

# South Bay Cities Council of Governments

March 9, 2020

TO: SBCCOG Transportation Committee  
SBCCOG Steering Committee

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering February 2020

## **Adherence to Strategic Plan:**

*Goal A: Environment, Transportation and Economic Development.* Facilitate, implement and/or educate members and others about environmental, transportation and economic development programs that benefit the South Bay.

## **FEDERAL**

### **President's FY 2021 Budget Proposes \$1 Trillion Infrastructure Investment**

The fiscal year 2021 budget issued by President Trump's administration on February 10<sup>th</sup> proposes to reauthorize surface transportation funding to the tune of \$810 billion over the next decade, along with an additional one-time payment of \$190 billion to support a broad mixture of "infrastructure investments" across a range of industrial sectors.

The annual White House proposal represents the traditional first step in budget negotiations with Congress towards adoption of the final FY 2021 appropriations measures. Hence, the proposal does not address the near-term shortfall in the Highway Trust Fund nor other potential sources of funding to provide the revenues. However, adding \$1 trillion in direct federal transportation and infrastructure funding between 2021 and 2030 represents a "distinct departure" from the administration's 2018 outline, which sought to leverage \$200 billion of direct federal funding into \$1 trillion in overall investment with state/local and private contributions. The proposed \$810 billion, 10-year surface transportation package also represents a 12 percent increase over the Congressional Budget Office baseline of current surface transportation funding,

Building on the foundation provided in the FAST Act, the administration's funding proposal would largely grow by almost 4 percent annually through FY 2030. The proposal would provide an average annual investment of \$60.2 billion for highways over that decade-long timeframe, with \$15.5 billion yearly for transit, \$2 billion for National Highway Traffic Safety Administration and Federal Motor Carriers Safety Administration, \$1.7 billion for rail, and \$100 million for pipeline and hazmat safety, \$1 billion for the Better Utilizing Investments to Leverage Development (BUILD) program, \$1 billion in discretionary resources to the Infrastructure for Rebuilding America (INFRA) program, and \$1.9 billion for the Capital Investment Grant (CIG) program for transit-related projects.

### **Builders and Truckers At Odds Over Options To Fund Highways, Roads, Bridges**

The American Trucking Association and the American Road & Transportation Builders Association initiated competing campaigns on February 24<sup>th</sup> to influence U. S. Senate deliberations on how to pay for a five-year, \$287 billion highway bill (S. 2302). Senate

committees are considering a new commercial vehicle-mileage tax as one of three pillars—along with indexing the motor fuels tax and taxing electric vehicles—to pay for highways, roads, and bridges.

Trucking groups and the agricultural industry support an increase in the federal motor fuels taxes on all drivers. The Owner–Operator Independent Drivers Association members have already taken issue with the newly mandated electronic logging devices, used to monitor compliance with hours of service requirements. They fear adding mileage tracking onto the already unpopular technology would create a “discriminatory tracking tax on America’s truckers” that would monitor a driver’s every move and share the information with the Internal Revenue Service.

The trucking industry notes that the 24.4 cents-per-gallon federal diesel tax they pay already exceeds the 18.4-cents-per-gallon federal gasoline tax that other motorists pay. Truckers also pay additional fees, including an excise tax on tires. Road builder groups support a user fee-based solution of either a gas tax or mileage tax on trucking. Supporters say the tax on commercial trucking is fair because the heavy vehicles take a greater toll on roads.

The current surface transportation authorization (Public Law 114-94) expires at the end of fiscal 2020 and its funding stream faces a shortfall in fiscal 2021.

### **U. S. Pedestrian Fatalities In 2019 Highest Since 1988**

A February 24<sup>th</sup> report from the Governors Highway Safety Association (GHSA) estimates that 6,590 pedestrian fatalities occurred in 2019, the highest number in more than 30 years and a 5% increase over 2018 pedestrian deaths. Pedestrians are projected to account for 17% of all traffic deaths in 2019, compared to 12% in 2009. While pedestrian deaths have been increasing significantly over the past decade, the number of all other traffic deaths has increased by only 2%.

A number of trends offer insight into the many causes behind the rise in pedestrian fatalities:

- Most pedestrian fatalities take place on local roads, at night and away from intersections, suggesting the need for safer road crossings and increased efforts to make pedestrians and vehicles more visible. During the past 10 years, the number of nighttime pedestrian fatalities increased by 67%, compared to a 16% increase in daytime pedestrian fatalities.
- Many unsafe driving behaviors – such as speeding, distracted and drowsy driving – pose risks to pedestrians, and alcohol impairment by the driver and/or pedestrian was reported in nearly half of traffic crashes that resulted in pedestrian fatalities in 2018.
- Pedestrians struck by a large SUV are twice as likely to die as those struck by a car. Although passenger cars are the largest category of vehicles in fatal pedestrian crashes, the number of pedestrian fatalities over the past decade involving SUVs increased at a faster rate – 81% – than passenger cars, which increased by 53%.

In addition to examining pedestrian fatality crash characteristics, the report discusses comprehensive strategies to reduce pedestrian and motor vehicle crashes, addressing promising infrastructural, educational and enforcement approaches. It also outlines specific examples from states, such as targeted law enforcement efforts, outreach in high-risk areas, pedestrian safety assessments and road safety audits, and support for engineering efforts.

The full report, including infographics and state-by-state data, is available at: [ghsa.org/resources/Pedestrians20](https://ghsa.org/resources/Pedestrians20).

## **Cargo Fee Legislation Re-Introduced To Support Federal Freight Mobility Network**

The Freight Infrastructure Reinvestment Act (FIRA) of 2020 (H.R.5908), introduced on February 14<sup>th</sup>, would create the National Freight Mobility Infrastructure Fund to support a new national freight discretionary grant program.

The fee would support construction projects that make roads and bridges safer, improve marine terminal facilities, and expand rail and highway tunnels to accommodate increased cargo. The program would be funded with a new 1% fee on the shipment of freight cargo that is transported by freight rail or a commercial motor vehicle that travels more than 50 miles. The bill was originally introduced in 2017.

## **STATE**

### **CA Zero Fatalities Task Force, AB 2121 Would Change The Way Speed Limits Are Set**

A. B. 2363, enacted in September 2018, created a Zero Fatalities Task Force to prepare a report that was released in February. Its conclusion: California needs to change the way it sets and regulates speed limits on its streets.

Speed limits are currently changed after surveying how fast people drive on a given segment of road and then adjusting the posted speed limit to within 5 mph of the speed driven by 85 percent of those drivers without being able to consider road conditions or design or the safety of other users. Over multiple surveys, this leads to speed creep. And with the higher speeds come increased traffic fatalities of non-motorized users that share the road, particularly with SUVs.

The Zero Fatalities Task Force report recommended that FHWA replace the 85<sup>th</sup> percentile method in its guidance with context-sensitive methods that prioritize the safety of all road users by developing traffic speed surveys that take into account pedestrian and bike safety.

The report recommends that the state create guidance to give city planners a better idea of the options they have to increase safety. This includes inserting information about engineering and design interventions into the California Highway Design Manual, such as the notion of “target speed” (designing a street in a way that encourages driving at a particular safe speed to reduce the potential for non-motorized-road-user fatalities).

The report also makes several recommendations focused on improving enforcement of speeding laws, including automated speed enforcement (ASE), as in cameras that are triggered when a vehicle is measured going a set speed over the legal limit. The report cites studies that found speed cameras to be an effective tactic to reduce speeding and increase safety. In New York City, which added speed cameras to about 140 school zones in recent years, speeding dropped 60% in those zones, according to city data. But California is not currently authorized to use them due to privacy and constitutional grounds.

AB 2121, introduced on February 6<sup>th</sup>, would require Caltrans to convene a committee of external street design experts to work on revisions to the state's Highway Design Manual, which mandates the 85<sup>th</sup> percentile method. The bill would essentially pause the 85<sup>th</sup> percentile rule and allow local governments to retain current speed limits for specific zones, like school zones, business districts and residential areas — if road surveys show more traffic crashes are happening on those roads.

The bill also would require the California Traffic Safety Program to include a traffic safety monitoring program that identifies and addresses locations with pedestrian- and bicyclist-related crashes but does not include any change to speed enforcement cameras.

A growing number of U.S. cities with Vision Zero programs — an international initiative to eliminate all traffic deaths and serious injuries — have made reducing speed limits an integral part of their work to reduce traffic deaths. Seattle is lowering speeds on the vast majority of its streets to 25 mph. In 2017, Portland reduced the speed limit of its residential streets to 20 mph and lowered the limits on dozens of other roadways in the past few years. New York City officials received authorization from the state in 2014 to lower the speed limit from 30 mph to 25 mph on the majority of its streets.

Results of recent speed reduction initiatives are mixed. From 2014 through 2018, overall traffic deaths declined about 22% in NYC, and pedestrian deaths dropped nearly 18%. But traffic deaths were up in NYC last year, due in large part to a dramatic increase in cyclist deaths (from 10 in 2018 to 28 in 2019). In L.A. from 2015 (the year Mayor Garcetti launched Vision Zero) through 2019, overall traffic deaths jumped more than 30% while pedestrian deaths have soared 52%. An estimated 134 people walking L.A.'s streets were killed by drivers last year

## **REGION**

### **Crime Down On Metro Buses and Trains**

The February Metro Board Report on security and safety shows crime is down on Metro's buses and trains. Crime overall has decreased 17 percent over five years on Metro's buses and light rail trains, with serious crimes down nearly 23 percent, between 2015 and 2019.

Metro says overall there are approximately 3.9 crimes per 1 million transit riders, a rate consistent with other major transit agencies across the United States.

### **L. A. City Transportation Committee Approves Bus, Walk, Bike Network Improvements**

The Los Angeles City Council Transportation Committee on February 26<sup>th</sup> approved a motion that lays the groundwork for Mayor Garcetti's February 10<sup>th</sup> Executive Directive to improve L.A. City's networks for getting around by bus, bicycle, and on foot. The proposed action plan is intended to steer Los Angeles toward carbon neutrality, and makes policy proposals regarding the city's use of electricity and water, as well as its approach to waste management.

If approved by the full City Council, the city will generate an implementation plan report in July, 2020. The motion directs departments to report back by July 1, 2020 with a proposed network of bus priority infrastructure (e.g.: bus-only lanes, queue jumpers, and transit signal priority) that could be implemented by October 1<sup>st</sup> to improve travel speeds on transit corridors by 30 percent.

The implementation plan also calls for a comprehensive Citywide network of active transportation corridors for walking, bicycling, and micro-mobility. The motion requires the implementation plan to complete at least one major regional project and one neighborhood-oriented network per year. The projects will be prioritized based on the Plan for a Healthy Los Angeles' Community Equity and Health Index. The implementation plan must also include projected mobility benefits and emission reductions.

The L. A. City Department of Transportation is also directed by the City Council action to develop a congestion pricing pilot program with the goal of unveiling a joint proposal with Metro by January 2021.

Read the full text of the Mayor's February 10<sup>th</sup> Executive Directive at:  
<https://www.lamayor.org/sites/g/files/wph446/f/page/file/20200210ExecutiveDirective25.pdf>.

### **L.A. Metro To Launch Three-Year MicroTransit Pilot Program For Short Trips**

The L. A. Metro Board at its February 27<sup>th</sup> meeting approved a three-year ride-hailing MicroTransit pilot project for short trips within six designated service zones.

Eight new part-time Metro employees will operate ten-passenger vehicles that will be provided and maintained by RideCo Inc. under a \$29-million Metro contract, The Board also approved nearly \$8 million in funding for operational expenses.

The pilot project is designed to provide a mobility option for the more than 50% of all trips in Los Angeles that are short, solo trips. In addition to the added service, the pilot project will allow riders to book the entire transit trip (including the segments taken in the van, bus and train) using real-time booking through a single mobile app, internet browser, or Metro's call center. Riders will be able to pay for the service by using their TAP card and TAP account, or with a debit, credit or prepaid credit card.

The pilot project will also expand the ride-hailing technology to all public transit customers, including historically underserved communities and populations, along with areas of Los Angeles County where fixed-route bus or rail service is less frequent or unavailable. Prices for the MicroTransit trips have not yet been determined.

Initial MicroTransit Pilot service will be operated seven days a week, 12 hours a day. Metro staff will be continually adjusting the service during the pilot project based on demand and real-time results from data collected during its operation within each of the six pilot project zones. Service will be initiated in the following sequence:

- Summer 2020: Watts/Willowbrook
- Fall 2020: Northwest San Fernando Valley
- Winter 2020: LAX/Inglewood
- Spring 2021: Highland Park/Eagle Rock/Glendale
- Summer 2021: Altadena/Pasadena/Sierra Madre
- Fall 2021: UCLA/VA Medical Center/Century City

For more information, visit [www.metro.net/projects/microtransit/](http://www.metro.net/projects/microtransit/).

## **TRENDS**

### **Mobility Trends To Look Out For In 2020**

Here are some of the trends that transportation experts are predicting will change mobility in the next year:

- Increased focus on urban travel time goals as technology-enabled mobility services emerge.
- Auto ownership will continue to decline as Mobility As A Service (MAAS) surges.

MAAS begins with a trip planner that is linked to one-stop payment for a range of mobility services – ride-hailing, e-scooters, e-bikes, taxis, public transport, and tolls. MAAS will continue to become integrated multi-modally with anonymized open-data trip planning and secure payment systems that include all mobility choices and payments. MAAS has attracted \$6.8 billion to date, but is expected to grow to over US\$100 billion by 2030.

- Autonomous transport will become a reality on city streets.
- Artificial intelligence will guide development of customer experience improvements, operational optimization through predictive demand analysis, autonomous dispatching, traffic monitoring, preventive maintenance, and AI powered video analytics for improved security and safety.
- Perfecting the complete trip will include increased focus on creating more choices and better access for older adults, people with disabilities and underserved communities.
- Curb-side management programs will grow including curb digitization, reservation pilots, and regulations for curb utilization at specific times on specific days for all users.
- Vehicle-Miles-Travelled from TNCs and E-Commerce will rise; even if prices rise as high as 50%, people / freight trips will continue to grow by more than 25%.
- Significant changes will occur in first/last mile deliveries: bicycle deliveries, delivery company consolidation, neighborhood package drop off and pick up centers, autonomous home delivery, drones.
- The transition to electric vehicles will accelerate creating increased demand for EV charging capabilities and challenging parking standards, parking minimums, ADA space configuration, and conversion of curb-side parking meters to charging spaces.
- Resistance will continue to safe active transportation integration into streets through multi-modal street design.

### **TRB Publishes Report On Technology's Impact On Transportation And Land Use**

The National Cooperative Highway Research Program has released a report titled "Foreseeing the Impact of Transformational Technologies on Land Use and Transportation" that examines transformational technologies, including wireless telecommunications, shared vehicles, connected vehicles, fully autonomous vehicles, alternative-fuel vehicles, smart cities and communities, big data analytics, internet-of-things, unmanned aerial vehicle (UAVs, or drones), 3-D printing, and more.

The report premise: "Public agencies face significant challenges continuing to perform their governmental functions in the face of the private sector's prodigious output of these new technologies. Agencies need to rethink how they develop their policies and plans—and they need to obtain new expertise."

The report is available at: <http://www.trb.org/Main/Blurbs/179645.aspx>