

SB 743 Webinar- while we are waiting to start...

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Caltrans Draft TISG

Webinar | March 24, 2020

Welcome

1. Welcome and Introductions
2. Presenter – Alyssa Begley, Caltrans SB 743 Implementation Coordinator
3. Submit Questions Via Chat Feature to Chris Schmidt (Co-Host)
4. Draft TISG is posted on Caltrans SB 743 implementation website

Topics for Today

1. SB 743 Changes
2. TISG Overview
3. Next Steps
4. Questions & Answers



SB 743 Changes

What's up with SB 743?

1. CEQA transportation analysis is changing
2. CEQA Guidelines updated
3. OPR's Technical Advisory provides guidance
4. Agencies update their own CEQA procedures
5. Caltrans is updating our CEQA procedures with our guidance

Desired Outcome

SB 743 is part of a broader set of state initiatives to achieve climate and environmental goals during a period when the population and economy are growing.

SB 743 contributes to the desired outcomes by:

1. streamlining infill and Transit Oriented Development (TOD)
2. supporting higher levels of walking, bicycling and transit use, and
3. helping to move away from auto dependency

What Changed in the CEQA Guidelines?

For Land Use Projects

1. Projects within one-half mile of either an existing major transit stop, a stop along an existing high-quality transit corridor, or those that reduce VMT compared to existing conditions **should be presumed to have a less than significant transportation impact.** (Source: CA Code of Reg. § 15064.3)
2. **Automobile delay is no longer considered a CEQA impact** for development projects in any location

Caltrans SB 743 Implementation

Caltrans has two focus areas for SB 743 implementation:

1. Land Use Projects

- Our review of land use projects, aka Local Development-Intergovernmental Review Program (LD-IGR)

2. Transportation Projects

- Delivery of projects on the State Highway System

TISG Overview

TISG Development

1. Caltrans procedures for review of local land development projects
2. TISG intended for Caltrans *and* Local Agency/Consultants
3. Engaging Partners
4. Future Training

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
5. A future update will include basis for requesting non-VMT analysis and define the elements included

TISG Objectives

1. Guidance in determining when a lead agency for a land use project or plan should analyze possible impacts to the State Highway System, including its users.
2. Update to the *Guide for the Preparation of Traffic Impact Studies* (Caltrans, 2002) that is consistent with SB 743 and the CEQA Guidelines adopted on December 28, 2018.
3. Guidance for Caltrans land use review that supports state land use goals, state planning priorities, and GHG emission reduction goals.

TISG Objectives, Continued

4. Statewide consistency in identifying land use projects' possible transportation impacts to the State Highway System, and to identify potential non-capacity increasing mitigation measures.
5. Assumptions, data requirements, study scenarios, and analysis methodologies for a high-quality analysis of impacts to the State Highway System.
6. Recommendations for early coordination during the planning phase of a land use project to reduce the time, cost, and/or frequency of preparing a Transportation Impact Study or other indicated analysis.

TISG – Approach to VMT Review

1. OPR's December 2018 SB 743 Technical Advisory serves as a basis for TISG
2. Recommends use of OPR's recommended thresholds for land use projects
3. As each lead agency develops and adopts its own VMT thresholds for land use projects, Caltrans will review them for consistency with OPR's recommendations (consistent with the state's GHG emissions reduction targets and CARB's Scoping Plan).

VMT Review – For 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

VMT Review – For ‘May Have Significant Impact’

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

Rural Areas Outside of MPOs

- Expected that thresholds will be determined on a case-by-case basis
- Exploring with OPR how to address low-growth counties and areas

How to Mitigate Transportation Impacts?

Caltrans reviews projects for consistency with the recommendations in the VMT Mitigation and Alternatives section of OPR's Technical Advisory with a focus on:

1. Whether the lead agency considered applicable measures to reduce VMT from the project, and
2. Whether the lead agency identified feasible alternatives that could avoid or substantially reduce a project's significant transportation impacts.

Next Steps



TISG – Next Steps in 2020

March 24th – Today's TISG webinar

March 30th – COB deadline to submit informal feedback

April – June – TISG outreach, revisions including safety analysis,
and training

June – Final TISG is posted

July 1st – SB 743 implementation deadline

Questions & Answers





Thank you
for participating

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>