

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



MTC Minority Citizens Advisory Committee

April 8, 2008

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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

TRAVEL to DOWNTOWN SF



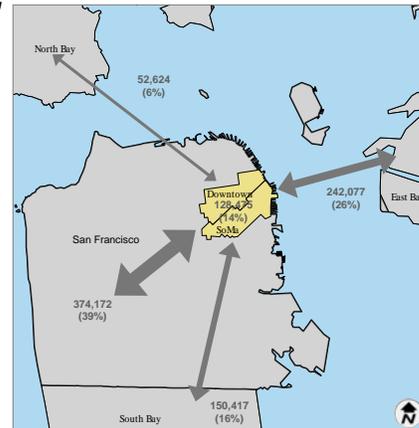
❖ 1,000,000 trips daily to Downtown, Civic Center, & SOMA

- Half of daily trips are made by car

❖ Transit mode share to/from downtown (41%, pm peak)

- East Bay: 66%
- North Bay: 42%
- South Bay/Peninsula: 23%

Daily Trips to/from San Francisco (2005)



Source: SF-CHAMP

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

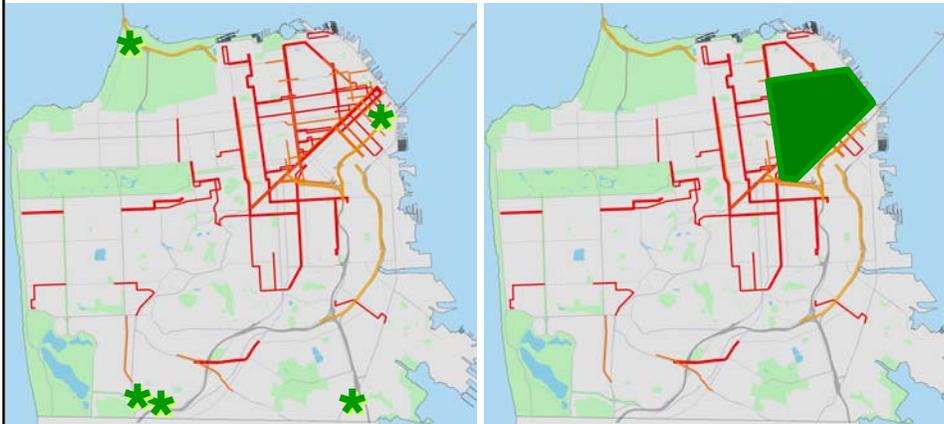
MANY SCENARIOS EXIST



WHAT SCENARIO(S) MIGHT WORK HERE?



- ❖ Where is auto & 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?



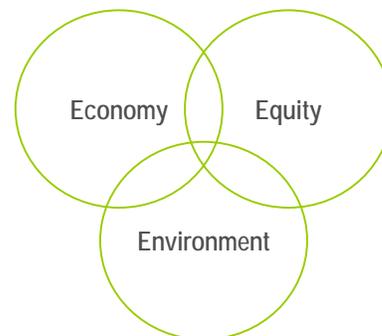
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CONGESTION PRICING GOALS & METRICS



- ❖ **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



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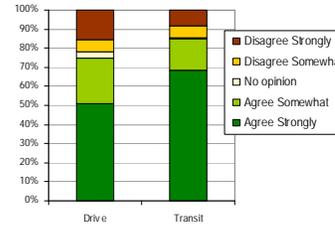
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IS CONGESTION PRICING FAIR?

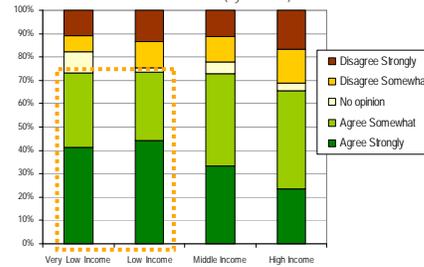


- ❖ How do travelers currently use the system?
- ❖ Who would pay?
- ❖ What value would they receive?
 - How would funds be spent?
- ❖ How might we minimize impacts?
 - program design
 - amenities
 - appropriate discounts

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



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



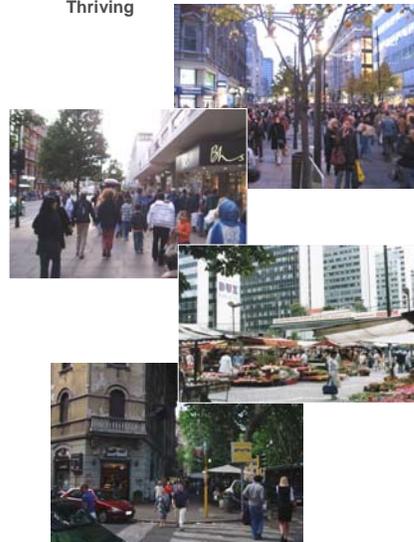
Source: SFCTA, Poll of Bay Area residents, 2007

WILL SF CONTINUE to be COMPETITIVE?

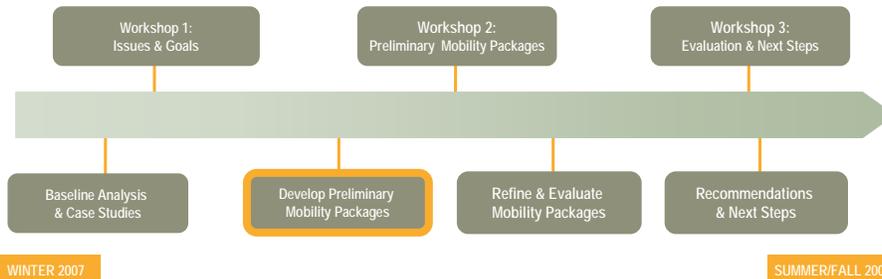


- ❖ How does congestion affect businesses today?
- ❖ How would potential charges impact businesses?
 - by size
 - by sector
 - by location
- ❖ How can we minimize potential impacts?
 - program design
 - amenities
 - incentives

London, Stockholm & Rome: Still Thriving



STUDY SCHEDULE



Current Activities:

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

Upcoming Outreach:

- ❖ Business workshops
- ❖ MTC MAC & EDAC
- ❖ TALC Regional Summit: Equity & Pricing panel
- ❖ Public workshops in April/May 2008

USDOT URBAN PARTNERSHIP PROGRAM



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

SAN FRANCISCO URBAN PARTNERSHIP



- ❖ Doyle Drive Value Pricing Program (\$59M)
 - toll to close funding gap and manage congestion
 - Doyle Drive Replacement Project
 - Evaluation
- ❖ Traffic management (\$58M)
 - SFgo traffic management
 - transit signal priority
- ❖ Parking management (\$20M)
- ❖ Golden Gate Ferry system enhancements (\$12M)
- ❖ Regional 511 & payment system enhancements (\$9M)



Project Setting



1.3 miles long

Built in 1937

120,000 vehicles/day



Doyle Drive Existing Conditions



- ❖ No median barrier and no shoulders
- ❖ Recurrent and non-recurrent congestion
- ❖ Potential for facility closure / vehicle weight restrictions
- ❖ Worst rated structure in the State
- ❖ Federal Sufficiency Rating of 2 out of 100
- ❖ Located in seismic zone

DOYLE DRIVE REPLACEMENT PROJECT

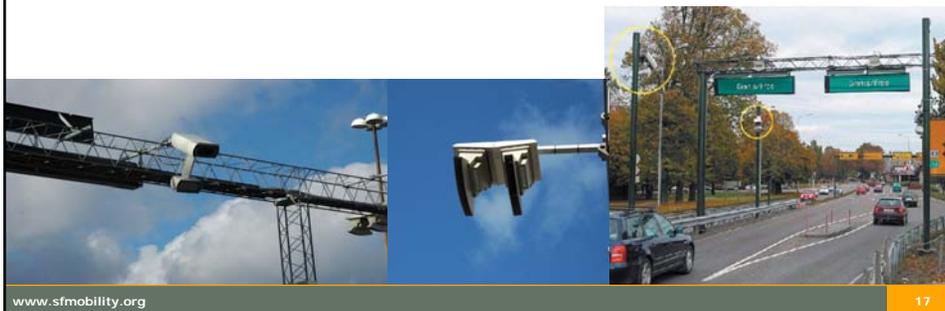


- ❖ Regional need: highest priority safety project in the state
- ❖ Participating agencies & Citizens' committee unanimously selected parkway design as Preferred Alternative
 - Modern earthquake standards; landscaped median; continuous shoulders
 - Traffic maintained during construction
- ❖ \$1.01B project; \$640M already committed in state & local funds
- ❖ Actively seeking other funds to reduce funding gap (\$370M)

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



PROJECT SCHEDULE & NEXT STEPS



- ❖ 2/7 & 2/14: San Francisco Mayor Newsom February Summit with Regional Stakeholders
- ❖ 3/14: Golden Gate Bridge District adopts variable pricing resolution
 - Secures the U.S. DOT federal Urban Partnership grant
 - Commits to regional process for exploring funding options for Doyle Drive replacement
- ❖ 7/1: full funding plan for Doyle Drive replacement
- ❖ Doyle EIR/EIS approval expected July 2008
- ❖ Golden Gate Variable Tolling: no later than 9/2009
 - Possible coordination with Doyle Drive toll as appropriate per 7/2008 Doyle funding plan

MAPS – UPA COORDINATION



- ❖ MAPS is a feasibility study:
 - recommendations by summer/fall 2008;
- ❖ UPA project is a demonstration project:
 - variable tolling as early as 9/2008
- ❖ 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



www.sfmobility.org

415.522.4832

mobility@sfcta.org