



CALTRANS IMPLEMENTATION OF SB 743

CEQA Now Aimed at Reducing Vehicle Miles Traveled

Ellen Greenberg & Chris Schmidt

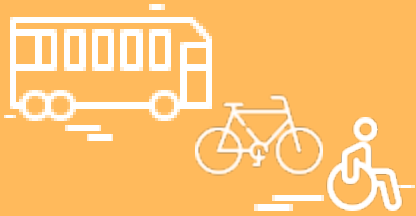
01.28.2020



Presentation Outline

- 1 Policy Priorities for a Better Future
- 2 SB 743 CEQA Changes
- 3 Project Delivery Impact
- 4 Stakeholder Outreach

Policy Priorities



**Transportation
Improvements**



Climate



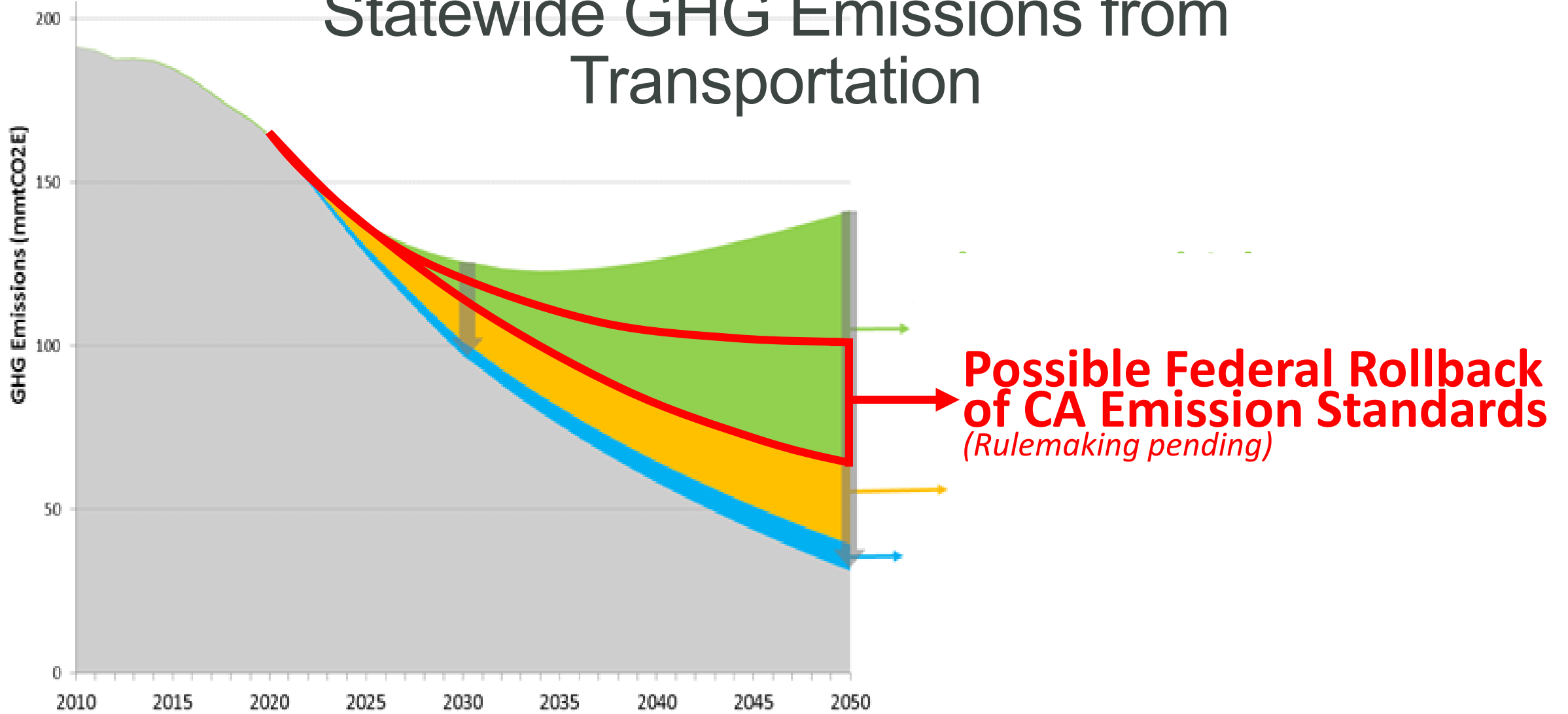
Housing



**Environmental
Protections**

GHG Reduction Projections

Statewide GHG Emissions from Transportation



Source: California Air Resources Board, Mobile Source Strategy 2016

SB 743 Timeline



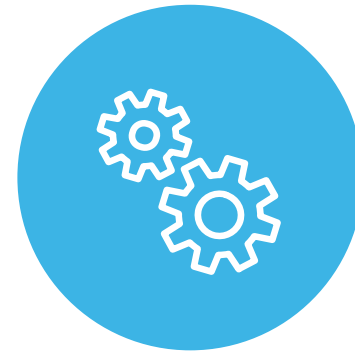
SB 743

2013



**CEQA
Guidelines**

2018



**Caltrans
Implements**

2020



**Future
Efforts**

2020+

VMT Explained

Vehicle miles traveled (VMT) is a cumulative measure of distance driven by passenger vehicles (*freight vehicle travel is excluded by SB 743*)

Factors that affect VMT include:

- **Travel Demand Fundamentals**
- **Average length of vehicle trips**
- **Average vehicle occupancy**
- **Trip chaining (combining purposes)**
- **Mode share**

SB 743: Land Use Project Review

- 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)
- Automobile delay is no longer considered a CEQA impact for development projects in any location

SB 743: Transportation Project Review

- Vehicle Miles Traveled (VMT) is generally the most “appropriate measure” to evaluate transportation impacts – Caltrans will use this measure in CEQA analysis and significance determinations
- Projects that reduce VMT are presumed to have a less than significant impact

SB 743: Potential Benefits

Land Use

- Streamline infill development and affordable housing to create communities that are less auto dependent; make active transportation and transit more attractive

Transportation Projects

- Transportation investments aligned to achieving state climate and air quality goals

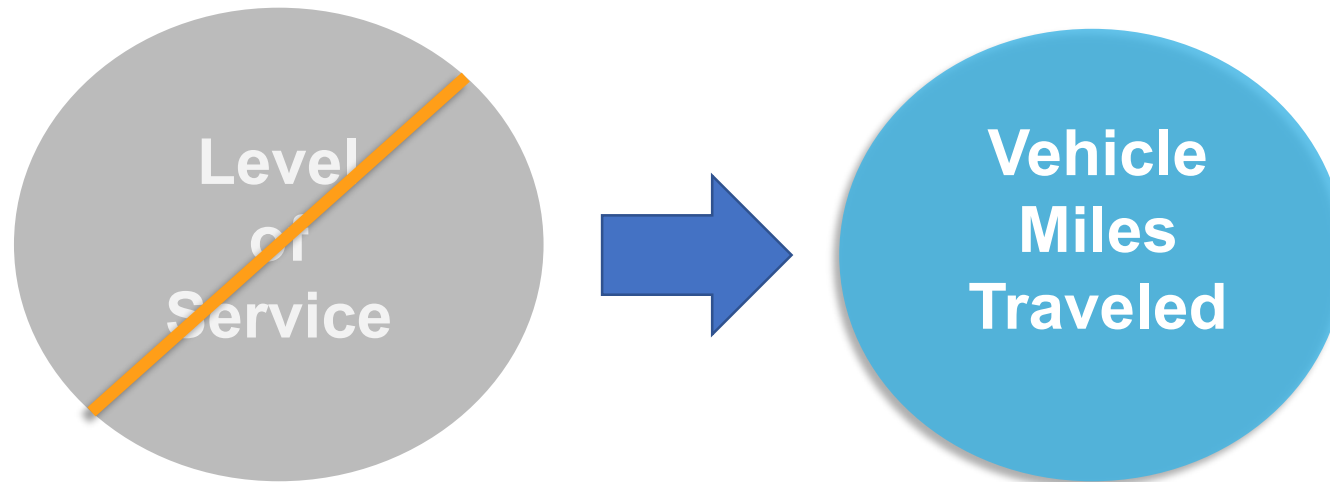
SB 743 for Land Use and Transportation

SB 743 makes infill land development approvals easier, and it doesn't make safety and maintenance projects any harder.

How Do CEQA Changes Support a Better Future?

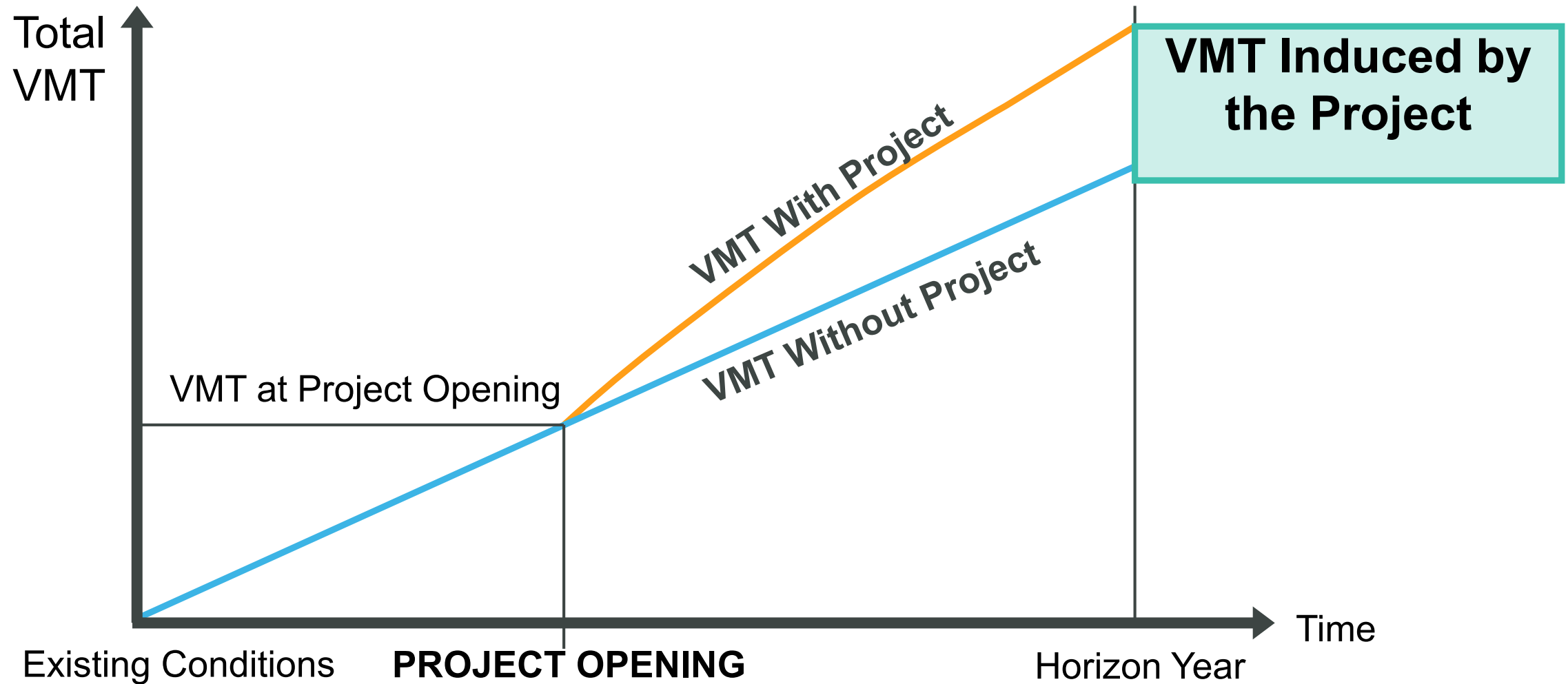
- CEQA Guidelines and ARB 2017 Scoping Plan identify VMT reductions as necessary to meet the State's goals
- Now analyze, disclose, select and consider alternatives, and identify mitigation differently
- Align project-level decision making with achieving overall climate change goals

CEQA Changes to Transportation Project Analysis with SB 743



Induced travel demand = CEQA Impact

Evaluating Capacity-Increasing Projects



VMT Induced by the Project

- Not about changes in overall travel behavior associated with population and economic growth
- About increased driving due to driver response to additional capacity

Mitigating VMT Impacts

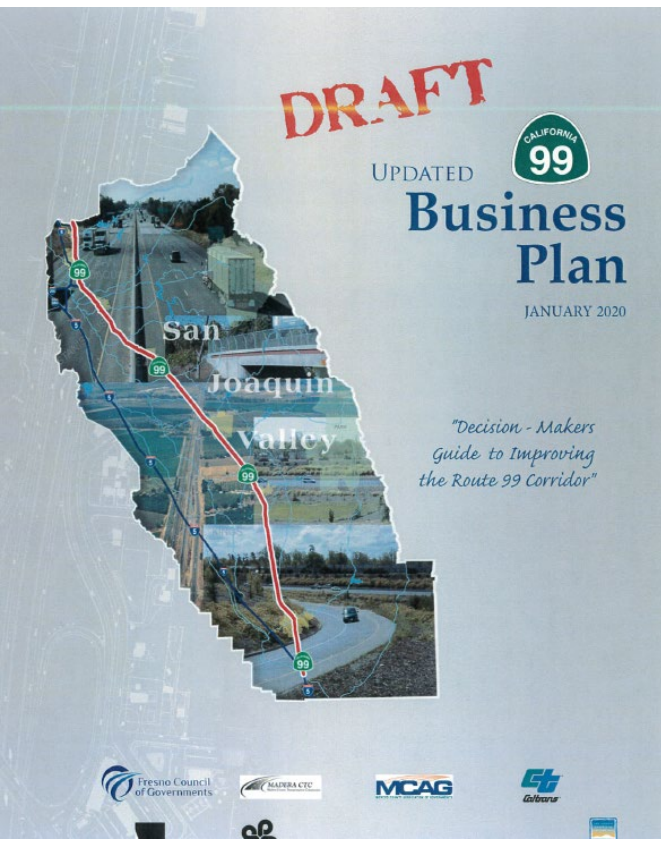
- Follows established CEQA procedures, including those related to mitigation
- Strategies: mode shift, higher vehicle occupancy, shorter vehicle trips, and transportation demand management
- Explore compatible VMT and GHG mitigation measures

SB 743 Impact on Project Delivery

Anticipated risks:

- Implementation timing
 - Already-certified projects not affected
- Project-level risk
- Enterprise risk

Highway 99 Business Plan Example



- Plan Objective: Hwy 99 becomes a 6-lane minimum freeway thru SJ Valley
- Discusses completed projects funded by Prop. 1B and STIP, and
- Provides details of 84 remaining projects
 - Capacity-increasing projects
 - Operational improvements
 - New interchanges

SB 743 Outreach

- Large cities
- MPO CEOs
- Self-help counties
- County transportation commissions
- Rural counties
- Advocacy stakeholders
- Partner state agencies
- Industry



Thank you. Questions?

