

Exploring the Successes & Shortcomings of Senate Bill 375

Joint MTC Planning Committee with the
ABAG Administrative Committee
May 13, 2022



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METROPOLITAN TRANSPORTATION COMMISSION

Senate Bill 375 (2008)

- **Transformative law integrating land use & climate mitigation** into the core of regional planning in California
- **Set greenhouse gas targets** for regions and empowered CARB to review and approve plans
- **Lacked any significant implementation or funding provisions** to enable MPOs to turn plans into reality



**Governor Schwarzenegger &
Senate Majority Leader Steinberg**

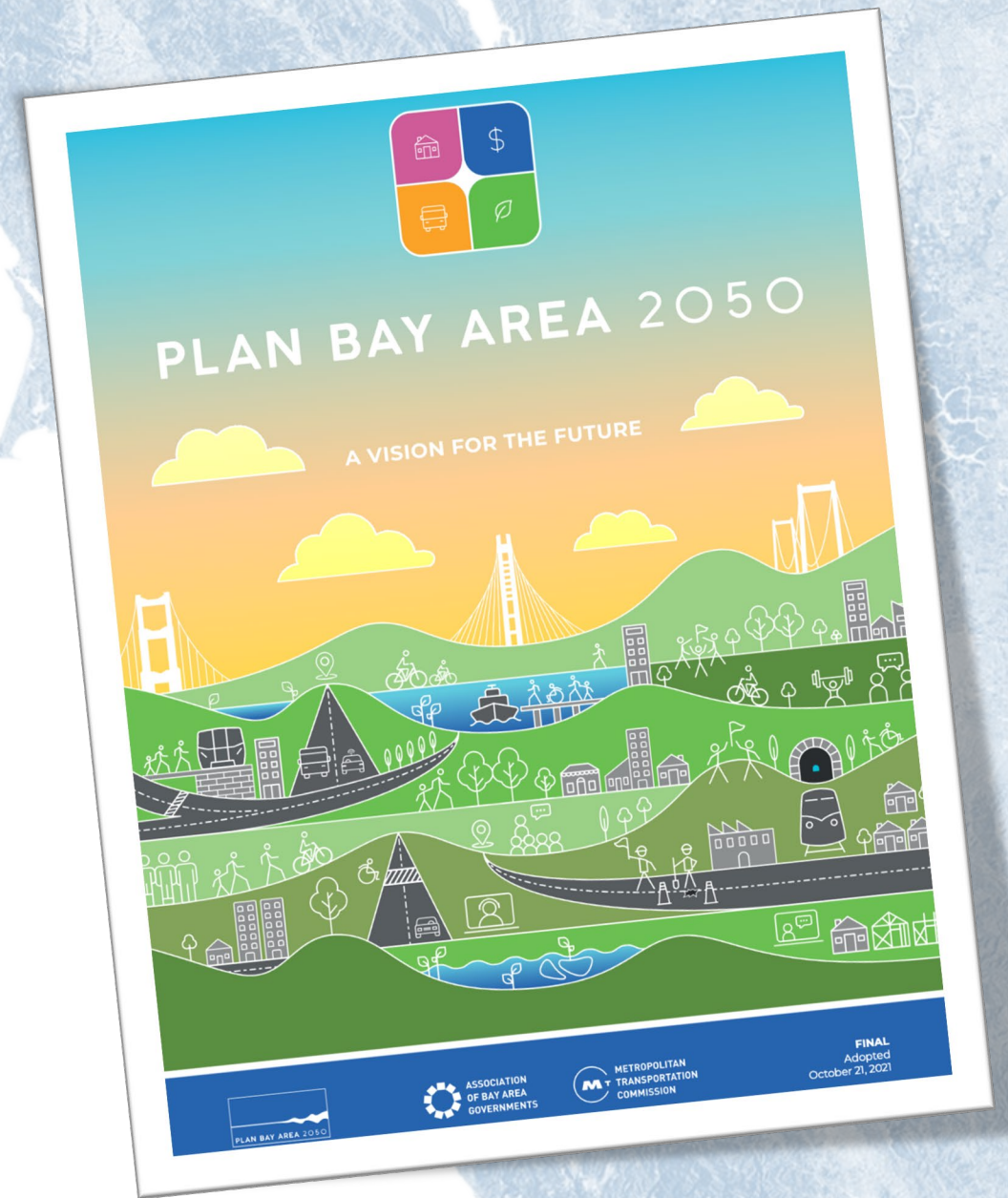
Image Source: Spokesman-Review



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Three Iterations of Plan Bay Area (So Far)

- **Plan Bay Area (2013):** first plan to integrate and achieve state-mandated climate target
- **Plan Bay Area 2040 (2017)**:** “limited and focused” update with specific lens on growing housing crisis
- **Plan Bay Area 2050 (2021)**:** stronger integration of equity & resilience; new Environment & Economy elements added to Plan



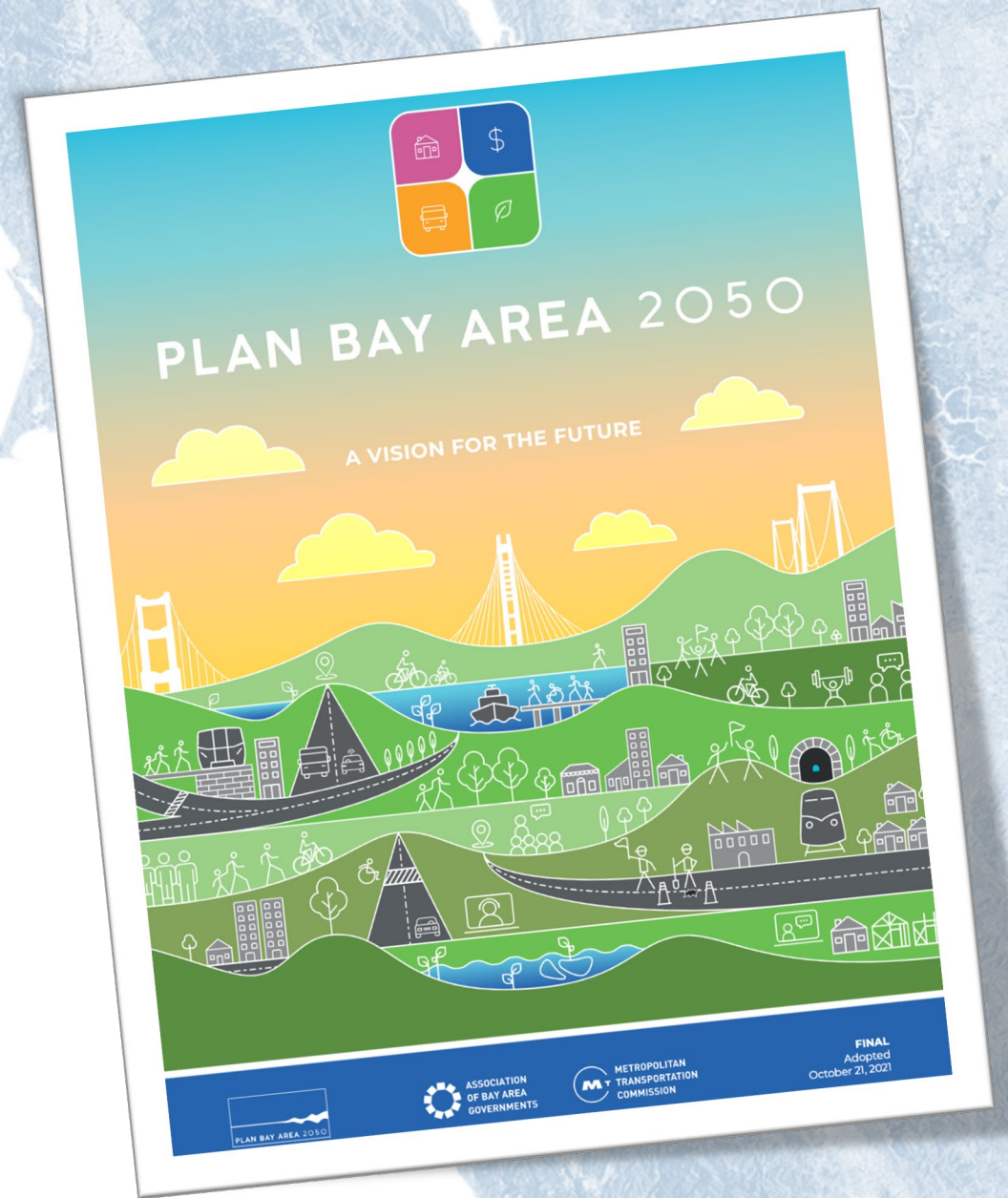
**** Note:** Both Plan Bay Area 2040 and Plan Bay Area 2050 paired *long-range strategies* with *near-term implementation actions*.



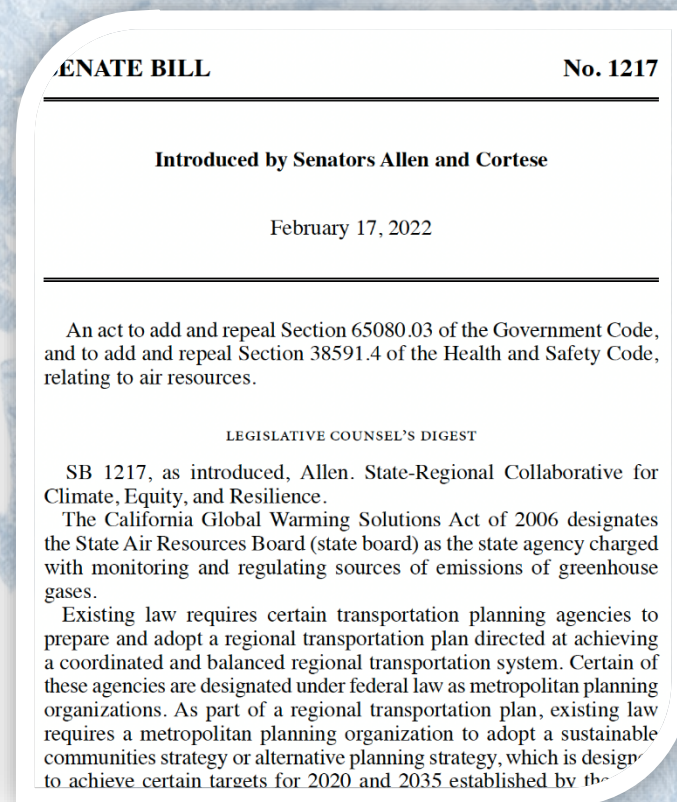
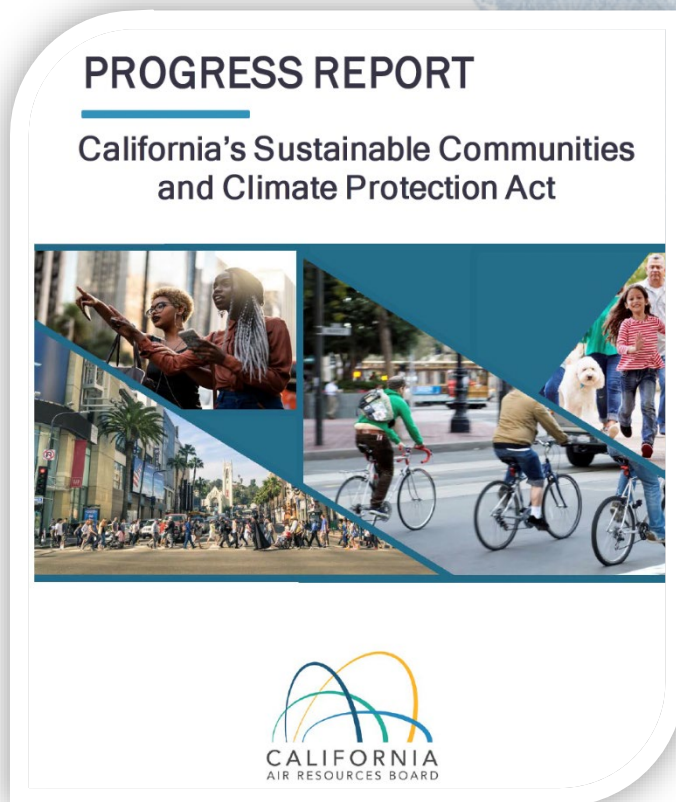
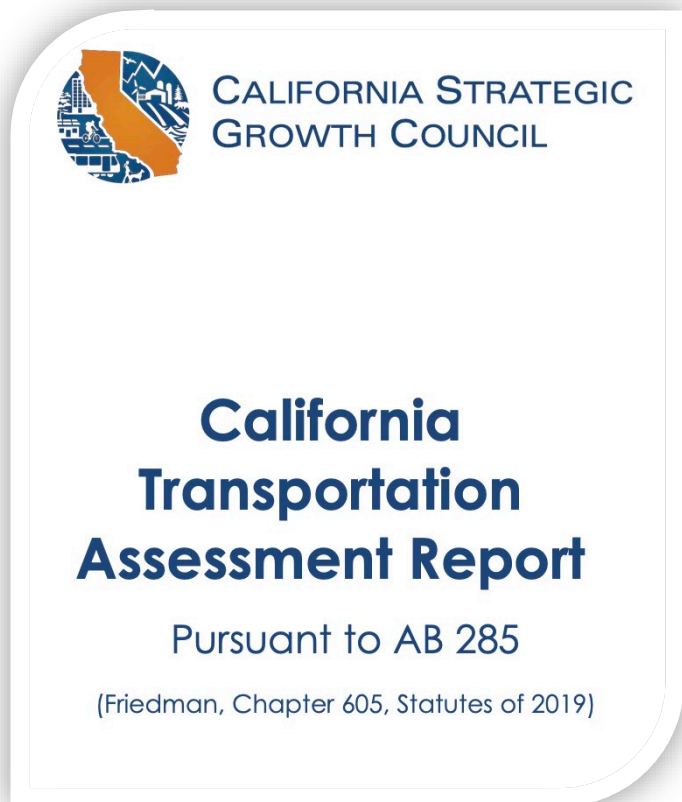
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Implementation Efforts: Partnership is Key

- **One Bay Area Grant Program (OBAG):** funding climate investments, local land use planning, active transportation, and more
- **Regional Early Action Planning (REAP):** assisting local jurisdictions with Housing Elements & local zoning updates to tackle ongoing housing crisis
- **BAHFA Pilot Programs:** addressing urgent needs related to affordable housing with focus on “3 P” framework



2022: An Opportunity for Reflection on What's Working – and What's Not Working – with SB 375

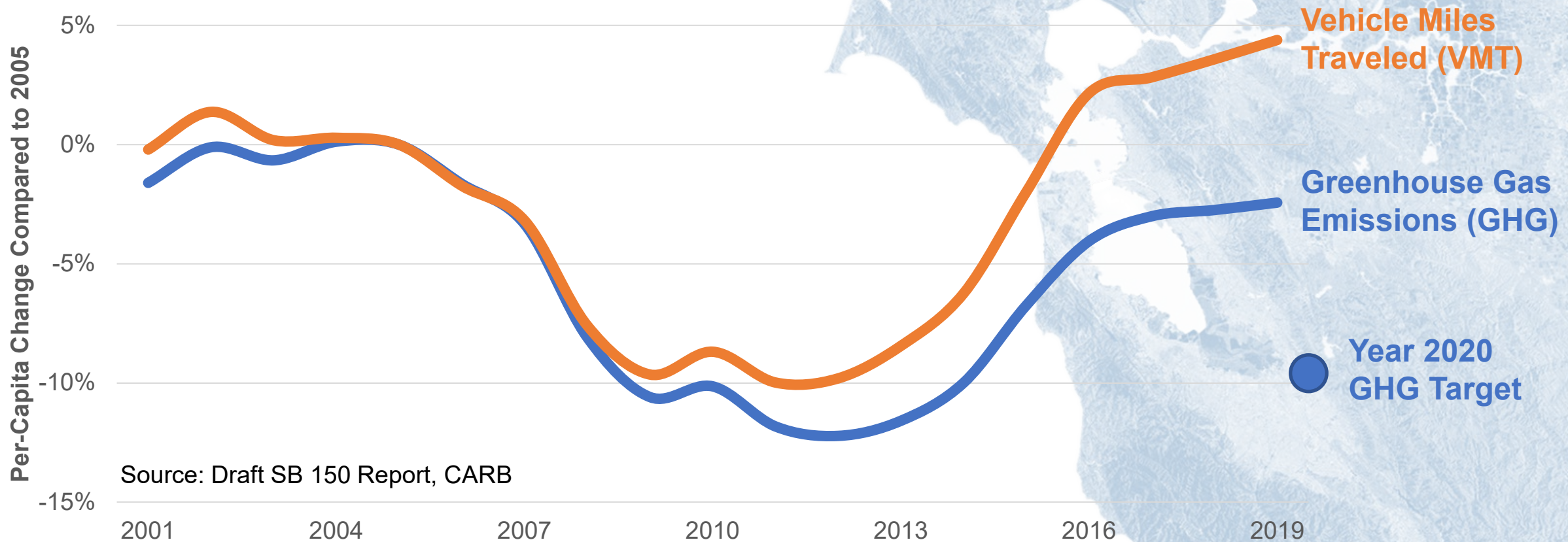


AB 285 Report (SGC; 2022)
Assessment of state and regional transportation planning and funding

Draft SB 150 Report (CARB; 2022)
Progress report on SB 375 implementation related to housing, land use, and transportation

SB 1217
Proposed legislation to reform the SB 375 planning process by Sen. Cortese and Sen. Allen

Statewide GHG and VMT Performance: Not on Track to Meet 2020 Climate Goals



Note: Bay Area progress towards VMT/GHG reduction goals is generally similar, or slightly underperforming, when compared to statewide trends. The Bay Area ultimately did meet the year 2020 GHG target, primarily due to COVID-19 stay-at-home orders.



It is important to acknowledge the long timelines and complex delivery process for transportation projects in California.



BART Extension to Silicon Valley (2020)

Image Source: Flickr/Creative Commons

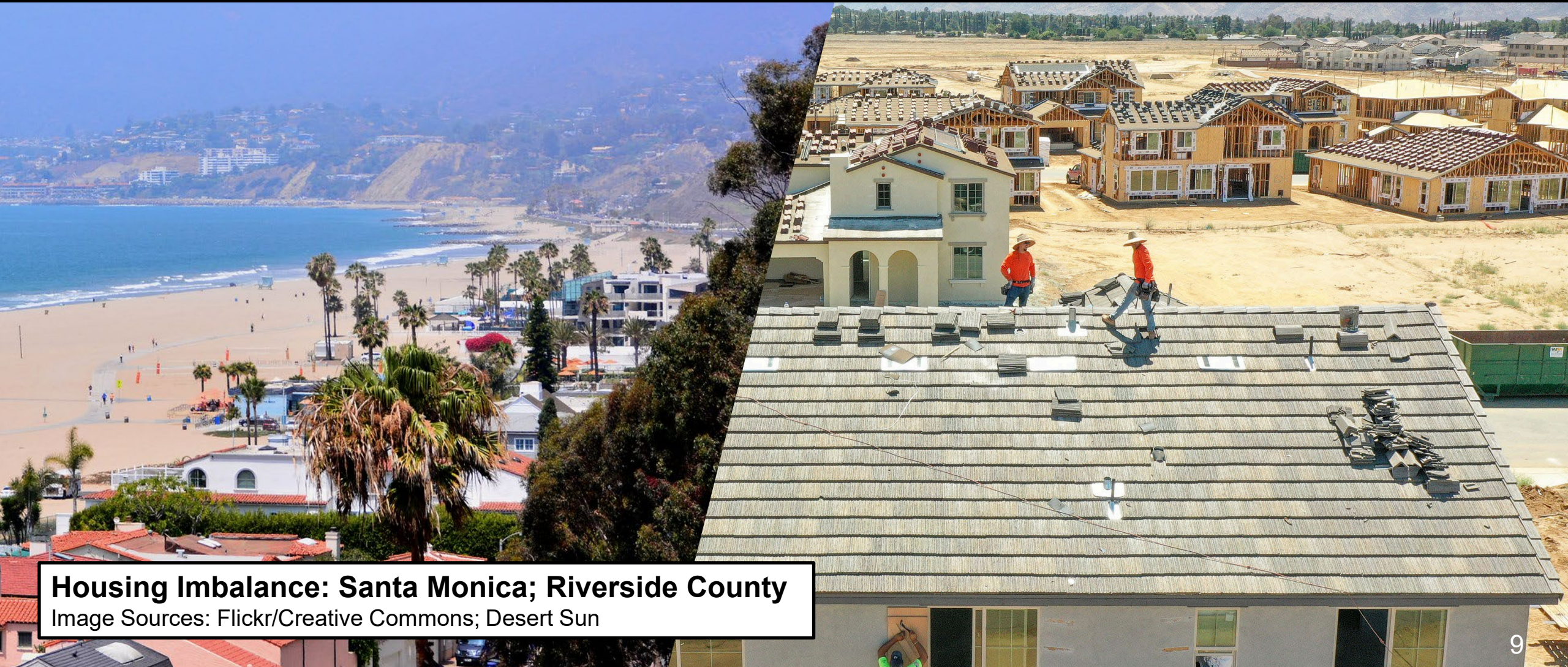
That being said, the State has identified a meaningful divergence between near-term investments and urgent climate & equity priorities.



Neighborhood Demolished for New SR-58 Freeway (2010s)

Image Source: City of Bakersfield

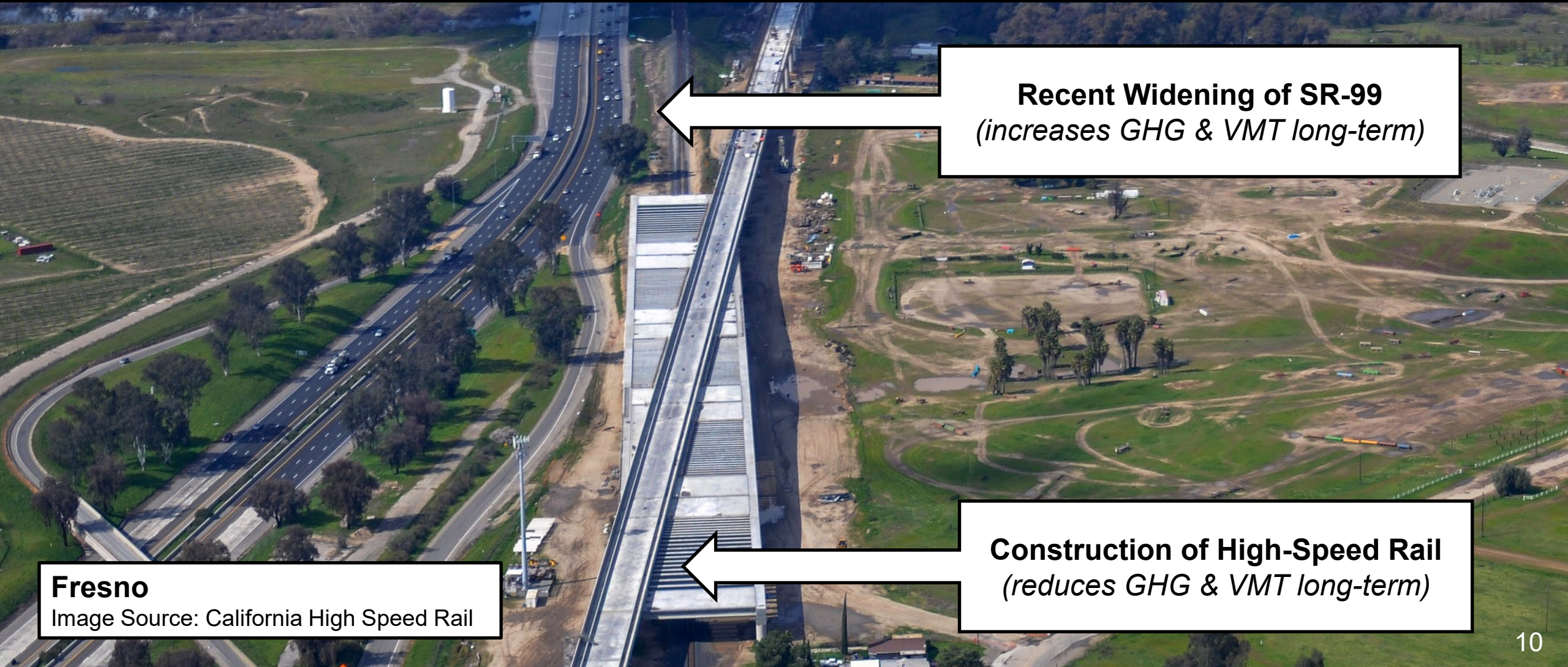
The State correctly flags that the lack of housing production at all income levels in climate-efficient places is contributing to rising emissions.



Housing Imbalance: Santa Monica; Riverside County

Image Sources: Flickr/Creative Commons; Desert Sun

Notably, the State acknowledges that it has contributed to these challenges – for example, by funding projects that undercut its climate ambitions.



Recent Widening of SR-99
(increases GHG & VMT long-term)

Construction of High-Speed Rail
(reduces GHG & VMT long-term)

Fresno

Image Source: California High Speed Rail

While the State notes that the Bay Area leads on issues like greenfield preservation & transit funding, our region is not immune from these broader trends.



Marin Headlands

Image Source: Flickr/Creative Commons

The State argues that bolder action is required to realign priorities, acknowledging Plan Bay Area 2050 and San Diego Forward as best-practice examples.



San Diego

Image Source: Flickr/Creative Commons

In addition to strengthening partnerships, we believe the State will need to better prioritize its goals across divergent agencies and programs.



Sacramento

Image Source: Flickr/Creative Commons

Priorities for State Action: Scaling Up Implementation

- **Continue investing and growing successful programs like REAP** that enable a broad range of investments to accelerate Plan implementation
- **Opportunity for the State to embark on a prioritization process** with consideration of financial capacity; consider shifting transportation monies to advance local priority projects that advance sustainability and equity



Priorities for State Action: Going Beyond Funding

- While additional funding is critical, the reality is that **many of most high-impact actions are lower-cost but politically-challenging to advance**, e.g.:
 - Road Pricing Pilots (*nexus with Next-Generation Freeways Study*)
 - Speed Limit Enforcement (*nexus with Vision Zero Initiatives*)
 - Additional Density Near Frequent Transit (*nexus with TOC Policy & PDA Planning Grant Program*)
- **Strong partnerships between local jurisdictions, regions, and the State will be essential** in the months & years ahead



What About Reforming the SB 375 Process Itself?

- While **improving implementation is a top priority**, the planning process could similarly be **rebalanced to refocus on near-term implementation commitments** rather than precise forecasts & projections
- **Continue working with legislative staff on SB 1217:**
 - Require regions to develop Implementation Plans & track progress
 - Allow regions to “opt in” to a simplified & streamlined CARB review process
 - Continue to integrate key issues that have emerged since 2008 into state framework (e.g., social equity, climate resilience)

