



Caltrans SB 743 Implementation

Informational Briefing | November 8, 2019

Welcome

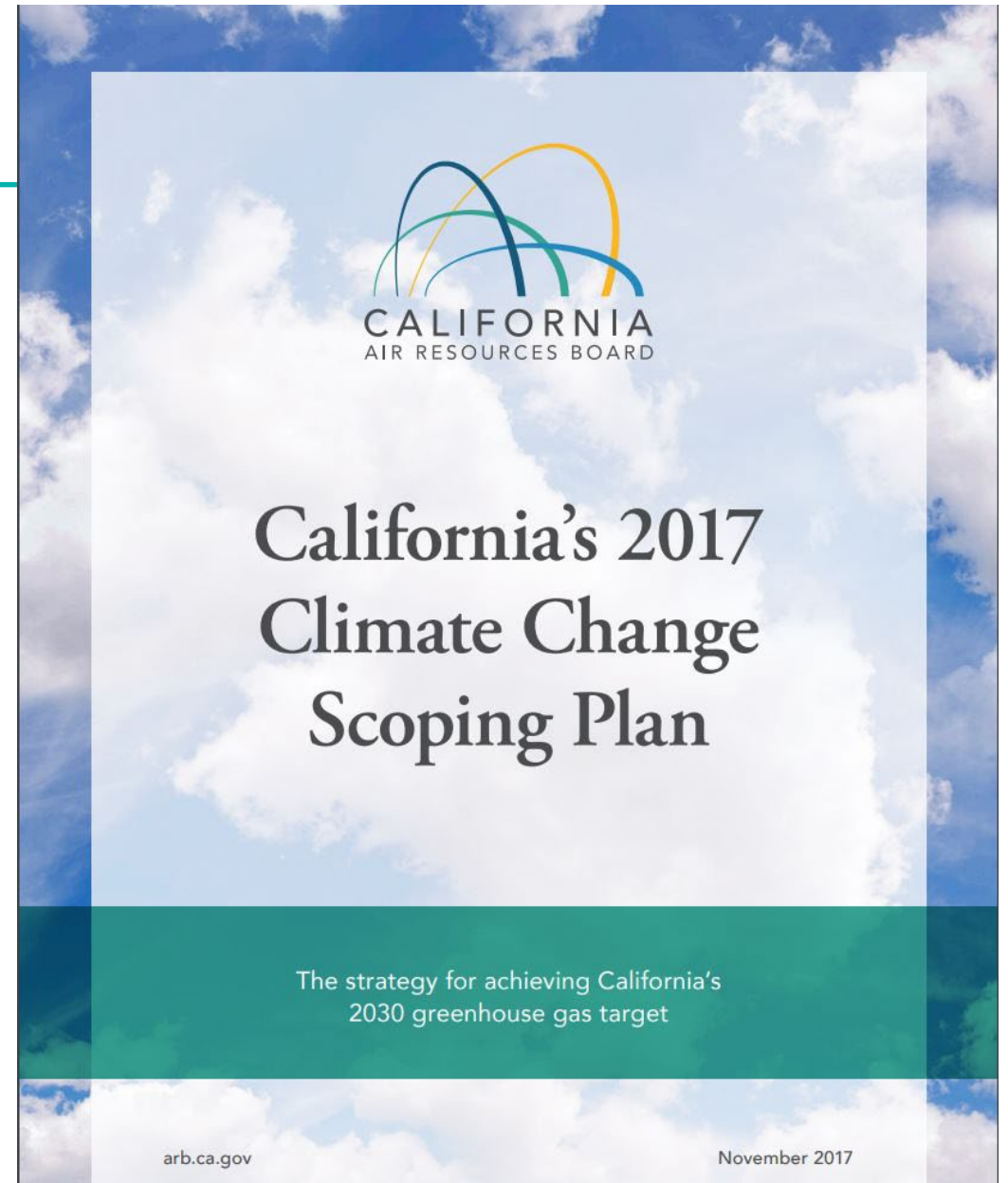
1. Welcome and Introductions
2. Presenter – Chris Schmidt, Caltrans SB 743 Implementation Manager
3. Submit Questions Via Chat Feature to the **HOST**

Topics for Today

1. Connecting the dots: SB743 and climate change
2. What is SB 743?
3. Caltrans Guidance documents
4. Responses to selected questions

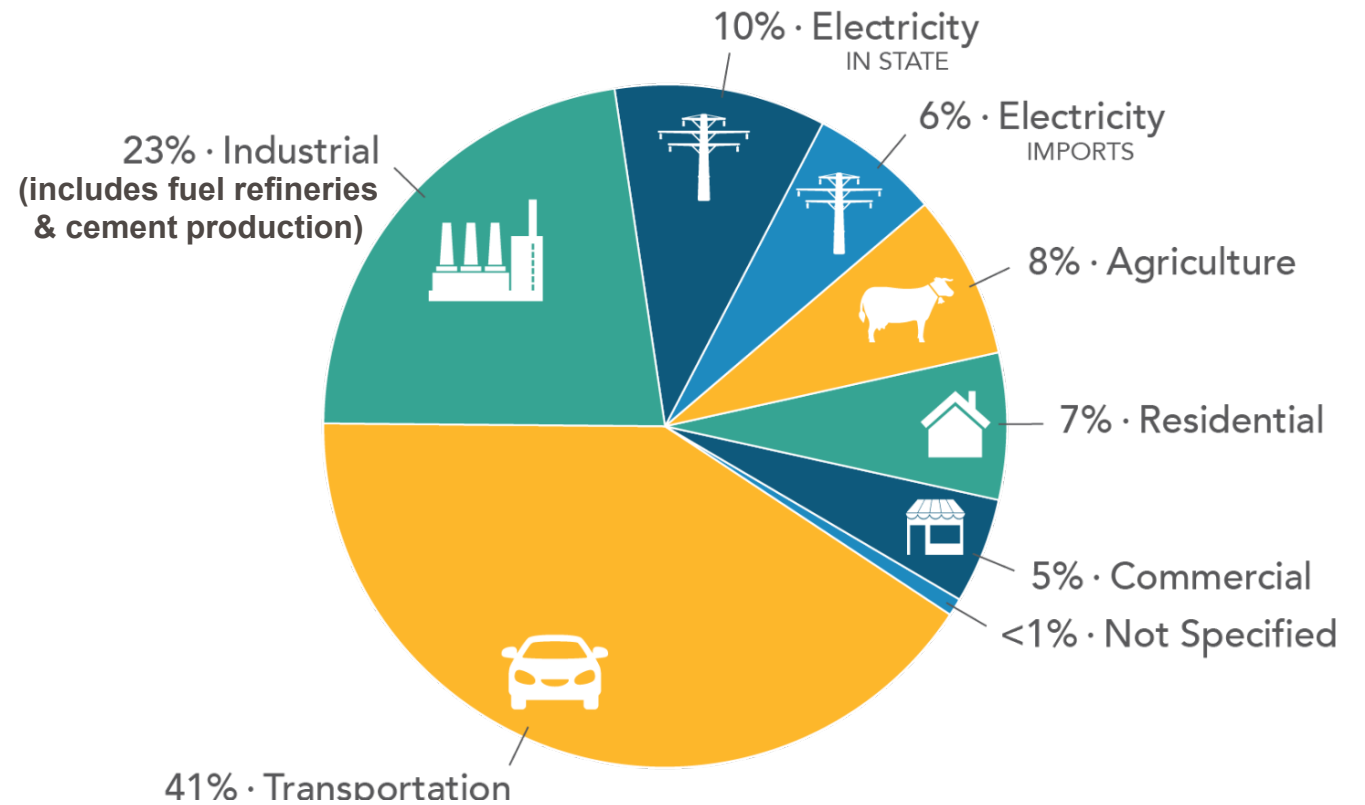
Connecting the Dots

CARB's 2017 "Scoping Plan" sets the course for achieving the State's climate goals and implementing SB 743 is part of that larger effort.



California GHG Emissions

1. Transportation sector emissions are included in several “pieces of the pie”
2. Tailpipe and fuel refinery emissions account for 50% of statewide emissions



**41% TRANSPORTATION
(tailpipe emissions)**

(Source: CARB, 2018. "[California GHG inventory for 2016--by economic sector.](#)")

Smart Growth Principles

Intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety.

State Planning Priorities:

1. Promote infill development and equity
2. Protect environmental and agricultural resources
3. Encourage efficient development patterns



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



SB 743

What's up with SB743?

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

Current Focus of SB 743 Efforts

1. Caltrans procedures for review of local land use projects
2. Caltrans CEQA procedures for projects on the state highway system
3. Alignment with CEQA GHG analysis
4. Engaging Partners

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

Implementation Topics

1. Switch from examining automobile delay to examining VMT
2. Recognize the phenomenon of induced travel demand
3. Streamline projects that align with State Smart Growth Principles
4. Focus on passenger travel, not goods movement

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

What Changed in the CEQA Guidelines?

For Transportation Projects:

1. Vehicle Miles Traveled (VMT) is generally the most “appropriate measure” to evaluate transportation impacts
2. Projects that reduce VMT are presumed to have a less than significant impact
3. For roadway capacity increasing projects agencies may choose the appropriate measure of transportation impact consistent with CEQA
4. **Caltrans has chosen to use VMT for projects on the state highway system**



Caltrans Guidance
Documents Being
Developed

Guidance Documents

Three documents are in development to guide Caltrans' implementation efforts.

Land Use Project Review

1. Transportation Impact Study Guide (TISG)

Transportation Project Analysis

1. Transportation Analysis Framework (TAF)
2. Transportation Analysis under CEQA (TAC)
3. Also aligning with the guidance for making GHG impact determination

Parallel efforts to develop resources for VMT mitigation

Key Points

1. Support use of Governor's Office of Planning & Research Technical Advisory by local agencies and transportation project sponsors
2. Use VMT metric statewide for primary analysis of transportation impacts of projects on the SHS, with methods that take induced travel into account
3. Align technical approaches for both the GHG and Transportation impact analyses
4. Link CEQA significance determinations with CARB scoping plan
5. Avoid overburdening infill/affordable housing projects with mitigation costs



Caltrans Review of Land Use Projects

Transportation Impact Study Guide (TISG)

The TISG updates Caltrans review procedures for local development projects in order to implement SB 743 consistent with OPR December 2018 Technical Advisory. (replaces the 2002 TISG)

1. Caltrans review is VMT focused
2. Additional non-VMT analysis may be requested



State Highway
System (SHS)
Transportation
Project Delivery

How will Caltrans Implement SB 743 for SHS Transportation Projects?

1. Align with OPR's Technical Advisory
2. Many categories of projects – including road maintenance and rehabilitation, are unaffected.
3. Use VMT as primary metric statewide for analysis of transportation impacts of projects on the SHS, with methods that take induced travel into account

Projects that generally will not require an Induced Travel Analysis

These projects fall into four general categories:

1. Rehabilitation/Maintenance
2. Reconfigurations and traffic calming
3. Pedestrian, Bicycling and Transit Enhancements
4. Non-Capacity Increasing Safety Improvements

(Source: OPR Technical Advisory, 2019, http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf)

Transportation Analysis Framework (TAF)

Project Development Transportation Analysis Framework (TAF) provides guidance for CEQA transportation/traffic analysis for projects on the State Highway System, including direction about selecting methods for VMT analysis that will take into account induced travel demand.

Transportation Analysis Framework (TAF)

TAF includes:

1. Guidance on selection of methodologies
2. Direction on calculating induced vehicle travel demand
3. Examples that demonstrate application

Transportation Analysis under CEQA (TAC)

TAC provides the methodology for evaluating transportation impacts of projects on the state highway system including:

1. Implementation timing
2. CEQA Significance Determination
3. Mitigation

CEQA Impact Analysis Approach

Considerations

1. OPR Technical Advisory and CEQA Guidelines
2. Consistent with Climate Goals and CARB Scoping Plan

Quantitative Analysis

1. Project types
2. Alignment of technical approaches

CEQA significance methodology

How to Mitigate VMT Impacts?

1. Explore compatible VMT and GHG mitigation measures
2. Document mitigation measures to reduce VMT
3. Mitigate to the maximum extent possible – Examples include strategies to support: mode shift, higher vehicle occupancy, shorter average vehicle trips, and transportation demand management
4. May result in need for a statement of overriding considerations when full mitigation cannot be achieved

Next Steps



Next Steps for Caltrans Guidance Documents

1. Interagency Team (CalSTA, CARB, OPR, Caltrans) working collaboratively to guide the content of Caltrans guidance documents
2. Program Milestones
 - a. Late 2019, in person meetings with stakeholders
 - b. Draft documents will be available early 2020
 - c. Spring/Summer 2020, expected release of guidance documents
 - d. Webinars for the material in each of the guidance documents
3. Send feedback/questions to:
sb743.implementation@dot.ca.gov

Take-Aways

1. What does this all mean?
2. What does this mean for you?

Questions & Answers





Thank you
for participating