

Has SB 375 Dramatically Changed California?

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The answer is:

Yes

and

No

The Answer is Yes Because:

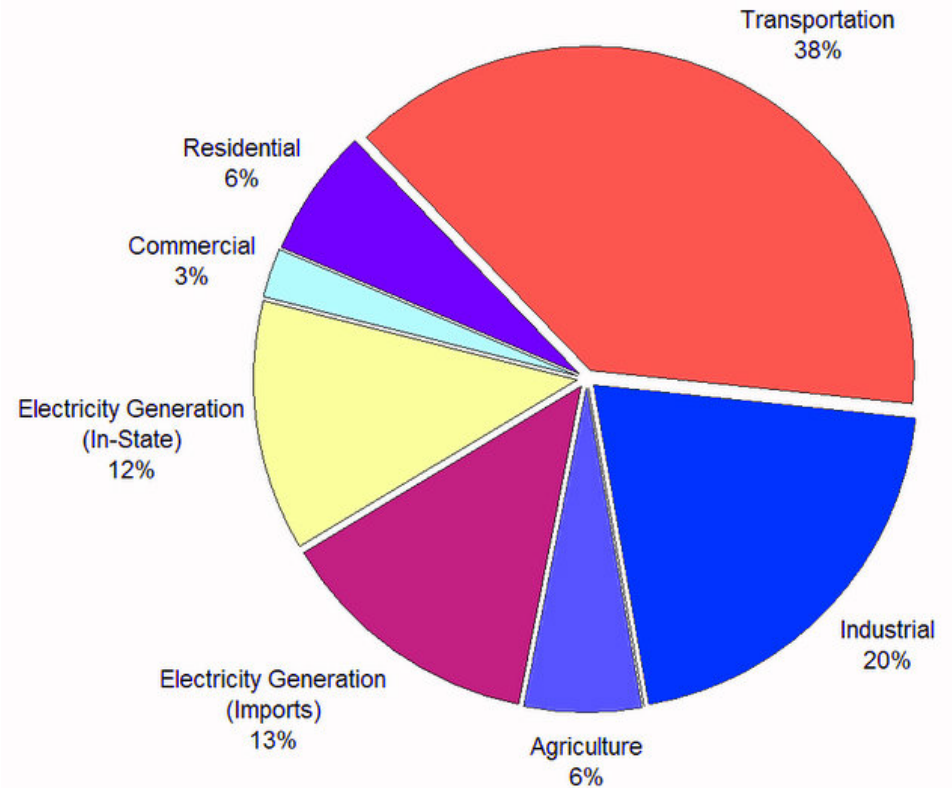
- SB 375 has drastically changed how planning occurs at the regional and state level. To a lesser extent at the city/county level.
- It's the law. SB 375 is a statutory requirement for all urbanized areas of California located within an Metropolitan Planning Organization (MPO).
- It's just one of the reasons why residents of our state need to re-think how our respective communities should grow and develop.
- Don't forget the "co-benefits" of looking at transportation and land use and future growth: reducing VMT, reduced fuel consumption, better air quality, communities where people can walk or bike easier, etc.

The Answer is No Because:

- SB 375 does not cut off transportation funds if an MPO does not reach its target.
- The language in SB 375 was very specific to state that neither the MPO or state, can take away local land use authority.
- In general, changes in land use and new transportation projects are very long-term. Meaning that we won't see too many changes over the next 5-10 years.

Why SB 375?

In California, transportation accounts for approximately 38% of all greenhouse gas emissions.



California's Metropolitan Planning Organizations



SB 375 - Primary Components

- CARB sets regional greenhouse gas emission targets for each of the 18 California MPOs.
- As part of their long-range transportation planning (RTP) process, each MPO must prepare strategies to identify how they will meet these regional targets.
- For certain in-fill development projects, provides relief from some state environmental requirements (CEQA).

The Basics –

Regional Transportation Plans

- Regional Transportation Plans (RTPs) are 20-year (plus) plans that identify a long-term vision of how the region should grow and where investments in the transportation system should be made.
- RTPs identify present and future needs, deficiencies and constraints, analyze potential solutions, estimate available funding, and propose investments.

How Does the SCS Fit Into the Pre-Existing RTP Process?

- Transportation and land use are closely linked. SB 375 put the MPOs in the spot light to make the transportation/land use connection at the regional level.
- MPOs must continue to meet federal RTP requirements and timelines.
- The Sustainable Communities Strategy is one more requirement that has to be addressed in the RTP.
- Yes, I'll say it – SB 375 did not have funding tied to it. The State did provide \$7.5 million for modeling improvements (\$2.5 million for the SJV MPOs). However MPOs can use their carryover (un-used) annual federal planning funds to pay for SB 375 activities.



**How did your community
look like 50 years ago?**

**What will your
community look like
in 50 years?**