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## *F A C T   S H E E T*

### **SB 375 (STEINBERG): LINKING REGIONAL TRANSPORTATION PLANS TO STATE GREENHOUSE GAS REDUCTION GOALS**

- Establishes a process for the California Air Resources Board (ARB) to implement the state's global warming legislation (AB 32) for the transportation sector. Requires ARB to adopt by September 30, 2010 regional greenhouse gas (GHG) targets for emissions associated with the automobile and light truck sector. Establishes a Regional Targets Advisory Committee to recommend protocols for setting the targets by September 30, 2009 and requires ARB to release draft targets by June 30, 2010.
- Requires metropolitan planning organizations (MPOs) such as MTC to develop a Sustainable Communities Strategy (SCS) – a new element of the regional transportation plan (RTP) – to strive to reach the GHG reduction targets. MTC is already developing our 2009 RTP with the AB 32 GHG reduction targets in mind. Our 2013 RTP would be the first plan subject to SB 375.
- In the Bay Area, the SCS shall be developed in conjunction with the Association of Bay Area Governments (ABAG), as has been the historic practice for the land use assumptions of the RTP. The SCS adds three new elements to the RTP: (1) a land use component that identifies how the region could house the entire population of the region over the next eight and 20 years; (2) a discussion of resource and farmland areas to be protected; and (3) a demonstration of how the development pattern and the transportation network can work together to reduce GHG emissions.
- If the SCS falls short of the ARB targets, requires MPO to adopt an “alternative planning strategy” (APS) to achieve them. Because the APS stands outside of the RTP it can include bolder ideas that might be necessary to reach the targets, but that require additional funds or changes in law.
- Empowers ARB to review and approve the SCS, but not to modify it. Instead, the MPO must revise the documents until ARB agrees that at least the APS would reach the GHG reduction targets.
- Requires the MPO to conduct extensive outreach with local government officials and adopt a public participation plan for the SCS that includes a minimum number of workshops in each county as well as three public hearings on the draft SCS prior to adoption of a final RTP.
- Provides assurance that transportation projects programmed for funding prior to 2012 and contained in the 2009 federal transportation improvement program, funded by Proposition 1B, or a voter approved sales tax measure approved prior to 2009 will not be subject to new environmental scrutiny under the bill's provisions.
- Synchronizes the regional housing needs assessment (RHNA) process with the RTP process, requires local governments to rezone their general plans, consistent with the updated housing element within three years of adoption, and provides that RHNA allocations must be consistent with the development pattern in the SCS. Moves RHNA to an eight-year cycle from five-year one.
- Provides a California Environmental Quality Act (CEQA) exemption or a streamlined process for housing and mixed-use projects that meet specified criteria, such as proximity to transit.