

# CA SB 743: Recent Changes in Context

Tim Black

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# Outline

- Background to SB 743
- Case Studies
- “Transportation Impact”

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## California Has Officially Ditched Car-Centric 'Level of Service'

by [Damien Newton](#) and [Melanie Curry](#)



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By William Fulton on 8 August 2014 - 8:56am

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By JoAnn Hadfield, Tim Paone, and Tony Petros

November 14, 2014

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Replacing LOS: Experts Debate How CA Should Measure Transpo Impacts

by Melanie Curry



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From *The Atlantic*

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# Transit Projects Are About to Get Much, Much Easier in California

The state's push to end car-first street planning could ripple across the country.



OPINION

## 'Driving miles' is best measure of new development

By Curt Johansen and Jeremy Madsen Updated 4:32 pm, Wednesday, November 19, 2014

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## Editorial Proposed environmental rules could help cities reduce car use



Traffic jams the harbor Freeway. Under the previous CEQA process, a development project is deemed to have a negative environmental impact if it would slow traffic. (Los Angeles Times)

By THE TIMES EDITORIAL BOARD  
contact the reporter

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low CA Should Measure Transpo Impacts

**What is SB 743?**

# SB 743 in a Nutshell

- Amends CEQA Guidelines for determining the **transportation impact** of a project
- Motor Vehicle LOS → Vehicle Miles Traveled
- Significance thresholds determined locally

# An Important Distinction

Impact of a  
transportation project  
vs.

Impact of a project on the  
transportation system



Charlotte Area Transit System



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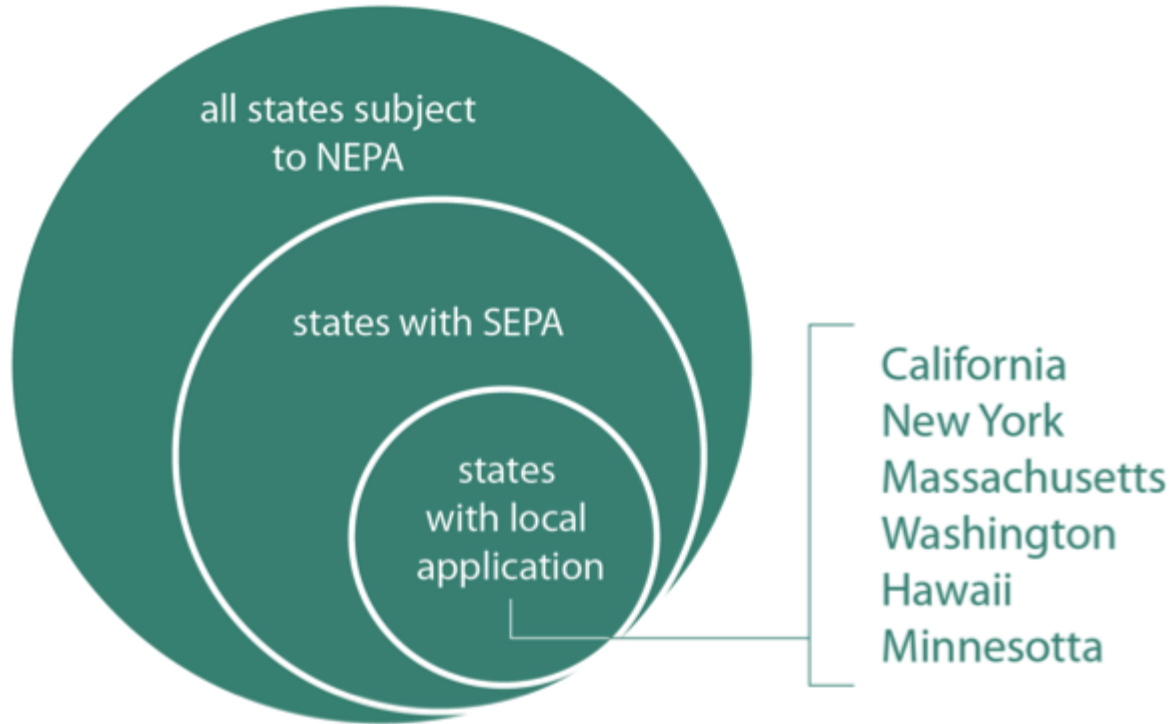


Charlotte Area Transit System



**How does California  
compare to other states  
in regulating  
transportation impacts?**

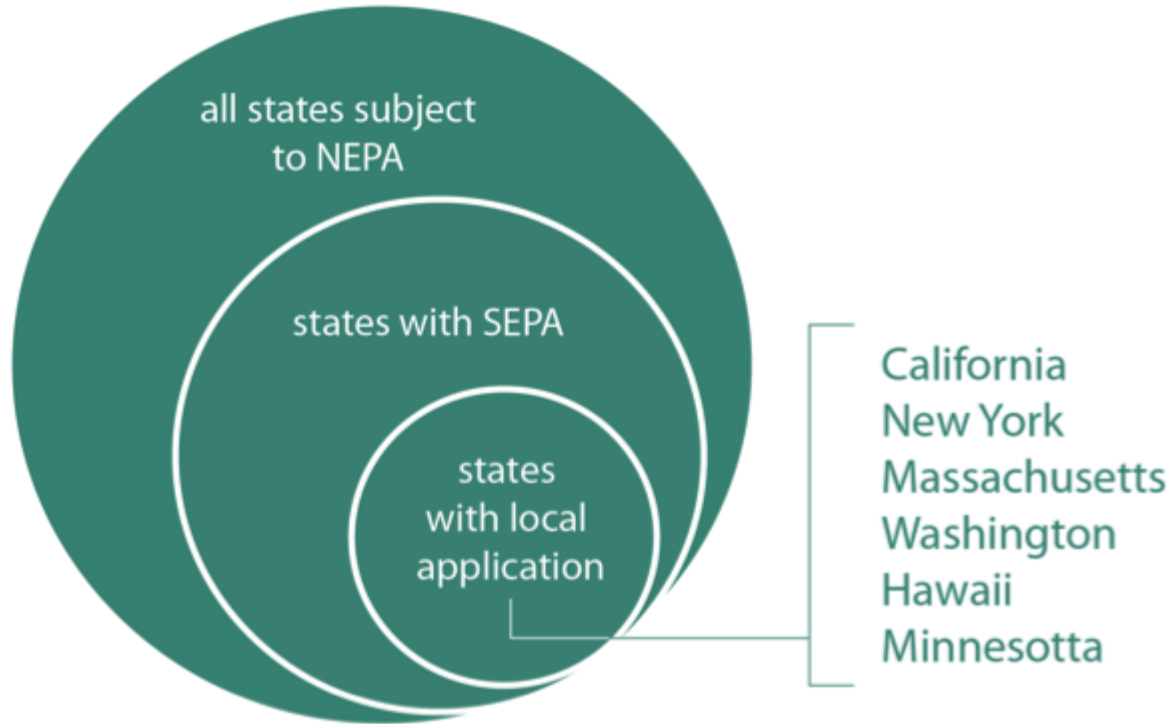
# Levels of Environmental Regulation



# 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



# 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?

Area	Metric	Threshold for Significance
New York City	Motor Vehicle LOS, bus load, rail line haul capacity, pedestrian movement	Determined locally
King County, Washington	Auto trips generated, level of service, greenhouse gas emissions generated by development	Determined locally
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!

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