

# SB 1087 (Cabaldon)

SB 1087 modernizes the SB 375 (Steinberg, 2008) framework for regional climate, land use and transportation planning by streamlining the Sustainable Communities Strategy (SCS) process, strengthening alignment between state funding and regional plans, leveraging the California Transportation Commission to evaluate SCS performance, and improving transparency and credibility of greenhouse gas reduction targets.

## BACKGROUND

SB 375 (2008) required MPOs to develop Sustainable Communities Strategies (SCS) to reduce greenhouse gas emissions, with CARB setting regional targets and reviewing plans.

In nearly two decades since SB 375 was enacted, California's climate, housing and transportation landscape have changed significantly. The state's vehicle fleet has grown dramatically cleaner through regulations and incentives. MPOs have developed sophisticated planning processes but devote enormous staff time and resources to modeling exercises and CARB review rather than implementation. State funding programs have not been effectively aligned with regional sustainable communities strategies, limiting their impact.

## THE ISSUE

Stakeholders have identified five core challenges:

1. Insufficient climate progress across regions.
2. Excessive focus on process over implementation.
3. Misalignment between state funding and regional plans.
4. Modeling assumptions that do not reflect current conditions.
5. Burdensome project-level VMT mitigation requirements that reduce investment capacity for housing and transit-oriented development.

## THE SOLUTION

### 1. Focus on Implementation

- Extends SCS cycle from 4 to 8 years with midpoint progress review
- Aligns Solutions for Congested Corridors funding with

regional plans

- Requires SHOPP projects to be included in SCS
- Streamlines CEQA for SCS

### 2. Balanced Goals and Governance

- Establishes advisory body of practitioners and policy experts
- Creates structured 60-day CARB review (Approved / Conditionally Approved / Not Approved)

### 3. Targets That Earn Trust

- Expands GHG targets to all on-road transportation
- Requires transparency in CARB modeling assumptions
- Aligns SCS and federal air quality modeling methodologies

## IN CONCLUSION

SB 1087 modernizes California's regional planning framework to improve implementation, strengthen alignment with state investments, and ground greenhouse gas targets in real-world conditions—supporting more effective, credible, and actionable climate, housing, and transportation outcomes.

## SUPPORT

Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG) (sponsor) Sacramento Area Council of Governments (SACOG) (sponsor) San Diego Association of Governments (SANDAG) (sponsor) Southern California Association of Governments (SCAG) (sponsor) Cal Asian Pacific Islander Chamber of Commerce California Asian Pacific Chamber of Commerce California Association of Councils of Governments City of Elk Grove City of Sacramento Councilmember Alice Dowdin Calvillo, City of Auburn Councilmember Jill Gayaldo, City of Rocklin El Dorado County Transportation Commission Placer County Transportation Planning Agency Riverside County Transportation Commission Sacramento Metropolitan Air Quality Management District Sacramento Metropolitan Chamber of Commerce Sacramento County South Bay Cities Council of Governments Supervisor Brian Veerkamp, County of El Dorado Valley Vision