



September 3, 2026

Governor Gavin Newsom
1021 O Street, Suite 9000
Sacramento, CA 95814

Submitted via email to leg.unit@gov.ca.gov

Re: SB 1087 (Cabaldon): Sustainable Communities Act Modernization - REQUEST FOR SIGNATURE

Dear Governor Newsom,

The undersigned organizations write to urge you to sign SB 1087 (Cabaldon) into law. SB 1087 aims to strengthen sustainable communities strategies (SCS) implementation and deliver on the original and ambitious promise of SB 375 (2008, Steinberg), the landmark Sustainable Communities and Climate Protection Act. Our organizations, collaborating through the ClimatePlan network, have been engaged in collaborative conversations with the largest four metropolitan planning organizations (MPOs) and a broad group of other stakeholders over more than a year to identify policy solutions to modernize SB 375. As this bill advanced through the legislative process, negotiations have yielded significant improvements to the bill. At the end of this long and collaborative process, we are pleased to strongly support the final version of SB 1087 passed by the Legislature.

SB 375 was enacted nearly two decades ago with the purpose of reducing greenhouse gas (GHG) emissions from passenger vehicles by applying California's climate targets to regional transportation and land use planning. The ambition of SB 375 was to reduce driving by making our communities more walkable, better served by transit, more affordable, and healthier, all while protecting natural and working lands and saving taxpayer dollars by avoiding costly sprawl. Yet, two decades after SB 375's passage and less than ten years out from its 2035 target year, there remains a disconnect between the ambitious plans of every region and the implementation of those plans. Many previous efforts at reform of this complex law have fallen short, making the compromise achieved in SB 1087 as remarkable as it is increasingly urgent.

California's regions are still sprawling and expanding car-centric infrastructure, and the results show GHG emissions and vehicle travel increasing statewide and in every region. [Ever-longer commutes](#) in ever-worsening traffic add to the cost of owning and maintaining a car—the average household's [second-biggest expense](#). Each [highway expansion adds to this traffic](#) despite promises to alleviate it, and to the [worst air quality in the country](#) in our disadvantaged communities. Taxpayers continue to foot the bill in the form of growing highway system maintenance costs and higher healthcare bills due to more exposure to both particulate matter and car crash risk.

SB 1087 will strengthen and streamline implementation of SCSs through the following provisions:

- Extending the emissions reduction targets for SCSs from 2035 to 2045 to align with the state's commitment to balancing economic and population growth with the realities of what's needed to address climate change.
- Requiring state agency accountability for Caltrans by requiring state highway project planning to align with SCS implementation and statewide climate goals.
- Reducing administrative implementation burdens and costs on metropolitan planning organizations (MPOs) by extending SCS update cycles from 4 to 8 years, while maintaining the CA Air Resources Board's (CARB) authority to adopt SCS guidelines, set targets, and approve plans that meet the targets.
- Expanding funding eligibility in the Trade Corridor Enhancement Program and the Solutions for Congested Corridors Program for GHG-reducing transportation projects and adding an implementation report to monitor progress between cycles.

We are deeply invested in the original goals of SB 375 and want to see the successful implementation of SCSs in all regions of the state. We believe SB 1087 will both streamline the process of SCS development and strengthen implementation of the plans through statewide planning, project development, and funding programs; advancing our climate, housing, transportation, and equity goals as a result.

For these reasons we urge you to sign SB 1087 into law. Please contact Jeanie Ward-Waller (jeanie@fearlessadvocacy.com), representing ClimatePlan, with any questions.

Sincerely,

Lesley Beatty
ClimatePlan

Matt Baker
Planning & Conservation League

Nick Ratto
350 Bay Area Action Transportation Lead

David Martinez
Streets For All

Zack Deutsch-Gross
Transform

Zak Accuardi, Director, Mobility Choices
NRDC (Natural Resources Defense Council)

Neal Sharma, Director, California Wildlife Program
Wildlife Conservation Network

Liz Forsburg Pardi, Ph.D., Director of External Affairs & Policy
The Nature Conservancy

Marven Norman, Environmental Policy Analyst
Center for Community Action and Environmental Justice

Wes Reutimann, Deputy Director
Active San Gabriel Valley

Kendra Ramsey, AICP, Executive Director
California Bicycle Coalition

Elizabeth Reid-Wainscoat, Policy Specialist
Center for Biological Diversity

Phoebe Seaton & Veronica Garibay, Co-Directors
Leadership Council for Justice & Accountability

Asha Sharma, Policy Director
Sierra Club California

Sofia Rafikova, Policy Advocate
Coalition for Clean Air

Jamie Pew, Policy Advisor
NextGen California

Hana Creger, Associate Director of Climate Equity
The Greenlining Institute

Eli Lipmen, Executive Director
MoveLA

Kevin Hamilton, Founding Director
Medical Advocates for Healthy Air

Adina Levin, Executive Director
Seamless Bay Area

Jordan Grimes, Legislative Director
Greenbelt Alliance

Heather Hood, VP & Market Leader, Northern California,
Enterprise Community Partners

Jimar Wilson, VP & Market Leader, Southern California,
Enterprise Community Partners

Catalina Gonzalez, Senior Policy Analyst for Climate Justice
Center for Progressive Reform

Kevin Shin, Co-Executive Director
California Walks

Kate Gordon, CEO
California Forward

Melissa Breach, CEO
Prosperity Action

Jonathan Matz, California Senior Policy Manager
Safe Routes Partnership