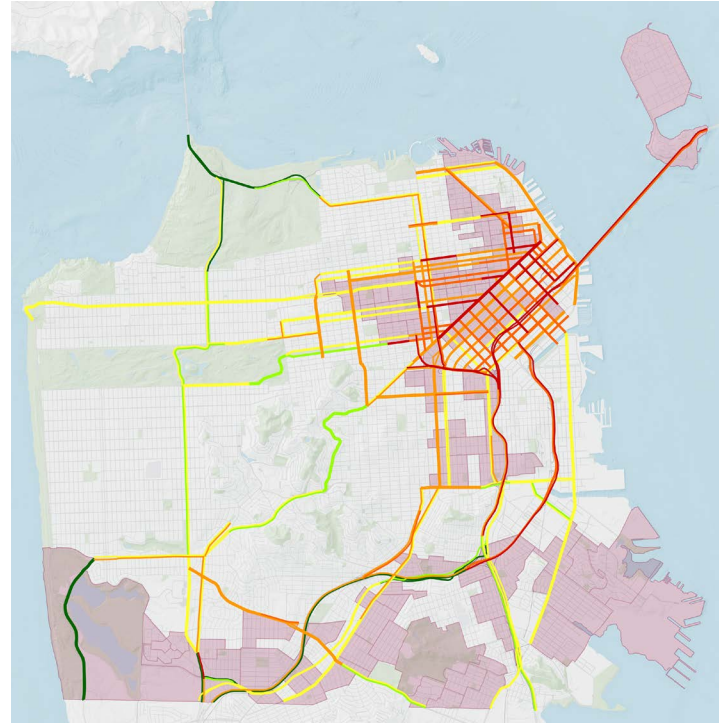




How might congestion pricing advance equity in San Francisco?

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?

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

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

Congestion Pricing in **Stockholm** has reduced ambient air pollution between 5% 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 publicize the share of revenues spent on bicycle 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 Affects of Road Pricing in San Francisco



Discounts and Exemptions

Examples from other cities

In **London**, anyone with a disability placard is exempted from all charges. Residents who live within the charge zone receive a 90% discount.

In **Trondheim Norway**, drivers are charged only once per hour to avoid multiple charges for parents dropping off children.

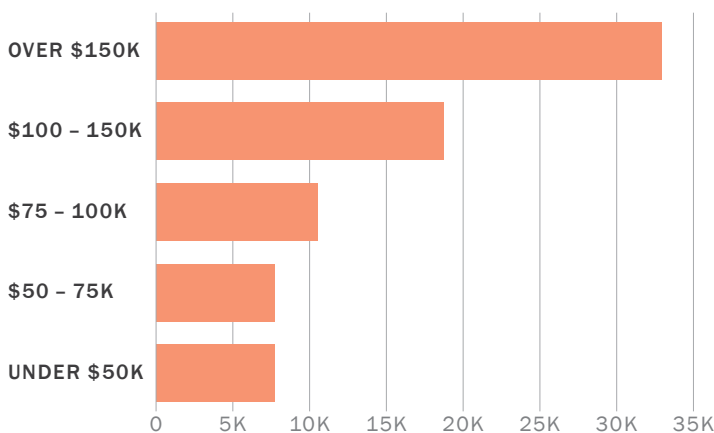
In **New York City**, residents who make less than \$60,000 per year and live within the charge zone will receive a tax credit reimbursing the costs of the fee.

San Francisco

Because they are more likely to drive downtown during congested times, higher income individuals are more likely to pay a congestion fee than low income travelers. Still, some people from disadvantaged communities will need to drive downtown. Discounts and exemptions for some local and regional drivers can help ensure that these groups are able to take full advantage of the increased access to jobs and opportunities which come from less congested roadways.

People traveling downtown by car during peak periods tend to have higher incomes.

CAR TRIPS TO/FROM/WITHIN DOWNTOWN DURING AM PEAK, BY INCOME (2010)



Source: SF CHAMP 2010. Income breakpoints are in 2008 dollars

Generating Revenue

Examples from other cities

London uses revenue from its congestion pricing program to improve bus service, which serves a disproportionately high number of low-income individuals. London added 300 new buses to the roads and bus ridership increased 18% in the first year of the program.

In **Singapore**, money raised from congestion pricing goes into a general fund which invests in both transit improvements and affordable housing close to transit.

San Francisco

By co-designing investment priorities with vulnerable communities early in the planning process, we can ensure that those most disadvantaged by our current transportation system benefit from program design and the spending of congestion pricing revenues.

A 2010 study of congestion pricing in San Francisco suggested revenues be spent on additional transit service, street resurfacing, bicycle/pedestrian improvements, street beautification, parking enforcement, and a transit fare assistance program.¹

¹ San Francisco County Transportation Authority (2010). Mobility Access and Pricing Study

How To Get Involved

Help us shape a congestion pricing program for San Francisco: learn more and get involved at sfcta.org/downtown

Contact Us

San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Project Manager:
Colin Dentel-Post, Senior Planner

Email the project team at congestion-pricing@sfcta.org