



# Perspective from SCAG

## Roadway Pricing: Regional Strategies

*Joint Meeting of the California Transportation Commission, California Air Resources Board, and the California Department of Housing and Community Development*




---

Annie Nam, Planning Deputy Director

April 2023

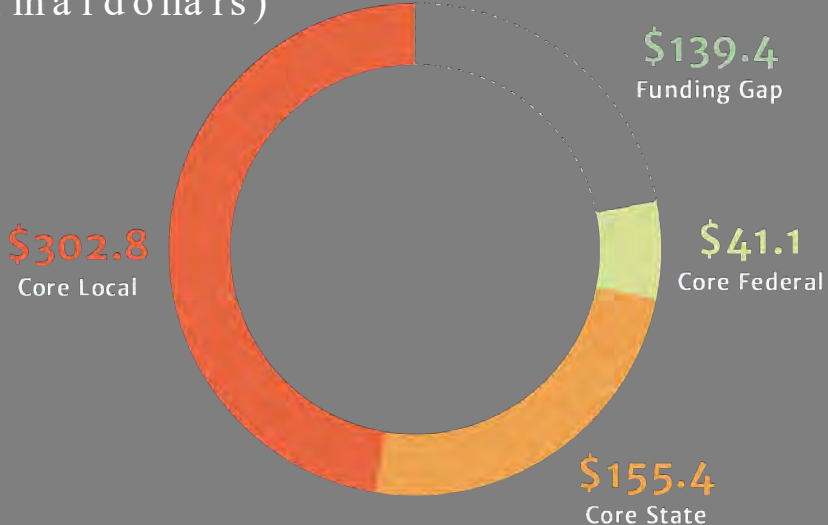
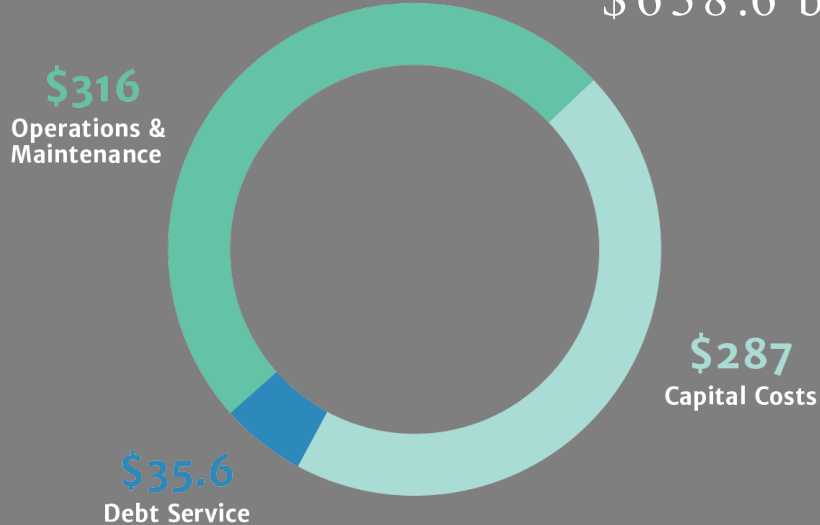
[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

# Why has SCAG focused on pricing?

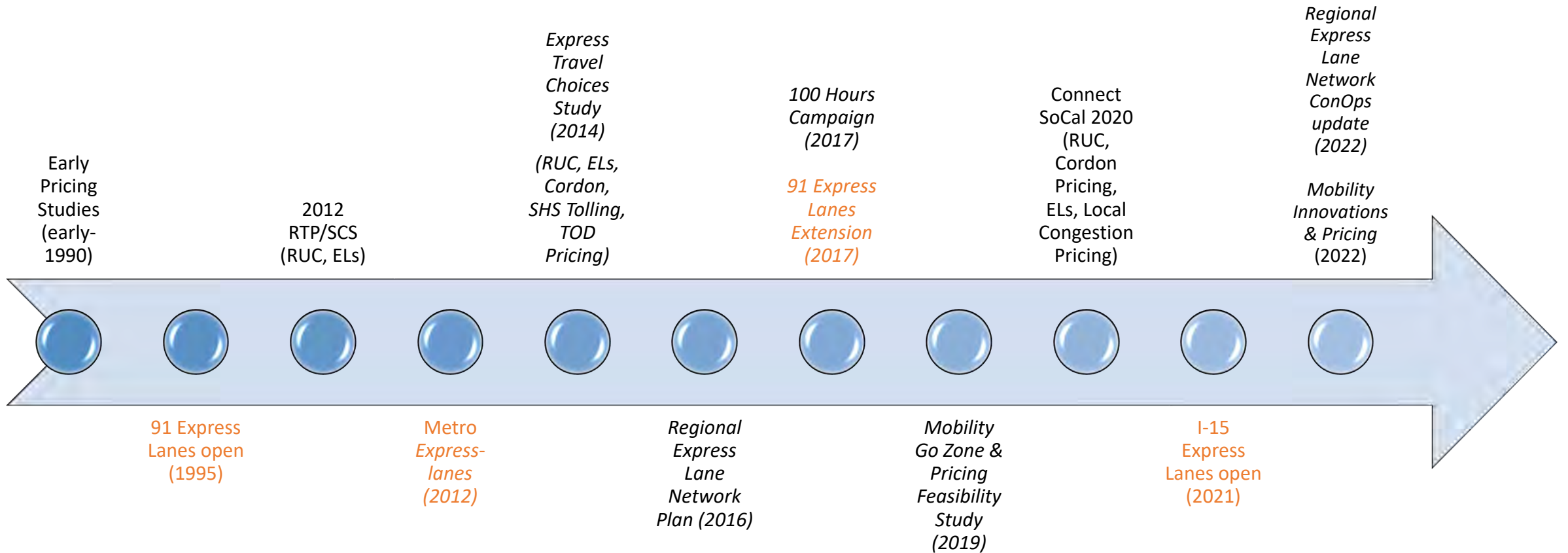
	TO/FROM: WORK	TO/FROM: SCHOOL	TO/FROM: SHOPPING	ALL TRIPS
SINGLE OCCUPANCY VEHICLE 	72.2%	9.0%	35.3%	38.4%
HIGH OCCUPANCY VEHICLE 	20.3%	63.7%	51.5%	48.4%
TRANSIT 	3.2%	10.1%	2.9%	3.8%
BIKE 	0.8%	1.3%	1.6%	1.3%
WALK 	3.4%	15.9%	8.8%	8.0%



## Total SCAG Region System Needs: \$638.6 billion (in nominal dollars)



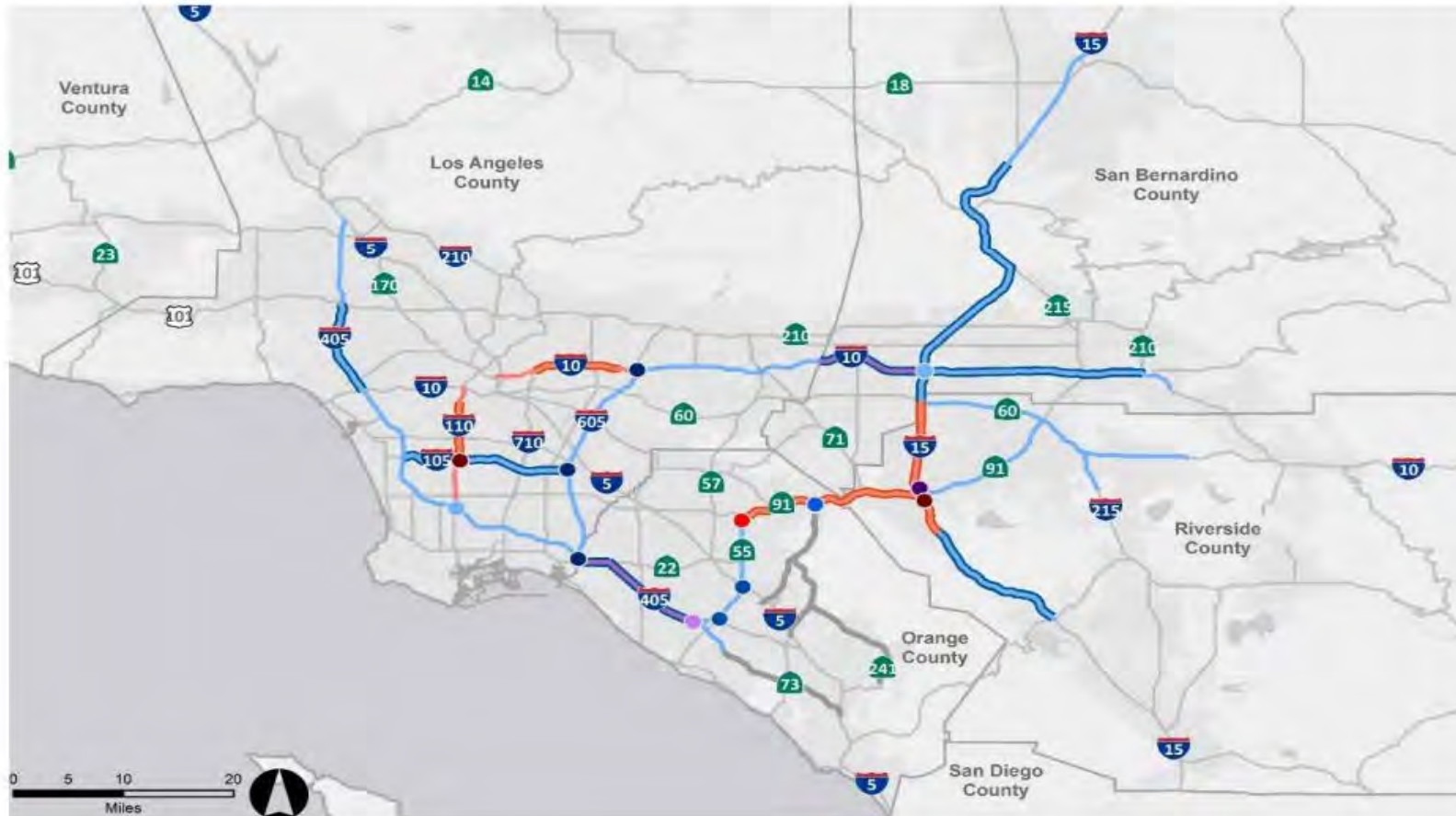
# Simplified history of pricing in the SCAG region



***Extensive planning with initial pricing strategies implemented***

*Operational Projects; RUC: Road User Charge; EL: Express Lanes; SHS: State Highway System; TOD: Time-of-Day*

# Connect SoCal 2020 Regional Express Lanes Network



- Connectors**
- Existing Express Lane Direct Connector
  - Existing HOV-to-Express Lane Direct Connector Conversion
  - Planned Express Lane Direct Connector
  - Planned Toll Road-to-Express Lane Direct Connector Conversion
  - Planned HOV-to-Express Lane Direct Connector Conversion
  - Under Construction General Purpose-to-Express Lane Direct Connector Conversion
  - Under Construction Express Lane Direct Connector


- Existing Single Lane Express Lane
- Existing Dual-Lane Express Lane
- Planned Express Lane Network
- Planned Dual-Lane Segment
- Under Construction
- Existing Toll Roads

express
Travel Choices Study

## SCAG Region Value Pricing Project— Regional Express Lane Network Pre-Implementation Assistance







### REGIONAL CONCEPT OF OPERATIONS (TECHNICAL REPORT)

PREPARED FOR:




**SCAG**  
AGGREGATED METROPOLITAN AREA  
 900 WILSHIRE BOULEVARD, 17TH FLOOR  
 LOS ANGELES, CA 90017

IN PARTNERSHIP WITH:

PREPARED BY:



444 SOUTH FLOWER STREET, SUITE 800  
 LOS ANGELES, CA 90071

IN ASSOCIATION WITH EcoNORTHWEST, MICHAEL BAKER INTERNATIONAL, AND  
 UCLA INSTITUTE OF TRANSPORTATION STUDIES

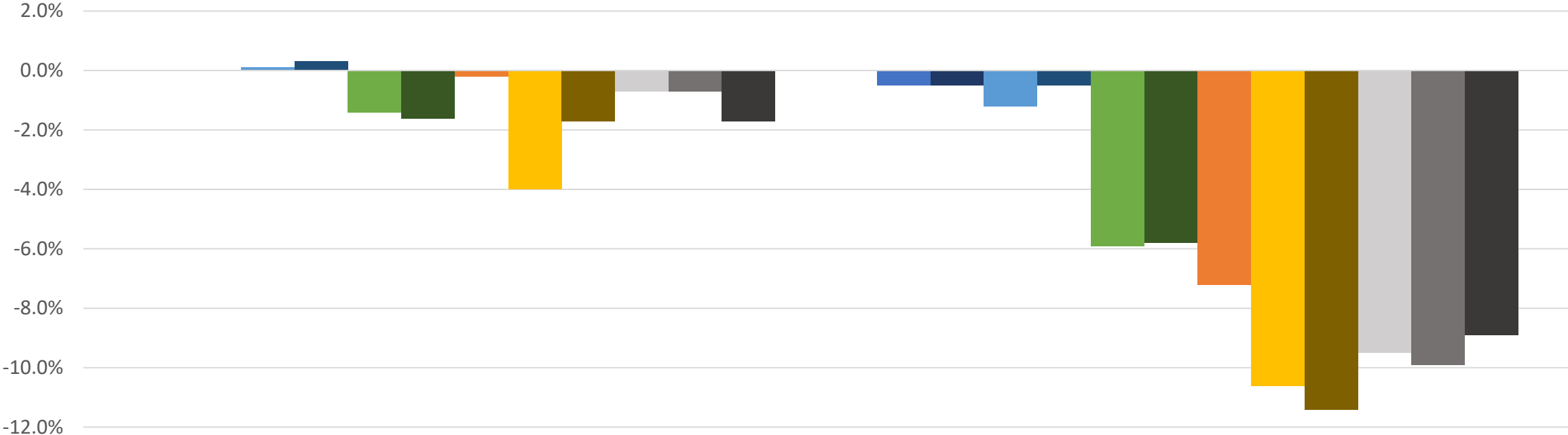
Revised February 2018

# Connect SoCal 2020 User Pricing Strategies

Strategy	Description
Road User Charge (replacement)	Road User Charge would replace existing federal and state gas taxes. Analysis assumed 2.5 cents (2019 dollars) per mile starting in 2030, indexed to maintain purchasing power.
Regional Road Charge	Implementation of a regional road charge on a county basis, which would provide a choice among multiple pricing options tailored to local needs. Analysis assumes a regional road charge of 1.5 cents (2019 dollars) per mile.
Job Center Parking Strategy	Increase parking price in key job centers. Rates increase over time to incentivize modal shift and single-occupant vehicle trip reduction.
Cordon Pricing	Assumes peak period charges in parts of Los Angeles County. This cordon pricing strategy is included as one aspect of the Mobility Go Zone concept—which envisions a suite of mobility service options together with incentives to reduce dependency on personal automobiles.

# Value of a comprehensive approach

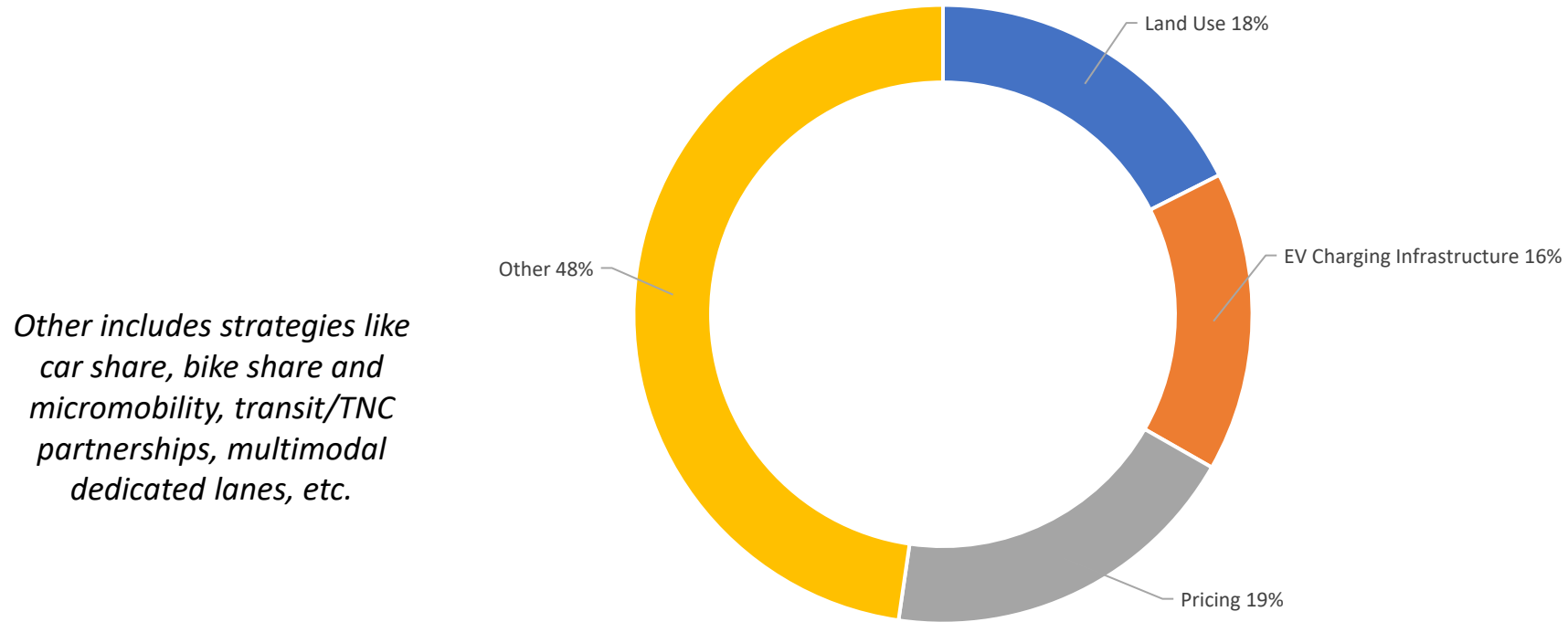
Scenario Performance Compared to Baseline



- 1: Strategic Express Lanes 3+ HOVs Free
- 2: Strategic Express Lanes 2+ HOVs Free
- 3: Full Express Lanes Network - 1 Lane
- 4: Full Express Lanes Network - 2 Lanes
- 5: Downtown LA Cordon Pricing - All Trips
- 6: Downtown LA Cordon Pricing - Destination Only
- 7: Freeway Facility Pricing
- 8: Mileage-Based User Fees - Flat Rate
- 9: Mileage-Based User Fees - Variable Rate
- 10: Combination Scenario 1: Scenarios 1, 5, & 9
- 11: Combination Scenario 2: Scenarios 1 & 9
- 12: Combination Scenario 3: Scenarios 1 & 8

Source: SCAG Express Travel Choices Study (2014)

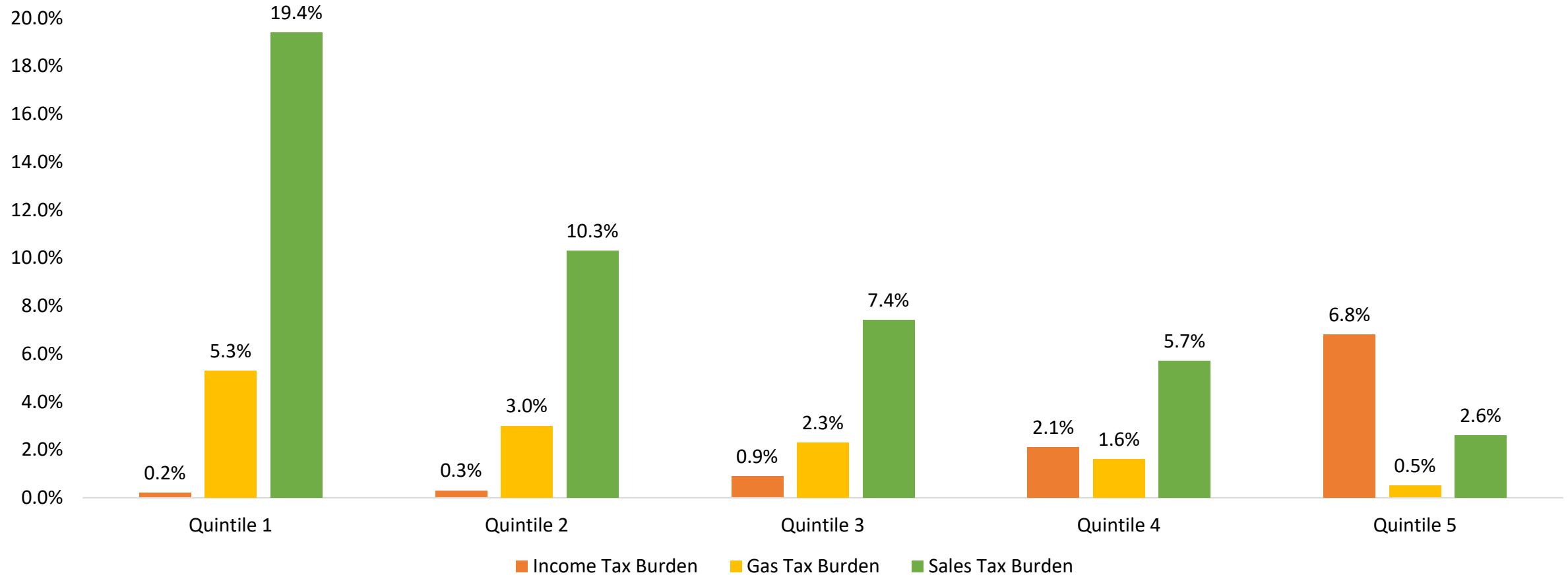
# GHG reduction strategies in Connect SoCal



*Excluding exogenous and baseline factors, this is the relative contribution of Plan strategies in meeting per capita GHG emission reduction targets*

# How we fund and pay for transportation has real equity impacts

Tax Burdens by Income Quintile: Income, Gas, and Sales Tax (2016)



Source: SCAG 2020 RTP/SCS EJ Analysis



# Opportunity: Addressing Equity and Expanding Mobility Options

- Embed equity and transportation choices into pricing framework



# Opportunity: Public Engagement and Education

- Collaborative statewide engagement and education campaigns
- We are all in this together



SCAG @SCAGnews - Jun 11  
 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/0tp5WryE7



## Opportunity: Funding and State Enabling Legislation

- Funding to deploy pilots that advance pricing implementation
  - MaaS, mobility hubs, and pricing
  - Universal basic mobility/mobility wallet
  - Low emission zones and pricing
- State enabling legislation to support pilots
  - Expedited environmental approval process for pilots
  - Opportunity for targeted demonstrations in the near term
- Foster state champions

*Addresses issues raised in AB 285 Report, SB 150 Reports, and SB 375 reviews*



---

THANK YOU!