



**CEQA Guidelines
January 2019**

CEQA Guidelines Process



What is part of the update?

Process Improvements

- Regulatory Standards and Thresholds
- Program EIR scope
- TOD Exemption
- Appendix G rewrite
- Remedies and Remand

Substance Improvements

- Energy Impacts
- Water Supply
- Transportation (SB 743)
- Greenhouse Gases

Technical Improvements

- Baseline
- Deferral of Mitigation Details
- Responses to Comment
- Consideration of Significant Effects and Hazards

* This is a partial list of updates. Full package is at <https://resources.ca.gov/ceqa>

Transportation



- **Senate Bill 743 (Steinberg, 2013)**
 - SB 743: align with GHG, infill, Complete Streets
 - congestion ≠ *environmental* impact, update CEQA Guidelines

Transportation Impacts – Section 15064.3

- **VMT is the primary metric**
- **Land use projects (§ 15064.3(b)(1)):**
 - **Presumption of less than significant if development near transit or if project reduces VMT**

Text of Section 15064.3(b)(1):

Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

Transportation Impacts – Section 15064.3

- **Transportation projects (§ 15064.3(b)(2)):**
 - **Presumption of less than significant for VMT reducing projects**
 - **Lead agency discretion for roadway capacity projects**

Text of Section 15064.3(b)(2):

Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

Transportation Impacts – Section 15064.3

- **Lead agencies may analyze project VMT qualitatively if existing models or methods are not available estimate VMT quantitatively; construction impacts may be analyzed qualitatively**
- **Lead agency discretion in choosing appropriate methodology**
- **Agencies may use VMT metric immediately**
- **Agencies will have an opt-in period to prepare for the transition; statewide application beginning July 1, 2020**

Appendix G – Sample Checklist

- **Removed redundant questions, added questions (VMT, energy, wildfire), responded to statutory changes**
- **Energy:**
 - **Added new questions asking whether the project would: 1) result in a potential impact due to wasteful, inefficient, or unnecessary consumption of energy; 2) conflict with a state/local plan for renewable energy or energy efficiency**
- **Transportation:**
 - **New questions that reference CEQA Guidelines section 15064.3 (VMT metric)**
- **Cultural Resources:**
 - **Separated the consideration of paleontological resources from cultural resources; moved the question to Geology and Soils section**
- **Wildfire:**
 - **New questions re: to fire hazard impacts for projects in or near state responsibility areas and lands classified as very high fire hazard severity zones (SB 1241)**

An aerial night photograph of a city, likely New York City, showing a dense grid of streets and buildings illuminated by city lights. The lights create a warm, golden glow against the dark night sky. The text is overlaid in the center of the image.

Thank You!
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