SCAG Congestion Pricing Study Overview

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www.scag.ca.gov
Travel in the SCAG Region

Daily VMT Per Capita by County

<table>
<thead>
<tr>
<th>County</th>
<th>VMT Per Capita</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imperial</td>
<td>24.8</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>21.5</td>
</tr>
<tr>
<td>Orange</td>
<td>22.8</td>
</tr>
<tr>
<td>Riverside</td>
<td>23.3</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>26.6</td>
</tr>
<tr>
<td>Ventura</td>
<td>22.4</td>
</tr>
<tr>
<td>SCAG Region</td>
<td>22.8</td>
</tr>
</tbody>
</table>

Daily Person Delay Per Capita by County (Minutes)

<table>
<thead>
<tr>
<th>County</th>
<th>Person Delay Per Capita (Minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imperial</td>
<td>0.7</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>14.7</td>
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<tr>
<td>Orange</td>
<td>11.9</td>
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<tr>
<td>Riverside</td>
<td>5.9</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>7.6</td>
</tr>
<tr>
<td>Ventura</td>
<td>7.0</td>
</tr>
<tr>
<td>SCAG Region</td>
<td>11.8</td>
</tr>
</tbody>
</table>

Mode Share of All Trips by County

<table>
<thead>
<tr>
<th>County</th>
<th>Auto</th>
<th>Transit</th>
<th>Bicycle</th>
<th>Walk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imperial</td>
<td>8</td>
<td>23</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>90</td>
<td>70</td>
<td>81</td>
<td>83</td>
</tr>
<tr>
<td>Orange</td>
<td>81</td>
<td>83</td>
<td>83</td>
<td>81</td>
</tr>
<tr>
<td>Riverside</td>
<td>83</td>
<td>83</td>
<td>83</td>
<td>81</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>13</td>
<td></td>
<td></td>
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<tr>
<td>Ventura</td>
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<td>14</td>
<td>19</td>
</tr>
<tr>
<td>SCAG Region</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Percentage of PM Peak Period Home-Based Work Trips within 45 Minutes

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit</td>
<td>24%</td>
</tr>
<tr>
<td>HOV</td>
<td>73%</td>
</tr>
<tr>
<td>SOV</td>
<td>82%</td>
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</tbody>
</table>
Not just about traffic—it’s about health, safety, climate change and the economy

- 5,000 premature deaths/year, 140,000 children with asthma and other respiratory symptoms
- Traffic collisions are a leading cause of death, especially for children and seniors
- Transportation is the the largest share of carbon pollution in California and U.S.
- Congestion costs LA driver more than $2,400 each and the city as a whole $9.6 billion from direct and indirect costs
SB 375 Overview

- California’s 18 Metropolitan Planning Organizations (MPO) develop Sustainable Communities Strategies (SCS)
  
  - SCSs identify land use and transportation strategies to meet GHG reduction targets
  
  - Alternative Planning Strategies are prepared if an MPO is not able to meet the target

- Air Resources Board (ARB) sets GHG reduction targets for the MPOs

Regional GHG Reduction Targets

- Originally adopted in 2010 for years 2020 and 2035

- ARB must update targets every 8 years

- Targets are set for each region at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels
Study Background

- Funded by a Federal Highway Administration (FHWA) Value Pricing Pilot Program (VPPP) grant
- Intended to demonstrate whether and to what extent roadway congestion may be reduced through the application of congestion pricing strategies
- Builds on 2013 Express Travel Choices Phase I study, which evaluated a range of pricing strategies including express lanes, DTLA cordon, facility/corridor pricing, and mileage-based user fees
- Provides important policy context for the 2020 Regional Transportation Plan and Sustainable Communities Strategy — Connect So Cal
- Coordinated a stakeholder driven process to conduct feasibility analysis for a proof-of-concept cordon pricing pilot program
What is Cordon/Area Pricing?

- Fixed or variable fee to drive into or within a highly congested area
- Electronic toll collection
- Often cited international examples include Stockholm and London
- Complementary measures maximize success — transit, walking, biking, and even park & ride amenities (e.g., Stockholm)
How a Go Zone Could Work in Los Angeles

- Transit improvements
- Circulators shuttles and regional commuter buses
- First/Last mile connections
- Bike and pedestrian improvements
- Assistance for low-income travelers
- Fee to improve traffic flow
- Ridesharing & improved real-time technologies
THE 100 HOURS CAMPAIGN

100hoursla.com  Facebook.com/100hoursla  Twitter.com/100hoursla
Angelenos lose over 100 Hours in congestion a year, making it among the worst traffic in the world.

THAT’S

2.5 WEEKS OF VACATION

100 PARK PICNICS EVERY YEAR

48 GAME NIGHTS WITH FAMILY
Billboards

• 100 Hours billboards were designed and installed in potential Go Zones, advertising the campaign and alternative ways to spend 100 hours.

• There were 2 rounds of creative for a total of 7 billboards that garnered 1.1 million impressions. Each ran for between 2-5 weeks from the end of May through mid-July.
Bus Ads

- Building on the billboard themes, 20 ads were placed on buses throughout the summer.
- As they are moving targets, it is difficult to approximate impressions. But the buses’ routes cover 51 square miles.
If you're at @CicLAvia today, please visit our @100HoursLA booth & let us know how you'd rather spend 100 hours a yr. pic.twitter.com/0ltp0WryEf
One of the most innovative and effective solutions for alleviating traffic and decongestion fees - learn more here!

We CAN Solve America's Traffic Nightmare – Natural Resources Defense Council – Medium

Angelenos lose over 100 Hours in traffic every year, making it among the worst commutes in the world. It's time for a solution.

Los Angeles 104
Moscow 91 Bagota 80 Sao Paulo 77
Bangkok 64 Mexico City 61
Throughout the summer, we engaged with people directly around solutions.

- We responded to people with questions about the #100Hours campaign.

- We’ve responded to interesting proposals as a way to encourage further conversation.

- On Twitter, we saw increased involvement from experts and people passionate about urban planning issues in defense of many of our proposals.
Press

- More than 15 media outlets – spanning blogs, broadcast, radio, and traditional print – covered the campaign since launch in June.
- Most notably, the L.A. Times endorsed the Go Zone with an editorial.
- Tone and the response to coverage was predominantly positive. While several outlets ran negative headlines to entice readers, the body paragraphs were supportive.
- Feasibility was the concern most often raised by commenters, with the main complaint being that LA doesn’t have the kind of public transportation infrastructure or centralized downtown as cities that have successfully implemented congestion pricing.
Westside Study Area

• Major employment center, particularly for entertainment, media, and technology industries that depend on the ability to draw a highly educated labor pool
• “Second downtown” with 80K jobs, 3:1 jobs to housing ratio
• Physical barriers of I-10 and I-405 concentrate traffic onto limited number of arterials, creating gridlock
• Extensive recurring congestion on arterial roadways that routinely slows to 5 miles per hour
Westside Study Area: Average Speed – Santa Monica Blvd at I-405

Wednesday, September 21, 2016

Average Speed (mph)

Time of Day

Average Non-Holiday Weekday Speed (mph)

Time of Day

Average Weekday

Eastbound

Westbound
Westside Study Area: Average Speed – Sunset at Kenter

Wednesday, September 21, 2016

Average Speed (mph)

Time of Day

Average Weekday Speed

Time of Day

Average Non-Holiday Weekday Speed (mph)

Eastbound

Westbound
Westside Study Area

- Size: 4.3 square miles
- Daily trips on area roads: 550,000
- Underutilized transit capacity: 50%
- Accessible by transit
  - Both Metro and Big Blue Bus provide service to the area
  - Metro Rapid routes 720 and 704 on Wilshire and Santa Monica Blvd serve the area
  - The Expo Light Rail began serving the area in 2016
  - Line 788 Valley - Westside Express Route also in service
Pilot Program Concept Analyzed

- Assumed a charge per vehicle ($4) entering the zone during weekday peak period only
- Discounts for residents and low-income commuters
- Toll collection similar to Metro ExpressLanes with FasTrak transponders and Automated License Plate Recognition (ALPR) technology
- Two local circulators, two commuter express bus services, increased service on existing routes, connections to Expo and commercial corridors

*Map illustrates concepts for increases in transit service in the area.
Pilot Program Concept Evaluation Findings

**Peak Period**
- VMT: Reduced by 21%
- VHT: Reduced by 24%

**Daily Travel**
- VMT: 8% drop in daily
- VHT: 10% drop in daily
Pilot Program Concept Evaluation Findings

TRANSPORTATION MODE
SHIFT FOR INBOUND PEAK PERIOD TRIPS TO THE GO ZONE

- 9% TRANSIT
- 7% BIKING
- 7% WALKING
- 19% DRIVING
Financial and Economic Analyses

• Annual average net revenue of $69.2 million estimated to be generated
• Project revenues would support toll infrastructure, transit, active transportation, other improvements, and discounts/credits
• Start up capital cost investment is estimated to be about $15 million for toll infrastructure and $28 million for transit expansion
6% of all auto trips and 24% of all transit users entering the project area are low-income during peak periods.

Low-income travelers rely heavily on transit (29%) and carpooling (43%) as primary modes to travel to the study area during peak periods.

Flexibility to provide carpoolers a discount.

Enhanced transit options will directly benefit low-income travelers.

Equity Analysis: Low-Income Trips by Mode

- SOV, 17%
- CP2, 10%
- CP3, 33%
- Transit, 29%
- Walk/Bike, 10%
Social equity is complex:

- Prioritizing space for cars instead of space for people reinforces structural inequality
- Poor air quality and climate change impacts are most serious for low income and most vulnerable
- Pricing can be progressive when the revenues are appropriately reinvested in transit, biking and walking, and offering discounts for lower-income individuals

Government can be innovative too and needs all the tools in the toolbox:

- With TNCs today and autonomous vehicles in the near future, our ability to manage must evolve and adapt
- Opportunity to shift away from one person per car with emerging trends in transportation technology if we match with smart policies
Thank You