

# OneBayArea

## *Fact Sheet*

### **SB 375 (STEINBERG): LINKING REGIONAL TRANSPORTATION PLANS TO STATE GREENHOUSE GAS REDUCTION GOALS**

- Requires metropolitan planning organizations (MPOs) to develop a Sustainable Communities Strategy (SCS) – a new element of the regional transportation plan (RTP) – to strive to reach the greenhouse gas (GHG) reduction target established for each region by the California Air Resources Board. The target for the Bay Area is a 7 percent per capita reduction by 2020 and a 15 percent per capita reduction by 2035. The 2013 RTP will be the Bay Area’s first plan that is subject to SB 375.
- In the Bay Area, the SCS will be developed in conjunction with the Association of Bay Area Governments (ABAG), which is responsible for the land-use and housing assumptions. The SCS adds three new elements to the RTP: (1) a land use component that identifies how the region could house the entire population of the region over the next eight and 25 years; (2) a discussion of resource and farmland areas to be protected; and (3) a demonstration of how the development pattern and the transportation network can work together to reduce GHG emissions.
- If the SCS falls short of the targets, the MPO must adopt an “alternative planning strategy” (APS) that achieves them. Because the APS is not formally part of the RTP it can include bolder ideas that rely upon changes in law, such as pricing strategies or new funding sources not anticipated the RTP.
- ARB is required to review and approve the SCS, but is not allowed to change it. If the SCS does not reach the target, the MPO is required to develop an APS that ARB agrees would reach the target.
- Requires the MPO to conduct extensive outreach with local government officials and adopt a public participation plan for the SCS that includes a minimum number of workshops in each county as well as three public hearings on the draft SCS prior to adoption of a final RTP.
- Provides assurance that transportation projects programmed for funding prior to 2012 and contained in the 2009 federal transportation improvement program, funded by Proposition 1B, or a voter approved sales tax measure approved prior to 2009 will not be held to a stiffer environmental standard than existed prior to the law’s enactment.
- Synchronizes regional housing needs assessment (RHNA) process with RTP process, requires local governments to rezone their general plans to make them consistent with the updated housing element and requires RHNA allocations be consistent with the development pattern in the SCS. Moves RHNA to an eight-year cycle, rather than a five-year one.
- Streamlines the California Environmental Quality Act (CEQA) for housing and mixed-use projects that meet specified criteria, such as proximity to public transportation.