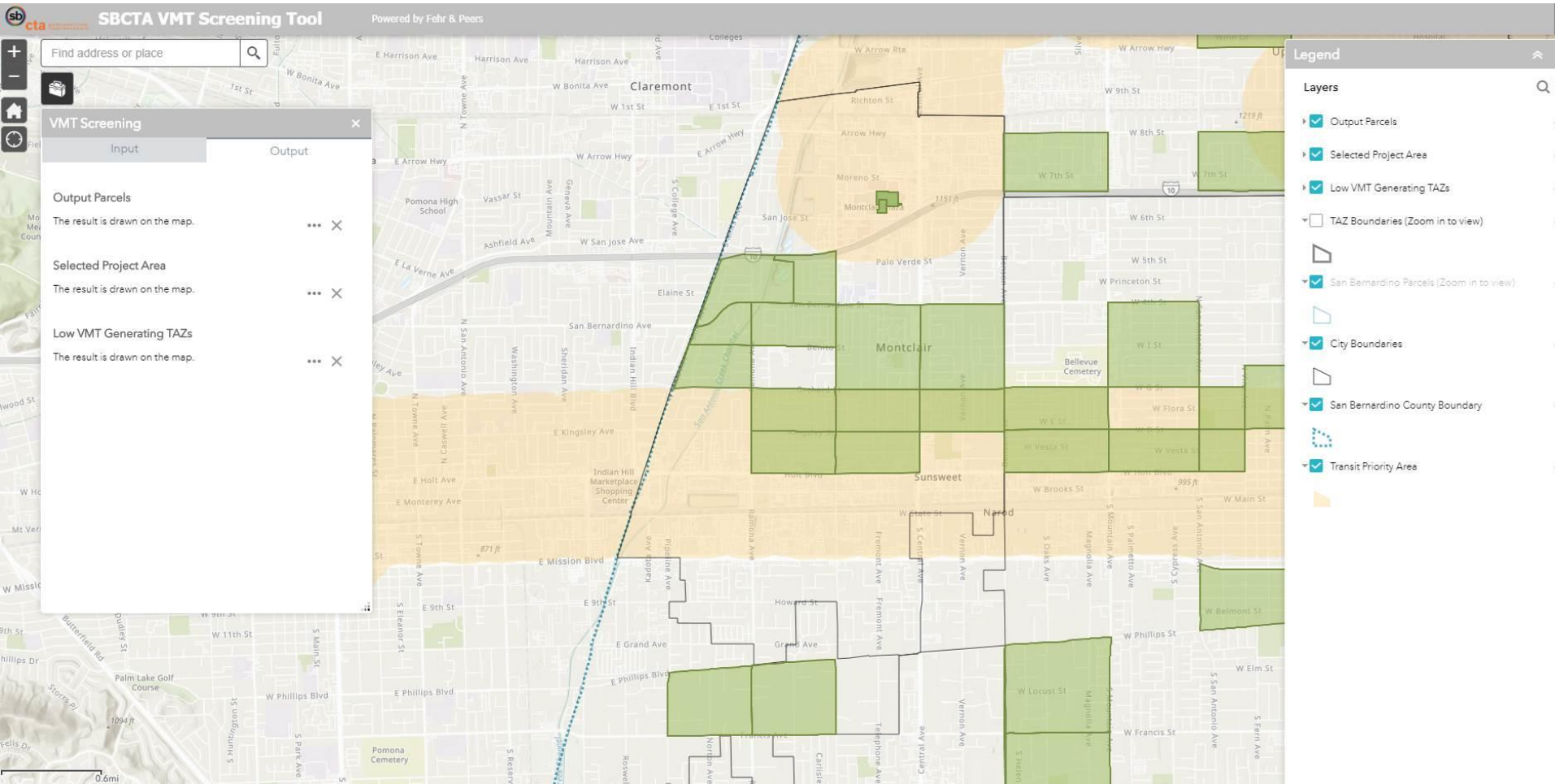
SB 743 Recap

- CEQA analysis must now use VMT (trips x trip length)
- Projects will continue to study LOS
 - Same LOS standards and criteria to determine if LOS study is needed
 - LOS is no longer part of CEQA
- Montclair participated in SBCTA implementation study

Traffic Study Procedure

- Projects will now study VMT
 - Screening criteria to determine if VMT analysis is needed
 - Transit Priority Areas (1/2 mile from high-quality transit – none currently in Grand Terrace)
 - Low VMT Zones (efficient travel areas)
 - Small projects
 - Local-serving projects
 - Many projects will not require VMT analysis
 - City has discretion as long as it is supported by substantial evidence
- Implementation Study included development of screening tool to streamline the screening process

Traffic Study Procedure – Most planned development areas screened from assessment



Traffic Study Procedure

- Projects which are not screened will require a full VMT analysis:
 - Calculate Project VMT
 - Compare back to threshold of significance
 - If the Project has Significant Impacts
 - Modify the project to reduce VMT
 - Introduce TDM measures
 - Significant and Unavoidable Impact with Overriding Considerations

Threshold of Significance

- Per the San Bernardino County travel model, City of Montclair currently has a lower average VMT for residents and employees than the entire County
- Residents and employees do not drive as far for commuting, shopping, and other services on average as the County
- City must balance their local goals of growth and congestion management with the need to reduce VMT

Threshold of Significance

- Projects that require VMT analysis will use the threshold of significance :
 - Project-generated VMT should be 15 % below existing VMT generated by the development under CEQA review
 - “Existing” is based on the year the EIR Notice of Preparation is released or the initiation of technical studies
 - Project effect on VMT should be beneficial to the environment

Council Actions

- Approve Resolution: Adopt Vehicle Miles Traveled Thresholds for Analysis of Traffic Impacts Under the California Environmental Quality Act
- Authorize City Engineer to monitor statewide implementation and update the TIA guidelines as needed

QUESTION/COMMENTS

