



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
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www.scag.ca.gov

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Cindy Allen, Long Beach

First Vice President
Ray Marquez, Chino Hills

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Human Development
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Energy & Environment
Rick Denison, Yucca Valley

Transportation
Mike T. Judge, Ventura County
Transportation Commission

MEETING OF THE

EXECUTIVE/ADMINISTRATION COMMITTEE

***Members of the Public are Welcome to Attend
In-Person & Remotely***

***Wednesday, October 1, 2025
3:00 p.m. – 4:00 p.m.***

To Attend In-Person:
**SCAG Main Office – Policy B Meeting Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Attend and Participate on Your Computer:
<https://scag.zoom.us/j/85676324134>

To Attend and Participate by Phone:
**Call-in Number: 1-669-900-6833
Meeting ID: 856 7632 4134**

PUBLIC ADVISORY

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: <https://scag.ca.gov/meetings-leadership>.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1895. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Attending the Meeting

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Policy B Meeting Room on the 17th floor starting at 3:00 p.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/85676324134>. If Zoom is not already installed on your computer, click "Download & Run Zoom" on the launch page and press "Run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select "Join Audio via Computer." The virtual conference room will open. If you receive a message reading, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.

To Attend by Phone: Call (669) 900-6833 to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID:** 856 7632 4134, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

Members of the public can participate in the meeting via written or verbal comments.

In Writing: Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Tuesday, September 30, 2025** will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Tuesday, September 30, 2025, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

Remotely: If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the "raise hand" function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.

In-Person: If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

General Information for Public Comments

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

In accordance with SCAG's Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is "willfully interrupted" and the "orderly conduct of the meeting" becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.



EXECUTIVE ADMINISTRATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Cindy Allen The Prince Park Tower Tokyo Business Center 4-8-1 Shiba-koen Minato-ku, Tokyo, 105-8563, Tokyo, Japan	Karen Bass City of Los Angeles - City Hall 200 N. Spring Street Los Angeles, CA 90012	Wendy Bucknum City of Mission Viejo - City Hall 200 Civic Center Mission Viejo, CA 92691
Jenny Crosswhite City of Santa Paula - City Hall 970 E Ventura Street Santa Paula, CA 93060	Lucy Dunn 3 Yale Court Coto de Caza, CA 92679	Margaret Finlay Omni La Costa Resort & Spa 2100 Costa Del Mar Road Carlsbad, CA 92009
Mike Goodsell SCAG Imperial County Regional Office 1503 N. Imperial Avenue Suite 104 El Centro, CA 92243	Curt Hagman District Office 14010 City Center Drive Chino Hills, CA 91709	Jan C. Harnik City of Palm Desert - City Hall 73510 Fred Waring Drive Palm Desert, CA 92260
Mike Judge City of Simi Valley - City Hall 2929 Tapo Canyon Road Simi Valley, CA 93063	Patricia Lock Dawson City of Riverside - City Hall 3900 Main Street 7th Floor Conference Room Riverside, CA 92522	Ray Marquez 15922 Old Carbon Canyon Road Chino Hills, CA 91709
Rocky Rhodes Mercure Hotel 2nd Floor Conference Room Building 5 No. 178 Puhui Road Shanghai 201615 China	David J. Shapiro City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302	Thomas Wong City of Monterey Park - City Hall 320 West Newmark Avenue Monterey Park, CA 91754

* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.



EXECUTIVE/ADMINISTRATION COMMITTEE AGENDA

EAC - Executive/Administration Committee *Members – October 2025*

1. **Hon. Cindy Allen**
President, Long Beach, RC District 30
2. **Hon. Ray Marquez**
1st Vice President, Chino Hills, RC District 10
3. **Hon. Jenny Crosswhite**
2nd Vice President, Santa Paula, RC District 47
4. **Sup. Curt Hagman**
Imm. Past President, San Bernardino County
5. **Hon. David J. Shapiro**
CEHD Chair, Calabasas, RC District 44
6. **Hon. Rocky Rhodes**
CEHD Vice Chair, Simi Valley, RC District 46
7. **Hon. Rick Denison**
EEC Chair, Yucca Valley, RC District 11
8. **Hon. Daniel Ramos**
EEC Vice Chair, Adelanto, RC District 65
9. **Hon. Mike Judge**
TC Chair, VCTC
10. **Hon. Thomas Wong**
TC Vice Chair, Monterey Park, RC District 34
11. **Hon. Patricia Lock Dawson**
LCMC Chair, Riverside, RC District 68
12. **Hon. Margaret Finlay**
LCMC Vice Chair, Duarte, RC District 35
13. **Hon. Karen Bass**
Member-At-Large, Pres. Appt.
14. **Hon. Wendy Bucknum**
Mission Viejo, RC District 13, Pres. Appt.
15. **Hon. Jan C. Harnik**
RCTC Representative, Pres. Appt.
16. **Hon. Michael Goodsell**
ICTC Representative, Pres. Appt.



EXECUTIVE/ADMINISTRATION COMMITTEE AGENDA

17. Hon. Andrew Masiel

Tribal Govt Regl Planning Board Representative

18. Ms. Lucy Dunn

Business Representative - Non-Voting Member



EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017

Wednesday, October 1, 2025

3:00 PM

The Executive/Administration Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Cindy Allen, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for public comments on any matter of interest within SCAG's jurisdiction that is *not* listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT ITEMS

Approval Items

1. Minutes of the Meeting – September 3, 2025 PPG. 6
2. SCAG Memberships and Sponsorships PPG. 15

Receive and File

3. Purchase Orders, Contracts and Contract Amendments below Regional Council Approval Threshold PPG. 17
4. CFO Monthly Report PPG. 20

INFORMATION ITEM

5. California Air Resources Board (CARB) Acceptance of Connect SoCal 2024 and Recommendations PPG. 22
(Sarah Jepson, Chief Planning Officer, SCAG)

CFO REPORT

(Cindy Giraldo, Chief Financial Officer, SCAG)

PRESIDENT'S REPORT

(The Honorable Cindy Allen, Chair)



EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

EXECUTIVE DIRECTOR'S REPORT
(Kome Ajise, Executive Director, SCAG)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1

REPORT

Southern California Association of Governments
October 1, 2025

MINUTES OF THE MEETING EXECUTIVE/ADMINISTRATION COMMITTEE (EAC) WEDNESDAY, SEPTEMBER 3, 2025

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE/ADMINISTRATION COMMITTEE (EAC). AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Executive/Administration Committee (EAC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

Members Present

Hon. Cindy Allen, 1st Vice President	<i>Long Beach</i>	District 30
Hon. Ray Marquez, 1st Vice President	<i>Chino Hills</i>	District 10
Hon. Jenny Crosswhite, 2nd Vice President	<i>Santa Paula</i>	District 47
Sup. Curt Hagman, Imm. Past President		San Bernardino County
Hon. David J. Shapiro, Chair CEHD	<i>Calabasas</i>	District 44
Hon. Rocky Rhodes, Vice Chair CEHD	<i>Simi Valley</i>	District 46
Hon. Daniel Ramos, Vice Chair EEC	<i>Adelanto</i>	District 65
Hon. Mike Judge, Chair, TC	<i>VCTC</i>	Ventura County
Hon. Thomas Wong, Vice Chair, TC	<i>Monterey Park</i>	District 34
Hon. Patricia Lock Dawson, Chair, LCMC	<i>Riverside</i>	District 68
Hon. Margaret Finlay, Vice Chair LCMC	<i>Duarte</i>	District 35
Hon. Wendy Bucknum, President's Appt.	Mission Viejo	District 13
Hon. Mike Goodsell, President's Appt.	<i>ICTC</i>	Holtville
Hon. Jan Harnik, President's Appt.	<i>RCTC</i>	Riverside

Members Not Present

Hon. Rick Denison, Chair EED	<i>Yucca Valley</i>	District 11
Hon. Karen Bass, President's Appt.	<i>Los Angeles</i>	Member-At-Large
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	TGRP Representative
Hon. Lucy Dunn		Business Representative

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer



Cindy Giraldo, Chief Financial Officer
Sarah Jepson, Chief Planning Officer
Javiera Cartagena, Chief Government and Public Affairs Officer
Carmen Flores, Chief Human Resources Officer
Michael Maurer, Assistant Board Counsel
Jeffery Elder, Chief Counsel/Director of Legal Services

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Cindy Allen called the meeting to order at 3:02 p.m. and asked Hon. Ray Marquez, Chino Hills, District 10, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Allen opened the Public Comment Period.

The Clerk of the Board acknowledged there were no written public comments received.

Seeing no public comment speakers, President Allen closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

ACTION ITEM

1. 2025 California Clean Air Day Proclamation

Kome Ajise, Executive Director, reported that this resolution was a recommendation for the Regional Council to approve and adopt a proclamation in support of the 2025 California Clean Air Day. He noted that in the past years, they had prepared a proclamation for the Regional Council to pledge SCAG's support for the annual California Clean Air Day, which this year was on October 1. He further noted that in previous years, tens of thousands of Californians had taken the pledge, 22 transit agencies in the region provided free rides, and 121 California Clean Air Day events were held. He stated that they hoped their cities would leverage this observance to engage in actions that help improve the air in their region. He indicated that SCAG signed the California Clean Air Day organizational pledge and encouraged staff and member jurisdictions to sign the pledge as well. He explained that SCAG's regional policies, strategies, and programs, as reflected in Connect SoCal 2024 and in the 2025 FTIP, all played an important role in achieving clean air in their region. He indicated that this effort really was in support of what was already the stated policy of this

organization. He expressed that they honored the region's resilience in the aftermath of this year's wildfires, and that they were committed to cleaner air in the region as they began to prepare and develop the next update to the regional plan and continue this important work.

There were no Public Comments on Item 1.

A MOTION was made (Lock Dawson) to recommend that the Regional Council approve and adopt proclamation in support for and declaration of 2025 California Clean Air Day. Motion was SECONDED (Ramos) and passed by the following roll call votes.

AYES: Allen, Crosswhite, Finlay, Goodsell, Hagman, Harnik, Judge, Lock Dawson, Marquez, Ramos, Rhodes, Shapiro, and Wong (13)

NOES: None (0)

ABSTAIN: None (0)

2. Resolution No. 25-675-1 Approving Amendment 1 to the FY 2025-26 Comprehensive Budget, including the Overall Work Program (OWP)

Cindy Giraldo, Chief Financial Officer, reported that they were recommending the adoption of the resolution approving the first budget amendment to their fiscal year 25-26 comprehensive budget. She explained that this amendment incorporated an additional \$7 million in federal funding, increasing their overall work program from \$408.5 million to \$415.5 million. She further explained that on July 30, 2025, Caltrans awarded SCAG \$7 million in Federal Highway Planning Funds to support two key initiatives: 1) a resiliency and readiness planning study; and 2) a regional coordinated marketing and communications campaign to support transportation demand management strategies in support of the 2028 Olympic and Paralympic Games. In summary, she reported that this amendment leverages new federal funding to enhance SCAG's planning efforts and regional coordination, helping ensure they prepare for future resilience needs, as well as regional demands in support of the 2028 Games.

There were no Public Comments on Item 2.

A MOTION was made (Ramos) that the Executive/Administration Committee (EAC) recommend that the Regional Council adopt Resolution No. 25-675-1 approving a first amendment (Budget Amendment 1) to the Fiscal Year 2025-26 Comprehensive Budget including the Fiscal Year 2025-26 Overall Work Program (FY 2025-26 OWP) Budget in the amount of \$7 million, increasing the FY 2025-26 OWP Budget from \$408,497,515 to \$415,497,515. Motion was SECONDED (Finlay) and passed by the following roll call votes.



AYES: Allen, Crosswhite, Finlay, Goodsell, Hagman, Harnik, Judge, Lock Dawson, Marquez, Ramos, Rhodes, Shapiro, and Wong (13)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

3. Minutes of the Meeting – July 2, 2025
4. Amendment to Regional Council Policy Manual
5. Contracts \$500,000 or Greater: 25-026-C01, State Advocacy Services
6. Contracts \$500,000 or Greater: 26-001-C01, Environmental Systems Research Institute (Esri), Inc. Enterprise License Agreement
7. Contracts \$500,000 or Greater: 26-006-C01, Southern California Airport Passenger Surface Transportation Study
8. Contract Amendment: 19-065-C01, 457 (b) Deferred Compensation Plan Services
9. SCAG Memberships and Sponsorships

Receive and File

10. Economic Roundtable Third Quarter Update
11. 2025 Executive/Administration Committee (EAC) Retreat Update
12. Purchase Orders, Contracts and Contract Amendments below Regional Council Approval Threshold
13. CFO Monthly Report

A MOTION was made (Marquez) to approve Consent Calendar Items 3 through 9 and Receive and File Items 10 through 13. Motion was SECONDED (Finlay) and passed by the following votes:

AYES: Allen, Bucknum, Crosswhite, Finlay, Goodsell, Hagman, Harnik, Judge, Lock Dawson, Marquez, Ramos, Rhodes, Shapiro, and Wong (13)

NOES: None (0)

ABSTAIN: None (0)

CFO REPORT

Ms. Giraldo reported that this month's report included their quarterly update charts and a look at their preliminary financial numbers for fiscal year ending June 30, 2025. She reported that Eide Bailey was continuing their audit field work through October, and their hope was to bring the final fiscal year 25 ACPR to the board in December. She also reported that in addition to working on year-end close, they were also busy preparing the next budget amendment, which would be coming to them in November, as well as the fiscal year 27 budget, which would be coming to them in a very short six months. Lastly, she provided a quick update on the ERP discovery project and noted they had been working with GFOA to complete the current state and future state process maps with the goal of identifying both effective and efficient processes to move forward with. She noted that these documents would yield the requirements that will be included in the RFP documents when they go out to select a new ERP system. She reported that they would be coming back with a more formal update, as well as a request for funding to be able to complete the RFP selection and implementation of the project. She stated that the goal was to release the RFP towards the end of the current calendar year, around December-January timeframe, with an implementation timeline of about a year following that.

PRESIDENT'S REPORT

President Allen provided an update on the Demographic Workshop and keynote speaker. She reminded members to register for the 2025 Southern California Demographic Workshop on October 1, which would be at SCAG's downtown office and livestreamed. She reported that this year's topic, "Revisiting the Intergenerational Contract," looked at shifting connections between population groups in the 21st century. She also noted that this year's workshop would feature a keynote by event co-founder Professor Dowell Myers who was director of the Population Dynamics Research Group at the USC Sol Price School of Public Policy. She indicated that his keynote would address how intergenerational "lifecycle sharing" contributes to future economic success as California responds to the new population growth realities – the topic of last year's workshop. She noted that the full program and panel line-up was available on SCAG's website and that registration

would close on September 26. She also reported that they had been dark since the Executive/Administration Committee retreat in July and wanted to remind them all about the changes they made to the regular schedule for meetings. She noted that the meetings of the Executive/Administration Committee had been moved back to Wednesdays at 3:00 p.m. and would be conducted in person and online. She also noted that on Regional Council meeting days, the first Thursday of every month, policy committee meetings would begin at 9:30 a.m. online and in person. For Regional Council meetings, they would start at 11:45 a.m. and would be conducted in person. She also reported that each Regional Council member would be permitted one instance of remote participation over the next year. She also reminded them about how holidays would impact their schedule again this year. She reported that they would be dark again in October in observance of the Jewish High Holidays, and January, in observance of the New Year. She explained that to make up for the time lost during these months, they would have a December meeting again this year. She noted that in December, they would convene a Joint Policy Committee for the annual Economic Update presentation from the Economic Roundtable. She indicated that they would be hearing about the roundtable's quarterly report at the Regional Council meeting the next day. She also reported that Item 11 of the agenda packet was the EAC Retreat Update which had the Regional Council Outlook of planned topics and actions for the year ahead. Lastly, she reported that the next meeting of the Executive/Administration Committee was tentatively scheduled for Wednesday, October 1 at 3:00 p.m. She noted that staff would follow up with members to confirm the need for this meeting.

EXECUTIVE DIRECTOR'S REPORT

Mr. Ajise reported that the California Transportation Secretary Toks Omishaken announced the creation of a cross-sector Sustainable Communities Task Force to recommend policies to better support implementation of regional Sustainable Communities Strategies (SCS). He noted that SCAG Chief Planning Officer Sarah Jepson was appointed to the task force alongside 29 leaders from across the state representing state and regional agencies, local government, transit agencies, community-based organizations, housing and environmental advocates, and academic institutions. He indicated that the task force would prepare a final report in November 2026 outlining recommendations for legislative, regulatory and budgetary action to further SCS implementation toward reductions in greenhouse gases and vehicle miles traveled. He also noted that over the past year, SCAG and other Metropolitan Planning Organizations, had been engaged on concerns related to SCS development and evaluation, and the need to revisit Senate Bill 375 to better support SCS implementation. With respect to REAP 2.0, he indicated they were working diligently with grantees to successfully deliver the \$231.5 million program. He explained that since restarting REAP 2.0 after a pause during 2024 state budget negotiations, they evaluated project feasibility with grantees and made significant progress. He reported that at the end of August, 86% of the MOUs were executed and 9% were in the process of being executed. He explained that several grantees adjusted their project scope of work for feasible delivery, and a handful withdrew from the program. He further

explained that in November, they planned to provide a complete update on the program, including a revised project list and recommendations for reprogramming any surplus funds. He noted that their reprogramming approach needed to be approved by HCD. He also noted that their priority was to: 1) ensure the original awardees who had shown good faith in advancing projects could deliver their projects in full; 2) restore funds to ready-to-go regional programs impacted by the state budget cuts; and 3) direct any additional funds to support the overall program goal to serve the region's diverse needs. He also reported that on the Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ), the Regional Council would be making project selection on the \$1.2 billion programming package in December. He noted that the call for project nominations application period for this cycle ended on May 16. He also reported that the six county transportation commissions reviewed and prioritized applications which had been submitted to SCAG on August 1. He noted that in total they had received 257 applications with a total funding request for more than \$3 billion. He indicated that a list of submissions could be found on SCAG's website. He also indicated that SCAG staff would present recommendations to the Transportation Committee in November for final Regional Council action in December. With respect to Transportation Conformity Challenges, he reported that on June 12, 2025, California's Clean Air Act waivers were revoked. He noted there was an active lawsuit filed by 11 states. He explained that what the cancellation of the waivers does to them was that it basically negates some of the stricter emission standards that they have set that were subject to waivers from the EPA. He further explained that due to the revocation of the waivers, California and the entire SCAG region, were currently under a transportation conformity lockdown—meaning no new regional transportation conformity determinations could be made until the lockdown was lifted. He indicated that they were mindful this lockdown could have a significant impact on investments throughout the SCAG region because SCAG cannot add new projects or make certain changes to existing projects under the lockdown. He emphasized that if a solution was not in place by spring 2026, it would impact timing of SCAG's 2027 FTIP and Connect SoCal 2024 Amendment 2, including projects associated with the 2028 Olympic and Paralympic Games needing new conformity analyses. He shared that they still had no sense of clarity on how this lockdown could be resolved. He indicated that the California Air Resources Board (CARB) was developing a solution. He indicated this issue was between CARB and the U.S. Environmental Protection Agency (EPA). Lastly, he congratulated the Finance Team who recently received the Award for Excellence in Financial Reporting from the Government Finance Officers Association.

There were no public comments for the CFO report, President's report, or the Executive Director's report.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

Hon. Margaret Finlay, Duarte, District 35, thanked Cindy Giraldo, Carmen Flores, and Jame Ramirez from staff for attending the California Joint Powers Insurance Authority meeting. She noted that SCAG had the best workers' comp from 128 entities that had been considered. She also asked that the meeting be adjourned in memory of Deborah Massey Ikhata who sadly passed away the week before.

Hon. Daniel Ramos, Adelanto, District 65, also recognized the Finance department. He reported that the City of Adelanto received a grant from SCAG's Go Human Campaign. He indicated SCAG would be out in the city handing out kits and that they would be having medium refuge islands, artistic crosswalks, curb extensions, in addition handing out 100 kid bicycle safety helmets, to promote traffic safety and bicycle safety. He noted the event was taking place on September 12. He also reported that he attended the Greenport Harbor Tour on August 21 which was hosted by the President.

ADJOURNMENT

There being no further business, President Allen adjourned the Meeting of the Executive/Administration Committee at 3:32 p.m. in memory of Deborah Massey Ikhata who was the beloved wife of the former CEO, Hassan Ikhata. She reported that not only was she a wonderful wife and a mother, but a gracious host who welcomed so many of them into her home. She noted that her generosity and unwavering support for her family would leave a lasting mark on every single person that knew her. She expressed their deepest condolences to Hassan, and his family.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EAC]

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Executive / Administration Committee Attendance Report

2025-26																		Total Mtgs: Attended To Date
MEMBERS	CITY	Representing	5-Jun	19-Jun	20-Jun	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY		
Hon. Cindy Allen, President, Chair	Long Beach	District 30	1	1	1	1		1									5	
Hon. Ray Marquez, 1st Vice Chair	Chino Hills	District 10	1	1	1	1		1										5
Hon. Jenny Crosswhite, 2nd Vice Chair	Santa Paula	District 47	1	1	1	1		1										5
Hon. Curt Hagman, Imm. Past President		San Bernardino County	1	0	0	1		1										3
Hon. David J. Shapiro, Chair, CEHD	Calabasas	District 44	1	1	1	1		1										5
Hon. Rocky Rhodes, Vice Chair, CEHD	Simi Valley	District 46	1	1	1	1		1										5
Hon. Rick Denison, Chair, EEC	Yucca Valley	District 11	1	1	0	0		0										2
Hon. Daniel Ramos, Vice Chair, EEC	Adelanto	District 65	1	1	1	1		1										5
Hon. Mike T. Judge, Chair, TC		VCTC	1	1	1	1		1										5
Hon. Thomas Wong, Vice Chair, TC	Monterey Park	District 34	1	1	1	1		1										5
Hon. Patricia Lock Dawson, Chair, LCMC	Riverside	District 68	1	0	0	1		1										3
Hon. Margaret Finlay, Vice Chair, LCMC	Duarte	District 35	0	1	1	1		1										4
Hon. Karen Bass, President's Appt.	Los Angeles	Member-At-Large	0	0	0	0		0										0
Hon. Wendy Bucknum, President's Appt.	Mission Viejo	District 13	1	1	0	1		1										4
Hon. Mike Goodsell, President's Appt.		ICTC	1	1	1	1		1										5
Hon. Jan Harnik, President's Appt.		RCTC	1	1	1	1		1										5
Hon. Andrew Masiel, Sr.	Pechanga Dev. Corporation	Tribal Government Regional Planning Board	1	0	0	0	0										1	
Ms. Lucy Dunn, Ex-Officio Member	Lucy Dunn Strategic Issues Mar	Business Representative	1	1	1	0	0										3	
			16	14	12	14	0	14	0	0	0	0	0	0	0	0	70	



AGENDA ITEM 2

REPORT

Southern California Association of Governments
October 1, 2025

To: Executive/Administration Committee (EAC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Jorge Zavala, Legislative Affairs Analyst
213-630-1414, zavala@scag.ca.gov

Subject: SCAG Memberships and Sponsorships

Kome Ajise

RECOMMENDED ACTION:

That the Executive/Administration Committee, acting on behalf of the Regional Council, approve up to \$10,000 to sponsor 1) California Transit Association's "60th Annual Fall Conference & Expo" (\$5,000) and 2) Mileage-Based User Free Alliance (\$5,000).

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

At its September 16, 2025, meeting, the Legislative/Communications and Membership Committee (LCMC) approved up to \$10,000 to sponsor 1) California Transit Association's "60th Annual Fall Conference & Expo" (\$5,000) and 2) Mileage-Based User Fee Alliance (\$5,000).

BACKGROUND:

Item 1: California Transit Association's "60th Annual Fall Conference & Expo"
Type: Sponsorship **Amount:** \$5,000

The "60th Annual Fall Conference & Expo," hosted by the California Transit Association, will be held from November 5 to 7, 2025, at the Long Beach Convention Center, with Long Beach Transit serving as the host agency. This premier annual gathering will bring together California's leading public transit agencies, private sector partners, policymakers, and advocates to discuss pressing challenges and innovations shaping the future of mobility. The conference will feature a dynamic three-day program, including keynote speakers, panel discussions, technical tours, and an expo showcasing the latest transit solutions and technologies.

The Fall Conference & Expo is the California Transit Association's flagship event and one of the largest gatherings of transportation leaders in the state. It is supported by California's major transit agencies, industry stakeholders, and community partners, offering unparalleled networking and learning opportunities. The 2025 program is expected to feature a high-profile lineup of speakers,

including U.S. Transportation Secretary Pete Buttigieg, Lynda Tran (CEO of Lincoln Room Strategies), and COMTO President & CEO April Rai, among other key voices from government, business, and the nonprofit sectors.

This would be SCAG’s first time sponsoring the Annual Fall Conference & Expo, offering the agency a unique opportunity to expand its visibility among transit decision-makers across California. Staff recommended sponsorship of this event at the \$5,000 level, which provides SCAG with branding recognition and meaningful engagement benefits, including the following:

- SCAG logo displayed on digital signage and event communications, including emails; and
- Two (2) complimentary registrations for SCAG representatives to attend the conference.

Item 2: Mileage-Based User Fee Alliance (MBUFA)

Type: Membership **Amount:** \$5,000

The Mileage-Based User Fee Alliance (MBUFA) is a national non-profit organization that brings together government, business, academic, and transportation policy leaders to conduct education and outreach on the potential for mileage-based user fees as an alternative for future funding and improved performance of the U.S. transportation system. Formed in 2010, MBUFA is comprised of 40 public and private sector entities from across the United States, including AAA, California Department of Transportation (Caltrans), the American Public Transportation Association (APTA), the California Transportation Commission (CTC), CDM Smith, WSP (formerly Parsons Brinckerhoff), and ten other state departments of transportation. Staff recommended continued membership in this group.

MBUFA provides members with up-to-date information on all mileage-based use fee activities worldwide through news updates, access to MBUFA workshops, reduced costs to MBUFA conferences, and invitations to attend briefings at quarterly meetings and input towards MBUFA’s educational efforts.

PRIOR COMMITTEE ACTION:

Staff presented a staff report for up to \$10,000 to sponsor the (1) California Transit Association’s “60th Annual Fall Conference & Expo” and (2) retain membership in the Mileage-Based User-Fee Alliance. The LCMC approved the item at its meeting on September 16, 2025, as part of the meeting’s consent calendar.

FISCAL IMPACT:

\$10,000 to sponsor the California Transit Association’s “60th Annual Fall Conference & Expo” and maintain our membership with the MBUFA are included in the approved FY 2025-26 Indirect Cost budget.



AGENDA ITEM 3

REPORT

Southern California Association of Governments
October 1, 2025

To: Executive/Administration Committee (EAC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Erika Bustamante, Deputy Director
(213) 236-1892, Bustamante@scag.ca.gov

Subject: Purchase Orders, Contracts, and Contract Amendments below the
Regional Council's Approval Threshold

Kome Ajise

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 3: Spur innovation and action through leadership in research, analysis and information sharing. 4: Build a unified culture anchored in the pursuit of organizational excellence. 5: Secure and optimize diverse funding sources to support regional priorities.

BACKGROUND:

SCAG executed the following Purchase Orders (POs) for more than \$5,000 but less than \$500,000 in August 2025:

Vendor	Description	Amount
BB2 TECHNOLOGY GROUP INC	FY26 MS WINDOWS SERVER LICENSE	\$114,048
CALIPER CORPORATION	FY26 CALIPER TRANSCAD SUPPORT	\$90,000
LOS AMIGOS DE LA COMUNIDAD INC	FY26 TRAFFIC SAFETY BOOTH	\$10,000
ICF INCORPORATED LLC	FY26 ZETI SITE PRIORITIZATION TOOL WEB HOSTING	\$10,000

SCAG executed the following contracts for more than \$25,000 but less than \$500,000:

Consultant/Contract No.	Description	Amount
Dell Technologies 26-025-C01	Dell Technologies is the seller of Dell laptop devices to be purchased by SCAG to replace aging and out-of-warranty devices.	\$115,971



ATTACHMENT(S):

1. Contract Summary 26-025-C01 (Informational Item)

CONSULTANT CONTRACT NO. 26-025-C01

Recommended Consultant:	Dell Technologies
Background & Scope of Work:	Under this agreement, Dell Technologies is the seller of Dell laptop devices to be purchased. This purchase will allow SCAG to replace aging and out-of-warranty devices.
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Increased staff productivity through the acquisition of higher performance systems; • The ability to complete work and utilize SCAG software applications directly on end user systems; and • Enables SCAG to remain on current, industry support hardware and software.
Strategic Plan:	This item supports SCAG's Strategic Priority 3: Spur innovation and action through leadership in research, analysis and information sharing. Objective 3.2 Lead in planning research and analysis leveraging cutting-edge tools to generate insights to inform regional and local decision-making
Contract Amount:	<p>Total not to exceed \$115,971.30</p> <p>Dell Technologies (prime consultant) \$115,971.30</p> <p>Note: Dell Marketing originally proposed \$115,971.30, and staff determined the proposed cost was fair and reasonable for the services being performed.</p>
Contract Period:	Effective date through June 30, 2026
Project Number(s):	<p>811-1163.19 \$115,971.30</p> <p>Funding source(s): Indirect Cost (IC)</p>
Basis for Selection:	<p>To foster greater economy and efficiency, SCAG's Procurement Manual authorizes the procurement of goods and services by using a Master Service Agreement (MSA). The goods and services procured under an MSA were previously competitively procured by another governmental entity. SCAG utilized an MSA with the Midwestern Higher Education Compact (MHEC) Agreement #12312022 (https://www.dell.com/en-us/lp/dt/industry-state-and-local-government-contracts-mhec; https://mhec.org/what-we-do/contracts/technology/connection/Amendment 01 expiration date June 30, 2029), that was competitively procured.</p>



AGENDA ITEM 4

REPORT

Southern California Association of Governments
October 1, 2025

To: Executive/Administration Committee (EAC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: CFO Monthly Report

Kome Ajise

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 5: Secure and optimize diverse funding sources to support regional priorities.

ACCOUNTING:

As of August 31, 2025, 136 cities, 5 counties, 5 commissions, and 8 tribal governments have paid their Fiscal Year (FY) 2025-2026 membership dues. SCAG has collected \$1.71 million out of \$2.85 million billed. This represents 60.01% of the membership assessment.

Investments & Interest Earnings

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. As of August 31, 2025, SCAG has invested \$23.27 million in the LAIF account, and interest earnings will be distributed on a quarterly basis with an average interest rate of 4.25%. Additionally, SCAG has opened a Money Market Account to maximize interest income while monitoring the REAP's funding balance, interest earnings from this account are distributed monthly. As of August 31, 2025, SCAG has invested \$18.65 million in the Money Market Account and has earned \$196,054.77 (YTD), in interest income.

BUDGET & GRANTS (B&G):

In September, staff worked on reviewing budget change requests received for Amendment 2 to the FY 2025-26 Comprehensive Budget, including the Overall Work Program (OWP). Budget Amendment 2 primarily includes adjustments to account for the actual grant balances and carryovers for various Federal, State, and Local funding sources. On September 8, 2025, Caltrans issued the reconciliation letter for FY 2024-25 to confirm the unexpended totals in Consolidated Planning Grant (CPG) and state funded grants as of June 30, 2025. These unexpended amounts will be reconciled and programmed into the FY 2025-26 OWP via the Amendment 2. The Amendment 2



to the FY 2025-26 Comprehensive Budget including the OWP is scheduled to be presented to the Executive/Administration Committee (EAC) and the Regional Council (RC) in November 2025.

CONTRACTS ADMINISTRATION:

In September 2025, the Contracts Administration Department staff supported 23 formal procurements and 189 active contracts for professional services. In this month's consent calendar agenda item, "Purchase Orders, Contracts, and Contract Amendments below Regional Council's Approval Threshold," staff reports executing one contract under the Regional Council approval threshold.

Consultant/Contract No.	Description	Amount
Dell Technologies 26-025-C01	Dell Technologies is the seller of Dell laptop devices to be purchased by SCAG to replace aging and out-of-warranty devices.	\$115,971



AGENDA ITEM 5

REPORT

Southern California Association of Governments
October 1, 2025

To: Executive/Administration Committee (EAC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Philip Law, Deputy Director
(213) 236-1841, law@scag.ca.gov

Subject: California Air Resources Board (CARB) Acceptance of Connect SoCal 2024
and Recommendations

Kome Ajise

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

EXECUTIVE SUMMARY:

The California Air Resources Board (CARB) has accepted SCAG's determination that the Sustainability Communities Strategy (SCS) would, if fully implemented, achieve the applicable 2035 greenhouse gas (GHG) emission reduction target. The acceptance was executed on August 6, 2025, and enables projects from the SCAG region to be eligible for Senate Bill (SB) 1 grants approved by the California Transportation Commission. The CARB determination includes several recommendations that SCAG must address in its next SCS through collaboration with local and state partners.

The evaluation report findings and recommendations reinforce how the current process has become unduly focused on attempting to precisely quantify GHG emission reductions through increasingly-complex travel models and analytical tools. This ignores the more important goal of advancing the policies, strategies, and projects necessary to implement the SCS and achieve greater emission reductions, and highlights the need for comprehensive SB 375 reform. SCAG together with its partner Metropolitan Planning Organizations (MPOs) are seeking a holistic review and reform of the SB 375 framework to improve how state and regional agencies collaborate to deliver multiple housing, climate, and transportation goals. Concurrently, SCAG is participating in the Sustainable Communities Task Force convened by the California State Transportation Agency (CalSTA) to develop recommendations by November 2026 for legislative, regulatory, and budgetary actions to support implementation of SCSs.

BACKGROUND:

In compliance with the Sustainable Communities and Climate Protection Act of 2008 (SB 375) SCAG prepares a Sustainable Communities Strategy as part of its Regional Transportation Plan (RTP/SCS) every four years. Once adopted, SCAG submits the SCS to CARB to make the determination “that the strategy submitted would, if implemented, achieve the greenhouse gas emission reduction targets established by the state board.”¹

Connect SoCal 2024, SCAG’s 2024-2050 RTP/SCS, faced a regional target for 2035 of 19 percent per capita GHG emissions reduction (relative to 2005 levels), and additionally needed to comply with SCS Evaluation Guidelines from CARB that include an expanded scope of review of SCS strategies and reporting components. SCAG staff transmitted the SCS Submittal Package to CARB on July 2, 2024 and worked with CARB staff to promptly answer subsequent clarification questions and requests over a period of eight months.

CARB’s extensive review of SCAG’s SCS submittal data, modeling, and supportive documentation enabled them to accept SCAG’s determination that the SCS, if implemented, would reduce per capita GHG emissions by 19 percent in 2035, compared with 2005 levels. CARB’s evaluation of Connect SoCal 2024 concludes that the plan’s technical methodology and modeling operate accurately, the data provided by SCAG support the SCS’s stated GHG and vehicle miles traveled (VMT) reductions, the SCS strategies are supported by key actions and commitments, and the planned investments in the SCS project list support the expected GHG emission reductions by 2035. The acceptance of the SCS by CARB allows projects in the SCAG region to be eligible for SB 1 grants from the Trade Corridor Enhancement Program and Solutions for Congested Corridors programs approved by the California Transportation Commission.

CARB Findings and Recommendations

CARB commends SCAG for success in providing technical assistance, funding, and other resources to local jurisdictions to implement the SCS housing and development pattern, and for success in monitoring and reporting on the progress of implementation of the SCS strategies. However, CARB staff also indicate that the 2024 SCS is not likely to be fully implemented, and the region will not achieve the GHG reduction target by 2035 without additional actions to support implementation. The evaluation report includes seven recommendations for SCAG to improve quantification methods, modeling, and implementation tracking in its next SCS:

1. Prioritize funding for transportation projects that advance SCS implementation and reduce VMT
 - a. CARB recommends that SCAG prioritize projects supporting growth in infill communities and that foster lower VMT, when seeking funding through state funding programs

¹ Government Code 65080(b)(2)(J)(ii)

- b. CARB recommends that SCAG continue to assess SCS target achievement with amendments to the project list
2. Re-imagine highway expansion projects
 - a. CARB recommends that SCAG work with its members to address regional travel needs while minimizing costly road expansions that increase VMT, including roadway expansions for express lanes.
3. Support infill development and affordable housing that advances SCS implementation and reduces VMT
 - a. CARB recommends that SCAG continue to provide technical assistance, funding, and other resources to local jurisdictions implementing the SCS housing and development pattern.
4. Further advance pricing strategies
 - a. CARB recommends that SCAG identify further progress on implementation of a local road charge and congestion pricing, and commit to the timeline and steps in the next SCS.
5. Monitor implementation of the SCS
 - a. CARB recommends that SCAG include a determination as to whether the SCS continues to achieve the 2020 GHG emission reduction target.
6. Quantify long-term induced travel impacts
 - a. CARB recommends that SCAG account for all potential effects of long-term induced travel in the 2035 GHG emissions target quantification and determination.
7. Improve modeling and data
 - a. CARB recommends that SCAG update its auto operating cost methodology, improve data and modeling with respect to traffic analysis zone size, vehicle choice model and vehicle technology, telecommuting and evolving work patterns, autonomous vehicles, and an integrated land use and travel model.

CARB's Acceptance and Final Evaluation of Connect SoCal 2024 can be found in Attachment 1 to this report and on the CARB web page at <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plans-evaluations/southern-california>.

Need for SB 375 Reform

SCAG staff are working to evaluate and determine how best to approach the CARB recommendations in the next SCS and will collaborate with state and local partners to identify paths forward. However, these recommendations do little to advance SCS implementation. CARB is required to prepare a report every four years on progress that each MPO has made in meeting the regional greenhouse gas (GHG) emission reduction targets. The most recent, 2022 Progress Report found that California is not reducing GHG emissions from personal vehicle travel as needed under SB 375 which risks California's ability to meet its overall climate commitments. The Progress Report

also highlighted that achieving SB 375 GHG reduction targets requires a stronger focus on implementation, which requires alignment across state, regional, and local actions. In addition to supportive actions by state agencies and the legislature, sustainable funding streams such as REAP are key to advancing SCS implementation.

The CARB evaluation report findings and recommendations reinforce how the current process has become unduly focused on attempting to precisely quantify GHG emission reductions through increasingly-complex travel models and analytical tools. This ignores the more important goal of advancing the policies, strategies, and projects necessary to implement the SCS and achieve greater emission reductions, and highlights the need for comprehensive SB 375 reform.

The SCAG region is committed to not only achieving its GHG emission reduction targets but also meeting other RTP/SCS plan goals for encouraging economic prosperity, supporting equitable communities, and improving accessibility for people in Southern California. It is with these commitments in mind that SCAG seeks a holistic review and reform of the SB 375 framework to improve how state and regional agencies collaborate to deliver multiple housing, climate, and transportation goals.

SCAG together with the three other largest MPOs in California have proposed an SB 375 reform framework consisting of the following:

1. Further Improve Process Integrity.
 - a. Seek transparency in CARB's target setting methodology.
 - b. Seek consistency in air quality modeling for meeting state and federal goals
2. Align State Planning Goals and Policies.
 - a. Coordinate state policies early in the process.
 - b. Better integrate SCS and RHNA by alternating cycles (8 years).
 - i. e.g., 2024 SCS, 2028 RHNA, 2032 SCS, 2036 RHNA...
3. Prioritize Resources to Implement SCSs.
 - a. Seek sustainable implementation sources (ongoing REAP 2.0-like source).
 - b. Prioritize state funding for key implementation strategies.
 - c. Support all GHG-reducing projects, even under an APS.

More details are included in the attached letter to CARB (Attachment 2) and framework document (Attachment 3). It will take the continued leadership of SCAG's Regional Council and Committee members and partnership with stakeholders at all levels and across all sectors to seek reform of the SB 375 framework to improve how state and regional agencies collaborate to deliver multiple housing, climate, and transportation goals.

FISCAL IMPACT:

Work associated with this item is included in the current FY2025-26 Overall Work Program (OWP) task 310.4874.01 Connect SoCal Development.

ATTACHMENT(S):

1. CARB Acceptance and Final Evaluation of Connect SoCal 2024
2. Letter to CARB re: Acceptance and Final Evaluation of Connect SoCal 2024
3. SB 375 Framework document

Overview

On April 4, 2024, the Southern California Association of Governments (SCAG), which serves as the metropolitan planning organization (MPO) for the southern California region, adopted its 2024 Regional Transportation Plan/Sustainable Communities Strategy (2024 SCS), also known as Connect SoCal 2050. The 2024 SCS is available on SCAG's [Connect SoCal Website](#). SCAG provided a complete submittal of the 2024 SCS for the California Air Resources Board (CARB) staff's review on July 2, 2024. In consultation with CARB staff, SCAG submitted revisions and supplemental information to CARB staff on March 24, 2025. This will be referred to as the "updated SCS submission" throughout this document. This evaluation and determination are based on SCAG's 2024 SCS, inclusive of the updated SCS submission.

The region's per capita greenhouse gas (GHG) emission reduction targets are 8% in 2020 and 19% in 2035, compared to 2005 levels, as adopted by CARB in 2018. This report reflects CARB's evaluation of SCAG's 2024 SCS and SCAG's determination that the SCS would meet the 2035 GHG emission reduction target, if fully implemented. CARB staff's evaluation finds that SCAG determined that its 2020 GHG emission reduction target was met in 2020 but did not include a determination of whether it continues to achieve the 2020 GHG emission reduction target.

A summary of the SCS strategies and GHG emission reductions is shown in Table 1. SCAG calculated per capita vehicle miles traveled (VMT) reductions using a travel demand model and off-model methods. SCAG used a travel demand model to estimate VMT based on its forecasted transportation and land use patterns resulting from many of its land use and transportation strategies. Together with assumed exogenous factors (e.g., auto operating cost, demographic changes, EMFAC adjustment factor), the resulting VMT is used to estimate GHG emissions from these strategies. SCAG also estimated some emission reductions separately, or off-model. Table 1 below notes which approach was used for assessing the impact of each strategy or group of strategies.

Table 1. SCAG 2024 SCS Strategies and GHG Emission Reduction Estimates

Category: 2024 SCS Strategy	MPO Estimated GHG Emission Reduction in 2035
<p>Land Use and Housing:</p> <ul style="list-style-type: none"> • Infill development and increased density near transit • Shorter trips through job/housing balance <p>Transportation:</p> <ul style="list-style-type: none"> • New transit capital projects • Dedicated transit lanes • Improved bike infrastructure <p>Local/Regional Pricing:</p> <ul style="list-style-type: none"> • Express lane pricing • Congestion pricing • Local road charge • Job center parking pricing 	<p>-19%</p> <p>Estimated from the travel demand model</p>
<p>Transportation:</p> <ul style="list-style-type: none"> • Improved pedestrian infrastructure • Safe routes to school • Parking deregulation <p>New Mobility:</p> <ul style="list-style-type: none"> • Mobility hubs (car share, micromobility, microtransit) • Electric vehicle incentives • Electric vehicle charging infrastructure 	<p>-0.52%</p> <p>Estimated off-model</p>
Total Reduction	-19.5%

CARB Evaluation

CARB's evaluation of the SCS utilizes CARB staff's *Final Sustainable Communities Strategy Program and Evaluation Guidelines* (SCS Evaluation Guidelines). The main body of this report summarizes CARB staff's determination and the findings used as the basis of CARB's acceptance or rejection of the MPO's determination that the SCS will achieve the GHG reduction targets if fully implemented.

CARB staff's findings are discussed across two key sections of the report. Findings on the soundness of quantification methods are summarized in the "Data and Methodology Analysis" section. Findings on policy commitments are summarized in the "Strategy Commitments" section.

The "Reporting Components" section at the end of this report includes information on the reporting components that are outlined in the SCS Evaluation Guidelines. However, it is not used in CARB's determination.

I. Determination

CARB staff's determination to accept or reject SCAG's determination that the SCS achieves the 2035 GHG target evaluates the SCS as if all assumptions and strategies are fully implemented in 2035. Based on a review of all available evidence in consideration of CARB staff's SCS Evaluation Guidelines, CARB staff accepts that SCAG's 2024 SCS, and the updated SCS submission on March 24, 2025, together demonstrate that the region would meet its 2035 target if fully implemented. However, CARB staff also indicates that the 2024 SCS is not likely to be fully implemented, and the region will not achieve the GHG reduction target by 2035 without additional actions to support implementation. Section III of this report offers recommendations to improve quantification methods, modeling, and implementation tracking to support achieving SB 375's goals.

A. Accept that the SCS would, if implemented, achieve the 2035 GHG emission reduction target

Under California Government Code section 65080, subdivision (b)(2)(J)(ii), SCAG's determination, with the updated SCS submission on March 24, 2025, that the SCS adopted by the SCAG Board on April 4, 2024 would, if fully implemented, achieve the applicable GHG emission reduction target for automobiles and light trucks of 19 percent per capita reduction by 2035, relative to 2005 levels, as established by CARB for the region is hereby accepted.

Executed at Sacramento, California, this 6 day of August 2025.

Steven S. Cliff, Ph.D., Executive Officer

B. Evaluation Overview and Findings Summary

Table 2 provides a comprehensive overview of CARB staff's full SCS evaluation, highlighting key points of analysis and summarizing the findings that are discussed in the next section of this report.

Table 2. SCS Evaluation Overview and Findings Summary

Does the technical methodology and modeling used to quantify VMT and GHG operate accurately for SB 375?	Yes, CARB staff has recommendations for the next SCS
Do the data provided by SCAG support the 2024 SCS's stated GHG and VMT reductions?	Yes, CARB staff has recommendations for the next SCS
Are the strategies supported by key actions and commitments?	Yes, CARB staff has recommendations for the next SCS
Do the planned investments in the project list support the expected GHG emission reductions by 2035?	Yes, CARB staff has recommendations for the next SCS

II. Findings

A. Data and Methodology Analysis

The MPO is required under Government Code § 65080(b)(2)(J)(i) to submit the technical methodology (TM) that it intends to use to estimate GHG emission reductions from its SCS to CARB before starting the public participation process adopted under Government Code § 65080(b)(2)(F). CARB staff responds with written comments, specifically describing any aspects of that methodology that it concludes will not yield accurate estimates of GHG emission reductions, along with suggested remedies. The MPO is required to submit the final TM that was used to quantify GHG emission reductions to CARB after the SCS is adopted. This section includes CARB staff's findings on whether the final TM submitted to CARB operates accurately. It also evaluates whether the SCS policy commitments will, if implemented, meet GHG emission reduction targets consistent with the MPO's determination. Table 3 is a summary of CARB staff's findings. CARB staff's recommendations for the next SCS are in section III of this document.

Table 3. Data and Methodology Analysis and Findings

Does the TM operate accurately in quantifying GHG emission reductions for SB 375 purposes?	Yes, CARB staff has recommendations for the next SCS
<p>Findings:</p> <ul style="list-style-type: none"> As provided to CARB in the original SCS submission on July 2, 2024, CARB staff could not validate that the auto-operating cost (AOC) technical methodology SCAG used for estimating GHG emission reductions operates accurately. SCAG's AOC methodology and assumptions potentially overestimate AOC values. SCAG submitted an updated SCS submission with revisions and supplemental information for CARB's consideration on March 24, 2025, including an analysis using the methodology for calculating AOC that is outlined in CARB's SCS Evaluation Guidelines, revised work-from-home data and assumptions, electric vehicle strategies and quantification, and supporting documentation and data. SCAG's updated SCS submission includes a determination that the SCS would still achieve the target when using revised telework assumptions and an AOC methodology that CARB staff can determine operates accurately. SCAG analyzed potential long-term induced travel from planned SCS road projects and included some of these effects in the 2035 emissions estimate. SCAG's model has limited capability to capture the interactions between land use changes and active transportation due to larger traffic analysis zones. In addition, SCAG's model also has limited vehicle attributes, which limits the calculation of the auto operating cost by vehicle technology. 	

<ul style="list-style-type: none"> CARB staff accepts that the calculations for the off-model strategies operate accurately. 	
Do the modeled output data provided by SCAG directionally support the 2024 SCS's stated GHG emission and VMT reductions? What do the data support as the changes most critical to meeting the target?	Yes, CARB staff has recommendations for the next SCS
<p>Findings:</p> <ul style="list-style-type: none"> Mode share and travel time performance metrics are directionally supportive and consistent with the literature. Although travel time is decreasing for both transit and drive-alone, transit travel time is more than two times longer than drive-alone, despite average trip lengths being relatively similar between the two modes. Transit boarding is estimated to almost double from 2019 to 2035. Biking shows a significant increase in mode-share, with an increase in both biking trip times and trip lengths. All non-auto modes show trip times and distances that are directionally supportive of the VMT and GHG reduction. 	

B. Strategy Commitments

CARB staff assesses whether the SCS actions, investments, and commitments support the stated GHG emission reductions and whether there are any risks to achieving those reductions.

1. Policy Analysis

Under the SCS evaluation process, CARB staff analyzes whether SCS strategies for meeting the GHG emission reduction targets are supported by key policies, investments, and other commitments to advance plan implementation. CARB staff's analysis is organized by four broad categories of strategies: Land Use and Housing, Transportation, Local/Regional Pricing, and New Mobility. Table 4, Table 5, Table 6, and Table 7 summarize CARB staff's findings for each strategy within these four categories.

Findings

Table 4. Land Use and Housing Strategies

Strategies	Infill development and increased density near transit infrastructure Shorter trips through jobs/housing balance	
GHG Emission Reduction	Contributes an unknown amount to a -19% reduction from the travel demand model	
Key Planned Outcomes in 2035, unless otherwise noted (relative to the 2019 base year)	Households located within ½ mile of high-quality transit service increase from 30% of households near high-quality transit today to 41% in 2035 Jobs located within ½ mile of high-quality transit service increase from 35% of jobs near high-quality transit today to 45% in 2035	
Supporting Actions		
Does the SCS include actions and/or investments to support the implementation of this strategy?		Yes
Findings: <ul style="list-style-type: none">CARB staff finds that the SCS includes actions and investments that support implementation of the land use and housing strategies.SCAG supports land use and housing strategies primarily through planning work, offering technical assistance to member agencies, and some funding. This work is reflected in SCAG’s Overall Work Program.		

- SCAG has funded many housing, infill, and Transit-Oriented Development (TOD)-related projects through the Regional Early Action Planning (REAP) program funding. Specifically, SCAG allocated \$4.5 million to housing and sustainability projects. Additionally, SCAG's Sustainable Communities funding program continues to fund local jurisdictions planning work related to housing and sustainable development, active transportation, and mobility innovations. The SCS provides a recent list of projects funded through this program that will support the implementation of the SCS.
- SCAG is working with LA Metro and Metrolink on a TOD partnership project focused on accelerating and streamlining joint development housing production on LA Metro-owned properties along their transit network in the region.

Does the SCS outline the agencies responsible or the authority needed to support the implementation of this strategy?

Yes

Findings:

- The SCS identifies SCAG's role in the implementation activities and lists the other responsible parties. Most of the actions supporting these land use and housing strategies are technical assistance where SCAG is identified as the lead or as a partner with local agencies.
- SCAG has no land use authority and the SCS does not include commitments from local cities and counties to implement the forecasted development pattern of the SCS, or to prioritize growth in infill areas or transit priority areas.

Table 5. Transportation Strategies

Strategies	<p><u>Strategies estimated using the travel demand model:</u></p> <p>New transit capital projects</p> <p>Dedicated transit lanes</p> <p>Improved bike infrastructure</p> <p><u>Strategies estimated off-model:</u></p> <p>Improved pedestrian infrastructure</p> <p>Safe routes to school</p> <p>Parking deregulation</p>
GHG Emission Reduction	<p>On-model strategies contribute an unknown amount to the -19% reduction from the travel demand model:</p> <p>Off-model strategies contribute -0.23% reduction</p> <ul style="list-style-type: none"> Improved pedestrian infrastructure (-0.09%) Safe routes to school (-0.11%) Parking deregulation (-0.03%)
Key Planned Outcomes in 2035, unless otherwise noted (relative to the 2019 base year)	<p>98.5% increase in transit boardings, from approximately 1.9 million average daily boardings to approximately 3.7 million in 2035</p> <p>88% increase in transit boardings per capita by 2035</p> <p>84% increase in transit mode share, from approximately 1.7% of trips happening by transit today to about 3.1% in 2035</p> <p>73% increase in bike mode share, from approximately 1.3% of trips happening by biking today to 2.3% in 2035</p> <p>4% increase in walking mode share, from approximately 9% of trips happening by walking today to 9.4% in 2035</p>
Supporting Actions	
Does the SCS include actions and/or investments to support the implementation of this strategy?	Yes, CARB staff has recommendations for the next SCS

Findings:

- CARB staff finds that the SCS includes actions and investments needed to support the transportation strategies.
- The transit strategies are supported by \$97.5 billion in capital improvements and \$287 billion in operations and maintenance for transit and passenger rail. This includes new light rail routes, extensions, and/or service enhancements in Los Angeles, Orange, Riverside, and San Bernardino Counties; systemwide enhancements to improve commuter rail service; new bus rapid transit & rapid bus routes across Los Angeles, Orange, Riverside, and San Bernardino Counties; and high-quality transit corridors in all counties.
- Bicycle and pedestrian strategies are supported by \$29.2 billion in funding by 2050. Of this, \$2.2 billion is assumed by 2035.
- Transit and active transportation planning and funding activities are included in SCAG's Overall Work Program.
- The parking deregulation strategy is supported in the SCS by SCAG's technical assistance program supporting local agency planning efforts.
- Evidence of implementation of these transportation strategies includes:
 - Adding about 1,000 miles of bikeways since the 2020 SCS. Additionally, in the State's most recent competitive Active Transportation Program Cycle 6, the SCAG region received \$706 million in funding for 99 active transportation projects distributed throughout the region.
 - Since the 2020 SCS, about 94 transit capital projects totaling \$7.4 billion were completed.
 - Five jurisdictions have implemented safe routes to school incentive programs since the 2020 SCS.

Does the SCS outline the agencies responsible or the authority needed to support the implementation of this strategy?

Yes

Findings:

- SCAG plays a significant role in selecting transportation projects for funding. However, the lead agencies responsible for identifying and submitting transit projects, active transportation projects, and safe routes to school incentives (and ultimately implementing these projects) are the county transportation commissions, transit/rail agencies, and local cities and counties. The 2024 SCS outlines the lead agencies and SCAG's role in supporting and partnering on this work.

Table 6. Pricing Strategies

Strategies	Express lane pricing Congestion pricing Local road charge Job center parking pricing	
GHG Emission Reduction	Contributes an unknown amount of the estimated -19% reduction from the travel model	
Key Planned Outcomes in 2035, unless otherwise noted (relative to the 2019 base year)	869 new miles to the Regional Express Lane Network by 2050 \$92.2 billion estimated in new revenues from assumed local road charge program, congestion pricing, parking pricing at major job centers, and additional toll revenue from planned express lane segments by 2050	
Supporting Actions		
Does the SCS include actions and/or investments to support the implementation of this strategy?		Yes, CARB staff has recommendations for the next SCS
Findings: <ul style="list-style-type: none">CARB staff finds that the SCS includes actions and investments needed to support some of the pricing strategies, but not others, and overall, more detail on implementation is recommended for all pricing strategies.Express lane pricing is supported with actions and investments in the SCS. This includes a total investment of \$10 billion, with approximately 55% of that investment by 2035. In 2021, the express lane network includes five facilities with nearly 79 centerline miles of new express lanes. While the ability to price lanes can support future implementation of a key strategy in this SCS, the extent of express lane miles that will be new road capacity can limit this strategy's GHG benefits. Research on roadway capacity and induced travel available on CARB's website shows that express lane pricing can reduce VMT only if new roadway capacity is not being added. This is an important consideration as SCAG advances this strategy in the region.Congestion pricing assumes peak period congestion charges of \$3.40 (in 2011 dollars) in parts of Los Angeles from 2030 to 2050. Congestion pricing does not have clear actions and investments outlined in the SCS. SCAG's technical		

<p>methodology for the 2024 SCS does outline actions and a timeline for implementing the congestion pricing strategy. This strategy is based on LA Metro's Traffic Reduction Study and their plan to use congestion pricing to reduce traffic in central Los Angeles, the San Fernando Valley, and westside cities, with a pilot in 2028.</p> <ul style="list-style-type: none"> • The local road charge program, which assumes a per-mile charge of \$0.02 per mile (in 2019 dollars) starting in 2035 that can be implemented on a county basis, does not have clear actions and investments outlined in the SCS. SCAG's local road charge strategy is distinct from a statewide mileage-based user fee but is dependent on that happening first. The technical methodology for the 2024 SCS outlines several necessary steps to ultimately implement a local road charge. By the next SCS update, these include launching a pilot, analyzing results, and formulating recommendations, and continuing to collaborate with other MPOs and State agencies. These actions are not committed to in the SCS, only outlined in SCAG's technical methodology. • SCAG evaluated the parking rate market in 16 job centers throughout the region and assumed a 50% rate increase by 2035. Recently, SCAG implemented the Sustainable Communities Program grants for Smart Cities & Mobility Innovations to assist local cities pursuing innovative parking policies, including parking pricing. 	
Does the SCS outline the agencies responsible or the authority needed to support the implementation of this strategy?	Yes, CARB staff has recommendations for the next SCS
<p>Findings:</p> <ul style="list-style-type: none"> • Supporting the continued build-out of the region's express lane network with partners is a clear action outlined in the SCS. • The SCS includes actions to support coordination with local, regional, state, and national partners to support implementation of pricing mechanisms. The timelines, responsibilities, and authority needed to implement the congestion pricing and local road charge strategies are not clearly outlined or committed to in the SCS. 	

Table 7. New Mobility Strategies

Strategies	Mobility hubs, including micromobility, microtransit, and carshare Electric vehicle incentives Electric vehicle charging infrastructure	
GHG Emission Reduction	Off-model strategies contribute to -0.3% reduction <ul style="list-style-type: none">• Mobility hubs (-0.15%)• Electric vehicle incentives (-0.08%)• Electric vehicle charging infrastructure (-0.07%)	
Key Planned Outcomes in 2035, unless otherwise noted (relative to the 2019 base year)	A variety of new mobility hub types in various geographic locations across the region that will include a cluster of modes – public transit, active transportation, ridesharing, and ridehailing, and are often supported by park-and-ride facilities Incentivizing approximately 20,000 electric vehicle purchases 26,000 new electric vehicle chargers installed	
Supporting Actions		
Does the SCS include actions and/or investments to support the implementation of this strategy?		Yes
Findings: <ul style="list-style-type: none">• CARB staff finds that the SCS includes actions and investments needed to support the new mobility and electric vehicle strategies.• SCAG has identified \$1 billion in funding for Regional Strategic Investments that can fund, among other efforts, mobility hubs and related components, electric vehicle incentives, and electric vehicle charging infrastructure. It is unclear how much of the total \$1 billion is dedicated to these specific new mobility strategies. The primary source of this funding is anticipated to be revenues from pricing strategies in the SCS.• As part of its federally funded Smart Cities Strategic Plan, SCAG is planning a call for projects in Summer 2025 that will focus on supporting electric vehicle infrastructure.• SCAG is using \$20.6 million from Regional REAP 2.0 funding for a diverse set of transformative transit/rail planning and implementation projects that expand access, increase mobility options, bring jobs and housing closer together, and achieve a more sustainable growth pattern across the region. Examples of these existing mobility hubs and mobility hub supportive projects include:		

<ul style="list-style-type: none"> ○ Neighborhood Mobility Hub Pilot Projects in Disadvantaged Communities in the South Bay ○ First Last Mile Revolution: Transforming Metro Connections to Housing ○ Orange County Mobility Hubs Pilot Concept of Operations ○ Riverside Transit Agency GoMicro Microtransit Pilot Program Extension 	
Does the SCS outline the agencies responsible or the authority needed to support the implementation of this strategy?	Yes
<p>Findings:</p> <ul style="list-style-type: none"> • The SCS implementation strategies identify responsible parties and SCAG's role in implementing the various new mobility strategies. • The SCS identifies SCAG as supporting transit/rail agencies, local jurisdictions, and county transportation commissions as leads in increasing multimodal connectivity, planning for and developing mobility hubs throughout the region, testing and deploying shared mobility services, including scooters, bike share, and microtransit pilot projects. • The SCS identifies SCAG to lead and partner with local agencies to identify opportunities to install charging stations at multifamily units, facilitate the development of EV charging infrastructure, and develop an incentive program to further adoption of zero-emission passenger vehicles. 	

2. Investment analysis

CARB staff evaluates whether the planned investments in the project list adopted with the 2024 SCS support the expected GHG emission reductions by 2035. CARB staff also qualitatively assesses the risk of delay in delivering projects that advance SCS goals based on assumed available revenue sources. CARB's analysis of the 2024 SCS planned investments is shown below in Figures 1, 2, 3, and 4.

- Figure 1 shows the total investment by transportation category in the 2024 SCS compared to the 2020 SCS.
- Figure 2 shows investment by transportation category as a percentage of total plan investment for both the 2024 SCS and the 2020 SCS.
- Figure 3 shows the total investment by category for the 2024 SCS for the period before 2035 (2025 to 2035) and after 2035 (2035 to 2050) in a stacked bar chart.
- Figure 4 shows the total investment by category for the 2024 SCS for the period before 2035 (2025 to 2035) and after 2035 (2035 to 2050) in a table.

Findings

Based on CARB staff's review of SCAG's project list, CARB staff finds that the 2024 SCS includes investments for transit, bike, and pedestrian investments that support the expected GHG emission reductions from the SCS by 2035. The project list also includes investment in road capacity projects, which is not supportive of reducing VMT.

- Based on the plan's assumed revenue sources, CARB staff did not identify risks of delay to planned investments for transit, bike and pedestrian improvements, and other projects that are aligned with SCAG's assumptions around declines in VMT and GHG.
- Total planned investments for transit/rail maintenance projects are increasing by about \$87 billion to \$291.2 billion in the 2024 SCS from \$200.5 billion in the 2020 SCS. Total planned investments for new transit projects are decreasing by \$20 billion to \$99.6 billion in the 2024 SCS from \$120 billion in the 2020 SCS. This decrease in new transit project investment between the two plans can be attributed to the recent completion of LA Metro's new K line and other transit projects being completed at this time. The increased investment in transit operations and maintenance reflects the ongoing need to maintain the entire system, including planned capital investments.
- Total planned investments for bicycle and pedestrian improvement projects and transportation demand management are both increasing compared to the 2020 SCS.
- Total planned investments for roadway maintenance projects are increasing by about \$47.6 billion to \$163.1 billion in the 2024 SCS from \$115.5 billion in the 2020 SCS. Total planned investments for highways, streets, and road projects that add new capacity are decreasing to \$109.8 billion in the 2024 SCS from \$110.4 billion in the 2020 SCS. Road capacity expansion projects increase VMT and are counter to SCAG's SCS strategies for reducing VMT and GHG emissions.

- **Figure 1. Investments by Transportation Category in SCAG's 2024 SCS Compared to the 2020 SCS**

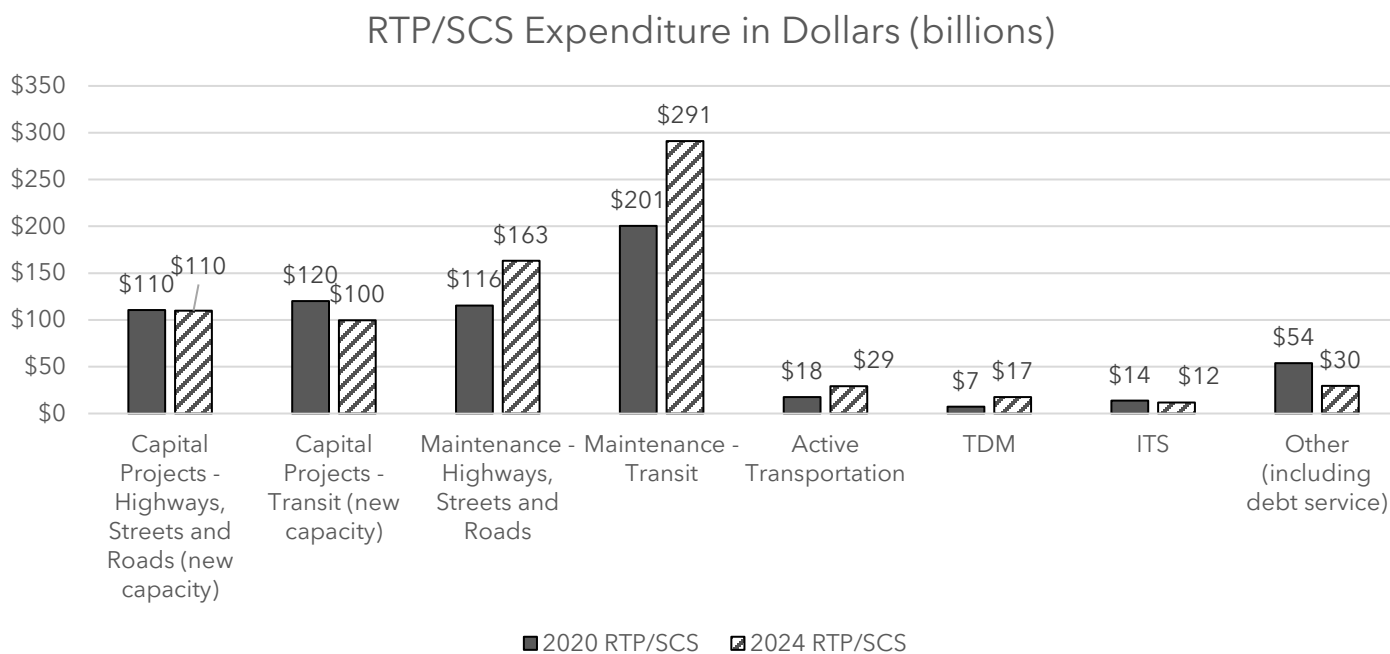


Figure 2. Investment by Transportation Category in SCAG's 2024 SCS Compared to the 2020 SCS

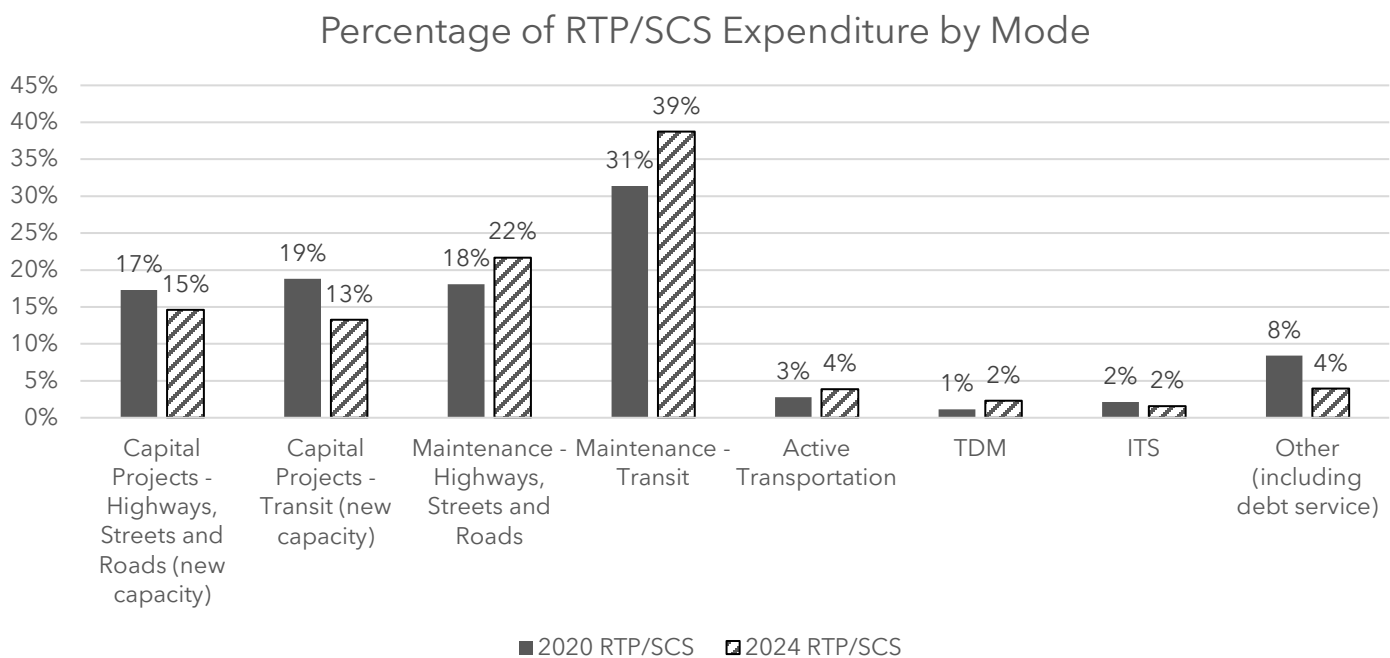


Figure 3. SCAG 2024 SCS Investment by Expenditure Category and Fiscal Year

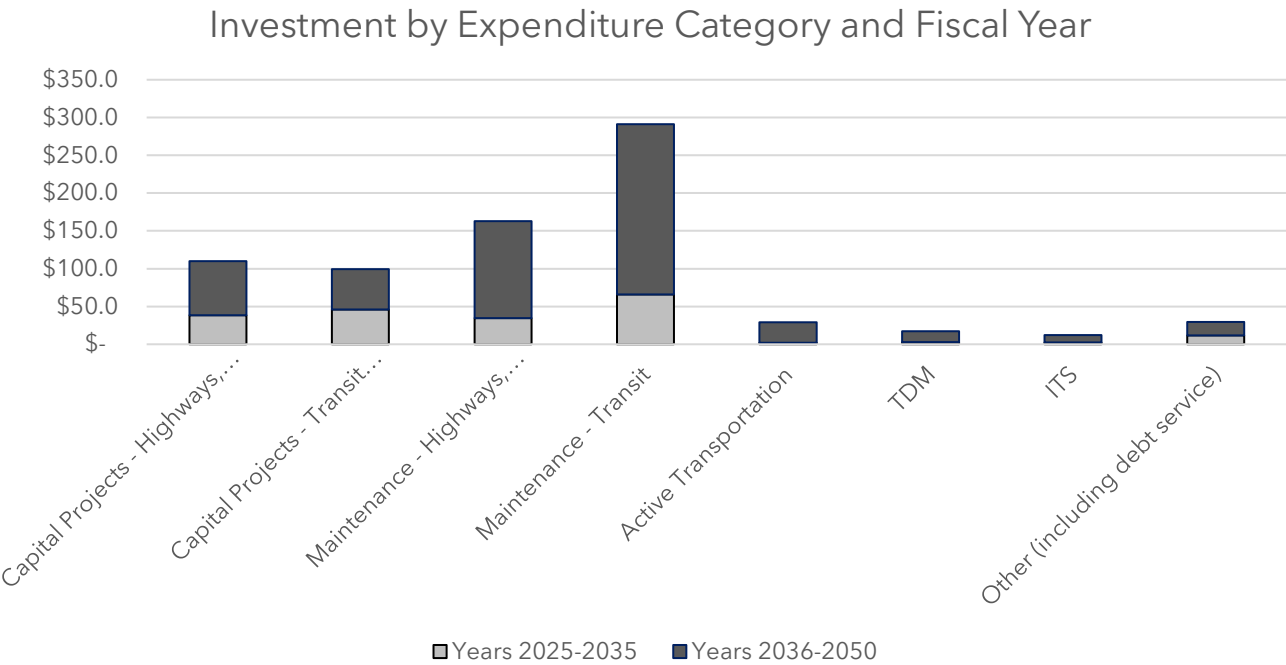


Table 8. Expenditures by Category and Year, with Percentage of Total Investment

Expenditure Category	Years 2025-2035	Years 2025-2035 % of 2050 Total	Years 2036-2050	Years 2036-2050 % of 2050 Total	Total All Years 2025-2050
Capital Projects - Highways, Streets and Roads (new capacity)	\$38.6	35%	\$71.2	65%	\$109.8
Capital Projects - Transit (new capacity)	\$45.9	46%	\$53.6	54%	\$99.5
Maintenance - Highways, Streets, and Roads	\$34.5	21%	\$128.5	79%	\$163.0
Maintenance - Transit	\$65.9	23%	\$225.3	77%	\$291.2
Active Transportation	\$2.2	8%	\$27.0	92%	\$29.2

TDM	\$3.0	17%	\$14.4	83%	\$17.4
ITS	\$2.4	20%	\$9.6	80%	\$12.0
Other (including debt service)	\$11.8	40%	\$17.6	60%	\$29.4
Total	\$204.3	27%	\$547.2	73%	\$751.5

III. Recommendations

CARB staff make recommendations based on the findings from the Data and Methodology Analysis and Strategy Commitments sections above. This is a standard set of recommendations and is customized for each MPO as needed based on this SCS evaluation.

1. Prioritize funding for transportation projects that advance SCS implementation and reduce VMT

CARB's SB 150 Progress Report from 2022 shows that regions are not on track to achieve the 2035 GHG emissions reduction targets. Regions should consider ways to advance funding for transportation projects that help reduce VMT.

- SCAG should prioritize projects that will support growth in the region's infill communities and that foster lower VMT when seeking funding through State funding programs such as the Solutions for Congested Corridors Program and Trade Corridor Enhancement Program.
- Consistent with SCAG's current practice, CARB staff recommends SCAG continue to recalculate and discuss whether and how SCS target achievement is maintained with amendments to the project list. Delays or removals of transit or active transportation projects or strategies could prevent SCAG from meeting its GHG emission reduction target.

2. Re-imagine highway expansion projects

To support both the region and the State's ability to meet their respective climate and air quality goals, regions should consider ways to re-imagine roadway expansion projects and identify alternative suggestions for congestion.

- SCAG should work with its members to address regional travel needs while minimizing costly road expansions that increase VMT and are counter to SCAG's SCS strategies for reducing VMT and GHG emissions. This includes roadway expansions to accommodate express lane pricing. Research shows that express lane pricing only reduces VMT when it is applied in a way that does not physically expand the roadway.

3. Support infill development and affordable housing that advances SCS implementation and reduces VMT

Many SCSs include one or more strategies aimed at reducing VMT through increasing infill development and creating more homes, jobs, and services close to each other and close to transportation options, including transit hubs. MPOs should consider ways to support local land use decisions that advance SCS implementation and reduce VMT.

- SCAG does this well and should continue to provide technical assistance, funding, and other resources to local jurisdictions implementing the SCS housing and development pattern.

4. Further advance pricing strategies

Implementing any type of pricing strategy is a challenge. Regions that rely on pricing strategies to achieve the 2035 GHG emission reduction target should consider ways to make commitments in the SCS and demonstrate progress.

- SCAG's TM for the 2024 SCS outlines several necessary steps to ultimately implement a local road charge, including a goal of working towards state legislation to enable a local road charge by 2031. CARB staff recommends SCAG identify further progress on implementation consistent with this timeline to continue receiving credit for the GHG emission reductions from this strategy in the next SCS. As an important SCS strategy for achieving the regional GHG emission reduction target, CARB staff recommends committing to the implementation timeline and steps in the next SCS.
- SCAG's TM for the 2024 SCS includes actions and a timeline for implementing the congestion pricing strategy based on LA Metro's Traffic Reduction Study and their plan to use congestion pricing to reduce traffic in central Los Angeles, the San Fernando Valley, and westside cities with a pilot in 2028. CARB staff expects SCAG to identify further progress on implementation consistent with this timeline in its next SCS to continue receiving credit for the GHG emission reductions from this strategy in the next SCS. As an important SCS strategy for achieving the regional GHG emission reduction target, CARB staff recommends committing to the implementation timeline and steps in the next SCS.

5. Monitor implementation of the SCS

CARB staff will look for demonstrated implementation progress in SCS updates.

- SCAG does this well and should continue to monitor and report on the progress of the implementation of the SCS strategies.
- In the next SCS, CARB staff recommends that SCAG include a determination as to whether the SCS continues to achieve the 2020 GHG emission reduction target. SCAG should use the best available data and consult with CARB staff in advance on the technical methodology for this.

6. Quantify long-term induced travel impacts

MPOs should quantify the effects of induced travel from new roadway expansion projects to estimate GHG emissions and ensure that the GHG emission reductions assumed by 2035 are not reversed after 2035.

- In the next SCS, CARB staff recommends that SCAG account for all potential effects of long-term induced travel in the 2035 GHG emissions target quantification and determination.

7. Improve modeling and data

Enhanced modeling and data improve the relevance and reliability of results for policymaking. MPOs should strive to continuously improve their analysis using the best available data and research.

- In the next SCS, CARB staff recommends that SCAG work with CARB staff to update the auto operating cost methodology to reflect the latest available data and research.
- In the next SCS, CARB staff recommends that SCAG continue to improve their data and modeling by reducing the size of traffic analysis zones, updating the vehicle choice model to incorporate more vehicle technology attributes, and better understanding telecommuting and evolving work patterns across the region.
- In the next SCS, CARB staff recommends that SCAG account for the potential effects of autonomous vehicles, which are currently operating in California, and likely to become more common in the region.
- In future SCSs, CARB staff recommends that SCAG continue to explore the use of an integrated land use and travel model that captures change in transportation investments or neighborhood changes (residential and employment locations). This could improve the analysis of long-term induced travel demand from roadway expansions, as well as help quantify the benefits of land use policies such as smart growth strategies, transit-oriented development, and bike/pedestrian-friendly developments.

8. Other recommendations

If there are specific findings that CARB staff have recommendations on that are not covered above, additional specific recommendations for the MPO to consider are provided here.

- There are no additional recommendations for SCAG.

IV. Reporting Components

CARB's SCS Evaluation Guidelines outline three reporting components that are not used in CARB's determination but are included to help identify the effectiveness of prior SCS implementation and to increase overall transparency of the SCS. These three reporting components are (1) Tracking Implementation, (2) Incremental Progress, and (3) Equity.

A. Tracking Implementation

Regions overall are not on track to achieve the SB 375 GHG emission reduction targets. Please visit [CARB's Tracking Progress website](#) to find the most recent SB 150 Progress Report and the accompanying data dashboard for more details. The SB 150 Progress Report and data dashboard are one measurement of implementation progress that considers specific quantitative data to look at whether VMT and GHG are going down. SCAG has provided information summarized throughout this evaluation, demonstrating implementation progress on many strategies.

B. Incremental Progress

The 2024 SCS is not achieving greater GHG emission reductions due to SCS strategies compared to the 2020 SCS. Compared to the 2020 SCS, a greater portion of the 2024 SCS target achievement is attributable to exogenous factors, such as population growth, auto operating costs, and telework, rather than through strategies that reduce VMT.

C. Environmental Justice and Equity

All MPOs are required to adhere to environmental justice and civil rights laws that focus on public engagement, equal and fair access to participation, and avoiding, minimizing, and mitigating disproportionately high and adverse impacts as a result of the plan on people of color and low-income populations. More information on how SCAG's 2024 SCS addresses environmental justice and equity can be found on SCAG's [Connect SoCal Webpage](#) in Chapter 5 of the plan, the Equity Analysis Technical Report, and the Public Participation Technical Report.



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September 22, 2025

Dr. Steve Cliff
Chief Executive Officer
California Air Resources Board (CARB)
Sacramento, CA 95814

Subject: CARB Acceptance and Final Evaluation of Connect SoCal 2024

Dear Dr. Steve Cliff:

On behalf of SCAG, I thank CARB for its Acceptance and Final Evaluation of SCAG's determination that Connect SoCal 2024, the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) would, if implemented, achieve the region's 2035 greenhouse gas (GHG) emission reduction target. Timely acceptance of the SCS ensures our region's eligibility for Senate Bill (SB) 1 grant funding, a critical resource for SCS implementation. As CARB acknowledges in its 2022 SB 150 report, SCS implementation is a key ongoing challenge to achieving SB 375 GHG targets.

SCAG and the other three largest metropolitan planning organizations (MPOs) in the state have been advocating for a holistic review of the SB 375 framework, acknowledging that the structure of SB 375 must evolve to match California's newer affordability, housing, climate, and transportation objectives. A restructured planning process can shift the focus toward implementation to deliver faster and more effective results. The Big 4 MPOs have identified three principles for SB 375 reform that involve:

1. Further improving process integrity.
2. Aligning state planning goals and policies.
3. Prioritizing resources to implement SCSs.

CARB's evaluation report for Connect SoCal2024 reinforces both the importance of these principles and the need for reform, as follows.

Improve Process Integrity

First, CARB's evaluation report and the activities leading up to it demonstrate how the process has become unduly focused on attempting to precisely quantify GHG emission reductions through increasingly complex travel models and analytical tools. SCAG submitted its SCS to CARB on July 2, 2024 and received notification of CARB's acceptance 309 days later, on May 7, 2025. In the interim, significant staff time and resources were spent developing supplemental documentation for CARB that ultimately did not result in any change to the projects, strategies, or investments in Connect SoCal 2024.

The evaluation report was executed by CARB on August 6, 2025, which was 400 days after SCAG's SCS submittal. In contrast, the Federal Highway

Administration and Federal Transit Administration, in consultation with the US Environmental Protection Agency, issued their conformity determination on Connect SoCal 2024 within 22 days of SCAG's submittal. The recommendations in the CARB evaluation report indicate a continued focus on increasingly complex models and tools that set the stage for another lengthy technical methodology and quantification process that diverts focus away from implementation. The recommendation that the next SCS SCAG include a determination as to whether the SCS continues to achieve the 2020 GHG emission reduction target goes beyond statute and would require additional resources for analysis with no discernable impact on SCS implementation.

Align State Planning Goals and Policies

Second, CARB recommends that "SCAG should work with its members to address regional travel needs while minimizing costly road expansions that increase VMT" including roadway expansions to accommodate express lane pricing. SCAG appropriately develops and analyzes its plan at a regional level, which continues to be the most impactful means to address the complexity of developing a multi-modal transportation plan to facilitate the efficient movement of people and goods while balancing a wide range of federal, state, and regional goals and requirements. For example, while CARB's SCS analysis is focused on passenger vehicles and light-duty trucks, SCAG must also consider the infrastructure needs and associated economic, environmental, and health impacts of heavy-duty trucks and the goods movement industry.

SCAG encourages CARB to support the regional planning process which allows MPOs to achieve multiple state goals within financial constraints. SCAG works with County Transportation Commissions (CTCs) to identify the projects that efficiently move people and goods and meet the mobility needs of the respective counties. SCAG then works collectively to identify how those projects, when integrated with the forecasted development pattern and regional transportation innovations, can achieve the regional GHG targets. In the SCAG region, this includes supporting express lanes. CARB's assertion that express lane pricing can reduce VMT only if new roadway capacity is not being added ignores that even express lanes added as new capacity will have excess toll revenue that can be invested in VMT-reducing strategies. Express lanes are also a key tool for improving travel time reliability, a federally required performance measure, which helps ensure on-time performance for transit using such facilities. Additionally, as housing production improves, there may be marginal roadway additions necessary to serve these new units. Because the region's plan is to create multimodal transportation options to shift travel away from single-occupancy vehicles, this requires new revenues.

Prioritizing Resources to Implement SCSs

Third, the disproportionate focus on modeling and quantification ignores the more important goal of advancing the policies, strategies, and projects necessary to achieve greater emission reductions. While not the purview of CARB, the bulk of the concerns raised in the evaluation report are around implementation. Recognizing that our plans are strong, yet require partnerships and sustainable funding resources to implement, we have been actively pursuing legislative reform that allows MPOs to focus more time on policies and strategies to implement the plans. We appreciate CARB's recognition of the support that SCAG has provided through technical assistance and other resources to jurisdictions in advancing sustainable land use and housing efforts. This critical work has only been possible because of

funding received largely through REAP 1.0 and REAP 2.0. Consistent and stable funding to support housing and comprehensive land use planning is essential to meeting our goals.

The evaluation report identifies pricing as a specific area for more implementation detail. This is an area where partnerships and resources are especially needed. SCAG's recently awarded federal Strategic Innovation for Revenue Collection grant will provide proof of concept for pricing programs in tandem with road user charge and existing revenue collection mechanisms. Yet, there are barriers to implementation outside of SCAG's control and which require state action. Notably, the 2022 Scoping Plan calls for the state to lead efforts to permit implementation of a suite of roadway pricing strategies by 2025 in support of adopted SCSs.

The SCAG region is committed to not only achieving our GHG emission reduction targets but also meeting our other RTP/SCS plan goals for encouraging economic prosperity, supporting equitable communities, and improving accessibility for people in Southern California. It is with these commitments in mind that we seek a holistic review and reform of the SB 375 framework to improve how state and regional agencies collaborate to deliver multiple housing, climate, and transportation goals. We look forward to a continued partnership to unlock real-world implementation opportunities to advance our SCS strategies.

Sincerely,



Kome Ajise
Executive Director

CC: Chanell Fletcher, CARB Deputy Executive Officer - Equity, Communities & Environmental Justice
Annalisa Schilla, CARB Interim Division Chief, Sustainable Transportation & Communities
Carey Knecht, CARB Transportation & Land Use Planning Branch Chief



Three Strategies to Update Regional Planning under SB 375

Metropolitan Planning Organizations (MPOs) are tasked with developing robust regional transportation plans (RTPs) that support federal, state, and local goals. The addition of Sustainable Communities Strategies (SCSs) with the passage of SB375 in 2008 improved the quality of RTPs and reframed how MPOs serve their member communities. The structure of SB 375 must now evolve to match California's newer affordability, housing, climate, and transportation objectives. Currently, MPOs should be equipped to refocus more of these resources on actions that implement state and local policy goals to:

- Improve transportation access for all people to jobs and daily needs as well as efficient movement of goods
- Reduce greenhouse gas (GHG) emissions from transportation sector
- Develop fiscally constrained and realistic transportation plans that meet federal and state requirements
- Support land-use patterns that conserve land and affirmatively further fair housing
- Increase investment in sustainable infrastructure that supports resilient regional economies that create opportunity for everyone

Strategy 1: Further Improve Process Integrity

- a) **Target Transparency.** When setting targets, ARB should publish its methodology, fleet make up, and budget assumptions. It should also estimate how much of the reduction will come from state actions and how much will come from MPO strategies. This includes the extent to which the electrification of the fleet will be "credited." Similar transparency should apply to the adoption of the SCS/APS Guidelines.
- b) **Consistency in Air Quality Modeling.** The calculations for GHG emissions should be based on the same assumptions as those used for federal air quality conformity. Air quality analysis that demonstrates consistency and accountability in state and regional policy are critical for effective regional planning. Realistic plans require the best available information that reflects new research, updated trends, and new legislation.

Strategy 2: Align State Planning Goals and Policies

- a) **Move to a "Four Plus Four" RTP/SCS Cycle.** Nearly four years of work goes into developing a the RTP/SCS. It's expensive. Revise the process to allow a full scenario-based plan every eight years (the same cycle as RHNA) and focus on a strategy and implementation report during the interim non-RHNA update (which still must meet federal air quality conformity standards). This would free substantial resources to focus on plan implementation.



- b) **Coordinate State Policies Early in the Process.** State, regional, and local entities bear a shared responsibility for reconciling different goals related to housing, equity, land use, transportation, climate, and safety. Sometimes, the action that achieves one objective has an unintended effect on the achievement of another. One example is the tension that can exist between strategies to encourage infill development to reduce vehicle miles traveled and policies to disperse housing to areas of opportunity to affirmatively further fair housing. The state should address these issues to provide greater implementation clarity.

Strategy 3: Resources to Execute

- a) **Sustainable (Ongoing) Funding.** MPOs need an ongoing REAP 2.0-like source of funding that could be invested by MPOs (with state oversight) on the key transportation, housing and environmental projects and policies that will accelerate the implementation of the RTP/SCS.
- b) **Priority for State Funding.** The state should broadly prioritize different state funds to elevate key implementation strategies including land use, housing-supportive infrastructure, and transportation projects and policies that are critical for successful implementation of RTP/SCSs.
- c) **Support All GHG-Reducing Projects, Even Those Under an APS.** It's important for regions to attempt to achieve a SCS if there is a feasible way to do so. In some cases, however, a region may not have sufficient resources to fund the strategies that would be necessary to meet the target. Regions that do not have a feasible way to achieve their GHG target but have an ARB-approved Alternative Planning Strategy (APS) should be permitted the opportunity to pursue SB 1 funds for GHG reducing projects.