

CALTRANS CEQA REVIEW UPDATES

SB 743 Implementation

SB 743 Implementation website and resources

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Senate Bill (SB) 743 Implementation

This web page has information about Caltrans SB 743-related work, and helpful resources for SB 743 implementation around the state.

About SB 743

SB 743 was signed in 2013, with the intent to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions." When implemented, "traffic congestion shall not be considered a significant impact on the environment" within California Environmental Quality Act (CEQA) transportation analysis.

SB 743 requires the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. For land use projects, OPR identified Vehicle Miles Traveled (VMT) per capita, VMT per employee, and net VMT as new metrics for transportation analysis. For transportation projects, lead agencies for roadway capacity projects have discretion, consistent with CEQA and planning requirements, to choose which metric to use to evaluate transportation impacts.

Regulatory changes to the CEQA Guidelines that implement SB 743 were approved on December 28, 2018. OPR released a December 2018 Technical Advisory that contains recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. Statewide implementation occurred on July 1, 2020.

Caltrans SB 743 Implementation

Projects on the State Highway System

SB 743 - Latest Updates

Caltrans New Guidance Documents!

New guidance documents are available for projects on the State Highway System (SHS):

- The [Transportation Analysis Framework \(TAF\) \(PDF\)](#) guides the preferred approach for analyzing the VMT attributable to proposed projects (induced travel) in various project settings
- The [Transportation Analysis under CEQA \(TAC\) \(PDF\)](#) provides information to support Caltrans' CEQA practitioners in making CEQA significance determinations for transportation impacts of projects on the SHS.

A Q&A: [Caltrans TAF and TAC \(PDF\)](#) document was compiled based upon input received during the draft documents' informal review

[Caltrans Policy Memo \(PDF\)](#) communicates to Caltrans staff regarding analysis of transportation impacts under CEQA for projects on the SHS.

- Use <https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743> to obtain resources about SB743 and implementation of VMT analysis
- Guidance for land use projects: TISG and Interim Safety Guidance
- Guidance for State Highway System projects: TAF and TAC

Introduction to LD-IGR functions

- We are the Local Development-Intergovernmental Review Branch
- Why do we review projects?
- How do we review projects?
- Email LDIGR-D4@dot.ca.gov to copy us on project review requests or to get in touch with us.
- Reach out for review consultation early and often!

Transportation Impact Study Guide (TISG)

- Guidance for reviewing LU projects off-network
- Guidance for LA in what CT wants to see in a transportation study
- No guidance on creation of VMT thresholds! This is site specific and up to the LA to determine.

Key Points

1. Support use of Governor's Office of Planning & Research Technical Advisory (OPR TA) by local agencies and transportation project sponsors
2. TISG does not require anything new not already in OPR TA
3. Avoid overburdening infill/affordable housing projects with mitigation costs
4. Consistent Caltrans approach statewide

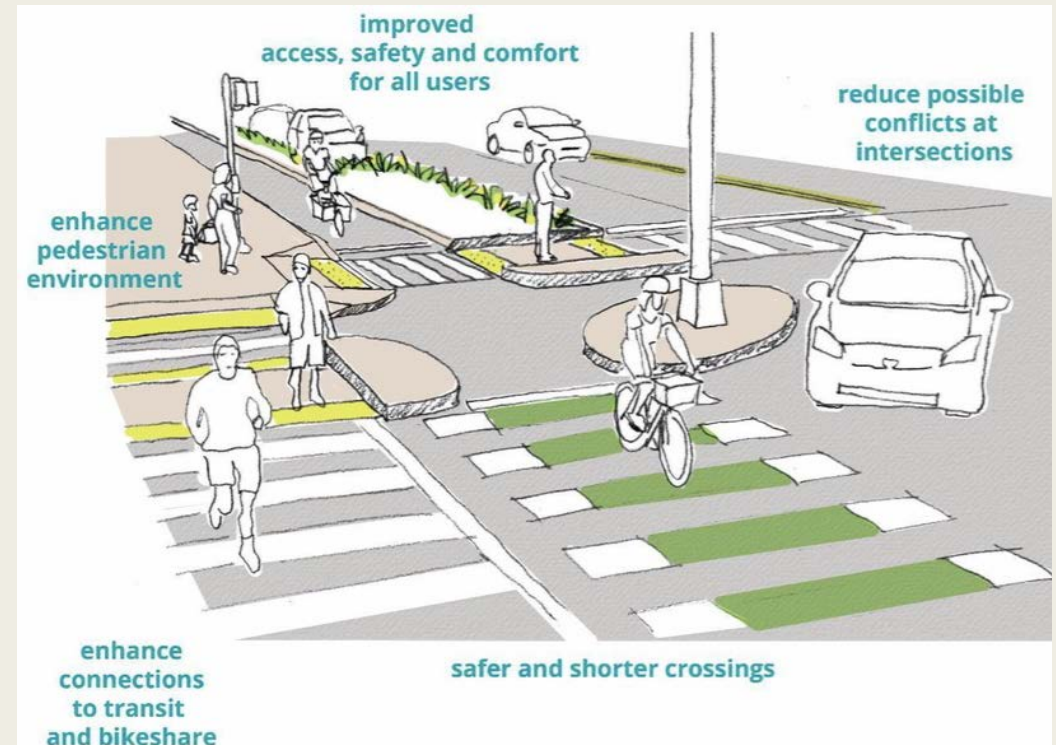
- Uses *Level of Significance* to evaluate the documents, project and mitigations

VMT Review

- *Low VMT Area:* 1. Identifies areas and projects defined as low VMT
 - 2. Identifies when projects near transit may have significant impact
 - 3. Comment letter underscoring the project's assistance in meeting statewide goals for GHG emissions or VMT reduction may be provided by Caltrans (Kudos!)
- For rural areas or areas outside of MPOs: Case by case basis*
- *'May Have Significant Impact' area:* 1. May comment on the project's assistance in meeting statewide goals for GHG emissions or VMT reduction
 - 2. May recommend changes in the proposed project or mitigation which would reduce the impact to less than significant
 - 3. May comment on methodological deviations from OPR recommendations

Interim Safety Guidance

- Purpose: guidance for Caltrans/lead agencies/consultants on conducting a safety review for proposed land use projects on or adjacent to the State Highway System
- Factors considered for bicyclists, pedestrians and automobile users:
 - *Multimodal conflict points*
 - *Degradation of walking/bicycling experience*
 - *Ramp queuing and impact on mainline*
- Lead agency has discretion to determine its own methodology for safety impact review
- Safety review to be conducted during early coordination/NOP stage



TDM Toolbox- mitigation strategies

- Collection of researched strategies to mitigate VMT on LU projects
- Urban/ Suburban/ Rural but... interchangeable, evolving
- Quantified by CAPCOA research
- We need YOUR HELP to determining actual effectiveness



HOW CAN WE WORK TOGETHER?

Email: LDIGR-D4@dot.ca.gov with project notices, requests for early consultation.

If documents are available electronically, no need to send us hard copies.

