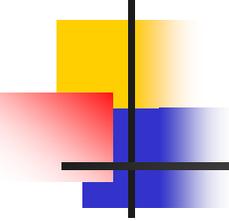


California's Land Use/Transportation Planning Law SB 375

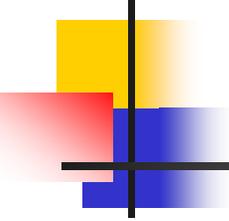


Joan Rohlf's
Chief, Air Quality Planning
October 22, 2008



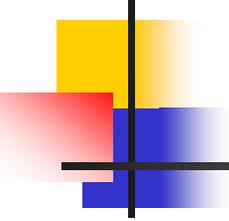
CA Climate Change policies

- Global Warming Solutions Act of 2006 (AB 32)
- Low Carbon Fuel Standard
- Million Solar Roofs Initiative
- Renewable Portfolio Standards
- CA automobile emissions standards (2002 law, in litigation with EPA)



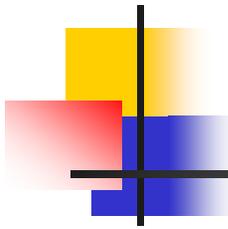
SB 375

- Complements CA AB32, Global Warming Solutions Act of 2006
 - Requires GHG reduction to 1990 by 2020
 - Goal of GHG reduction by 80% of 1990 by 2050
- Transportation emissions 30% of GHG
- To accomplish GHG goals, fuel efficient cars not enough
- People need to drive less, live and work closer together



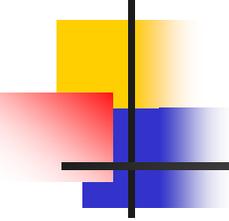
What does SB 375 do?

- Creates regional targets for GHG emissions
- Requires MPOs to create sustainable community strategy to meet targets
- Transportation funds used as incentive for projects consistent with plan
- Environmental exemptions for projects that conform to new plan



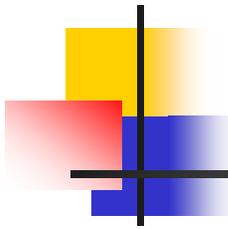
Role of MPO's

- Required to develop a sustainable communities strategy
- Sustainable communities strategy will be incorporated in regional transportation plan
- Update Travel demand models to assess the effects of land use choices, use of economic incentives and disincentives
- Provide financial incentives for cities and counties that implement growth policies consistent with sustainable plan



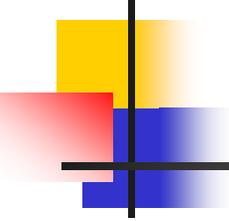
State Air Resources Board

- Provides each region with GHG emission reduction targets for automobile and light trucks for 2020 and 2035
- Targets are updated every 8 years until 2050
- ARB would determine if MPO is on track to meet target



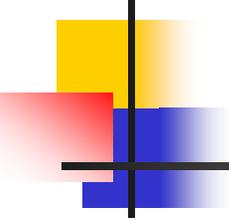
MPO

- MPO must quantify reduction in GHG emissions to be achieved by sustainable communities strategy
- If sustainable communities strategy doesn't achieve goal, MPO must prepare an alternative planning strategy to demonstrate how targets will be met
- No penalty for failing to meet GHG target



Land use planning

- Cities and counties retain land use authority
- Comprehensive land use plans are not required to be consistent with the regional transportation plan



Environmental Review

- Exempts transit priority projects, sustainable community projects from extensive environmental review (CEQA)
- Not required to comply with additional mitigation measures