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
Land Use and Housing: • Infill development and increased density near transit • Shorter trips through job/housing balance **Transportation:** • New transit capital projects • Dedicated transit lanes • Improved bike infrastructure **Local/Regional Pricing:** • Express lane pricing • Congestion pricing • Local road charge • Job center parking pricing	-19% Estimated from the travel demand model
Transportation: • Improved pedestrian infrastructure • Safe routes to school • Parking deregulation **New Mobility:** • Mobility hubs (car share, micromobility, microtransit) • Electric vehicle incentives • Electric vehicle charging infrastructure	-0.52% Estimated off-model
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.

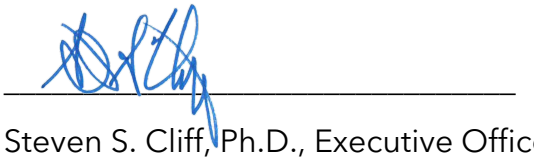
I. Determination

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

Findings:

- 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.

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- CARB staff accepts that the calculations for the off-model strategies operate accurately.

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<tr><td>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?</td><td>Yes, CARB staff has recommendations for the next SCS</td></tr>
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Findings:

- 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.

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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: • 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	Strategies estimated using the travel demand model: New transit capital projects Dedicated transit lanes Improved bike infrastructure Strategies estimated off-model: Improved pedestrian infrastructure Safe routes to school Parking deregulation
GHG Emission Reduction	On-model strategies contribute an unknown amount to the –19% reduction from the travel demand model: Off-model strategies contribute -0.23% reduction • 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)**	98.5% increase in transit boardings, from approximately 1.9 million average daily boardings to approximately 3.7 million in 2035 88% increase in transit boardings per capita by 2035 84% increase in transit mode share, from approximately 1.7% of trips happening by transit today to about 3.1% in 2035 73% increase in bike mode share, from approximately 1.3% of trips happening by biking today to 2.3% in 2035 4% increase in walking mode share, from approximately 9% of trips happening by walking today to 9.4% in 2035
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:

- 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

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.

- 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

Findings:

- 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 • 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:

- 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:

○ 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

Findings:

- 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

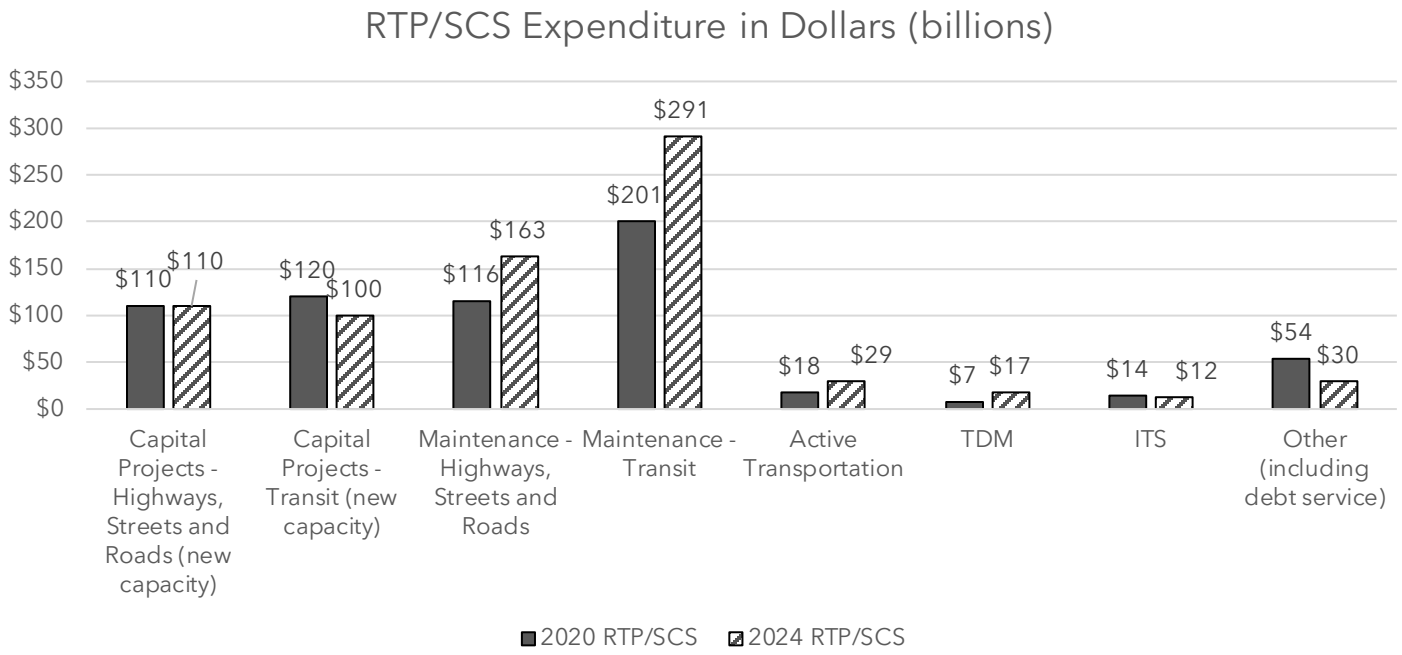

Figure 2. Investment by Transportation Category in SCAG's 2024 SCS Compared to the 2020 SCS

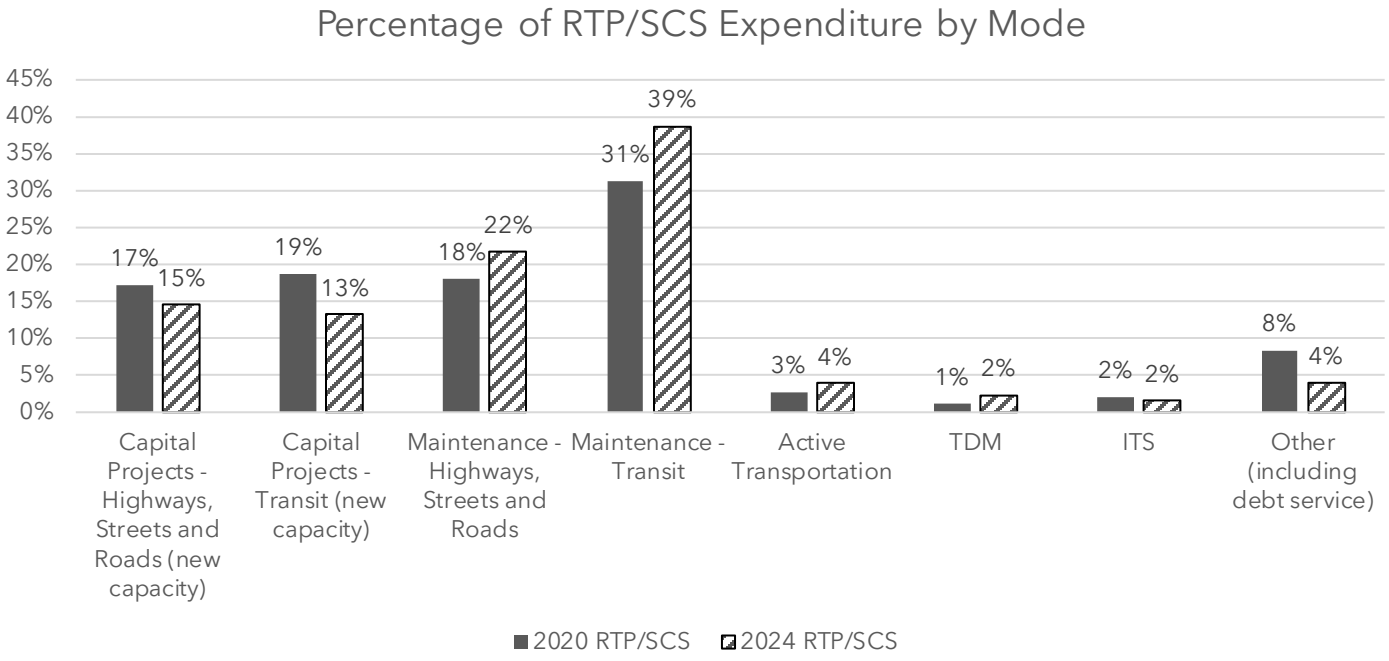

Figure 3. SCAG 2024 SCS Investment by Expenditure Category and Fiscal Year

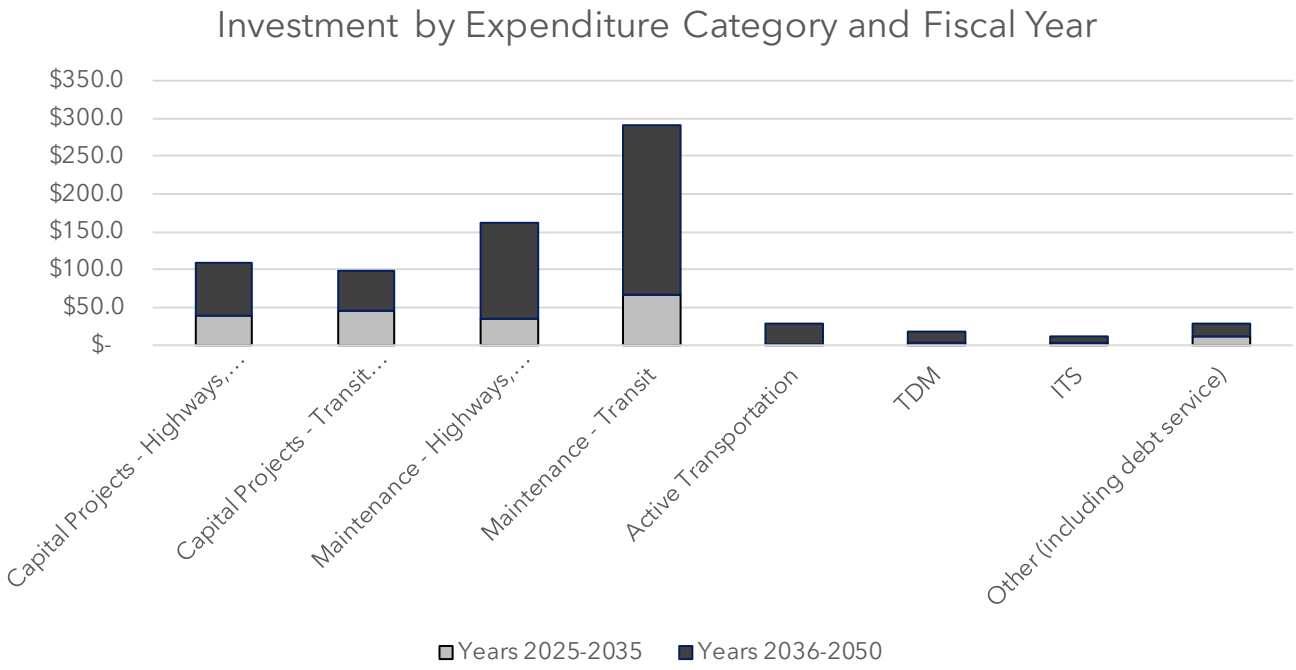

Table 8. Expenditures by Category and Year, with Percentage of Total Investment

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.