

# CEQA PROCESS CHANGES

## DIVISION OF ENVIRONMENTAL PLANNING

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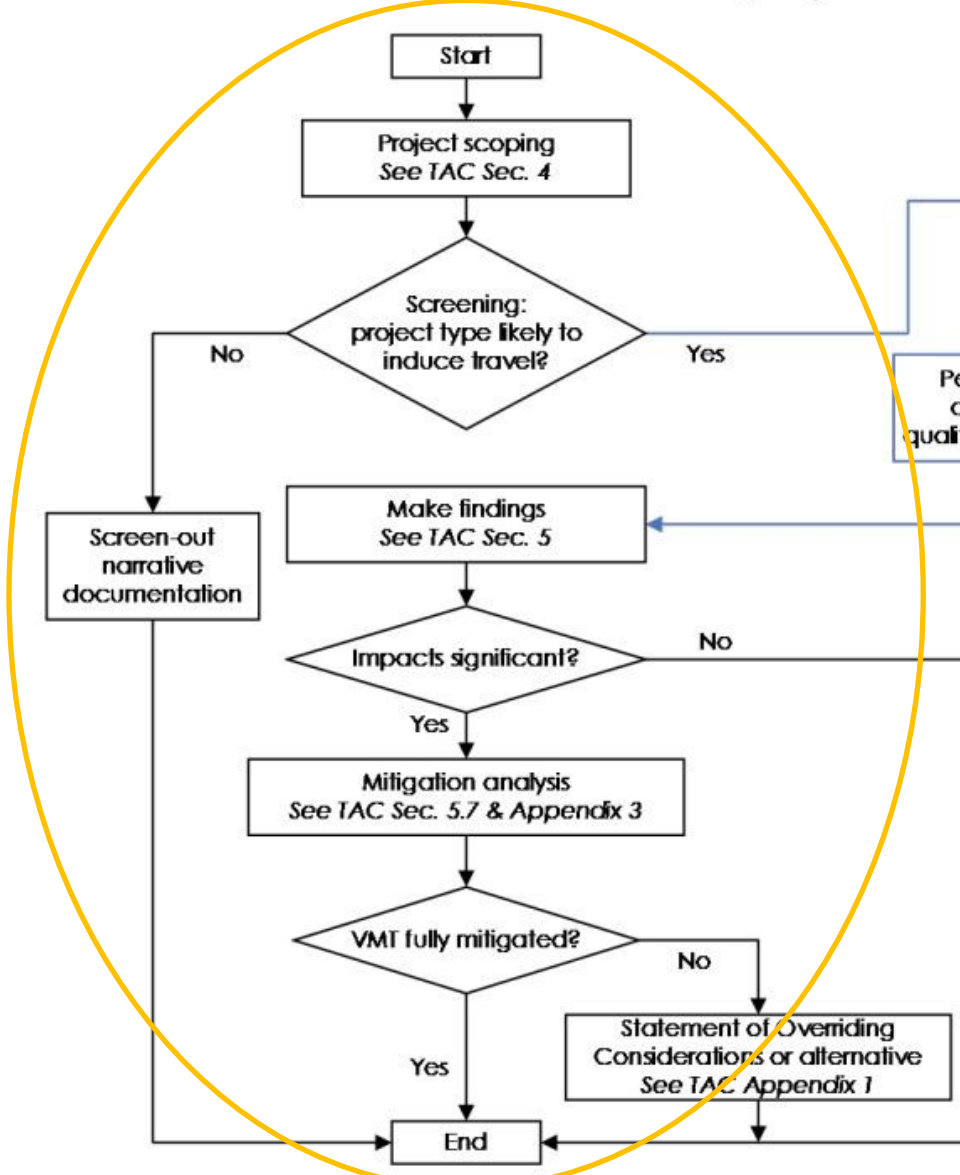
# SB 743 AND THE DIVISION OF ENVIRONMENTAL PLANNING

For Caltrans, SB 743 means major changes in:

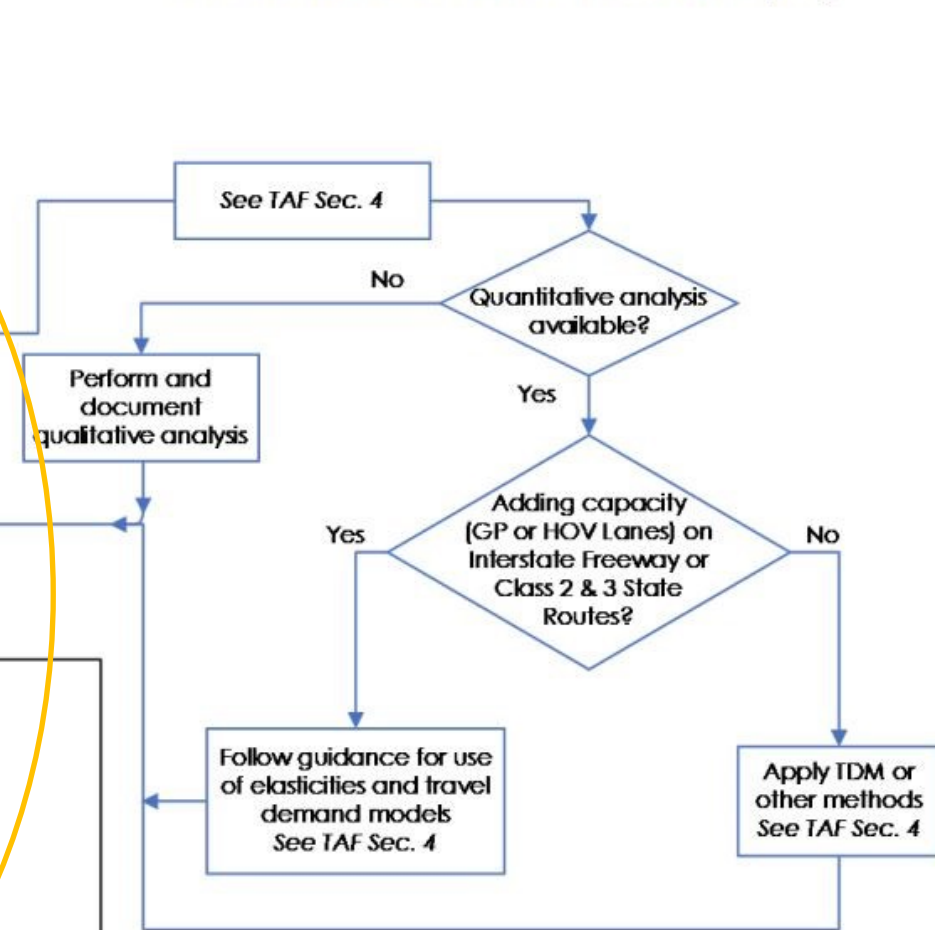
- CEQA analysis of capacity increasing projects on the SHS
- LOS is eliminated in CEQA Transportation analysis for significance determination

# CEQA TRANSPORTATION IMPACT ANALYSIS FOR SHS PROJECTS

TRANSPORTATION ANALYSIS UNDER CEQA (TAC)



TRANSPORTATION ANALYSIS FRAMEWORK (TAF)



**LEGEND**

- TAC pathway
- TAF pathway
- ◇ TAC / ◇ TAF decision point
- TAC / □ TAF guidance



# TRANSPORTATION ANALYSIS UNDER CEQA (TAC)

1. **Project Scoping-** inclusion of VMT reducing alternatives
2. **Screening Process-** identifying projects not requiring VMT analysis because they will have no VMT impacts
3. **Tiering-** potential for tiering, interaction between SB 743 and RTP/SCSs environmental documents
4. **CEQA Significance Determination**
5. **Mitigation**

# SIGNIFICANCE DETERMINATION



- Significance will be evaluated based on potential to increase induced VMT, using the future “no project” as the baseline
- Within the MPO areas, a project that results in an increase in VMT when comparing the future build alternative to the future no-build alternative will generally be considered significant and mitigation will be required

# SIGNIFICANCE DETERMINATION CONT...

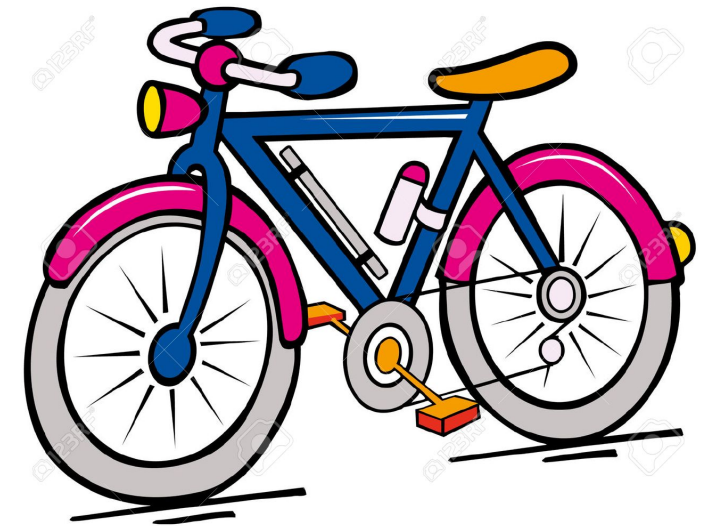
- Understanding the project scope and its Purpose and Need
  - Projects that increase capacity will generally require an analysis to determine the increase in VMT attributable to the project
  - Many projects Caltrans regularly undertakes (i.e. maintenance projects including culvert repairs, overlays, and restriping) do not increase capacity





# MITIGATING VMT IMPACTS

- May be difficult to achieve feasible and proportional project-level VMT mitigation as a roadway capacity-increasing project proceeds from initial scoping to final design due to fiscal and schedule constraints. Therefore, consider:
  - A range of feasible project alternatives and/or mitigation which meet the purpose and need of the project, as well as
  - Feasible mitigation which can potentially minimize, or
  - Avoid altogether, the additional VMT from capacity-increasing projects



# MITIGATING VMT IMPACTS CONT...

## 1. Project-level measures to reduce VMT:

- incorporating complete streets elements
- accommodating alternate modes of transportation
- adding additional park and ride facilities
- social marketing efforts to promote mass transit
- constructing infrastructure electrification into project design etc.





# STATEMENT OF OVERRIDING CONSIDERATIONS

Standard process for determining significance applies

1. When specific economic, social, or other conditions make mitigation measures or project alternatives infeasible, individual projects may be approved in spite of one or more significant effects of the project (PRC Section 21002)
2. A project approved with unmitigated significant effects must state in writing the specific reasons to support its action based on the final EIR and/or other information in the record
3. This “Statement of Overriding Considerations” shall be supported by substantial evidence

# WORKING INTERDISCIPLINARY



## Scoping Phase:

- Capacity Increasing Projects- Consult with PDT for their preliminary review and determination for whether a project requires a VMT analysis. Planner should work closely with traffic specialist to determine if there is a need for VMT analysis. If VMT analysis is required, consider feasible mitigation(s) for the project.
- Preparation of a PEAR with considerations of significant findings on impacts, level of environmental documentation, project schedule and mitigation

## Environmental Document Phase:

- Consult with PDT to determine the appropriate type of mitigation

\*\*If a need for VMT was not captured in the PEAR, it should be identified as soon as possible in the kick-off meeting. The VMT Analysis must be provided to the planner in order for a CEQA significance determination to be made. Keep this in mind in your schedule as you start planning your studies.

# CONSIDERATIONS

## PID Phase

- Determining if VMT analysis is necessary
- Determining significance of impacts
- Type of Environmental Document
- Scoping cost of mitigation

## PA&ED Phase

- Delays in completing environmental technical reports or studies that are dependent on the VMT Analysis/Traffic Study (Air Quality, Climate Change, Energy, Noise and the Environmental Document)
- Determining appropriate mitigation
- Incorporating mitigation into the project

Thank you!

Questions?

