

DOWNTOWN CONGESTION PRICING STUDY

Policy Advisory Committee #7

Baseline Scenario Results



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March 11, 2021

Welcome



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Agenda

1. Welcome + logistics
2. Introductions
3. Baseline Assumptions and Scenario Results / Q&A
4. Breakout rooms:
Scenarios + Input (sfcta.org/pac7)
5. Report outs
6. Next Steps
7. Public Comment



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Using Zoom

- PAC members: Update your name and organization in Zoom
- Chats sent to project team



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Using Zoom

Having trouble?

- Tell Abe/Paige in the chat (if you can)
- Text 415-930-3132



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Introductions

Project Staff

PAC Members: introduce yourself and your organization via chat

or

If on phone:

*9 to raise your hand

*6 to unmute



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Background



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Baseline 2025



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Baseline Assumption Overview



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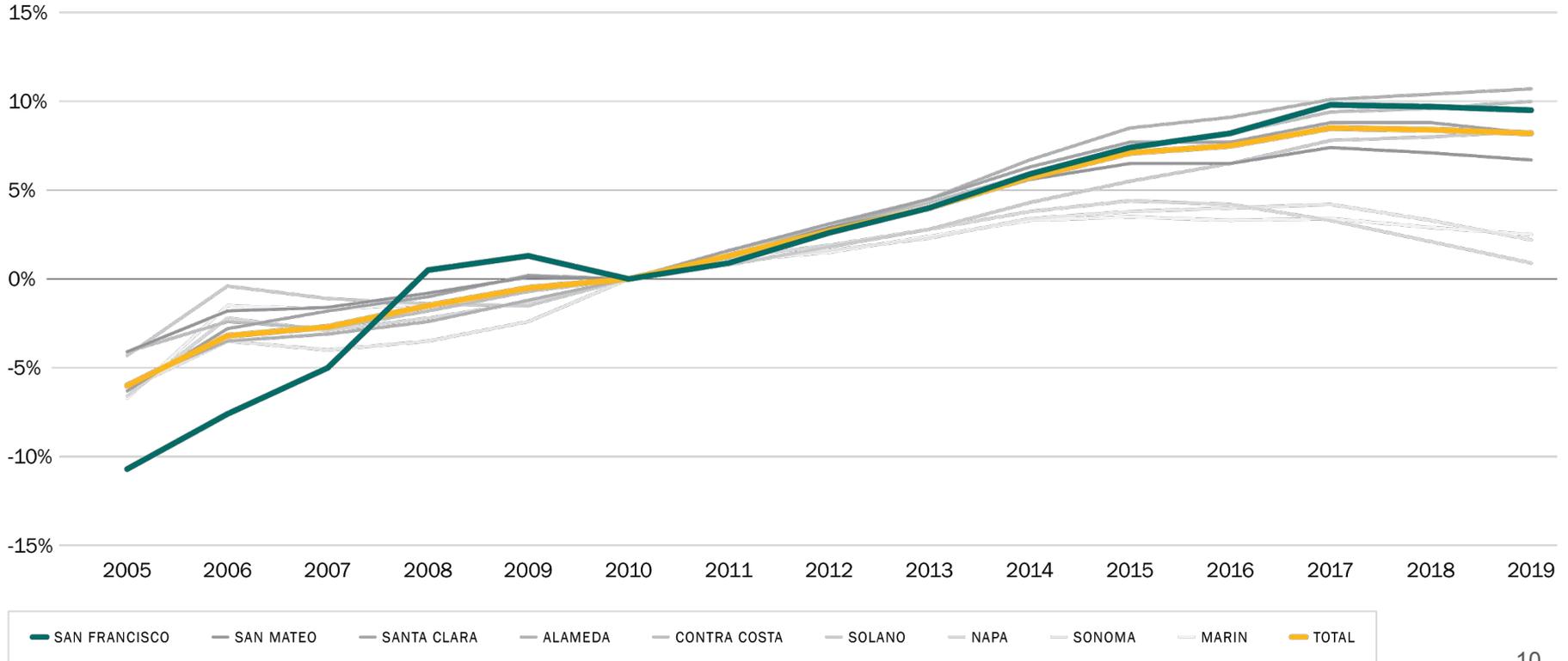
1. The new baseline reflects Covid impacts for year 2025. The new baseline assumption include:
 - a. Updated population and job growth
 - b. Updated transit service
 - c. Updated travel behavior - telecommuting, transit avoidance and activity participation
2. This will be the new baseline for the study. The three recommended scenarios will be compared to this baseline.

Before COVID, Population Growth Had Flattened



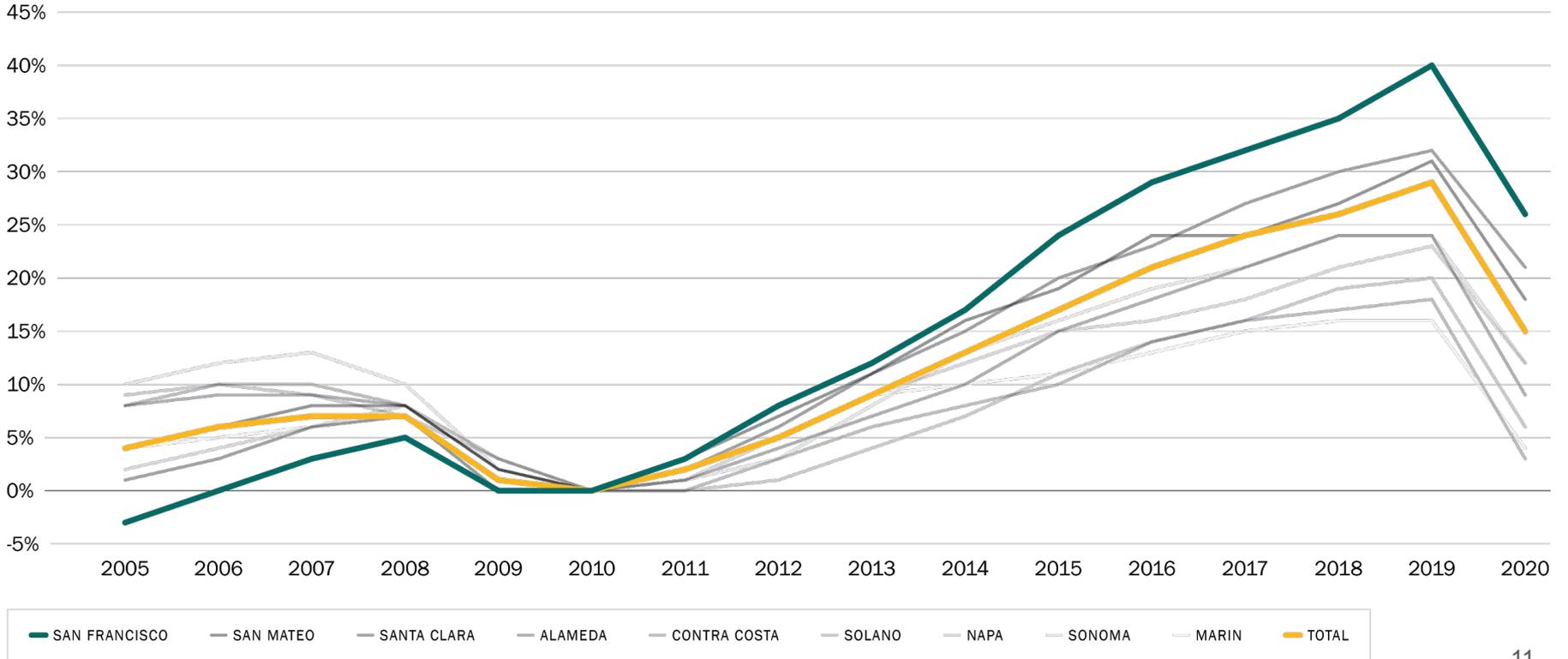
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Percent change in population from 2010



But Job Growth was Strong

Percent change in jobs from 2010





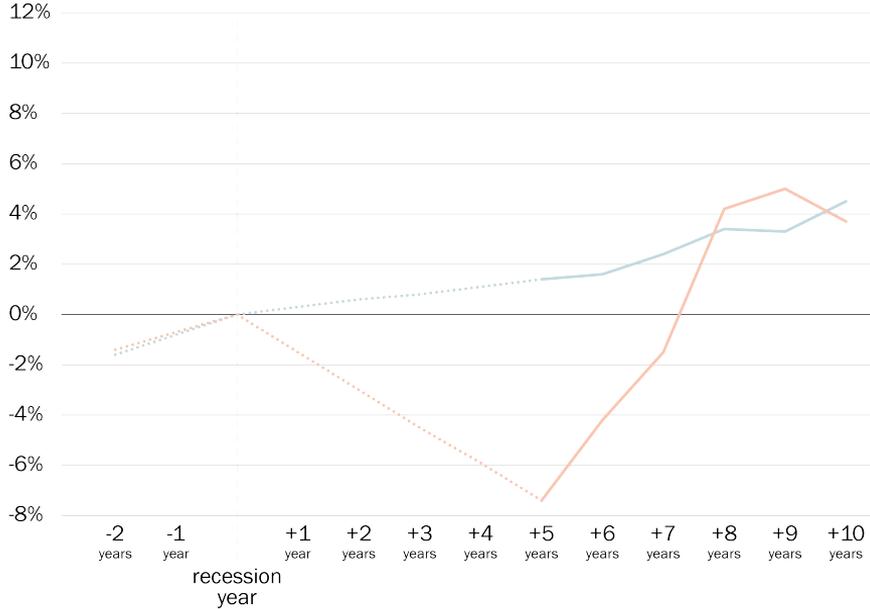
- After 2000:
 - it took 8 years for San Francisco's population to return
 - the economy had not fully recovered before entering the next recession
- After 2008:
 - San Francisco's population dipped briefly and recovered quickly
 - San Francisco recovered its lost jobs within 4 years
 - Job growth was strong from 2011 to 2019

The Last Two Recessions Had Very Different Recoveries



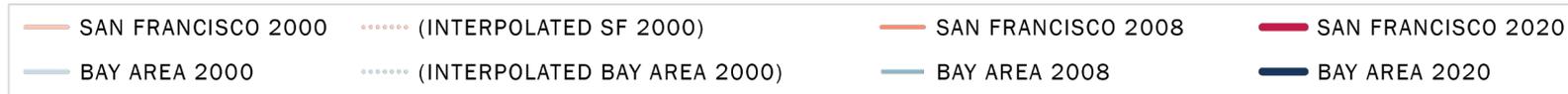
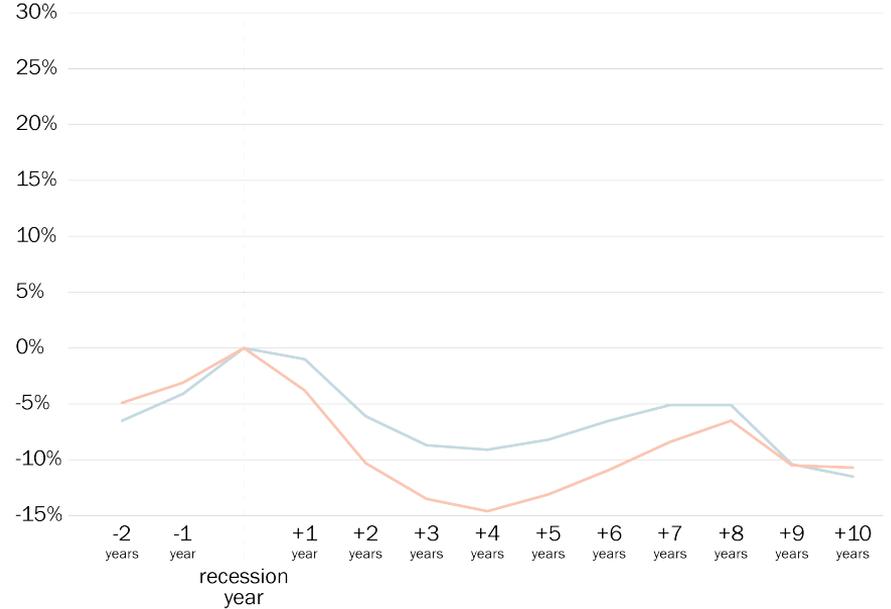
Population Trends

SF/Bay Area Population Trends Before/After Recessions



Job Trends

SF/Bay Area Job Trends Before/After Recessions

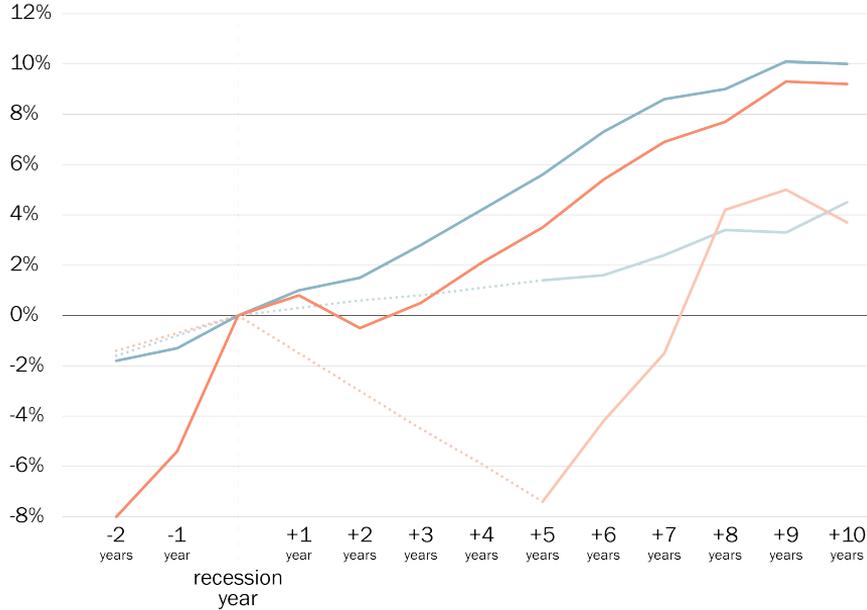


The Last Two Recessions Had Very Different Recoveries



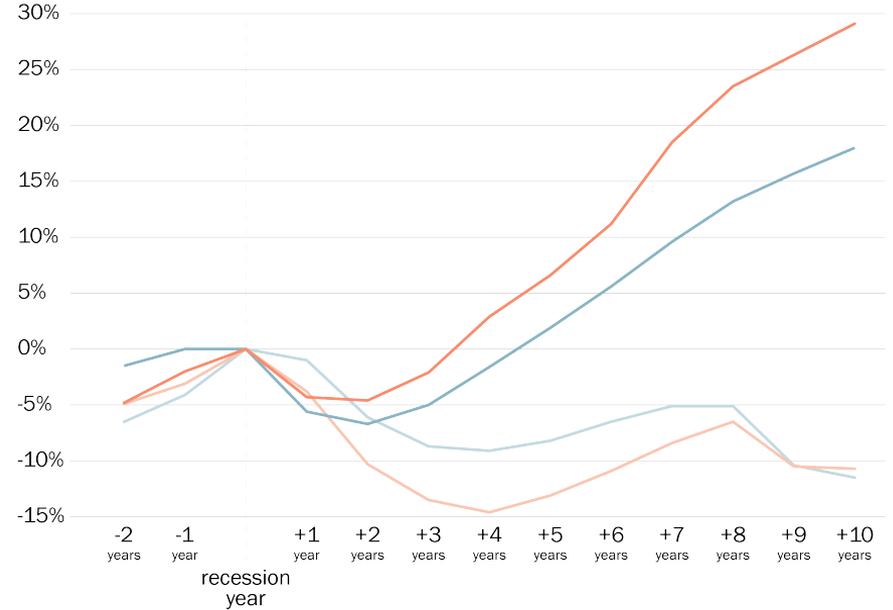
Population Trends

SF/Bay Area Population Trends Before/After Recessions



Job Trends

SF/Bay Area Job Trends Before/After Recessions



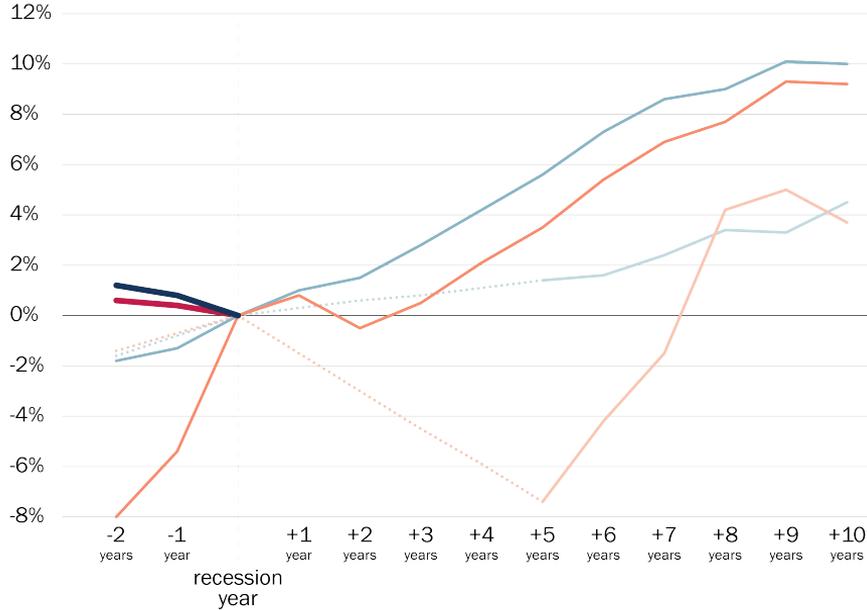
- SAN FRANCISCO 2000 ⋯ (INTERPOLATED SF 2000)
- BAY AREA 2000 ⋯ (INTERPOLATED BAY AREA 2000)
- SAN FRANCISCO 2008 — SAN FRANCISCO 2020
- BAY AREA 2008 — BAY AREA 2020

The Last Two Recessions Had Very Different Recoveries



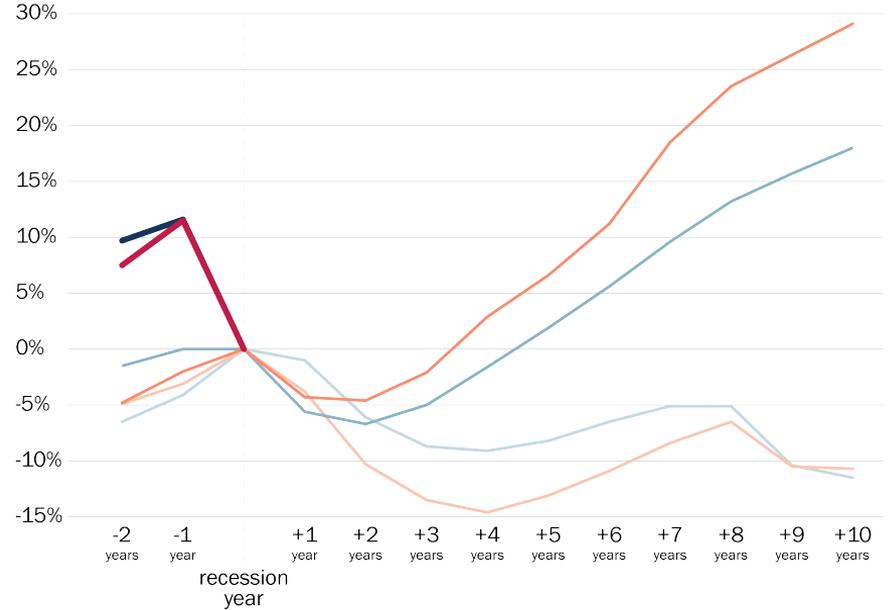
Population Trends

SF/Bay Area Population Trends Before/After Recessions



Job Trends

SF/Bay Area Job Trends Before/After Recessions



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— BAY AREA 2000 ⋯ (INTERPOLATED BAY AREA 2000)

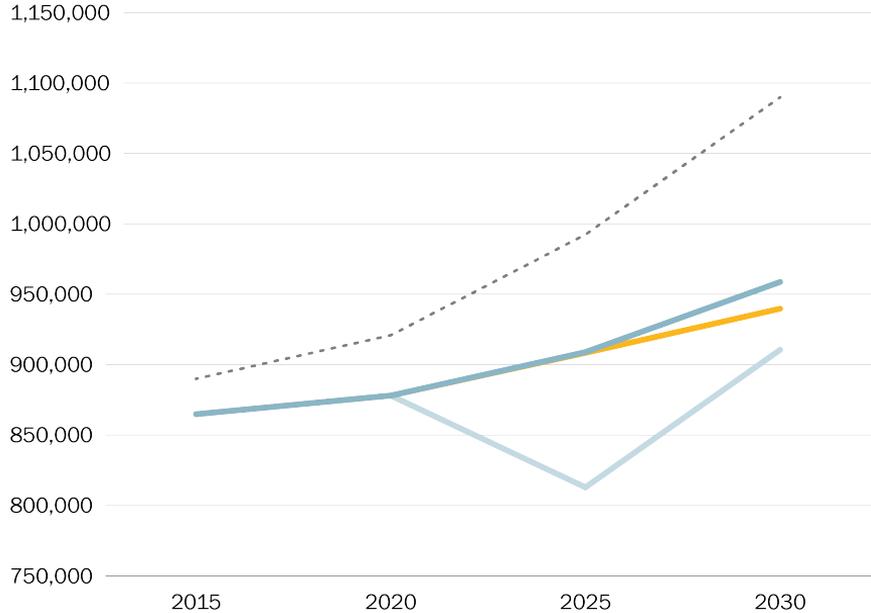
— SAN FRANCISCO 2008 — SAN FRANCISCO 2020
— BAY AREA 2008 — BAY AREA 2020

Recommended Near-Term Projections

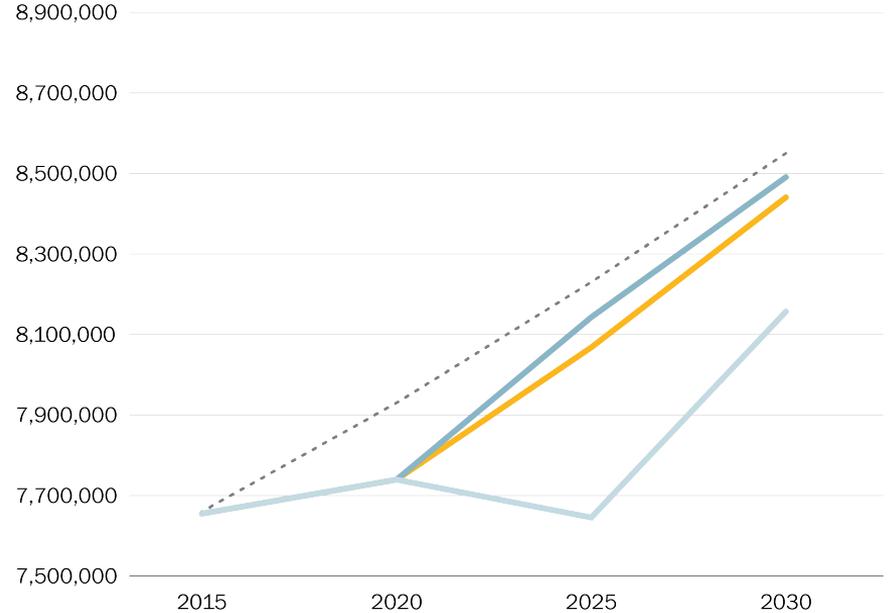


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San Francisco Population



Bay Area Population

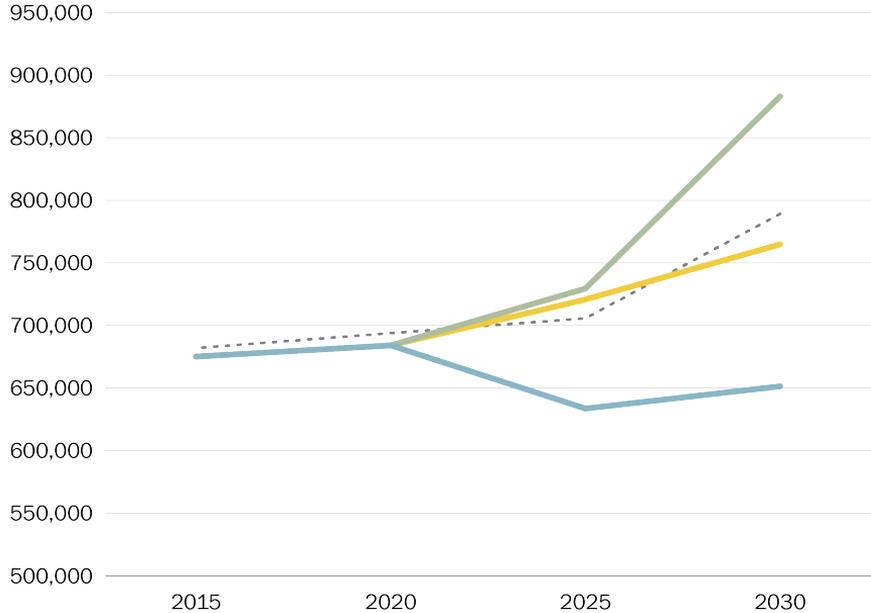


Recommended Near-Term Projections

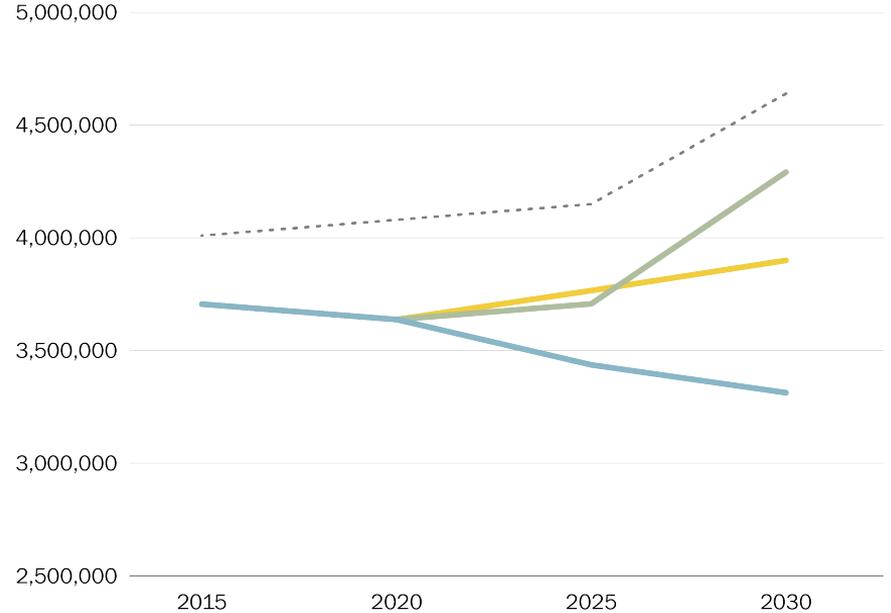


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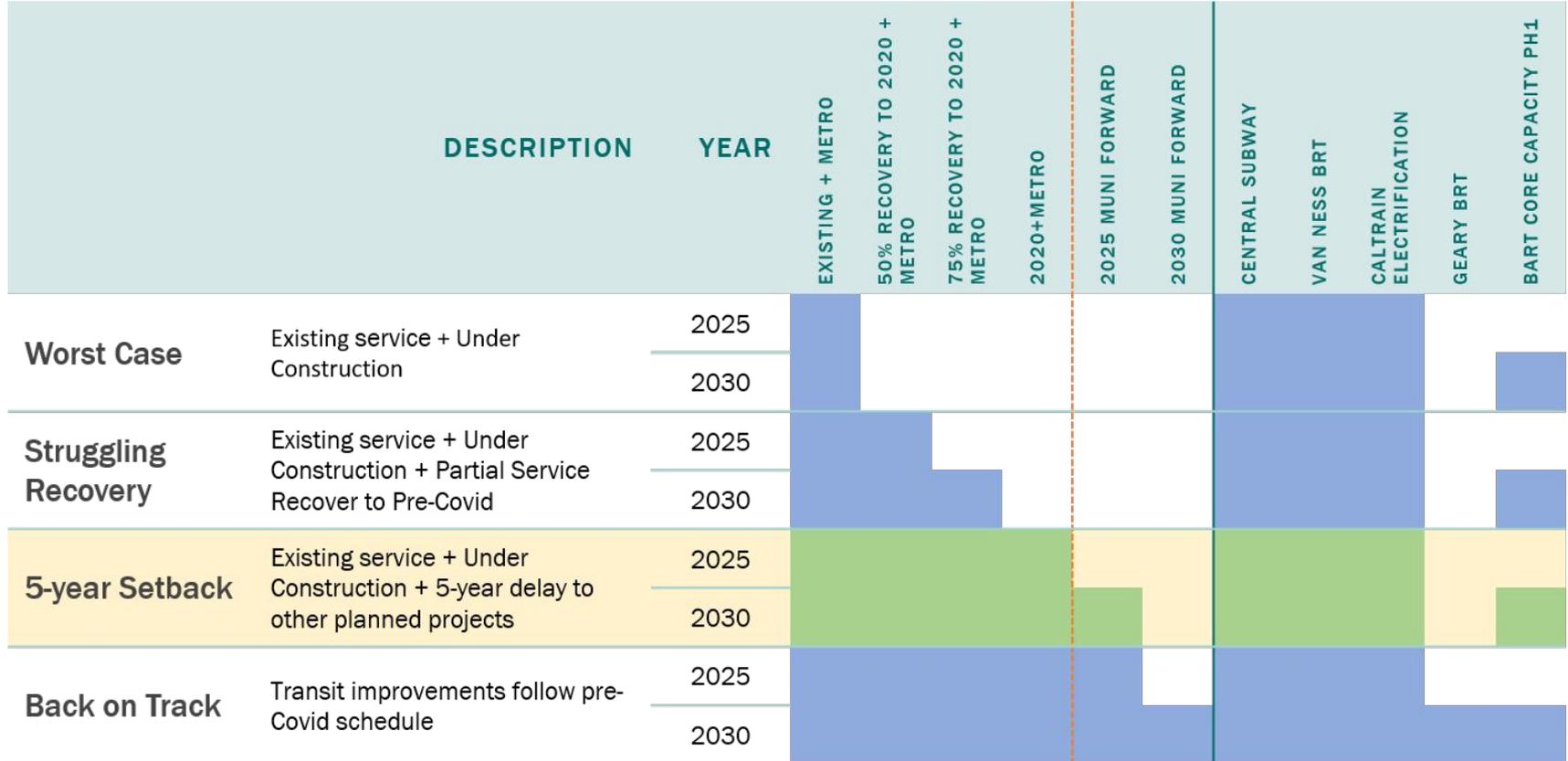
San Francisco Jobs



Bay Area Jobs



Transit Service



Travel Behavior



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	WORK FROM HOME	TRANSIT AVOIDANCE	ACTIVITY PARTICIPATION
Worst Case	Shelter-in-Place (high)	Shelter-in-Place (high)	Shelter-in-Place (high)
Lingering Fears	Mid	Mid	Mid
Staff Recommendation	Mid	Pre-Covid (low)	Pre-Covid (low)
Back to Normal	Pre-Covid (low)	Pre-Covid (low)	Pre-Covid (low)

* Mid means half of shelter-in-place values for work from home and transit avoidance, and reopening stage 2 for activity participation. For San Francisco, mid WFH is 27%. Mid transit avoidance is 15% for local bus and 30% for premium transit. Mid activity participation is 50% of social/recreational and personal business tours, 100% of shopping tours, and no school, escort, or meal tours.

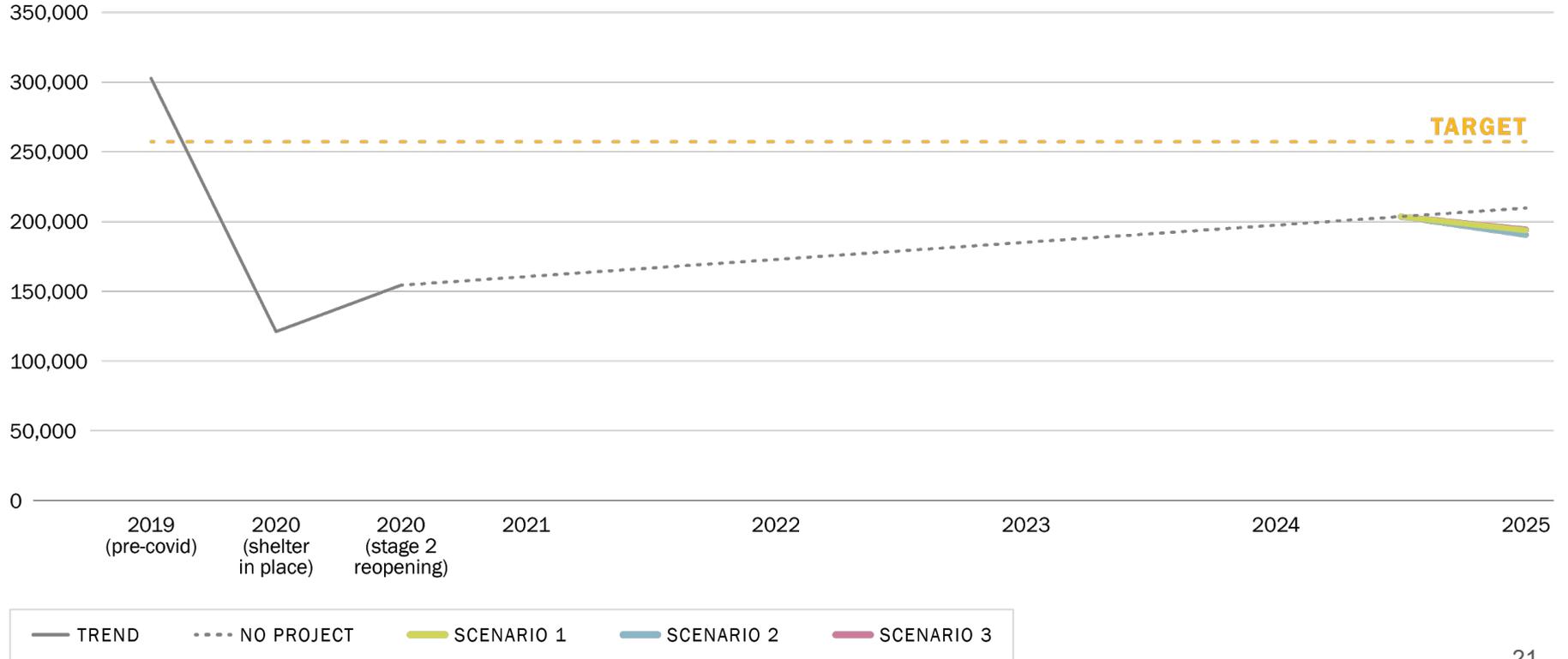
2025 Conditions



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Scenario Results

Peak period vehicle trips to, from, within the pricing zone



Scenario Results — AM Peak Period Speeds Before and After Covid



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- Without pricing, speeds are expected to be higher than they were before Covid
- Improvements in downtown arterial speeds are modest

SCENARIO	2019 (Pre-Covid) Speeds	2025 (no congestion pricing)	% Increase in Speed
Downtown Arterials	14 mph	15 mph	+6%
SF Highways	35 mph	40 mph	+17%

Future Conditions May Vary



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Future Conditions May Vary



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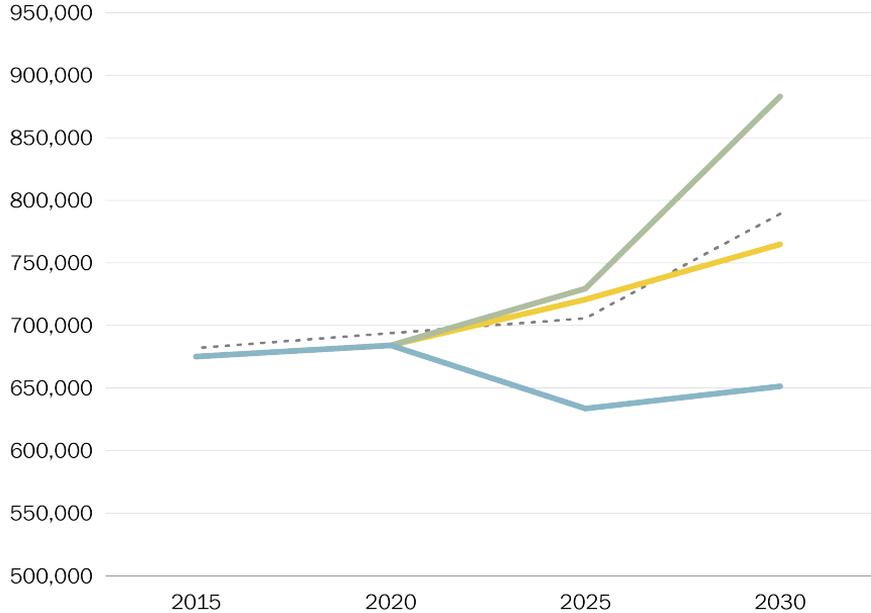
1. Reality could differ from our projections
 - a. Population growth
 - b. Economic recovery
 - c. Work from home
 - d. Transit service
2. Differences in any of these areas will have impacts on when congestion pricing is needed, and where prices are set

Recommended Near-Term Projections

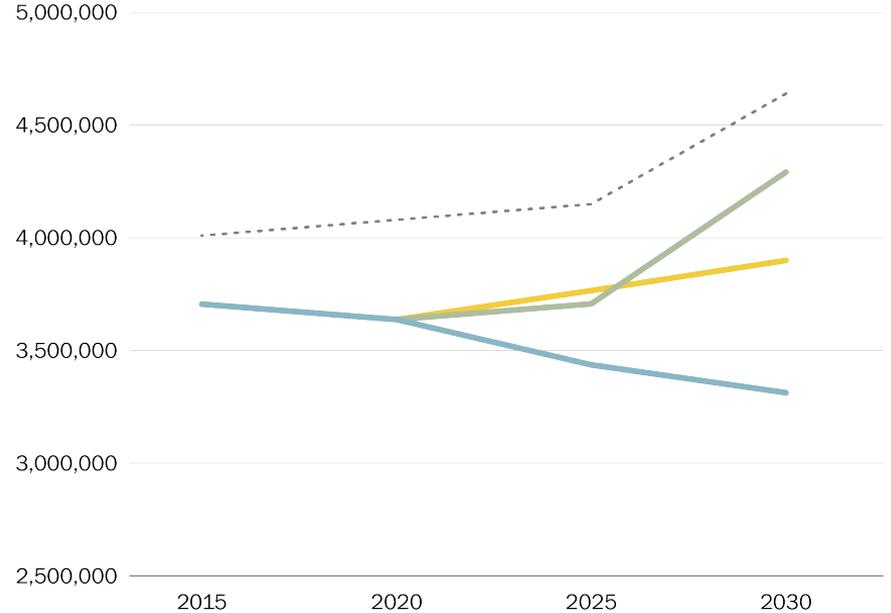


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San Francisco Jobs



Bay Area Jobs



PAC Member Questions in the chat



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Breakout Groups



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Question 1

Lightning Round

Share key reflections from the presentation.

What is your reaction to the baseline assumption + results?

What questions should we address as we continue the study?



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Question 2

Implementation Timing

What are the right indicators?

- Economy (unemployment rate/sales tax receipts)
- Population
- Traffic levels/system performance
- Others?

Which indicators would best address equity specifically?

Would it ever make sense to phase in pricing over time?



Question 3

Balancing Benefits

Congestion pricing has benefits related to reducing driving and generating revenue for investments.

- For example, the more we charge, the more revenue we have to invest in transit. And more transit means more alternatives travelers have from using their cars.

How should these be balanced to develop an equitable program?



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Question 4

Short term vs. long term implementation

Would you consider a lower fee in the shorter term to prevent congestion? This would help keep us at a lower congestion level.

What if we weren't able to fund many transportation investments with this smaller fee?

What would a reasonable fee be?

What does the ideal transportation system feel like?

- Eg. bus speeds? Safety?



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Question 5

What should we keep in mind as we move toward a recommendation?

Deal breakers? Deal makers?

What do you want to hear from community members to inform your vote at our final PAC meeting?

Any additional groups to reach out to?



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Report Outs



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Next Steps



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Public Engagement

Key Goals for Round 2

- 20+ co-creation workshops, 50% in language
- 3 digital/telephone town halls
- Business/labor roundtables
- 60+ stakeholder meetings
- 1,000+ digital/text surveys responses
- Custom outreach (eg. WeChat, paper surveys)



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Remote Co-creation



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Publicity Tools



- Multilingual posters in neighborhoods & parking garages
- Low/no contact flyer distribution
- In-language advertisements (news/radio)
- Engaging senior-serving orgs, nonprofits in CoCs
- Earned media
- Social media

Schedule (subject to change)



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Questions?



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Public Comment



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Thank you.

sfcta.org/downtown
congestion-pricing@sfcta.org



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