



SB 375 Summary and Analysis for the Bay Area

Summary of SB375 Main Features

1. Creation of regional targets for greenhouse gas emissions reduction tied to the transportation and land use sector.

- By September 30, 2010, the California Air Resources Board (CARB) must give each of California's 17 Metropolitan Planning Organizations (MPOs) transportation-related greenhouse gas (GHG) emissions reduction targets for 2020 and 2035. The Bay Area's MPO is the Metropolitan Transportation Commission (MTC).
- The targets will be based on input from a Regional Targets Advisory Committee of stakeholders. Each MPO can make recommendations about what their target should be.

2. Requirement that regional planning agencies create a land use and transportation plan to meet those targets.

- As part of the Regional Transportation Plan (RTP), each MPO must prepare a Sustainable Communities Strategy (SCS) that meets GHG targets "if there is a feasible way to do so" and meets both the Regional Housing Needs Allocation (RHNA) and projected total housing needs over the entire planning period.
- If MPO modeling shows that the SCS won't meet the GHG targets, the MPO must prepare an Alternative Planning Strategy (APS) that does meet the targets. The APS is a separate document from the RTP.
- The MPO must submit its SCS or APS to CARB. CARB will evaluate whether or not the SCS or APS meets the GHG targets.
- If CARB determines the submitted strategy will not meet targets, the MPO must revise the strategy or adopt an APS (if they haven't already) that meets the targets.

3. Requirement that regional transportation funding decisions be consistent with this new land use and transportation plan.

- Federal law requires that an RTP must be "internally consistent" which means that funding decisions therein must be consistent with the SCS. However, the APS can be a separate document from the RTP, which means funding decisions would not have to be consistent with an APS.
- There is also language stating that MPOs "shall also consider financial assistance" for local governments that contribute toward the GHG targets by implementing policies for city-centered growth.



- 4. Reform of Housing Element law to match up with regional planning processes.**
 - The Housing Element cycle will be extended from 5 years to 8 years to match up with RTP timing.
 - The Regional Housing Needs Allocation will be based on SCS, which means cities near transit will likely have greater housing responsibilities.
 - Housing Elements will be due 18 months after the SCS is adopted.
 - Jurisdictions must re-zone Housing Element sites within 3 years of Housing Element adoption.

- 5. New CEQA exemptions and streamlining for certain projects consistent with a regional plan that meets the targets.**
 - A residential or mixed-use project (with at least 75% residential) does not have to study:
 - Growth-inducing impacts
 - A reduced residential density alternative to address traffic impacts
 - Either project-specific or cumulative traffic impacts “on global warming or the regional transportation network.”
 - A “Transit Priority Project” is defined as a project that:
 1. Contain at least 50% residential use.
 2. Have a minimum net density of 20 units per acre
 3. Have a floor-area ratio for the commercial portion of the project at 0.75
 4. Are located within ½ mile of either a rail stop, a ferry terminal, or a bus line with 15-minute headways.
 - Local governments can *choose* to designate a Transit Priority Project a “sustainable communities project,” which qualifies for a full CEQA exemption, after one public hearing, if the project:
 - Is no bigger than 8 acres or 200 units.
 - Can be served by existing utilities
 - Will not have a significant effect on historic resources
 - Buildings exceed energy efficiency standards
 - Provides ANY of the following:
 - 5 acres of open space
 - 20% moderate income housing
 - 10% low income housing
 - 5% very low income housing



- Alternatively, if a Transit Priority Project incorporates all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports, it is eligible for a sustainable communities environmental assessment (SCEA). Under this scenario:
 - The SCEA shall contain measures to either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project
 - Projects need not study growth-inducing impacts or either project-specific or cumulative traffic impacts “on global warming or the regional transportation network.”
 - Cumulative effects of the project that have been addressed and mitigated in prior environmental impacts need not be treated as cumulatively considerable.
- If a city adopts traffic mitigation measures to apply to Transit Priority Projects, then a transit priority project is not required to comply with any additional mitigation measures for the traffic impacts of that project.

6. Requirement that regional planning agencies must use updated transportation models that take into account the effects of land use and transit service on vehicle miles traveled.

Bay Area Timeline

September 30, 2010: CARB sets GHG targets for each region.

Summer 2012: SCS completed, to inform RHNA methodology.

August 2012: ABAG adopts RHNA methodology.

February 2013: MTC adopts RTP that includes SCS (and optionally creates APS to meet GHG targets).

February 2013: CEQA exemptions available to projects consistent with SCS or APS.

August 2013: ABAG sets RHNA numbers based on SCS.

August 2014: Cities update housing elements to meet RHNA.

August 2017: Cities complete re-zoning of housing element sites.

September 2018: CARB updates GHG targets for each region; cycle repeats.