

SENATE BILL

No. 1087

Introduced by Senator Cabaldon

February 13, 2026

An act to amend Section 65080 of the Government Code, and to amend Sections 2032 and 2033.5 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1087, as introduced, Cabaldon. Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants.

(1) Existing law requires certain transportation planning agencies to prepare and adopt every 4 years, except as provided, regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided.

This bill would instead require, on and after January 1, 2027, every 2nd regional transportation plan prepared and adopted by those transportation planning agencies to include a sustainable communities strategy prepared by a metropolitan planning organization.

(2) Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. Existing law requires funds in the account to be allocated for various purposes, including, among others, \$25,000,000, upon appropriation by the Legislature, for local planning grants to

encourage local and regional planning that furthers state goals, as provided.

This bill would instead require that \$25,000,000, upon appropriation by the Legislature, to be allocated to specified local entities based on their share of the statewide population for the same purposes, as provided.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 65080 of the Government Code is
2 amended to read:
3 65080. (a) Each transportation planning agency designated
4 under Section 29532 or 29532.1 shall prepare and adopt a regional
5 transportation plan directed at achieving a coordinated and balanced
6 regional transportation system, including, but not limited to, mass
7 transportation, highway, railroad, maritime, bicycle, pedestrian,
8 goods movement, and aviation facilities and services. The plan
9 shall be action-oriented and pragmatic, considering both the
10 short-term and long-term future, and shall present clear, concise
11 policy guidance to local and state officials. The regional
12 transportation plan shall consider factors specified in Section 134
13 of Title 23 of the United States Code. Each transportation planning
14 agency shall consider and incorporate, as appropriate, the
15 transportation plans of cities, counties, districts, private
16 organizations, and state and federal agencies.
17 (b) The regional transportation plan shall be an internally
18 consistent document and shall include all of the following:
19 (1) A policy element that describes the transportation issues in
20 the region, identifies and quantifies regional needs, and describes
21 the desired short-range and long-range transportation goals, and
22 pragmatic objective and policy statements. The objective and policy
23 statements shall be consistent with the funding estimates of the
24 financial element. The policy element of transportation planning
25 agencies with populations that exceed 200,000 persons may
26 quantify a set of indicators, including, but not limited to, all of the
27 following:

1 (A) Measures of mobility and traffic congestion, including, but
2 not limited to, daily vehicle hours of delay per capita and vehicle
3 miles traveled per capita.

4 (B) Measures of road and bridge maintenance and rehabilitation
5 needs, including, but not limited to, roadway pavement and bridge
6 conditions.

7 (C) Measures of means of travel, including, but not limited to,
8 percentage share of all ~~trips (work and nonwork)~~ *trips, work and*
9 *nonwork*, made by all of the following:

10 (i) Single-occupant vehicle.

11 (ii) Multiple occupant vehicle or carpool.

12 (iii) Public transit including commuter rail and intercity rail.

13 (iv) Walking.

14 (v) Bicycling.

15 (D) Measures of safety and security, including, but not limited
16 to, total injuries and fatalities assigned to each of the modes set
17 forth in subparagraph (C).

18 (E) Measures of equity and accessibility, including, but not
19 limited to, percentage of the population served by frequent and
20 reliable public transit, with a breakdown by income bracket, and
21 percentage of all jobs accessible by frequent and reliable public
22 transit service, with a breakdown by income bracket.

23 (F) The requirements of this section may be met using existing
24 sources of information. No additional traffic counts, household
25 surveys, or other sources of data shall be required.

26 (2) ~~A~~ *On and after January 1, 2027, for every second regional*
27 *transportation plan prepared, a sustainable communities strategy*
28 *prepared by each metropolitan planning organization as follows:*

29 (A) No later than September 30, 2010, the State Air Resources
30 Board shall provide each affected region with greenhouse gas
31 emission reduction targets for the automobile and light truck sector
32 for 2020 and 2035, respectively.

33 (i) No later than January 31, 2009, the State Air Resources Board
34 shall appoint a Regional Targets Advisory Committee to
35 recommend factors to be considered and methodologies to be used
36 for setting greenhouse gas emission reduction targets for the
37 affected regions. The committee shall be composed of
38 representatives of the metropolitan planning organizations, affected
39 air districts, the League of California Cities, the California State
40 Association of Counties, local transportation agencies, and

1 members of the public, including homebuilders, environmental
2 organizations, planning organizations, environmental justice
3 organizations, affordable housing organizations, and others. The
4 advisory committee shall transmit a report with its
5 recommendations to the State Air Resources Board no later than
6 September 30, 2009. In recommending factors to be considered
7 and methodologies to be used, the advisory committee may
8 consider any relevant issues, including, but not limited to, data
9 needs, modeling techniques, growth forecasts, the impacts of
10 regional jobs-housing balance on interregional travel and
11 greenhouse gas emissions, economic and demographic trends, the
12 magnitude of greenhouse gas reduction benefits from a variety of
13 land use and transportation strategies, and appropriate methods to
14 describe regional targets and to monitor performance in attaining
15 those targets. The State Air Resources Board shall consider the
16 report before setting the targets.

17 (ii) Before setting the targets for a region, the State Air
18 Resources Board shall exchange technical information with the
19 metropolitan planning organization and the affected air district.
20 The metropolitan planning organization may recommend a target
21 for the region. The metropolitan planning organization shall hold
22 at least one public workshop within the region after receipt of the
23 report from the advisory committee. The State Air Resources Board
24 shall release draft targets for each region no later than June 30,
25 2010.

26 (iii) In establishing these targets, the State Air Resources Board
27 shall take into account greenhouse gas emission reductions that
28 will be achieved by improved vehicle emission standards, changes
29 in fuel composition, and other measures it has approved that will
30 reduce the emissions of greenhouse gases in the affected regions,
31 and prospective measures the State Air Resources Board plans to
32 adopt to reduce the emissions of greenhouse gases from other
33 greenhouse gas emission sources as defined in subdivision (i) of
34 Section 38505 of the Health and Safety Code and consistent with
35 the regulations adopted pursuant to the California Global Warming
36 Solutions Act of 2006 (Division 25.5 (commencing with Section
37 38500) of the Health and Safety Code), including Section 38566
38 of the Health and Safety Code.

39 (iv) The State Air Resources Board shall update the regional
40 greenhouse gas emission reduction targets every eight years

1 consistent with each metropolitan planning organization's
2 timeframe for updating its regional transportation plan under
3 federal law until 2050. The State Air Resources Board may revise
4 the targets every four years based on changes in the factors
5 considered under clause (iii). The State Air Resources Board shall
6 exchange technical information with the Department of
7 Transportation, metropolitan planning organizations, local
8 governments, and affected air districts and engage in a consultative
9 process with public and private stakeholders, before updating these
10 targets.

11 (v) The greenhouse gas emission reduction targets may be
12 expressed in gross tons, tons per capita, tons per household, or in
13 any other metric deemed appropriate by the State Air Resources
14 Board.

15 (B) Each metropolitan planning organization shall prepare a
16 sustainable communities strategy, subject to the requirements of
17 Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of
18 Federal Regulations, including the requirement to use the most
19 recent planning assumptions considering local general plans and
20 other factors. The sustainable communities strategy shall do all of
21 the following:

22 (i) Identify the general location of uses, residential densities,
23 and building intensities within the region.

24 (ii) Identify areas within the region sufficient to house all the
25 population of the region, including all economic segments of the
26 population, over the course of the planning period of the regional
27 transportation plan taking into account net migration into the
28 region, population growth, changes in enrollment levels at
29 institutions of public higher education, as described in subdivision
30 (a) of Section 66010 of the Education Code, household formation,
31 and employment growth.

32 (iii) Identify areas within the region sufficient to house an
33 eight-year projection of the regional housing need for the region
34 pursuant to Section 65584.

35 (iv) Identify a transportation network to service the
36 transportation needs of the region.

37 (v) Gather and consider the best practically available scientific
38 information regarding resource areas and farmland in the region
39 as defined in subdivisions (a) and (b) of Section 65080.01.

1 (vi) Consider the state housing goals specified in Sections 65580
2 and 65581.

3 (vii) Set forth a forecasted development pattern for the region,
4 which, when integrated with the transportation network, and other
5 transportation measures and policies, will reduce the emissions of
6 greenhouse gases from automobiles and light trucks to achieve, if
7 there is a feasible way to do so, the greenhouse gas emission
8 reduction targets approved by the State Air Resources Board.

9 (viii) Allow the regional transportation plan to comply with
10 Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).

11 (C) (i) Within the jurisdiction of the Metropolitan
12 Transportation Commission, as defined by Section 66502, the
13 Association of Bay Area Governments shall be responsible for
14 clauses (i), (ii), (iii), (v), and (vi) of subparagraph (B); the
15 Metropolitan Transportation Commission shall be responsible for
16 clauses (iv) and (viii) of subparagraph (B); and the Association of
17 Bay Area Governments and the Metropolitan Transportation
18 Commission shall jointly be responsible for clause (vii) of
19 subparagraph (B).

20 (ii) Within the jurisdiction of the Tahoe Regional Planning
21 Agency, as defined in Sections 66800 and 66801, the Tahoe
22 Metropolitan Planning Organization shall use the Regional Plan
23 for the Lake Tahoe Region as the sustainable communities strategy,
24 provided that it complies with clauses (vii) and (viii) of
25 subparagraph (B).

26 (D) In the region served by the Southern California Association
27 of Governments, a subregional council of governments and the
28 county transportation commission may work together to propose
29 the sustainable communities strategy and an alternative planning
30 strategy, if one is prepared pursuant to subparagraph (I), for that
31 subregional area. The metropolitan planning organization may
32 adopt a framework for a subregional sustainable communities
33 strategy or a subregional alternative planning strategy to address
34 the intraregional land use, transportation, economic, air quality,
35 and climate policy relationships. The metropolitan planning
36 organization shall include the subregional sustainable communities
37 strategy for that subregion in the regional sustainable communities
38 strategy to the extent consistent with this section and federal law
39 and approve the subregional alternative planning strategy, if one
40 is prepared pursuant to subparagraph (I), for that subregional area

1 to the extent consistent with this section. The metropolitan planning
2 organization shall develop overall guidelines, create a public
3 participation plan pursuant to subparagraph (F), ensure
4 coordination, resolve conflicts, make sure that the overall plan
5 complies with applicable legal requirements, and adopt the plan
6 for the region.

7 (E) The metropolitan planning organization shall conduct at
8 least two informational meetings in each county within the region
9 for members of the board of supervisors and city councils on the
10 sustainable communities strategy and alternative planning strategy,
11 if any. The metropolitan planning organization may conduct only
12 one informational meeting if it is attended by representatives of
13 the county board of supervisors and city council members
14 representing a majority of the cities representing a majority of the
15 population in the incorporated areas of that county. Notice of the
16 meeting or meetings shall be sent to the clerk of the board of
17 supervisors and to each city clerk. The purpose of the meeting or
18 meetings shall be to discuss the sustainable communities strategy
19 and the alternative planning strategy, if any, including the key land
20 use and planning assumptions with the members of the board of
21 supervisors and the city council members in that county and to
22 solicit and consider their input and recommendations.

23 (F) Each metropolitan planning organization shall adopt a public
24 participation plan, for development of the sustainable communities
25 strategy and an alternative planning strategy, if any, that includes
26 all of the following:

27 (i) Outreach efforts to encourage the active participation of a
28 broad range of stakeholder groups in the planning process,
29 consistent with the agency's adopted Federal Public Participation
30 Plan, including, but not limited to, affordable housing advocates,
31 transportation advocates, neighborhood and community groups,
32 environmental advocates, homebuilder representatives, broad-based
33 business organizations, landowners, commercial property interests,
34 and homeowner associations.

35 (ii) Consultation with congestion management agencies,
36 transportation agencies, and transportation commissions.

37 (iii) Workshops throughout the region to provide the public with
38 the information and tools necessary to provide a clear
39 understanding of the issues and policy choices. At least one
40 workshop shall be held in each county in the region. For counties

1 with a population greater than 500,000, at least three workshops
2 shall be held. Each workshop, to the extent practicable, shall
3 include urban simulation computer modeling to create visual
4 representations of the sustainable communities strategy and the
5 alternative planning strategy.

6 (iv) Preparation and circulation of a draft sustainable
7 communities strategy and an alternative planning strategy, if one
8 is prepared, not less than 55 days before adoption of a final regional
9 transportation plan.

10 (v) At least three public hearings on the draft sustainable
11 communities strategy in the regional transportation plan and
12 alternative planning strategy, if one is prepared. If the metropolitan
13 transportation organization consists of a single county, at least two
14 public hearings shall be held. To the maximum extent feasible, the
15 hearings shall be in different parts of the region to maximize the
16 opportunity for participation by members of the public throughout
17 the region.

18 (vi) A process for enabling members of the public to provide a
19 single request to receive notices, information, and updates.

20 (G) In preparing a sustainable communities strategy, the
21 metropolitan planning organization shall consider spheres of
22 influence that have been adopted by the local agency formation
23 commissions within its region.

24 (H) Before adopting a sustainable communities strategy, the
25 metropolitan planning organization shall quantify the reduction in
26 the emissions of greenhouse gases projected to be achieved by the
27 sustainable communities strategy and set forth the difference, if
28 any, between the amount of that reduction and the target for the
29 region established by the State Air Resources Board.

30 (I) If the sustainable communities strategy, prepared in
31 compliance with subparagraph (B) or (D), is unable to reduce the
32 emissions of greenhouse gases to achieve the greenhouse gas
33 emission reduction targets established by the State Air Resources
34 Board, the metropolitan planning organization shall prepare an
35 alternative planning strategy to the sustainable communities
36 strategy showing how those greenhouse gas emission reduction
37 targets would be achieved through alternative development
38 patterns, infrastructure, or additional transportation measures or
39 policies. The alternative planning strategy shall be a separate
40 document from the regional transportation plan, but it may be

1 adopted concurrently with the regional transportation plan. In
2 preparing the alternative planning strategy, the metropolitan
3 planning organization:

4 (i) Shall identify the principal impediments to achieving the
5 targets within the sustainable communities strategy.

6 (ii) May include an alternative development pattern for the
7 region pursuant to subparagraphs (B) to (G), inclusive.

8 (iii) Shall describe how the greenhouse gas emission reduction
9 targets would be achieved by the alternative planning strategy, and
10 why the development pattern, measures, and policies in the
11 alternative planning strategy are the most practicable choices for
12 achievement of the greenhouse gas emission reduction targets.

13 (iv) An alternative development pattern set forth in the
14 alternative planning strategy shall comply with Part 450 of Title
15 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations,
16 except to the extent that compliance will prevent achievement of
17 the greenhouse gas emission reduction targets approved by the
18 State Air Resources Board.

19 (v) For purposes of the California Environmental Quality Act
20 (Division 13 (commencing with Section 21000) of the Public
21 Resources Code), an alternative planning strategy shall not
22 constitute a land use plan, policy, or regulation, and the
23 inconsistency of a project with an alternative planning strategy
24 shall not be a consideration in determining whether a project may
25 have an environmental effect.

26 (J) (i) Before starting the public participation process adopted
27 pursuant to subparagraph (F), the metropolitan planning
28 organization shall submit a description to the State Air Resources
29 Board of the technical methodology it intends to use to estimate
30 the emissions of greenhouse gases from its sustainable communities
31 strategy and, if appropriate, its alternative planning strategy. The
32 State Air Resources Board shall respond to the metropolitan
33 planning organization in a timely manner with written comments
34 about the technical methodology, including specifically describing
35 any aspects of that methodology it concludes will not yield accurate
36 estimates of the emissions of greenhouse gases and suggesting
37 remedies. The metropolitan planning organization is encouraged
38 to work with the State Air Resources Board until the State Air
39 Resources Board concludes that the technical methodology operates
40 accurately.

1 (ii) After adoption, a metropolitan planning organization shall
2 submit a sustainable communities strategy or an alternative
3 planning strategy, if one has been adopted, to the State Air
4 Resources Board for review, including the quantification of the
5 reductions of emissions of greenhouse gases the strategy would
6 achieve and a description of the technical methodology used to
7 obtain that result. Review by the State Air Resources Board shall
8 be limited to acceptance or rejection of the metropolitan planning
9 organization's determination that the strategy submitted would, if
10 implemented, achieve the greenhouse gas emission reduction
11 targets established by the State Air Resources Board. The State
12 Air Resources Board shall complete its review within 60 days.

13 (iii) If the State Air Resources Board determines that the strategy
14 submitted would not, if implemented, achieve the greenhouse gas
15 emission reduction targets, the metropolitan planning organization
16 shall revise its strategy or adopt an alternative planning strategy,
17 if not previously adopted, and submit the strategy for review
18 pursuant to clause (ii). At a minimum, the metropolitan planning
19 organization shall obtain State Air Resources Board acceptance
20 that an alternative planning strategy would, if implemented, achieve
21 the greenhouse gas emission reduction targets established for that
22 region by the State Air Resources Board.

23 (iv) On or before September 1, 2018, and every four years
24 thereafter to align with target setting, notwithstanding Section
25 10231.5, the State Air Resources Board shall prepare a report that
26 assesses progress made by each metropolitan planning organization
27 in meeting the regional greenhouse gas emission reduction targets
28 set by the State Air Resources Board. The report shall include
29 changes to the emissions of greenhouse gases in each region and
30 data-supported metrics for the strategies used to meet the targets.
31 The report shall also include a discussion of best practices and the
32 challenges faced by the metropolitan planning organizations in
33 meeting the targets, including the effect of state policies and
34 funding. The report shall be developed in consultation with the
35 metropolitan planning organizations and affected stakeholders.
36 The report shall be submitted to the Assembly Committee on
37 Transportation and the Assembly Committee on Natural Resources,
38 and to the Senate Committee on Transportation, the Senate
39 Committee on Housing, and the Senate Committee on
40 Environmental Quality.

1 (K) Neither a sustainable communities strategy nor an alternative
2 planning strategy regulates the use of land, nor, except as provided
3 by subparagraph (J), shall either one be subject to any state
4 approval. A sustainable communities strategy does not supersede
5 the exercise of the land use authority of cities and counties within
6 the region. This section does not limit the State Air Resources
7 Board's authority under any other law. This section does not
8 authorize the abrogation of any vested right whether created by
9 statute or by common law. This section does not require a city's
10 or county's land use policies and regulations, including its general
11 plan, to be consistent with the regional transportation plan or an
12 alternative planning strategy. This section does not require a
13 metropolitan planning organization to approve a sustainable
14 communities strategy that would be inconsistent with Part 450 of
15 Title 23 of, or Part 93 of Title 40 of, the Code of Federal
16 Regulations and any administrative guidance under those
17 regulations. This section does not relieve a public or private entity
18 or any person from compliance with any other local, state, or
19 federal law.

20 (L) This section does not require projects programmed for
21 funding on or before December 31, 2011, to be subject to this
22 paragraph if they (i) are contained in the 2007 or 2009 Federal
23 Statewide Transportation Improvement Program, (ii) are funded
24 pursuant to the Highway Safety, Traffic Reduction, Air Quality,
25 and Port Security Bond Act of 2006 (Chapter 12.49 (commencing
26 with Section 8879.20) of Division 1 of Title 2), or (iii) were
27 specifically listed in a ballot measure before December 31, 2008,
28 approving a sales tax increase for transportation projects. This
29 section does not require a transportation sales tax authority to
30 change the funding allocations approved by the voters for
31 categories of transportation projects in a sales tax measure adopted
32 before December 31, 2010. For purposes of this subparagraph, a
33 transportation sales tax authority is a district, as defined in Section
34 7252 of the Revenue and Taxation Code, that is authorized to
35 impose a sales tax for transportation purposes.

36 (M) A metropolitan planning organization, or a regional
37 transportation planning agency not within a metropolitan planning
38 organization, that is required to adopt a regional transportation
39 plan not less than every five years may elect to adopt the plan not
40 less than every four years. This election shall be made by the board

1 of directors of the metropolitan planning organization or regional
2 transportation planning agency no later than June 1, 2009, or
3 thereafter 54 months before the statutory deadline for the adoption
4 of housing elements for the local jurisdictions within the region,
5 after a public hearing at which comments are accepted from
6 members of the public and representatives of cities and counties
7 within the region covered by the metropolitan planning
8 organization or regional transportation planning agency. Notice
9 of the public hearing shall be given to the general public and by
10 mail to cities and counties within the region no later than 30 days
11 before the date of the public hearing. Notice of election shall be
12 promptly given to the Department of Housing and Community
13 Development. The metropolitan planning organization or the
14 regional transportation planning agency shall complete its next
15 regional transportation plan within three years of the notice of
16 election.

17 (N) Two or more of the metropolitan planning organizations
18 for ~~Fresno County, Kern County, Kings County, Madera County,~~
19 ~~Merced County, San Joaquin County, Stanislaus County, and~~
20 ~~Tulare County~~ *the Counties of Fresno, Kern, Kings, Madera,*
21 *Merced, San Joaquin, Stanislaus, and Tulare* may work together
22 to develop and adopt multiregional goals and policies that may
23 address interregional land use, transportation, economic, air quality,
24 and climate relationships. The participating metropolitan planning
25 organizations may also develop a multiregional sustainable
26 communities strategy, to the extent consistent with federal law, or
27 an alternative planning strategy for adoption by the metropolitan
28 planning organizations. Each participating metropolitan planning
29 organization shall consider any adopted multiregional goals and
30 policies in the development of a sustainable communities strategy
31 and, if applicable, an alternative planning strategy for its region.

32 (3) An action element that describes the programs and actions
33 necessary to implement the plan and assigns implementation
34 responsibilities. The action element may describe all transportation
35 projects proposed for development during the 20-year or greater
36 life of the plan. The action element shall consider congestion
37 management programming activities carried out within the region.

38 (4) (A) A financial element that summarizes the cost of plan
39 implementation constrained by a realistic projection of available
40 revenues. The financial element shall also contain

1 recommendations for allocation of funds. A county transportation
2 commission created pursuant to the County Transportation
3 Commissions Act (Division 12 (commencing with Section 130000)
4 of the Public Utilities Code) shall be responsible for recommending
5 projects to be funded with regional improvement funds, if the
6 project is consistent with the regional transportation plan. The first
7 five years of the financial element shall be based on the five-year
8 estimate of funds developed pursuant to Section 14524. The
9 financial element may recommend the development of specified
10 new sources of revenue, consistent with the policy element and
11 action element.

12 (B) The financial element of transportation planning agencies
13 with populations that exceed 200,000 persons may include a project
14 cost breakdown for all projects proposed for development during
15 the 20-year life of the plan that includes total expenditures and
16 related percentages of total expenditures for all of the following:

- 17 (i) State highway expansion.
- 18 (ii) State highway rehabilitation, maintenance, and operations.
- 19 (iii) Local road and street expansion.
- 20 (iv) Local road and street rehabilitation, maintenance, and
21 operation.
- 22 (v) Mass transit, commuter rail, and intercity rail expansion.
- 23 (vi) Mass transit, commuter rail, and intercity rail rehabilitation,
24 maintenance, and operations.
- 25 (vii) Pedestrian and bicycle facilities.
- 26 (viii) Environmental enhancements and mitigation.
- 27 (ix) Research and planning.
- 28 (x) Other categories.

29 (C) The metropolitan planning organization or county
30 transportation agency, whichever entity is appropriate, shall
31 consider financial incentives for cities and counties that have
32 resource areas or farmland, as defined in Section 65080.01, for
33 the purposes of, for example, transportation investments for the
34 preservation and safety of the city street or county road system
35 and farm-to-market and interconnectivity transportation needs.
36 The metropolitan planning organization or county transportation
37 agency, whichever entity is appropriate, shall also consider
38 financial assistance for counties to address countywide service
39 responsibilities in counties that contribute toward the greenhouse

1 gas emission reduction targets by implementing policies for growth
2 to occur within their cities.

3 (c) Each transportation planning agency may also include other
4 factors of local significance as an element of the regional
5 transportation plan, including, but not limited to, issues of mobility
6 for specific sectors of the community, including, but not limited
7 to, senior citizens.

8 (d) (1) Except as otherwise provided in this subdivision, each
9 transportation planning agency shall adopt and submit, every four
10 years, an updated regional transportation plan to the California
11 Transportation Commission and the Department of Transportation.
12 A transportation planning agency located in a federally designated
13 air quality attainment area or that does not contain an urbanized
14 area may at its option adopt and submit a regional transportation
15 plan every five years. When applicable, the plan shall be consistent
16 with federal planning and programming requirements and shall
17 conform to the regional transportation plan guidelines adopted by
18 the California Transportation Commission. Before adoption of the
19 regional transportation plan, a public hearing shall be held after
20 the giving of notice of the hearing by publication in the affected
21 county or counties pursuant to Section 6061.

22 (2) (A) Notwithstanding subdivisions (b) and (c), and paragraph
23 (1), the regional transportation plan, sustainable communities
24 strategy, and environmental impact report adopted by the San
25 Diego Association of Governments on October 9, 2015, shall
26 remain in effect for all purposes, including for purposes of
27 consistency determinations and funding eligibility for the San
28 Diego Association of Governments and all other agencies relying
29 on those documents, until the San Diego Association of
30 Governments adopts its next update to its regional transportation
31 plan.

32 (B) The San Diego Association of Governments shall adopt and
33 submit its update to the 2015 regional transportation plan on or
34 before December 31, 2021.

35 (C) After the update described in subparagraph (B), the time
36 period for San Diego Association of Governments' updates to its
37 regional transportation plan shall be reset and shall be adopted and
38 submitted every four years.

39 (D) Notwithstanding clause (iv) of subparagraph (A) of
40 paragraph (2) of subdivision (b), the State Air Resources Board

1 shall not update the greenhouse gas emission reduction targets for
2 the region within the jurisdiction of the San Diego Association of
3 Governments before the adoption of the update to the regional
4 transportation plan pursuant to subparagraph (B).

5 (E) The update to the regional transportation plan adopted by
6 the San Diego Association of Governments on October 9, 2015,
7 which will be prepared and submitted to federal agencies for
8 purposes of compliance with federal laws applicable to regional
9 transportation plans and air quality conformity and which is due
10 in October 2019, shall not be considered a regional transportation
11 plan pursuant to this section and shall not constitute a project for
12 purposes of the California Environmental Quality Act (Division
13 13 (commencing with Section 21000) of the Public Resources
14 Code).

15 (F) In addition to meeting the other requirements to nominate
16 a project for funding through the Solutions for Congested Corridors
17 Program (Chapter 8.5 (commencing with Section 2390) of Division
18 3 of the Streets and Highways Code), the San Diego Association
19 of Governments, until December 31, 2021, shall only nominate
20 projects for funding through the Solutions for Congested Corridors
21 Program that are consistent with the eligibility requirements for
22 projects under any of the following programs:

23 (i) The Transit and Intercity Rail Capital Program (Part 2
24 (commencing with Section 75220) of Division 44 of the Public
25 Resources Code).

26 (ii) The Low Carbon Transit Operations Program (Part 3
27 (commencing with Section 75230) of Division 44 of the Public
28 Resources Code).

29 (iii) The Active Transportation Program (Chapter 8
30 (commencing with Section 2380) of Division 3 of the Streets and
31 Highways Code).

32 (G) Commencing January 1, 2020, and every two years
33 thereafter, the San Diego Association of Governments shall begin
34 developing an implementation report that tracks the implementation
35 of its most recently adopted sustainable communities strategy. The
36 report shall discuss the status of the implementation of the strategy
37 at the regional and local levels, and any successes and barriers that
38 have occurred since the last report. The San Diego Association of
39 Governments shall submit the implementation report to the State
40 Air Resources Board by including it in its sustainable communities

1 strategy implementation review pursuant to clause (ii) of
2 subparagraph (J) of paragraph (2) of subdivision (b).

3 (3) (A) Notwithstanding subdivisions (b) and (c), and paragraph
4 (1), the regional transportation plan, sustainable communities
5 strategy, and environmental impact report adopted by the
6 Sacramento Area Council of Governments on November 18, 2019,
7 shall remain in effect for all purposes, including for purposes of
8 consistency determinations and funding eligibility for the
9 Sacramento Area Council of Governments and all other agencies
10 relying on those documents, until the Sacramento Area Council
11 of Governments adopts its next update to its regional transportation
12 plan.

13 (B) The Sacramento Area Council of Governments shall adopt
14 and submit its update to the 2020 regional transportation plan
15 adopted on November 18, 2019, to the California Transportation
16 Commission and the Department of Transportation on or before
17 December 31, 2025. After adoption, the Sacramento Area Council
18 of Governments shall submit the sustainable communities strategy
19 to the State Air Resources Board in accordance with clause (ii) of
20 subparagraph (J) of paragraph (2) of subdivision (b).

21 (C) The update described in subparagraph (B) shall include all
22 of the following:

23 (i) Development and pilot implementation of an equity-centered,
24 community cocreated infrastructure project development and
25 funding prioritization process in disadvantaged communities, as
26 identified through the Sacramento Area Council of Governments’
27 implementation of a grant awarded through the federal Rebuilding
28 American Infrastructure with Sustainability and Equity
29 Discretionary Grant program.

30 (ii) A description of how the update furthers equity and inclusion
31 through engagement efforts.

32 (iii) Data and analysis of the update’s performance outcomes
33 in disadvantaged communities.

34 (D) (i) Until December 31, 2025, in addition to the other
35 requirements to nominate a project for funding through the
36 Solutions for Congested Corridors Program established in Chapter
37 8.5 (commencing with Section 2390) of Division 3 of the Streets
38 and Highways Code, a project located in the region within the
39 jurisdiction of the Sacramento Area Council of Governments may
40 be nominated for funding through the Solutions for Congested

1 Corridors Program only if the project would also satisfy the
2 eligibility requirements of one or more of the following programs:

3 (I) The Transit and Intercity Rail Capital Program established
4 in Part 2 (commencing with Section 75220) of Division 44 of the
5 Public Resources Code.

6 (II) The Low Carbon Transit Operations Program established
7 in Part 3 (commencing with Section 75230) of Division 44 of the
8 Public Resources Code.

9 (III) The Active Transportation Program established in Chapter
10 8 (commencing with Section 2380) of Division 3 of the Streets
11 and Highways Code.

12 (ii) This subparagraph does not apply to a project for which
13 federal discretionary funding has been committed.

14 (E) After the update described in subparagraph (B), the
15 Sacramento Area Council of Governments shall adopt and submit
16 its next update to its regional transportation plan within two years,
17 on or before November 15, 2027, and adopt and submit subsequent
18 updates to its regional transportation plan every four years.

19 (F) Notwithstanding clause (iv) of subparagraph (A) of
20 paragraph (2) of subdivision (b), the State Air Resources Board
21 shall not apply any update to the greenhouse gas emission reduction
22 targets for the region within the jurisdiction of the Sacramento
23 Area Council of Governments before the adoption of the update
24 to the regional transportation plan pursuant to subparagraph (B).

25 (G) The update to the Sacramento Area Council of
26 Governments' regional transportation plan that will be prepared
27 and submitted to federal agencies for purposes of compliance with
28 federal laws applicable to regional transportation plans and air
29 quality conformity and that is due in November 2023 shall not be
30 considered a regional transportation plan pursuant to this section.

31 (H) (i) On or before July 1, 2026, and biennially thereafter, the
32 Sacramento Area Council of Governments shall report, in a
33 publicly available format on its internet website, on the regional
34 implementation of its most recently adopted sustainable
35 communities strategy using indicators developed and vetted with
36 stakeholders.

37 (ii) The information reported on its internet website pursuant
38 to clause (i) shall include all of the following:

39 (I) A comparison between the land use and housing development
40 assumptions included in the most recently adopted sustainable

1 communities strategy and housing production activity in the region
2 as measured by the issuance of building permits by local agencies.

3 (II) A discussion of the comparison's results, including
4 identification of the principal factors that determine the extent to
5 which the land use and housing development assumptions included
6 in the most recently adopted sustainable communities strategy
7 have or have not been realized and whether those assumptions
8 reflect the requirement to use the most recent planning assumptions
9 considering local general plans and other factors, as described in
10 subparagraph (B) of paragraph (2) of subdivision (b), including
11 by integrating feedback from housing developers, local
12 governments, and other stakeholders.

13 (III) The status of approvals for, funding for, construction of,
14 and projected dates of operation for transportation projects in the
15 region in comparison to the investments and timing included in
16 the most recently adopted sustainable communities strategy.

17 (iii) This subparagraph is not intended, and shall not be
18 construed, to affect the land use authority of local governments,
19 as described in subparagraph (K) of paragraph (2) of subdivision
20 (b). This subparagraph does not modify the authority of the
21 metropolitan planning organization with respect to the adoption
22 of a sustainable communities strategy pursuant to subparagraph
23 (B) of paragraph (2) of subdivision (b) or implementation of the
24 regional housing needs allocation in local housing elements.

25 SEC. 2. Section 2032 of the Streets and Highways Code is
26 amended to read:

27 2032. (a) (1) After deducting the amounts appropriated in the
28 annual Budget Act, as provided in Section 2031.5, two hundred
29 million dollars (\$200,000,000) of the remaining revenues deposited
30 in the Road Maintenance and Rehabilitation Account shall be set
31 aside annually for local or regional transportation agencies that
32 have sought and received voter approval of taxes or that have
33 imposed fees, including uniform developer fees as defined by
34 subdivision (b) of Section 8879.67 of the Government Code, which
35 taxes or fees are dedicated solely to transportation improvements.
36 The Controller shall each month set aside one-twelfth of this
37 amount, except in *the 2017-18 fiscal year 2017-18, year*; the
38 Controller shall set aside one-eighth of this amount, to accumulate
39 a total of two hundred million dollars (\$200,000,000) in each fiscal
40 year. The Controller may adjust the amount in the final month or

1 months of each fiscal year if necessary to achieve the annual
2 amount specified in this subdivision.

3 (2) Eligible projects under this subdivision include, but ~~not~~ are
4 *not* limited to, sound walls for a freeway that was built before 1987
5 without sound walls and with or without high-occupancy vehicle
6 lanes if the completion of the sound walls has been deferred due
7 to lack of available funding for at least 20 years and a noise barrier
8 scope summary report has been completed within the last 20 years.

9 (3) Notwithstanding Section 13340 of the Government Code,
10 the funds available under this subdivision in each fiscal year are
11 hereby continuously appropriated for allocation by the commission
12 for road maintenance and rehabilitation and other transportation
13 improvement projects pursuant to Section 2033.

14 (b) After deducting the amounts appropriated in the annual
15 Budget Act pursuant to Section 2031.5 and the amount allocated
16 in subdivision (a), beginning in the 2017–18 fiscal year, one
17 hundred million dollars (\$100,000,000) of the remaining revenues
18 shall be available annually for expenditure, upon appropriation by
19 the Legislature, on the Active Transportation Program—~~created~~
20 *established* pursuant to Chapter 8 (commencing with Section 2380)
21 ~~of Division 3~~ to be allocated by the California Transportation
22 Commission pursuant to Section 2381. The Controller shall each
23 month set aside one-twelfth of this amount, except in the 2017–18
24 fiscal year, when the Controller shall set aside one-eighth of this
25 amount, to accumulate a total of one hundred million dollars
26 (\$100,000,000) in each fiscal year. The Controller may adjust the
27 amount in the final month or months of each fiscal year if necessary
28 to achieve the annual amount specified in this subdivision.

29 (c) After deducting the amounts appropriated in the annual
30 Budget Act pursuant to Section 2031.5 and the amounts allocated
31 in subdivisions (a) and (b), beginning in the 2017–18 fiscal year,
32 four hundred million dollars (\$400,000,000) of the remaining
33 revenues shall be available annually for expenditure, upon
34 appropriation by the Legislature, by the department for bridge and
35 culvert maintenance and rehabilitation. The Controller shall each
36 month set aside one-twelfth of this amount, except in the 2017–18
37 fiscal year, when the Controller shall set aside one-eighth of this
38 amount, to accumulate a total of four hundred million dollars
39 (\$400,000,000) in each fiscal year. The Controller may adjust the

1 amount in the final month or months of each fiscal year if necessary
2 to achieve the annual amount specified in this subdivision.

3 (d) After deducting the amounts appropriated in the annual
4 Budget Act pursuant to Section 2031.5 and the amounts allocated
5 in subdivisions ~~(a), (b), and (c)~~ *(a) to (c), inclusive*, beginning in the
6 2017–18 fiscal year, twenty-five million dollars (\$25,000,000) of
7 the remaining revenues shall be transferred annually to the State
8 Highway Account for expenditure, upon appropriation by the
9 Legislature, to supplement the freeway service patrol program.
10 The Controller shall each month set aside one-twelfth of this
11 amount, except in the 2017–18 fiscal year, when the Controller
12 shall set aside one-eighth of this amount, to accumulate a total of
13 twenty-five million dollars (\$25,000,000) in each fiscal year. The
14 Controller may adjust the amount in the final month or months of
15 each fiscal year if necessary to achieve the annual amount specified
16 in this subdivision.

17 (e) After deducting the amounts appropriated in the annual
18 Budget Act pursuant to Section 2031.5 and the amounts allocated
19 in subdivisions ~~(a), (b), (c), and (d)~~ *(a) to (d), inclusive*, in the ~~2017–18,~~
20 ~~2018–19, 2019–20, 2020–21, and 2017–18 to 2021–22~~ fiscal years,
21 *inclusive*, from revenues in the Road Maintenance and
22 Rehabilitation Account that are not subject to Article XIX of the
23 California Constitution, five million dollars (\$5,000,000) shall be
24 appropriated in each fiscal year to the California Workforce
25 Development Board to assist local agencies to implement policies
26 to promote preapprenticeship training programs to carry out the
27 projects that are funded by the account pursuant to Section 2038.
28 Funds appropriated pursuant to this subdivision in the Budget Act
29 but remaining unexpended at the end of each applicable fiscal year
30 shall be reappropriated for the same purposes in the following
31 year’s Budget Act, but all funds appropriated or reappropriated
32 pursuant to this subdivision in the Budget Act shall be liquidated
33 no later than June 30, 2027.

34 (f) After deducting the amounts appropriated in the annual
35 Budget Act pursuant to Section 2031.5 and the amounts allocated
36 in subdivisions ~~(a), (b), (c), (d), and (e)~~ *(a) to (e), inclusive*, beginning
37 in the 2017–18 fiscal year, twenty-five million dollars
38 (\$25,000,000) of the remaining revenues shall be available annually
39 for expenditure, upon appropriation by the Legislature, by the
40 department for ~~local planning grants, allocations~~, as described in

1 Section 2033.5. The Controller shall each month set aside
 2 one-twelfth of this amount, except in the 2017–18 fiscal year, when
 3 the Controller shall set aside one-eighth of this amount, to
 4 accumulate a total of twenty-five million dollars (\$25,000,000) in
 5 each fiscal year. The Controller may adjust the amount in the final
 6 month or months of each fiscal year if necessary to achieve the
 7 annual amount specified in this subdivision.

8 (g) After deducting the amounts appropriated in the annual
 9 Budget Act pursuant to Section 2031.5 and the amounts allocated
 10 in subdivisions ~~(a), (b), (c), (d), (e), and (a) to (f), inclusive,~~
 11 beginning in the 2017–18 fiscal year and each fiscal year thereafter,
 12 from the remaining revenues, five million dollars (\$5,000,000)
 13 shall be available, upon appropriation, to the University of
 14 California for ~~the purpose~~ *purposes* of conducting transportation
 15 research and two million dollars (\$2,000,000) shall be available,
 16 upon appropriation, to the California State University for the
 17 purpose of conducting transportation research and
 18 transportation-related workforce education, training, and
 19 development. Before the start of each fiscal year, the Secretary of
 20 Transportation and the ~~chairs~~ *Chairs* of the Assembly Committee
 21 on Transportation and the Senate Committee on Transportation
 22 ~~and Housing~~ may set out a recommended priority list of research
 23 components to be addressed in the upcoming fiscal year.

24 (h) Notwithstanding Section 13340 of the Government Code,
 25 the balance of the revenues deposited in the Road Maintenance
 26 and Rehabilitation Account are hereby continuously appropriated
 27 as follows:

28 (1) Fifty percent for allocation to the department for maintenance
 29 of the state highway system or for purposes of the state highway
 30 operation and protection program.

31 (2) Fifty percent for apportionment to cities and counties by the
 32 Controller pursuant to the formula in clauses (i) and (ii) of
 33 subparagraph (C) of paragraph (3) of subdivision (a) of Section
 34 2103 for the purposes authorized by this chapter.

35 SEC. 3. Section 2033.5 of the Streets and Highways Code is
 36 amended to read:

37 2033.5. The department, from funds made available pursuant
 38 to subdivision (f) of Section 2032, shall allocate ~~local planning~~
 39 ~~grants to encourage funding to entities pursuant to Section~~
 40 *50515.08 of the Health and Safety Code based on each entity's*

1 *share of the statewide population. The funds to be allocated*
2 *pursuant to this section shall be held by the department until an*
3 *entity submits a request for use. The entities shall use the funding*
4 *for local and regional planning that furthers state goals, including,*
5 *but not limited to, the goals of a sustainable communities strategy*
6 *adopted pursuant to paragraph (2) of subdivision (b) of Section*
7 *65080 of the Government Code and the goals and best practices*
8 *cited in the regional transportation plan guidelines adopted by the*
9 *commission pursuant to Sections 14522 to 14522.3, inclusive, of*
10 *the Government Code. The department shall develop a grant guide*
11 *program guidelines and shall consult with the State Air Resources*
12 *Board, the Governor's Office of Planning and Research, Office of*
13 *Land Use and Climate Innovation, and the Department of Housing*
14 *and Community Development in the development of the grant*
15 *guide, program guidelines, and shall provide status reports as it*
16 *administers these funds. The grant guide program guidelines shall*
17 *be exempt from the Administrative Procedure Act (Chapter 3.5*
18 *(commencing with Section 11340) of Part 1 of Division 3 of Title*
19 *2 of the Government Code).*