

**GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT**

**RESOLUTION 2008-020**

**RESOLUTION CONCERNING PROPOSED ADOPTION OF A VARIABLE PRICING  
PLAN IN CONNECTION WITH TOLL INCREASE PROPOSALS, TO MITIGATE  
REGIONAL CONGESTION ALONG THE GOLDEN GATE CORRIDOR**

March 14, 2008

**WHEREAS**, in August 2007, the U.S. Department of Transportation (the “Department”) awarded \$158.7 million in discretionary funds for the San Francisco Bay Area pursuant to the Urban Partnership Program (“UPP”), together with that certain Urban Partnership Agreement, dated as of August 6, 2007, by and between the Department and the parties named therein (the “Urban Partnership Agreement”); and,

**WHEREAS**, the Urban Partnership Agreement prescribes certain terms and conditions for use of the UPP funding; and,

**WHEREAS**, among the projects to be funded pursuant to the Urban Partnership Agreement are the reconstruction of Doyle Drive and improvements to the District’s regional ferry transit system as well as implementation of various congestion mitigation technologies and strategies within the San Francisco Bay Area; and,

**WHEREAS**, the District supports the reconstruction of Doyle Drive as an urgent public safety priority; and,

**WHEREAS**, the fundamental purpose of projects to be funded under the Urban Partnership Agreement is the reduction of traffic congestion in the San Francisco Bay Area through a mix of strategies involving variable pricing, public transit, telecommuting, and technology; and,

**WHEREAS**, the Urban Partnership Agreement provides that no funds may be drawn down by any recipient “unless and until all legal authority necessary to implement each of the Federal Projects (including, without limitation, legal authority to implement congestion pricing) has been duly adopted and taken effect, which authority shall be adopted and in effect not later than March 31, 2008”; and,

**WHEREAS**, the Urban Partnership Agreement requires that a variable pricing structure be in operation on either Doyle Drive or the Golden Gate Bridge Toll Plaza by not later than September 30, 2009; and,

**WHEREAS**, the District is supportive of variable pricing on a regional basis as a means of encouraging alternatives to single-occupant vehicle trips and as a means of encouraging the distribution of peak hour trips into non-peak hour travel times to reduce traffic congestion; and,

**WHEREAS**, the District has exhibited a commitment for more than 35 years to congestion relief through such measures as authorizing toll-free privileges for carpool users of the Golden Gate Bridge during peak hours, providing toll discounts to FasTrak<sup>®</sup> customers which has had the effect of reducing congestion at the Golden Gate Bridge Toll Plaza, and allocating on an annual basis over 45 percent of Golden Gate Bridge tolls to fund its regional bus and ferry public transit systems, thereby providing comprehensive and efficient alternatives to automobile usage; and,

**WHEREAS**, the provision of bus and ferry transit services subsidized by Golden Gate Bridge tolls averts approximately 32 percent of the peak hour automobile trips in the Golden Gate Corridor which, for purposes of this resolution consists of the Golden Gate Bridge and its Highway 101 approaches including Doyle Drive, that otherwise would occur in the absence of the District's multi-modal public transit system; and,

**WHEREAS**, the District has clear statutory authority to establish bridge tolls for the users of the Golden Gate Bridge, and the discretion to incorporate a variable pricing component to relieve regional traffic congestion along the Golden Gate Corridor; and, such component satisfies the requirement of the Urban Partnership Agreement that such tolling authority must exist by March 31, 2008, in order for the UPP funds to be drawn down; and,

**WHEREAS**, the District has launched a series of public meetings to review proposals to raise the toll on the Golden Gate Bridge above its current \$5 cash and \$4 FasTrak<sup>®</sup> amounts; and,

**WHEREAS**, as a signatory to the Urban Partnership Agreement committed to assuring that the benefits of such agreement are realized for the San Francisco Bay Area, and for the purpose of further mitigating regional congestion along the Golden Gate Corridor, including Doyle Drive, the District proposes to adopt a variable pricing plan in connection with its pending toll increase; **NOW, THEREFORE, BE IT**

**RESOLVED**, by the Board of Directors of the Golden Gate Bridge, Highway and Transportation District (the "Board of Directors"), that:

1. For purposes of Section 4(d)(i) of the Urban Partnership Agreement, the Board of Directors confirms the District possesses legal authority to implement congestion pricing on the Golden Gate Bridge, and has the legal authority to implement Federal projects within the Urban Partnership Agreement for which the District is the lead agency;

2. District staff shall develop a variable pricing component in connection with the Golden Gate Bridge toll increase proposals currently under consideration, for the purpose of further relieving regional congestion in the Golden Gate Corridor which, for purposes of this resolution, consists of the Golden Gate Bridge and its Highway 101 approaches, including Doyle Drive;

3. The District shall develop a plan that, by means of a variable toll on the Golden Gate Bridge, seeks to achieve and maintain, with respect to 90 percent of the vehicles traveling in the Golden Gate Corridor, as defined in Section 2, during weekday peak period travel periods, an average speed of not less than 10 miles per hour below the posted speed limit;

4. Pursuant to Section 4(d)(ii) of the Urban Partnership Agreement, such plan shall exempt privately operated over-the-road buses from the variable toll component on the Golden Gate Bridge to the same extent it exempts public transportation vehicles from such toll components;

5. The specific approach and amount of such variable toll will be developed based upon both technical analysis, and public review and input, which will be collected via public meetings in February and March 2008, a public hearing in June 2008, and comments that are submitted in writing;

6. Consistent with the foregoing precepts, it is the intent of the Board of Directors to include a variable pricing component in any toll increase that it may approve, with the understanding that such toll increase may go into effect as early as September 2008, but in no event later than September 30, 2009, as required by the Urban Partnership Agreement;

7. The net proceeds of the variable toll that the Board of Directors ultimately approves will be used to fund congestion relief projects or services provided by the District.

8. The District will cooperate with the Metropolitan Transportation Commission, San Francisco County Transportation Authority, Transportation Authority of Marin, Sonoma County Transportation Authority, and the Mayor of the City and County of San Francisco in completing a review of all potential funding sources for the Doyle Drive reconstruction project by July 1, 2008.

**ADOPTED** this 14<sup>th</sup> day of March, 2008, by the following vote of the Board of Directors:

- AYES (10):** Directors Brown, Cochran, Eddie, Kerns, McGlashan, Middlebrook, Pahre, Sanders and Stroeh; First Vice President Boro
- NOES (8):** Directors Grosboll, Hernández, McGoldrick, Newhouse Segal, Reilly, Sandoval; Second Vice President Ammiano; President Moylan
- ABSENT (1):** Director Dufty

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**John J. Moylan**  
**President, Board of Directors**

**ATTEST:** \_\_\_\_\_  
**Janet S. Tarantino**  
**Secretary of the District**