

SB 743 Overview & Implementation



ACEC - Caltrans District 7 Liaison Committee | February 7, 2022



Agenda

1. SB 743 Overview
2. SB 743 In Context
3. Application of Guidance
4. Caltrans Implementation Activities



1. SB 743 Overview



SB 743 Overview

- Amended the California Environmental Quality Act (CEQA)
 - Codified as Public Resources Code § 21099.
- Better aligned CEQA with State climate and planning goals by addressing transportation impacts and infill development
- Changed CEQA transportation analysis for both land development and transportation projects.
- OPR released updated CEQA Guidelines in December 2018.

SB 743 Overview

- Caltrans updated own procedures in 2020 with related guidance
 - Caltrans will use Vehicle Miles Traveled (VMT) for analysis of projects on the state highway system instead of Level of Service (LOS)
 - Adopted Guidance
 - Updated Interim Local Development-Intergovernmental Review (LD-IGR)
 - Transportation Impact Study Guide (TISG) (May 2020)
 - Safety Review Guidance (December 2020)
 - Transportation Project Analysis (September 2020)
 - **Transportation Analysis Framework (TAF)**
 - **Transportation Analysis under CEQA (TAC)**

SB 743 Overview

Vehicle miles traveled (VMT) is a cumulative measure of distance driven by passenger vehicles

(freight vehicle travel may be excluded)

Factors that affect VMT include:

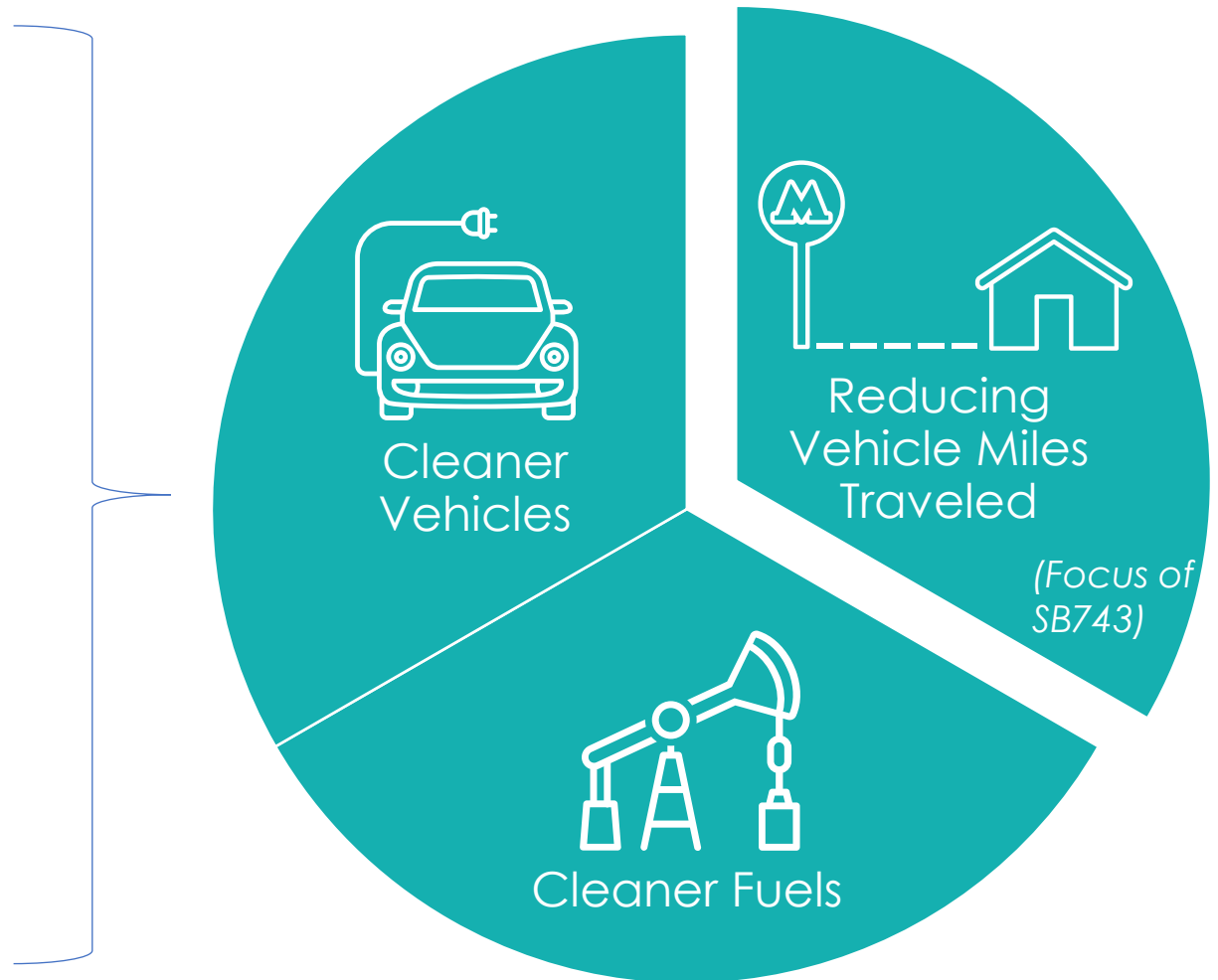
- Number of trips
- Average length of vehicle trips
- Average vehicle occupancy
- Trip chaining (combining purposes)
- Mode share



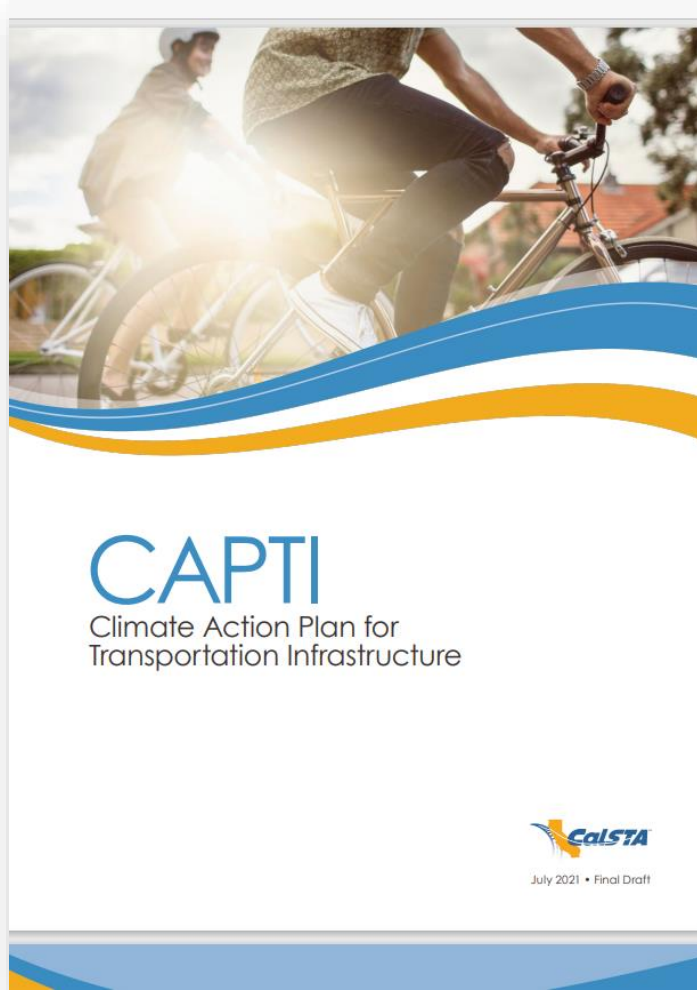
2. SB 743 In Context



CARB Climate Change Scoping Plan



The CAPTI Approach to VMT Reduction



“Promoting projects that do not significantly increase passenger vehicle travel...where other mobility options can be provided [such as providing multimodal options in the corridor, employing pricing strategies, and using technology to optimize operations]...”

VMT Reduction Holistically Addresses a Variety of State Goals



Climate



Equity



Health



Land Conservation



Safety



Infill Housing



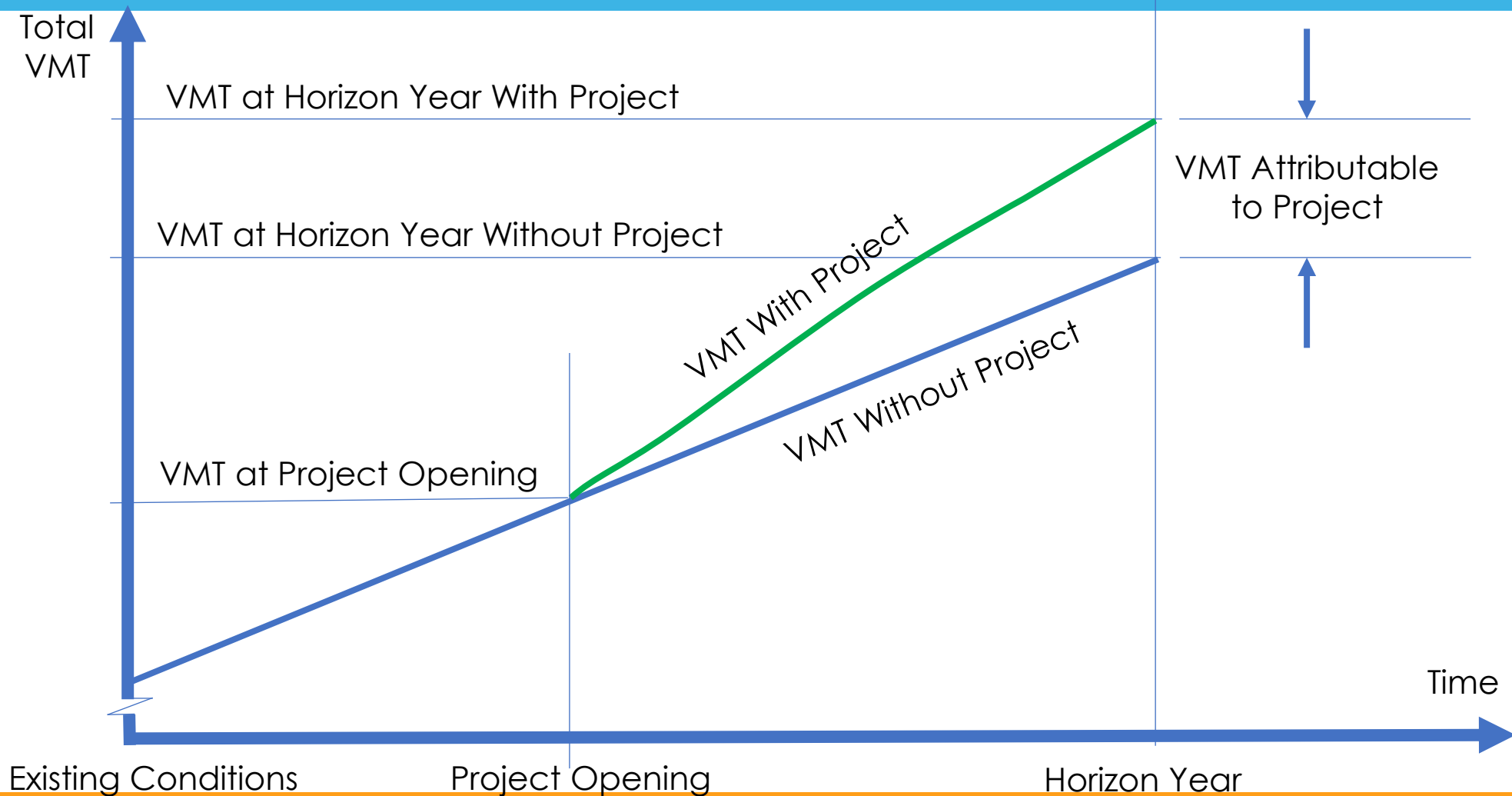
3. Application of Guidance



What projects are affected?

- ***Affected Projects are those Likely to Lead to a Measurable and Substantial Increase in Vehicle Travel***
 - Adding capacity to the State Highway System through construction of new or expansion of existing facilities
- ***Minimally affected projects are those Not Likely to Lead to a Measurable and Substantial Increase in Vehicle Travel***
 - Rehabilitation, maintenance, replacement, safety & repair projects designed to improve the condition of existing assets
 - Over 30 project types in TAC Section 5.1.1.

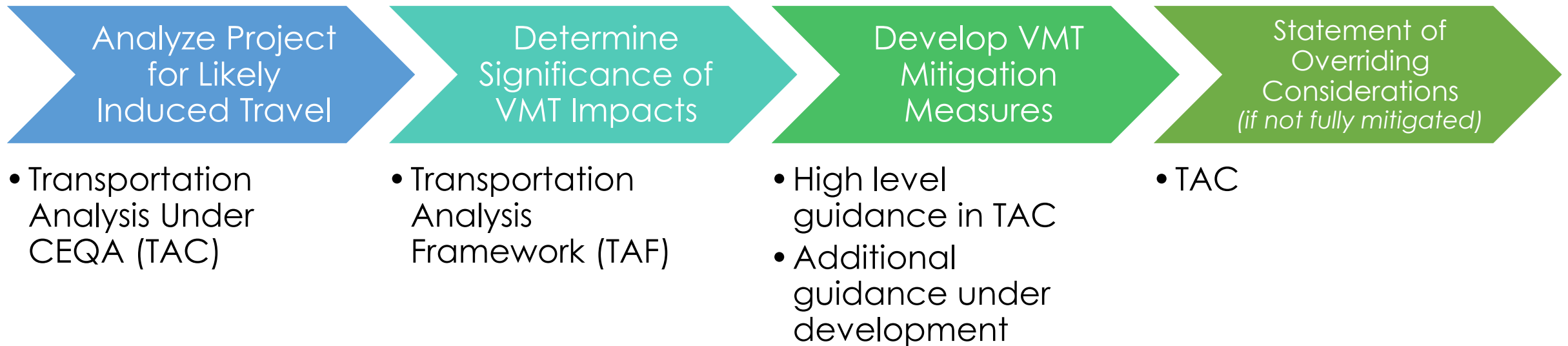
Induced Travel: VMT Attributable to Project



Induced Travel: Responses to Reduced Travel Cost

- **Driver Behavior Change**
 - Route changes (increase or decrease VMT)
 - Mode shift (increases VMT)
 - Longer trips (increases VMT)
 - More trips (increases VMT)
- **Land use change**
 - More dispersed development (increases VMT)

Induced Travel Analysis for Transportation Projects



Caltrans Guidance Materials Available at <https://dot.ca.gov/programs/sustainability/sb-743>

Assessing Induced Travel

The TAF provides references for several ways to assess induced travel

- NCST Induced Travel Calculator
- Travel Demand Models (TDMs): may be regional or Statewide
- Use of other quantitative assessment methods
- Use of qualitative assessment methods

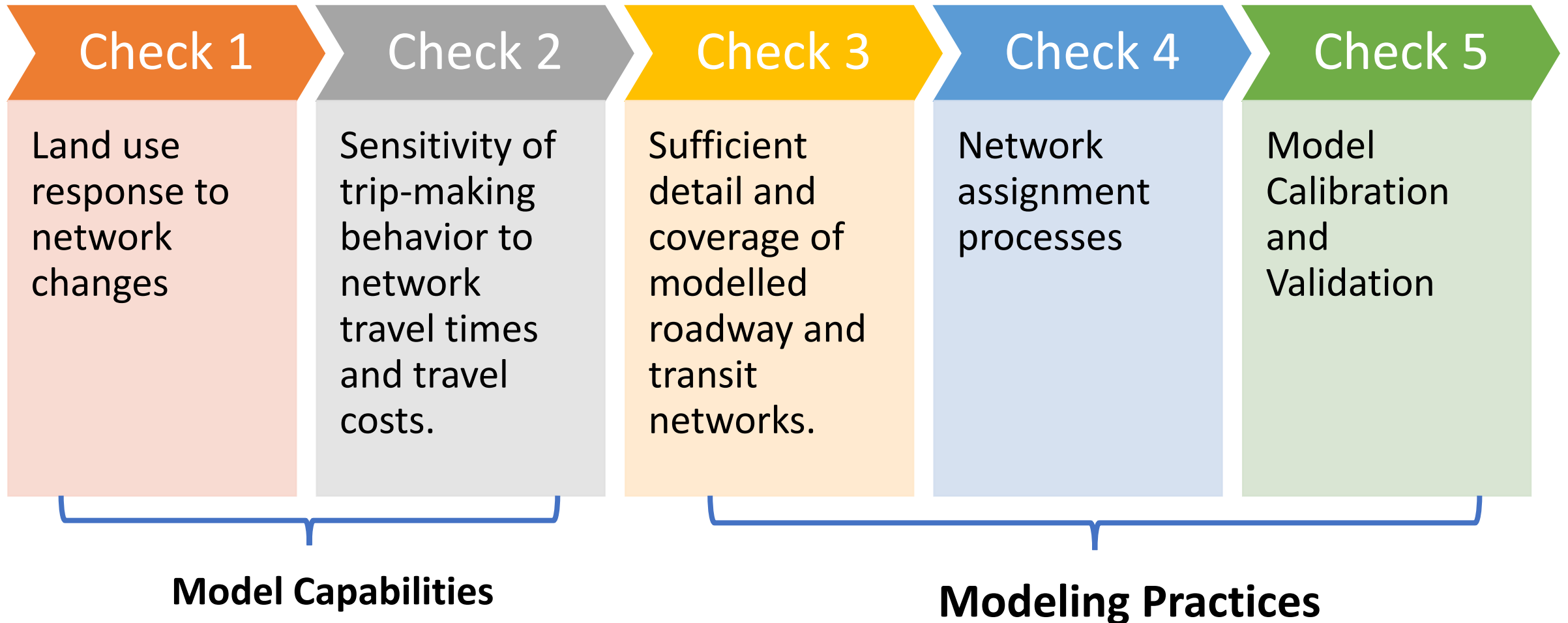
Induced Travel Calculator (NCST)

- Applicability:
 - County or MSA wide average long-term elasticity-based
 - MSA counties only, not 21 Rural Counties in CA
 - General Purpose/HOV & possibly HOT lanes only
- TAF provides flexibility of using calculator to provide result or to use as a benchmark for modeling results, +/- 20%
- Upheld by Expert Panel, and well supported by academic research
- Very easy to use

Travel Demand Models (TDM)

- Five checks are designed to assess both model capabilities and modeling practices
- Lack of land use variation in modeling can be limitation, and in general should be checked before use
- Can be used exclusively if Calculator is not applicable
- Generally hard to use

TDM Assessment: Five Checks





4. Caltrans Implementation Activities



Induced Travel Analysis

- National Center for Sustainable Transportation (NCST) Induced Travel Calculator
 - Preferred benchmark for projects in urbanized areas
 - Laid groundwork for recent expansion for nationwide tool - State Highway Induced Frequency of Travel (SHIFT) Calculator
- Funding Research to Address Methodology Gaps:
 - Projects in Rural Areas (funded)
 - Priced or Managed Facilities (proposed)
 - Interchanges (proposed)

VMT Mitigation

- Developing Preliminary Internal Mitigation Playbook, Target Completion: 2022 Q1
- Funding Research and Planning Efforts
 - UC Berkeley CLEE, VMT Bank/Exchange Study, Target Completion: Mid-2022
 - UC Davis Research Project on VMT Mitigation Strategies, Target Completion: 2023
 - Sustainable Transportation Planning Grants to Local Agencies
 - Convening Community of Practice with Funded Local Agencies

Stakeholder Engagement

- OPR/Caltrans SB 743 Implementation Working Group (quarterly)
 - Launched June 2021
 - Sub-Working Group Topics
 - Local Exactions for LOS and VMT Mitigation
 - Project Bundling / Programmatic Mitigation
 - Land use
- Bulletins and publications
- Ongoing Ad Hoc Meetings

Implementation Considerations

- Induced travel generally not an issue for SHOPP, transit, or active transportation projects; HOWEVER,
 - Generally, an issue with highway capacity expansion projects, including managed lanes
- Project-vetting and evaluation questions to consider:
 - Is the project purpose and need aligned with state policy objectives?
 - Is induced VMT accounted for?
 - Have all low-VMT alternatives been considered?
 - Is there a mitigation strategy, with a budget?
 - Can the project achieve VMT neutrality?



Thank You

