

Sacramento Area Council of Governments



# SB 375 Overview

## **AASHTO Climate Change Steering Committee Meeting**

Gordon R. Garry, Sacramento Area Council of Governments  
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# California's Sustainable Communities and Climate Protection Act of 2008 (SB 375)



- <http://Gov.ca.gov/press-release/10697>



# SB 375 Objectives



- Links land use, transportation, and climate change planning and decision-making
  - Land use development impacts travel behavior which has GHG consequences
- Links local, regional, and state agencies planning and decision-making

# Climate Change at ARB



- Air Resources Board sets GHG targets for MPOs
  - 2020 and 2035
  - For cars and light trucks
  - Without including reductions from fuel economy and fuel carbon content
- Regional Targets Advisory Committee recommended methodology
- Targets are not regulatory
- Targets will be revised over time

# RTAC Recommended (and Ultimately Adopted) Methodology



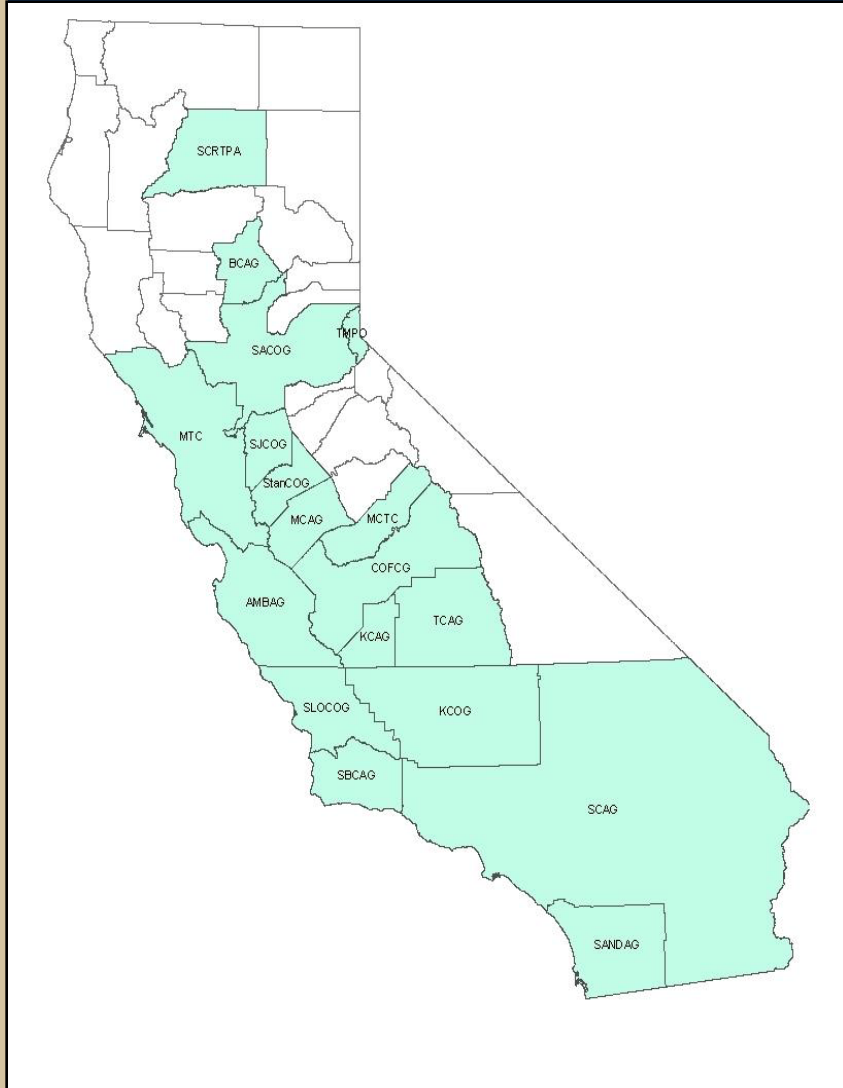
- Had to be seen as fair to a wide range of regions' sizes (L.A. to Tahoe) and growth rates (Bay Area to Central Valley)
- Had to be quantified in a reasonably similar manner at all MPOs
- Had to fit within RTP planning process
- The metric:
  - % reduction in cars' and light trucks' GHG per capita from 2005 levels

# Regional Targets Advisory Committee

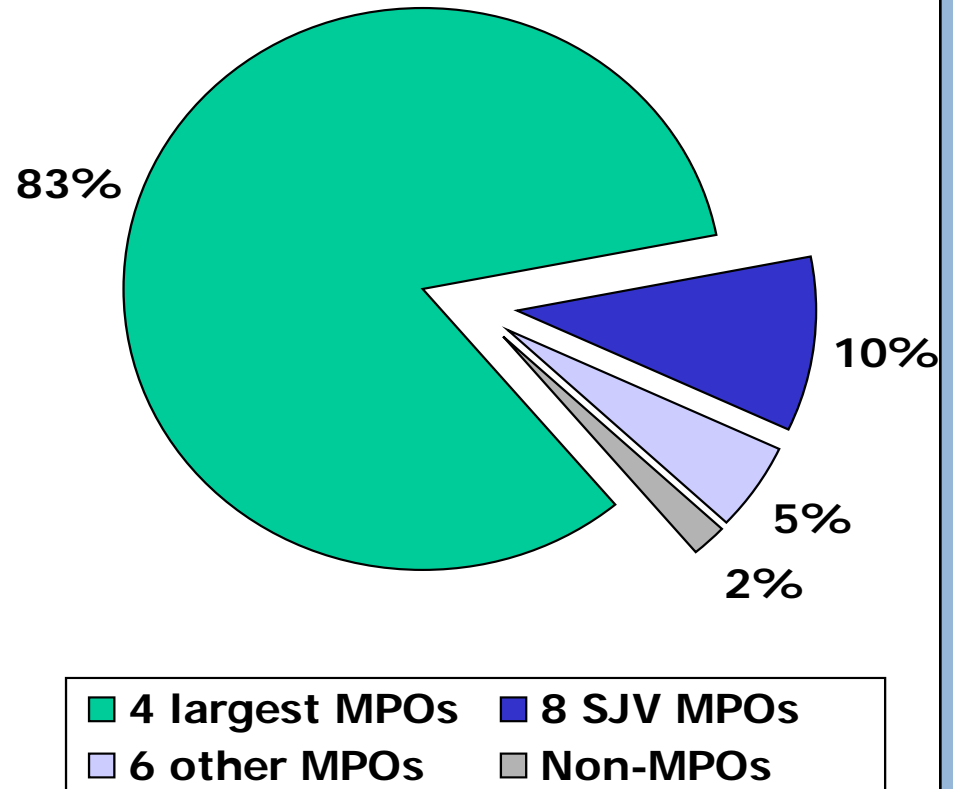


- Air Resources Board
  - <http://www.arb.ca.gov/cc/sb375/rtac/rtac.htm>
- Assessment by Urban Land Institute
  - <http://www.uli.org/ResearchAndPublications/PolicyPracticePriorityAreas/Sustainability/SB375.aspx>
- Assessment by Natural Resources Defense Council
  - <http://www.nrdc.org/globalwarming/sb375/>

# Metropolitan Planning Organizations



**Percent of Statewide Population and Passenger Vehicle GHG Emissions**



# Regional Agencies Transportation and Land Use Authorities



- MPO must include Sustainable Community Strategy in their Regional Transportation Plan
  - If the RTP does not meet the GHG targets an Alternative Planning Strategy must be developed
  - The APS is not restricted by planning regs
- COGs in California administer an affordable housing program (RHNA)
- SB 375 links these plans



# Cities and Counties Land Use Authority



- Land use authority underpins the SCS in the RTP to meet Federal transportation planning regulations
- Land use approvals are subject to environmental review through the California Environmental Quality Act (CEQA)
- Residential projects (especially in transit intensive areas) consistent with the SCS or APS can receive CEQA streamlining

# CEQA Streamlining



- Does not eliminate environmental review
- Shifts analysis from project level to regional level
- Requires a clear comparison of residential land use project to regional plan
- Increases the CEQA analysis of the RTP

# Lessons



- Incentives not regulations recognizes diverse authorities and responsibilities
- Integrating and connecting land use, transportation, and climate change increases the need for performance based planning
  - Highlights the reality that actions can have broad range of consequences

# Lessons



- Integration also increases the need for improvements in land use, travel, and GHG models and data systems
- The increased comparison between regions highlights differences in planning process and analytical capabilities

# Lessons Are Not Completed



- The first RTPs with SCSs are in development now
- Residential projects cannot yet receive CEQA benefits
- We have to wait and see how the housing market responds to these incentives

# Questions?

