

**Provisions of SB 375 – As amended through March 24, 2008**

Modeling

- Require the CTC to adopt guidelines for travel demand models used in the development of regional transportation plans;
- Require the Department of Transportation to assist the commission, on request, in this regard, and would impose other related requirements;
- Require the State Air Resources Board to provide each affected region with greenhouse gas emission reduction targets from the automobile and light truck sector for 2020 and 2035 by January 1,2010, and to update the regional targets until 2050;

Sustainable Communities Strategy

- Require the regional transportation plan to include a Sustainable Communities Strategy (SCS), designed to achieve certain goals for the reduction of greenhouse gas emissions from automobiles and light trucks in a region;
- Require certain transportation planning and programming activities to be consistent with the SCS contained in the regional transportation plan, but would state that certain transportation projects programmed for funding on or before December 31,2011, are not required to be consistent with the SCS. To the extent the sustainable communities strategy is unable to achieve the greenhouse gas emissions reduction targets;
- Require regional agencies to prepare a supplement to the sustainable communities strategy that would achieve the targets through alternative development patterns or additional transportation measures;
- Require an affected regional agency to submit a statement to the California Transportation Commission describing the relationship of each project in the regional transportation improvement program to the regional transportation plan and supplement adopted by the regional agency;

CEQA Revisions

- Currently, the California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment;
- SB 375 require the environmental document prepared pursuant to CEQA to only examine the significant or potentially significant project specific impacts of a project located in a local jurisdiction that has amended its general plan so that the land use, housing, and openspace elements of the general plan are consistent with the sustainable communities strategy most recently adopted by the transportation planning agency, pursuant to the requirements specified in the bill, if the project meets certain requirements;
- Provide that no additional review is required pursuant to CEQA for a project if the legislative body of a local jurisdiction that has amended its general plan finds, after conducting a public

hearing, that the project meets certain criteria and is declared to be a sustainable communities project;

- Authorize the legislative body of a local jurisdiction to adopt traffic mitigation measures for future residential projects that meet specified criteria;
  - Exempt such a residential project seeking a land use approval from compliance with additional measures for traffic impacts, if the local jurisdiction has adopted those traffic mitigation measures.

#### Unfunded

- The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement; Under SB375 the Legislature finds there is no mandate contained in the bill that will result in costs incurred by a local agency or school district for a new program or higher level of service which require reimbursement pursuant to these constitutional and statutory provisions.

*Summary prepared by Los Angeles Metropolitan Transportation Authority (LAMTA) 4/17/08, with modifications by RTC staff.*

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