Why We are Studying Congestion Pricing

San Francisco County Transportation Authority
1. Introduction and context of past congestion pricing planning

2. Presentations
   - Get traffic moving - Steve Boland, SFMTA Transit
   - Improve safety - Megan Wier, SF Department of Public Health
   - Clean the air - Richard Chien, SF Environment
   - Promote equity - Chris Lepe, TransForm

3. PAC Discussion

4. Public comment
2010 congestion pricing study

Identified benefits:

- Fewer auto trips
- Less vehicle delay
- Improved transit speeds
- Reduced GHG emissions
- Fewer pedestrian collisions
Congestion pricing planning history

SF Vision Zero Action Strategy, 2019
Transportation Task Force 2045 Report, 2018
Emerging Mobility Evaluation Report, 2018
SF Transportation Demand Management Plan, 2017
SF Transportation Sector Climate Action Strategy, 2017
Plan Bay Area 2040, 2017
SF Climate Action Strategy, 2013 and 2017
SF Transportation Plan, 2013 and 2017
Mobility, Access, and Pricing Study, 2010
Past congestion pricing planning

Rachel Hiatt
San Francisco County Transportation Authority
Role of the San Francisco Transportation Plan (SFTP)

- Where all the city’s transportation modes, operators, and networks come together
- Prioritizes, guides investment and revenue advocacy
- 2004 Countywide Transportation Plan: first long-range transportation blueprint for San Francisco
  - Investment strategy was basis for Prop K
“Healthy Environment” scenario with Congestion Pricing comes closest

### Non-Auto Mode Share
Goal: at least 50%

- Baseline (41%)
- Econ. Comp. (medium) and Healthy Env. (45%)
- Livability (47%)
- Healthy Env. with Congestion Pricing (50%)

### Commute Travel Time to San Francisco
Goal: No increase from 2010 (40 minutes)

- Baseline (42 minutes)
- Econ. Comp. (med) and Healthy Env. (40 minutes)
- Healthy Env. with Congestion Pricing (31 minutes)

### GHG Emissions
Goal: 56% Reduction from 1990 Emissions

- Baseline (+62%)
- Econ. Comp. (medium) (+50%) and Healthy Env. (+42%)
- Healthy Env. with Congestion Pricing (+18%)
Congestion pricing is most cost-effective way to make significant progress towards goals.

**Strategies**
- Electric vehicles
- Road pricing**
- Transit network expansion
- Employer subsidized transit passes + TDM*
- Mandatory transit passes in new development + TDM**
- Bicycle improvements*
- Personalized outreach*
- School TDM

** = most cost effective
* = medium cost effective
= least cost effective

San Francisco GHG Emissions Trend vs. Goal (on-road mobile, weekday)

Source: SF CHAMP 4.1 p2009, ICF 2011

Share of goal achieved if we implement ALL strategies AND they are all additive
Questions?

www.connectSF.org
Purpose of the San Francisco Transportation Plan (SFTP)

Regional Transportation Plan (9-County San Francisco Bay Area)

SFTP

SFMTA Capital Plan
Mayor’s 2030 Transportation Task Force
Prop K Sales Tax Strategic Plan
CCSF Capital Plan

Major Projects: Caltrain Electrification / Downtown Extension, Geary BRT
Citywide Plans: Transit Effectiveness Project, BART Metro, Pedestrian Strategy
Neighborhood Plans & Projects: 6th Street pedestrian safety, Fillmore Fill planning
Developing the SFTP

Goals, Needs, & Expected Funding
$75B

Potential Investments: State of Good Repair (SOGR), Operations & Maintenance (O&M), Programs & Enhancements, Efficiency & Expansion Projects

DRAFT SFTP Investment Plan
Spring 2013
Draft SF Investment Vision, Revenue Strategy and Early Action Program

FINAL INVESTMENT PLAN
December 2013
SF Investment Vision

Public Input & Feedback

Policy Recommendations

Public Input & Feedback

Early Action Program Adoption: the first 5 years of investments
Focus on Livability ($15 billion)

CAPITAL INVESTMENTS
- New rail lines
- Second transbay BART tube
- Road diets and traffic calming
- Cycletracks

OPERATIONAL INVESTMENTS
- Improved transit frequency and reliability
- Bicycle sharing
- Bicycle stations at major transit hubs

POLICY CHANGES
- Reduced need for transit transfers
- Promotion of walking and cycling
Focus on Economic Competitiveness ($2 to $15 billion)

CAPITAL INVESTMENTS
- Low: Caltrain electrification, transit priority measures
- Medium: BRT, Caltrain downtown extension
- High: Second transbay BART tube, high speed rail

OPERATIONAL INVESTMENTS
- Low: Transit frequency improvements
- Medium: Programmatic transit investments

POLICY CHANGES
- Low: Traffic management on key corridors
- Medium: Congestion pricing
Focus on Healthy Environment ($10 billion)

CAPITAL INVESTMENTS
• Designated transit lanes
• Rail extensions
• Cycle tracks

POLICY CHANGES
• Congestion pricing
• Employer-subsidized transit passes and TDM
• Residence-based TDM (transit passes for new housing residents, personalized outreach on commute alternatives, car-sharing)
• School-based TDM
• Regional road pricing
Focus on Infrastructure ($10 Billion)
$10 billion

CAPITAL INVESTMENTS
• Maintain local streets, bridges and tunnels, and transit vehicles and facilities in a state of good repair

OPERATIONAL INVESTMENTS
• Maintain transit operations
Only the most aggressive scenarios approach goals.
Get traffic moving

Steve Boland
SFMTA Transit
Muni Operating Context

- 70% of riders on buses
- Legacy light rail, mostly in street
- Peak arterial speeds: -25% 2010-2016
- Avg. speed: 7.4 mph
- On-time: 55%
Strategies to Improve Reliability

• Increased **operator hiring & training** to reduce missed runs

• **Fleet modernization** to reduce breakdowns (LRV4, rubber tire)

• Near-term focus on **subway reliability & capacity** (early closures, West Portal pilot)

• Longer-term **technology upgrades** (modern train control)

• Muni Forward **transit-priority program**
Muni Forward

- **Improved reliability**: Over 60 miles of new reliability improvements, such as red transit lanes, bus bulbs and traffic signals that stay green for transit
- **Rapid Network**: More Rapid lines and expanded frequency
- **More service**: Multiple service increases and new connections since 2015
- **Brand new fleet**: All-new bus and rail vehicles
- **Equity**: A focus on improving service in Equity Strategy neighborhoods
Transit Lanes

Total: 43 miles
Red: 18 miles
Transit Bulbs & Islands Built or Approved Since 2014
Projects Completed 2019/2020

- N Judah – Irving Street Muni Forward
- 27 Bryant quick-build & reroute
- 1 California: Laurel Village
- 3rd Street (SoMa) quick-build
- West Portal pilot
- San Bruno Ave. Improvement Project
Construction Underway

- **Geary Rapid Project**: Starting this year
- **16th Street Improvement Project**: 19th Avenue (28, 28R)
- **Taraval Transit Improvement Project**: 4th Street and Lower Stockton Street red transit lanes (8, 30, 45)
- **Haight Street**:
- **Starting this year**
- **Lombard Safety Project**:
Muni Forward Results

Ridership increased 14% on Rapid bus from 2016 to 2018
- 8 Bayshore corridor: +12%
- Mission/Van Ness corridor: +9%
- Geary corridor: +8%
- 19th Ave corridor: +19%

Time savings of 10% or more
- Church Street: 15%
- 5R Fulton Rapid: 9-12%
- Mission: 13%
- 16th Street quick-build phase: 10%
- Potrero: 20%
- Two-Way Haight: Over 20%
- Sansome: Over 20%

Sales tax revenue increases
- Mission, Taraval (outperformed city)
Transit Quick-Build

• Quicker safety and reliability improvements
• Improvements are reversible/adjustable, such as:
  – Turn pockets
  – Stop optimization or consolidation
  – Stop safety upgrades
  – Queue jumps
• Can complement larger capital projects to get benefits on the ground faster
The Future of Muni Forward

The Next Five Years

• Expand use of Quick-Build approaches for spot improvements and corridors
• Implement Delay Hot Spot program to complement corridor-based approach
• Operationalize the Equity Strategy with improved service on Equity Strategy lines
• Complete outreach on remaining Rapid projects from Transit Effectiveness Project
• Launch Rapid service on more lines
• Add more new trains to allow expanded Muni Metro service
• Begin transformation of Muni Metro into a true Metro system, with 3-car trains

Beyond - A Vision for the Rapid Network

• Continued improvements on the Rapid Network to achieve a vision of Rapid Network service that travels between stops with *no needless delay*
• Rapid service should provide a “surface subway” experience that allows people to get where they need to go in San Francisco with ease
Improve safety

Megan Wier
San Francisco Department of Public Health
Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

VISION ZERO IN SAN FRANCISCO: CONGESTION PRICING AS A TRANSFORMATIVE POLICY

March 4, 2020

San Francisco County Transportation Authority Congestion Pricing Information Session
SAN FRANCISCO’S COMMITMENT TO ELIMINATING TRAFFIC DEATHS AND REDUCING SEVERE INJURIES
TRENDS: WE HAVE MUCH MORE WORK TO DO TO SAVE LIVES

- People Killed While Walking
- People Killed While Biking
- People Killed in Vehicles

Vision Zero adopted

Least deadly year in history

Second-least deadly year in history
TARGETED IMPROVEMENTS, FOCUS ON THE HIGH INJURY NETWORK

Saving Lives  Prevention  Equity

Speed  Safe Streets  Safe People and Safe Vehicles

SAN FRANCISCO’S HIGH INJURY NETWORK

The Vision Zero High Injury Network (HIIN) guides the city’s investments in infrastructure and programs, and ensures that Vision Zero projects support those most in need.

31% of city streets are in communities of concern.

50% of the high injury network is in those same communities.

75% of fatal and severe traffic injuries occurred just 13% of our streets.
CONGESTION PRICING IS A VISION ZERO TRANSFORMATIVE POLICY

- Evidence-based to reduce severe and fatal injuries - ~20% reductions in London, Stockholm zones
- High-impact initiative – focused on high injury network, communities of concern
- Revenue to reinvest - in initiatives to promote safety and reliable transit, advance equity
- Requires local legislative authority
COMPLEMENTARY GOALS FOR SAFE, HEALTHY, SUSTAINABLE, EQUITABLE CITIES
Thank you!

Contacts

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MEGAN.WIER@SFDPH.ORG
Clean the air

Richard Chien
SF Environment
Climate Action Strategy Update

Congestion Pricing Study Policy Advisory Committee (PAC)
March 4, 2020
Richard Chien
SF Environment
San Francisco’s Climate Action Framework
Bold Goals and Aggressive Reduction Targets

- **2017**: 25%
- **2025**: 40%
- **2050**: 100%

Reduce as much as possible

Sequester the rest
Emissions Have Been Declining

- 36%
Focus 2030: Ten Years to Accelerate

Historic Trend
Business as Usual
Goals Scenario

Emissions (million MTCO₂e)

- 36%
- 68%
- 90%

+ 21%

1990 2000 2010 2017 2030 2040 2050
Focus 2030: High Impact Transportation Actions

High Impact Actions

Mode Shift
- Transit
- Biking
- Walking
  80% Sustainable Trips (transit, biking, walking) by 2030, in line with City’s Transit First Policy

Fuel Switch
- Fleets: 100% electric vehicles by 2050
- Ferries: 100% renewable fuels by 2030
- Caltrain: 100% electric trains by 2020
- BART: 75% GHG-free electricity by 2025 and 100% by 2045

Other Action
- Advocate for regional and state actions focused on large ships
Framework for Transportation and Land Use Sector

- Climate Action Strategy
- Land Use & Housing
- Congestion Pricing
- Vehicle Electrification
- Vision Zero
- ConnectSF

RACIAL EQUITY
HEALTH
Thank You

Richard Chien
Senior Environmental Specialist
richard.chien@sfgov.org

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Promote equity

Chris Lepe
TransForm
Pricing Roads, Advancing Equity

SFCTA Downtown Congestion Pricing Study
PAC Voluntary Session #1: Why we are studying congestion pricing - March 4, 2020

Chris Lepe, Regional Policy Director
clepe@transformca.org

TransFormCA.org
Facebook.com/TransFormCA
Twitter.com/TransForm_Alert
US-101 Mobility Action Plan

Children are especially vulnerable to air pollution impacts as their lungs are still developing – and children living near busy roads are more likely to have asthma symptoms and bronchitis.\(^2\)

Spending time at locations close to and downwind of high traffic locations increases exposure to air pollution—along the US-101 corridor, neighborhoods to the east and southeast of US-101 are downwind of the highway.\(^2\)

High speed vehicles exiting from and connecting to highway ramps create an unsafe environment for people walking and biking – this makes it harder to get around without a car if you live near highway ramps.\(^2\)
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<th>Pricing Strategy</th>
<th>Equity Impacts</th>
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Chris Lepe, Regional Policy Director

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TransFormCA.org
TransForm's 5 Steps to an Equitable Road Pricing Program

1. Identify Who/What/Where
2. Define Equity Outcomes & Performance Indicators
3. Determine Benefits and Burdens
4. Choose Programs that Advance Transportation Equity
5. Provide Accountable Feedback & Evaluation

Program Adopted/Implemented
Case Study: Oregon Dept. of Transportation (ODOT) I-5 & I-205 Tolling Projects

**Project Goals**

Ensure the benefits of reduced congestion and improved mobility are shared across all demographics

Fund projects and manage traffic

Promote improved public transit or other travel options

Collaborate with community partners to work towards an equitable distribution of the benefits of reduced congestion.

An equity framework will guide the entirety of this project. The goals of the equity framework are:

- Gain better outcomes for traditionally disadvantaged and underserved communities
- Be inclusive and intentional when engaging communities in solutions

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<th>Initial Implementation</th>
<th>Longer Term Implementation</th>
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<td>Concept B and Modified E</td>
<td>Concept C in phases with comprehensive planning</td>
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Case Study: Portland Bureau of Transportation
Pricing for Equitable Mobility

## Project Goals

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<th>Move people and goods</th>
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<td>Make the most efficient use of limited road space</td>
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<td>Provide transportation options for a growing city</td>
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<td>Advance commitment to transportation justice</td>
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<td>PBOT will ask two fundamental questions throughout this process:</td>
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<td>• Will it advance equity and address structural racism?</td>
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<td>• Will it reduce carbon emissions?</td>
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PAC Discussion
Public Comment
Thank you

sfcta.org/downtown

congestion-pricing@sfcta.org