

# MOBILITY, ACCESS & PRICING STUDY and URBAN PARTNERSHIP GRANT



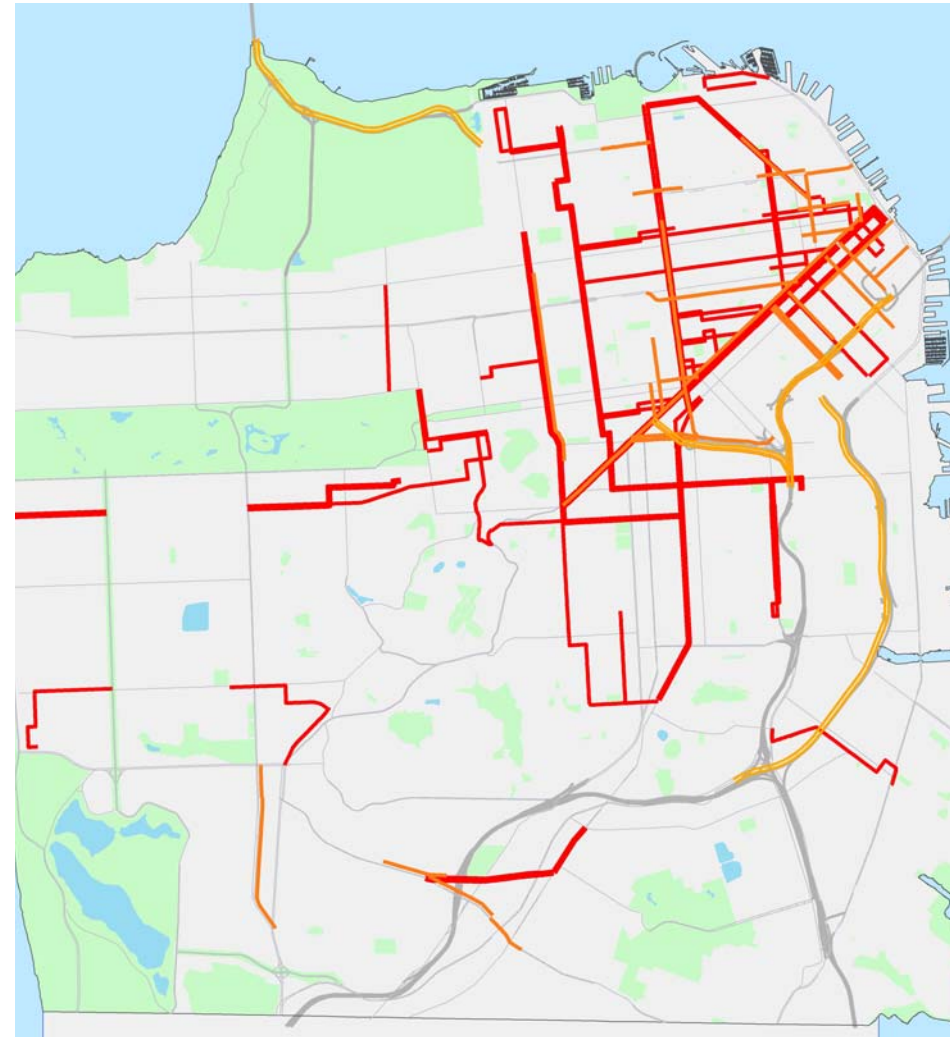
## SF COMMISSION on the ENVIRONMENT

# WHY WE'RE CONCERNED



- ❖ Transportation consistently ranked #1 problem in regional surveys (Bay Area Council)
- ❖ Bay Area is 2<sup>nd</sup> most congested region in the nation (Texas Transportation Institute)
- ❖ Almost 90% of travelers consider downtown San Francisco congested
- ❖ San Francisco sacrificed \$2.3 billion to congestion in 2005
- ❖ Transportation contributes about 50% of eCO<sub>2</sub> emissions in SF

Congested Streets in San Francisco



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

# 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



Transportation Action Categories
A. Increase the Use of Public Transit as an Alternative to Driving
B. Increase the Use of Ridesharing as an Alternative to Single Occupancy Driving
C. Increase Bicycling and Walking as an Alternative to Driving
D. Support Trip Reduction Through Employer-Based Programs
E. Discourage Driving
F. Increase the Use of Clean Air Vehicles and Improve Fleet Efficiency <sup>2</sup>

Source: SF Climate Action Plan, 2004



# WHAT IS CONGESTION PRICING?

- ❖ Package of congestion management projects
- ❖ Fee paid by motorists driving on key congested areas or roads
- ❖ Revenues invested in transportation improvements
  - transit services
  - signal timing
  - bicycle facilities
  - streetscape enhancements
  - and more...

## Key Benefits

- ❖ Faster, more reliable trips for all travelers
- ❖ Improved traffic flow and road safety
- ❖ New transportation services and amenities

## London

- ❖ 14,000 new bus seats
- ❖ \$200M net revenue annually
- ❖ 30% less congestion
- ❖ 16% reduction in vehicle emissions within zone

## Stockholm

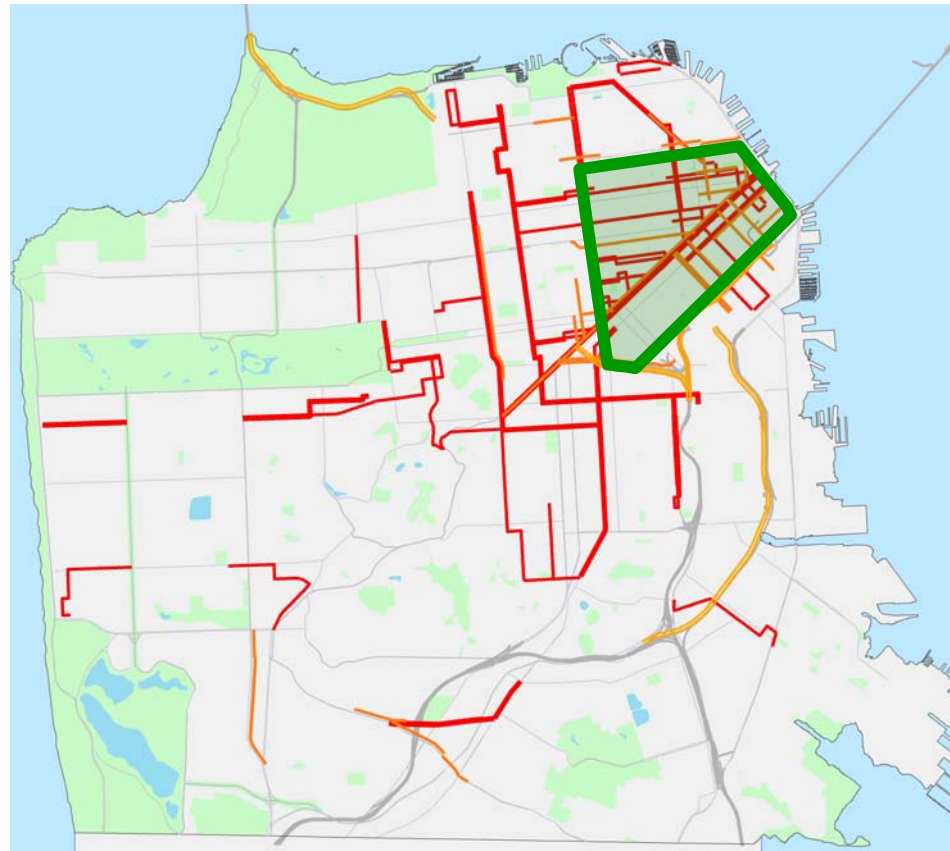
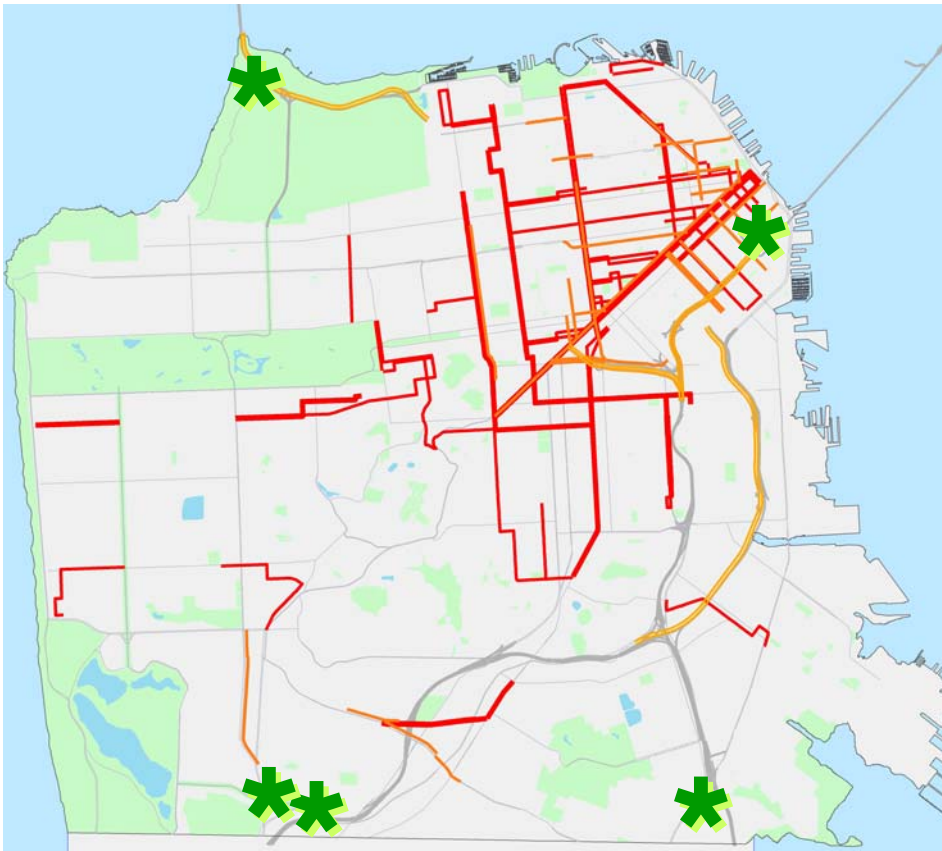
- ❖ 2,800 new park & ride spaces
- ❖ \$50M net revenue annually
- ❖ 22% less congestion
- ❖ 14% reduction in vehicle emissions within zone

## Rome\*

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

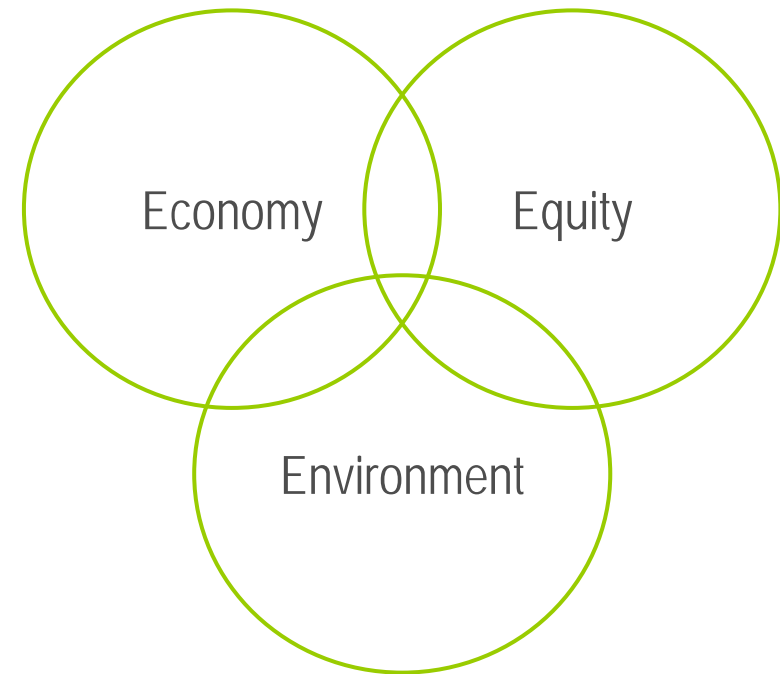
# WHAT SCENARIO(S) MIGHT WORK HERE?

- ❖ 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?



# CONGESTION PRICING GOALS

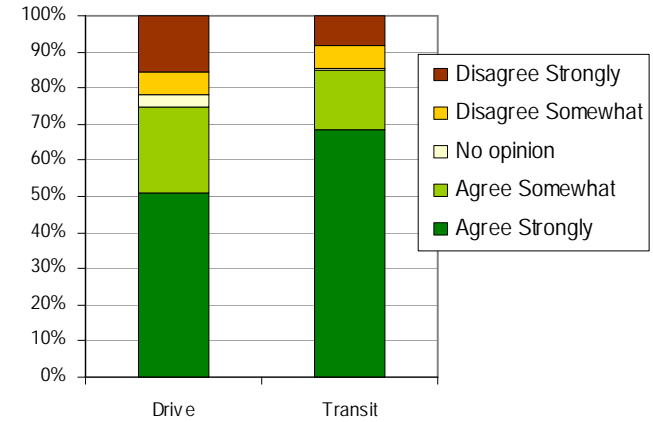
- ❖ Improve transportation system performance
  - Reduced traffic delay
  - More reliable travel times
- ❖ Enhance environment and quality of life
  - Decreased vehicle emissions
  - Improved road safety
- ❖ Maintain economic vitality
  - Better access to business & commerce
  - Reduce costs of wasted time & fuel
- ❖ Support sustainable growth
  - Balanced transportation choices
  - Sustainable growth in travel demand



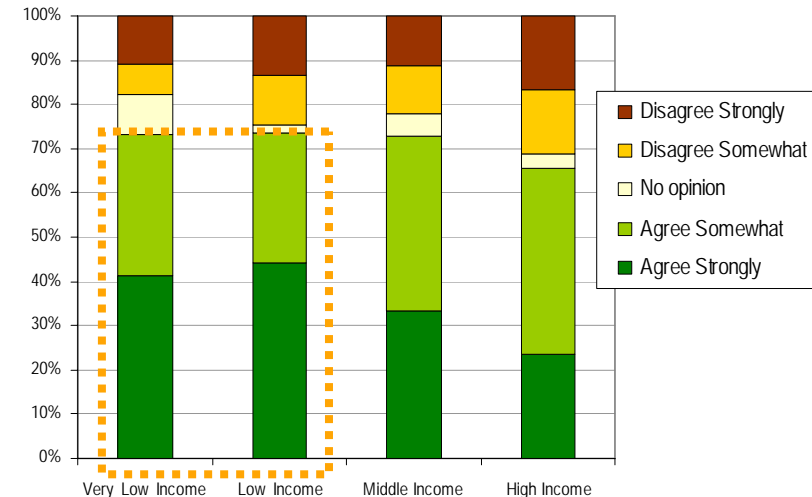
# WHAT WE'VE LEARNED FROM TRAVELERS

- ❖ Majority of travelers (over 65%) think SF should explore congestion pricing
- ❖ Majority of travelers (about 80%) believe they have transit options
- ❖ 60% of travelers visit downtown SF during off-peak hours
- ❖ Top benefits expected: enhanced environment and traffic reduction
- ❖ Top concerns: business impacts, affordability, and skepticism

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



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



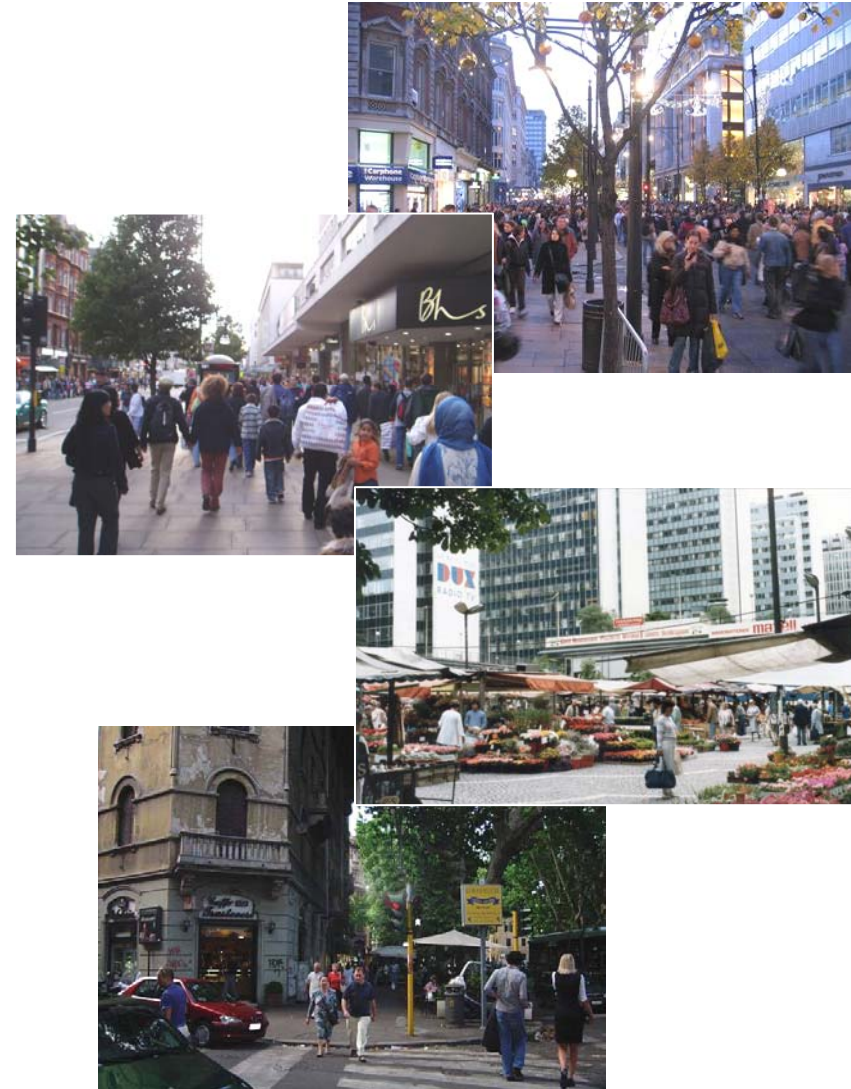
Source: SFCTA, Poll of Bay Area residents, 2007

# WILL SF CONTINUE to be COMPETITIVE?

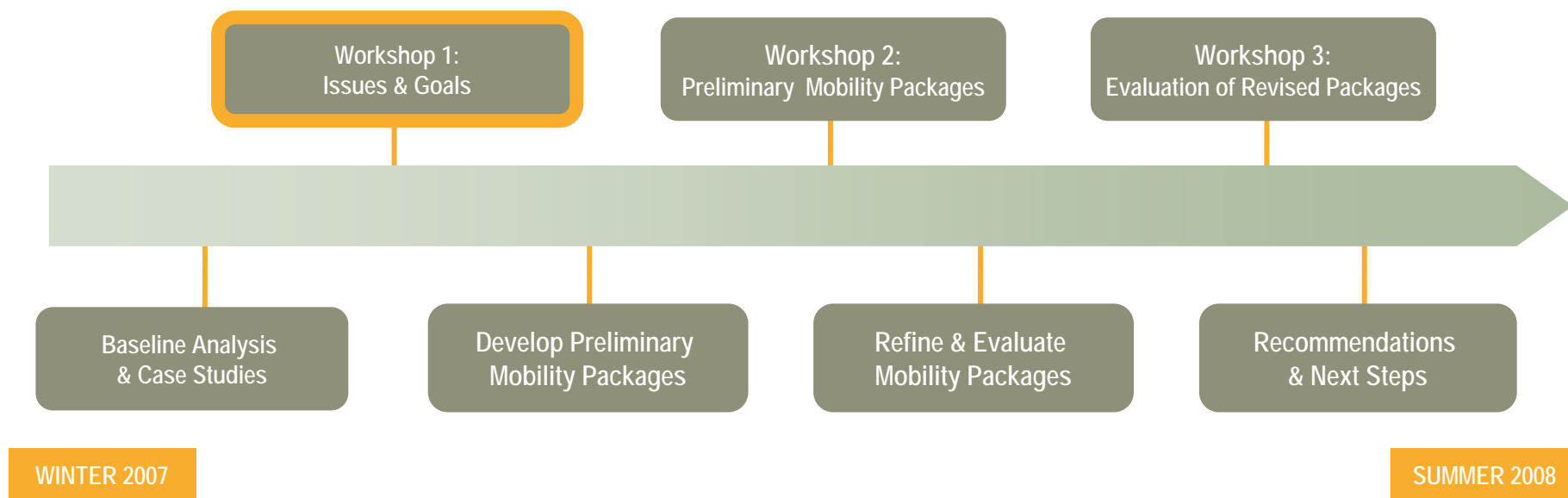


- ❖ How does congestion affect businesses today?
- ❖ How would potential charges impact businesses?
  - by size
  - by sector
  - by location
- ❖ How can we minimize potential impacts?
  - program design
  - amenities
  - incentives

London, Stockholm & Rome: Still Thriving







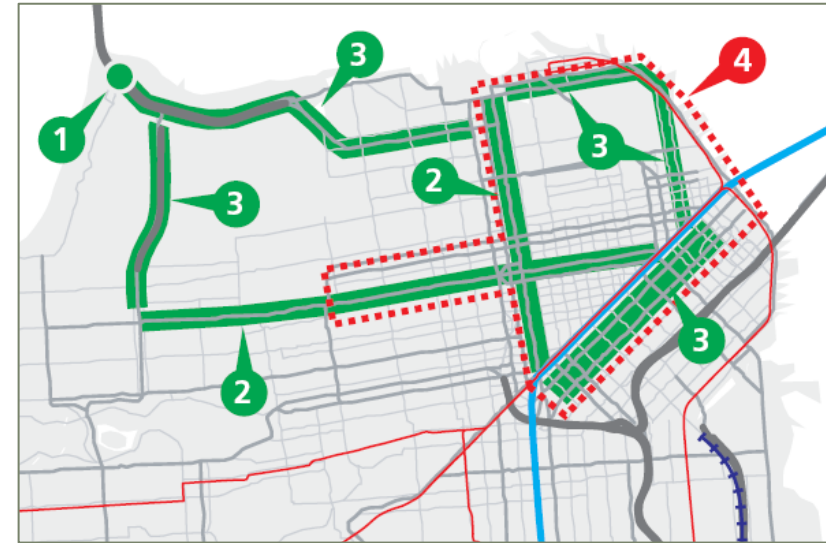
## Current Activities:

- ❖ Model development
- ❖ Prepare & evaluate alternatives
- ❖ Economic and financial analyses
- ❖ Technology review

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

### ❖ Doyle Drive Value Pricing Program

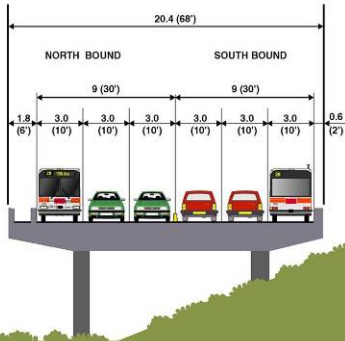
- toll finance/congestion management (1)
- arterial management/transit priority (2, 3)
- parking management (4)
- integrated mobility account



### ❖ Implementing agencies include: SFCTA, MTC, SFMTA, GGBHTD and Caltrans

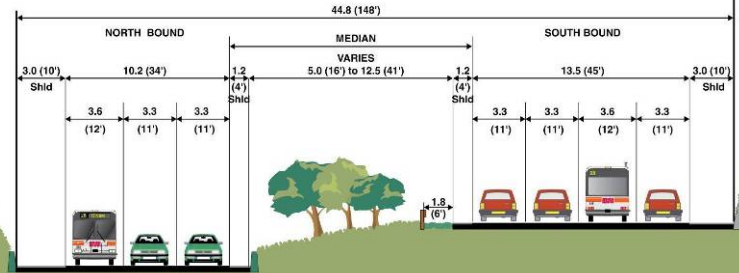
### ❖ Legislative authority is required to access grant funds

# DOYLE DRIVE REPLACEMENT PROJECT



Doyle Drive (existing)

Doyle Drive (parkway design)



- ❖ Highest priority safety project in the state
  - Worst rated bridge in the state (seismic), 2 of 100 Federal rating
- ❖ Parkway design to replace Doyle Drive (broad consensus)
- ❖ \$810M project: \$605M committed in state & local funds
  - Urban Partnership program offers additional \$35M Federal funds
- ❖ Existing facility tolled to fill funding gap and manage demand

*MAPS is a feasibility study;*

*UPA project is a demonstration project*

❖ 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
  - Transparent public process
  - Public participation

❖ Monitoring and evaluation of Doyle program will help inform decision-making for broader implementation in SF

# THANK YOU



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# REGIONAL GOALS & POLICIES

*Region exploring HOT network and congestion pricing to achieve multiple goals*

## Economy

- ❖ Congestion delay: 20% below 2006 levels

## Equity

- ❖ Share of income spent on housing & transportation by low- & very low-income families: 10% below 2006 levels

## Environment

- ❖ Vehicle miles traveled per capita: 10% below 2006 levels

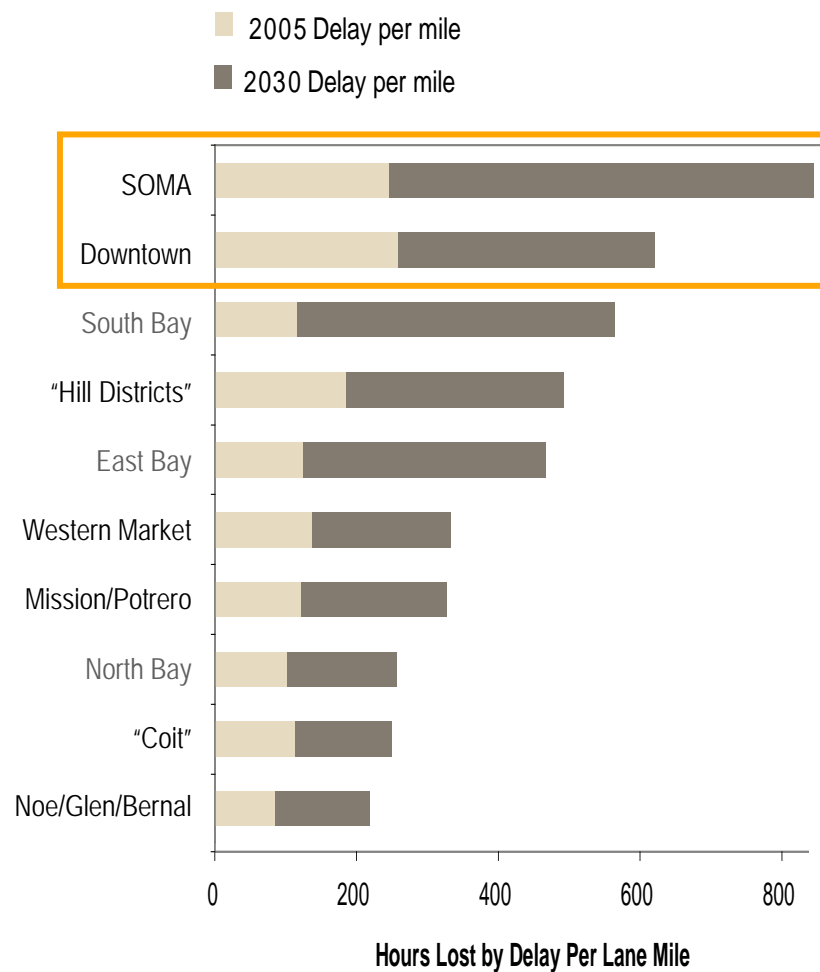


# WHY IMPROVE MOBILITY?



- ❖ Half of average regional trip is spent in traffic delay
- ❖ Average speeds on many downtown streets are lower than 10 mph
- ❖ Bus speeds are 9 – 35 % slower than auto speeds
- ❖ Private autos contribute 47% of eCO<sub>2</sub> emissions in SF

Top Ten Congested Areas in the Bay Area



Source: SF-CHAMP