CA SB 743: Recent Changes in Context

Tim Black
Outline

● Background to SB 743

● Case Studies

● “Transportation Impact”
California Has Officially Ditched Car-Centric ‘Level of Service’

by Damien Newton and Melanie Curry
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Replacing LOS: Experts Debate How CA Should Measure Transpo Impacts
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Transit Projects Are About to Get Much, Much Easier in California

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What is SB 743?
SB 743 in a Nutshell

- Amends CEQA Guidelines for determining the transportation impact of a project
- Motor Vehicle LOS $\rightarrow$ Vehicle Miles Traveled
- Significance thresholds determined locally
An Important Distinction

Impact of a transportation project

vs.

Impact of a project on the transportation system
An Important Distinction

Impact of a transportation project

vs.

Impact of a project on the transportation system

Charlotte Area Transit System
How does California compare to other states in regulating transportation impacts?
Levels of Environmental Regulation

- All states subject to NEPA
- States with SEPA
- States with local application

- California
- New York
- Massachusetts
- Washington
- Hawaii
- Minnesota
Why is local application important?

- Level of effect

- Type of effect on transportation system
  - private: burden system
  - public: alleviate burden on system
Levels of Environmental Regulation

- All states subject to NEPA
- States with SEPA
  - California
  - New York
  - Massachusetts
  - Washington
  - Hawaii
  - Minnesota
- States with local application
Takeaway #1

Very few states regulate the effect of development on the transportation system to a similar degree as California.
What are these five other states doing?

<table>
<thead>
<tr>
<th>Area</th>
<th>Metric</th>
<th>Threshold for Significance</th>
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</thead>
<tbody>
<tr>
<td>New York City</td>
<td>Motor Vehicle LOS, bus load, rail line haul capacity, pedestrian movement</td>
<td>Determined locally</td>
</tr>
<tr>
<td>King County, Washington</td>
<td>Auto trips generated, level of service, greenhouse gas emissions generated by development</td>
<td>Determined locally</td>
</tr>
</tbody>
</table>
| Massachusetts            | Motor Vehicle LOS, MMLOS                                               | 1) Degraded LOS  
2) Inadequate bike/pedestrian access |
Takeaway #2

Among the local application states, definitions for “transportation impact” are diverging
Fundamental Question

built vs. natural
Thank you!