

Principles for Amending SB 375 (Steinberg, D-Sacramento)
Amended by the Orange County Transportation Authority Board of Directors on
July 28, 2008

- An adopted sustainable communities strategy (SCS) should not be directly tied to the Regional Transportation Plan (RTP). The SCS should not create additional liabilities for agencies who prepare the RTP unless expressly requested by that entity.
- Projects and programmatic categories currently programmed or funded, in whole or in part, from funds provided by a voter-approved sales tax increase, or extension of an existing sales tax, should be exempt from any funding prioritization or obligation to be tied to the SCS. No new requirement under the SCS should restrict, modify, or condition any approval of these projects.
- Any new provisions created under the California Environmental Quality Act (CEQA) which allow for a streamlined environmental assessment process should apply to all projects under the SCS, including transportation projects.
- Current obligations and deadlines prescribed under AB 32 – the Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006) should not be accelerated. Any proposed expansion of AB 32 obligations should only be implemented when determined by the California Air Resources Board that it is economically practicable and technologically feasible, and an allowance for public input and participation is provided.
- The SCS should clearly define responsible agencies for each element.
- The development of the SCS should be a public process and require input from affected agencies and the public.
- If the adopted sustainable communities strategy specifies new obligations for an entity, additional funding should be provided to carry out these new duties. Any new funding sources created for the development of the SCS or for projects implemented under the SCS should be allocated in a fair and equitable manner, taking into account the region's population, congestion levels and air quality.
- In the SCAG region, each county through the regional transportation planning agency, or other entity as determined by the affected cities and county, should develop transportation plans and land use assumptions for that county. SCAG should develop overall guidelines, ensure coordination, resolve conflicts, and adopt the plan for the region.
- Environmental analysis for greenhouse gas (GHG) emissions under CEQA for transportation projects that are included or consistent with a conforming RTP that meets adopted regional GHG reduction goals, shall be complete after the analysis at the program level. No project level environmental analysis for GHG emissions is necessary.