



State Policies to Create Sustainable Communities: SB 375 and Beyond

Amanda Eaken

Natural Resources Defense Council

September 26, 2008



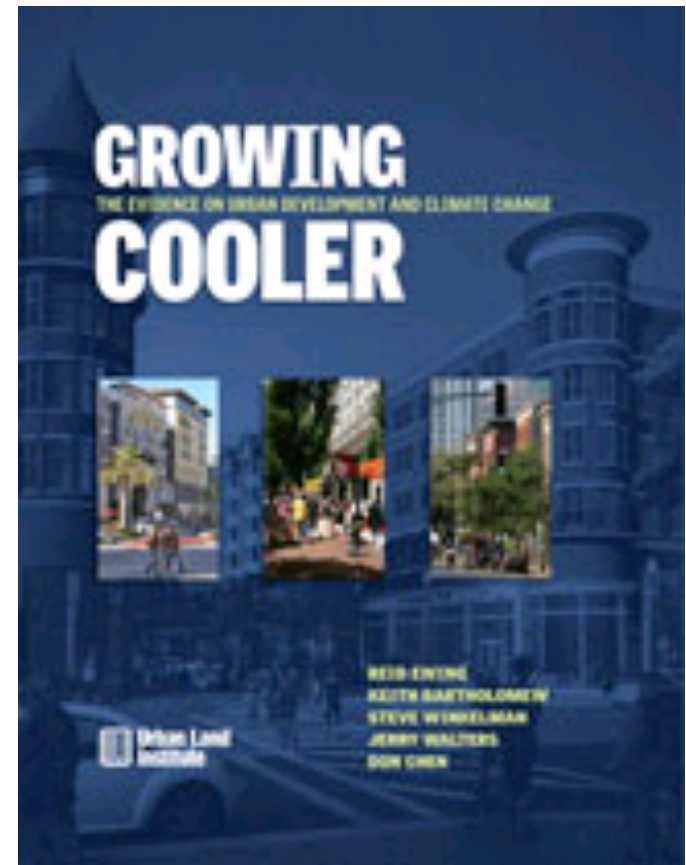
Why We Care



We know how to do it



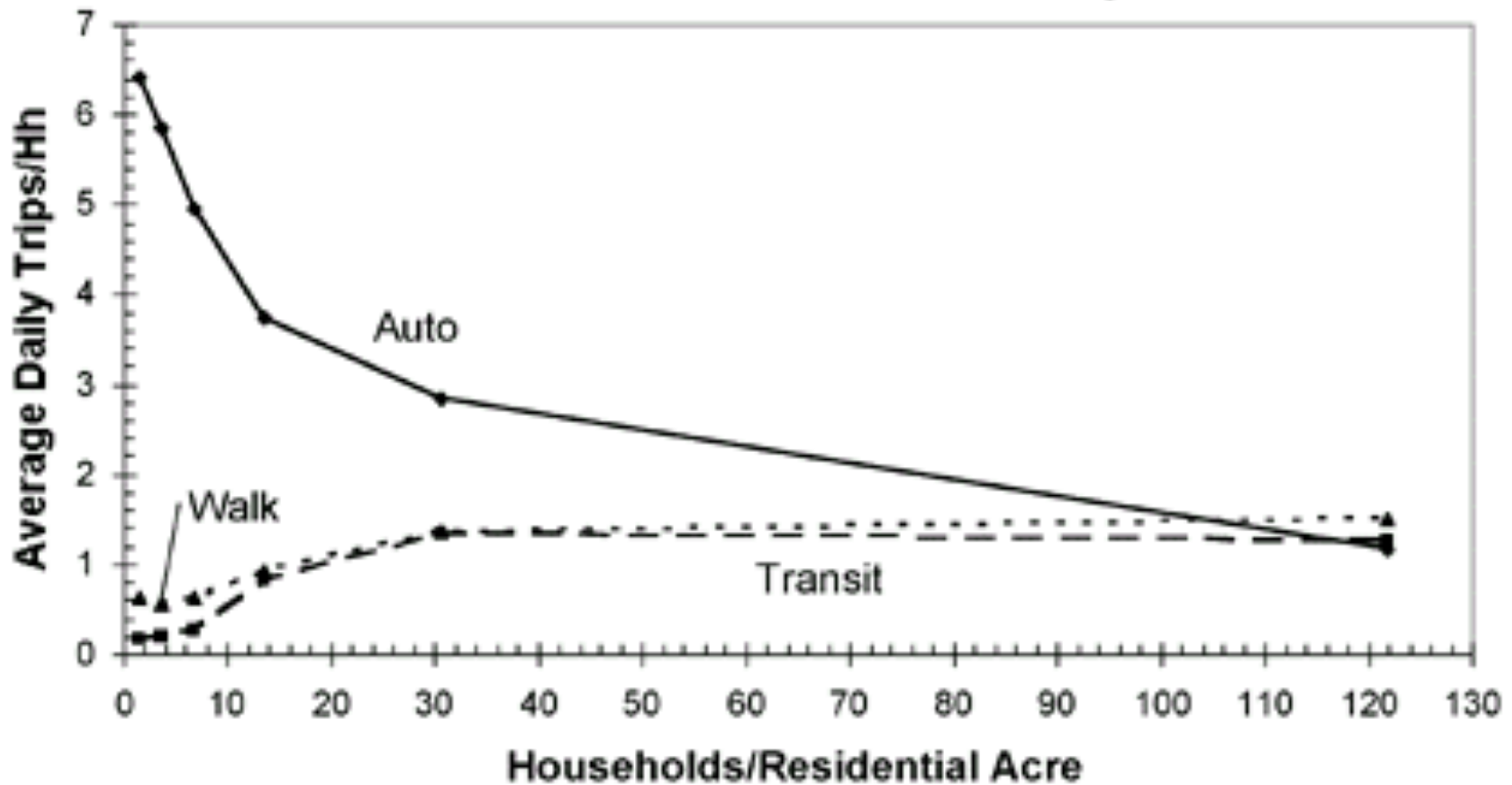
- Recent Urban Land Institute report: smart growth communities reduce driving by 30 percent per capita as compared to traditional sprawl development.



The Tipping Point



Average Daily Trips/Household vs Density
MTC's 1990 Household Travel Survey



The Opportunity



SB 375 (Steinberg)



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

SB 375 Press Coverage



The New York Times

California Moves on Bill to Curb Sprawl and Emissions



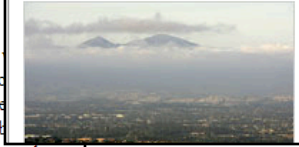
Monica Almeida/The New York Times

Rush-hour traffic on Interstate 405 in Los Angeles. A bill in the California Legislature would promote housing patterns intended to slow the increase in emissions of heat-trapping gases.

By FELICITY BARRINGER
Published: August 28, 2008

SAN FRANCISCO — [California](#), known for its far-ranging suburbs and jam-packed traffic, is close to adopting a law intended to slow an increase in emissions of heat-trapping gases by encouraging housing

[Enlarge This Image](#)



The measure, which the State Assembly passed on Monday and awaits final approval by the Senate, is the most comprehensive effort to reduce transportation subsidies to cities' and

THE WALL STREET JOURNAL

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REAL ESTATE

California Seeks to Curb Sprawl

Bill Links Funding For Development To Lower Emissions

By ANA CAMPOY
September 2, 2008; Page A6

California lawmakers passed a bill aimed at cutting carbon-dioxide emissions by rewarding cities and counties that prevent urban sprawl and improve public transportation.



Arnold Schwarzenegger

The bill's proponents and transportation experts say it is the first measure in the nation to link government transportation funding with urban planning and CO2-reduction. Bill 375 contends that cutting back on driving is the fight against global warming as producing cleaner, more-efficient vehicles. Transportation experts say the bill to become a model for state and national lawmakers.

Under the new bill, regional planning authorities must develop realistic plans to meet emission-reduction goals in order to receive transportation funding and incentives for builders. Compact projects built close to public transportation options are rewarded with fewer regulatory

hurdles.

The bill, which was passed Saturday, must be signed into law by Gov. Arnold

The Washington Post

Calif. Aims to Concentrate Growth to Cut Use of Cars

High-Density Development May Get Dibs on Funds

By [Ashley Surdin](#)
Washington Post Staff Writer
Sunday, September 7, 2008; Page A02

LOS ANGELES -- California is poised to pass the first law in the nation linking greenhouse gas emissions to urban planning, a departure from the growth approach that spawned the state's car culture and urban sprawl.

The measure, known as SB375, aims to give existing and new high-density centers where people live, work and shop top priority in receiving local, state and federal transportation funds. The idea is that such developments check sprawl and ease commutes, in turn cutting the car pollution wafting through the Golden State.

Authored by Sen. Darrell Steinberg (D-Sacramento), the bill would reduce greenhouse gas emissions by 25 percent by 2020. Sponsors say it is needed growth policy for a state whose population is expected to reach 38 million in two decades.

"Many places across the country have realized that if you just buy a car, you will have to drive for everything, it's such excessive burning of gasoline," said David Goldberg, spokesman for the Washington D.C.-based nonprofit group that helps cities and to environmentally friendly growth.

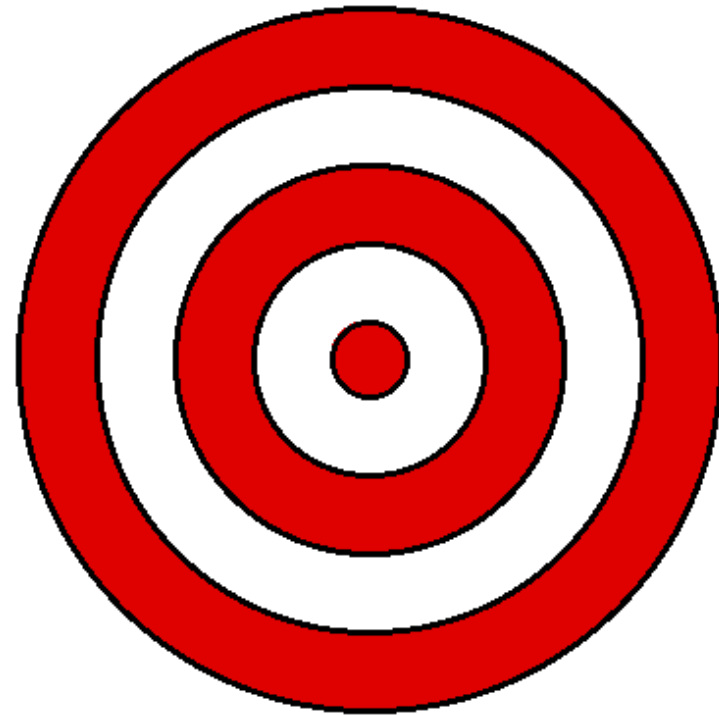
SB 375



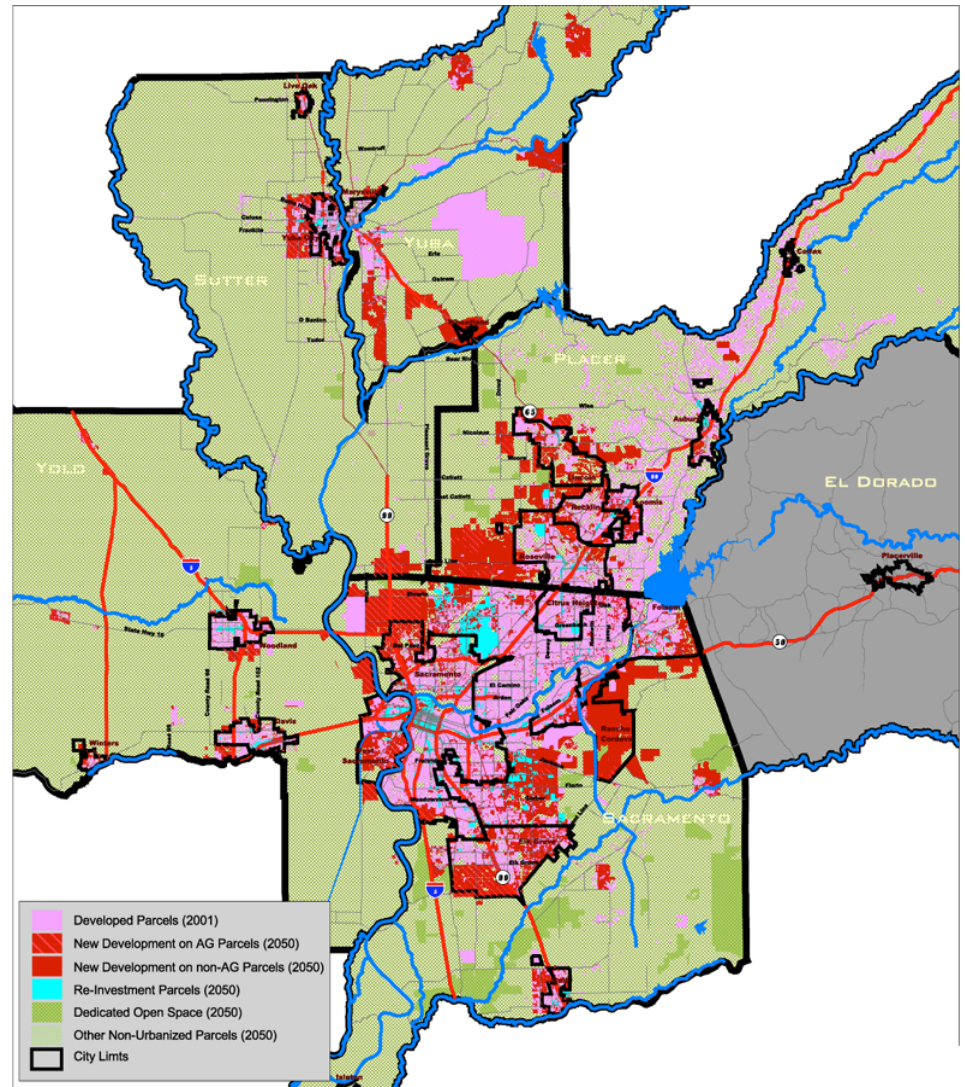
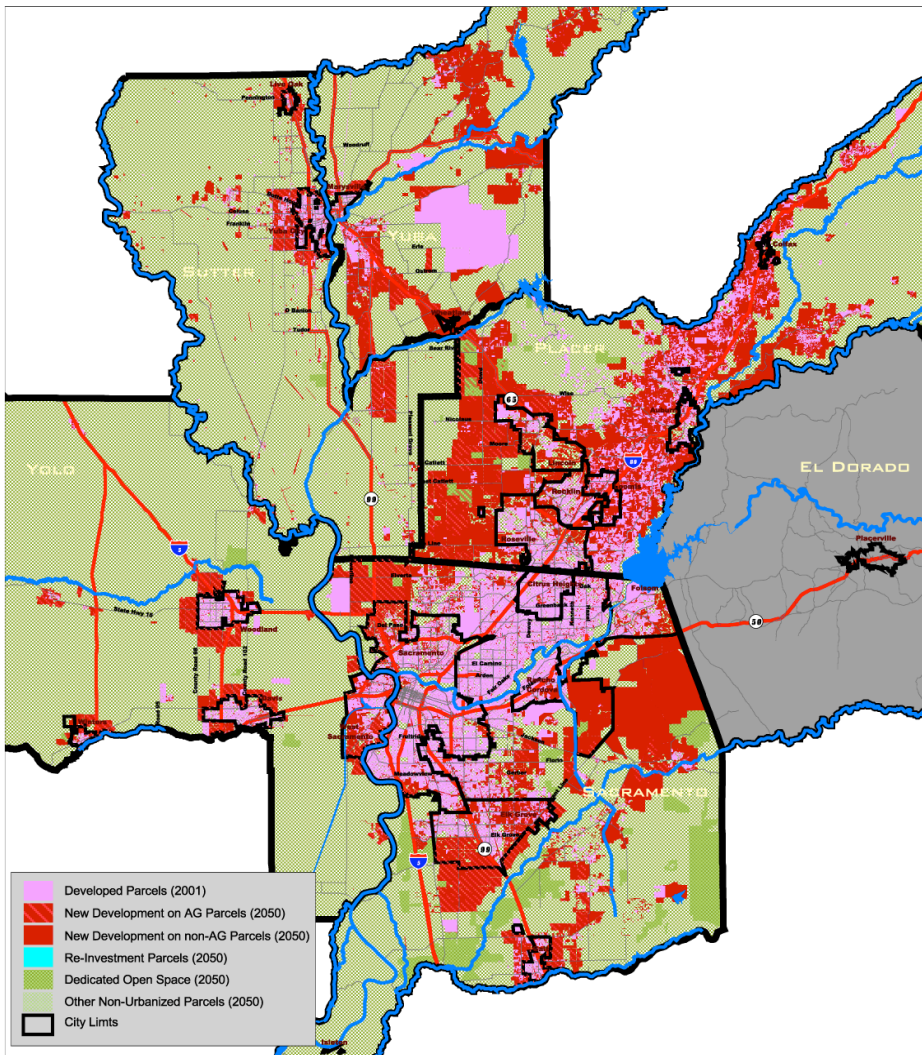
The goal of SB 375 is to reduce GHG emissions from cars and light trucks through incentives for better development patterns so people can choose to drive less.



As Part of AB 32 Implementation CARB Sets Regional Targets



Regions Create Growth Plans to Achieve the Targets



State Provides Incentives for Implementation of Regional Plans



- \$20 billion transportation funding
- Improved environmental review treatment for projects in good plans



The Process



- League of California Cities
- California State Association of Counties
- California Building Industry Association
- Environmental Advocates
- Affordable Housing Advocates
- Sen. Steinberg



SB 375 as a Model for National Transportation Funding Programs



- Require states to create VMT reduction plans
- Require metro regions to create VMT reduction plans to qualify for certain funding



And Beyond



- Pay-As-You-Drive Insurance
- Dedicated Transit Funding
- Employer Transportation Demand Management Programs, Public Education Programs
- Congestion Pricing

A word of thanks



Danny Turner



DESIGN FOR LIFE



Thank You and Questions



Natural Resources Defense Council

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