

Vehicle-Miles Traveled Decision Document (VMTDD)

Applicability: This form is required for PIDs prepared by Caltrans or partners, with the following project exceptions: active transportation, transit, and most SHOPP projects.¹ Fill out the form and send it to Sustainability as a Word file. Add additional information as needed under each question. After review and agreement, e-signatures are required under Approval Recommended.

District/County/Route/PM: 10-Tuo-49 PM 14.2/15.2

Project Name: SR 49 Safe, Healthy, and Equitable Streets Improvement project

EA/EFIS Number: 10-1L200 / Project ID 1020000009

1) Are all project alternatives screened as not likely to induce travel per Section 5.1.1 of Transportation Analysis Under CEQA?

NO - Proceed to Question 2.

YES – Cite screening criterion(ia): _____

Stop here. The project is exempt from further VMT evaluation. Obtain district-level signatures and attach to the Project Initiation Document (PID). No headquarters concurrence is needed.

2) Do any of the project alternatives add lane-miles (mainline or aux lanes greater than 1 mile) to the State Highway System?

NO - Continue to Question 3.

YES – Provide estimate of new lane-miles for all alternatives and proceed to Question 4.

Alternative Number	Alternative Name	Lane-miles Added
1	4 Lane Widening (both sides)	2.0
2	4 Lane Widening (west side)	2.0
3	Operational Improvement	0.0
4		
5		
6		

3) Do any of the proposed alternatives add other capacity to the State Highway System (e.g., a new or widened interchange)?

¹ This form is required for SHOPP projects that add lane-miles, including auxiliary lanes, and/or expand interchanges.

- NO – Proceed to Question 4.
- YES – Describe and proceed to Question 4.

Alternative Number	Alternative Name	Capacity Added
1		
2		
3		
4		
5		
6		

4) Has induced VMT been estimated, as prescribed in Transportation Analysis Framework (TAF), Transportation Analysis Under CEQA (TAC), or other methods, for the project alternatives?

- NO – Proceed to Question 5.
- YES – Provide estimates and the methods from which they were obtained, and proceed to Question 5.

Alternative Number	Alternative Name	VMT Estimate (2047)	Estimation Method
1	4 Lane Widening (both sides)	-7,758 (-0.36%)	Tuolumne County Regional Travel Demand Model & Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity (Dec 2021)*
2	4 Lane Widening (west side)	-7,758 (-0.36%)	
3	Operational Improvement	-11,321 (0.52%)	
4			
5			
6			

*Outlined in the California Air Pollution Control Officers Association

5) Have VMT-reducing project elements or mitigation measures have been identified?

- NO – Proceed to Question 6
- YES – Describe and proceed to Question 6: 12-foot Shared Use Path and sidewalk (Alternative 3) or Class III Bikeway and sidewalks (Alternative 1 and 2), park and ride lot including potential for electric charging stations, and two transit stops. Alternative also includes traffic signal upgrades and Alternative 3 includes a signal interconnect.

6) What is the budget for VMT mitigation? Provide the dollar figure and rationale.

The estimated cost of VMT mitigation features is \$3,297,000 for two transit stops, shared use path and sidewalks.

7) Provide estimated completion dates and points of contacts for the following technical studies to be produced in PA&ED and submitted to HQ.

Document	Contact name	Contact e-mail	Scheduled date
VMT assessment methodology*	Contact name and contact email, and schedule date are currently unknown. After the PID is complete and funding has been identified, the Tuolumne County Transportation Council (TCTC) and Caltrans will determine the schedule and execute a cooperative agreement detailing the roles and responsibilities of each agency to complete PA&ED.		
Draft VMT assessment*	See above.		
Final VMT assessment*	See above.		
Mitigation plan	See above.		
Draft environmental document	See above.		
Final environmental document	See above.		

* Submission not required for projects exclusively employing the NCST California Induced Travel Calculator, nor for projects located in counties outside of MPO boundaries.

To Be Completed by HQ

Recommendation(s) to Project Development Teams (PDTs), Districts, and/or Partners

Project screened as unlikely to induce VMT YES NO

The SB 743 Management Team has reviewed the

VMTDD for SR 49 Safe, Healthy, and Equitable Streets Improvement Project and agrees with the District that Alternatives 1 and 2 cannot be screened as unlikely to induce VMT. Alternative 3 is limited to improvements that can be screened under 5.1.1 of the TAC. Additionally, Sustainability does not disagree about the importance of air quality, safety, or public access to emergency evacuation routes.

In summary, the purpose of this project is to:

- Provide congestion relief, improve emergency evacuation and traffic operations.
- Provide paved shoulders, bike lanes or multi-use paths, and sidewalks along SR 49, to create a safer facility for pedestrians and bicyclists.
- Improve economic opportunities for rural and low-income disadvantaged communities while promoting ridesharing, clean vehicles, and improved access to public transit.

Sustainability has the following comments:

- Alternatives 1 and 2 do not comport with Section 5.1.1 of the TAC and may not be screened as unlikely to induce measurable and substantial amounts of VMT. In general, highway widenings are the types of projects that require VMT analysis and a significance determination under CEQA because they are likely to induce travel and raise VMT.
- Alternative 3 is limited to operational improvements, including signal upgrades at intersections and the addition of a shared use bike path. No additional travel lanes are proposed. This alternative is consistent with screened project types under 5.1.1 of the TAC and VMT analysis is not required for it if it is selected to move forward.
- Alternatives 1 and 2 incorporate complete streets elements, two transit stops, a park-and-ride facility, and other measures to encourage non-auto modes of transportation, consistent with Caltrans policy. While these measures may reduce VMT as indicated in the Supplemental Project Study Report (PSR), the appropriate time to discuss this is during the environmental process, in the Project Approval and Environmental Document phase (PA/ED). Information presented in the PSR indicates VMT reductions could result in less than significant impacts under CEQA; however, widenings like this one are typically the types of projects that would induce demand, raise VMT, result in impacts, and require mitigation.
- Improved pedestrian and biking facilities and other potential VMT reducing features of the project are important; however, data suggests their impact is often negligible in

terms of VMT reductions. It's possible this project is the rare case where their benefit is greater, but typically districts and partners employ a host of additional strategies on widening projects to achieve reductions. Discussion of the way these features will facilitate the reductions indicated in the PSR will be necessary during PA/ED, especially if a case is made that the project will reduce VMT impacts to less than significant.

Please feel free to contact Sustainability if you have any questions.

Approved by:

CRISTIN HALLISSY
Deputy District Director,
Environmental and Right of Way

Date

MARLON REGISFORD
Deputy District Director,
Planning, Local Assistance, and Environmental

Date

DENNIS T. AGAR
District Director

Date

TONY DANG
Deputy Director, Sustainability

Date

