

Governor Brown signed Senate Bill (SB) 743 in September 2013. It requires changes on how public agencies should evaluate the transportation impacts of projects under the California Environmental Quality Act (CEQA). In December 2018, the California Natural Resources Agency finalized updates to the CEQA Guidelines that incorporated the mandate from SB 743. The Guidelines identify Vehicle Miles Traveled (VMT) as the most appropriate metric to assess a project's transportation impact, as opposed to using Level-of-Service (LOS). With SB 743, automobile delay no longer constitutes a significant environment effect under CEQA.



## ? What do local jurisdictions need to do?

- » Adopt VMT significance threshold
- » Update traffic impact analysis guidelines for CEQA projects
- » Determine which metric to use for non-CEQA projects

## 🕒 The clock is ticking!

The provisions in the updated CEQA guidelines will be applied statewide beginning July 1st, 2020.

## HOW CAN KOA HELP YOU?

Over the past three decades, KOA has conducted countless traffic impact analyses and provided traffic engineering services to clients across Southern California and beyond. We have a team of engineers and planners who have expertise in traffic impact analysis, traffic engineering, travel demand modeling, and nexus studies.

KOA can help you:

- 1 Adopt VMT significance threshold.
- 2 Update traffic impact analysis guidelines that incorporate VMT.
- 3 Develop VMT estimation methodology.
- 4 Prepare VMT- based traffic impact fee programs and nexus studies.

