



***Tackling Global Warming through  
Better Transportation and Land Use  
Planning:  
SB 375 and Beyond***

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# AB 32 Goals and Opportunities



- California Global Warming Solutions Act  
(AB 32, 2006)

## Goals:

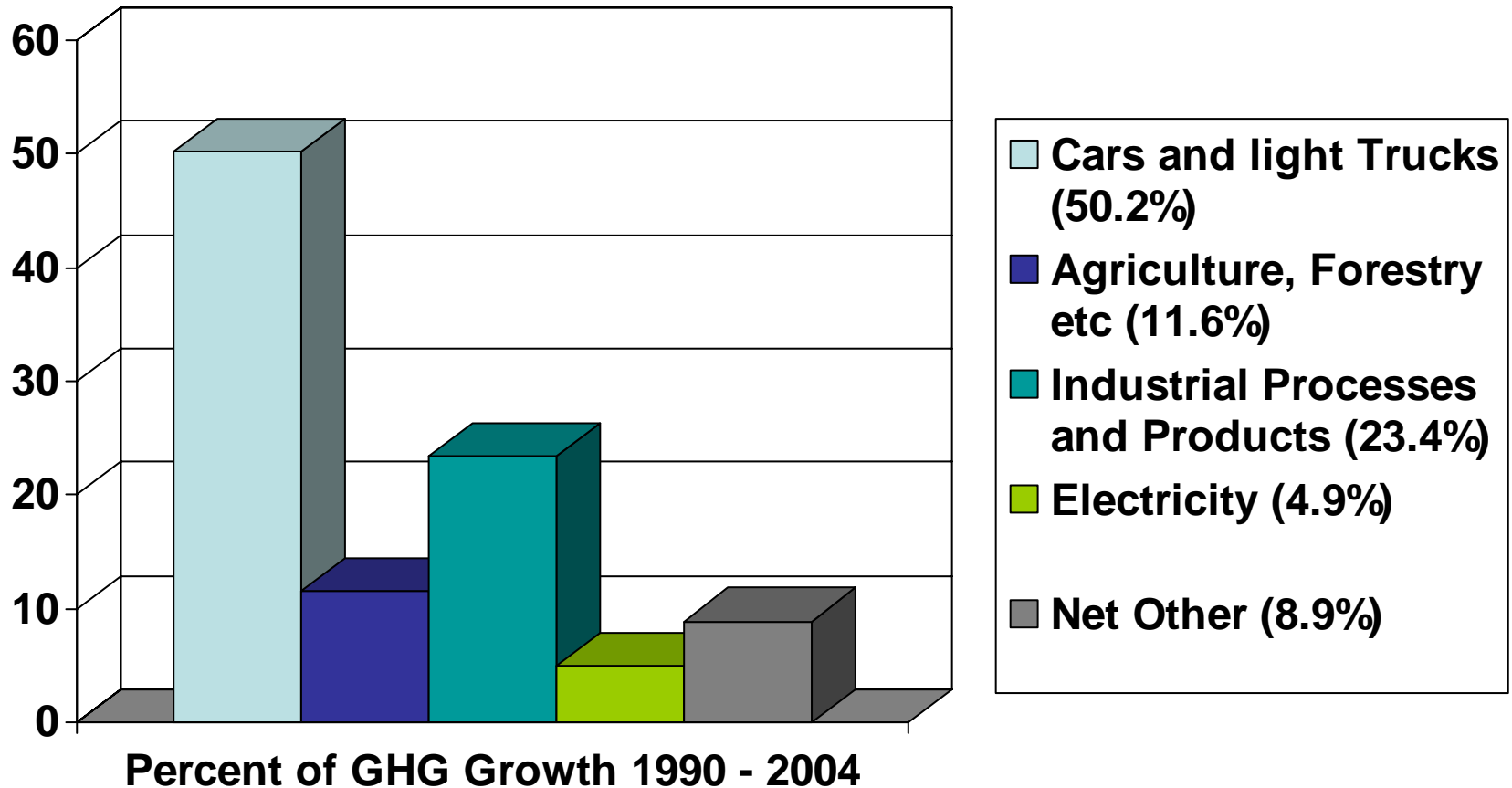
- *1990 levels by 2020*
- *80% below 1990 levels by 2050*

# *The Challenge*

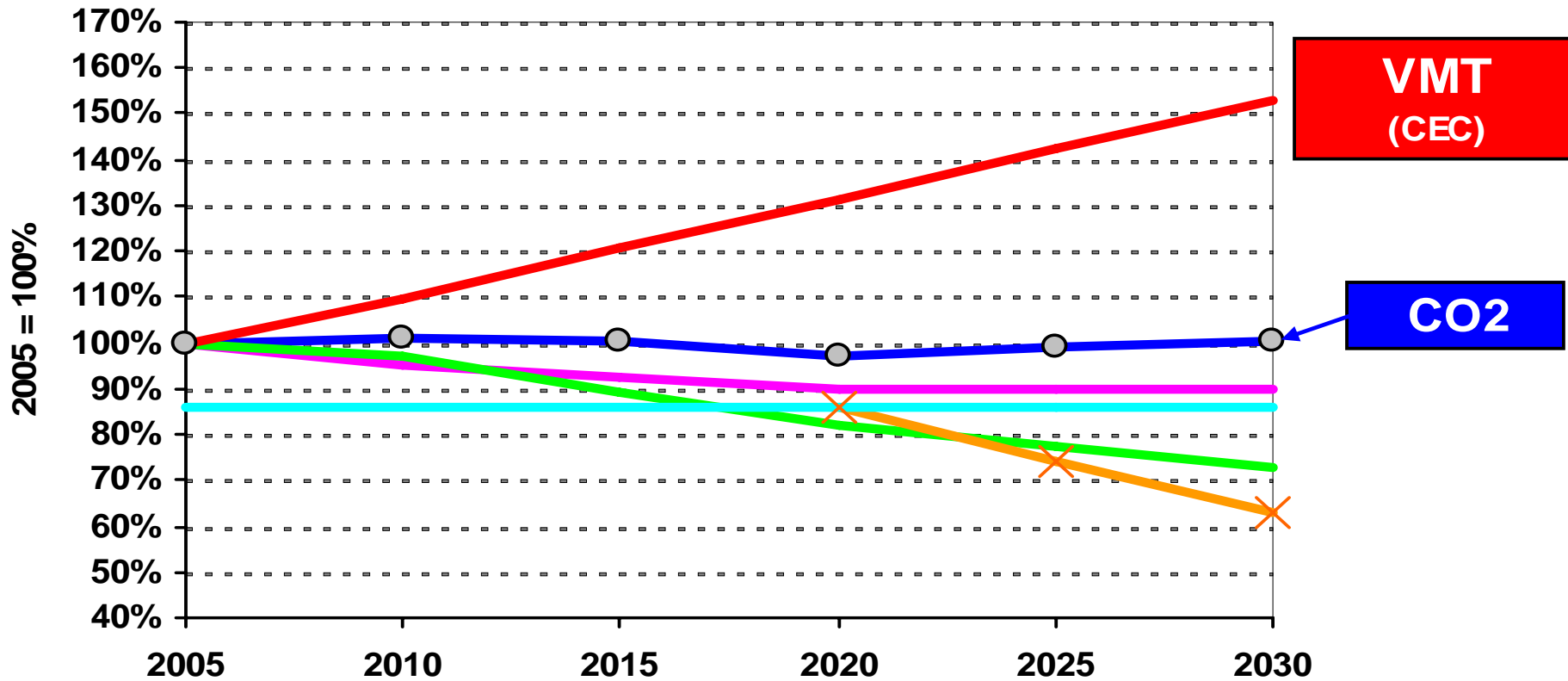
- Transportation accounts for 41% of CA's GHGs
- Cars and light trucks are 31% of the problem
- VMT growing at twice the rate of population



# *Cars and light trucks are the fastest growing sector of emissions*



# Why We Care



Source: S. Winkelman. Based on CEC VMT forecast, AB 1493 and LCFS.

## 30% VMT Reduction Needed to Hit AB32 Targets

# ***VMT Growth Threatens to Overwhelm Other Clean Transportation Policies***



Unless the growth in VMT is constrained, programs that California has fought for will not accomplish their goals.

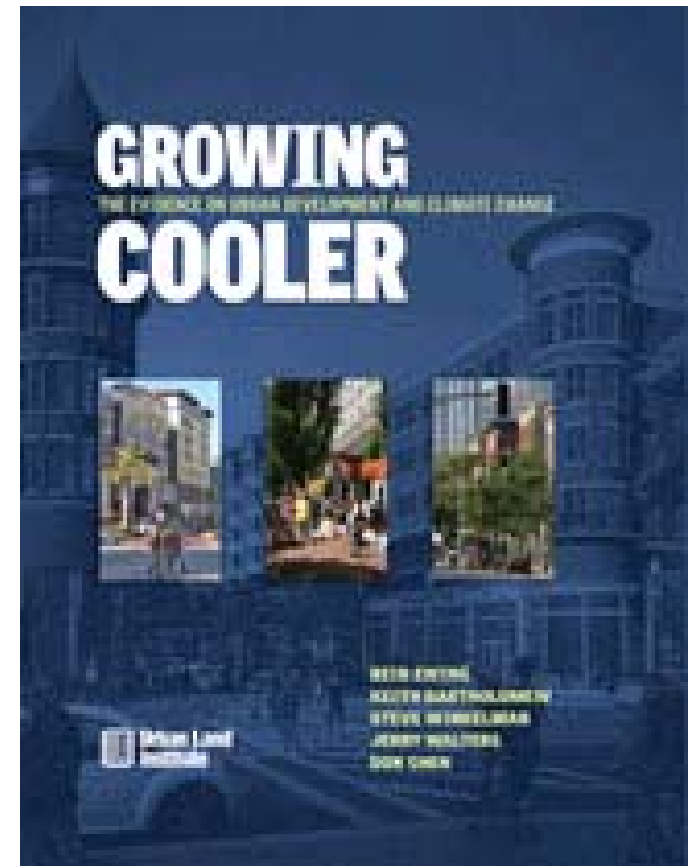
“Even with ARB’s greenhouse gas regulations and implementation of the Low Carbon Fuel Standard (LCFS), the increase in GHG emissions from the increased travel will outweigh the policies’ combined benefits. The state, along with regional planning organizations and local government, must address Vehicle Miles Traveled (VMT) growth, and the most effective way to do so is through better land use planning and development.”

*THE ROLE OF LAND USE IN MEETING CALIFORNIA’S ENERGY AND  
CLIMATE CHANGE GOALS, Final CEC Staff Report, August 2007  
CEC-600-2007-008-SF (Page 9)*

# *The Opportunity*

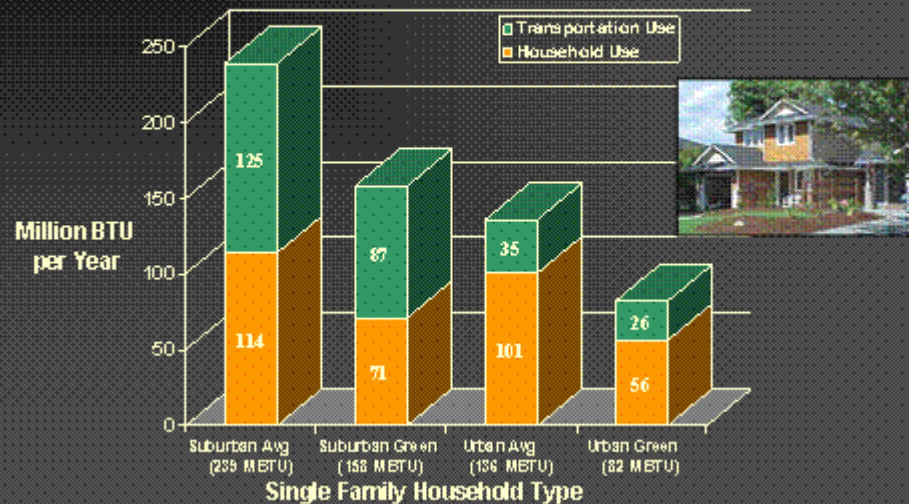


- 52% of development that will be on the ground in CA in 2030 has not yet been built
- Recent national report: smart growth communities reduce driving by 30%



# Location Matters

## Average In-Town House Outperforms Even the Greenest Sprawl House w/Hybrid Cars





# *Role of Land Use in AB 32 Scoping Plan*



- Land Use Subgroup of Climate Action Team
- Original CAT estimate 9MMTs
- Draft Scoping plan 2MMTs, current proposed 5MMTs
- 478 cities, 58 counties, each with local land use control
- We need a regional framework for reducing GHG emissions from land use

# *SB 375 (Steinberg)*



A small step can be an important step,  
if it is the step that turns a corner.

# SB 375

The goal of SB 375 is to reduce GHG emissions from cars and light trucks through incentives for better development patterns so people can choose to drive less.



# *How will SB 375 Accomplish Its Goal?*



## Regional Transportation Planning:

- Build on existing law that requires regional transportation plans to include a development pattern for the region.
- SB 375 leverages that development pattern to be designed to achieve regional GHG reduction targets set by CARB.

# ***SB 375 - a Comprehensive Approach.***

## ***It does 5 Things***



- Requires CA Air Resources Board to set **regional greenhouse gas reduction targets.**
- It adds new state content to the Regional Transportation Plan – a **Sustainable Communities Strategy**, thus leveraging existing transportation funding incentives to support growth in the good locations
- It adds **new CEQA provisions** to assist land use decisions that implement the Sustainable Communities Strategy.
- It adds **new modeling provisions** to accurately account for the transportation impacts of land use decisions.
- It adds a new provision for determining the **regional need for housing** so that it will be consistent with the Sustainable Communities Strategy.

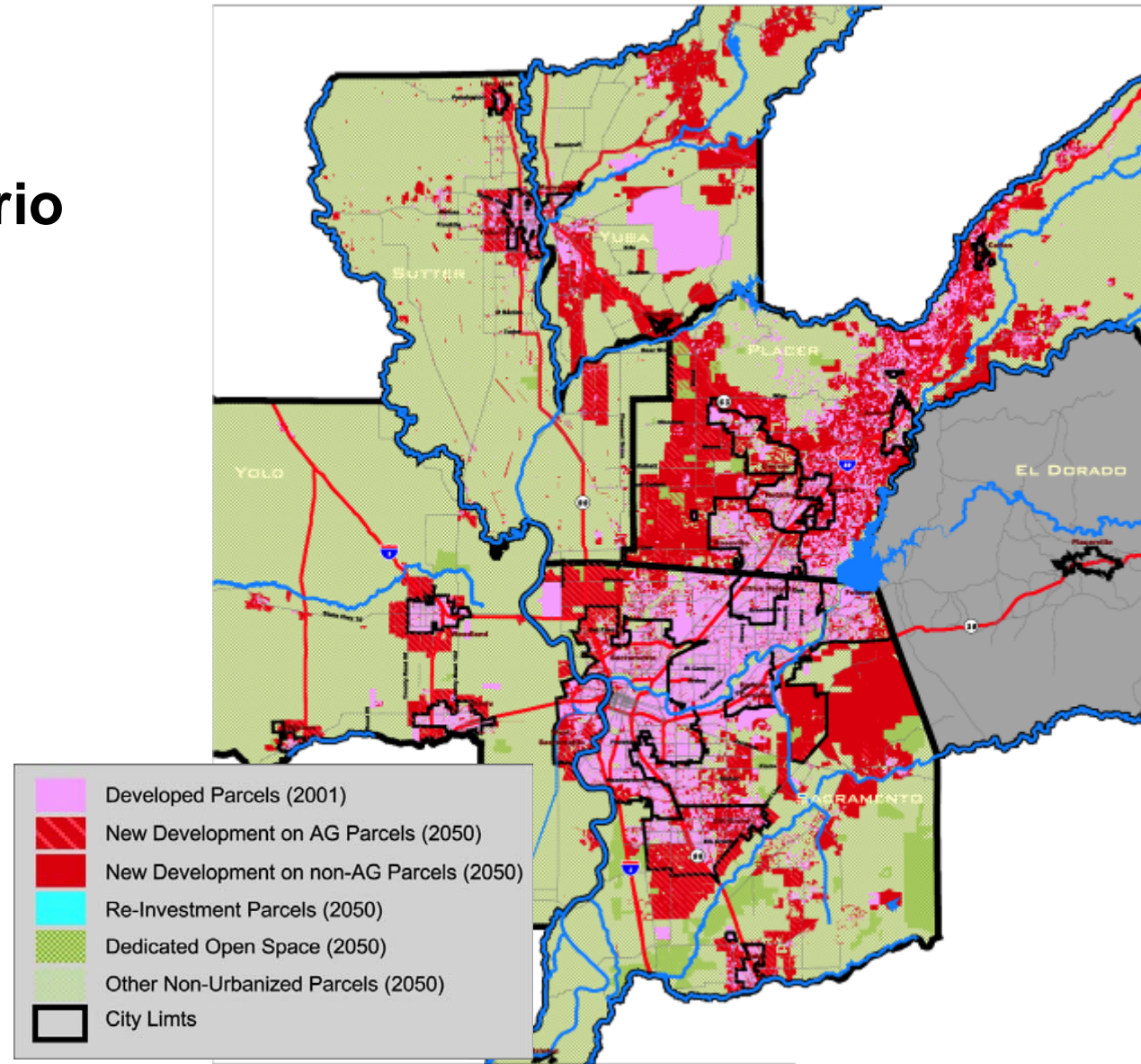
# *How does a regional development pattern achieve GHG reductions?*



- **Greater housing choices:** housing located closer to employment and commercial centers.
- **Greater transportation choices:** housing located closer to a variety of transportation options.
- **Impact:** Research shows that with these policies people will choose to drive 20 – 40% less, reducing congestion as well as emissions.

# Sacramento Regional Growth Plan

## Base Case Scenario 2050

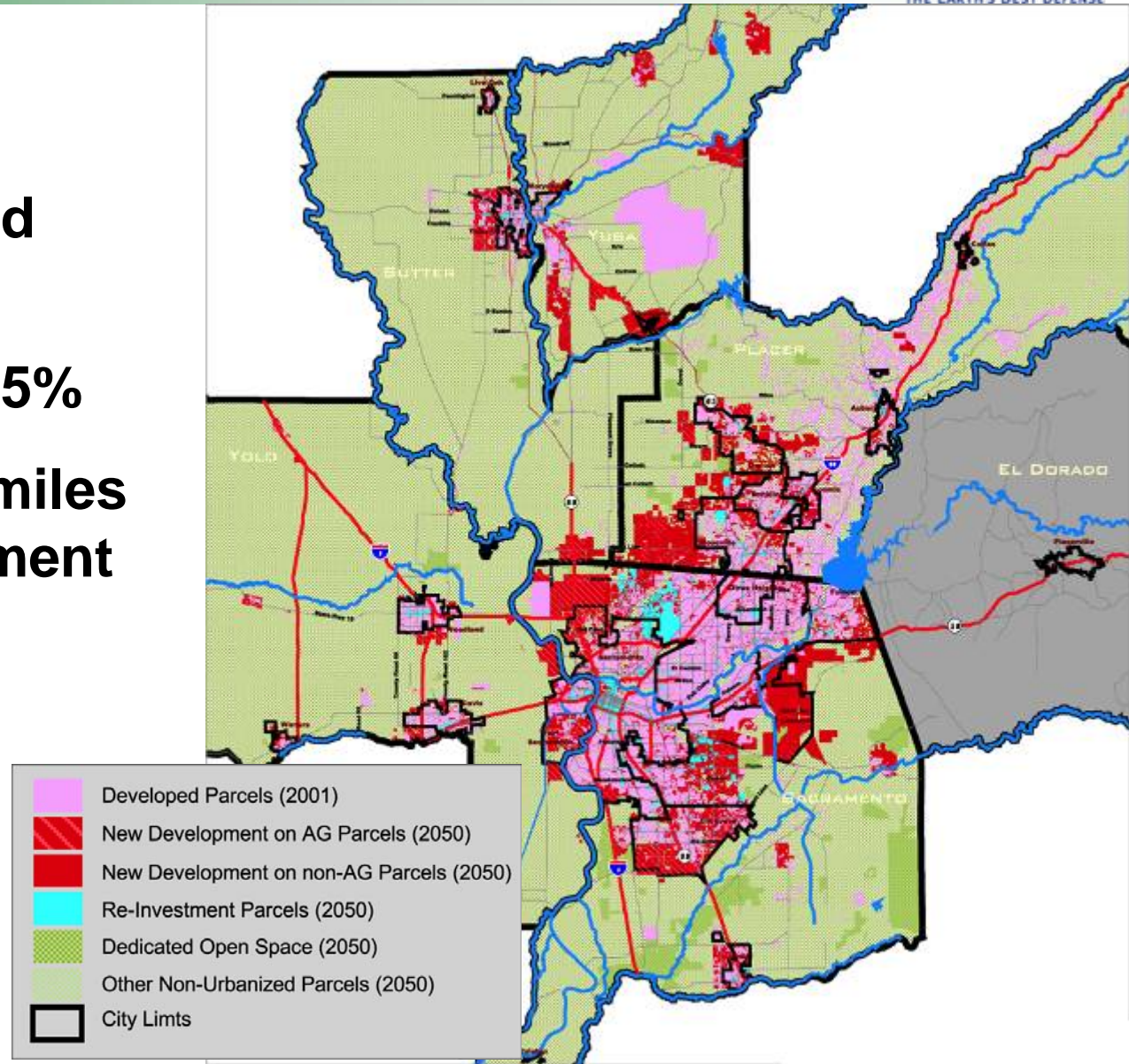


# Preferred Growth Scenario

**Reduces Household  
VMT 26%**

**Reduces GHG by 15%**

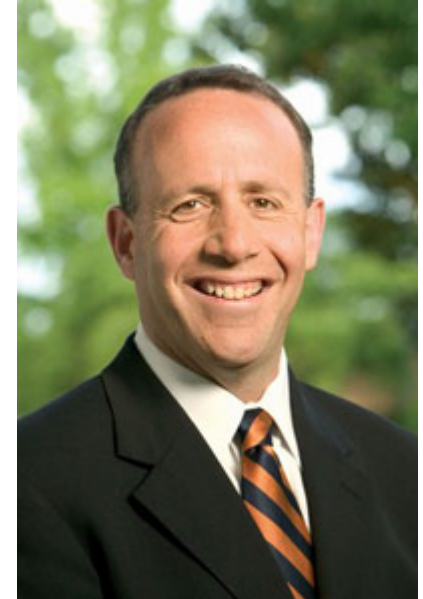
**Saves 350 square miles  
land from development**





# *Getting to Yes, Partners*

- Senator Darrell Steinberg
- Environmental Community
- California State Association of Counties
- CA Building Industry Association
- League of California Cities
- Affordable Housing Advocates



# ***SB 375 as a model***



- SB 375 is the first bill in the nation to align land use planning, transportation funding and climate policy
- Other states interested - we have already received calls from several other states seeking to implement similar legislation
- National interest – Congressional T4 reauthorization, NYT, WSJ, Washington Post have hailed SB 375 as groundbreaking.

# *And Beyond*



- Pay-As-You-Drive Insurance
- LEED ND
- Low Impact Development (LID)
- Location Efficient Mortgage
- Dedicated Transit Funding
- Employer Transportation Demand Management Programs, Public Education Programs
- Indirect Source Rule
- Congestion Pricing

# *Thank You and Questions*



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