



## *Move San Diego* *Summary of Senate Bill 375*

Senate Bill Number 375 (SB 375), passed on September 30, 2008, is designed to reduce greenhouse gas emissions in the state of California by creating regional emission reduction levels set by the California Air Resources Board (CARB). The design of the bill is to reduce emissions by changing land use planning in a way that creates a Sustainable Community Strategy. By encouraging more compact development near urban and transit centers, the hope is to reduce urban sprawl and encourage better transportation practices to reduce overall vehicle miles traveled, thereby reducing greenhouse gas emissions.

There are five key provisions in SB 375 to accomplish these goals:

- Creates regional targets for greenhouse gas (GHG) emissions reductions tied to the transportation and land use sectors
- Requires regional planning agencies to create a Sustainable Communities Strategy (SCS) that meets the GHG targets, using updated transportation models that take into account the effects of land use and transit services on vehicle miles traveled
- Connects Regional Housing Needs Allocation (RHNA) planning with the Regional Transportation Plan (RTP), by requiring an update every eight years, coincident with every other four-year RTP process
- Requires regional transportation funding decisions be consistent with the RTP
- Streamlines and creates new CEQA exemptions for certain projects that are consistent with a regional plan that meets the GHG targets

The bill applies to the eighteen regions throughout the state that have Metropolitan Planning Organizations (MPO). In our region the San Diego Association of Governments (SANDAG) is the MPO and is responsible for updating the RTP, a forty-year transportation plan based upon a set of land use assumptions about future development patterns, and receives state and federal funding to do so.

As the RTP is developed, it must be done in a manner that is in line with the SCS. The SCS must follow a list of requirements that include:

- Identifying residential and building densities within the region.
- Identifying a transportation network capable of serving the needs of the region.
- Identifying areas in the region capable of housing the population over the life of the RTP.
- Set a forecasted development pattern for the region that shows the feasible reduction in greenhouse gasses for the region.

If the SCS meets the list of requirements, it will then be approved by CARB.

As with any land use project, CEQA comes into play but under SB 375 certain projects can be fast-tracked through the CEQA process. Projects that meet the requirements of the SCS and are either deemed “transit priority projects” or meet requirements spelled out for residential mixed-use are streamlined through the process in an effort to reduce redundancy. What they are missing in this phase of the process, they have satisfied by conforming to the SCS.

Key Dates:

**January 31, 2009:** CARB created a Regional Targets Advisory Committee, which recommended facts to consider and methodologies to use for divvying up the state targets and assigning each region a target for the automobile and light truck sectors for 2020 and 2035.

**September 30, 2009:** The Regional Targets Advisory Committee submitted a report to CARB with its recommendation regarding the regional targets.

**June 30, 2010:** CARB must provide each region its GHG emissions reduction targets for use in the region's next RTP update.

**February/March 2011:** SANDAG targets completion of the Draft RTP with the new SCS, as well as the corresponding Environmental Impact Report (EIR)

**July 2011:** SANDAG completes final RTP, EIR and the Regional Housing Needs Assessment (RHNA) that must be conducted as part of every other RTP process