

# SB 375 (Steinberg)

## SB 375 Technical Overview and Regional Update

Bill Yeates



# SB 375

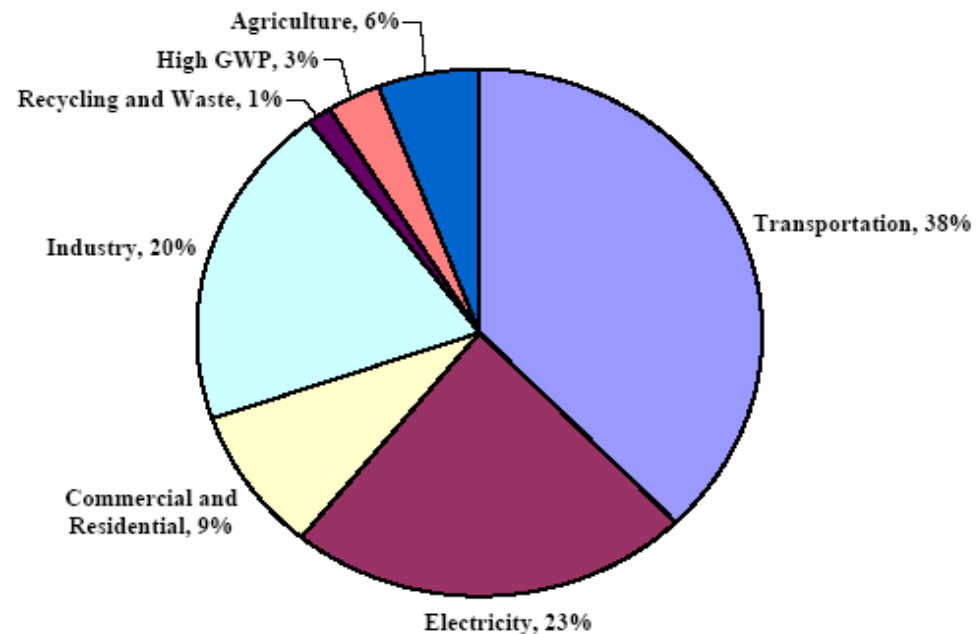
The goal is to reduce green house gas emissions from cars and light trucks through incentives for better development patterns so people can choose to drive less



# SB 375 targets cars and light trucks

- Cars and light trucks account for about 75% of GHG emissions in the transportation sector.
- Number of miles driven per year increases at nearly twice the rate of population growth.

Figure 1: California's Greenhouse Gas Emissions (2002-2004 Average)<sup>15</sup>



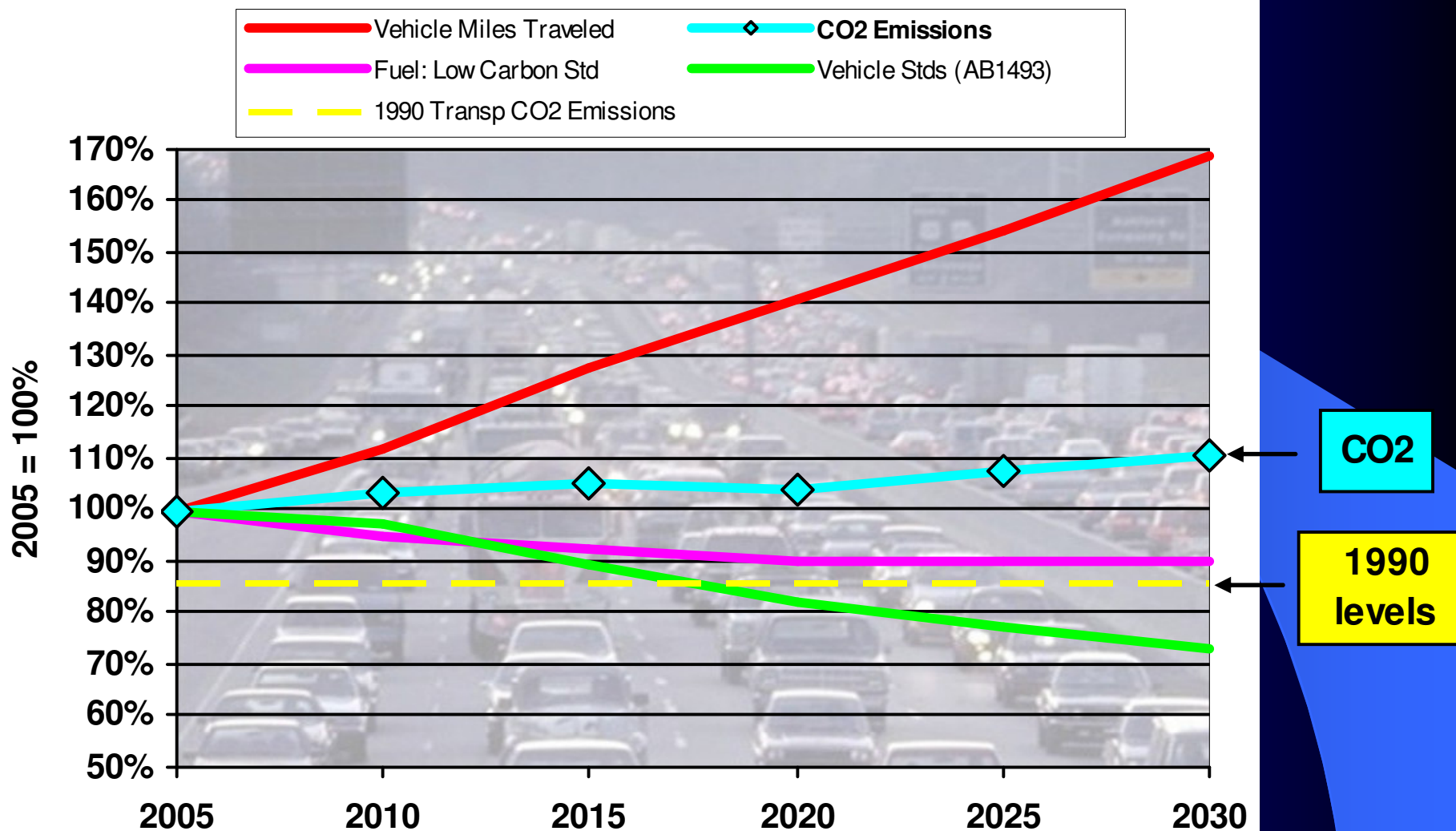
Source: CARB Scoping Plan

Unless the growth in VMT is constrained,  
California will not achieve its AB 32 goals.

“Even with ARB’s greenhouse gas regulations and implementation of the Low Carbon Fuel Standard (LCFS), the increase in GHG emissions from the increased travel will outweigh the policies’ combined benefits.”

**THE ROLE OF LAND USE IN MEETING CALIFORNIA’S ENERGY  
AND CLIMATE CHANGE GOALS**, Final CEC Staff Report, August  
2007 CEC-600-2007-008-SF (Page 9)

# Growth in VMT will overwhelm savings from LCFS and AB 1493



CO2

1990 levels

# SB 375 Changes California Planning and Transportation Law in Four Basic Ways:

- Adds new state content to the regional transportation plan – a sustainable communities strategy – linking climate policy with transportation and land use planning;
- Aligns the program for the regional distribution of housing to be consistent with the sustainable communities strategy;

# SB 375 Changes California Planning and Transportation Law in Four Basic Ways:

- Adds new provisions to CEQA to assist land use decisions that implement the sustainable communities strategy;
- Adds new modeling provisions to accurately account for the transportation impacts of land use decisions.

# The Sustainable Communities Strategy – Regional Greenhouse Gas Emissions Targets:

- The Air Resources Board, after an interactive process with the regions, sets greenhouse gas emissions reduction targets for each region from the car and light truck sector;
- The Air Board must take into account other strategies for reducing greenhouse gas emission, such as fuel efficiency standards and low carbon fuels.

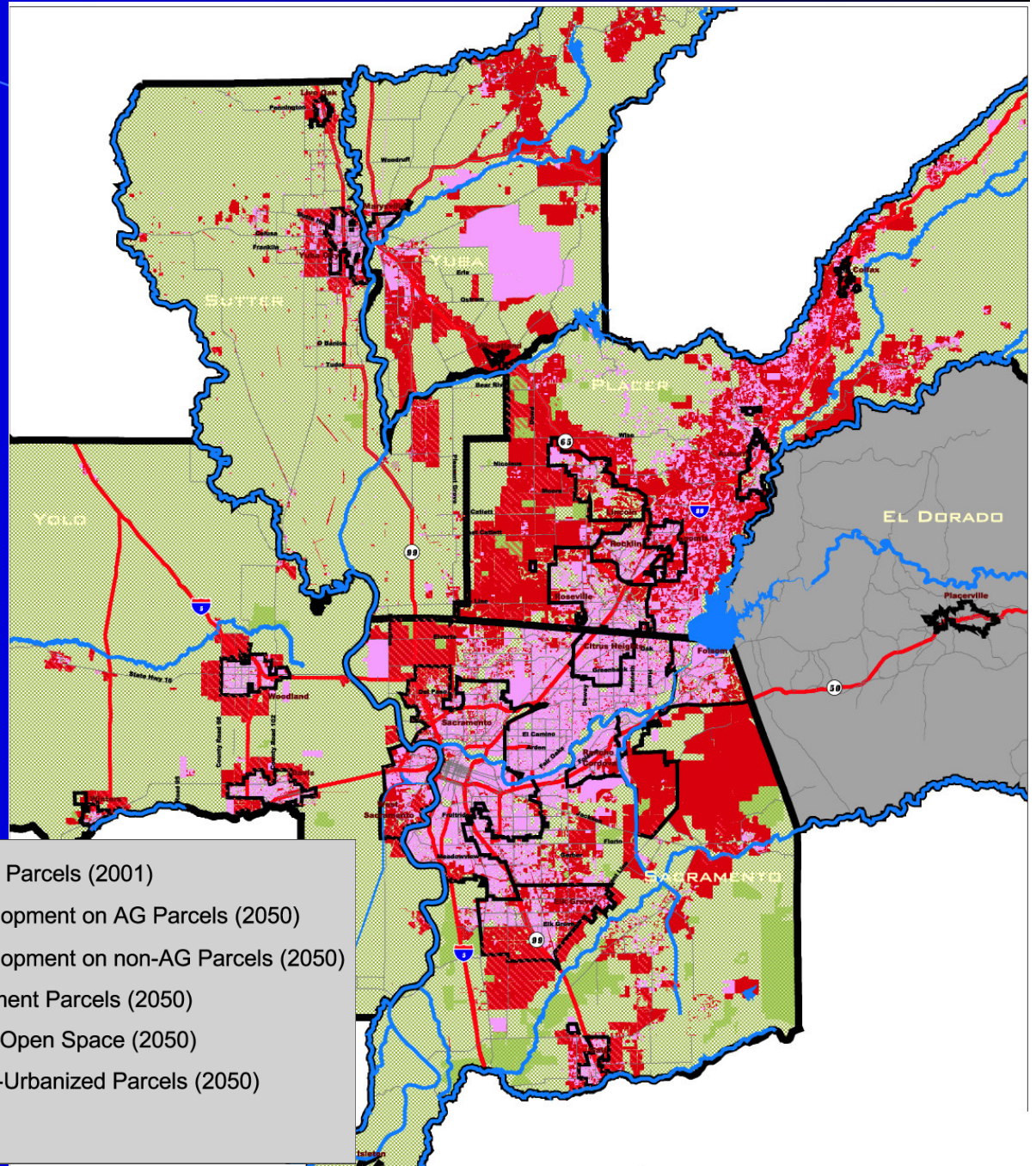
# How will SB 375 Accomplish Its Goal?

## Regional Transportation Planning:

- Existing law requires regional transportation plans to include a development pattern for the region.
- SB 375 provides that the development pattern should be designed to achieve regional GHG reduction targets set by CARB.

# SACOG Base Case

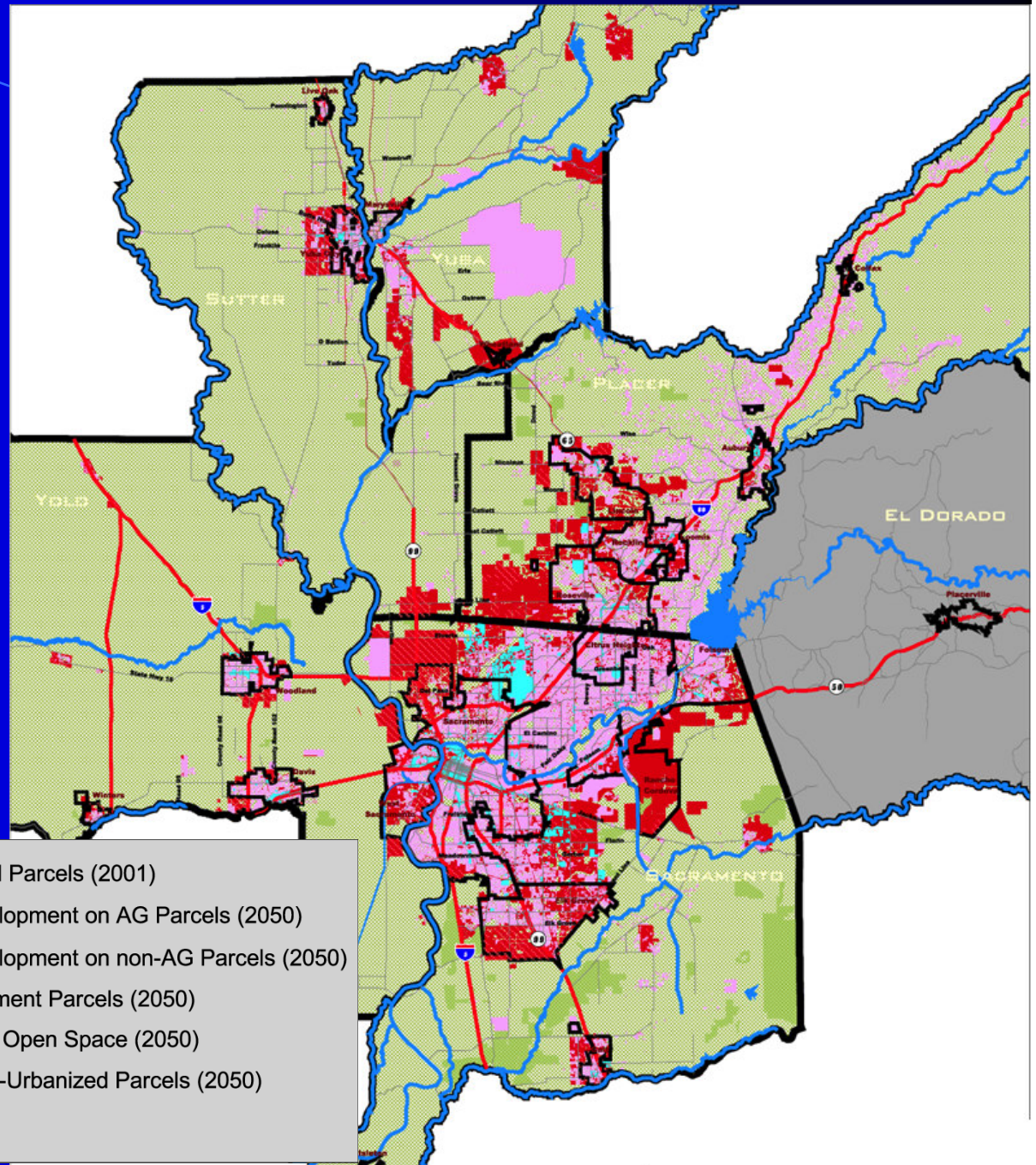
## Urban Footprint — 2050



# SACOG Preferred Scenario

## Urban Footprint — 2050

This Urban  
Footprint  
occupies 350  
square miles  
less land and  
reduces CO<sub>2</sub> by  
15%



# Sustainable Communities Strategy (SCS)



- \$20 billion/year in federal, state, and local transportation funding flow through California each year.
- SCS's will be an added element to Regional Transportation Plans.
- Projects outside the approved SCS will not qualify for federal transportation funding

# The Sustainable Communities Strategy:

- Identifies areas for housing and development for all of the region's population;
- Identifies and considers significant resource areas and farmland;
- Sets forth an integrated development pattern and transportation network that will achieve the greenhouse gas emissions reduction targets, if there is a feasible way to do so; and,
- Must comply with Federal Clean Air Act.

# Aligning the Regional Distribution of Housing with the Sustainable Communities Strategy:

- Councils of government allocate housing within a region to be consistent with the sustainable communities strategy;
- Housing elements will be updated every eight years, instead of five;
- Allocations of housing units by the Department of Housing and Community Development to regions must be consistent, to the extent feasible, with the jobs-housing balance per the regional transportation plan;

# Aligning the Regional Distribution of Housing with the Sustainable Communities Strategy:

- Local governments must complete housing elements within 18 months after receiving their housing allocation;
- Local governments have three years to complete rezoning of sites to be consistent with the designations in the housing element; and,
- A court can compel local governments to complete the rezoning if the statutory deadline is not met; if the rezoning is not completed, there are new restrictions on the power to deny or condition affordable housing projects.

# Alternative Planning Strategy

- If SCS cannot achieve GHG Reduction Targets within the RTP, MPO must prepare Alternative Planning Strategy.
- The APS may identify alternative development patterns, increased transit programs or other policies that would enable the region to achieve the targets.

California Air Resources  
Board must certify that the  
SCS or APS would, if  
implemented, achieve GHG  
emission reduction targets

# CEQA INCENTIVES

## 4 New Provisions

SCS approval required before CEQA incentives available

1. Exemption for “transit priority projects” that qualify as a sustainable communities project.
2. Environmental assessment for “transit priority projects” where the impacts can be fully mitigated.

# CEQA INCENTIVES

## 4 New Provisions

3. Short form EIR, if findings of overriding consideration are needed.
4. Traffic mitigation treated as a policy decision rather than a project-by-project determination.

# CEQA Incentives

Incentives for certain high-density, transit-oriented projects

- CEQA exemption
- New CEQA documents
- Streamlined CEQA review

# CEQA Incentives

## *New CEQA Documents*

### Sustainable Communities Environmental Assessment

- Like Negative Declaration/Mitigated Negative Declaration
- Initial study – analyze all significant or potential significant effects
- Substantial evidence review

# CEQA Incentives

## *New CEQA Documents*

Shorter, More Limited Environmental Impact Report

- Analyze only significant or potential significant effects
- No need to analyze off-site alternatives
- Substantial evidence review

# CEQA Incentives

## *Streamlined CEQA Review*

- Streamlined CEQA review also available for:
  - Certain projects that qualify for new CEQA documents, or
  - Projects that (1) are at least 75% residential (2) are consistent with an approved SCS, and (3) that incorporate mitigation from prior environmental documents

# CEQA Incentives

## *Streamlined CEQA Review*

- Findings need not address:
  - (1) growth inducing impacts, or
  - (2) any project-specific or cumulative impacts generated by car and light-duty truck trips on global warming or the regional transportation network.
- EIR need not analyze a reduced residential density alternative to reduce the effects of car and light-duty truck trips generated by the project

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