

SB 1087 (Cabaldon) Bill Outline

Modernizing California's Sustainable Communities Strategies Law



ASSOCIATION OF BAY AREA GOVERNMENTS

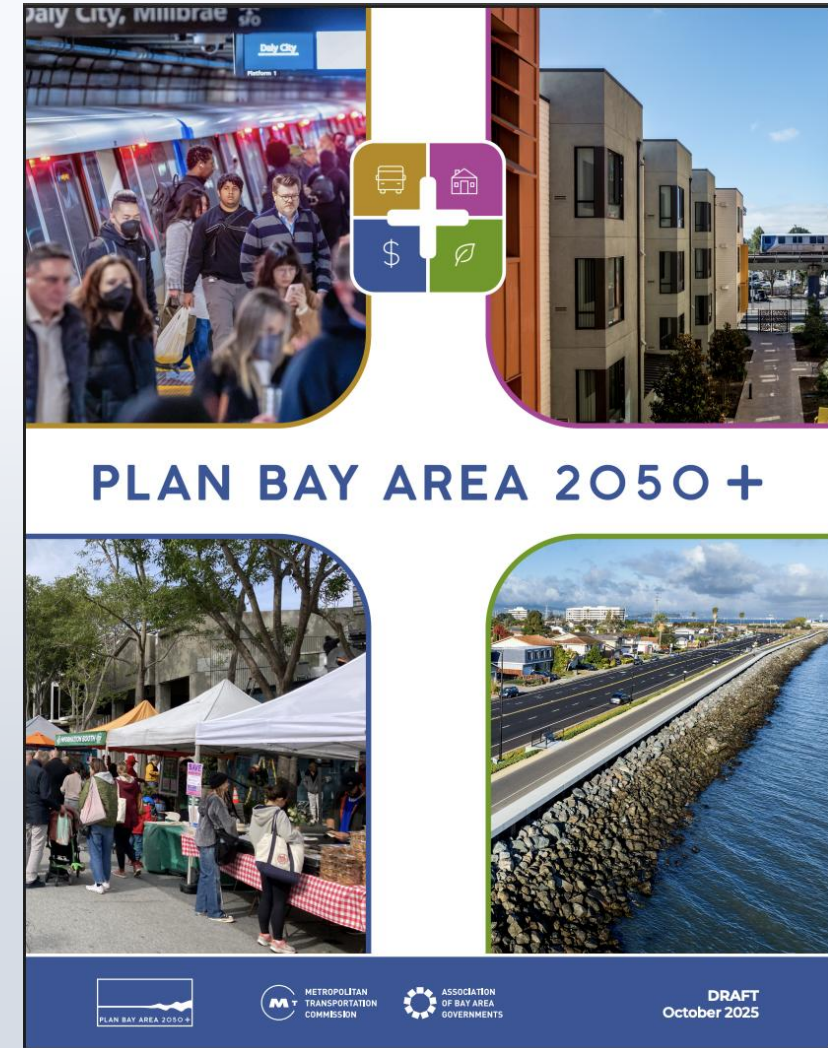
METROPOLITAN TRANSPORTATION COMMISSION

Joint MTC ABAG Legislation Committee

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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.