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#IsDrivingReallyFree?



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POLICY INSTITUTE FOR ENERGY, ENVIRONMENT AND THE ECONOMY

**Austin Brown, Ph.D.
Executive Director**

**SPUR Forum 9/26/2017
Is Driving Really Free?**



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Is Driving Really Free?
Nope.**

Does the User Pay?

Priced	Unpriced / Partially Priced
Vehicle	Infrastructure Use
Fuel	Congestion
Accidents	Parking
Time	Pollution

What Can Pricing Do?

Pay for infrastructure

Example: Fuel taxes, VMT pricing



Improve equity

Example: Subsidized transit



Internalize externalities

Example: Congestion pricing



Price according to willingness to pay

Example: Express lanes

The Danger of “Free”



What Can Cities Do Now?



1. Pilots – but get to scale

Start local

2. If you can't price, incentivize

Pooling may be a good target

3. Get something in place now for new technologies

Once it seems free, it's much harder to go back

4. Start now

Work with stakeholders

Last Thoughts

- No one likes to pay
- The transportation system could be much better
 - Safety, congestion, pollution, equity
- Pricing would be a powerful tool
- New technologies and business models are a risk and an opportunity
- The role of public policy is to help us do the things that are hard but are still a good idea

3 Sharing, Electrification and Automation REVOLUTIONS

Bringing academic, government, private industry, and public interest stakeholders together to ensure that vehicle sharing, electrification and automation are steered towards the public interest





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Thank You.

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**EXPLORING PRICING
OPTIONS IN AN
INCREASINGLY-CONGESTED
REGION**

Dave Vautin, MTC/ABAG

September 27, 2017

dvautin@bayareametro.gov






**Have
you
paid?**

Photo Source: Evening Standard

Plan BayArea 2040

Plan Bay Area 2040 established a 24-year regional vision for growth and investment.

As part of the transportation element of the Plan, MTC/ABAG explored a suite of pricing projects proposed by project sponsors.



THREE TYPES OF PROPOSED PROJECTS



Cordon Pricing:

- San Francisco Congestion Pricing
- Treasure Island Congestion Pricing

INCLUDED IN PLAN BAY AREA



Express Lanes:

- MTC Express Lanes Network
- VTA Express Lanes Network
- US-101 Express Lanes

**INCLUDED IN PLAN BAY AREA 2040,
BUT SCALED-BACK TO REDUCE GHG**



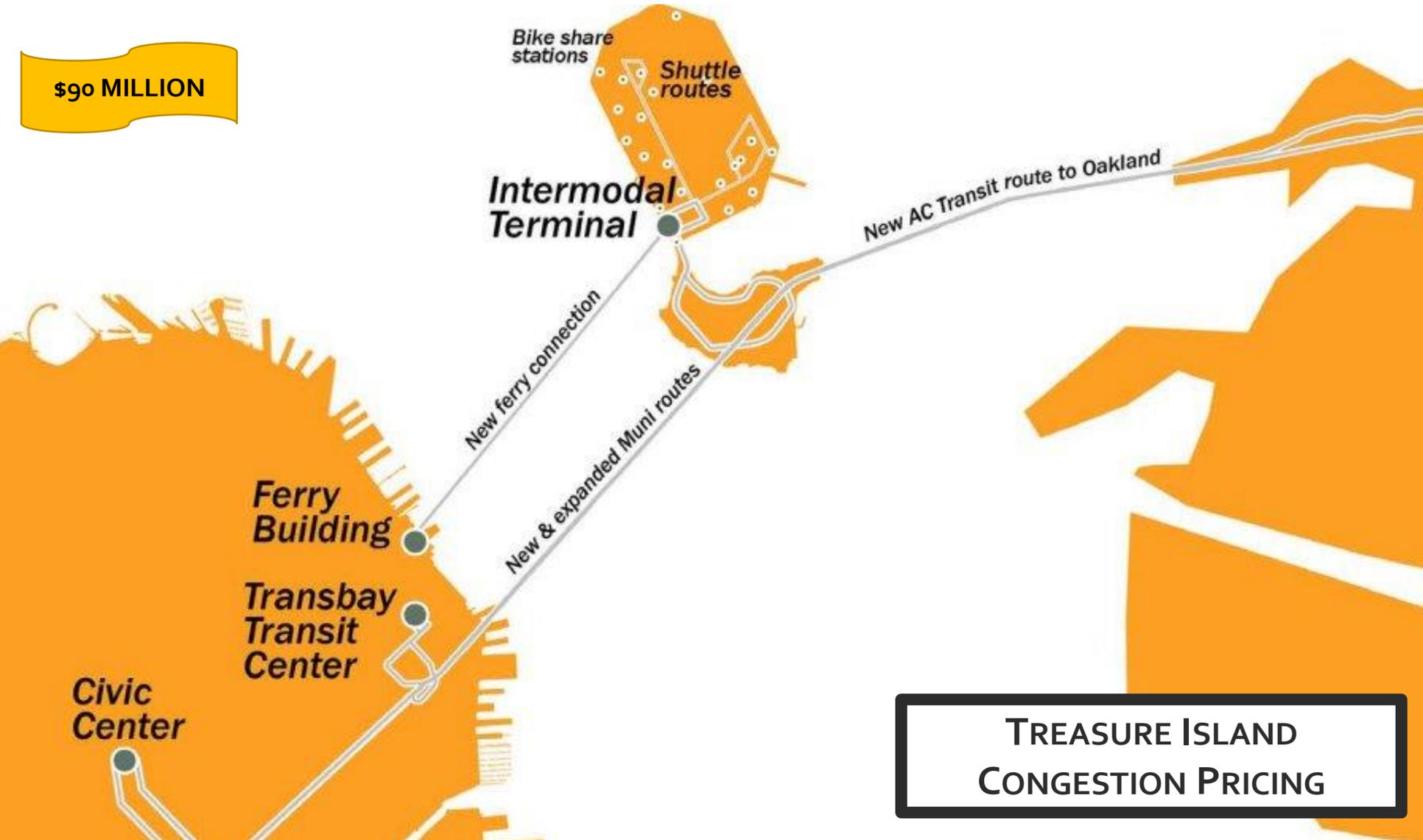
Interregional Tollways:

- TriLink Tollways (Brentwood to Tracy)
- SR-152 Tollway (Gilroy to Los Banos)
- SR-17 Tollway + Santa Cruz LRT (Los Gatos to Santa Cruz)

**NOT IN PLAN BAY AREA 2040;
ONGOING PLANNING CONTINUES**



\$90 MILLION



TREASURE ISLAND
CONGESTION PRICING

REGIONAL EXPRESS LANES: CURRENT & FUTURE



MAP 4.7
**Road Pricing
Improvements**



28 July 2017



\$5.5 BILLION

TRILINK TOLLWAYS

North Link

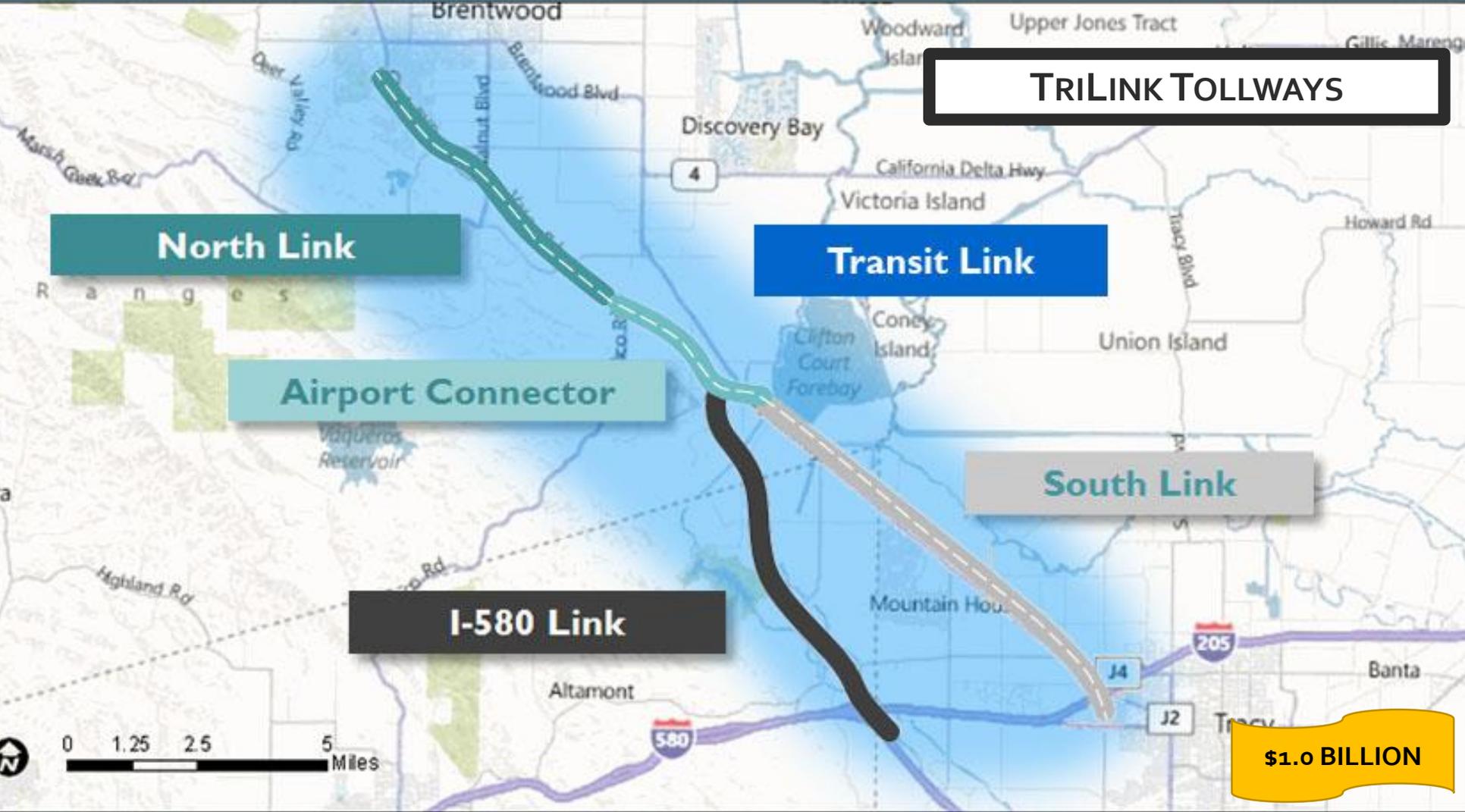
Airport Connector

Transit Link

South Link

I-580 Link

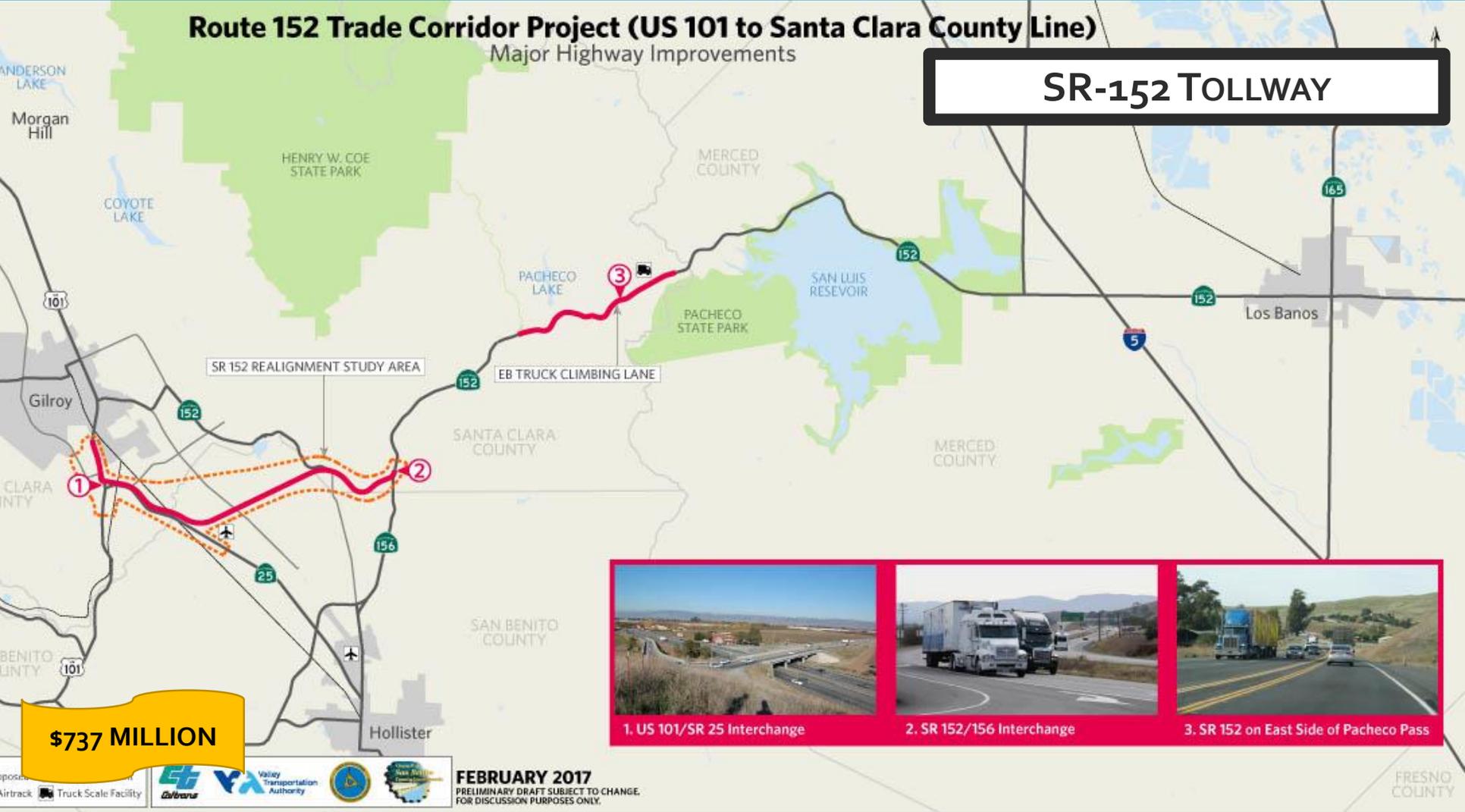
\$1.0 BILLION



Route 152 Trade Corridor Project (US 101 to Santa Clara County Line)

Major Highway Improvements

SR-152 TOLLWAY



\$737 MILLION



1. US 101/SR 25 Interchange



2. SR 152/156 Interchange

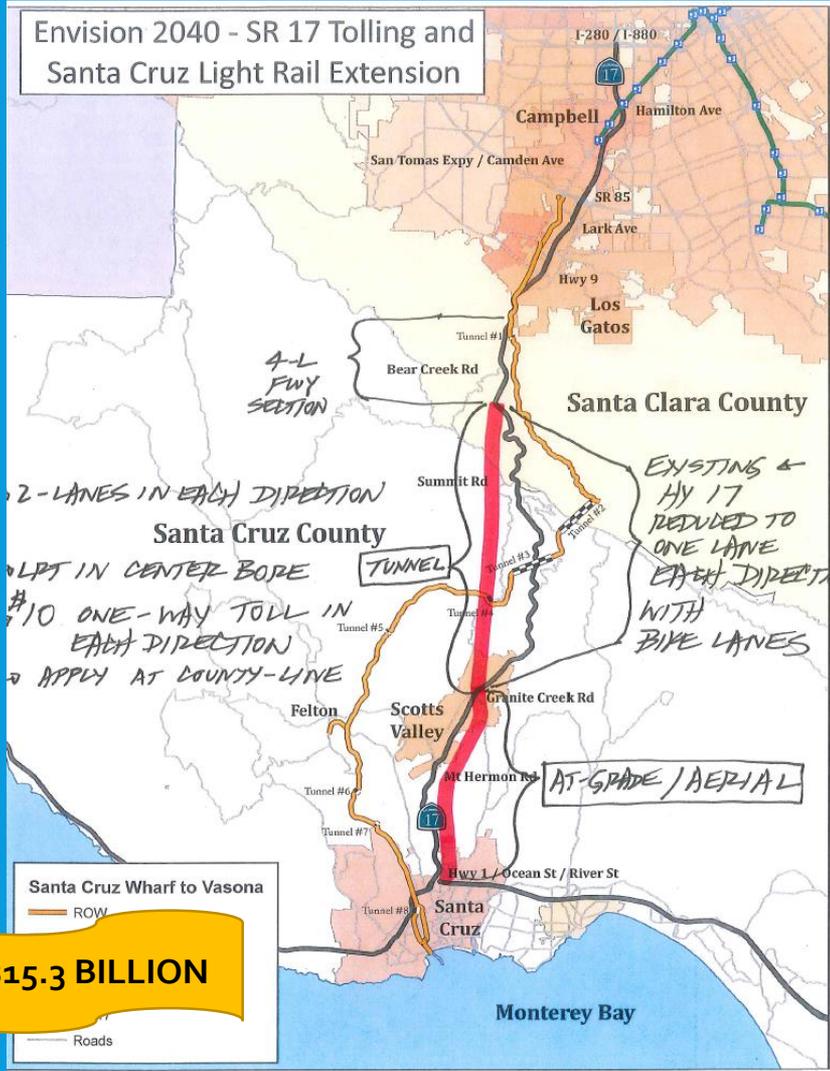


3. SR 152 on East Side of Pacheco Pass

FEBRUARY 2017
PRELIMINARY DRAFT SUBJECT TO CHANGE
FOR DISCUSSION PURPOSES ONLY.

FRESNO COUNTY

Envision 2040 - SR 17 Tolling and Santa Cruz Light Rail Extension



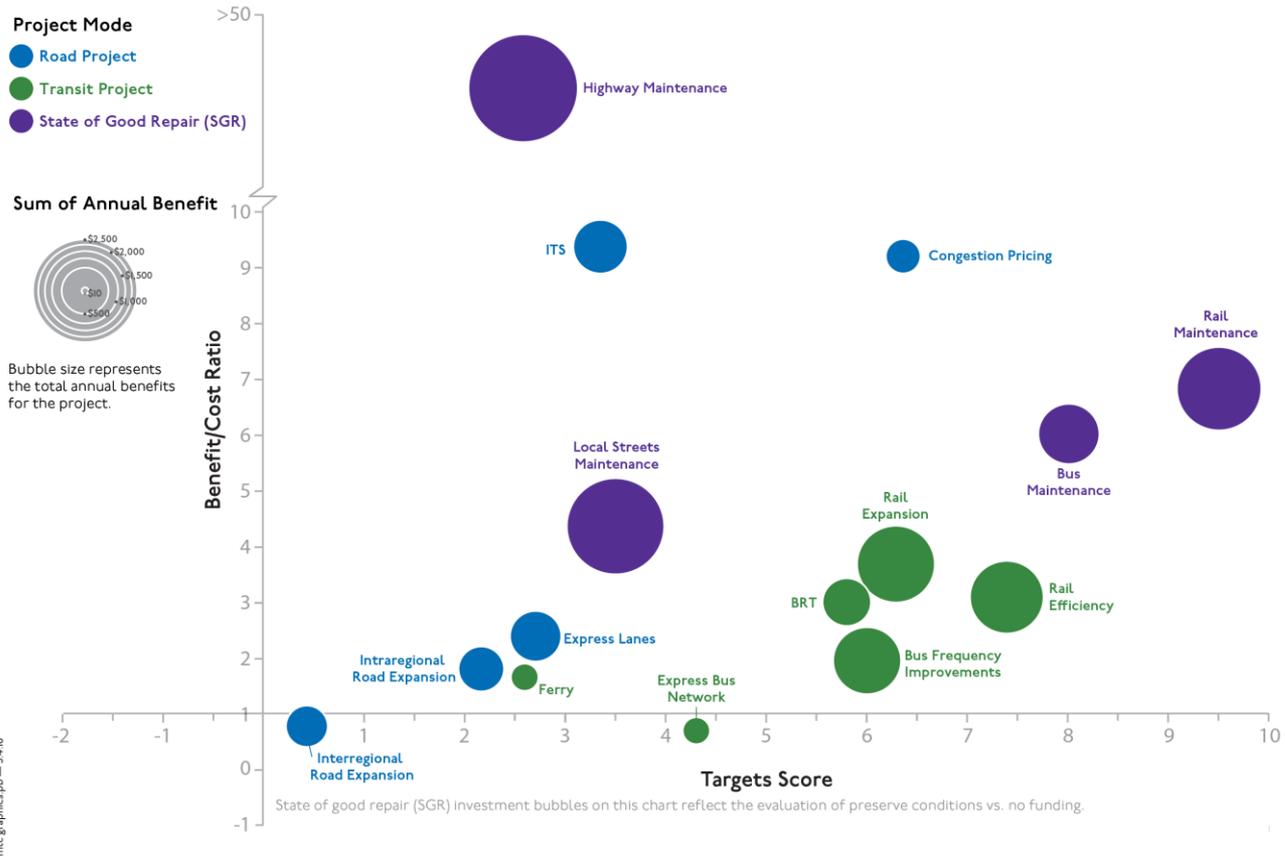
Envision 2040 - SR 17 Tolling and Santa Cruz Light Rail Extension



SR-17 TOLLWAY + SANTA CRUZ LRT

Plan Bay Area 2040

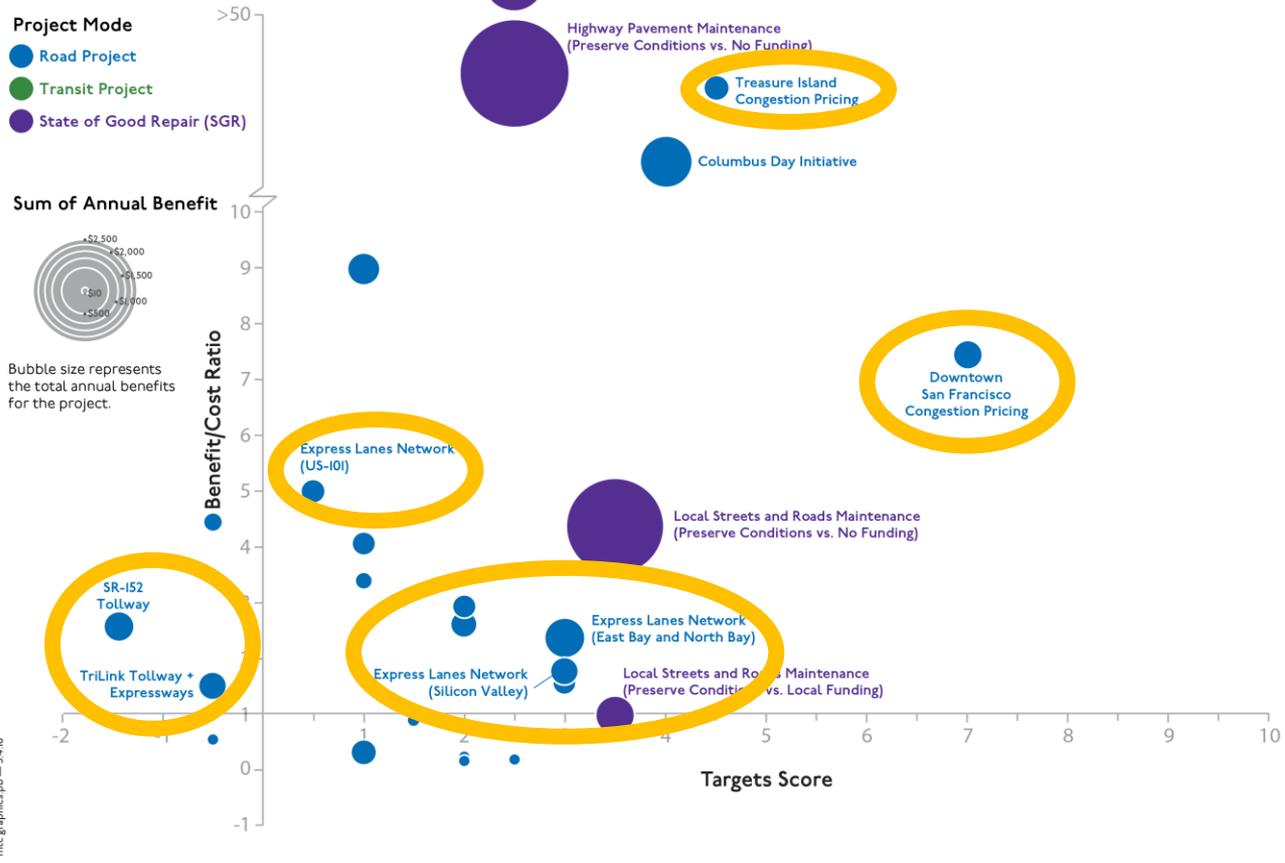
Project Performance Assessment: Overall Results by Project Type



mtc.graphics.pb—5.4.16

Plan Bay Area 2040

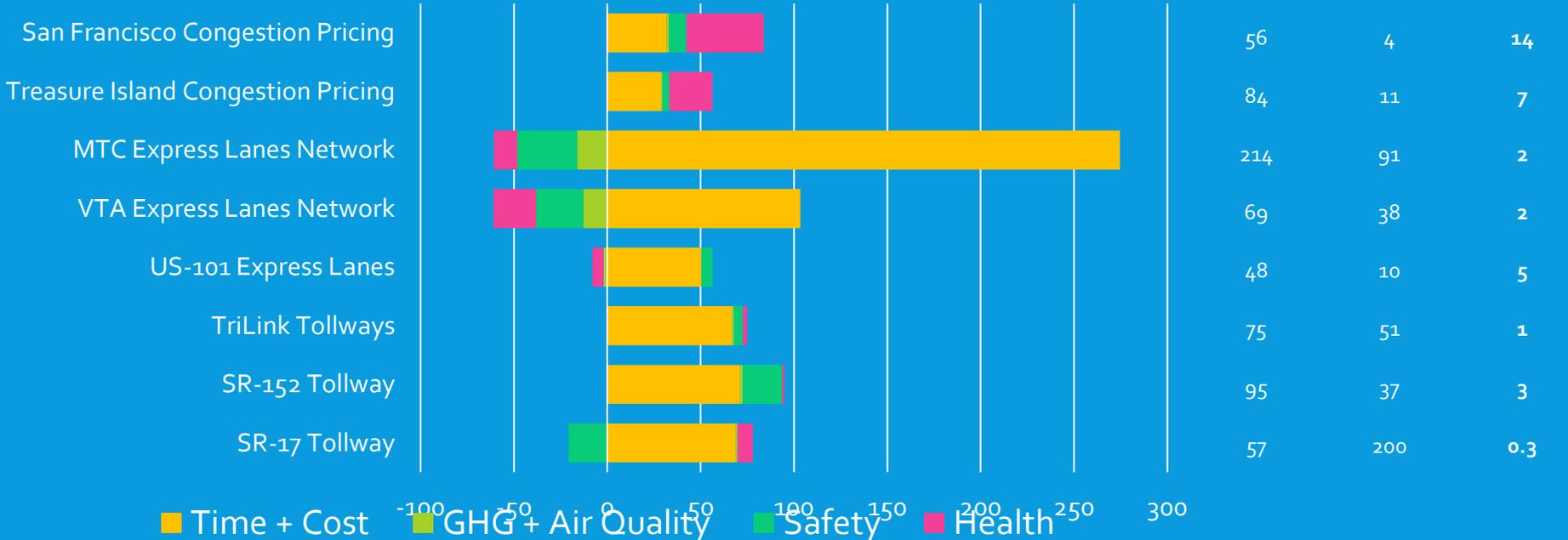
Project Performance Assessment: Results for Road Projects



mtc.graphics.pb — 5.4.16

BENEFIT-COST BREAKDOWN

Annualized Benefits (in millions of dollars)

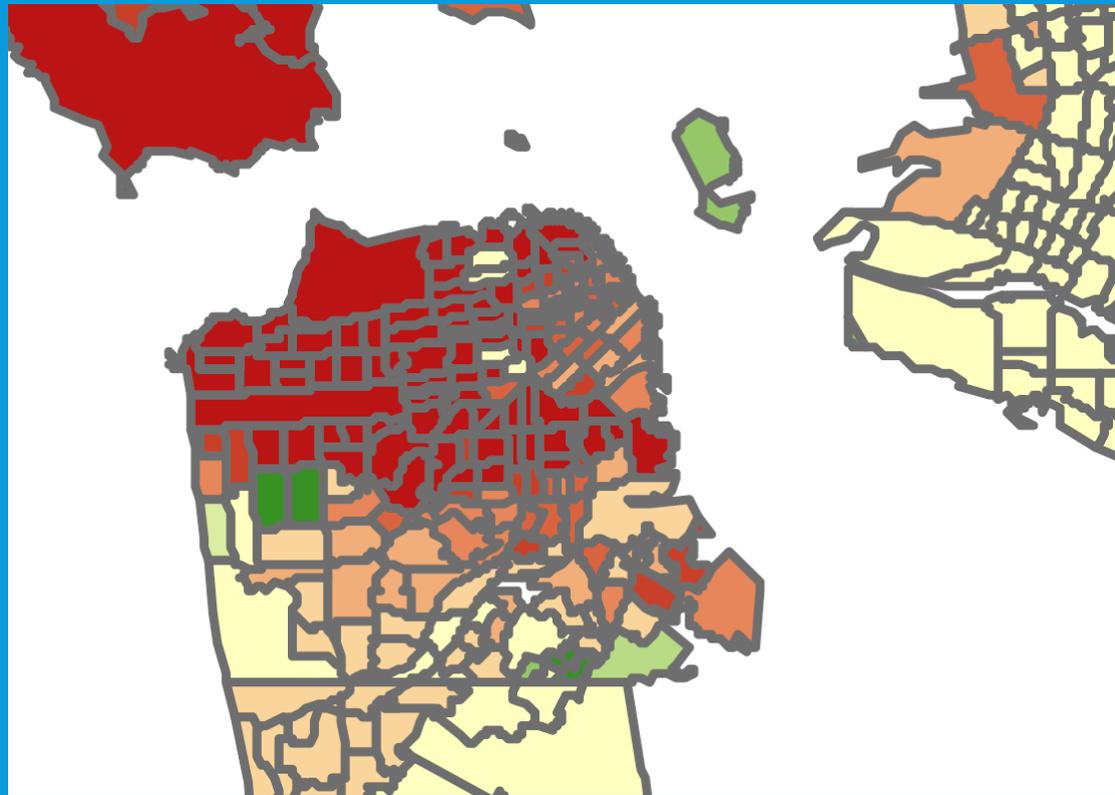


ACCESSIBILITY MAPPING EXAMPLE: *SF CONGESTION PRICING*

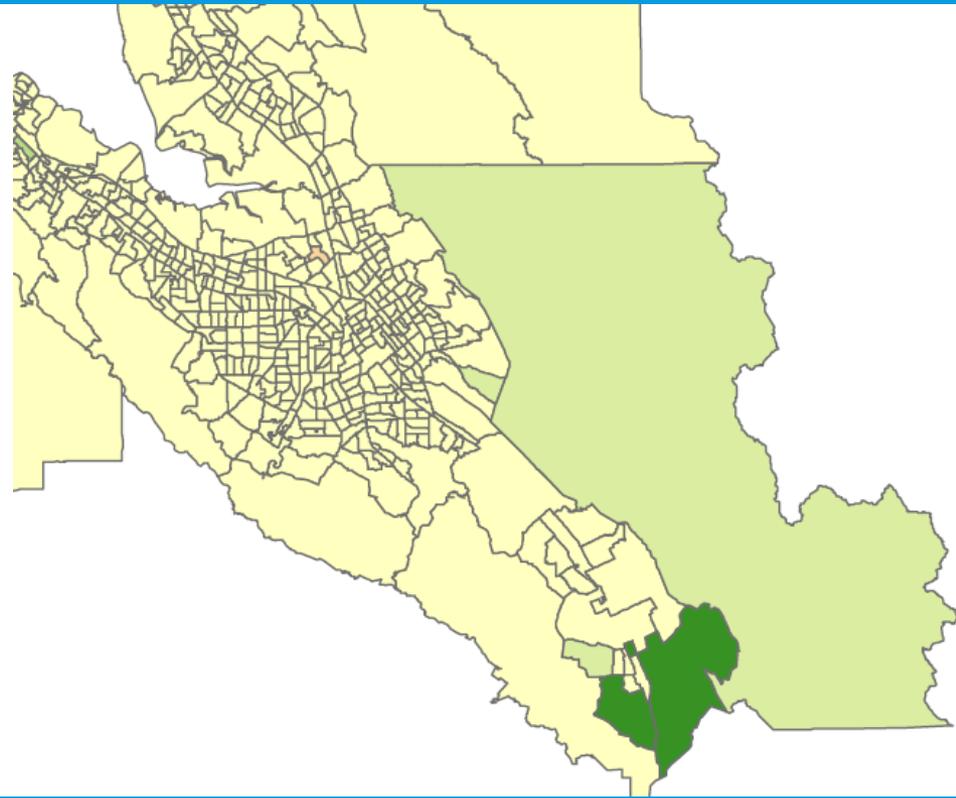
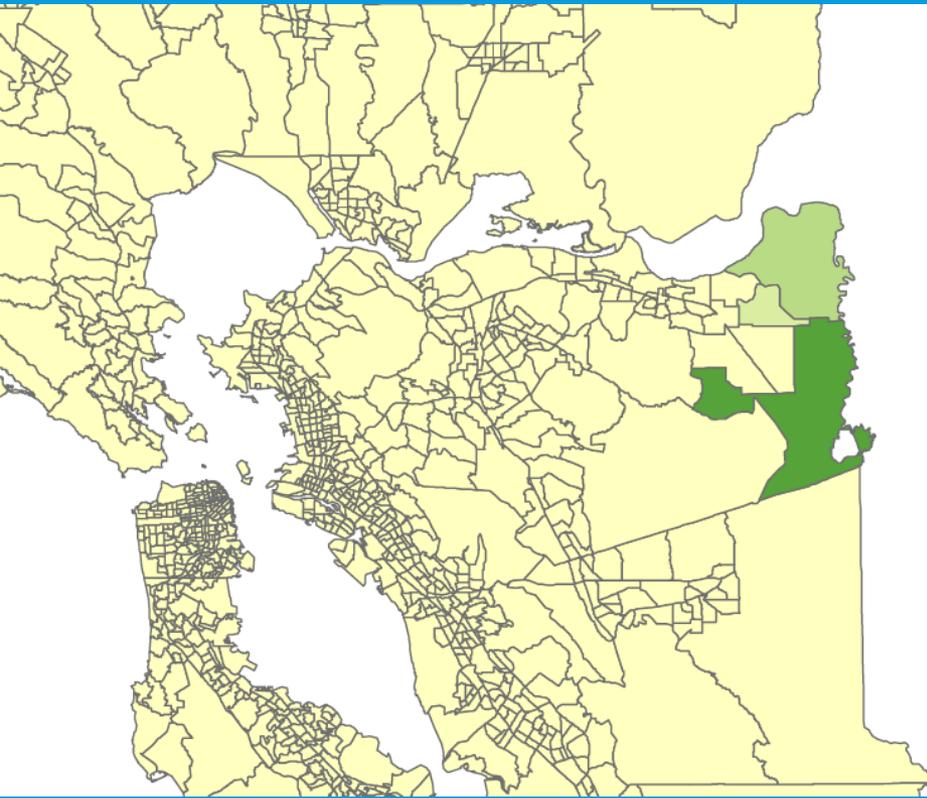
At the same time, we also know that the benefits and burdens of congestion pricing will not be distributed evenly.

While there is a net time + cost savings associated with San Francisco Congestion Pricing, for example, not every neighborhood experiences a net gain in multimodal accessibility.

This map shows accessibility impacts of SF congestion pricing on non-mandatory trips – the impacts are less significant for mandatory trips for which time savings are more valuable.



OTHER EXAMPLE MAPS: *TRILINK & SR-152*



KEY TAKEAWAYS FROM THE ANALYSIS

- **Congestion pricing in San Francisco is extremely cost-effective and would help the region meet its ambitious sustainability goals.** However, performance analyses also indicate that additional transit investments (beyond those funded by potential revenues) should be considered to improve accessibility more broadly across the city and the region.
- **Express lanes result in significant mobility benefits for the Bay Area as a whole.** At the same time, added highway capacity may result in induced demand, increasing emissions due to additional single-occupant vehicle travel.
- **Proposed interregional tollway projects may break even, but revenues are unlikely to cover costs beyond ongoing maintenance & operations.** Furthermore, they have the potential to spur additional housing development far from regional job centers, generating additional VMT and GHG.

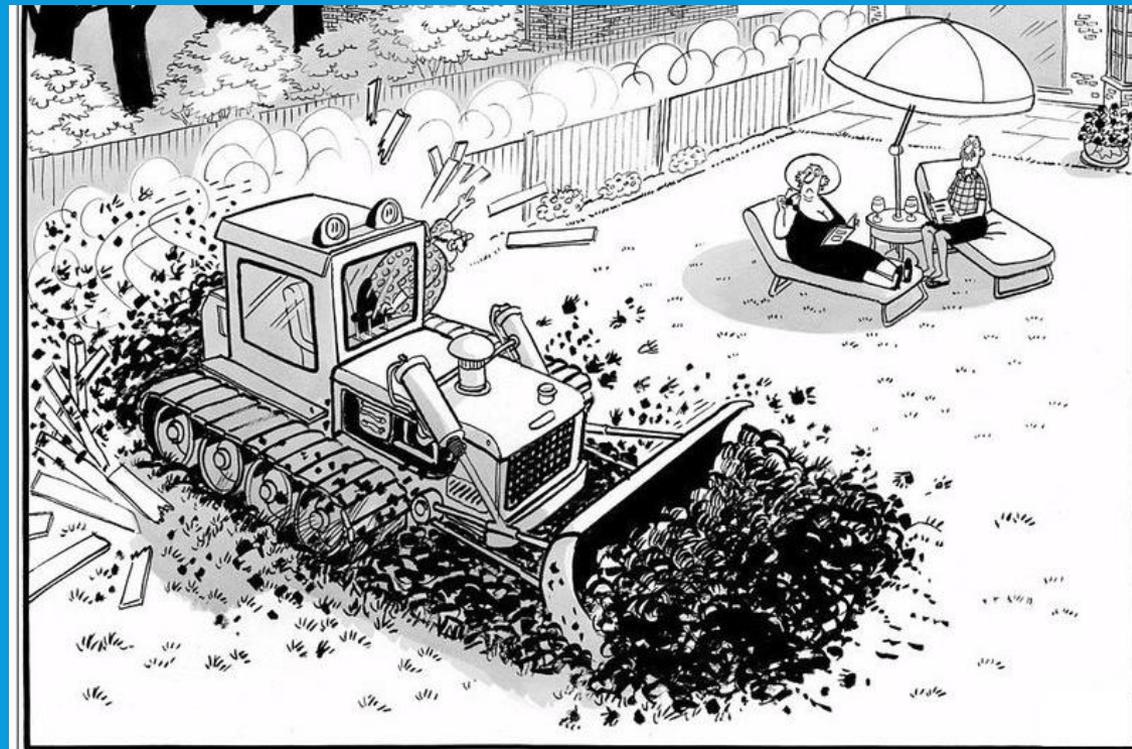
WHAT ABOUT A VMT TAX?



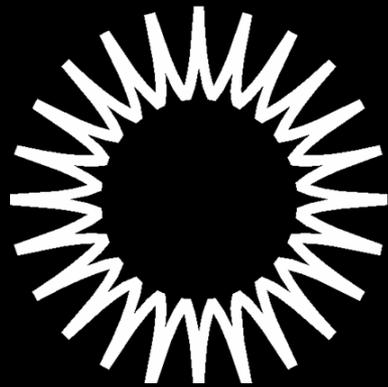
ONE FINAL THOUGHT

Strategic pricing solutions can be much more cost-effective than traditional transportation investments.

However, we also need to keep in mind who benefits and who does not.
Changing the status quo will not be easy.



'Don't worry. There's a bit of a hold-up on the motorway, so I'm building a toll road'



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