ATTACHMENT

Variable Toll Proposal for Golden Gate Bridge

Purpose of Variable Toll

- On March 14, 2008, GGBHTD Board adopted Resolution 2008-020:
  - Directs staff to develop a variable pricing component in connection with the GGB toll increase proposals under consideration, for purpose of further relieving regional congestion in the GG Corridor consisting of GGB and its Highway 101 approaches, including Doyle Drive.

Plan for Variable Toll

- Resolution 2008-020 specifies certain elements of the variable toll plan:
  - Aspire to achieve weekday peak vehicle average speeds of not less than 10 mph below the posted speed limit in the Corridor,
  - Exempt privately operated over-the-road buses from the variable toll component to the same extent as public transit vehicles,
  - Base the plan on both technical analysis and public input, including a June 2008 public hearing, with implementation included with a general toll increase as early as September 2008 but no later than September 2009,
  - Use net proceeds from the variable toll to fund District transit services.

Base Toll Increase

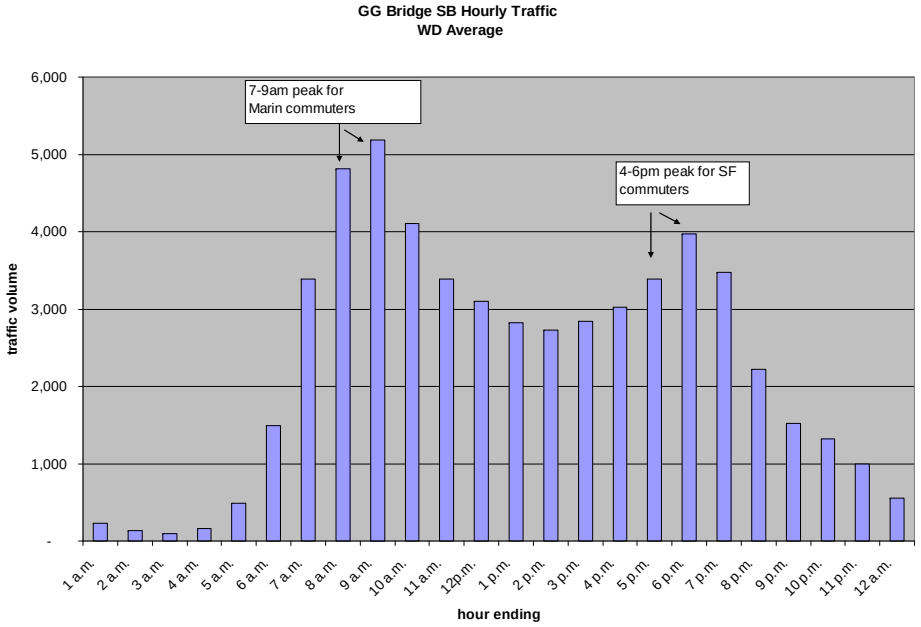
- Prior to adopting Resolution 2008-020, District had initiated public participation on a proposal to increase the GGB toll by $1 to:
  - $6 cash toll
  - $5 FasTrak toll
- The timeline for this toll increase calls for a June 11 public hearing and Board action in July, with possible implementation as early as September 1, 2008.

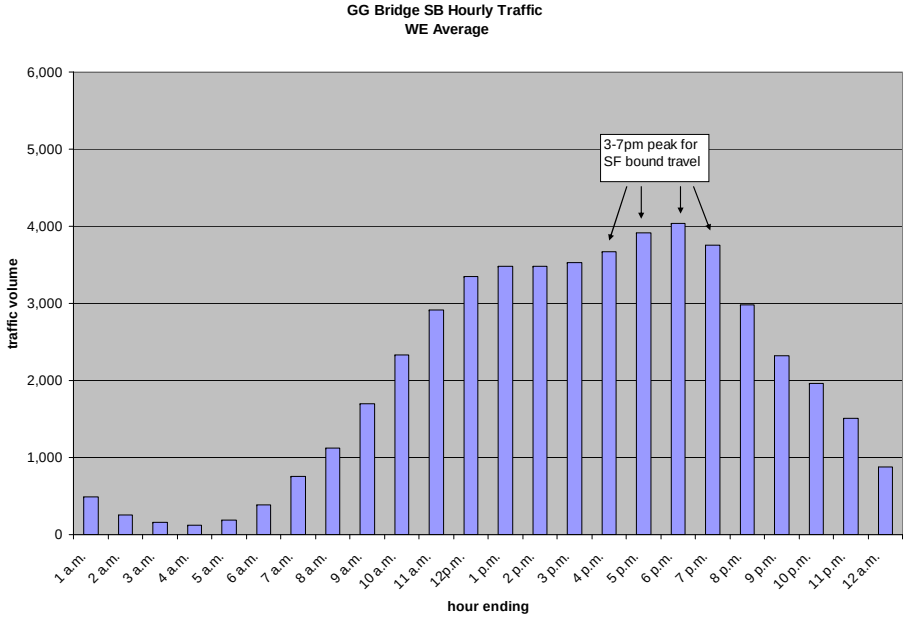
Variable Toll Component

- Elements of the Variable Toll Plan
  - Amount of variable toll (increment above the base toll increase)
    - Must do $1 cash increment to avoid backups; FasTrak can be in smaller increments
  - Days and Hours of toll
    - Focus on Weekdays 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.; Weekends and Holidays 3 p.m. to 7 p.m.
    - Conforms to “peak” traffic hours (see graphic on next slide)
  - Vehicles subject to toll
    - All vehicles except “carpools”
    - Carpool hours currently 5 a.m. to 9 a.m. and 4 p.m. to 6 p.m. weekdays
  - Method of measuring toll effects
    - Most cost-effective method is to use Regional 511 traffic travel time monitoring data to determine average vehicle speeds within the defined GGB corridor before and after implementation of toll.

Hourly Traffic on GG Bridge

Peak Hours are Indicated





Variable Toll Options

Additional Amount Above $1.00 Base Toll Increase to $6.00 Cash/$5.00 FasTrak

Option	Cash/FasTrak Variable Toll Increment	Cash/FasTrak Total peak toll 7-9 a.m./4-6 p.m. weekdays and 3-7 p.m. weekends and holidays
A	$1.00 / $0.50	$7.00 / $5.50
B	$1.00 / $1.00	$7.00 / $6.00

Analysis of Options

- Experience drawn from past GGB toll increases shows that traffic decreases as much as 1 to 2% for each 10% increase in toll. Same factors may not apply to variable hour tolls.
- Staff researched reports of variable tolls on other facilities and found general consistency with GGB experience but a lack of definitive results for travel changes associated with time shifts and mode shifts caused by peak hour tolls.

Estimated Annual Revenue Generation ($mil)

* amounts could change if more switch to FasTrak

Option	Base Toll Increase: additional $1 on both Cash and FasTrak tolls	Variable Toll Increase – 7 a.m. – 9 a.m. Weekdays	Variable Toll Increase – 4 p.m. – 6 p.m. weekdays	Variable Toll Increase – 3 p.m. – 7 p.m. weekends & holidays	Net Total Variable Toll
A: **$1/$0.50**	$18.1	$1.5	$1.1	$1.2	$3.8
B: **$1/$1**	$18.1	$2.2	$1.5	$1.5	$5.2

Estimated Peak Hour Traffic Reduction at GGB Toll Plaza

Option	% SB AM Peak Hour Traffic Decrease	% SB PM Peak Hour Traffic Decrease	% SB SSH Peak Hour Traffic Decrease
A	7.6	3.8	3.9
B	9.5	4.6	4.5

Shows % southbound traffic reduction from existing 5,500 AM, 4,000 PM and 4,100 Saturday/Sunday/Holiday peak hour levels.

Estimated GGB/Doyle Drive Traffic Speed Improvement From Variable Toll

Peak Time and Congested Segment	AM Peak SB Doyle Drive	PM Peak SB Doyle Drive	SSH Peak SB Doyle Drive
Current Congested Speed	23 mph with 39* mph limit	31 mph with 39* mph limit	25 mph with 39* mph limit
Option A	29 mph	34 mph	28 mph
Option B	31 mph	35 mph	29 mph

*Note: weighted speed limit over 45mph, 35mph and 30mph segments.

Tracking Variable Toll Traffic Impacts

- Plan to use 511 travel data to track effectiveness of variable toll in reducing peak period traffic congestion.
- Will also track bus and ferry ridership changes to monitor ridership increases.
- Note that transit ridership increases may also be influenced by higher gas prices.