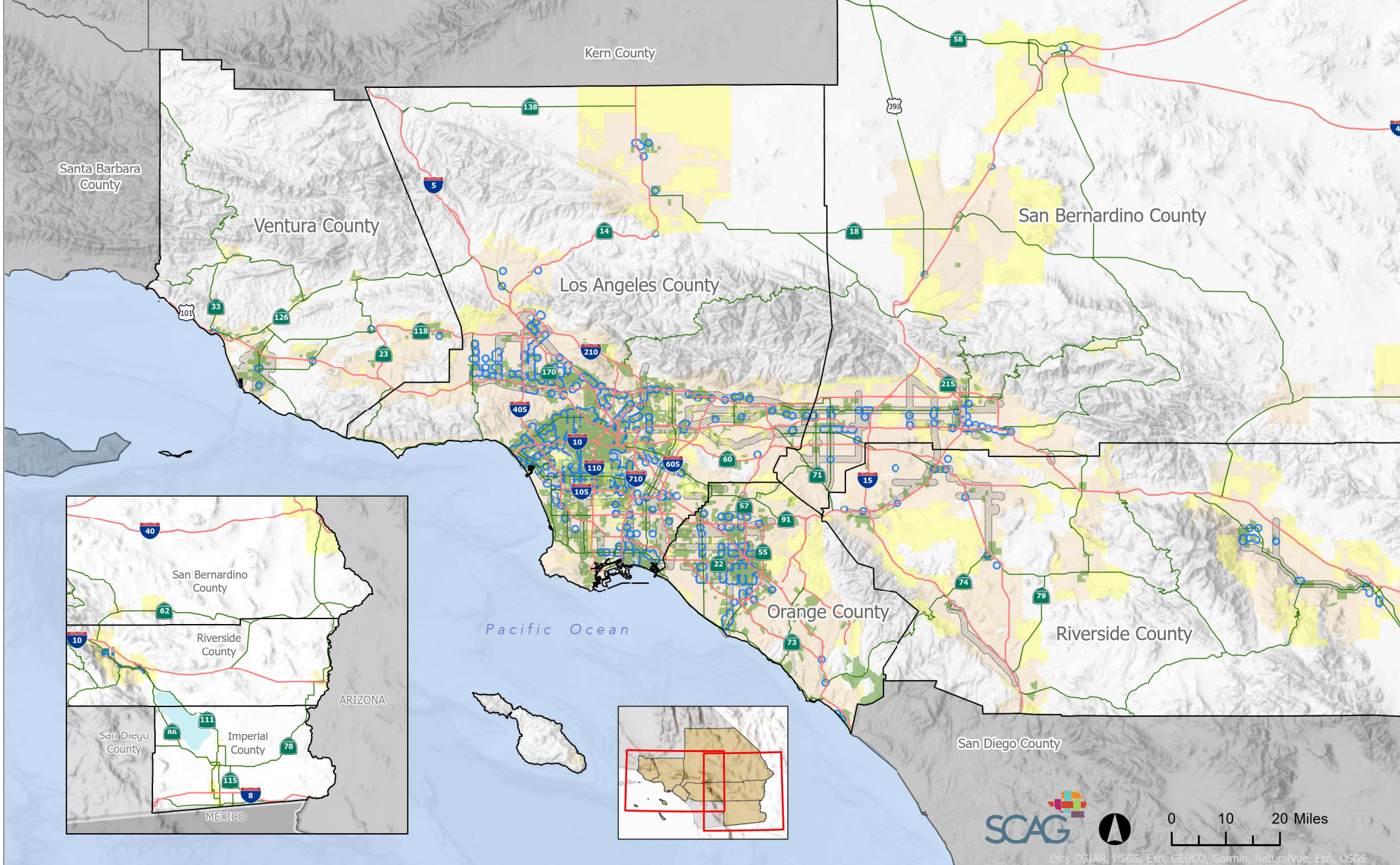


- **Transit Priority Areas (TPAs)** are areas within one half mile of existing or planned major transit stops in the region. A major transit stop is defined in state statute as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either bus or rail transit 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.

Priority Development Areas (PDAs) are areas within the SCAG region where future growth can be located to reach Plan goals. Generally, people in these areas will have access to multiple modes of transportation or trip origins and destinations will be closer together, allowing for shorter trips.



SCAG: Connect SoCal 2024 **MAP 3.4 Priority Development Areas**

- Livable Corridor (LC)
- Sphere of Influence (SOI)
- Transit Priority Area (TPA)
- Neighborhood Mobility Area (NMA)
- SCAG Counties
- City Boundaries
- Freeway/Toll Road
- Other State Highway

Source: SCAG 2023

ECONOMY IN 2050

The Future of Prosperity

How will we support a robust economy? The functioning of the regional economy is intertwined with the decisions and investments we make relative to our transportation network and communities. Our economy can be constrained if people can't afford to live here and if employers can't retain workers. Conversely, elements of our economy, such as the goods movement sector, can impact our ability to meet other goals—such as air quality. This section highlights areas where we need additional policies or strategies to ensure a robust regional economy. These strategies and investments improve the efficiency of the region's transportation network, which generates jobs by reducing the costs of getting to work and transporting goods.

Economic Policies and Strategies

The categories for the Regional Planning Policies and Implementation Strategies detailed below are focused on the following critical aspects of ensuring a strong and fair economy:

- **Goods Movement:** Transporting goods involves a highly complex system of raw, semi-finished and finished materials and products used by businesses and residents that often relies upon multiple modes of transportation (e.g., ships, trucks, trains, planes, etc.). The efficient movement of these goods is a critical component of a strong economy. They support industries and activities that provide jobs, tax revenue and resources that bolster innovation and creativity, and access to local and world markets through trade. This movement



LET'S GET TECHNICAL

For more details, review the *Economic Impact Analysis Technical Report*.

depends directly upon the physical infrastructure that comprises the transportation network, such as interstates and highways, rail lines and yards, ports and local roadway access that connects to industrial warehouses, distribution facilities and other facilities.

- **Broadband:** Broadband is a term that covers any high-speed internet access with minimum speeds of 25/3 megabits per second (Mbps). Broadband relies on a network of communications infrastructure, including middle-mile physical infrastructure to connect to global networks and last-mile connections by local carriers. The region relies on this digital infrastructure to support our transportation network and provide access to jobs, education and other vital daily needs, like commerce and healthcare.
- **Universal Basic Mobility:** Universal Basic Mobility (UBM) programs provide qualified residents with subsidies for transit and other mobility services. UBM aims to address existing inequities in the transportation system and improve accessibility to jobs and services.
- **Workforce Development:** These initiatives educate and train individuals to meet the needs of current and future businesses and industry in order to maintain a sustainable and competitive economic environment.
- **Tourism:** This relates to the travel of not just those visiting from outside the region but also from within the region to reach the region's many destinations and attractions. This sector of the economy employs nearly 500,000 people and generates over \$2 billion in local tax revenues.

Regional Strategic Investments

There are several strategic investments that are necessary to support a sustainable, efficient and productive regional economy. By investing in a more efficient goods movement network, Universal Basic Mobility and improved access to recreational trails, the SCAG region is not only making broad improvements to the general regional economy but is focusing specifically on areas of disparity—and making it possible to improve the health and access of under-resourced communities.

Goods Movement

The efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing essential goods and supplies to residents and businesses, generating employment opportunities and providing access to markets through trade. However, increased volumes of goods moving across the transportation system also contribute to greater congestion, safety concerns and harmful emissions. It is critical to integrate land use decisions and technological advancements to minimize environmental and health impacts while fostering continued growth in trade and commerce.

Bottleneck Relief: As part of Connect SoCal and SCAG's comprehensive regional goods movement planning, bottleneck relief analysis and implementation strategy development has served to identify areas with the worst congestion and delay characteristics. Targeted regional investments will implement a menu of improvement strategies focused on freight corridors to improve the flow of people and goods.

ITS Strategy, Technology Initiatives: Goods movement Intelligent Transportation Systems and technology components of equipment, facilities and systems are increasingly shifting to automation, routing platforms and app-developed platforms. As part of SCAG's comprehensive regional goods movement planning, targeted regional investments will implement a menu of improvement strategies focused on newer technologies that can optimize how goods flow throughout the region.

Arterial O&M, Pavement Management, First/Last Mile Delivery: Through SCAG's comprehensive regional goods movement planning and Last Mile Freight Delivery Study, SCAG identifies numerous changes with respect to technologies, shifting supply chains and increasing deliveries of goods directly to residents and businesses. SCAG also highlights the importance of addressing local pavement conditions along critical goods movement routes throughout the region. Targeted regional investments will implement a menu of improvement strategies focusing on preserving and managing pavement systems from goods movement impacts.

Zero-Emission: SCAG's Last Mile Freight Program (LMFP) and Zero-Emission Truck Infrastructure Roadmap Study are providing planning and implementation support to facilitate the region's transition to a zero-emission goods movement system. Targeted regional investments will support zero-emission vehicles and infrastructure to realize the regions' goods movement industries' transition to clean technologies.

Universal Basic Mobility

Universal Basic Mobility (UBM) programs provide qualified residents with subsidies for transit and other mobility services. In doing so, they aim to address existing inequities in the transportation system and improve accessibility to jobs and services. At its core, UBM combines a mix of partnerships and policies to support safe and efficient access to a range of mobility services. UBM program participants are typically provided with monthly subscriptions of prepaid cards to access mobility services. UBM can also help disadvantaged community members gain payment credentials by waiving annual fees on debit cards and transition cash users into digital payment users. In this way, UBM can help address payment barriers that technologies can impose upon disadvantaged communities while also making broader access to shared mobility options possible beyond traditional, fixed-route transit. SCAG anticipates focusing on partnerships with affordable housing developers throughout the region to subsidize a range of transportation services, improve livability and lower the cost burden of travel. These efforts will also need to be complemented by efforts to expand travel choices and access to opportunity for low-income households.

Tourism: Access to Recreational Trails and Scenic Byways

This initiative provides funds to develop non-motorized recreational trails and related facilities, including trails and pathways that provide access to local and regional parks. This includes considering transit-oriented accessibility to offer more options for people to reach open space. The recreational trails and scenic byways component is similar to the Recreational Trails Program Non-Motorized.

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

ENVIRONMENT



Sustainable Development

- 48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience
- 49. Support communities across the region to advance innovative sustainable development practices
- 50. Recognize and support the diversity of communities across the region by promoting local place-making, planning and development efforts that advance equity, mobility, resilience and sustainability

Air Quality

- 51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts
- 52. Support investments that reduce hazardous air pollutants and greenhouse gas emissions
- 53. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities

Clean Transportation

- 54. Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable
- 55. Promote equitable use of and access to clean transportation technologies so that all may benefit from them
- 56. Consider the full environmental life cycle of clean transportation technologies, including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity
- 57. Maintain a technology-neutral approach in the study of, advancement of and investment in clean transportation technology

Universal Basic Mobility

- 80. Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services that improve connections to jobs, education and basic services
- 81. Promote increased payment credentials for disadvantaged community members and the transition of cash users to digital payment technologies to address payment barriers

Workforce Development

- 82. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers
- 83. Encourage inclusive workforce development that promotes upward economic mobility
- 84. Support entrepreneurial growth with a focus on underrepresented communities
- 85. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change)
- 86. Inform and facilitate data-driven decision-making about the region's workforce

Tourism

- 87. Consult and collaborate with state, county and local agencies within the region that are charged with promoting tourism and transportation
- 88. Encourage the reduced use of cars by visitors to the region by working with state, county and local agencies (e.g., park services, transportation agencies) to highlight and increase access to alternative options, including transit, passenger rail and active transportation