

DOWNTOWN CONGESTION PRICING STUDY

Policy Advisory Committee

Session 3



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Agenda

1. PAC updates
2. The Greenlining Institute's Mobility Equity Framework
3. Goals and Evaluation Metrics
4. Outreach Updates
5. Next Steps
6. Public Comment



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Updated Study Timeline



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Voluntary Sessions

Session #1: Why We are Studying Congestion Pricing

Wednesday, March 4

6pm-7:30pm

Session #2: Congestion Pricing in Other Cities

Friday, March 27

9:30am-11:00am

Session #3: Data & Modeling

Wednesday, April 15

12:00pm-1:30pm



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Q&A



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Mobility Equity Framework

Hana Creger



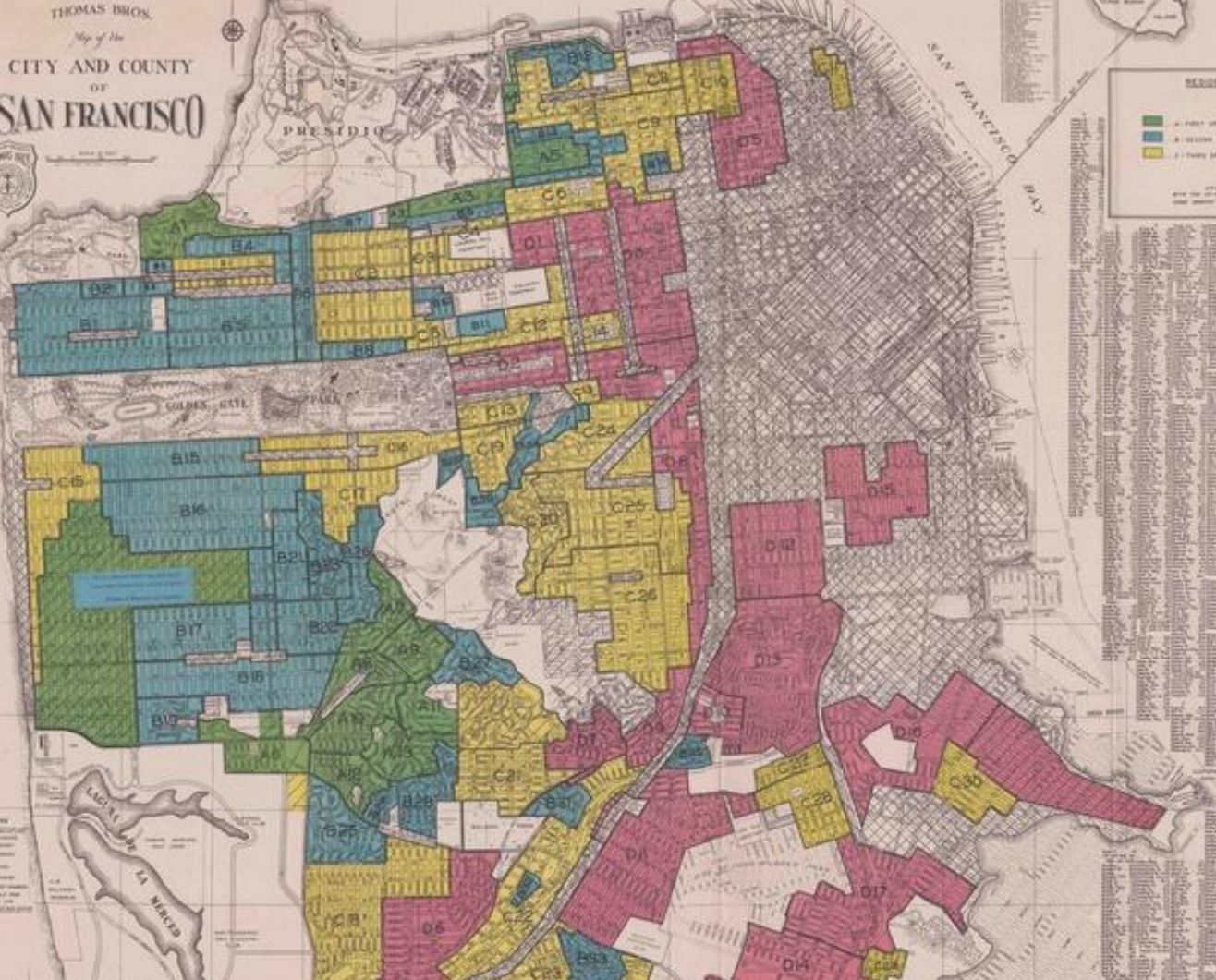
*Building a nation where
communities of color thrive
and race is never a barrier to
opportunity*

THOMAS BROS.
Map of the
CITY AND COUNTY
OF
SAN FRANCISCO



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PACIFIC OCEAN

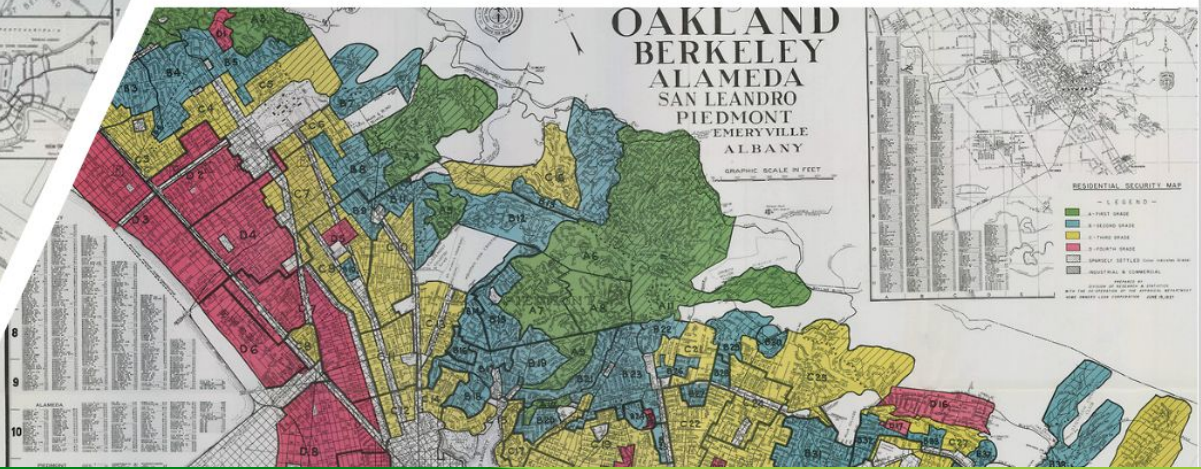
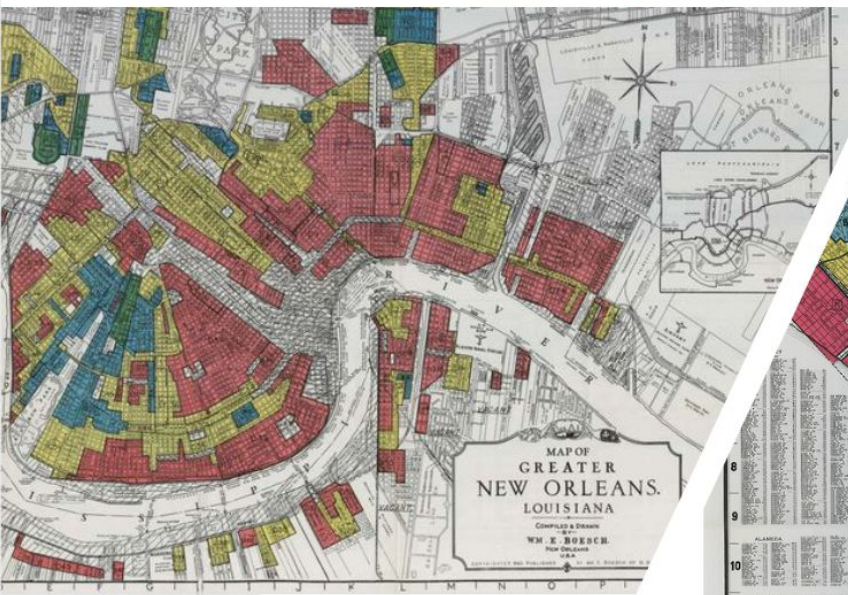
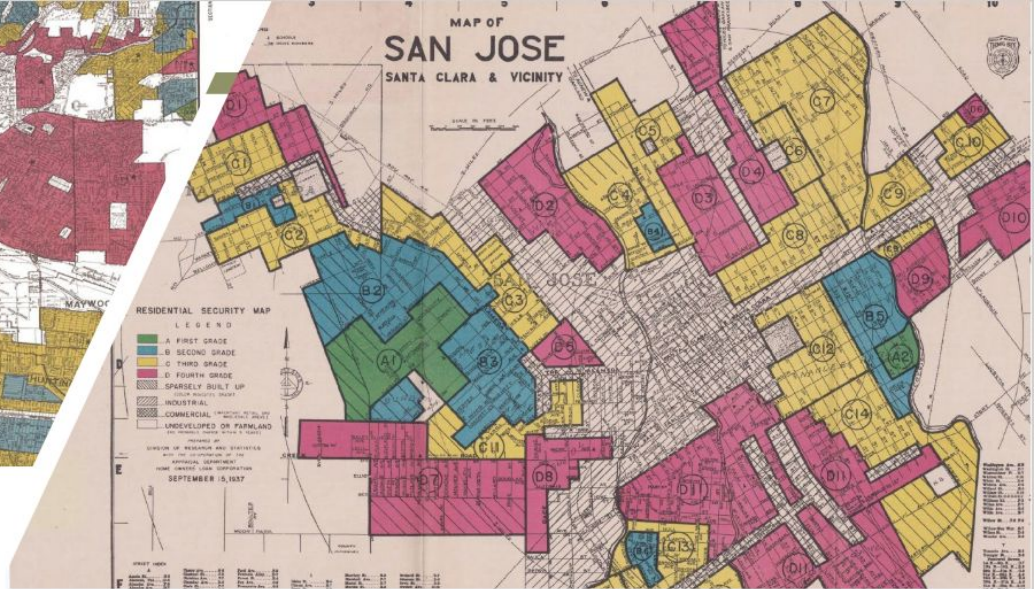
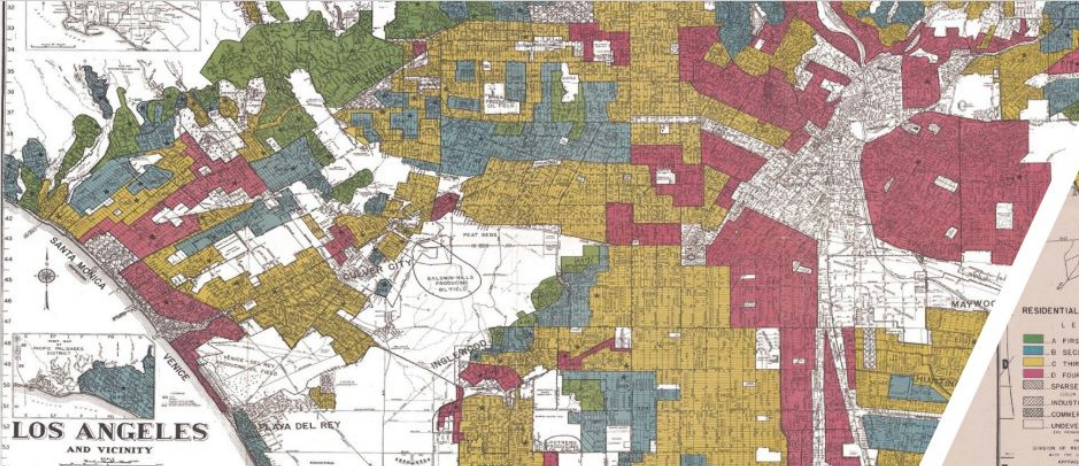


LEGEND

- A - FIRST CLASS
- B - SECOND CLASS
- C - THIRD CLASS

SEE THE CITY AND COUNTY OF SAN FRANCISCO FOR MORE INFORMATION

- LEGEND**
- City and County of San Francisco
 - City of San Francisco
 - County of San Francisco
 - City of San Mateo
 - City of Marin
 - City of Contra Costa
 - City of Alameda
 - City of Colusa
 - City of Sutter
 - City of Yuba
 - City of Nevada
 - City of Sierra
 - City of Placer
 - City of Butte
 - City of Colusa
 - City of Sutter
 - City of Yuba
 - City of Nevada
 - City of Sierra
 - City of Placer
 - City of Butte





Equality



Equity



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Problems

- Transportation injustices
- Lack of community power & engagement
- New mobility inequities

Mobility Equity Framework



Increase access to mobility

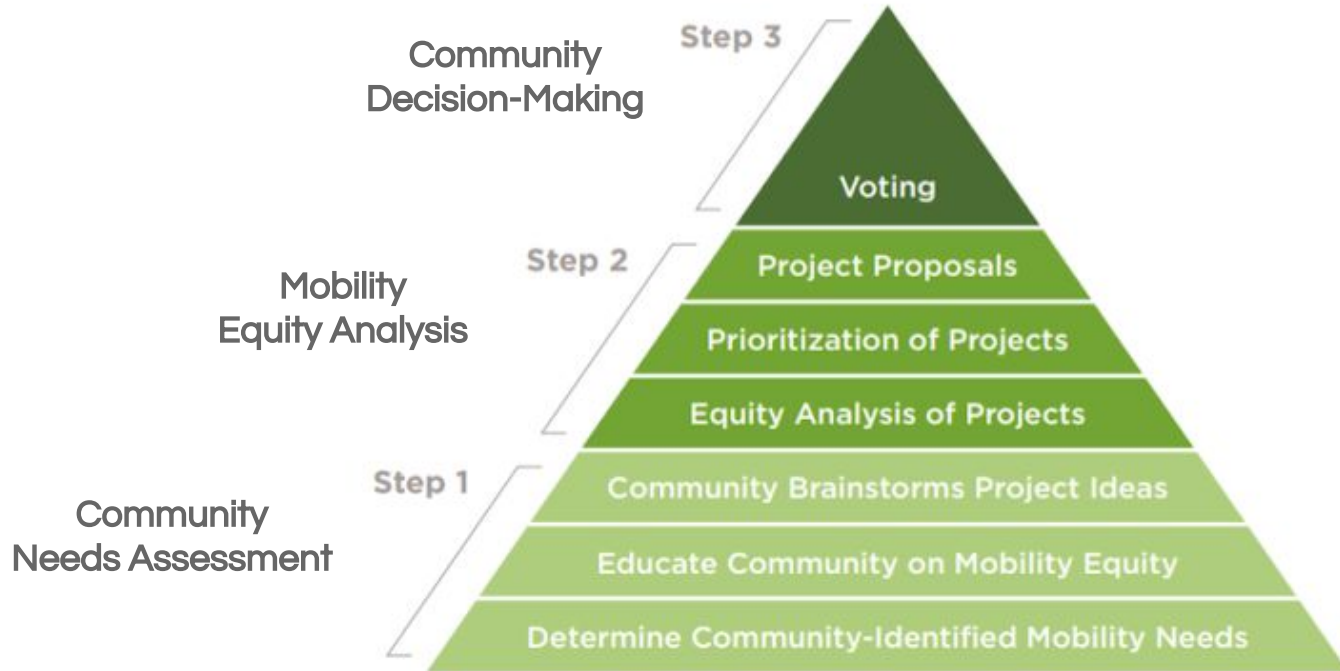


Reduce air pollution



Enhance economic opportunities

Mobility Equity Framework



Step 1: Community Needs Assessment



Photo by Pamela Palma/TransForm

Step 2: Mobility Equity Analysis



Goal #1 Increase Access to Mobility

1. Affordability
2. Accessibility
3. Efficiency
4. Reliability
5. Safety

Goal #2 Reduce Air Pollution

6. Clean Air and Positive Health Benefits
7. Reduction in Greenhouse Gases
8. Reduction in Vehicle Miles Traveled

Goal #3 Enhance Economic Opportunity

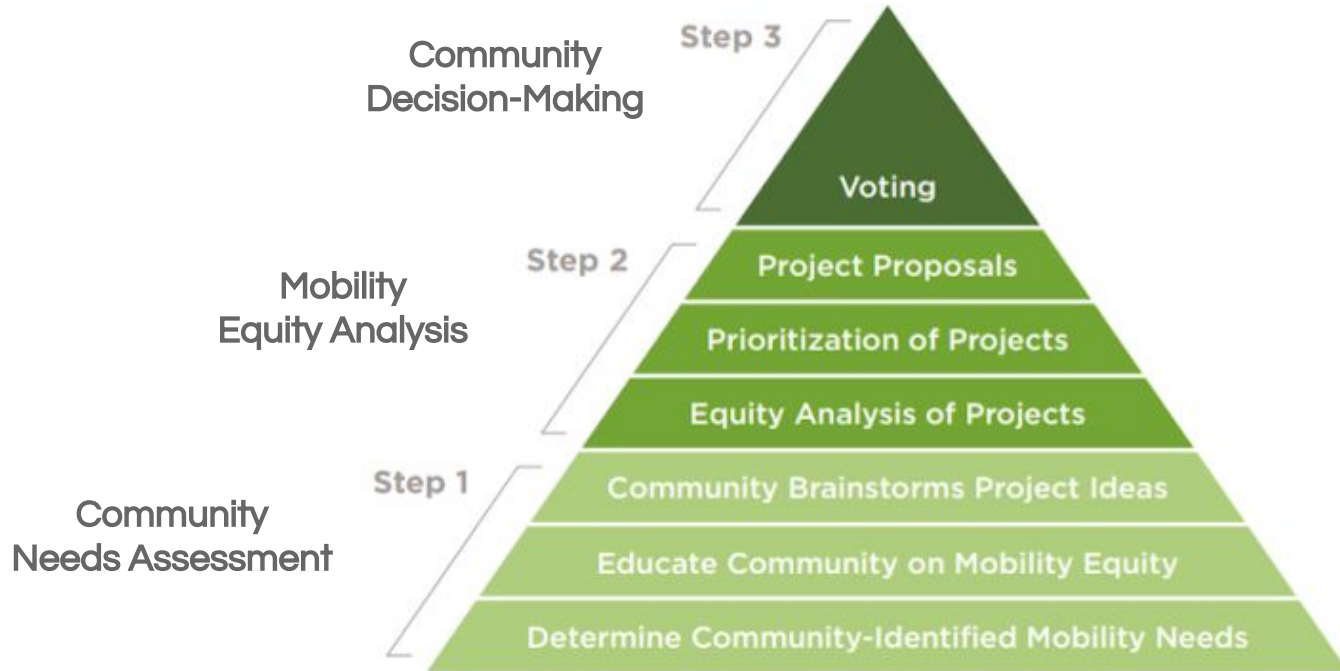
9. Connectivity to Places of Employment, Education, Services, & Recreation
10. Fair Labor Practices
11. Transportation-Related Employment Opportunities
12. Inclusive Local Business & Economic Activity

Step 3: Community Decision-Making



Photo by Pamela Palma/TransForm

Mobility Equity Framework



Thank You!

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@hanacreger

Goals & Evaluation Metrics



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Goals of congestion pricing

By reducing peak car trips
downtown by at least **15%**,
we could...

- **Get traffic moving**
- **Increase safety**
- **Clean the air**
- **Promote equity**



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Goals of congestion pricing: get traffic moving



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Photo by Sergio Ruiz, flic.kr/p/2b8zyVm

Goals of congestion pricing: get traffic moving

METRIC	TARGET
Vehicle trips	Decrease peak period vehicle trips by 15%
Vehicle delay	<ul style="list-style-type: none">● Decrease the amount of time vehicles are sitting in traffic● Decrease the amount of time that transit vehicles are sitting in traffic
Person trips	Maintain the number of daily person trips
Transit crowding	Decrease time spent in crowded conditions on transit



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Goals of
congestion
pricing:
get traffic
moving

- **Congestion has reached record levels in northeast SF**
- **Auto speeds have declined 28% since 2009**
- **Transit speeds average 6 mph**



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Goals of congestion pricing: increase safety



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Goals of
congestion
pricing:
**increase
safety**

METRIC

TARGET

Crashes

Decrease fatal and serious
injury crashes in the
study area



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**Goals of
congestion
pricing:
increase
safety**

- **Traffic fatalities are not declining toward 2024 goal of zero**
- **Most traffic deaths are people walking**



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Goals of congestion pricing: clean the air



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Goals of congestion pricing: clean the air

METRIC	TARGET
Greenhouse gas emissions	Reduce greenhouse gas emissions
Local emissions	Reduce unhealthy particulate emissions (PM2.5)
Mode share	Increase share of person trips by sustainable modes (transit, walking, bicycling)



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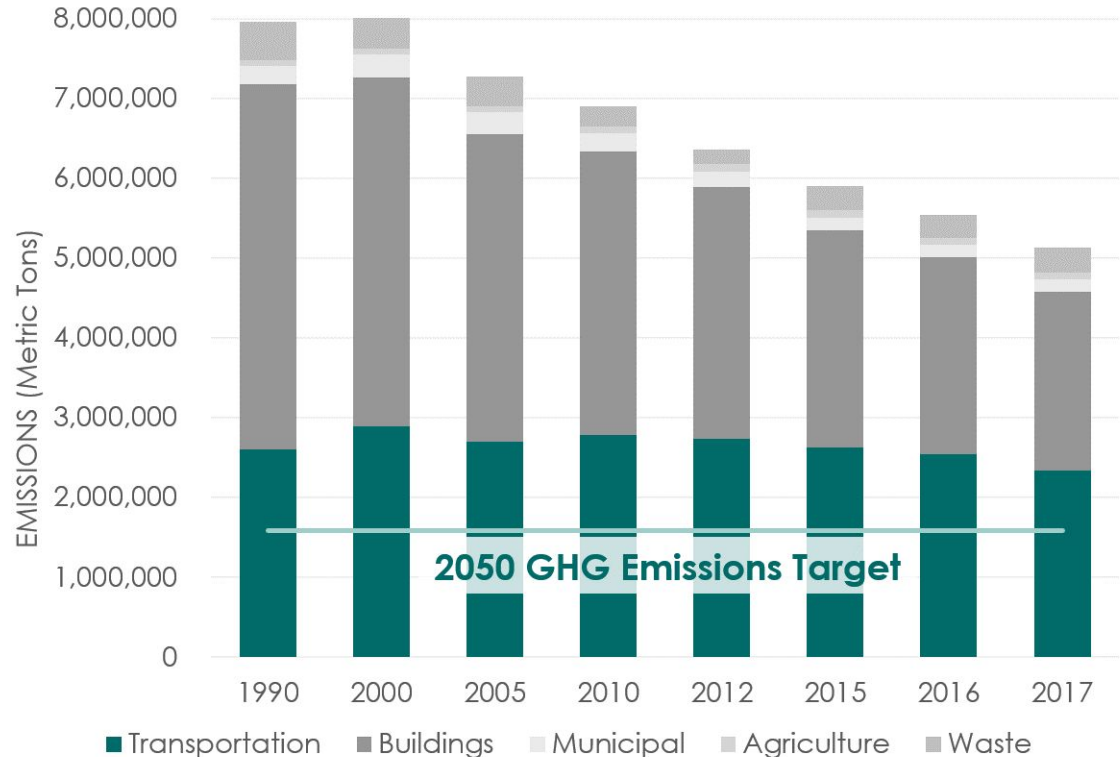
Clean the air

The transportation sector has not kept up with the GHG reductions gains made by other sectors



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San Francisco's GHG Emissions by Sector 1990 – 2017



**Goals of
congestion
pricing:
clean the air**

**Unhealthy air pollution is
concentrated in:**

- Northeast SF
- Disadvantaged communities near high-traffic roads



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**Goals of
congestion
pricing:
clean the air**

- **52% of daily trips are sustainable (non-auto)**
- **City goal is 80% sustainable trips**



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Goals of congestion pricing: promote equity



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Photo by SFMTA Photography Department

Goals of congestion pricing: promote equity



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METRIC	TARGET
Travel time	Decrease travel time downtown from communities of concern
Travel costs	Maintain travel costs as a percent of household income for low-income households
Job access	Increase the number of jobs within 30 minutes by auto or 45 minutes by transit from communities of concern
Distribution Metrics for Goals 1, 2, & 3	Segmented by income level

Income Definitions



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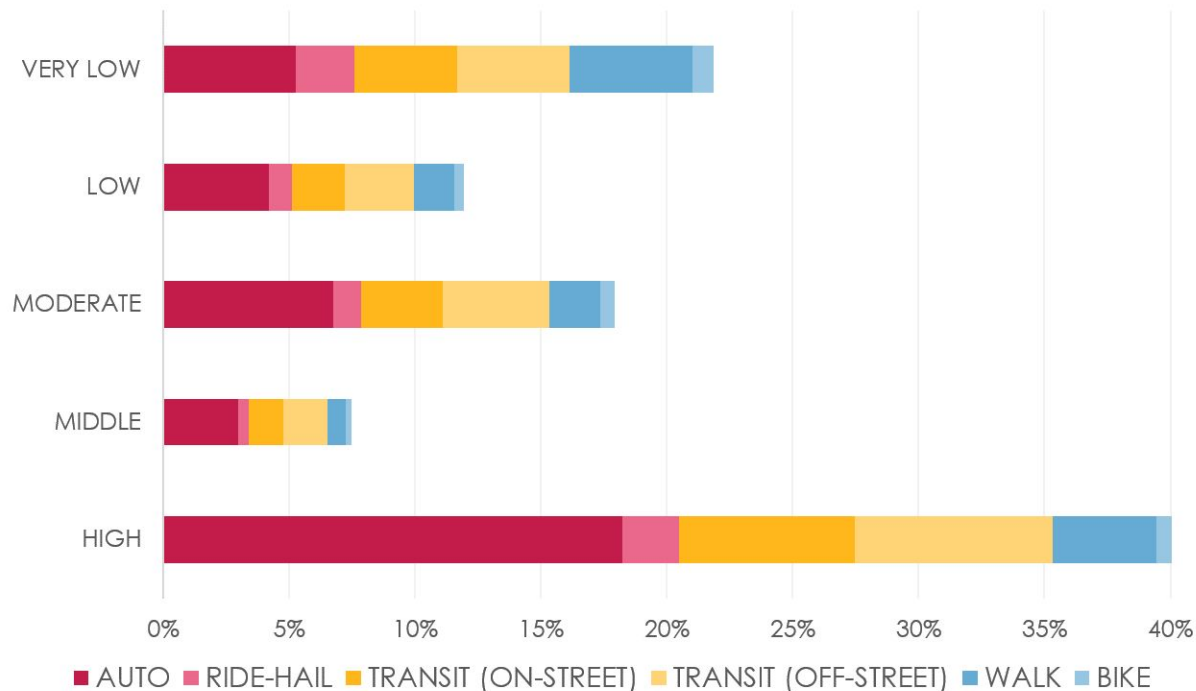
GROUP	AREA MEDIAN INCOME RANGE	DOLLAR RANGE FOR FAMILY OF FOUR
Very Low	< 55%	< \$65,100
Low	55% – 80%	\$65,100 – \$94,700
Moderate	80% – 120%	\$94,700 – \$142,100
Middle	120% – 140%	\$142,100 – \$165,500
High	> 140%	> \$165,500

Promote Equity



Of all downtown trips during morning peak, only 13% are low-income auto trips

Percent of Weekday Morning Trips To, From, Within Northeast SF



Promote Equity

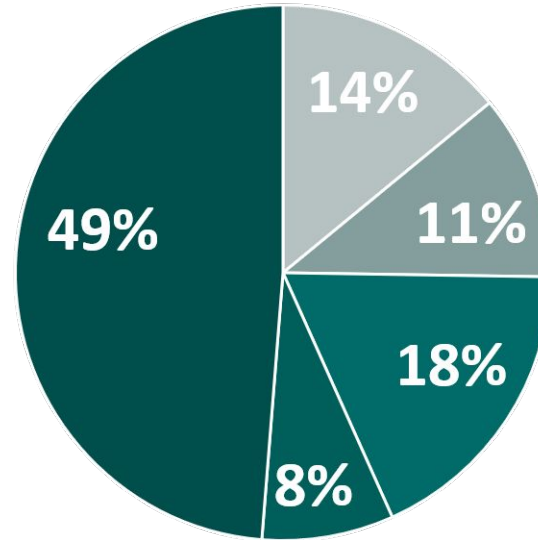


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Most drivers are
in two highest
income groups

Low-income
drivers make
only 25% of all
driving trips

Percent of Morning Peak Car Trips by Income



■ VERY LOW ■ LOW ■ MODERATE ■ MIDDLE ■ HIGH

Goals of
congestion
pricing:
**promote
equity**

- **Lower-income people have slower trips downtown from all directions**



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Goals of congestion pricing

Additional community priorities:

1. Support the overall stability of communities of concern and other disadvantaged groups
2. Support local businesses and the arts



Activity



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Activity 1: High Level Feedback

Break into groups

At your table...

- a. Review updated goals
- b. Review metrics
- c. **Discuss:** *These goals guide how we measure the effectiveness of potential policy designs. Do you think this will get us there? Is anything missing? What should we change?*



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Activity 2: Diving Deeper

1. *Dive deeper on one priority goal*

- Does the goal feel valuable and relevant? Why/why not?

If not, what could be better?

- Do these metrics feel relevant/like a good representation of the goal? Why/why not?

If not, what could be better?

2. *Discuss the next goal & repeat*



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Discussion

Changes, Ideas, etc.



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Share outs



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Engagement Update

Co-creation Workshops

Done

Tenderloin: Central City SRO

District 11: D11 Mobility Justice Committee



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Engagement Update



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Engagement Update



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Engagement Update

Co-creation Workshops

In progress

Bayview w/ Young Community Developers

Commuters w/ SEIU

Oceanview, Merced Heights, Ingleside w/ SF
State

Chinatown w/ Chinese Newcomers

SoMa

Visitation Valley w/ APA Family Support

Mission w/ MEDA

Western Neighborhoods

SPUR: SF, East Bay, San Jose



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Engagement Update

Seeking Co-Creation Co-hosts

SoMa

East Bay Displaced

Treasure Island



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Engagement Update

Community meetings



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Engagement Update

Briefing papers



San Francisco County Transportation Authority

San Francisco County Transportation Authority | **DOWNTOWN CONGESTION PRICING STUDY** | February 2020

Where might the money go?

San Francisco's Downtown Congestion Pricing Study will explore how revenues generated from congestion pricing could be used to support vulnerable communities and improve alternatives to driving downtown. Revenue could be used to help correct inequality in the transportation system, increase transportation options that will system, increase transportation options that will help meet the city's sustainability goals, or fund other community priorities. This paper summarizes the investment plans for program revenues in London and Stockholm, where congestion pricing already exists. It also identifies goals and objectives behind the proposed investment plans in Los Angeles and Seattle, which are considering implementing congestion pricing, and New York City where congestion pricing will begin in 2021.

What is congestion pricing?

Congestion pricing involves charging a fee to drive downtown during busy hours. It is one of the most effective tools we can use to get traffic moving, increase street safety, clean the air, and make our transportation system more equitable.

How does congestion pricing work?

Congestion pricing programs are flexible and can be designed to meet local needs. This paper outlines some of the most common pricing strategies and highlights potential options for implementing a congestion pricing program in San Francisco.

Where is congestion pricing used?

Singapore, Milan, London and Stockholm have all successfully implemented congestion pricing programs. In North America, **Los Angeles, Seattle, Vancouver, and San Francisco** are currently considering programs of their own. **New York City** will have an active program by 2021.

How San Francisco will determine its congestion pricing investment plan

San Francisco's Downtown Congestion Pricing Study will include an estimate of how revenue will be generated and a proposed investment plan for how revenue will be used. The investment plan will be vetted through a robust community engagement process and an Advisory Committee.

Summary of San Francisco's proposed 2010 investment program

In 2010, the San Francisco County Transportation Authority studied congestion pricing and developed an investment package for expected revenues. That package had two primary components:

- A startup program which included funds to improve transportation options prior to the charge taking effect.
- An annual funding program for ongoing operations and improvements to San Francisco's transportation system.

Both programs focused on improving transportation to and from downtown. The current Downtown Congestion Pricing Study will generate new estimates of how much revenue a congestion pricing program could generate for San Francisco as well as a new plan for how revenues could be spent.

ADDITIONAL TRANSIT SERVICE

STREET RE-SURFACING

TRANSIT FARE ASSISTANCE PROGRAM

STREET BEAUTIFICATION

What is congestion pricing?

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San Francisco County Transportation Authority | **DOWNTOWN CONGESTION PRICING STUDY** | February 2020

How might congestion pricing advance equity in San Francisco?

Traffic congestion affects nearly everyone, however San Francisco's low-income communities and communities of color are disproportionately impacted by the city's clogged streets. This paper will examine how other cities are incorporating concepts of fairness and equity into their congestion pricing programs and will consider how a congestion pricing program could help make our transportation system more just.

Traffic speeds during PM Peak, overlaid with Communities of Concern 2017

What is congestion pricing?

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Improving Health

Pollution from cars and trucks is tied to increased rates of asthma, heart disease, and impaired lung function. In San Francisco, low-income households are disproportionately likely to live near congested roadways and be exposed to unhealthy air. Congestion pricing can help reduce traffic and the pollution burden on these populations.

Examples from other cities

Stockholm has reduced ambient air pollution between 3% and 15%. This was associated with a significant decrease in acute asthma attacks among children.

Seattle has developed a series of community health indicators as part of its congestion pricing plan. For example, the city will monitor changes in pollution and pedestrian improvements in vulnerable communities.

New York City has estimated congestion pricing will bring over \$100 million of health cost savings annually.

San Francisco

A 2011 study by the San Francisco Department of Public Health estimated that a congestion pricing program in San Francisco would result in 45 fewer vehicle-pedestrian collisions over a ten-year period. Over the same period, improvements in air quality would prevent approximately three air pollution related deaths.¹

The Department of Public Health found these outcomes would have "restorative equity effects." In other words, they will reverse or undo existing inequitable health disparities.

¹ San Francisco Department of Public Health (2011). Health Effects of Road Pricing in San Francisco.

Engagement Update

Regional Outreach

1:1 meetings with CBOs

Labor organizations

Intercept outreach at transit stations

SFMTA parking garages



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What's Next

- Continued engagement
- Update goals & metrics
- Develop long list of program options
- Preliminary analysis of program options
- PAC Meeting #4



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Thank you.

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Additional Existing Conditions Data



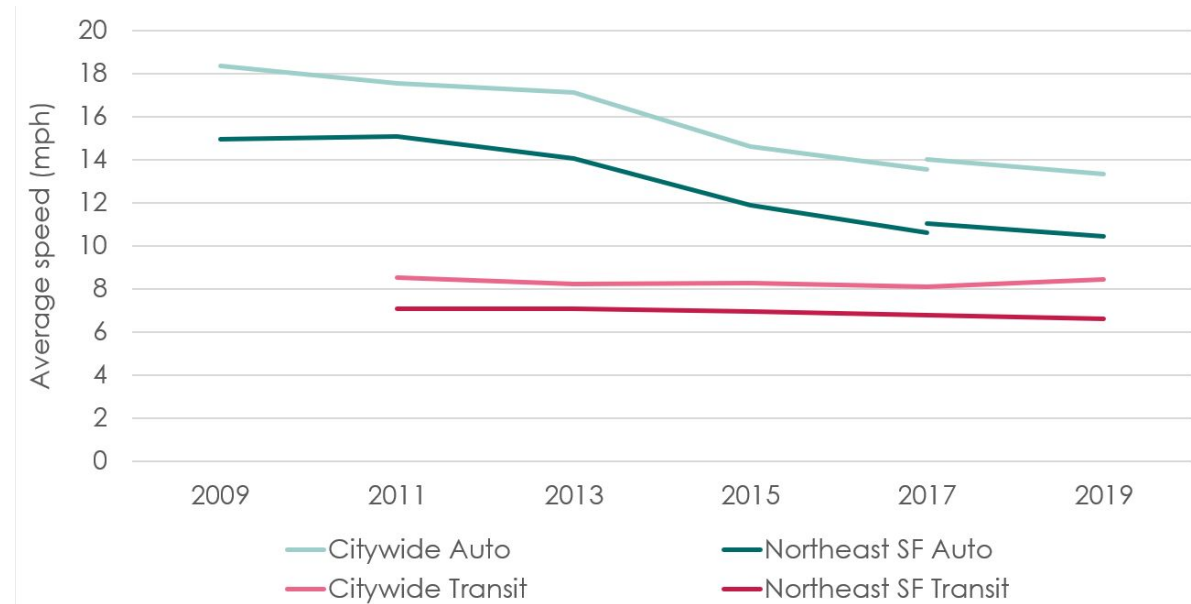
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Congestion is Getting Worse

- Northeast San Francisco is the most congested part of the city
- Auto speeds have declined by 28%
- Transit speeds have declined less, but are slower overall

San Francisco Morning Period Speeds on Surface Arterials, 2009 – 2019



Source: SFCTA Congestion Management Program

Income Definitions



GROUP	AREA MEDIAN INCOME RANGE	DOLLAR RANGE FOR FAMILY OF FOUR
Very Low	< 55%	< \$65,100
Low	55% – 80%	\$65,100 – \$94,700
Moderate	80% – 120%	\$94,700 – \$142,100
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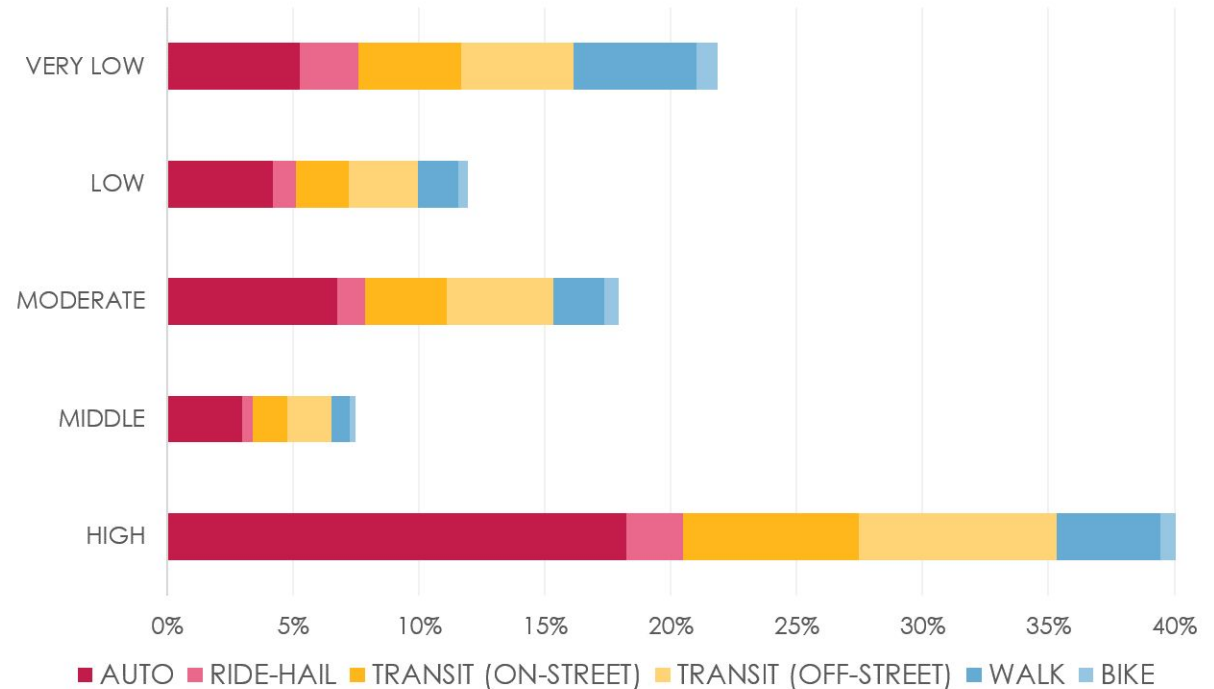
Travel in NE SF Today



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Percent of Weekday Morning Trips To, From, Within Northeast SF

Of all downtown trips during morning peak, only 13% are low-income drivers



Travel in NE SF Today

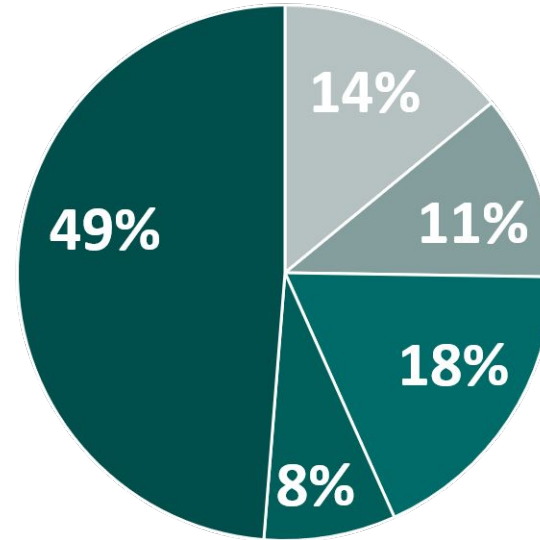


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Most drivers are
in two highest
income groups

Low-income
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Percent of Morning Peak Car Trips by Income



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Increase Safety

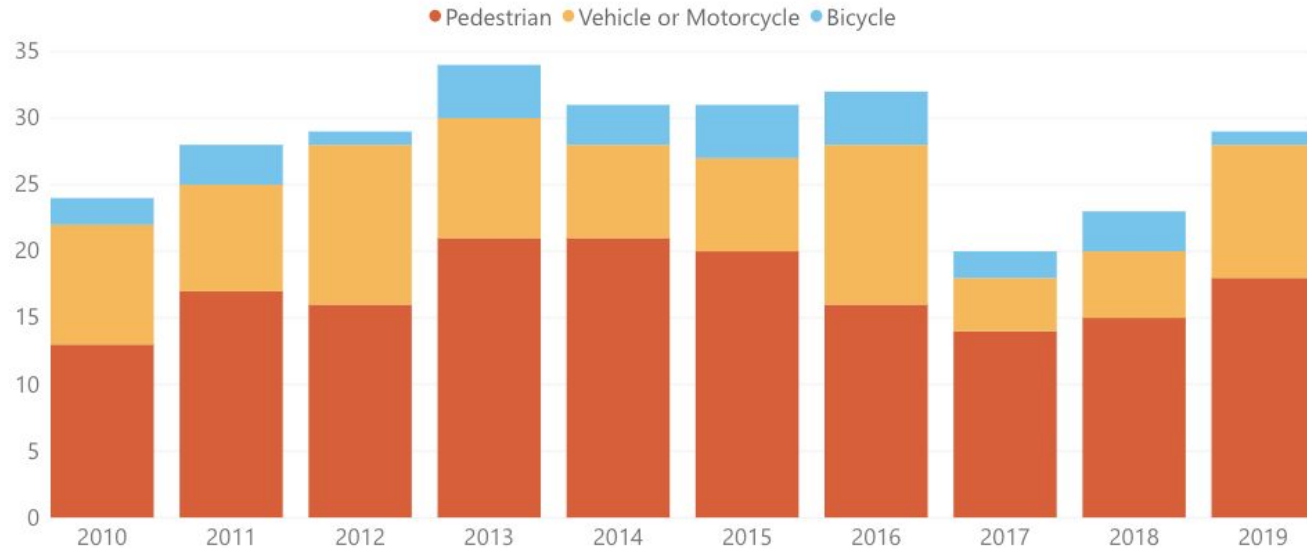


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Traffic fatalities
are not declining
toward 2024 goal
of zero

Most traffic
deaths are people
walking

Traffic Fatalities by Mode in San Francisco, 2010 – 2019



Note: Excludes freeway fatalities
Sources: SWITRS, SF Police Department

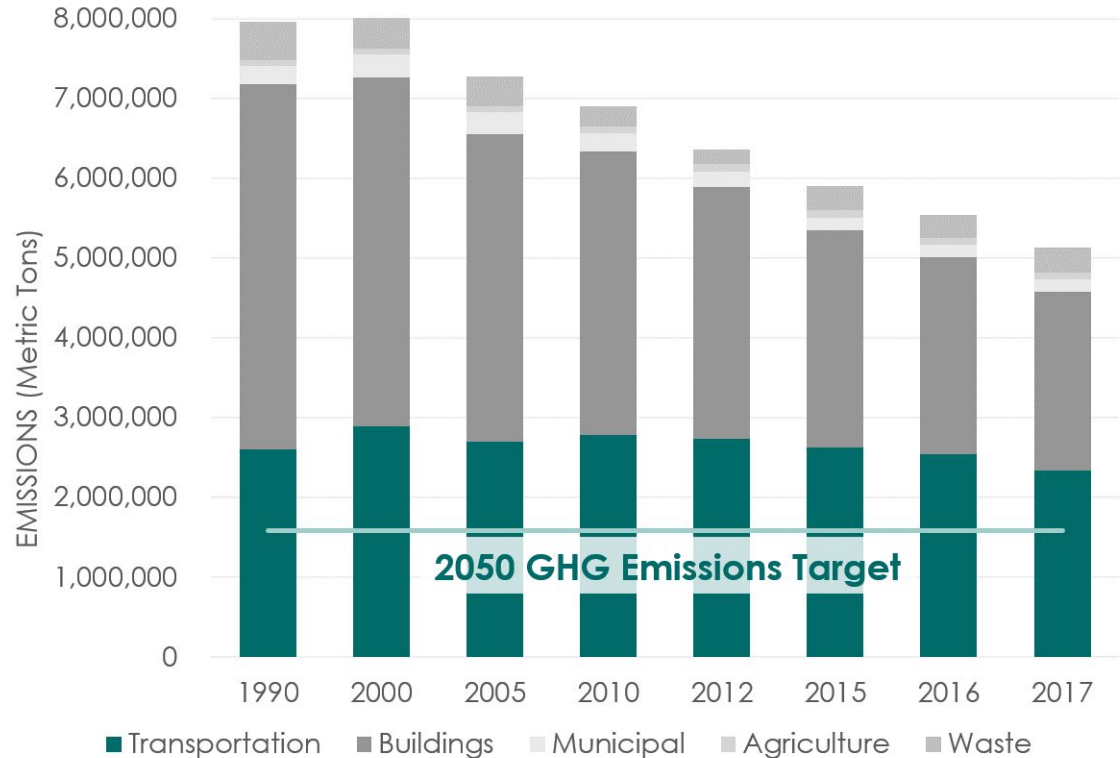
Clean the Air

- Transportation sector has not kept up with GHG reductions made by other sectors



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San Francisco's GHG Emissions by Sector, 1990-2017



Source: SF Department of the Environment

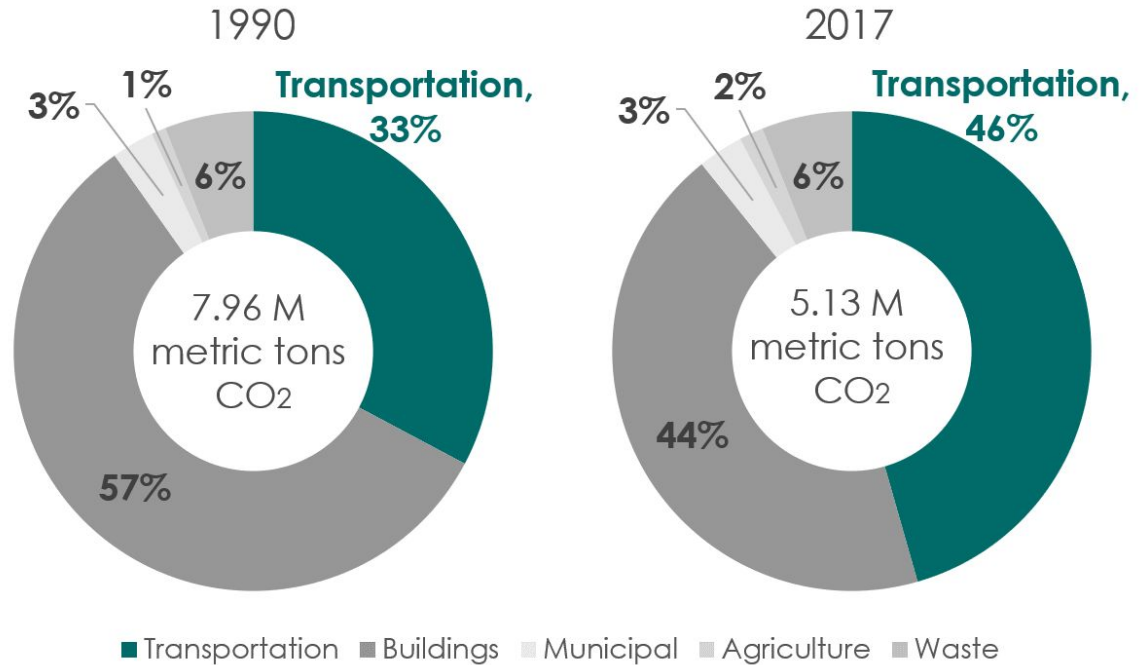
Clean the Air

Transportation makes up significantly more of San Francisco's emissions than it did in 1990



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San Francisco's CO2 Emissions by Sector, 1990 - 2017

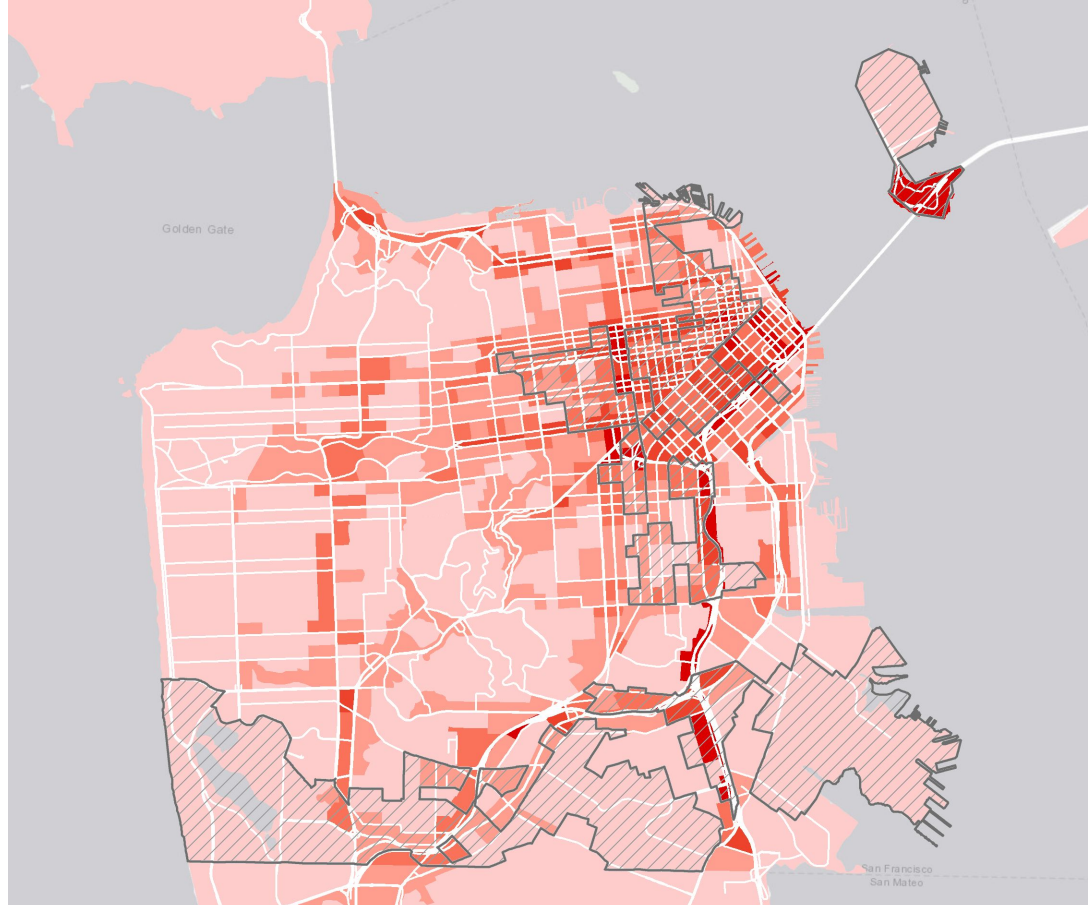


Clean the Air

Pollution is concentrated in northeast SF and disadvantaged communities near high-volume roadways



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Air Pollution
PM 2.5 per Square Mile



Sources: SF-CHAMP 2015 Base Year, EMFAC

Clean the Air

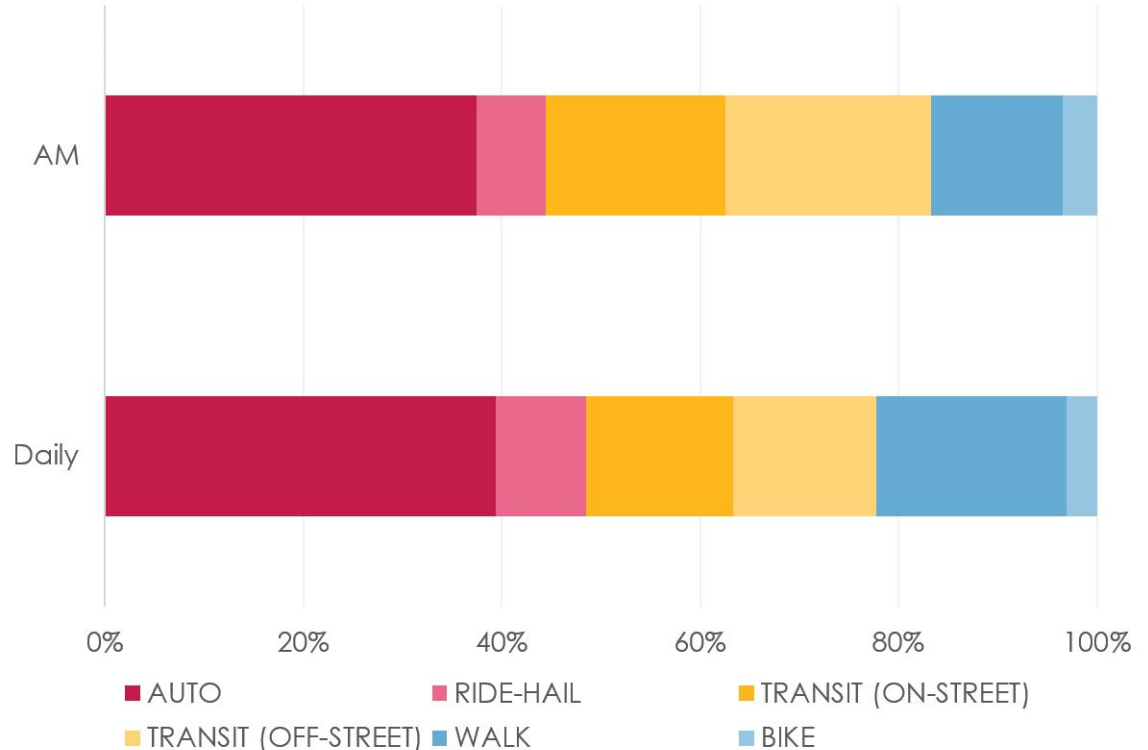
Sustainable
(non-auto) trips
make up 52% of
daily trips

City goal is 80%
sustainable trips



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Weekday Trips To, From, and Within Northeast San Francisco by Mode



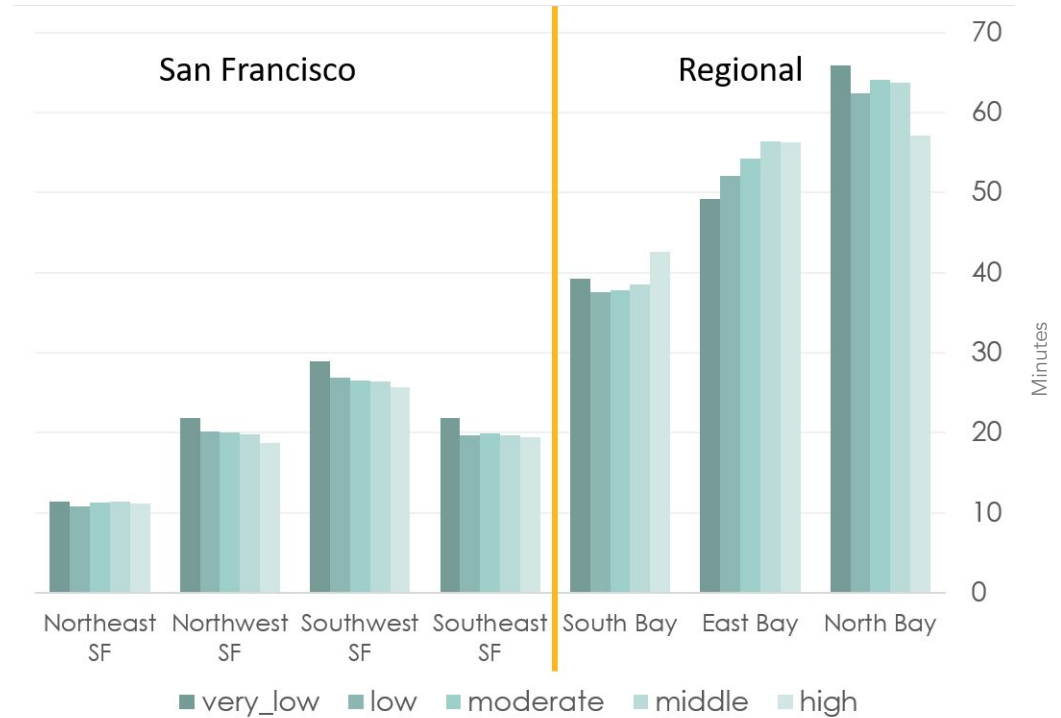
Source: SFCTA, SF-CHAMP 2015 Base Year Estimate

Promote Equity

The lowest income people from San Francisco have the longest travel times to northeast SF

This pattern is not as clear for regional travelers to northeast SF

Travel Times for Weekday Trips To, From, and Within Northeast San Francisco by Income



Source: SFCTA, SF-CHAMP 2015 Base Year Estimate

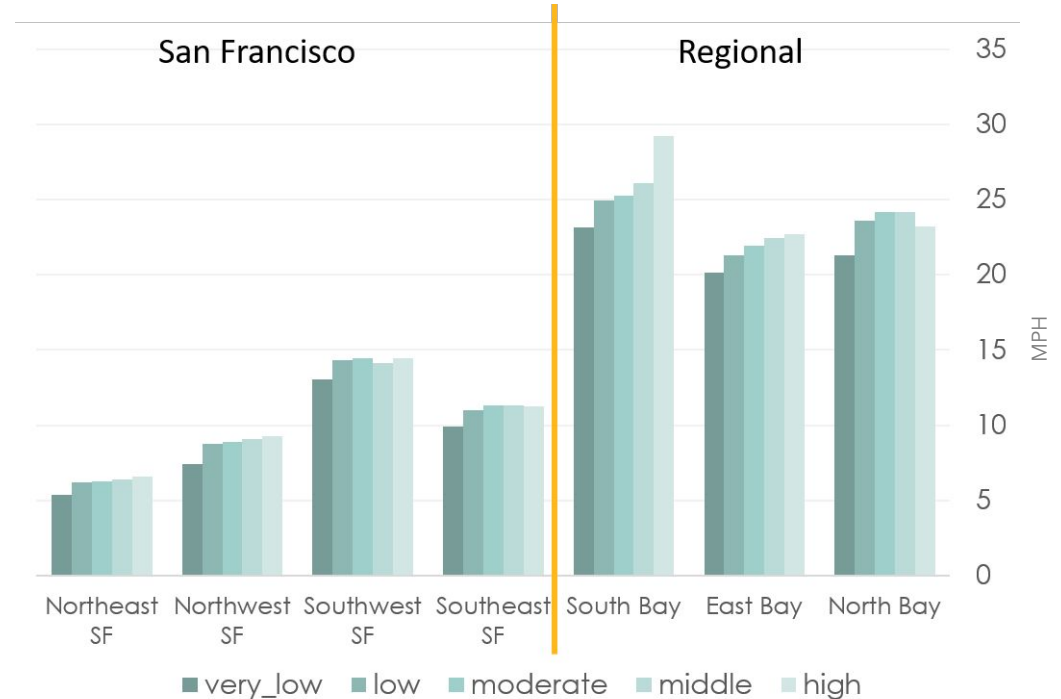


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Promote Equity

Lower-income people have slower trips downtown from all directions

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