

SAN FRANCISCO MOBILITY, ACCESS & PRICING STUDY and URBAN PARTNERSHIP PROGRAM



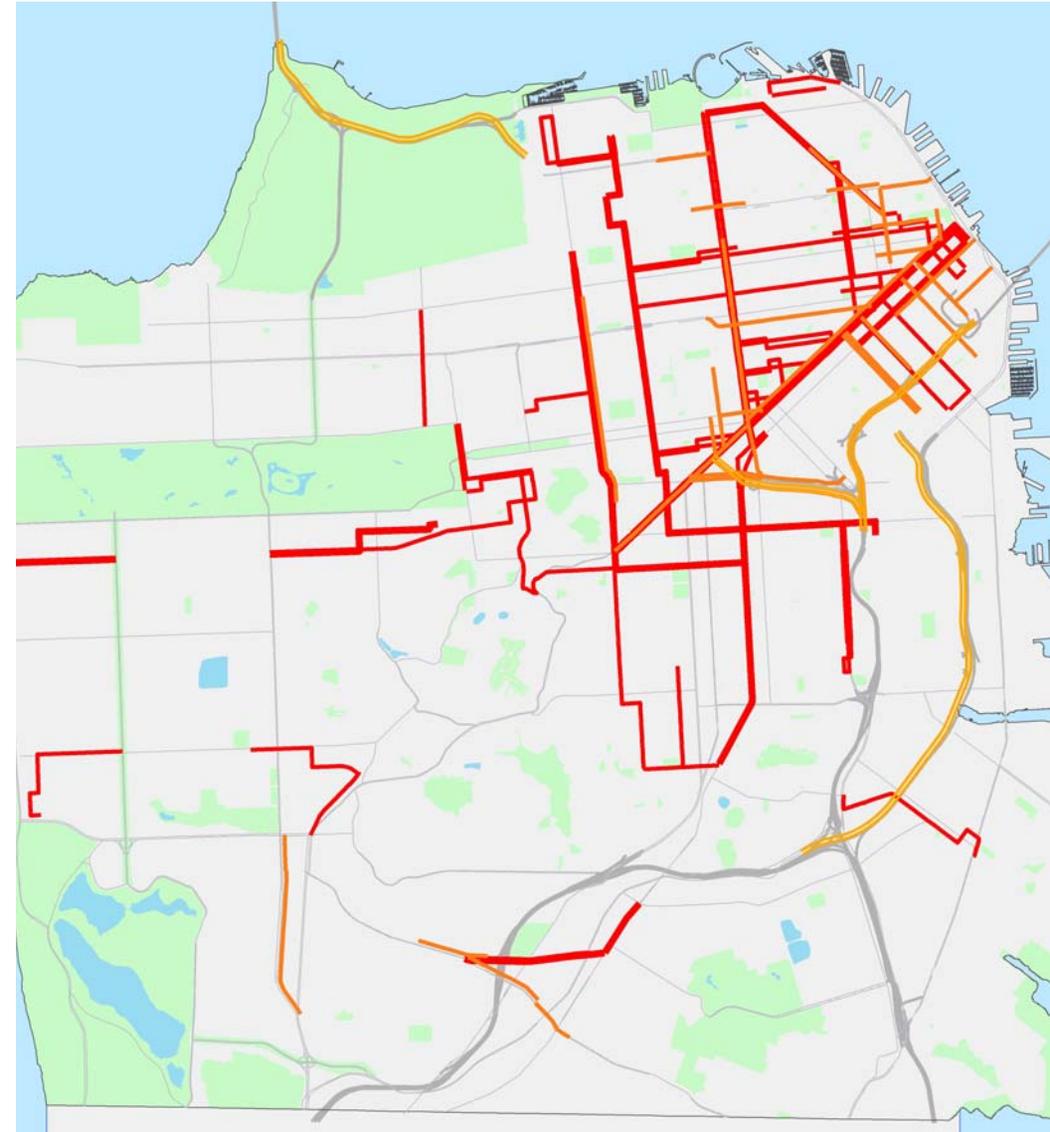
OVERVIEW

WHY WE'RE CONCERNED



- ❖ Transportation consistently ranks #1 problem in regional surveys (Bay Area Council)
- ❖ Bay Area is 2nd most congested region in the nation (Texas Transportation Institute)
- ❖ Half of average regional trip is spent in traffic delay
- ❖ Bus speeds are 9 – 35% slower than auto speeds
- ❖ San Francisco sacrificed \$2.3 billion to congestion in 2005
- ❖ Transportation contributes about 50% of eCO₂ emissions in SF

Congested Streets in San Francisco



Source: SFCTA, Spring 2006 LOS Monitoring
SFMTA, Spring 2007AVL Monitoring Results

PLANNING for a SUSTAINABLE FUTURE



Photo: San Francisco Redevelopment Agency



UCSF Mission Bay

Photo: UCSF



Photo: San Francisco Planning Department

WHY STUDY CONGESTION PRICING in SF?



- ❖ Economic tool for managing scarce, underpriced resource
- ❖ Successful implementation in several cities worldwide
- ❖ National / regional support and trends in congestion management
- ❖ SF Countywide Transportation Plan
- ❖ SF Climate Action Plan

Key Benefits

- ❖ Faster, more reliable trips for all travelers
- ❖ Improved traffic flow and road safety
- ❖ Lower vehicle emissions
- ❖ Funds reinvested in transportation improvements

London

- ❖ 14,000 new bus seats
- ❖ \$200M net revenue annually
- ❖ 30% less congestion

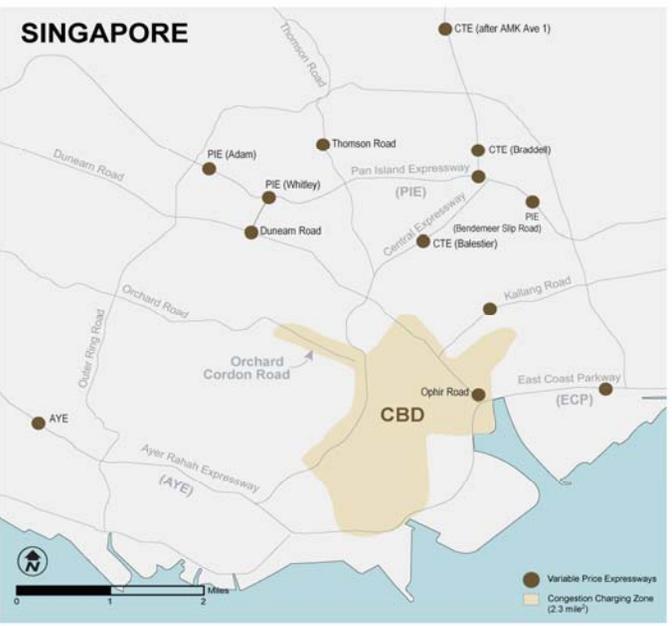
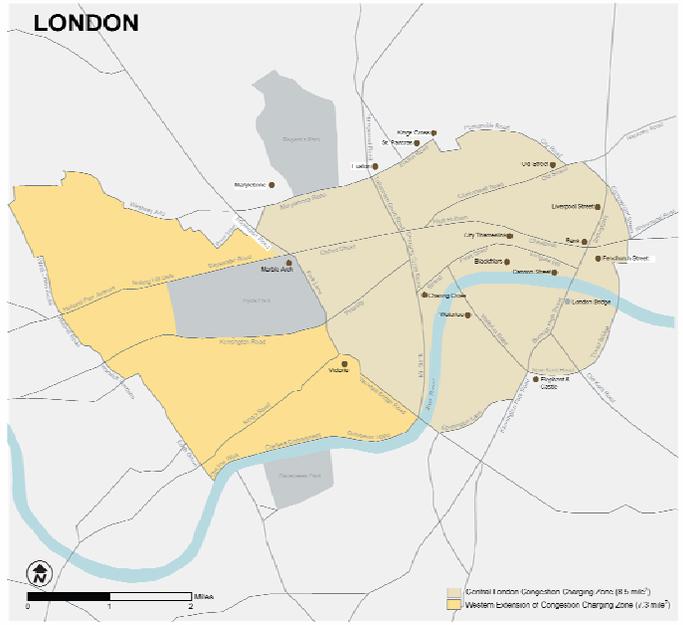
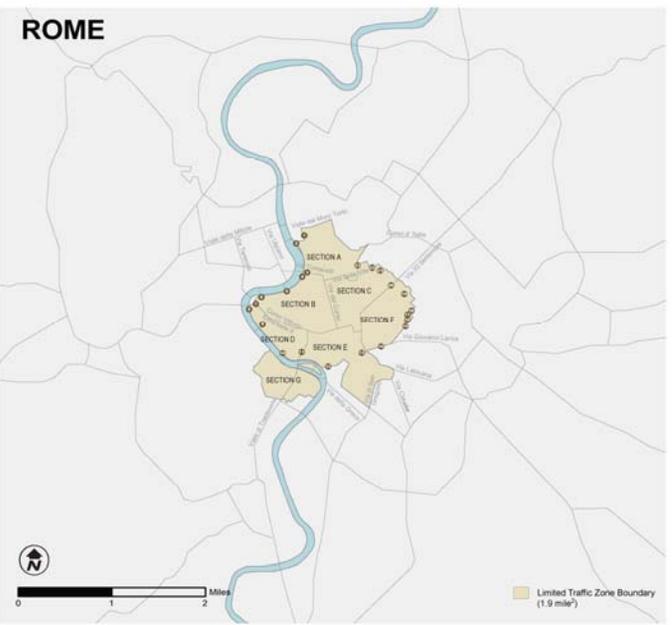
Stockholm

- ❖ 2,800 new park & ride spaces
- ❖ \$50M net revenue annually
- ❖ 22% less congestion

Rome

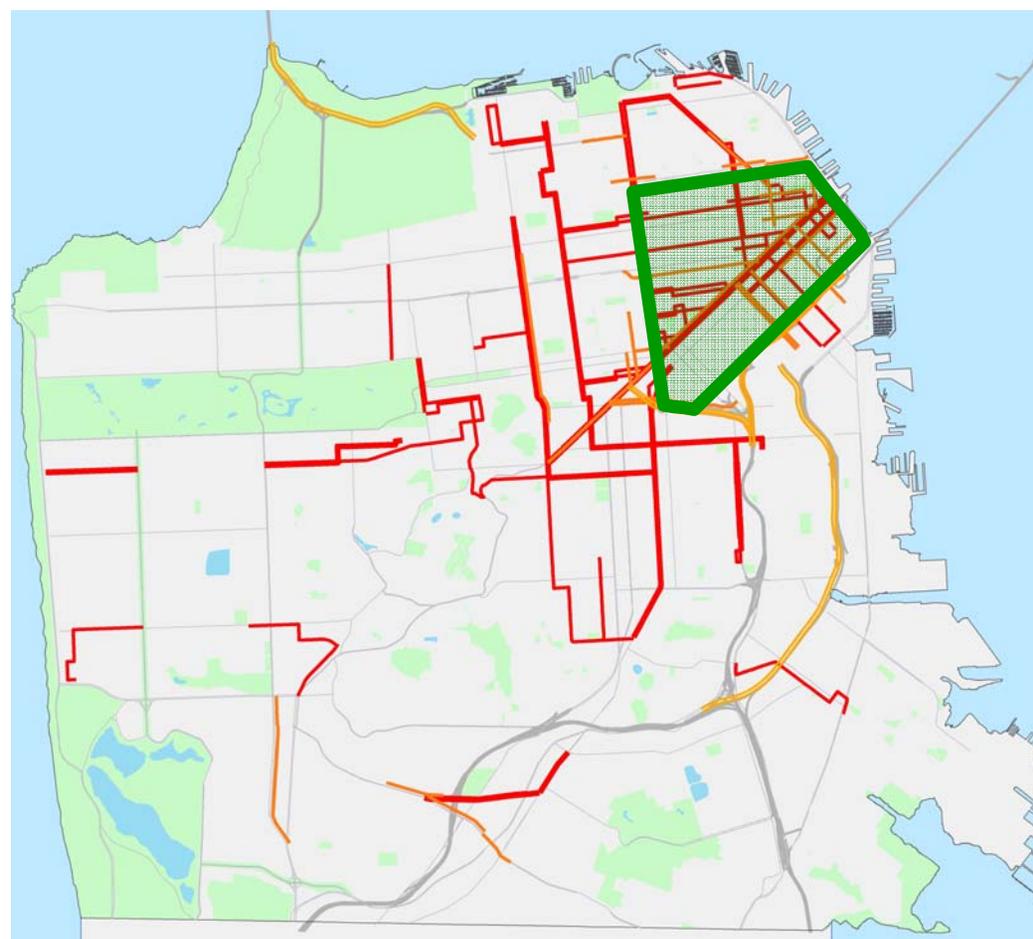
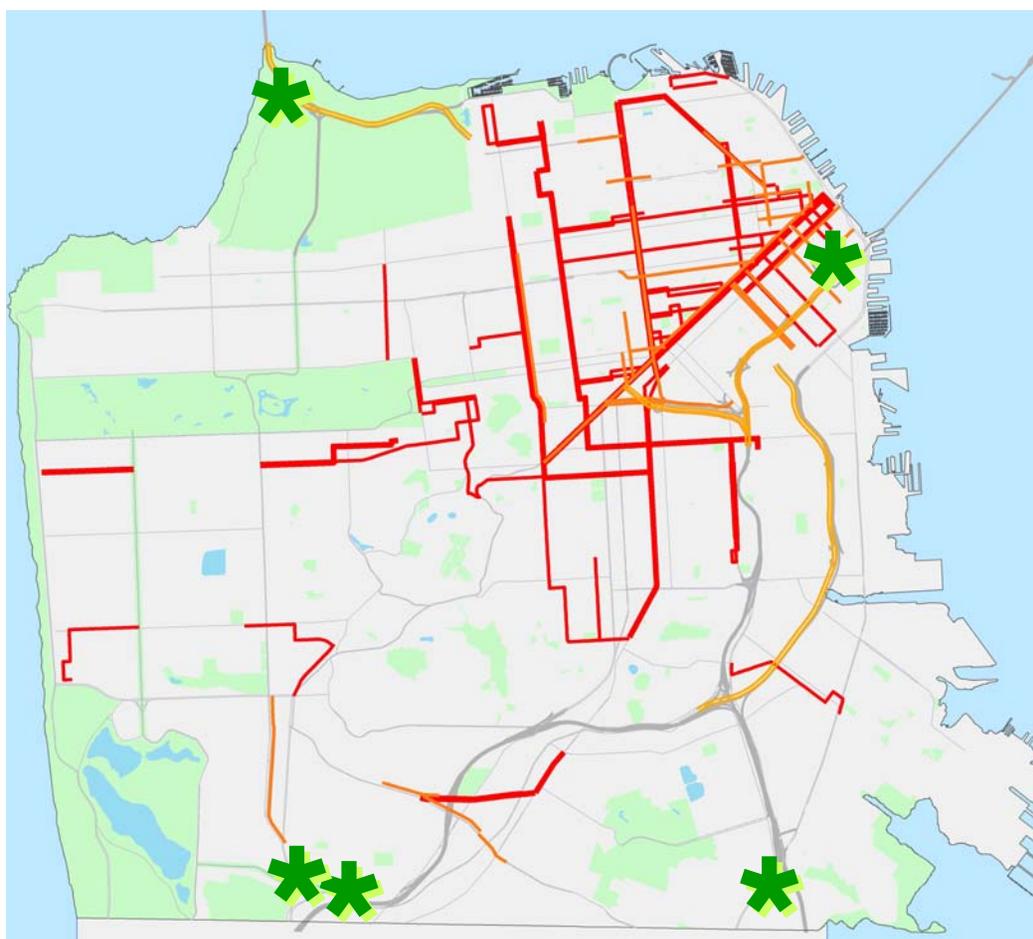
- ❖ 14 new regional/express bus lines
- ❖ \$65M net revenue annually
- ❖ 20% less congestion

MANY SCENARIOS EXIST



WHAT SCENARIO(S) MIGHT WORK HERE?

- ❖ Where is auto and transit congestion worst? What areas have the most options?
- ❖ What gateways or routes might be charged? What area could be the focus?
- ❖ What other scenarios might there be?

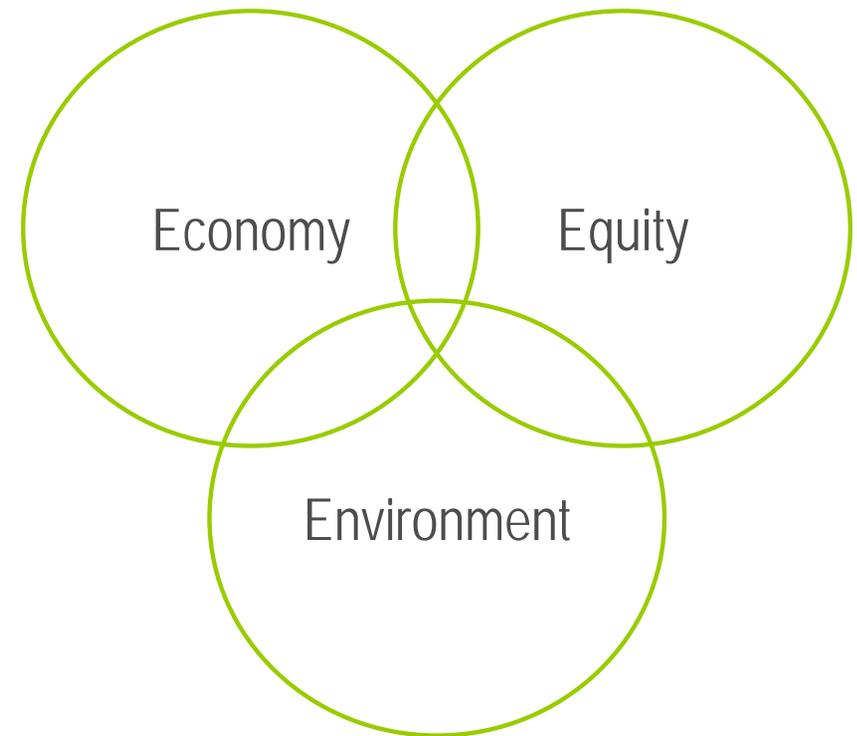


- ❖ Improve transportation system performance
 - Reduced traffic delay
 - More reliable travel times

- ❖ Enhance environment and quality of life
 - Decreased vehicle emissions
 - Improved road safety

- ❖ Maintain economic vitality
 - Better access to business & commerce
 - Reduce costs of wasted time & fuel

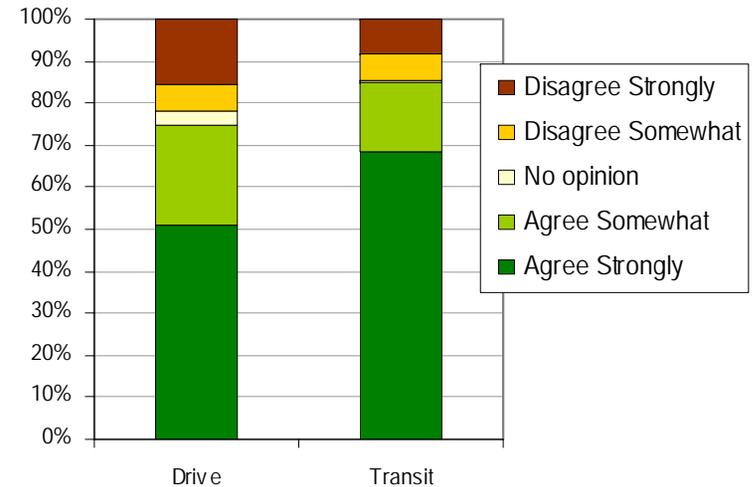
- ❖ Support sustainable growth
 - Balanced transportation choices
 - Sustainable growth in travel demand



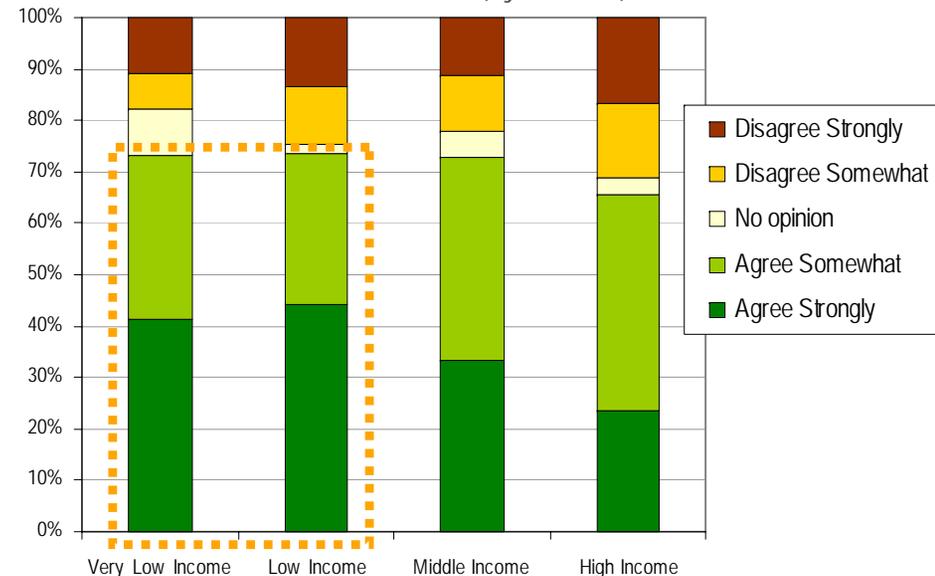
IS CONGESTION PRICING FAIR?

- ❖ How do travelers currently use the system?
- ❖ Who would pay?
- ❖ What value would they receive?
 - How would funds be spent?
- ❖ How might we minimize impacts?
 - program design
 - amenities
 - appropriate discounts

Support for Exploring Congestion Pricing as a means to protect the environment



Support for Exploring Congestion Pricing in San Francisco (by Income)

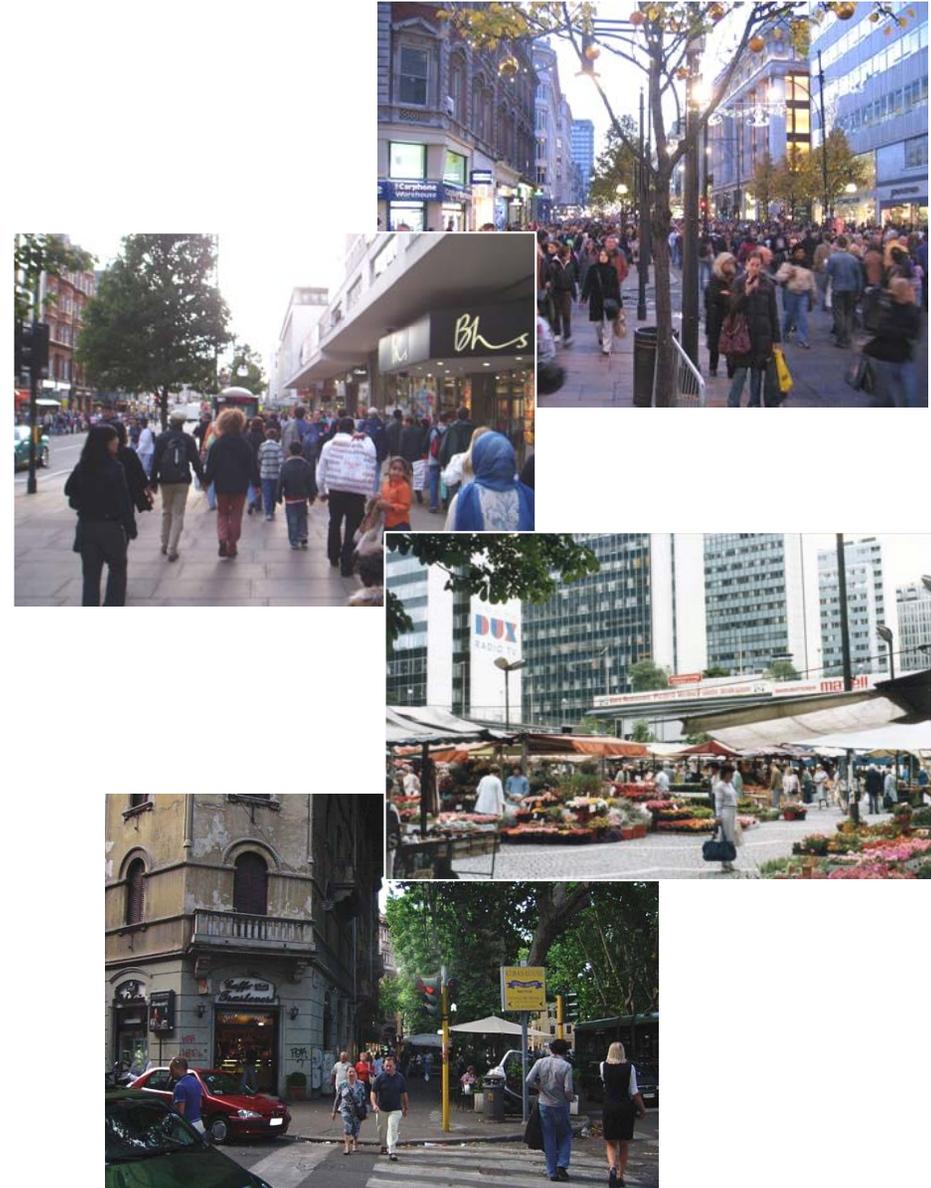


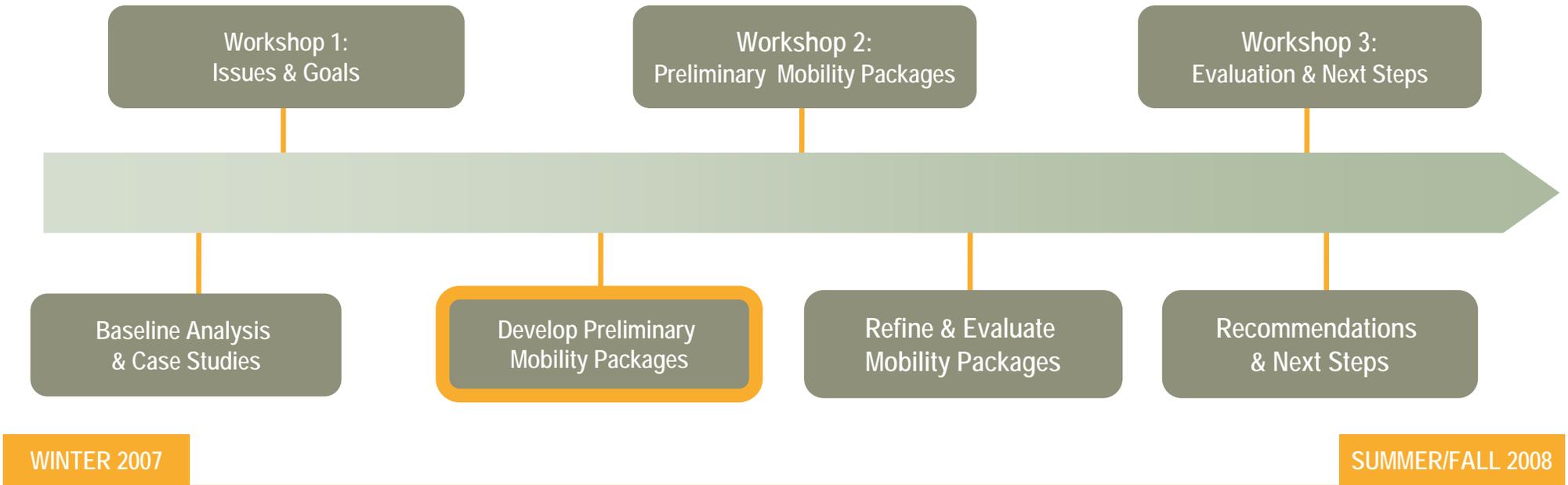
Source: SFCTA, Poll of Bay Area residents, 2007

WILL SF CONTINUE to be COMPETITIVE?

- ❖ How does congestion affect businesses today?
- ❖ How would potential charges impact businesses?
 - by size
 - by sector
 - by location
- ❖ How can we minimize potential impacts?
 - program design
 - amenities
 - incentives

London, Stockholm & Rome: Still Thriving





Current Activities:

- ❖ Model development
- ❖ Design of scenarios and improvements
- ❖ Economic and financial analyses
- ❖ Technology review

SF selected as a US DOT Urban Partner; Region to receive \$159M in grant funds



- ❖ Doyle Drive Value Pricing Program is centerpiece
- ❖ Program demonstrates US DOT's 4Ts of congestion management:
 - tolling (congestion pricing)
 - transit and ferry investments
 - technology
 - telecommuting
- ❖ Implementing agencies include: SFCTA, MTC, SFMTA, GGBHTD and Caltrans
- ❖ Legislative authority is required to access grant funds

❖ Doyle Drive Value Pricing Program

- toll to close funding gap and manage congestion
- Doyle Drive Replacement Project
- Evaluation

❖ Traffic management

- SFgo traffic management
- transit signal priority

❖ Parking management

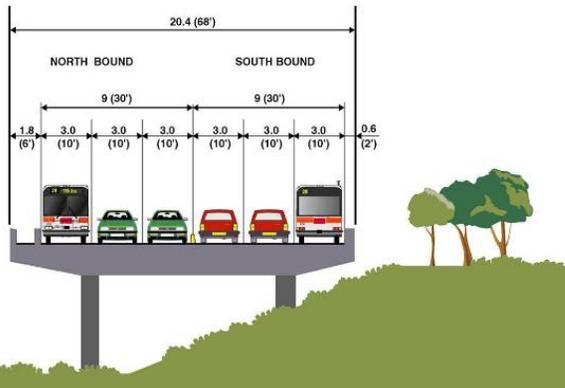
- variable pricing
- real-time information on availability

❖ Integrated mobility account / Pricing back end

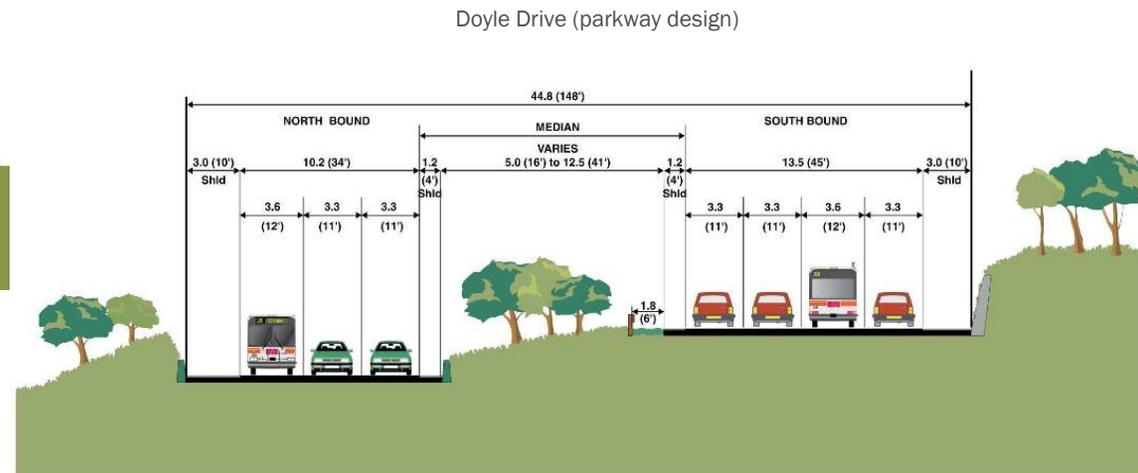
- TransLink, FasTrak integration, 511
- Pricing back-end systems



DOYLE DRIVE REPLACEMENT PROJECT



Doyle Drive (existing)



- ❖ Regional need: highest priority safety project in the state
- ❖ Context-sensitive design to replace Doyle Drive
 - 1 of 2 alternatives with comparable project costs; broad consensus on parkway design
- ❖ \$1.01B project; \$640M already committed in state & local funds
 - 65% of project funding from San Francisco
- ❖ Actively seeking other funds to reduce funding gap (\$370M)
 - Would help to reduce amount of toll

ABOUT the TOLLING PROJECT

- ❖ Barrier free (no new tollbooths): existing FasTrak system and new technologies
- ❖ All users could be tolled with detection at multiple exits
- ❖ Bond against toll revenue to deliver replacement project by 2013
- ❖ Revenues reinvested within the corridor



- ❖ MAPS is a feasibility study:
 - recommendations by summer/fall 2008;
- ❖ UPA project is a demonstration project:
 - authority required by March 31, 2008
- ❖ UPA to demonstrate value:
 - Close Doyle funding gap with self-help
 - Manage peak period demand
 - Showcase technology
 - Concept of re-investing revenue in the Doyle/101 corridor
 - Build public trust in government to deliver
- ❖ Monitoring and evaluation of Doyle program will help inform decision-making for broader implementation in SF

THANK YOU



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