

SB375 Summary for Public Officials & Citizens

http://www.scag.ca.gov/factsheets/pdf/2009/SCAG_SB375_Factsheet.pdf
http://www.sacog.org/about/advocacy/pdf/fact-sheets/FactSheet_SB375.pdf

SB 375 combines land use, transportation, and housing policy and will distribute transportation funds based on draconian, top-down requirements that take control away from local governments. The justification for SB375 is AB32 and global warming which is a questionable hypothesis at this point after Climategate and scandals concerning forged polar bear studies. The interesting thing about SB375 is that it is not “mandatory” according to some sources yet regional governments and transportation authorities are acting as if it is.

Here are blogs that question the ability to enforce SB 375:

<http://legalplanet.wordpress.com/2011/07/05/so-much-for-californias-anti-sprawl-law/>

<http://legalplanet.wordpress.com/2010/09/23/the-myth-of-sb-375/>

Agencies and Regions Affected by SB 375

SB 375 applies to the 17 metropolitan planning organizations (MPOs) in the state. Together, these organizations cover 37 counties and represent almost 98 percent of the state’s population.

These include four multiple county MPOs, including the Association of Monterey Bay Area Governments (AMBAG - Monterey, San Benito, and Santa Cruz counties), Metropolitan Transportation Commission (MTC - Alameda, Contra Costa, Solano, Marin, Napa, Sonoma, San Francisco, San Mateo, and Santa Clara counties), Sacramento Area Council of Governments (SACOG – Sacramento, Yolo, El Dorado, Placer, Yuba, and Sutter counties) and the Southern California Association of Governments (SCAG—Los Angeles, Ventura, San Bernardino, Riverside, Imperial, and Orange counties). Affected single county MPOs include Butte, Fresno, Kern, Kings, Madera, San Diego, San Joaquin, San Luis Obispo, Santa Barbara, Shasta, Stanislaus, and Tulare counties

The focus of these laws is “social equity” and the “175% income distribution” as stated by Steve Heminger, Executive Director of MTC wrote a Proposed Alternatives Letter to the One Bay Area Plan dated June 16, 2011

(http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1687/ProposedAlternativeScenario_06.16.11_1.pdf).

... the proposed alternative scenarios utilize the Priority Development Area (PDA) framework (which)... has a strong emphasis on **social equity**(and) adopts a Regional Housing Needs Allocation (RHNA) methodology ...known as the “**175 percent income redistribution**”. .. The Complete Community framework, along with the affordable housing strategy of RHNA, is the primary method by which **social equity** is built into the land use scenarios

New laws pending would hasten the process:

http://la.streetsblog.org/2011/08/29/new-legislation-seeks-to-lower-voter-threshold-for-transit-tax-approval/?utm_source=feedbur

http://newsletter.cacities.org/e_article002201300.cfm?x=bjVKyMN,bj07VrWw

ACTION ITEMS

Stop SB 791—Empowering Local Communities to Fix Transportation (raise transportation taxes without 2/3 vote)

Question AB361—California B Corporation

Set up a meeting with colleagues to get educated on One Bay Area (and it’s equivalents around the state)

Question/Repeal AB32 and SB375 in light of climate gate and current cooling trends