



SB 743 Traffic Study Guidelines Update

City Council Presentation

May 17, 2021

Senate Bill (SB) 743

- SB 743 signed into law on September 27, 2013
- Statewide implementation on July 1, 2020



Infill Development



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

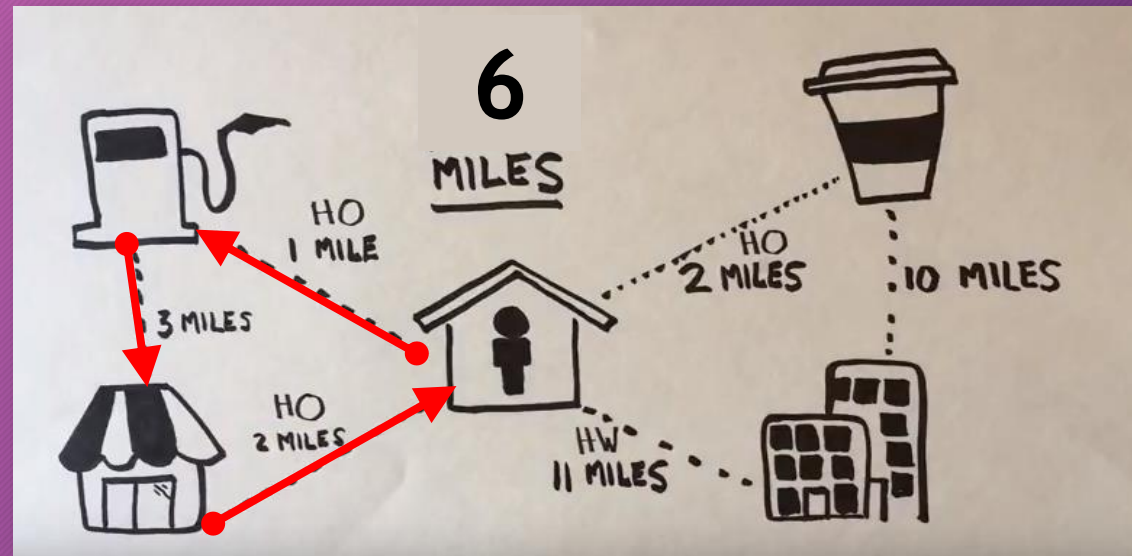


Reducing Greenhouse Gas Emission



Senate Bill (SB) 743

- Level of Service (LOS) cannot be used in CEQA analysis
- Vehicle Miles Traveled (VMT) must be used in CEQA analysis
- $VMT = Trips \times Trip \text{ Length}$

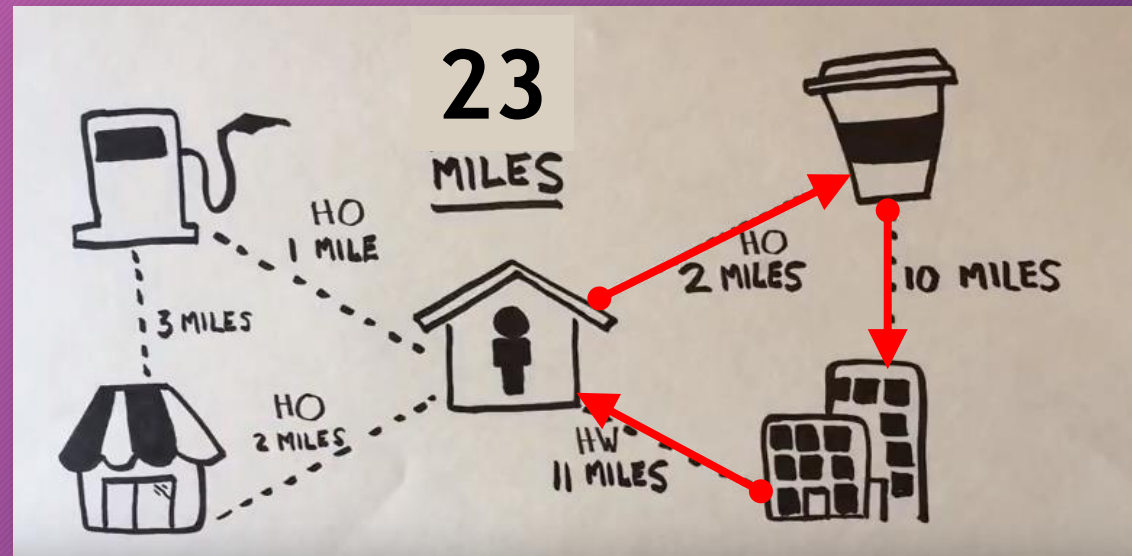


Residential (Home-Based Generated VMT)



Senate Bill (SB) 743

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- Vehicle Miles Traveled (VMT) must be used in CEQA analysis
- $VMT = Trips \times Trip \text{ Length}$

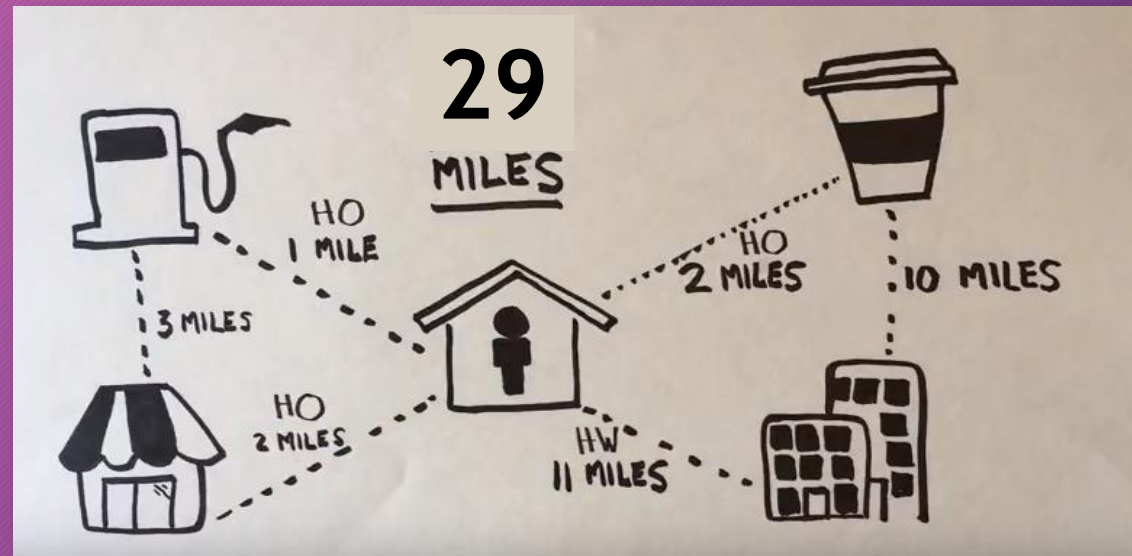


Office/Employment (Home-Based Work Generated VMT)



Senate Bill (SB) 743

- Level of Service (LOS) cannot be used in CEQA analysis
- Vehicle Miles Traveled (VMT) must be used in CEQA analysis
- $VMT = Trips \times Trip \text{ Length}$



All Uses (Total Generated VMT)



La Habra Study

- La Habra partnered with 6 other OC cities to study implementation and update traffic study guidelines
 - *NOCC (Brea, Buena Park, Fullerton, Orange, Placentia, Yorba Linda)*
- How do we calculate VMT?
- What Significant Impact Thresholds are appropriate?
- What are our Mitigation Options?
- Is LOS still important?



LOS vs VMT as Measure of Impact (Transportation)

Comparison	LOS Analysis	VMT Analysis
Measure of	Congestion	Trip Length
Time Period	Peak Hour (AM and PM)	Daily
Primary Influence	Roadway Network	Land Use
Impacts Are	Local	Regional
Mitigation For	Vehicles	Non-Vehicles



Traffic Study Procedure

- Projects will continue to study LOS
 - Same LOS standards
 - Same criteria to determine if LOS study is needed
 - However, LOS is no longer a part of CEQA
- Projects will also study VMT
 - Screening criteria to determine if VMT analysis is needed
 - Transit Priority Areas (1/2 mile from high-quality transit)
 - Low VMT Zones (efficient travel areas)
 - Small Projects
 - Local-Serving Projects



Traffic Study Procedure

NOCC: City VMT Guidelines and Tool Decision Checklist

Topic Area	Decision	Notes
STEP 01 Project Screening Criteria: Daily Trip Threshold	<input type="checkbox"/> Yes – Include <ul style="list-style-type: none"> • How many trips per day? <input type="text"/> • Instead of trip-based, VMT-based <input type="checkbox"/> No – Do not include	OPR recommends a threshold of 110 daily trips for project screening. This is based on the number of trips generated by 10,000 sf of office space. As trips are only one component of VMT, this screening criteria should be carefully considered. Alternatively, a screening threshold based on VMT could be applied.
STEP 02 Project Screening Criteria: Land Use Types	<input checked="" type="checkbox"/> Any changes (subtractions or additions) to current list: <ul style="list-style-type: none"> • Local serving retail (50 ksf or less) • K-12 Public School • Daycare/Childcare/Pre-K • Affordable housing • Student Housing • Community Institutions (Public Library, Fire station, Local Government) 	Any land use types that are local serving in your community should be considered for this screening. List changes here: <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> Local-Serving Assembly Uses Senior Housing (as defined by HUD) Local-Serving Medical Uses </div>
STEP 03 Project Generated VMT Methodology: PA or OD	<input type="checkbox"/> PA – Productions/Attractions <input checked="" type="checkbox"/> OD – Origin/Destination <input type="checkbox"/> Both – PA when single use and OD when mixed use	PA method can isolate trip purpose and truck VMT, but does not account for trips with one trip end outside the model boundary. OD method cannot isolate trip purpose or truck VMT, but does include all trips including those with one trip end outside the model boundary. Both methods can be identified in the TIA guidelines, with the selection of method can be used based on if the project is of a single land use type (PA) or mixed use (OD).



Traffic Study Procedure

<p>STEP 04 Project Generated VMT Methodology: Benchmarks</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> City <input type="checkbox"/> County <p>Each City must choose their appropriate boundary for a regional benchmark for all impacts.</p>
<p>STEP 05 Project Generated VMT Methodology: Threshold Options</p>	<ul style="list-style-type: none"> <input type="checkbox"/> OPTION 1 – Rely on the OPR Technical Advisory Thresholds (15% Below Existing) <input type="checkbox"/> OPTION 2 – Set Thresholds Consistent with Lead Agency Air Quality, GHG Reduction, and Energy Conservation Goals (14.3% Below Existing) <input checked="" type="checkbox"/> OPTION 3 – Set Thresholds Consistent with RTP/SCS Future Year VMT Projections by Jurisdiction or Sub-Region (Better than General Plan Buildout) <input type="checkbox"/> OPTION 4 – Set Thresholds Based on Baseline VMT Performance (Better than Existing) <p>See North Orange County Collaborative (NOCC) SB 743 Implementation Thresholds Assessment dated 10/23/19 for more information.</p>
<p>STEP 06 Level of Service (LOS)</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Include – intersection or roadway LOS analysis as part of the City's TIA Guidelines, although this analysis would not be used to determine CEQA impacts <input type="checkbox"/> Do not include any LOS analysis in the City's TIA Guidelines



Traffic Study Procedure

NOCC+



North Orange County Collaborative VMT Traffic Study Screening Tool

Project Information

Project Name	Opening Year
Valentia Apartments	2019
Parcel Number (OCTAM TAZ#25)	
018-371-38	

Screening Criteria for La Habra

Is the project location in a Transit Priority Area?	No
Is the project location in a low VMT generating zone?	No
Is the Project one of these land use types? (show land use types)	No
Does the project generate fewer than 836 VMT? (enter project land use in the section below)	No

The Project can be considered for screening from additional analysis.
Please refer to the 'secondary screening checks' table in the User Guide.

Project Land Use Information

		Unit
Residential : Single Family Homes	0	Dwelling Units
Residential : MultiFamily Homes	335	Dwelling Units
Office	0.000	1,000 Sqaure Feet
Retail	0.000	1,000 Sqaure Feet
Industrial	0.000	1,000 Sqaure Feet
Private School	0	Students
University	0	Students
Entertainment	0.000	1,000 Sqaure Feet
Hotel	0	Rooms

Project Trips and VMT Information

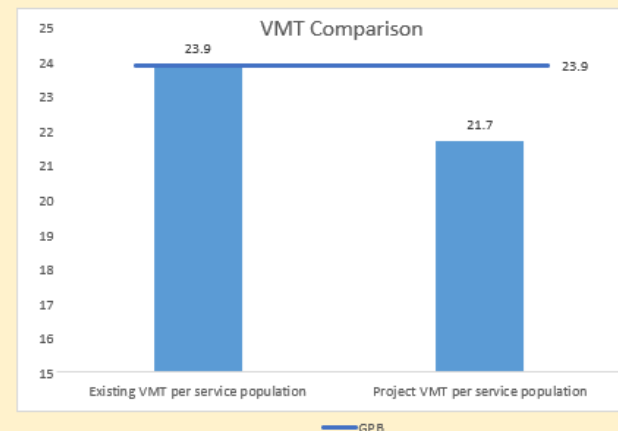
VMT Methodology

Daily Trips: 2442 Average Trip Length: 7.4 Service Population: 838

VMT per service population 21.7

Project VMT Thresholds Comparison

- OPR Guidance (15% Below Existing)
- GHG Reduction Targets (14.3% Below Existing)
- Below Existing
- Better than General Plan Buildout



Traffic Study Methodology/Thresholds

- What thresholds were considered?
 - OPR threshold of Air Quality threshold - 14.3% of 15% BELOW existing conditions
 - Better than Existing or General Plan Buildout
- Most NOCC Cities are using similar thresholds

VMT/SP (Service Population) Review		
	City	County
Ex. Conditions	23.89	29.01
General Plan Buildout	23.90	29.23



Questions

- How do you ensure defensibility?
 - Adopting Threshold of Significance through a public process
 - Provide substantial evidence to support the identified threshold
- *Affordable, supportive, or transitional* housing are identified as being screened out
 - Assumption is 100% affordable
 - City has discretion as long as it is supported by substantial evidence

Questions

- Significant Impacts
 - Modify the project to reduce VMT
 - Introduce Travel Demand Management (TDM) measures
 - Significant and Unavoidable Impacts with Overriding Considerations
- How does this affect existing and future projects?
 - All discretionary decisions trigger CEQA
 - Does not affect most projects in process in the City as they are not discretionary or they are small enough to be screened out

Traffic Study Procedure

- Projects which require VMT analysis will use the threshold of significance recommended by City Staff:
 - City of La Habra General Plan Buildout VMT
- Threshold to be adopted by the City Council
- The Traffic Impact Analysis guidelines is a living document and will be updated continuously as traffic and transportation needs change.

Questions/Comments

