

DOWNTOWN CONGESTION PRICING STUDY

# Policy Advisory Committee #6

## Policy Scenario Development



San Francisco  
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Authority

November 12, 2020

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# Agenda

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1. Welcome + logistics
2. Introductions
3. Background
4. Breakout rooms:  
Scenarios + Input ([sfcta.org/pac6](https://sfcta.org/pac6))
5. Report outs
6. Next Steps
7. Public Comment



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## Using Zoom

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



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## Using Zoom

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# Having trouble?

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



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## Introductions

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### 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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# Study Process



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# Policy Options



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# Recommended Scenario Fee Structures



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THREE  
SCENARIOS:

1

means-based  
focus

2

means-based,  
resident,  
toll-payer  
discounts

3

means-based  
focus

# Recommended Scenario Fee Structures

THREE  
SCENARIOS:

1

means-based  
focus

2

means-based,  
resident,  
toll-payer  
discounts

3

means-based  
focus

Fee Direction

Inbound only

Inbound only

Two-way

# Recommended Scenario Fee Structures



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SCENARIO	1 Inbound with means-based focus	2 Inbound with means-based, resident, toll-payer discounts	3 Two-way with means-based focus
Fee Direction	Inbound only	Inbound only	Two-way
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<b>Zone resident</b>			
<b>TNC</b>			
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# Investments

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## **Minimum transit investment:**

20 – 25% transit service increase to accommodate ridership increase

## **Top investment priorities from outreach:**

1. Additional transit investments (e.g. more service, capacity, access)
2. Pedestrian, bicycle upgrades

## **Additional options under consideration:**

3. Street repaving
4. Transit ambassadors
5. Improved paratransit
6. School buses



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# Investments

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## **Additional options under consideration:**

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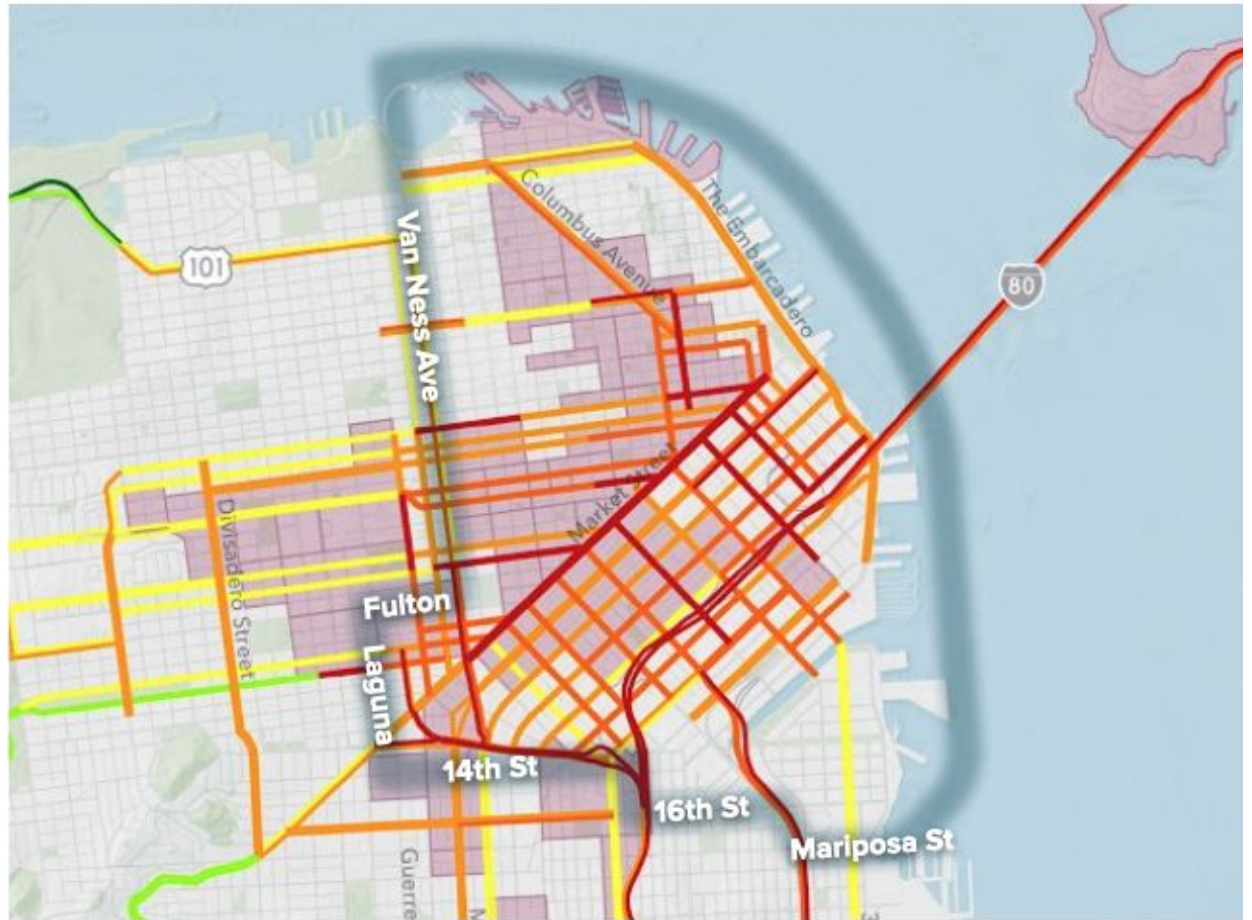


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# Boundary



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# Breakout Groups



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# Lightning Round: General Feedback



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# Feedback by Policy Element



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## Feedback Key

### KEY



Need to have



Want to explore more



Prefer not to have



Equity flag



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# Consistent Fee Elements



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<b>Bridge Toll Payer</b>	<b>0% discount</b>	<b>\$12.25 or income-based if lower</b>	<b>0% discount</b>
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<b>Transit subsidies</b>	<b>Yes</b>	<b>No</b>	<b>Yes</b>

# Income-Based Discounts



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<b>Transit subsidies</b>	Yes	No	Yes

# Other Discounts



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# Investments

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## Minimum investment in all recommended scenarios:

20 – 25% transit service increase in all scenarios to accommodate ridership increase due to congestion pricing

### KEY

-  Need to have
-  Want to explore more
-  Prefer not to have
-  Equity flag

## Data Notes:

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Program revenue is sufficient to fund this increase



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# Investments

## Top investment priorities from outreach:

1. Additional transit investments (e.g. more service, capacity, access)
2. Pedestrian, bicycle safety upgrades

### KEY

- ★ Need to have
- ★ Want to explore more
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## Additional options under consideration:

3. Street repaving
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# Boundary

## KEY

- ★ Need to have
- ★ Want to explore more
- ★ Prefer not to have
- Equity flag



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## Option under consideration



## Data Notes:

**Trade Off:** A smaller boundary would mean less VMT reduction and less revenue for investments

### Public Input:

Neighborhoods in the zone:

- **Hayes Valley** residents wanted Octavia Blvd to be inside the boundary
- **Mission Bay** stakeholders had varied opinions
- **Chinatown** stakeholders had widespread concerns about effects
- **Tenderloin** residents were interested in potential benefits

Neighborhoods near the border:

- **Potrero, Mission and Japantown** did not want their neighborhoods split



# Report Outs



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# Next Steps

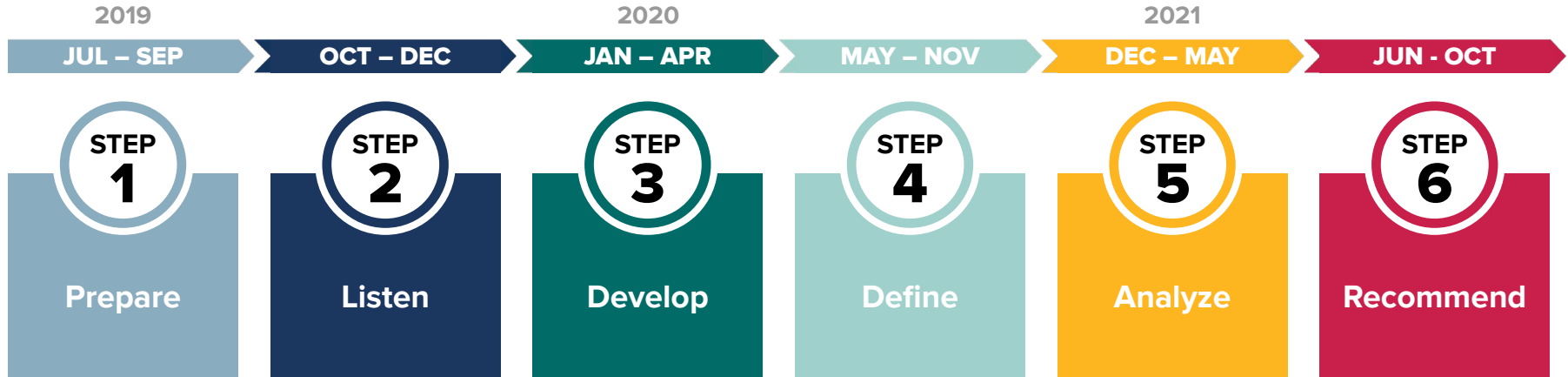


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# Schedule (subject to change)



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# Public Comment (1 min)

**Raise hand to give comment**

**On phone: \*9 to raise hand, \*6 to mute/unmute**



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# Thank You

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