

# OFFICE OF THE GOVERNOR

## Arnold Schwarzenegger

---

[Home](#) | [About Arnold](#) | [News Room](#) | [First Lady](#)

---

[Graphics Version](#)

### FACT SHEET

10/01/2008

#### **Senate Bill 375: Redesigning Communities to Reduce Greenhouse Gases**

10/1/2008

The single-largest source of greenhouse gases in California is emissions from passenger vehicles, and in order to reduce those emissions, we must work to reduce Californians' vehicle-miles traveled (VMTs). That means helping people spend less time in their cars to get to work and to the grocery store. In order to reach California's greenhouse gas reductions goals set out in the Global Warming Solutions Act of 2006 (AB 32), we must rethink how we design our communities.

Senate Bill 375 by incoming Senator Pro Tem Darrell Steinberg would be the nation's first law to control greenhouse gas emissions by curbing sprawl. SB 375 provides emissions-reducing goals for which regions can plan, integrates disjointed planning activities, and provides incentives for local governments and developers to follow new conscientiously-planned growth patterns. SB 375 enhances the Air Resources Board's (ARB) ability to reach AB 32 goals.

Just as the railroad transformed California, and decades later our freeway system did the same, SB 375 will be responsible for reshaping the face of California's communities into more sustainable, walkable communities, with alternative transportation options and increased quality of life.

#### *Reducing Harmful Greenhouse Gases Through Better Land-Use Planning*

For California to reach its greenhouse gas reduction goals, we must address how the state's communities grow. This law will direct the ARB to set greenhouse gas reduction targets for regions of the state and work with California's 18 metropolitan planning organizations (MPOs) to align their transportation, housing, and regional land-use plans with greenhouse gas reductions in mind.

**FACT:** California's population - now 38 million - is projected to grow to 46 million by

2030, the equivalent of adding eight new San Franciscos to the state. More people means more cars, and more cars means more miles driven, and that growth threatens to erode the progress of all other vehicle-related global warming reduction measures ARB is currently developing.

And that will mean less greenhouse gases emitted. Practically, this will mean envisioning and planning for communities that rely less on automobiles and get Californians out of their cars for routine trips such as to work and the grocery store. Spending less time on the road is the single-most powerful way for California to reduce its carbon footprint.

**FACT:** Passenger vehicles are the largest single source of greenhouse gas emissions in California, accounting for 30 percent of the total.

It will also mean a higher quality of life. SB 375 provides incentives for creating attractive, walkable, sustainable communities and revitalizing existing ones. It will also encourage the development of more alternative transportation options. By doing so, this law will promote healthy lifestyles and reduce traffic congestion so Californians can spend less time on the road.

#### *A First-In-The-Nation Move*

For the state that epitomizes car culture to tackle the global warming problem of long commutes is a historic event. Over much of the past century, California was shaped largely by the automobile - our freeway system, our drive-thru restaurants, our bedroom communities. Starting now, our environmental goals and our focus on healthy lifestyles will give a facelift to California's car culture.

This is another first for California, which continues to lead the nation and the world in its aggressive fight against global warming. No other state in the nation is tackling land-use planning related to greenhouse gases.

The Governor continues to work to boost California's economy while protecting its environment. Governor Schwarzenegger's green initiatives will mean jobs in California and more opportunities in the emerging green-tech and clean-tech industries as innovators work to develop new ways to reduce greenhouse gas emissions.

#### *The Legislation*

[Senate Bill 375](#) (Darrell Steinberg, D-Sacramento) requires the ARB to develop regional greenhouse gas emission reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035. The 18 MPOs in California will prepare a "sustainable communities strategy" to reduce the amount of vehicle miles traveled (VMT) in their respective regions and demonstrate the ability for the region to attain ARB's targets.

- ARB would later determine if each region is on track to meet their targets.

- Builders also would get relief from certain environmental reviews under California Environmental Quality Act if they build projects consistent with the new sustainable community strategies.
- In addition, cities would get extra time -- eight years instead of five -- to update housing plans required by the state.

*The Governor's Record on Reducing Greenhouse Gas Emissions:* With strong policies, laws and innovation, California is leading the fight against climate change.

- [Global Warming Solutions Act of 2006 \(AB 32\)](#): AB32 established a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gas emissions. The law will reduce carbon emissions in California to 1990 levels by 2020.
- [Low Carbon Fuel Standard \(LCFS\)](#): California's LCFS requires fuel providers to reduce the carbon intensity of transportation fuels sold in the state, dramatically expanding the market for alternative fuels. By 2020, the LCFS will reduce carbon content in all passenger vehicle fuels sold in California by 10 percent.
- [Million Solar Roofs Initiative](#): The Governor's \$2.9 billion incentive plan for home and building owners who install solar electric systems will lead to one million solar roofs in California by the year 2018, provide 3,000 megawatts of clean energy and reduce greenhouse gas emissions by 3 million tons.
- [Renewable Portfolio Standard \(RPS\)](#): California's RPS calls for more energy to come from clean, renewable sources. In 2003, the Governor called for an acceleration of the RPS, pushing for 20 percent of California's energy to come from renewable energy sources by 2010 rather than 2017, seven years earlier than statute. This accelerated standard became law in 2006, when the Governor signed SB 107.
- [California's automobile emissions standards](#): The Governor has been pursuing every avenue possible to enforce California's 2002 California law, AB 1493 by Assemblymember Fran Pavley, which allows California to enact and enforce emissions standards to reduce greenhouse gas emissions from automobiles, including a lawsuit against the U.S. Environmental Protection Agency to overturn its decision denying a waiver to enforce state regulations to limit greenhouse gas emissions from cars.

What They're Saying About Senate Bill 375:

***Contra Costa Times*: "Reducing Greenhouse Gas Emissions Is Best Accomplished With A Comprehensive Plan That Includes Land Use."** "Technology will play a major role as hybrid and other high-mileage cars replace less efficient vehicles. But more must be done if California is to meet its goals. Less driving as well as greater fuel efficiency is needed. That is where Senate Bill 375 by Darrell Steinberg, D-Sacramento, comes in. The measure's supporters understand that reducing greenhouse gas emissions is best accomplished with a comprehensive plan that includes land use to go along with transportation strategies." (Editorial, "Smart Growth Measure Fights Greenhouse Gas Emissions," *Contra Costa Times*, 8/31/08)

- ***Contra Costa Times***: "We are confident that Californians can significantly cut back on their consumption of fossil fuels with new technology and intelligent development that results in less driving. SB 375 is an important part of that strategy and merits bipartisan support in the Legislature and the governor's signature." (Editorial, "Smart Growth Measure Fights Greenhouse Gas Emissions," *Contra Costa Times*, 8/31/08)

***Bakersfield Californian***: "The Bill Would Create Opportunities For Local Creativity In The Pursuit Of Common, Statewide Benefits." (Editorial, "We Must Change The Way We Think About Growth," *Bakersfield Californian*, 8/30/08)

- ***Bakersfield Californian***: "Creatively Applied, Attractively Rendered Urban Density Built Around Mass Transit Lends Itself To Job Growth, Affordable Housing And Protection Of Farmland, Never Mind Cleaner Air."  
"Steinberg's bill would not eliminate the suburbs or the big, ranch-style homes that some people prefer, but rather create an environment that would give homebuyers more responsible and affordable options. Creatively applied, attractively rendered urban density built around mass transit lends itself to job growth, affordable housing and protection of farmland, never mind cleaner air. The time to take bold strides in that direction is now." (Editorial, "We Must Change The Way We Think About Growth," *Bakersfield Californian*, 8/30/08)

***The Fresno Bee***: "A Carefully Crafted Effort To Rein In Sprawl, Cut Greenhouse Gas Emissions, Boost Mass Transit." "... The measure, Senate Bill 375, by Sen. Darrell Steinberg, D-Sacramento, is a carefully crafted effort to rein in sprawl, cut greenhouse gas emissions, boost mass transit and increase the amount of affordable housing in the state. It deserves the governor's signature." (Editorial, "Bill To Reward Smart Growth; Bipartisan Effort Addresses Several Of State's Biggest Problems," *The Fresno Bee*, 8/31/08)

- ***The Fresno Bee***: "SB 375 Is A Real Breakthrough... The Need Is Obvious." (Editorial, "Bill To Reward Smart Growth; Bipartisan Effort Addresses Several Of State's Biggest Problems," *The Fresno Bee*, 8/31/08)