Goals of SB375

- Broadly support AB32 climate goals
- Specifically reduce greenhouse gas (GHG) emissions from passenger vehicles
- Support other environmental and economic goals
- Create a regional vision that guides local action
Roles in SB375

- ARB sets GHG reduction targets for the regions
- Metropolitan Planning Organization (MPO) develops a Sustainable Communities Strategy (SCS)
- ARB reviews MPO determination that targets would be met if SCS is implemented
- Local government implements the SCS
- Strategic Growth Council supports SCSs through grants

Approach to First SB375 Targets

- Main focus on the four largest regions
- Target metric is a percent change from 2005
- Targets based on MPO modeled scenarios
- SB375 recognizes that changing land use patterns takes time
Key Program Accomplishments

- SCSs reflect improved land use, mobility and housing goals
- The state has provided substantial funding for SCS planning
- Scenario planning process is embraced by MPOs and the public
- Major MPOs have demonstrated they could meet their targets

SCS Part of a Broad Planning Framework

**Transportation Planning**
- Federal planning requirements
- Role of local transportation commissions
- Transportation funding
- MAP21 performance based approach

**Land Use Planning**
- Land use authority is local
- Change requires a long lead time
- Infrastructure must keep pace
- Fiscal drivers of local decisions
Sustainable Communities Strategies: What Changed?

- Focus growth in urban areas accessible to transit
- Accommodate more multi-family housing closer to transit
- Encourage more active transportation and transit investment
- Mode shift to non-auto trips

Improvements to the Planning Process

- Forming new regional partnerships
- Investing in model and tool improvements
- Adopting new RTP performance measures
- Revising project-level selection criteria
- Committing funds for SCS strategies
San Joaquin Valley MPOs

- Working towards 2014 adoption of eight individual SCSs
- Collaborating on model improvements, growth forecasts, quantification methodology
- Technical consultant investigating effects of inter-regional travel

Implementation Challenges

- Policy
  - Building local government support
  - Need growth and development to effect change
- Resources
  - For MPO and local planning
  - For regional infrastructure and projects to implement the SCS
- Technical
  - Ongoing modeling improvements
State Support for SB375 Implementation

- Strategic Growth Council grants
- Governor’s budget proposal
- High Speed Rail statewide system
- Investment in statewide model improvements
- State funded research to support SCS strategies

SB375 Update Requirements

- Board shall update targets every 8 years
- Board may revise targets every 4 years
SB375 Requirements for Target Update Process

- MPOs may make target recommendations
- Exchange of technical information among ARB, MPOs, Caltrans, air districts, and local governments
- ARB engages in a public process with stakeholders

Summary

- Major MPOs are in the SCS implementation phase
- San Joaquin Valley MPOs are developing their first SCSs
- Board consideration of a target update in 2014
- State is supporting MPOs as they implement SCSs