



Transportation Impacts (SB 743)

Please join us for a Virtual Townhall on SB 743 hosted by OPR and Caltrans with special guests Ashley Swearingin, Chanell Fletcher, and Seleta Reynolds on **July 1st from 1–2:00 pm**. See the [announcement for more details](#) and a link to register.

SB 743 (Steinberg, 2013) updates the way transportation impacts are measured in California for new development projects, making sure they are built in a way that allows Californians more options to drive less. This change will help us achieve our climate commitments, preserve our environment, improve our health and safety—particularly for our most vulnerable residents—and boost our economy by prioritizing co-located jobs, services, and housing. It will also reduce the time we need to spend in our cars to get places and provide more choices for how we travel, which will help to promote business, provide access to opportunity, and improve the quality of life across our state.

[SB 743 Frequently Asked Questions](#)

[SB 743 Town Hall Recording](#) 

OPR remains committed to helping agencies and the development community implement SB 743. Through over 250 stakeholder convenings and seven years of collaboration with cities, counties, and metropolitan planning organizations across the state, OPR and other state agencies produced and collected the following advisory documents, tools, instructional videos, and background materials.

KEY DOCUMENTS AND LINKS



VMT Technical Advisory: How to evaluate transportation impacts [📄](#)



CEQA Guidelines Implementing SB 743 (pp. 11-12) [🔗](#)



[Connecting State Climate Goals and VMT](#) 



[Induced Travel Calculator](#) 



[Caltrans SB 743 Website](#) 

KEY VIDEO RESOURCES



[Narrated Presentations: Updating the Metric of Transportation Impact](#)



[Implementing 743 Webinar](#)



[Office Hours](#)



[The hidden traffic metric that makes cities worse](#)

Key Resources on SB 743: Studies, Reports, Briefs, and Tools

This resource page will be updated as new resources become available. *Last updated: June 22, 2020*

[Transportation Metrics: Disadvantages of LOS and Auto Delay](#)

[Environmental, Health, Fiscal Benefits of VMT Reduction](#)

[VMT Reduction Strategies](#)

[Induced VMT from Highway Capacity](#)

[Automated Vehicles and VMT](#)

Tools to measure VMT and Access to Destinations ▶

Housing Affordability and VMT ▶

VMT Reduction in Rural Areas ▶

Roadway Pricing ▶

Traffic Safety ▶

Address any questions regarding the key resources to chris.ganson@opr.ca.gov.

Archives

Released April 2018

[Technical Advisory on Evaluating Transportation Impacts in CEQA](#) 

Released November 2017

[Technical Advisory on Evaluating Transportation Impacts in CEQA \(2017\)](#) 

[Frequently Asked Questions](#) 

Released January 2016

Second draft of CEQA Guidelines implementing SB 743, and the Technical Advisory

Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA Implementing Senate Bill 743

Released December 2013

Discussion of metrics options for implementing SB 743

[Preliminary Evaluation of Alternative Methods of Transportation Analysis !\[\]\(950a62bbddad88d64435fd35607dfc42_img.jpg\)](#)

Workshop Materials and Recordings

[February 2, 2016 Webinar Recording !\[\]\(10f8862fc183b400327470ea85afe9ae_img.jpg\)](#)

[February 9, 2016 Webinar Recording !\[\]\(e1d6102fe77919492c04879c8450f1f5_img.jpg\)](#)

[Webinar PowerPoint Presentation !\[\]\(73002692dd5e7a64e60946be3158e719_img.jpg\)](#)

[February 22, 2016 Webinar Recording !\[\]\(d5d7044e5caf6907399af2dced8d6ff8_img.jpg\)](#)

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