

Overview of SB 1087 (Cabaldon) and MTC-ABAG Objectives

SB 1087 passed the Assembly Transportation Committee on June 30 with an 11-2 vote. Prior to the hearing, the author negotiated a series of amendments to address stakeholder concerns and goals. These changes garnered support for the bill from a number of new organizations, ranging from Napa Valley Transportation Authority to Greenbelt Alliance. The amendments also narrowed the list of outstanding issues with others, including the California Building Industry Association (CBIA) and ClimatePlan.

This chart organizes bill provisions according to three objectives MTC-ABAG identified for its sponsored SCS modernization bill at the January Legislation Committee meeting and refined throughout the Spring. ~~Strikeout~~ indicates language removed by the June 25 amendments; *italics* indicate additions.

Objective 1: Focus on Implementation to Accelerate Climate Progress

SB 1087 as amended June 25, 2026	Remaining Items Under Discussion
Outcome: Free up staff resources to create and run programs via administrative efficiencies and a streamlined plan development process. • Move from a four-year cycle to an eight-year cycle. • Require a mid-point implementation progress report. Contents of the report outlined in guidelines. <i>Prescribe the contents of the report.</i> <i>Note: MTC supported prescribing the contents in statute to ensure the report contents are contained and manageable.</i> • Add teeth to the existing 60-day SCS review “shot clock” to limit prolonged back and forth with the California Air Resources Board (CARB): if CARB does not comply with interim and final deadlines, the SCS is automatically deemed approved. <i>Specify that the clock stops while an MPO is preparing a response to CARB’s request for information. The amendments also make additional refinements.</i> <i>Note: These amendments addressed Assembly Transportation Committee, CARB and ClimatePlan concerns.</i> • <i>Require CARB’s SCS guidelines to include examples of acceptable technical methodologies, assumptions and data sources that MPOs can use in their plans. And require the complete guidelines to be adopted before MPOs begin SCS preparation to reduce individual MPO negotiations with CARB.</i> • Exempt RTP/SCS from CEQA <i>Note: This amendment addressed CBIA, CARB and ClimatePlan concerns.</i>	• Clarify public engagement requirements to include online workshops and other best practices • Additional stakeholder negotiations (with ClimatePlan) on implementation report • Any remaining CARB concerns

Outcome: Increase funding to implement the SCS. • Prioritize Solutions for Congested Corridor grants for projects that help achieve GHG targets (\$250 million/year). ◦ <i>Priority applies starting in 2032.</i> <i>Note: Amendment addressed NVTa and other CTAs' concern.</i> ◦ Require funded projects' "phasing, timing, and scope" to align with the SCS. <i>Note: Amendment addressed county transportation agencies' concern and returns the statute to existing law, which requires funded project to be included in the RTP.</i> • For the Solutions for Congested Corridor program, eliminate the requirement to create Comprehensive Multimodal Corridor Plans that duplicate the SCS. • Require SB 1 planning grants to further SCS goals. <i>Minor revision to addresses CBIA concern.</i> • Allow regions with an alternative planning strategy to access SB 1 funding (Solutions for Congested Corridors and Trade Corridor Enhancement Program) for GHG-reducing projects. <i>Minor revision to addresses CBIA concern.</i> • Limit Caltrans' use of project initiation documents to projects that are consistent with SCSs. <i>Note: Requested by ClimatePlan and agreed to by Transportation CA.</i> • Require SCS consistency for SHOPP eligibility <i>Note: Addressed CBIA concern</i>	• Additional stakeholder negotiations (with Natural Resources Defense Council and Coalition for Clean Air) on the APS provision (specifying how CTC will determine if a project reduces GHG) • Any remaining CARB, CTC, or Caltrans concerns
Outcome: Better align Caltrans' efforts with the state's GHG reduction targets for the transportation sector • <i>Require the California Transportation Plan to include a "performance management plan" for each Caltrans district showing how the district's capital projects will contribute to Caltrans' GHG reduction efforts.</i> <i>Note: Requested by ClimatePlan and agreed to by Transportation CA.</i>	• Any CARB, CTC, or Caltrans concerns

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

SB 1087 as amended June 25, 2026	Remaining Items Under Discussion
Outcome: Encourage Balance in Target Setting - Reconstitute the Regional Targets Advisory Committee to develop recommendations for balancing important state goals with GHG reduction, including fair housing and resilience, through a deliberate and inclusive process. <i>Require CARB to appoint the committee within six months of the bill taking effect and the committee to complete its work within one year.</i> - Require CARB base targets on what is achievable for each region given existing conditions, taking exogenous factors and financial constraints of regions into consideration. Targets may be different for each region (as allowed under current law) and should consider a region's existing resources, access to non-drive alone modes of travel, and built environment. Outcome: Encourage Balance in Guidelines/State Requirements from CARB Move SCS guideline development to CTC from CARB <i>Require CARB to develop the SCS guidelines through a transparent and inclusive process, including that the guidelines are limited to only what's necessary to quantify GHG emissions and are subject to the Administrative Procedures Act (APA).</i> <i>Note: The shift back to CARB addressed concerns raised by CARB, Assembly Transportation Committee, and environmentalists. The guardrails address our goals and those of CBIA, environmentalist and other stakeholders who want a more public process. CBIA requested the APA requirement.</i>	- Additional stakeholder negotiations (with CBIA) on subjects the RTAC will tackle. - Any remaining CARB concerns

Objective #3: The Sustainable Communities Strategy Should Earn Trust and Drive Action

SB 1087 as amended June 25, 2026	Remaining Items Under Discussion
General - Add 2045 target year to align with Cap-and-Invest extension through 2045 and the Scoping Plan. Outcome: Make the SCS more consistent and understandable - Enable SCSes to accurately reflect vehicle fleet electrification. <i>Minor revision to satisfy CBIA.</i> - Enable MPOs to use the same modeling tool for the SCS and federal air quality conformity.	- Any remaining CARB concerns - Additional stakeholder negotiations (with CBIA) on target setting

Expand the GHG target to include buses and heavy duty trucks, in addition to GHGs from the automobile and light truck sector. <i>Note: The revision back to status quo (automobile and light truck sector) removed goods movement industry opposition and was also sought by CARB, environmentalists, Assembly Transportation Committee, and CBIA.</i>	
Outcome: Increase Transparency to Build Trust - Require the State to publish its target-setting methodology, fleet make-up, and budget assumptions. - Require CARB to engage in a public process to determine whether targets should be changed and discuss the draft and final targets. <i>Minor revision requested by Shasta TPA.</i>	