



CITY OF SAN DIEGO - 1222 FIRST AVE., M.S. 501, SAN DIEGO, CA 92101

# PUBLIC NOTICE

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**Date: June 30, 2020**

**Subject: SB 743 Interim Transportation Threshold for California Environmental Quality Act (CEQA) Review**

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In 2013, California Senate Bill (SB) 743 was adopted, fundamentally changing transportation impact analysis as part of CEQA compliance. SB 743 better balances congestion management with statewide goals for infill development, promotion of public health through active transportation and reduction of greenhouse gas (GHG) emissions.

In Dec. 2018, the [Governor's Office of Planning and Research](#) (OPR) published a Technical Advisory on Evaluating Transportation Impacts in CEQA, guiding how to evaluate transportation impacts consistent with SB 743. The advisory recommends eliminating auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as the basis for determining significant CEQA transportation impacts. Instead, it recommends using Vehicle Miles Travelled (VMT) as the CEQA transportation metric. VMT is the number of trips multiplied by the trip length. The revised CEQA guidelines require lead agencies to evaluate VMT for CEQA transportation impacts starting July 1, 2020.

To ensure compliance with the advisory, by the end of the Summer, the City Council is scheduled to adopt a new City-specific threshold in compliance with SB 743, as part of the [Complete Communities: Housing Solutions and Mobility Choices Initiative](#). Prior to final City adoption, City staff will begin reviewing projects on July 1, 2020, for potential VMT impacts consistent with the draft Transportation Study Manual (TSM), which can be found on the [Complete Communities: Housing Solutions and Mobility Choices Initiative](#) webpage.

The Draft TSM provides the following for VMT CEQA analysis in the City of San Diego:

1. Screening Criteria for land use and transportation projects to determine whether VMT analysis is required.

2. Significance Determination Thresholds that define acceptable levels of VMT and when mitigation measures are required. This process is governed by CEQA Guidelines Section 15064.7.
3. Analysis Methodology for evaluating VMT for land use and transportation projects.
4. Mitigation for projects that are found to have a significant impact based on the City's VMT significance thresholds. These projects are required to implement mitigation measures to reduce impacts to a less than significant level (or to the extent feasible). The TSM recommends/suggests mitigation measures known to reduce VMT and provides a methodology for evaluating their effectiveness.

During the transition from LOS to VMT as the metric for CEQA transportation impact analysis, all discretionary projects are required to conduct a CEQA VMT analysis. If the proposed project, through a 15162 analysis, can tier or addend from a certified EIR – such as a Community Plan Update, Specific Plan or prior project – which relied upon a LOS analysis to assess CEQA transportation impacts, a CEQA VMT analysis may not be required.