SB 375 Overview

AASHTO Climate Change Steering Committee Meeting

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California’s Sustainable Communities and Climate Protection Act of 2008 (SB 375)

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

• Assessment by Natural Resources Defense Council
  – http://www.nrdc.org/globalwarming/sb375/
Metropolitan Planning Organizations

Percent of Statewide Population and Passenger Vehicle GHG Emissions

- 4 largest MPOs: 83%
- 8 SJ V MPOs: 10%
- 6 other MPOs: 5%
- Non-MPOs: 2%
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?