



BCAG's Implementation of SB 375: *Sustainable Communities to Reduce Greenhouse Gases*

AB 32 – California Global Warming Solutions Act

The single largest source of greenhouse gases in California results from passenger vehicle emissions. Assembly Bill 32, *California's Global Warming Solutions Act of 2006*, was enacted to provide the California Air Resources Board (CARB) with the authority to implement programs to reduce greenhouse gas emissions from various sources, including passenger vehicles. AB 32 requires that greenhouse gas emissions be reduced to 1990 levels by 2020, and an 80% reduction to 1990 levels by 2050.

SB 375 - Reducing Greenhouse Gas Emissions through Improved Coordination of the Regional Housing Needs Plan & Regional Transportation Plan

Senate Bill 375 directs the California Air Resources Board to set regional targets for reducing greenhouse gas emissions from vehicle miles traveled (VMT). The new law requires the states' Metropolitan Planning Organizations (MPOs) like BCAG to develop a "*Sustainable Communities Strategy*" as a component of the 2012 Regional Transportation Plan (RTP) update. The Sustainable Communities Strategy provides a "bottoms up" approach to ensure that cities and counties are participants in the regional plan that is to achieve the area's passenger vehicle emission reduction targets.

SB 375 builds upon the existing framework of regional planning to integrate the Regional Housing Needs Plan and the Regional Transportation Plan in an effort to reduce greenhouse gas emissions from passenger vehicle trips. The product of this coordination will be development of the **Sustainable Communities Strategy** which will help guide local land use and transportation planning with strategies that reduce VMT.

The "Sustainable Communities Strategy"

The Sustainable Communities Strategy (SCS) is required to be included in the Regional Transportation Plan (RTP) starting in 2012. The SCS must demonstrate a transportation network and land use development plan which accommodates the region's forecasted housing need while reducing GHG emissions, if feasible to do so. Federal law requires that the SCS be developed within the framework of the local jurisdictions general plans and that the associated transportation network be financially feasible. This will require the SCS to consider more transit-oriented and mixed-use development that promotes alternative modes of travel (bike/walk/bus). If the region's emission targets cannot be met through the SCS, BCAG will be required to develop an Alternative Planning Strategy (APS) which is allowed to be shaped outside the confines of federal law. The SCS, once adopted by the BCAG Board of Directors, will require final review and approval from the California Air Resource Board to ensure it is meeting the requirements of SB 375 and the goals of AB 32.

While the SCS is not a binding land use plan and is not required to be adopted by the cities and county, transportation projects and funding allocations identified in the RTP will need to be consistent with the SCS for funding approval.

Milestone Dates for SB 375 Implementation

