



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Planning Committee

DATE: December 1, 2009

FR: Executive Director

RE: SB 375 Overview and Joint Policy Committee (JPC) Policies for the Bay Area's
Implementation of SB 375, MTC Resolution No. 3936

Background

The Global Warming Solutions Act of 2006 (AB 32) set an overall greenhouse gas (GHG) emissions reduction goal of returning to 1990 emissions levels by 2020. The Act required the California Air Resources Board (CARB) to adopt a Climate Change Scoping Plan to demonstrate how the AB 32 GHG reduction goal would be achieved; CARB adopted its Scoping Plan in December 2008.

The Scoping Plan proposes GHG emission reduction targets for all sectors, including a section specifically for passenger vehicle/light truck-related emissions. The Scoping Plan explicitly refers to SB 375 (Steinberg, Chapter 728, Statutes of 2008) as the process for reducing these greenhouse gas emissions through more sustainable land use and transportation planning.

SB 375 is landmark legislation that integrates regional land use, transportation, housing and greenhouse gas reduction planning efforts. It requires CARB to set greenhouse gas emission reduction targets for passenger vehicles and light trucks for 2020 and 2035 in each of the 18 Metropolitan Planning Organization (MPO) regions in California. Each MPO is responsible for preparing a Sustainable Communities Strategy (SCS); the SCS includes an underlying land use plan for the RTP tied to the regional transportation system and resulting greenhouse gas reductions. If the RTP/SCS does not meet the GHG reduction target, an Alternative Planning Strategy (APS) must be prepared sufficient to meet the established targets. Each MPO is allowed to recommend an emissions reduction target to CARB specific to its region. According to recent CARB guidance, the target, or targets, will likely be measured in terms of "percent reduction in per capita GHG emissions compared to 2005 (base year) levels".

SB 375 also expands regional and local responsibilities relative to state housing objectives. The bill requires that the Regional Housing Needs Assessment (RHNA) be consistent with the SCS. SB 375 requires that each region house all of its population growth, including all economic groups, over the RTP period; it also requires that, within three years of amending their housing elements, local governments enact zoning to implement those elements.

SB 375 explicitly assigns responsibilities to ABAG and to MTC to prepare an RTP/SCS for the Bay Area. As such, the two agencies, along with the other two Joint Policy Committee (JPC) agencies,

BCDC and the Air District, have been developing an SB 375 work plan and proposed policies to provide guidance on how we move forward.

SB 375 Work Plan

The attached presentation slides include a work plan outline identifying three main work elements occurring over the next 3 years, leading to adoption of the next RTP in Spring 2013

1. *Foundation* phase (through September 2010), during which the targets are developed, we collect the information we will need for the SCS, build and refine our forecasting models, and, most importantly, engage our local-government partners;
2. *Construction* phase (October 2010 through January 2012), during which we develop and evaluate alternative scenarios (or packages) of land-use patterns and of transportation networks, measures and policies, engage stakeholders and the general public (with our local-government partners), and choose a preferred final draft SCS; and
3. *Integration* phase (February 2012 through March 2013), during which we refine the Sustainable Communities Strategy, use the SCS to build a detailed transportation investment plan and a consistent regional housing needs allocation, and associated environmental review and other related documents.

JPC Policies for the Bay Area's Implementation of SB 375

Also attached to this memorandum are policies adopted by the JPC in September 2009 that are proposed to guide the process through which the Bay Area's regional agencies will implement SB 375 (Steinberg). These policies were subject to extensive review and comment from JPC members and local agencies. In adopting its SB 375 policies, the JPC resolved to refer them for adoption by its member agencies.

The policies cover the following subjects:

1. Setting Targets
2. Modeling the Relationship between Transportation and Land Use
3. Preparing a Sustainable Communities Strategy and an Alternative Planning Strategy
4. Achieving Consistency with Adjacent Regions
5. Synchronizing and Conforming the SCS and the RTP with the RHNA
6. Providing CEQA Assistance
7. Aligning Regional Policies

Recommendation

Staff recommends that this committee refer the JPC Policies for the Bay Area's Implementation of SB 375, Resolution No. 3936 to the Commission for approval.

Steve Heminger

SH:DK

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