Technology Specific Policies

SCAG has prepared a set of recommended policies that will be featured in the Connect SoCal Emerging Technology Technical Report. These policies represent examples that SCAG could assist local jurisdictions in adopting as part of implementation of the plan. These policies are recommendations that would need to be studied, customized and adopted by local jurisdictions to fit the local context. For example, they would apply differently in urban areas than in suburban areas. They have been organized into three policy areas:

- Land Use Policies – reflect collaborative ideas, incentives and regulations that local jurisdictions could adopt to shape how emerging technologies interact with the built environment and urban design.
- Street Design Policies – reflect concepts that local jurisdictions and transportation agencies could partner to implement, which would guide how emerging technologies operate in the public right of way, including the curb zone, as part of a comprehensive curb space management system.
- Pricing and System Management Policies - comprise the most effective and challenging policies for influencing how users will choose to use emerging technologies in different urban and suburban settings.

Local Government & Transportation Agencies Emerging Technology Policy Matrix			
	Land Use	**Street Design**	**Pricing / System Mgmt.**
.**Vehicle Electrification** - light duty electric vehicles (EV) and charging stations.	Encourage EV charging at public fast charging locations, workplaces, and multi-family housing.	Encourage curbside EV charging stations and parking.	Provide rebates for charging stations and EVs.
Carshare - Cars that can be rented for a short period, either return-trip or point to point parking.	Encourage Carshare vehicles and parking as transportation demand management (TDM) strategies at workplaces, and multi-family housing.	Provide more on-street parking spaces or "pods" for car share vehicles.	Include car share as a service available on a Mobility as a Service (MaaS) platform. See below for definition of MaaS. Encourage carshare use as an alternative to single occupant vehicles (SOV),

Micromobility (including Bikeshare) - combination of docked and dockless shared bikes, ebikes, and escooters.	Increase designated parking areas for micromobility devices.	Expand protected slow speed lanes for bikes and micromobility devices.	Include micro-mobility as a service available on a MaaS platform and encourage as a SOV alternative.
Smart Parking Systems - combination of variably priced metered parking, signs that indicate parking availability, and smartphone apps-for payment and navigation.	Decrease cost of long term off-street pricing relative to on-street parking to encourage turn-over of on-street parking.	Implement smart, dynamically priced on-street parking with app based navigation in more urban areas.	Dynamically price parking by location, time of day, and even parking purpose (package delivery, v. passenger parking).
Transportation Network Companies (TNCs) - also called ridehailing, refers to companies like Lyft and Uber.	Reduce parking minimums for new developments based on research that demonstrates reduced parking need due to TNC usage. Consider how TNCs might support TDM at workplaces, and multi-family housing (e.g., guaranteed ride home, first/last mile).	Designate more pick-up and drop-off parking spaces, particularly at popular destinations to avoid dangerous double parking. Implement parking protected slow speed lanes to reduce conflicts with pick-up and drop-offs.	Include ridehailing as a service available on a MaaS platform. Use pricing (fees) on TNC rides to encourage more pooled (multi-passenger) TNC rides.
Transit/TNC Partnerships - arrangements where public transit agencies subsidize TNC trips as a replacement for low ridership routes or expensive dial-a-ride services.	Design transit/TNC partnerships to encourage trips to and from transit and selected destinations, such as downtowns, employment centers.	Same as above but tailored to the goals of the partnership.	Continue experimenting with partnerships in order to supplement low performing routes or provide first/last mile service.

Microtransit - on demand transportation service ordered through smartphone apps and provided by vans or shuttles.	Work with large building owners to designate locations around their property for physical and virtual stops. Encourage subsidized microtransit service as a TDM strategy at workplaces, and multi-family housing.	Designate more pick up & drop off spaces for "virtual" shuttle stops. Implement parking protected slow speed lanes to reduce conflicts with pick-up and drop-offs.	Include microtransit on a MaaS platform, particularly with regards to transfers on universal fare media, as an SOV alternative. Allow microtransit vehicles to use bus-only lanes.
Mobility as a Service (MaaS) - a combination of a universal fare payment system with multi-modal navigation provided on a smart phone app.	Work with large building owners and employers to include traveler information screens in popular locations.	Provide wayfinding and arrival time information at physical and virtual stops.	Support development of a MaaS platform to plan and pay for multi-modal travel options. Use MaaS, along with pricing strategies, to incentivize and encourage alternatives to SOV use.
Automated/Connected Vehicles (AV) - also known as self-driving, or autonomous vehicles, these are vehicles that can navigate under certain conditions without human input.	Reduce parking minimums based on research that demonstrates reduced need due to shared vehicle usage. Implement smart growth policies to discourage AV induced sprawl. Identify parking, storage and charging areas for AVs near workplaces and popular destinations to avoid extensive deadheading (empty miles).	Designate more pick & drop off parking spaces, particularly at popular destinations to avoid dangerous double parking. Implement parking protected slow speed lanes to reduce conflicts with pick-up and drop-offs.	Implement pricing, such as vehicle miles traveled (VMT) fees, and experiment with layered pricing, including zero occupancy fees to discourage deadheading (empty vehicles).