Downtown Congestion Pricing Study

San Francisco County Transportation Authority

Spring 2021

SF traffic in April 2020

Coronavirus has dramatically changed our daily lives

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Congestion in San Francisco had reached record levels

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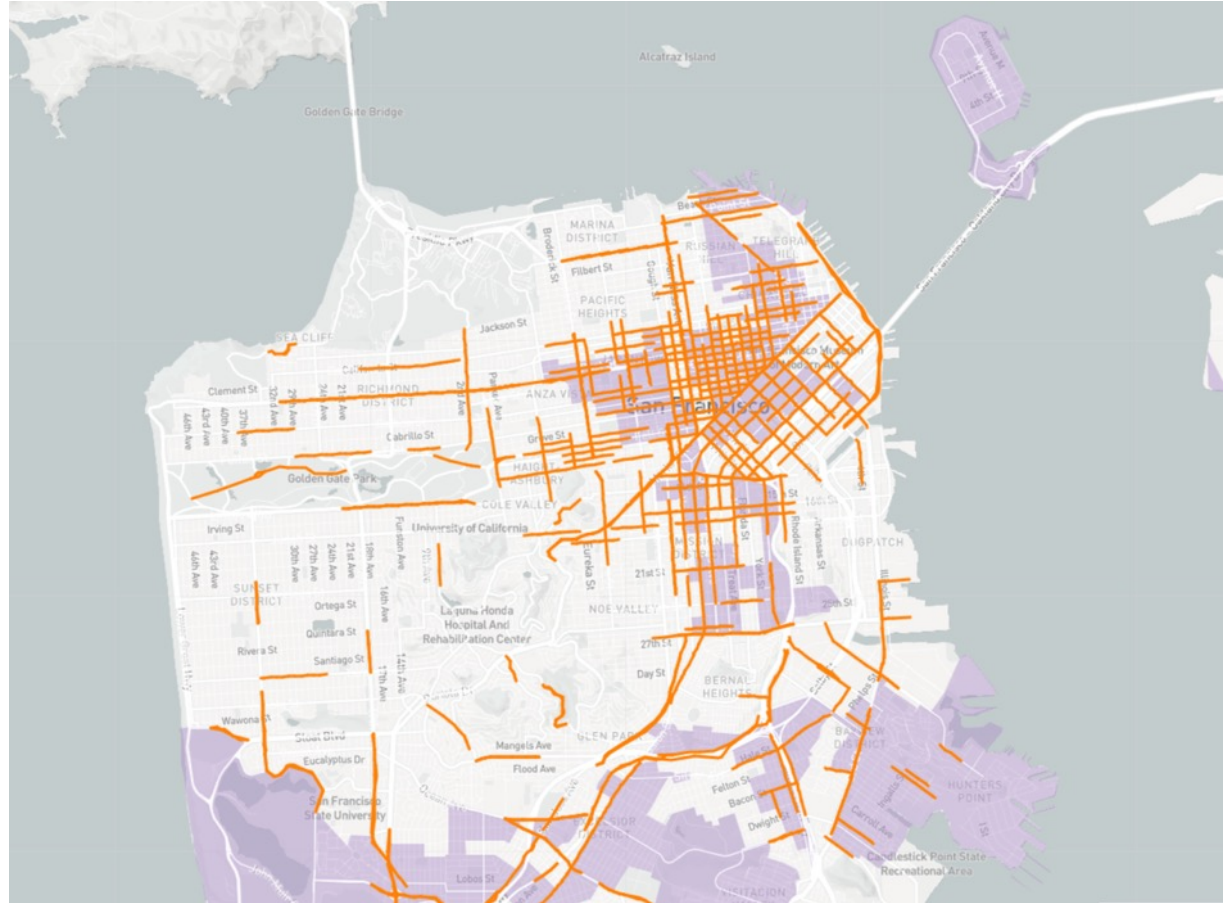
Congestion affects everyone

Impacts on underinvested communities

——— VISION ZERO HIGH-INJURY NETWORK

▮ COMMUNITIES OF CONCERN

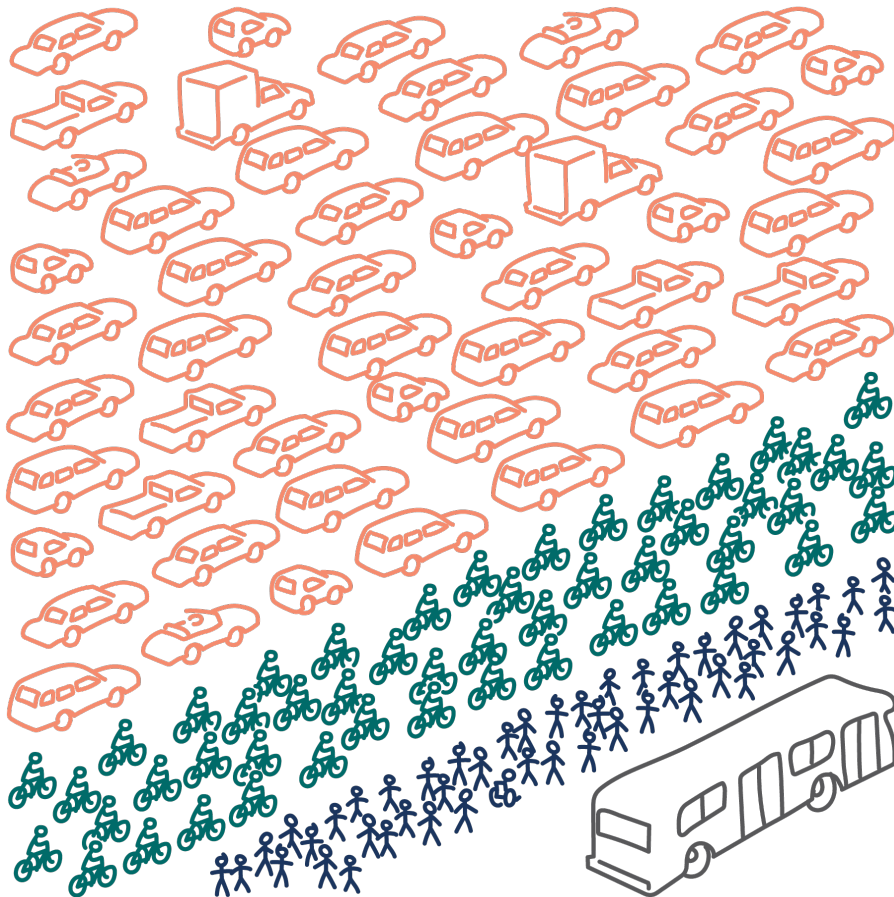San Francisco County Transportation Authority

Our challenge: move more people in fewer vehicles

50 PEOPLE in CARS

50 PEOPLE on BIKES

50 PEOPLE on FOOT

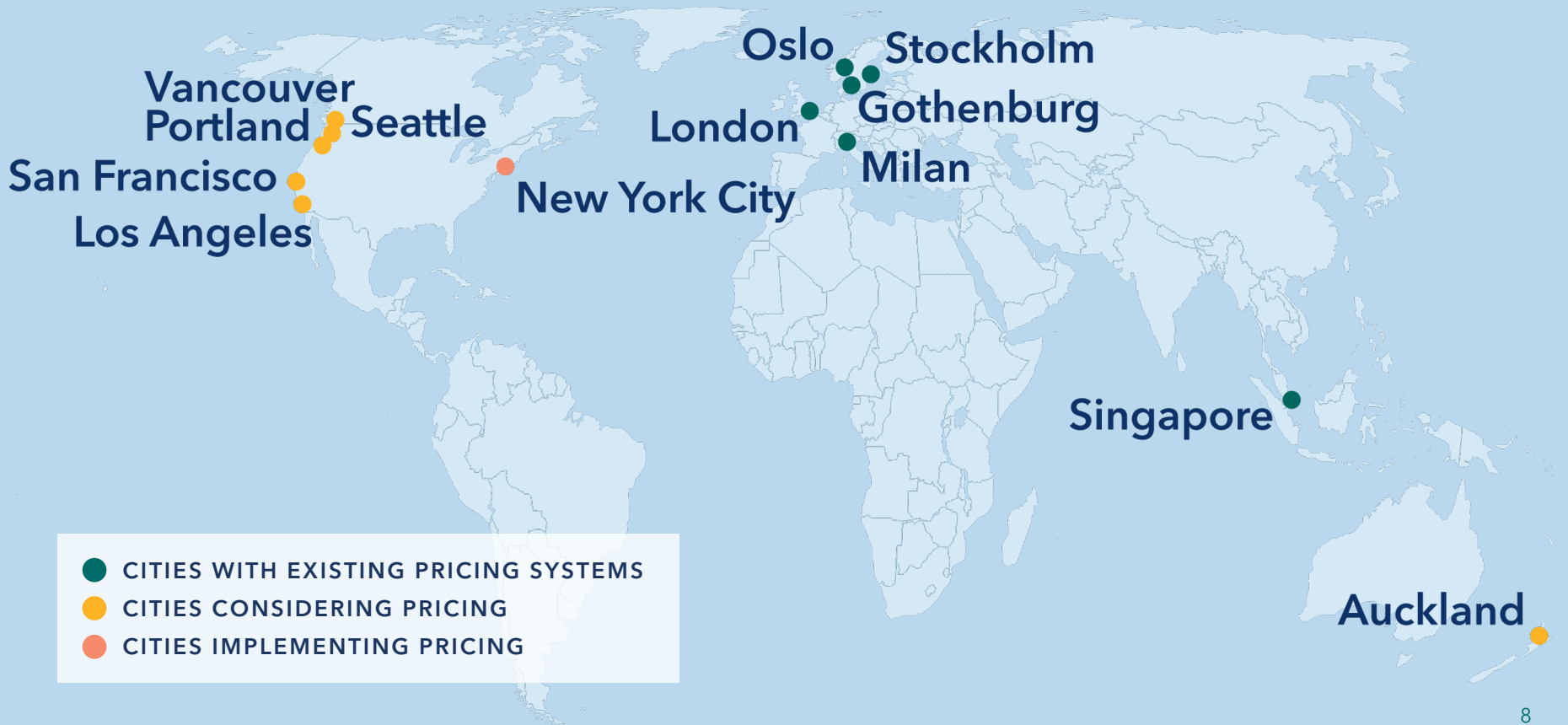50 PEOPLE on a BUS

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Photo by Sergio Ruiz, flic.kr/p/TcdmM8

Congestion Pricing Around the World

Legend:
- CITIES WITH EXISTING PRICING SYSTEMS
- CITIES CONSIDERING PRICING
- CITIES IMPLEMENTING PRICING

Cities labeled: Vancouver, Portland, Seattle, San Francisco, Los Angeles, New York City, Oslo, Stockholm, London, Gothenburg, Milan, Singapore, Auckland

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Background

Downtown Travel Patterns

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

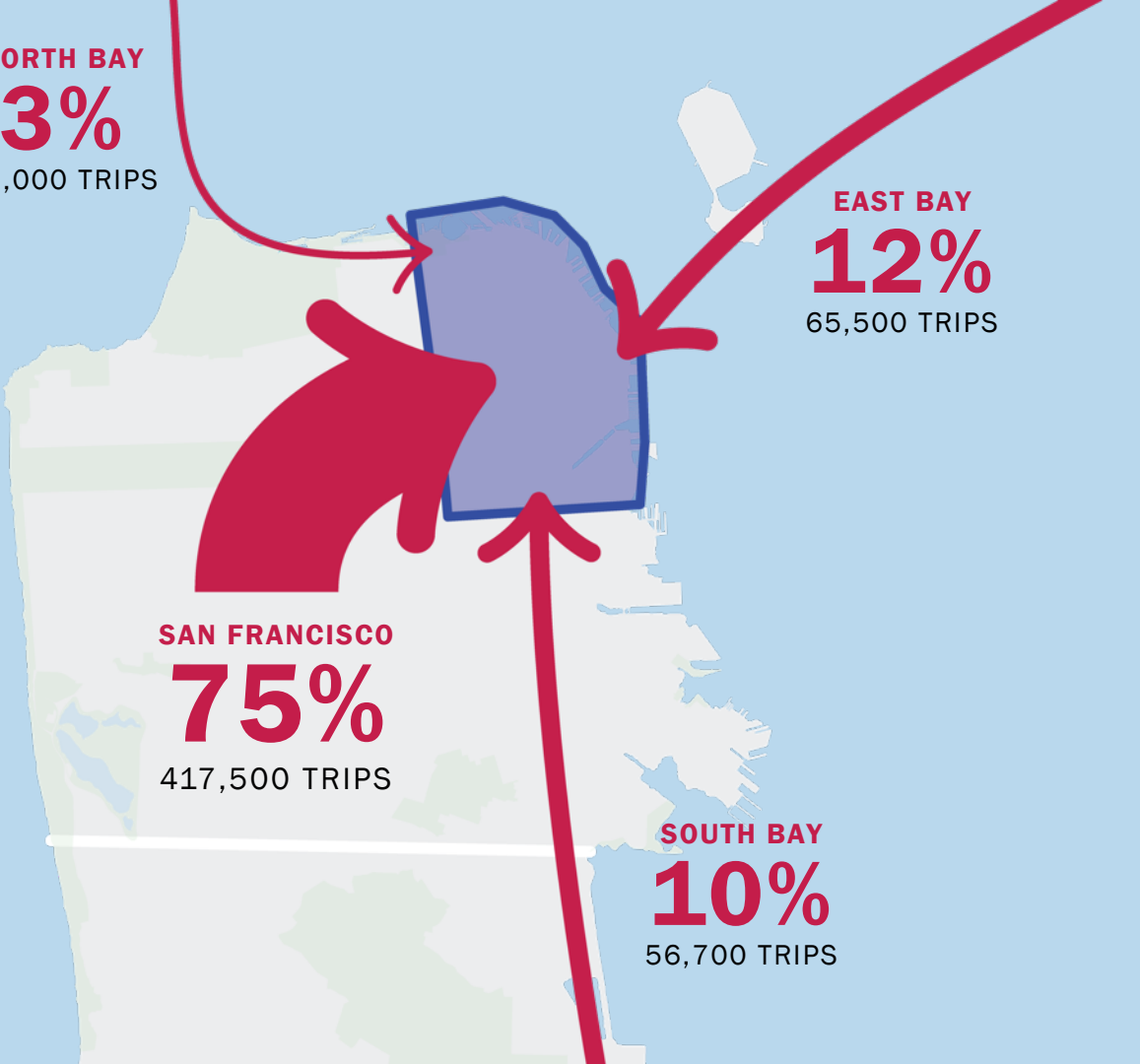*Source: SFCTA, San Francisco Chained Activity Modeling Process*

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NORTH BAY
3%
22,000 TRIPS

EAST BAY
12%
65,500 TRIPS

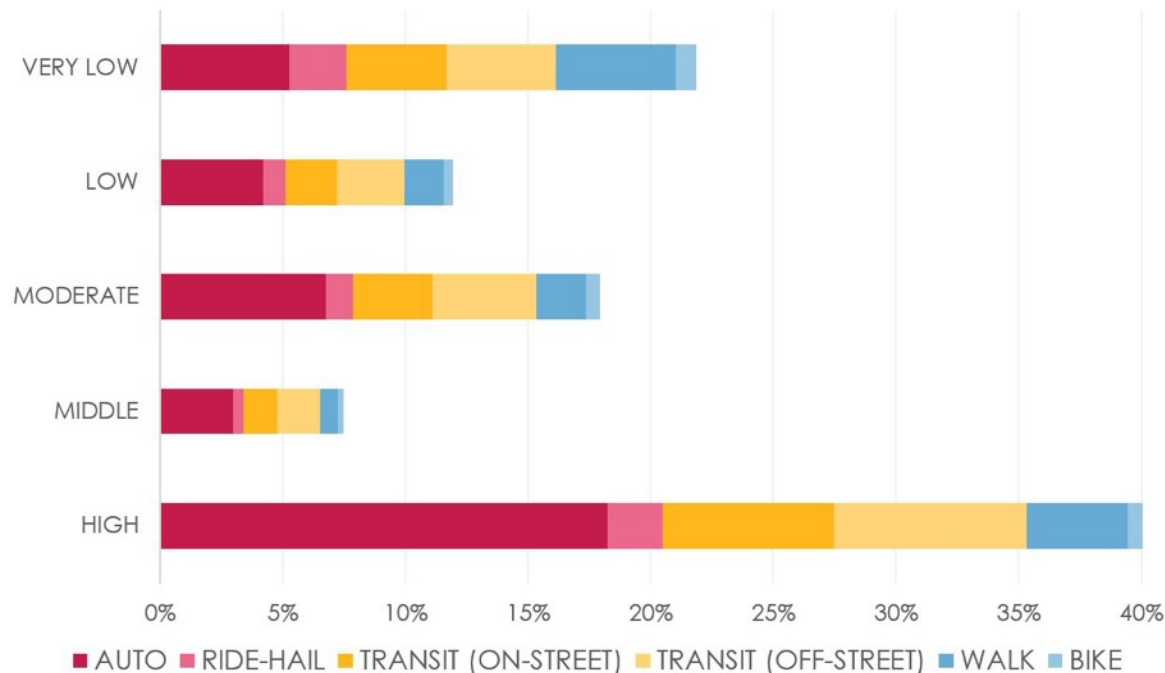**SAN FRANCISCO**
75%
417,500 TRIPS

SOUTH BAY
10%
56,700 TRIPS

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Of all downtown trips during morning peak, only 13% were low-income drivers

Percent of Weekday Morning Trips To, From, Within Northeast SF

Legend: AUTO, RIDE-HAIL, TRANSIT (ON-STREET), TRANSIT (OFF-STREET), WALK, BIKE

Source: SFCTA, SF-CHAMP 2015 Base Year Estimate

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

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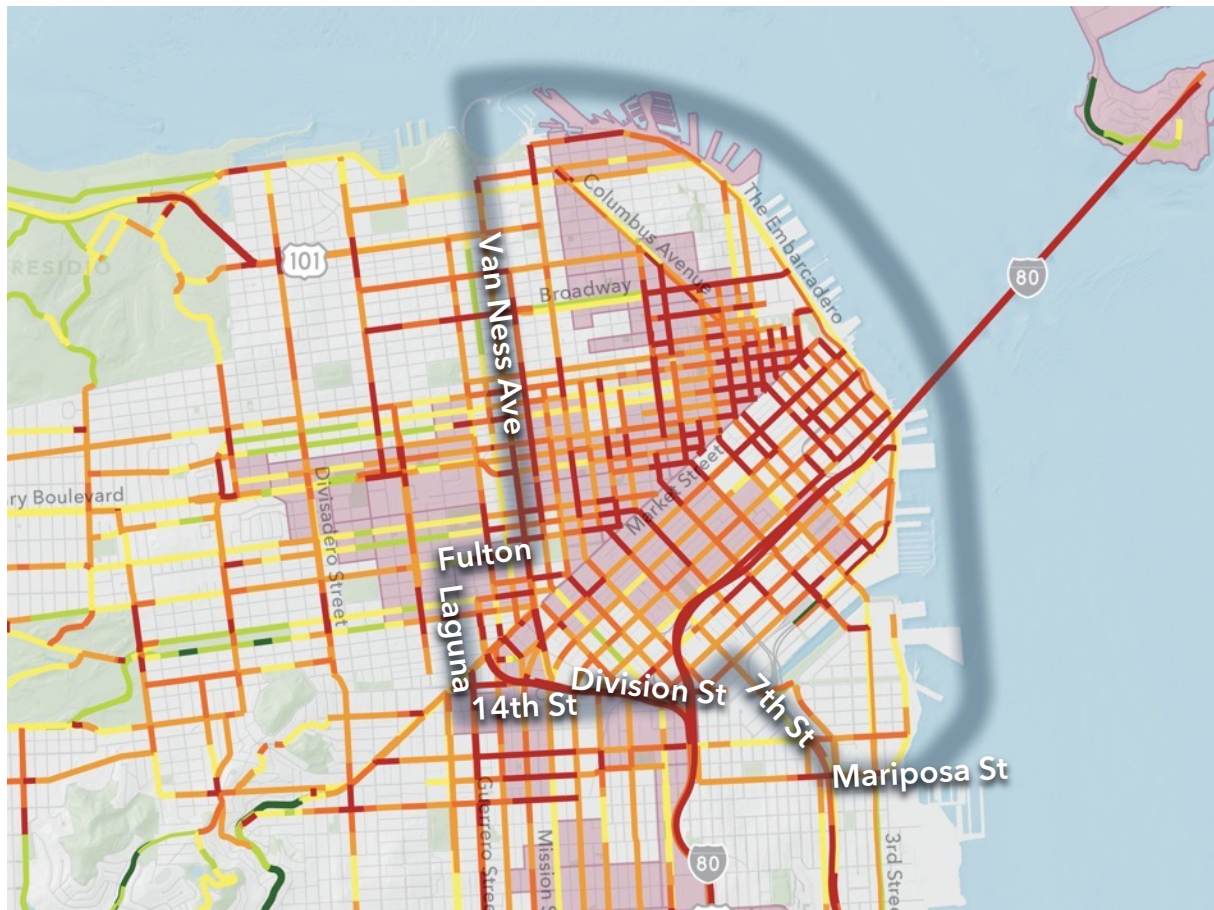# Potential boundaries

Communities of Concern 2017

Level of Service during PM Peak
A B C D E F

Source: SFCTA, San Francisco Chained Activity Modeling Process

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Potential Discounts, Exemptions, Fees

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THREE SCENARIOS:

1

means-based focus

2

means-based, resident, toll-payer discounts

3

means-based focus

Incorporating Feedback: Fee structures

San Francisco County Transportation Authority

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**

Incorporating Feedback: Fee structures

San Francisco County Transportation Authority

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
Very Low Income 0 – 55% AMI Family of four: $65k	**100% discount** ($0)	**100% discount** ($0)	**100% discount** ($0)
Low Income 55 – 80% AMI Family of four: $65 – 95k	**67% discount** ($4.25)	**50% discount** ($7.00)	**67% discount** ($2.25)
Moderate 80 – 120% AMI Family of four: $95 – 142k	**33% discount** ($8.50)	**0% discount** ($14.00)	**33% discount** ($4.75)
Middle & High 120% AMI Family of four: $142k+	**0% discount** ($12.50)	**0% discount** ($14.00)	**0% discount** ($7.00)

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W/ Disability			
Bridge Toll Payer			
Zone resident			
Daily Cap			
TNC (Uber/Lyft)			
Transit subsidies			

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Daily Cap	**2 round trips**	**2 round trips**	**2 round trips**
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Incorporating Feedback: Fee structures

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TNC (Uber/Lyft)	Fee charged for each trip	Fee charged for each trip	Fee charged for each trip
Transit subsidies			

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New Baseline Assumption

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.

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Investments

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 safety upgrades

Additional options under consideration:
3. Street repaving
4. Transit ambassadors
5. Improved paratransit
6. School buses

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Schedule (subject to change)

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2019

2020

2021

| JUL – SEP | OCT – DEC | JAN – APR | MAY – NOV | DEC – JUL | AUG – OCT |

STEP 1 — Prepare

STEP 2 — Listen

STEP 3 — Develop

STEP 4 — Define

STEP 5 — Analyze

STEP 6 — Recommend

- Transportation Authority Board vote

- State legislation

- Detailed policy and system design

- Community outreach

- Program implementation

How to get involved

San Francisco County Transportation Authority

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

- **Visit sfcta.org/downtown to:**

  - Learn more about congestion pricing

  - Request a presentation

  - Sign up for email updates

Thank you.

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

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