M e m o r a n d u m

To: Project File

Date: June 10, 2025

File: EA 0R990
SR-74: 0.0/11.5
1219000072

From: Carmen Lo
Associate Environmental Planner
District 12/Orange County

Subject: **VMT CEQA Significance Determination for the SR-74 Multi Asset Project**

This is regarding the Vehicle Miles Traveled (VMT) California environmental Quality Act (CEQA) Significance Determination for the Clean California Enhancement Project located in Orange County. The project is is eligible for both Federal-aid funding and State funds, Caltrans proposes the SR-74 Multi-Asset Project between I-5 (PM 0.0) in the city of San Juan Capistrano, to one-mile east of San Juan Creek (PM 11.5) within unincorporated County of Orange jurisdiction. The purpose is to address a range of improvements, including roadway, TMS, traffic safety devices, and complete street elements. The primary purpose of this multi-assets project is to improve ride quality, reduce recurrent maintenance activities, enhance road safety, and provide safe transportation facilities to the commuters. The TMP will be required for this project due to the expected impact on traffic during construction. The TMP will identify methods to reduce traffic delay, maintain traffic flow, and provide a safe environment for the work force and motoring public. A traffic analysis should be performed as part of the TMP to evaluate the potential impact that the project will have on traffic and identify the benefit of implementing a TMP.

Construction duration is approximately 3 years; proposed construction dates will begin in November 2027 and ending in August 2029.

An IS/MND and CE are expected for CEQA and NEPA; Caltrans is the CEQA/NEPA Lead Agency.

Based on the project description as stated above and the Final Implementation Timing Memo Attachment A, this project is deemed non-capacity increasing as per Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, the project is designed to improve safety with minimal soil disturbing would not likely lead to a substantial or measurable increase in vehicles travel and therefore would not require a transportation analysis that is based on an induced travel analysis that uses VMT. For this reason state above, the project will not require a transportation analysis that is based on an induced travel analysis that uses VMT.

cc: Project Manager