

SB 1087 (Cabaldon)

Modernizing California's Sustainable Communities Strategies Law



ASSOCIATION OF BAY AREA GOVERNMENTS

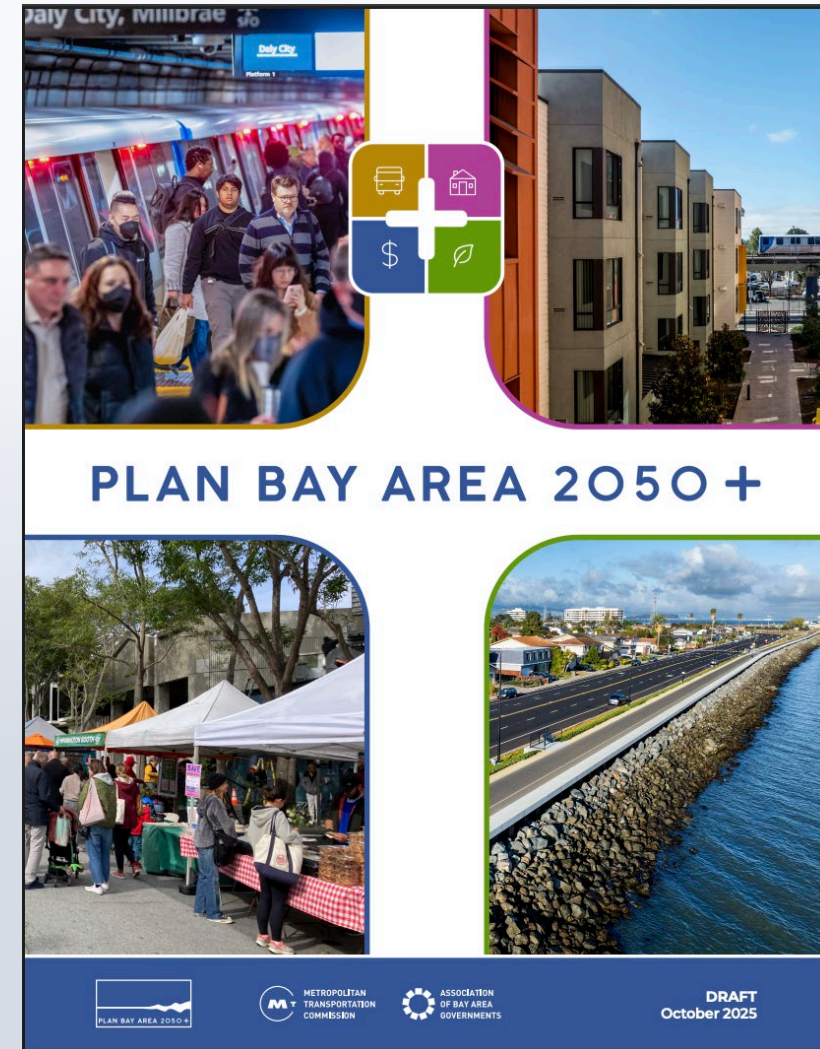
METROPOLITAN TRANSPORTATION COMMISSION

Bay Area Partnership Board

April 29, 2026

What is an SCS and Why does it Matter?

- The Bay Area and other metro regions are required to craft a long-range regional plan, fulfilling the federal Regional Transportation Plan (RTP) requirements as well as the state Sustainable Communities Strategy (SCS) requirements from SB 375 (Steinberg, 2008).
- The SCS requires regions to achieve a state target set by the California Air Resources Board (CARB) to reduce per capita greenhouse gas emissions from cars and light-duty trucks.
- State housing law also mandates regional housing needs allocations (RHNA) be consistent with the SCS.
- The RTP/SCS (regional plan) guides billions of dollars in transportation investments and identifies strategies to meet climate, transportation and housing goals.



Why Modernize SB 375 Now?

- SB 375 has improved how California aligns transportation, housing, and land use planning, *however...*
- The policy landscape and on-the-ground realities have substantially changed since 2008
- The planning process can be improved to better support implementation and make progress on climate, housing, transportation and resilience goals.



Bay Area is Co-Leading a Coordinated, Statewide Effort

- “Big 4” MPOs, including MTC and ABAG, worked with CALCOG in 2025 to develop legislation.
- Former State Senate Leader and SB 375 author Darrell Steinberg is under contract to support with strategy and stakeholder engagement.
- Four statewide roundtables were held in fall 2025 and winter 2026; more engagement planned.



SB 375 Modernization Objectives

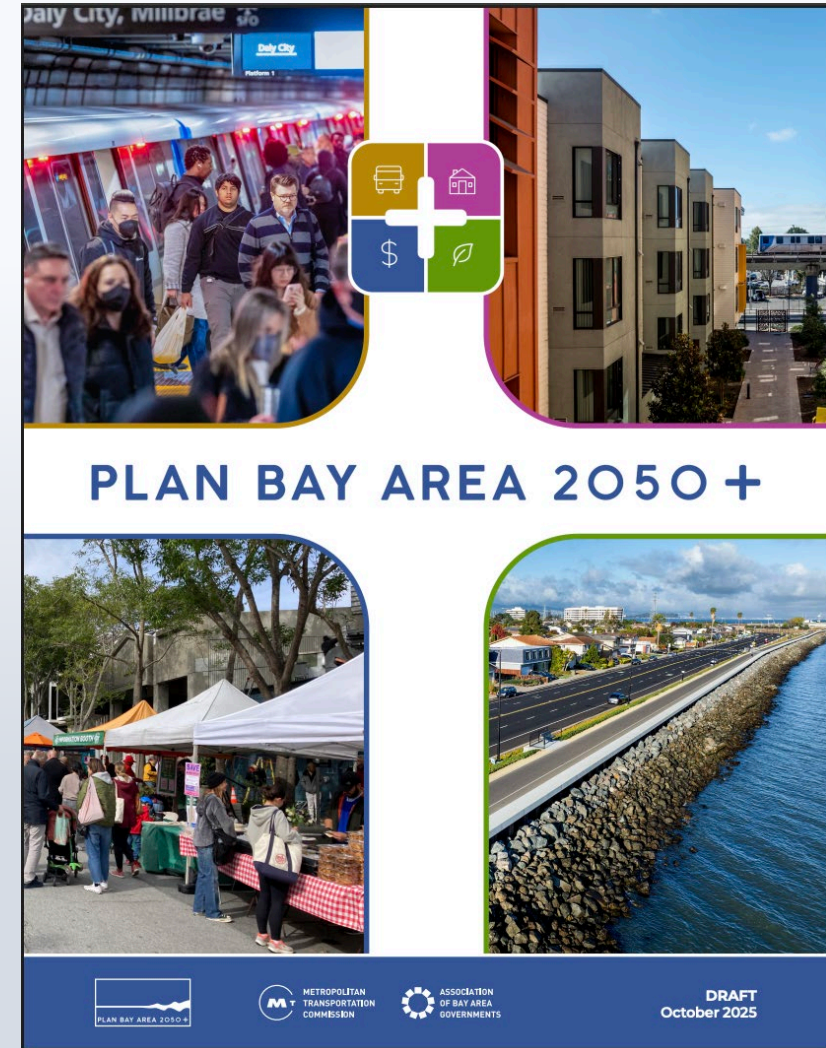
MTC-ABAG and our “Big 4” Partners have coalesced around the following core objectives:

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



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.
- SB 1087 passed out of Senate Environmental Quality Committee 5-0 on April 8th; Senate Transportation Committee hearing set for April 21st



Objective 1: Focus on Implementation to Accelerate Climate Progress

Key provisions in SB 1087, as amended on April 9:

- 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
 - Establishing a 30-day shot clock for the California Air Resources Board (CARB)'s technical methodology review and introducing an enforceable 60-day timeline for plan review.

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 April 9:

- 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.

Note related to GHG targets: Currently, CARB has set GHG emission reduction targets for MPOs to achieve by 2035. The bill was amended in the Senate Environmental Quality Committee to add a 2045 target.



Objective 3: The SCS Should Earn Trust and Drive Action

Key provisions in SB 1087, as amended on April 9:

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.