

SENATE THIRD READING

SB 1087 (Cabaldon)

As Amended June 25, 2026

Majority vote

SUMMARY

Changes existing Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guidelines and requirements including processes for setting greenhouse gas emissions (GHG) reduction targets, timelines, and evaluation of GHG reduction strategy. Extends GHG reduction targets to 2045 and makes changes to certain transportation funding programs to support implementation of the strategies.

Major Provisions*RTP/SCS*

- 1) Requires, commencing with the first or second RTP prepared after January 1, 2027, MPOs to submit an SCS (or APS) every eight years, rather than every four.
- 2) Requires MPOs to prepare, if an SCS is unable to achieve the set GHG emission reduction goals, an APS, which shall include an analysis of additional infrastructure, transportation measures, or policies, if necessary.

Regional Targets

- 3) Requires the California Air Resources Board (CARB) to provide, no later than two years before the due date of a region's next SCS, a GHG emission reduction target for the automobile and light truck sectors for 2035 and 2045.
- 4) Requires CARB to appoint a Regional Targets Advisory Committee (RTAC) no later than July 1, 2027, which is directed to recommend:
 - a) Factors to be considered and methodologies to be used for setting GHG emission reduction targets; and,
 - b) How certain considerations, as specified, should be balanced in setting GHG emission reduction targets.
- 5) Requires RTAC to include practitioners and technical and policy experts.
- 6) Requires CARB to consider the report from RTAC before setting GHG emission reduction targets.
- 7) Requires the targets sent by CARB to do the following:
 - a) Reflect the combined effect of policies, regulations, and investment by local public agencies, as specified, state and federal governments to reduce greenhouse gas emissions from vehicles, including through improved fleet efficiency and changes in transportation technologies; and,

- b) Be based on what is achievable for the region, taking into account existing conditions, as defined, and financial constraints.
- 8) Before updating the targets, requires CARB to:
- a) Exchange technical information with specified state, regional, and local entities and engage in a consultative process;
 - b) Release a draft target for public comment;
 - c) Publish its methodology and assumptions no fewer than 60 days before the release of a draft target;
 - d) Host at least one public workshop in each region and at least two public workshops in a region that includes multiple counties;
 - e) Hold a public hearing within the applicable region; and,
 - f) Adopt the final targets and any changes in a public hearing.
- 9) Authorizes CARB to express GHG emission reduction targets in any metric, provided said metric does not penalize regions for exogenous factors including population, economic growth, and cross-border traffic.

Review of RTP/SCS

- 10) Prior to initiation of a public participation process, requires CARB to receive and review from MPOs a description of the technical methodology the methodologies that Metropolitan Planning Organizations (MPO) intends to use to estimate GHG emissions of the SCS (or APS).
- 11) Authorizes CARB to object to the methodology. Requires CARB's review of the methodology to be completed within 30 days and is limited to whether the methodology aligns with the most recently adopted CARB guidelines.
- 12) Requires CARB, after submission of an SCS (or APS), and a review of the quantification of reductions of emissions of GHGs strategy, to review the strategy within 30 days for completeness, including whether the MPO used required data sources, disclosed assumptions, and applied methodology in a manner consistent with CARB guidelines.
- 13) If CARB determines within 30 days of the submission of an SCS (or APS) that the strategy is incomplete or fails to use required data sources, disclose assumptions, or apply methodology consistent with CARB, CARB shall make written findings disclosing any deficiencies and transmit them to the MPO, which shall respond to CARB's findings.
- 14) Requires CARB to determine, within 60 days of submission of the strategy, if the strategy, if implemented:
- a) Would achieve the targets.
 - b) Would achieve the targets, but with minor non-substantive corrections.

- c) Would not achieve the targets. Requires CARB to disclose in writing the specific, material deficiencies demonstrating why the strategy would not achieve the targets.
 - d) Cannot be determined to achieve the greenhouse gas emission reduction targets because the MPO failed to address CARB's findings of deficiencies that were transmitted within 30 days of the submission of the strategy. If CARB makes this determination, it shall disclose, in writing, the specific, material deficiencies that the MPO failed to address.
- 15) Declares that if CARB does complete this work in the allotted time, the strategy will be deemed approved for implementation and funding alignment purposes.

SCS Progress Report

- 16) Requires that four years after adoption of a SCS strategy, a MPO shall prepare a sustainable communities strategy implementation progress report, post the report on its internet website, and submit the report to the Strategic Growth Council. The Strategic Growth Council shall review the report at a public hearing.
- a) Allows the report to be prepared in conjunction with, and may rely on the information developed for, the regional transportation plan update prepared during the same period of time.
 - b) Requires the report to be prepared using information and data available to MPO, including, but not limited to, data provided by federal, state, regional, or local agencies such as the state board and the Department of Housing and Community Development. Where current data are not reasonably available, the metropolitan planning organization may rely on the most recent available data. The report shall identify the source of all information used. A MPO shall not be required to conduct new travel demand modeling, land use or scenario modeling, geospatial analysis, or primary data collection to prepare the report.
- 17) Requires the progress report to only include all of the following:
- a) A summary of progress made during the reporting period toward the 2035 or 2045 greenhouse gas reduction target, as applicable, including indicators showing the direction of regional trends related to achievement of the target. Indicators shall only include those consistent with the required contents of a SCS.
 - b) A description of progress made during the reporting period on implementing each of the major greenhouse gas emission-reducing policies, programs, or projects identified in the SCS that support achievement of the GHG reduction target.
 - c) Identification of the capacity-increasing projects on the state highway system delivered earlier than assumed in the SCS. In developing this list of projects, the MPO may use the federally required metropolitan transportation improvement program and annual listing of federal obligations for fund obligations by project phase and status of construction completion. The report shall indicate whether a project is located in a disadvantaged community, equity priority community, or other comparable designation in the SCS. If the SCS does not include such a designation, the MPO shall use the definition of

"disadvantaged communities" in the guidelines implementing Section 2382 of the Streets and Highways Code.

- d) A list of transportation projects added to, removed from, or amended in the RTP since the last adopted SCS. The report shall indicate whether a transportation project is located in a disadvantaged community, equity priority community, or other comparable designation in the SCS. If the SCS does not include such a designation, the metropolitan planning organization shall use the definition of "disadvantaged communities" in the guidelines implementing Section 2382 of the Streets and Highways Code.
 - e) An assessment of legal, policy, or funding barriers to additional progress on each of the major GHG emission reducing strategies, policies, programs, or projects identified in the SCS. This assessment may include factors outside the MPOs authority or control, such as potential tensions between other state and federal policy objectives, the availability and timing of state and federal funding, economic and housing market conditions, and the actions of transit operators, project sponsors, and local governments.
- 18) A MPO with a population of fewer than 1,500,000 people may include in its report a certification, adopted by its governing board, that the report was prepared consistent with the staffing, fiscal, technical, and data resources available to the metropolitan planning organization. A report accompanied by such a certification satisfies the requirements of this subparagraph, and the omission or limited treatment of any indicator or element due to those resource limitations shall not constitute a failure to comply.
- 19) States that the progress report does not require a MPO to acquire new staff, consultants, data, or analytical tools.

SCS Guidelines

- 20) Requires CARB to adopt or update guidelines for the preparation of SCS before updating regional targets. The guidelines shall solely address matters necessary for greenhouse gas emissions quantification, including all of the following:
- a) An overview of the SCS submission and evaluation process.
 - b) A checklist of information CARB needs to make its determination whether the SCS, if implemented, would achieve the target.
 - c) One or more examples of acceptable data sources, assumptions, and technical methodologies that MPOs and regional transportation planning agencies (RTPA) may employ to estimate the emissions of greenhouse gases in a manner that is consistent with the target methodology. The identification of any of those examples shall not be construed to require the use of any particular data source, assumption, or methodology. A MPO or RTPA may use alternative, technically supported data sources, assumptions, or methodologies to demonstrate consistency with the target methodology.
- 21) Requires the guidelines to provide technical assistance and promote transparency and consistency in the evaluation process. The guidelines shall not limit the authority of a MPO or RTPA to demonstrate that its SCS, if implemented, would achieve the applicable

greenhouse gas emissions reduction target using technically supported data, assumptions, methodologies, models, or other analytical approaches not identified in the guidelines.

- 22) States that before CARB revises the guidelines, it shall form an advisory committee that includes representatives of the metropolitan planning organizations, the California Transportation Commission, the Strategic Growth Council, and organizations representing builders, environmental organizations, affordable housing advocates, equity organizations, labor, local transportation agencies, and local governments.
- 23) Requires that before adopting, updating, or revising the guidelines, CARB shall hold two workshops on the guidelines, one in northern California and one in southern California. CARB shall adopt the final guidelines in a public hearing.
- 24) Requires that the adoption or revision of any guidelines applicable to SCS shall be adopted pursuant to the Administrative Procedure Act.

Transportation Programs

- 25) Requires Caltrans activities within the region of a MPO funded from the Public Transportation Account for specified transportation planning and mass transportation purposes to be consistent with an applicable SCS adopted as part of a RTP.
- 26) Requires the local planning grant guide to encourage planning that furthers the goals of a SCS or APS for areas within an MPO.
- 27) Allows projects included in an APS, instead of only projects in an approved RTP/SCS, to be eligible for funding from the TCEP and SCCP programs.
- 28) Adds "support the implementation of an RTP," to the required elements for a project to receive SCCP funding.
- 29) Eliminates the SCCP requirement that project nominations include a comprehensive corridor plan.
- 30) Requires SCCP project nominations must demonstrate they are included in the adopted RTP.
- 31) Requires that beginning with the 2032 program of projects, CTC shall give priority to allocating funding to near-term projects in the adopted RTP that will open before the 2045 target date regional GHG target date.
- 32) Makes technical and clarifying changes, including removes outdated provisions regarding specific RTP/SCS submissions.

COMMENTS

Greenhouse gas emissions goals. The Legislature has set several goals to reduce GHG emissions and address climate change. The Global Warming Solutions Act of 2006, AB 32 (Nuñez), Chapter 488, Statutes of 2006 and subsequent companion legislation SB 32 (Pavley), Chapter 249, Statutes of 2016, requires California to reduce statewide GHG emissions to 40% below the 1990 level by 2030. AB 1279 (Muratsuchi), Chapter 337, Statutes of 2022 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045. CARB is

responsible for developing a Scoping Plan to detail how the state will achieve its GHG emissions reduction targets mandated by law.

Mobile source emissions. Mobile sources of air pollution are vehicles or equipment that can be moved from place to place and emit pollutants as they operate. These sources include on-road vehicles like cars, trucks, and buses, as well as non-road vehicles such as aircraft, construction equipment, and marine vessels. Mobile sources and the fossil fuels that power them are the largest contributors to the formation of ozone, GHG emissions, fine particulate matter (PM_{2.5}), and toxic diesel particulate matter (DPM). Statewide, more than 21 million out of over 39 million Californians live in areas that exceed the federal ozone standards; within these areas, there are many low-income and disadvantaged communities that are exposed to not only ozone, but also particulate and toxic, pollutant levels significantly higher than the federal standards which have immediate and detrimental health effects. In California, mobile sources are responsible for approximately 80% of smog-forming nitrogen oxide (NO_x) emissions. They also represent about 50% of GHG emissions when including emissions from fuel production, and more than 95% of toxic DPM emissions.

ZEVs are not enough. California has a goal that 100% of new passenger car and light-duty truck sales be zero-emission by 2035, per Governor Newsom's Executive Order N-79-20. Peer reviewed studies continue to highlight that fleet electrification is not sufficient to hit carbon mitigation targets consistent with preventing 2°C (35.6° F) warming which is the upper limit for warming targeted by the international Paris Agreement to prevent the most dangerous and irreversible impacts of climate change. These studies state that a wide range of policies is needed to minimize the impacts of climate change, including measures to reduce vehicle ownership and dependence. It is also noted that a transition away from private vehicle dependence in the United States would be very difficult.

Regional Transportation Plans (RTP). State and federal law require all of California's MPOs and RTPAs to conduct long range planning to clearly define a vision and goals for transportation in the regions and to ensure effective decision making furthers the vision and goals. California currently has 18 federally designated MPOs and 26 state-created RTPAs. The long-range plan, known as RTP, is an important policy document that is based on the unique needs and characteristics of a region and communicates the regional vision to the state and federal government. RTP considers a minimum 20-year horizon and should be integrated with local jurisdiction's land use plans. MPOs and RTPAs are required to update the RTP every four or five years, depending on a region's clean air attainment.

The RTP should represent a coordinated and balanced regional transportation system including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement and aviation. CTC develops guidelines that govern the content and requirements for the RTP so that it conforms with both federal and state law. The RTP Guidelines incorporate climate requirements as well, such as following state climate change mitigation/adaptation guidance, considering environmental justice issues, and updating travel demand models. RTPs are financially constrained policy guidance frameworks.

Sustainable Communities Strategies (SCSs). As a part of the strategy to meet the state's climate goals and focus on the transportation sector, SB 375 (Steinberg), Chapter 728, Statutes of 2008 was enacted. SB 375 aligns transportation planning, land use and housing to reshape

development in communities. SB 375 authorizes CARB to set GHG emissions reduction targets for each of the state's 18 MPO regions.

MPOs are required to adopt an SCS as part of their RTP to demonstrate how their region will meet the target. The SCS sets forth a vision for growth in the region, taking into account its transportation, housing, environmental, and economic needs. The SCS should set a development pattern for the region, which, when integrated with the transportation network, will reduce GHG emissions from automobiles and light trucks to achieve the targets. However, MPOs ability to set a development pattern is limited because MPOs do not have authority to directly regulate land use.

If an MPO, through the development of an SCS, determines they will not be able to reach the target, the MPO may develop an APS that identifies the principal impediments to meeting the targets. To date, no MPO has had to prepare an APS.

Extensive public outreach for the development and approval of an RTP/SCS is required, with workshops, public hearings and meetings with affected city and county officials. California Environmental Quality Act (CEQA) requires MPOs to complete an environmental impact report (EIR) for the RTP/SCS, as required by CEQA.

The intent of SB 375 was to empower regions to develop innovative strategies as part of their SCS to meet their target. While there are requirements for information the SCS must contain, including identifying areas for future development and housing, information on resources and farmland, and integrating development with the transportation network, it does not currently prescribe any one strategy for achieving the targets.

SCS progress. Since the passage of SB 375, numerous reports have been issued reporting on the progress of the regions and highlighting the challenges to success. Specifically, SB 150 (Allen) Chapter 646 Statutes of 2017, requires CARB to report to the Legislature on the progress of SB 375 implementation every four years. The 2018 and 2022 reports found that GHG emission reductions under SB 375 were not being achieved and that vehicle miles traveled (VMT) is not declining despite every MPO preparing an SCS as required. It is noted that SCS plans are not being implemented as envisioned and/or are not yielding the expected results. Factors such as adequate funding are a major reason. According to CARB, "implementation of SCS plans is necessary to achieve the State's climate goals."

Overall, CARB found that, "Unfortunately, since the first report, most trends demonstrate limited or no progress in meeting the targets through 2019. While some progress on VMT reduction has been observed within the largest MPO regions where most Californians live, it has not been enough. There is an urgent need to build on the good work that has produced some positive change in these regions to reverse the overall trajectory. Many trends moved in the wrong direction, away from advancing climate goals and showing worsening inequality."

In addition to the SB 150 progress updates, in 2019, AB 285 (Friedman) Chapter 605, Statutes of 2019 was signed into law. It called for a California Transportation Assessment Report, an analysis of the California Transportation Plan and related documents—including RTP/SCSs—to see they are working towards or against better multimodal transportation options, GHG emission reductions, equity, and environmental justice. The AB 285 report, released in 2022, found that RTP/SCSs have been more ambitious than pre-SB 375 regional plans in encouraging more

compact growth patterns, mode shifts toward sustainable transport, such as transit, biking, and walking, and reductions in VMT.

However, the report found shortcomings in SB 375 implementation and made some recommendations, including "what accounts for the disappointing performance of RTP/SCSs in achieving desired outcomes? Various observers have long warned of structural flaws in SB 375 in terms of a mismatch of MPO responsibility with inadequate authority or resources to carry it out. To achieve plan goals, MPOs need state and local government support and cooperation, which so far have been inadequate.

More targets, less plans. Current law only authorizes CARB to set GHG emission reduction targets for MPOs to achieve by 2035. This bill would extend this authority to 2045 to align with state climate goals. This bill requires CARB to appoint an RTAC, including practitioners as well as technical and policy experts, to recommend factors to be considered and methodologies to be used for setting GHG emission reduction targets, as well as recommend how specified factors should be balanced.

As the targets are extended, this bill would align the RTP/SCS timing with other required regional plans, such as the Regional Housing Needs Assessment (RHNA). According to the MPOs, development of an RTP/SCS, which is currently required every four years, costs millions of dollars and is almost never ending. As one plan is completed, work must already begin on the update. For example, according to the Sacramento Area Council of Governments (SACOG) their most recent RTP/SCS took three years to complete and cost \$12 million. The bill moves the current four-year SCS cycle to an eight-year cycle. Due to federal law, the MPOs would still be required to develop on RTP for submission to CTC for the in between four- year cycle, however this plan is much less cumbersome.

To implement this change, this bills gives MPOs some discretion as to when they choose to switch to the eight-year cycle, which can be either of the next two regularly scheduled SCS updates. This will enable MPOs to best synchronize the RTP/SCS with other plans.

Timing for CARB's RTP/SCS review. In addition to shifting to an eight-year cycle for SCS, this bill attempts to streamline the RTP/SCS process and shift focus to implementation. The bill retains CARB as the entity to develop, review, and assess the technical GHG emission reduction methodologies. However, the state's MPOs almost universally report frustrations with the existing processes.

This bill introduces a shot clock to CARB's timeline for review of technical methodology (30 days); judging completeness, among other things (number of days to be determined; accepting or rejecting the plan's suitability for achieving GHG emission reduction goals (60 days); and—if the plan is rejected—plan revision, resubmission (or submission of an APS), and (re)review (60 days). The penalty for CARB failing to comply with these timelines is that the plan is immediately deemed approved for implementation and funding alignment purposes.

Committee comments. The four largest MPOs, Southern California Association of Governments (SCAG), Metropolitan Transportation Commission (MTC), San Diego Association of Governments (SANDAG), and Sacramento Area Council of Governments (SACOG)—the sponsors of this bill—have been convening a large group of affected stakeholders for over nine months to discuss concerns regarding the implementation of SB 375 and potential reforms. The key stakeholders include climate, environmental justice, housing, transit, labor, and active

transportation advocates. It is important to note that this iteration of negotiating updates to SB 375 is not the first, which is highlighted by the list of bills considered by the Legislature in the past listed near the end of this analysis.

This bill attempts to facilitate MPOs reaching their GHG targets and enables SCSs to rely more on electrification. However, as stated in the background of this analysis, even with full electrification of the entire California vehicle fleet, additional policy levers are needed to reach net-zero GHG emissions. Allowing SCSs to rely more heavily on electrification will divert from the goal of SB 375: to integrate land use, housing, and transportation planning to reduce GHG emissions from the transportation sector. While this bill may help streamline the SCS process, it is unlikely to help MPOs make significant progress towards their GHG targets. Alternatively, a better option may be to utilize the time, tools, and money that go into developing SCSs to implement projects that make real GHG emissions reductions.

In addition, there are other considerations beyond GHG emissions that the state may want to accomplish with regional planning such as promoting the co-benefits of smart and integrated planning and development by having more walkable cities and less congestion. A fully electrified fleet will encounter the same congestion issues as a fossil fuel powered fleet.

According to the Author

"California passed SB 375 in 2008 with a bold and necessary vision: that the way we plan our communities, where we build homes, how we connect people to jobs and services, and how we invest in transportation, is inseparable from our ability to meet our climate goals. That vision was right then, and it is more urgent now. But nearly two decades of implementation have made one thing clear: the law as currently structured is not delivering the results Californians deserve. Our regions are still sprawling. Commutes are still growing. Families, especially those with the fewest options, are spending more and more of their incomes just to get to work and back. SB 1087 is a course correction. It aligns state dollars with regional climate plans, so that the billions California spends on transportation each year are working toward our goals, not against them. It streamlines a planning process that has become a compliance exercise rather than a tool for action, freeing our regional agencies to do what we need them to do: deliver projects, build housing in the right places, and invest in the transit and infrastructure that will determine whether California meets its climate commitments."

Arguments in Support

The four largest MPOs, Southern California Association of Governments (SCAG), Metropolitan Transportation Commission (MTC), San Diego Association of Governments (SANDAG), and Sacramento Area Council of Governments (SACOG), sponsors of this bill, write, "SB 1087 modernizes California's law for integrating regional climate, land use, and transportation planning – SB 375 (Steinberg, 2008) – to accelerate progress on important state climate, housing, and transportation goals. SB 375 required California's metropolitan planning organizations (MPOs) to create Sustainable Communities Strategies (SCSs) that integrate land use and transportation to cut greenhouse gas emissions (GHGs) from cars and light trucks to reach region-specific targets established by the California Air Resources Board (CARB). SB 1087 streamlines SCS development so MPOs can focus more of their resources on implementation rather than plan development. It also extends SB 375's impact by adding an additional target year of 2045 - thus ensuring regional planning continues to align with the state's Climate Change Scoping Plan.

"SB 375 predates today's housing affordability crisis, emphasis on housing production, increased climate urgency, post-pandemic travel patterns, vehicle electrification policies, and expanded equity goals. In the almost 20 years since it passed, California's climate, housing, and transportation policy has evolved significantly. The vehicle fleet has become much cleaner due to regulations and incentives, and policymakers have passed hundreds of bills focused on streamlining housing production, especially in transit-rich locations, and improving housing affordability, among many other changes. These changes have had a major impact on land use in the state's metro areas and the GHG emissions associated with passenger vehicles, but the state hasn't updated its regional planning law in response."

Arguments in Opposition

The Coalition for Clean Air, in an oppose unless amended position, write, "The Coalition for Clean Air writes to oppose SB 1087, as this bill would significantly water down the intent of SB 375. SB 1087 would make it so that local agencies face little to no consequences for failing to meet their regional climate targets, and would instead continue to receive funding for and streamline projects that would push regions further out of alignment with climate goals mandated in California law. While we appreciate the recent amendments removing the provision that would have given the California Transportation Commission (CTC) the authority to review and approve Sustainable Community Strategy (SCS) plans, we still have significant concerns with some of the remaining provisions, and thus remain opposed unless the bill is further amended. We urge you not to approve the bill as it is currently written, and we have provided recommendations on how to improve the language below as we hope to continue working with the author to ensure that SB 1087 actually moves our state forward on reducing climate emissions."

FISCAL COMMENTS

According to the Assembly Appropriations Committee:

- 1) ARB estimates costs of approximately \$4.9 million in fiscal year (FY) 2026-27, \$8 million in FY 2027-28, and \$9 million in FY 2028-29 and ongoing (Cost of Implementation Account) for new staff, contracts, operating expenses, equipment, travel, and translation. ARB anticipates numerous tasks related to, among other things, (a) developing the required guidelines, including forming an advisory committee, hosting public workshops, and developing examples of acceptable data sources, assumptions, and technical methodologies to estimate GHG emissions; (b) appointing and convening the RTAC; (c) updating and providing each MPO with GHG reduction targets for 2035 and 2045, which will involve hosting dozens of regional workshops and hearings within each applicable region; (d) reviewing technical methodologies submitted by MPOs to ensure consistency with ARB's most current model used to assess emissions from on-road vehicles; (e) reviewing SCSs and APSs within specified timeframes; and (f) reporting to the Legislature.

Striking ARB's interim (four-year) target revision authority and extending the SCS cycle from four to eight years means ARB will need to review SCSs less frequently, which might reduce ARB's workload and costs. However, ARB asserts these savings will be significantly offset by the new procedural requirements in the bill, including hosting 40 regional workshops and hearings on its targets, adopting guidelines via a formal rulemaking, and reconvening the RTAC.

- 2) The Department of Transportation (Caltrans) estimates ongoing annual costs of about \$2.6 million for 13 new staff distributed across Caltrans' headquarters and 12 districts to develop district-specific performance management plans every four years and update them annually to identify and prioritize projects that help meet the California Transportation Plan requirement of a multimodal transportation system that supports the state's GHG emission reduction targets and air quality standards (State Highway Account or Public Transportation Account).
- 3) Strategic Growth Council (SGC) preliminarily estimates ongoing annual General Fund costs of around \$600,000 once MPOs begin to publish their progress reports. SGC asserts it will need three staff – one analyst and two air pollution specialists – to organize meetings and prepare meeting materials, review reports, brief councilmembers, perform public outreach and engagement, and coordinate with MPOs. SGC expects each public meeting to cost between \$5,000 and \$7,000 for meeting location, supplies, facilitation, and travel. SGC notes its actual costs may vary significantly and will depend on, among other things, when MPOs begin publishing progress reports, how many of the 18 MPOs publish reports in the same year, with each report requiring SGC to conduct a public meeting, the level of detail in each progress report, and the location of each meeting.
- 4) Potential one-time costs of an unknown amount for the California Transportation Commission (CTC) to incorporate changes to its TCEP and SCCP programs (Trade Corridor Enhancement Account, SHA, federal funds). CTC is in the middle of its 2026 cycle for both programs and released draft guidelines for the programs in June of this year and expects to adopt final guidelines in August. Should this bill go into effect, CTC notes it would need to revise and adopt updated guidelines, which involves, among other things, a series of public workshops with agency partners and stakeholders and which would necessitate either a redirection of staff from other programs and priorities or a delay in getting program funding out the door – potentially resulting in cost increases and delays for regional projects.
- 5) While no MPO has prepared an APS to date, by allowing projects that meet certain criteria in an MPO area with an adopted APS to qualify for TCEP and SCCP funding, this bill creates potential ongoing cost pressures on both programs to provide funding for projects that would otherwise be ineligible for such funding.

For context, TCEP – which funds projects designed to move freight more efficiently on corridors with high volumes of freight – will provide about \$1.2 billion in funding over FYs 2026-27 and 2027-28. And SCCP – which funds projects to reduce congestion in heavily traveled corridors – will provide about \$525 million in funding over FYs 2027-28 and 2028-29."

VOTES

SENATE FLOOR: 31-3-6

YES: Allen, Alvarado-Gil, Archuleta, Arreguín, Ashby, Becker, Blakespear, Cabaldon, Caballero, Cervantes, Cortese, Durazo, Gonzalez, Grayson, Hurtado, Laird, Limón, McGuire, McNERney, Menjivar, Padilla, Pérez, Reyes, Richardson, Rubio, Smallwood-Cuevas, Stern, Umberg, Wahab, Weber Pierson, Wiener

NO: Choi, Niello, Strickland

ABS, ABST OR NV: Dahle, Grove, Jones, Ochoa Bogh, Seyarto, Valladares

ASM TRANSPORTATION: 11-2-3

YES: Wilson, Aguiar-Curry, Ahrens, Carrillo, Hart, Jackson, Papan, Ransom, Rogers, Sharp-Collins, Ward

NO: Hoover, Macedo

ABS, ABST OR NV: Davies, Harabedian, Lackey

ASM APPROPRIATIONS: 11-4-0

YES: Wicks, Arambula, Calderon, Caloza, Fong, Mark González, Krell, Pacheco, Pellerin, Sharp-Collins, Solache

NO: Hoover, Dixon, Ta, Tangipa

UPDATED

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