Downtown Congestion Pricing Study Update

SFMTA Policy and Governance Committee

San Francisco County Transportation Authority

July 28, 2020
Coronavirus has dramatically changed our daily lives

SF traffic in April 2020

San Francisco County Transportation Authority
Congestion in San Francisco had reached record levels
Congestion affects everyone
Impacts on vulnerable communities

VISION ZERO
HIGH-INJURY NETWORK

COMMUNITIES
OF CONCERN
Efforts to address congestion helped
...but our efforts were not enough
...but our efforts were not enough

We will need to reduce the number of cars downtown to make transit, walking, and biking improvements work.
Our challenge: move more people in fewer vehicles
CITIES WITH EXISTING PRICING SYSTEMS
CITIES CONSIDERING PRICING
CITIES IMPLEMENTING PRICING

Congestion Pricing Around the World

San Francisco
Portland
Seattle
Vancouver
Los Angeles
New York City
London
Gothenburg
Milan
Oslo
Stockholm
Singapore
Auckland
Congestion pricing in past plans

Mobility Access and Pricing Study, 2010
Transit Center District Plan, 2012
SF Climate Action Strategy, 2013
SF Transportation Demand Management Plan, 2017
SF Transportation Plan, 2017
SF Transportation Sector Climate Action Strategy, 2017
Plan Bay Area 2040, 2017
Transportation Task Force 2045 Report, 2018
Emerging Mobility Evaluation Report, 2018
SF Vision Zero Action Strategy, 2019
Downtown Congestion Pricing Study
Downtown Travel Patterns

75% of people driving to Northeast San Francisco came from within the city

Source: SFCTA, San Francisco Chained Activity Modeling Process

San Francisco: 75% of trips, 417,500 trips

NORTH BAY: 3% of trips, 22,000 trips

EAST BAY: 12% of trips, 65,500 trips

SOUTH BAY: 10% of trips, 56,700 trips

San Francisco County Transportation Authority
Of all downtown trips during morning peak, only 13% were low-income drivers.

Source: SFCTA, SF-CHAMP 2015 Base Year Estimate
Program Goals
Reduce peak car trips downtown by at least 15% from 2019 levels
Goals of congestion pricing

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

- Get traffic moving
- Increase safety
- Clean the air
- Advance equity
Goals of congestion pricing: get traffic moving

Photo by Sergio Ruiz, flc.kr/p/2b8zyVm
Goals of congestion pricing:
increase safety
Goals of congestion pricing: clean the air
Goals of congestion pricing: advance equity
Outreach & Engagement
Outreach to date

Policy Advisory Committee
Technical Advisory Committee
Listening sessions with key stakeholders
Congestion survey
Co-creation workshops
Stakeholder presentations
Policy Advisory Committee
Co-Creation
Co-Creation

**SUBSIDY**

Low-income driver discounts

Provide discounts to the congestion fee based on income.

Example low-income definition based on household size: 1 person < 65k annually, 2 people < 75k, 3 people < 85k, 4 people < 95k

**INVESTMENT**

Transit improvements

Provide more frequent buses on 10 congested or underserved routes.

**FEE**

$5 peak period fee

Charge $5 to drive into or out of downtown during morning or evening rush hours
Pause and adjust outreach

- Remote workshops with CoC partners
- Virtual activities and presentations

Flexible timeline based on stakeholder availability

Focus on how an equitable program could be part of recovery
Remote outreach

Engagement Tools

- Remote co-creation
- Phone, SMS texting conversations
- Digital/telephone town hall
- Virtual meetings with interested stakeholder groups
Remote outreach

Publicity Tactics

- Low/no-contact flyer distribution
- In-language advertising
- Engaging senior-serving orgs, nonprofits in CoCs
Scenario Analysis
Screening process

ROUND 1
Basic Design

ROUND 2
Investments

ROUND 3
Discounts and Exemptions

High performing scenarios identified for further consideration
Inbound cordon is best performer

- Meets 15% vehicle trip reduction target with lowest daily traveler costs
- Requires $8.50 fee per transaction before discounts added
- Has lowest capital and operating costs
Screening process

ROUND 1: Basic Design
ROUND 2: Investments
ROUND 3: Discounts and Exemptions

High performing scenarios identified for further consideration
Screening process

ROUND 1
- Basic Design

ROUND 2
- Investments (increase in transit service)
- None (15%)
- 23%
- 29%
- 37%

ROUND 3
- Discounts and Exemptions
- High performing scenarios identified for further consideration
Transit service increase of at least 23% would alleviate crowding

- Inbound cordon revenue sufficient to fund this increase
- Additional revenue could be used to fund more service, discounts, or other priorities
Screening process

ROUND 1: Basic Design

ROUND 2: Investments (increase in transit service)

ROUND 3: Discounts and Exemptions

High performing scenarios identified for further consideration
Low income driver discount packages

No Discounts
$8.50 fee
No driving discounts
23% transit service investment

Moderate Discounts
$10.00 fee
50% low-income driver discount
50% very-low-income driver discount
23% transit service investment

More Discounts
$12.00 fee
50% low-income driver discount
100% very-low-income driver discount
23% transit service investment
Vehicle trip reduction

V. LOW  LOW  MOD. MIDDLE  HIGH

50/50

15%

50/100
Change in cost as % of income – all travelers

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Costs are out-of-pocket expenses including auto operating and maintenance costs, bridge tolls, taxi and tnc fares, transit fares. Costs exclude parking and vehicle purchase.
Driving discounts reduce or maintain low-income traveler costs

- Income-based driving discounts increase the base price to $10 – 12
- Revenue can fund driving discounts and transit service increase
- Higher discount levels result in a more equitable distribution of changes in driving
Screening process

ROUND 1: Basic Design
ROUND 2: Investments (increase in transit service)
ROUND 3: Discounts and Exemptions

PEAK DIRECTION:
- INBOUND: 15%
- BIDIRECTIONAL: 23%
- AREA: 29%
- VMT: 37%

High performing scenarios identified for further consideration
Other potential discounts & subsidies

Some discounts can be easily accommodated, while others may come with trade-offs

- Discounts for drivers with disabilities
- Maximum daily driving fee cap
- Zone resident driver discounts
- Bridge toll rebate
- Transit discounts
Next Steps
Potential path to implementation

- Transportation Authority Board vote
- State legislation
- Detailed policy and system design
- Community outreach
- Program implementation
How to get involved

● Share feedback with us by emailing congestion-pricing@sfcta.org

● Visit sfcta.org/downtown
  ○ Sign up to our email list to stay involved
  ○ Learn how congestion pricing could work
  ○ Participate in future activities
  ○ Provide feedback as the study progresses
Thank you.
sfcta.org/downtown
congestion-pricing@sfcta.org

San Francisco
County Transportation Authority