

Mobility Policies and Strategies

The following list provides a brief description of the categories that Connect SoCal 2024 uses to frame the Regional Planning Policies and Implementation Strategies detailed below.

- System Preservation and Resilience:** Maintaining the operational efficiency of our transportation system is crucial. Unfortunately, demand on the system has increased over the decades without sufficient maintenance reinvestment. This has greatly influenced the number of roadways and bridges that have fallen into an unacceptable state of disrepair. Part of the challenge is to ensure that projects in the Plan follow a “fix-it-first” principle and that life-cycle costs, such as maintenance and preservation expenses, are considered and planned for during the development of infrastructure projects. Another part of the challenge is securing sufficient revenue to maintain both existing and new infrastructure in a state of good repair. This is a significant concern for our local streets and roads because every trip begins with them and, regardless of mode, we all rely upon a well-maintained local street and road system to support other critical mobility and safety goals.
- Complete Streets:** Complete Streets are roadways designed to support the safety, comfort and mobility for all road users. They are accessible to people of all ages and abilities, regardless of whether they are driving, walking, bicycling, using micromobility devices, or riding transit/rail.
- Transit and Multimodal Integration:** Strategies for improving the transportation system are dependent on integration with our growth and land use patterns. The availability, access and efficiency of different modes, including transit/rail, walking, bicycling and other forms of active transportation—including driving—all depend on a close relationship with how our region uses land and how we grow. This is particularly true when it comes to improving and building a transit/rail system that can best serve people in communities throughout our region. Encouraging shifts in the modes people use

also depends on the implementation of strategies supporting more seamless connections across modes, especially via first/last mile connection, those occurring between transit/rail and biking, walking, or rolling, and ensuring platforms exist to facilitate trip planning and payments.

- Transportation Systems Management (TSM):** TSM is a series of techniques, including transportation demand management, designed to maximize the functional capacity and efficiency of the existing transportation system. Effective TSM strategies reduce traffic congestion, improve air quality and safety, and reduce or eliminate the need to construct new and expensive transportation infrastructure. Many TSM strategies seek to optimize the operation of the existing transportation system through use of Intelligent Transportation Systems (ITS). An example of this would be transit signal prioritization or advanced technologies that can anticipate changing traffic conditions and provide real-time information to drivers, allowing them to make more informed decisions.
- Transportation Demand Management (TDM):** TDM strategies and investments can reduce the demand for roadway travel, particularly during peak times or on congested routes. Shifting trips to less congested times, such as through congestion pricing, can optimize the use of existing roadway capacity. Shifting trips from single occupancy vehicles (SOVs) to other modes often costs significantly less than roadway or transit capital expansion projects. TDM strategies add transportation choices that improve sustainability, public health and quality of life by reducing congestion, air pollution and GHG emissions. When transit ridership, carpooling, bicycling and walking increase, the efficiency of the entire transportation system improves, bringing many benefits to the region.

- **Technology Integration:** Emerging technology has the potential to expand transportation choices and equity throughout the region. By providing more options for local and regional trips, emerging technologies may shift trips to less environmentally damaging modes, minimize negative environmental impacts associated with current vehicle use, increase system efficiency, improve safety and reduce auto-related collisions and fatalities. However, realizing these potential benefits (and avoiding potential negative impacts) is dependent on the rate of technology development and adoption of a wide range of public and private sector innovations. Some of these technologies, such as alternative fuel and powered vehicles, micro-mobility, bike sharing and microtransit, have a mitigating influence on GHG emissions. Others, such as ride-hailing and automated vehicles, will likely increase VMT and GHG emissions if their business models do not adapt to eliminate or reduce single-passenger rides and “deadheading,” where vehicles are driven with zero passengers. Therefore, it is vitally important to adopt strategies and policies that encourage shared rides.
- **Safety:** Maintaining the safety of all people who travel in our region is important at the local, regional, state and federal level. SCAG develops targets for safety that are updated every two years. Improving safety directly impacts the well-being and confidence of people who are walking, biking and rolling, as well as their willingness to choose active transportation. This is particularly pronounced for certain groups, such as children, older adults and individuals with disabilities who may need extra time and specific information to navigate and cross roads safely and securely. Additionally, returning transit/rail riders may be more likely to resume using transit/rail services in a safe and secure environment.

- **Funding the System/User Fees:** The cost of a multimodal transportation system that will serve the region’s projected growth in population, employment and demand for travel surpasses the projected revenues expected from existing sources, including the gas tax, our historic source of transportation funding. The purchasing power of our gas tax revenues is decreasing and will continue on a downward trajectory while transportation costs escalate. Projected revenues will continue to decline as fuel efficiency improves and the number of alternative-fuel and alternative-powered vehicles continues to grow. To backfill limited state and federal gas tax revenues, our region has continued to rely on local revenues to meet transportation needs. In fact, 61 percent of the region’s core revenues are from local sources. Efforts are underway to explore how we can transition from our current system based on fuel taxes to a more direct system based on user fees. In addition to generating revenues, user fees are among the most impactful VMT and GHG reduction strategies for the transportation sector. However, a sensible system of user fees must be designed with policies that address fairness and equity concerns.



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Review the Mobility, Congestion Management and Transportation Finance Technical Reports for further discussion of these critical aspects of transportation planning.

for developing a regional network of dedicated bus lanes and other transit priority treatments. The regional transit priority network is intended to enable enhanced transit services, improved mobility, accessibility and sustainability.

Zero-Emission Bus Acceleration: All transit agencies are required to transition to 100 percent zero-emission bus fleets by 2040 (Innovative Clean Transit regulation), a decade before the horizon year of Connect SoCal. Many agencies have already begun to transition their fleets, including the Antelope Valley Transit Authority, which became the first all-electric transit agency in North America in 2022. Due to this significant undertaking and given both the higher upfront costs and supportive infrastructure, additional funding is needed to support the transition.

Mobility Hubs: Mobility hubs are places where we can seamlessly connect with multiple modes of transportation in a safe, comfortable and accessible environment. Mobility hubs include a range of transportation options—but, typically, at least two—that connect and interact with one another (e.g., transit/rail, car share, bike share, etc.). They typically improve connectivity to transit/rail and are the infrastructure foundation for multimodal trip planning and promoting mode-shift. They are considered essential for a safe and convenient transfer between transportation modes. SCAG’s strategy is to focus targeted investments in a set of prioritized mobility hubs distributed across the region.

Metrolink SCORE Buildout: This transformation of Metrolink, from a service profile primarily oriented to downtown Los Angeles peak-period commuters, to one that also serves a broader set of trips with more options to better align with changing travel patterns, such as more trips to activity centers throughout Southern California (including medical facilities, educational institutions and cultural centers), more non-work trips, and fewer peak-hour commuters due to work-from-home and hybrid work schedules.

Complete Streets: Planning for All Users

Planning for a future where everyone has safe, affordable, reliable and sustainable transportation options requires additional transportation investments.

Complete Streets: These streets are designed to support safety, comfort and mobility for all road users. They are accessible to people of all ages and abilities, regardless of whether they are driving, walking, bicycling, rolling or riding transit/rail. The approaches vary based on community context, but elements often include comfortable sidewalks, bicycle lanes, transit priority lanes and signals, high-quality transit stops, frequent and safe crosswalks, median islands, accessible signals, curb extensions, modified vehicle travel lanes, streetscape and landscape treatments. They may also accommodate and optimize new technologies and micromobility devices, first mile/last mile connections to transit/rail and curbside management strategies including last-mile deliveries. SCAG’s strategy is to focus targeted investments on corridors on the High Injury Network (HIN), where safety issues are concentrated and improvements to eliminate these issues would encourage mode shift.

Safe Routes to School (SRTS): The primary goal of these programs is to encourage and facilitate active transportation options while enhancing the safety and accessibility of routes used by people walking, biking or rolling. These programs often involve a combination of infrastructure improvements, educational campaigns and policy changes to create safer environments for traveling via active transportation. SCAG’s strategy is to focus targeted investments on corridors within the High Injury Network (HIN) and located in close proximity to K–12 schools.

- **15-Minute Communities:** A 15-minute community is one in which you can access all of your basic, day-to-day needs, services and amenities within a 15-minute walk, bike or roll from your home. This is where people are able to make fewer and/or shorter trips due to the proximity of activity centers and destinations. For SCAG’s purposes, this represents a framework for making our jurisdictions more inclusive, more equitable and more efficient by providing a range of mobility options and overall reduction in single-occupant vehicle trips.
- **Equitable Engagement and Decision-Making:** Fostering strong and resilient communities depends not just on our built environment but also on our social networks. Striving for more equitable engagement and decision-making can ensure that our communities reflect the priorities of the people within them.

Forecasted Regional Development Pattern

As part of developing a Sustainable Communities Strategy per Senate Bill 375 (SB 375), SCAG must include a “forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies...” will enable SCAG to reach its per capita passenger vehicle GHG emission reduction target of 19 percent below 2005 levels by 2035, if feasible. This Forecasted Regional Development Pattern (see Map 3.3) details where people, households and employment will be located through 2050, the horizon year of the Plan.



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For further discussion of critical aspects of regional planning, review the Land Use and Communities Technical Report.

To develop this forecast, SCAG first prepared a Regional Growth Forecast to understand how many people, households and jobs we needed to plan for. Then SCAG developed a preliminary Forecasted Regional Development Pattern based on local general plans and known development entitlement agreements. RHNA allocations, to the extent that they had been embedded into certified housing elements, were taken into account. In addition, regional sustainability strategies from the final, adopted Connect SoCal 2020, including priority growth and environmentally constrained areas, were embedded into the forecast. These are detailed further in the Priority Development Area and Green Region Resource Area sections. Then SCAG met with local jurisdictions across the region to verify that our understanding of the future matched with local planning efforts. This input from local jurisdictions was integrated into the Forecasted Regional Development Pattern for Connect SoCal 2024. Details about forecast data and consistency with the SCS can be found in the Supplementals section of this document.

The Regional Growth Forecast assumes the region is successful in alleviating much of the latent housing demand that has built up over past decades by projecting 30 percent higher household growth during the 2020s than Connect SoCal 2020. This reflects changes to state- and local-housing-supportive policy as well as stronger housing production numbers in recent years, including ADUs, which are historically undercounted. In contrast to past cycles in which local review usually yields lower household growth and higher job growth, the locally reviewed Connect SoCal 2024 household forecast was actually 2.3 percent higher than the preliminary version developed with a demographic panel of experts. This accelerated production reflects the optimism on the part of local jurisdictions to meet the housing needs of today and tomorrow. In addition to far more near-term household growth, the Forecasted Regional Development Pattern also demonstrates housing growth in generally more sustainable locations within the region than the prior Plan. The share of household growth in Connect SoCal 2024 in more than one priority area and outside environmental constraint areas is 39 percent compared to only 36 percent in Connect SoCal 2020.

Priority Development Areas

Priority Development Areas (PDAs) are areas within the SCAG region where future growth can be located to help the region reach Plan goals. Generally, this means that people in these areas have access to multiple modes of transportation or that trip origins and destinations are closer together, allowing for shorter trips. PDAs are a technical tool to facilitate Plan development and analysis, and are used for different purposes, such as growth visioning, performance measurement or grant applications. However, as a general principle, development in overlapping PDAs indicates a greater alignment with Plan goals. PDAs in Connect SoCal 2024 include Neighborhood Mobility Areas (NMAs), Transit Priority Areas (TPAs), Livable Corridors and Spheres of Influence (SOIs) (in unincorporated areas only), see Map 3.4 Priority Development Areas.

PDAs follow the principles of center-focused placemaking, providing locations where many Connect SoCal strategies can be fully realized. Additionally, PDAs assist with guiding the Forecasted Regional Development Pattern. Connect SoCal's PDAs—NMAs, TPAs, Livable Corridors and SOIs—account for 8.2 percent of the region's total land area. However, implementation of SCAG's recommended growth strategies will help these areas accommodate 66 percent of forecasted household growth and 54 percent of forecasted employment growth between 2019 and 2050. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces and conserve the region's resource areas.

From May to December 2022, jurisdictions were tasked with reviewing the PDA layers and the Forecasted Regional Development Pattern to ground regional strategies at the local level. This local feedback helps ensure our regional PDA strategies are best reflected at the local level and produce the strongest regional outcome.

Although the region will see benefits from infill development, jurisdictions are encouraged to actively acknowledge and plan for potential impacts, including displacement for both residents and small businesses. Production and preservation of permanent affordable housing to complement infill strategies is essential for achieving equitable outcomes. These priorities are reflected in Regional Planning Policies.

- **Neighborhood Mobility Areas (NMAs)** include four elements that reflect potential to improve, restore and enhance safe and convenient connections to schools, hospitals, shopping, services, places of worship, parks, greenways and other destinations. The four elements of an NMA are: 1) intersection density, 2) low-speed streets, 3) land use diversity, and 4) accessibility to amenities within one-mile using street network distances. NMAs exist in each county and throughout the region, and can vary in their specific form, regardless of whether the NMA is located in a dense urban neighborhood or a historic business district. SCAG developed a region-wide map of neighborhood mobility to help further strategies and policies within Connect SoCal 2024.
- **Livable Corridors** are areas where local jurisdictions can plan and zone for increased density at nodes along key corridors and redevelop single-story underperforming retail with well-designed, higher-density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within High Quality Transit Corridors (HQTCs), will make transit a more convenient and viable option. The Livable Corridors network is developed utilizing select variables from past plans like HQTCs and input from local jurisdictions during the Local Data Exchange process. Additionally, this strategy integrates certain transit improvements, including Bus Rapid Transit (BRT), other features improving bus performance and user experience, and certain active transportation improvements to support safe bicycling and walking.

- **Transit Priority Areas (TPAs)** are areas within one half mile of existing or planned major transit stops in the region. A major transit stop is defined in state statute as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. TPAs are where transit-oriented development (TOD) can be realized—where people can live, work and play in higher-density, compact communities that are conducive to complete streets that facilitate access to high frequency transit with safe and comfortable walking and biking networks. Focusing regional growth in areas with planned or existing major transit stops is key to achieving equity, economic and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands.
- **Spheres of Influence (SOIs)** are existing or planned service areas within the planning boundary outside of an agency’s legal boundary. The intent of an SOI is to promote the efficient, effective and equitable delivery of local and regional services for existing and future residents and to encourage a collaborative process between agencies. A city will periodically annex parcels in an SOI into the city limits to include new developments or areas with infrastructure needs. Unlike the other three PDAs, spheres of influence are exclusively found in the unincorporated areas of SCAG’s six counties. Prioritizing unincorporated county growth within existing SOIs discourages urban sprawl and the premature conversion of agricultural and natural lands—and typically makes more efficient use of infrastructure that can reduce costs to taxpayers. As a result, less than 3 percent of the region’s future household growth from 2019 to 2050 will be located in unincorporated areas that are outside of SOIs.

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MOBILITY



System Preservation and Resilience

01. Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle
02. Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure)

Complete Streets

03. Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)
04. Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking)

05. Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery
06. Support implementation of Complete Streets improvements in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities

Transit and Multimodal Integration

07. Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety
08. Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity
09. Encourage residential and employment development in areas surrounding existing and planned transit/rail stations
10. Support the implementation of transportation projects in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities
11. Create a resilient transportation system by preparing for emergencies and the impacts of climate change

Transportation System Management

- 12. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible
- 13. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network

Transportation Demand Management

- 14. Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)
- 15. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors
- 16. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology and by incorporating employment and residential sites of certain populations—for example, employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD’s Rule 2202)

Technology Integration

- 17. Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region
- 18. Advocate for data sharing between the public and private sectors to effectively evaluate the services’ benefits and impacts on communities while protecting data security and privacy

- 19. Advocate for technology that is adaptive and responsive to ensure it remains up to date and meets the evolving needs of users and stakeholders
- 20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security
- 21. Proactively monitor and plan for the development, deployment and commercialization of new technology as it relates to integration with transportation infrastructure

Safety

- 22. Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system
- 23. Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities
- 24. Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported
- 25. Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs

Funding the System/User Fees

- 26. Promote stability and sustainability for core state and federal transportation funding sources
- 27. Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents equitable distribution of costs and benefits
- 28. Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs
- 29. Promote national and state programs that include return-to-source guarantees while maintaining the flexibility to reward regions that continue to commit substantial local resources
- 30. Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery
- 31. Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability and resilience

COMMUNITIES



Priority Development Areas

- 32. Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities
- 33. Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled
- 34. Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled

Housing the Region

- 35. Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region
- 36. Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities

- 37. Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region
- 38. Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region
- 39. Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities that have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups
- 40. Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest needs and vulnerabilities
- 41. Support efforts to increase housing and services for people experiencing homelessness across the region

15-Minute Communities

- 42. Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses
- 43. Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality
- 44. Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options

Equitable Engagement and Decision-Making

- 45. Advance community-centered interventions, resources and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term
- 46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice
- 47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes