

SB 1087 (Cabaldon) Bill Outline

Modernizing California's Sustainable Communities Strategies Law



ASSOCIATION OF BAY AREA GOVERNMENTS

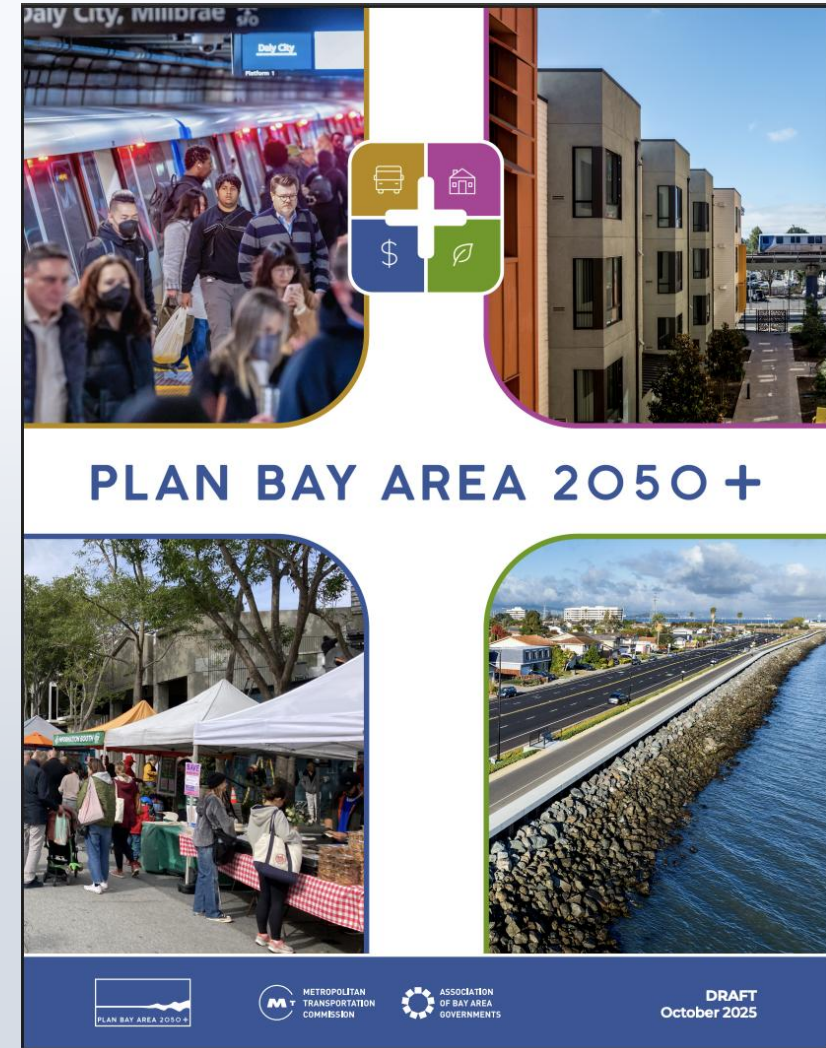
METROPOLITAN TRANSPORTATION COMMISSION

Joint MTC ABAG Legislation Committee

April 10, 2026

Background on SB 1087 (Cabaldon)

- SB 1087 (Cabaldon) was introduced on February 13, 2026, as a vehicle to modernize SB 375, California’s 2008 state Sustainable Communities Strategy (SCS) law.
- MTC-ABAG are co-sponsoring the bill with our “Big 4” regional partners:
 - Southern California Association of Governments;
 - San Diego Association of Governments; and
 - Sacramento Area Council of Governments.
- Introduced bill limited to two provisions to allow time to negotiate additional policy changes.
- SB 1087 was amended on March 25 to integrate broader implementation and funding provisions.



SB 375 Modernization Objectives

Consistent with MTC-ABAG's 2026 Advocacy Program, SB 1087's core objectives are:

1. Focus on Implementation to Accelerate Climate Progress
2. An SCS that Reflects a Balanced Set of Goals
3. The SCS Should Earn Trust and Drive action



Objective 1: Focus on Implementation to Accelerate Climate Progress

Key provisions in SB 1087, as amended on March 25:

- A. Better align state transportation funding decisions with SCS goals, including prioritizing SB 1 Solutions for Congested Corridors funding for projects that advance GHG targets.
- B. Right-size the planning process by:
 - Shifting from a four-year to an eight-year planning cycle
 - California Environmental Quality Act exemption for SCSs developed with robust public engagement

Additional Concept Under Discussion

- New flexible formula funding for regions to implement Sustainable Communities Strategies.

Objective 2: An SCS that Reflects a Balanced Set of Goals

Key provisions in SB 1087, as amended on March 25:

- A. New advisory body to examine trade-offs between climate, affordability, resilience, economic vitality, and land conservation and inform the California Air Resource Board (CARB)'s greenhouse gas emission (GHG) reduction target-setting process.
- B. Consolidate state and federal long-range transportation plan guideline development under one state agency, the California Transportation Commission (CTC), and charge the CTC with determining whether the SCS would meet the GHG target.



Objective 3: The SCS Should Earn Trust and Drive Action

Key provisions in SB 1087, as amended on March 25:

A. Make GHG targets more consistent and understandable by:

- Reflecting real-world conditions and trends, such as California's transition to cleaner vehicles and fuel standards.
- Basing them on what is realistically achievable for each region
- Enabling regions to use the same air quality modeling tool for the SCS as is required for federal air quality conformity analysis.

B. Increase transparency in the CARB target-setting process, including through requiring CARB to hold public hearings and share its methodology.