

Downtown Congestion Pricing Study

Market and Octavia CAC



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Spring 2021

SF traffic in 2019

Congestion in San Francisco had reached record levels



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SF traffic in June 2021

Coronavirus has dramatically
changed our daily lives



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Congestion affects everyone



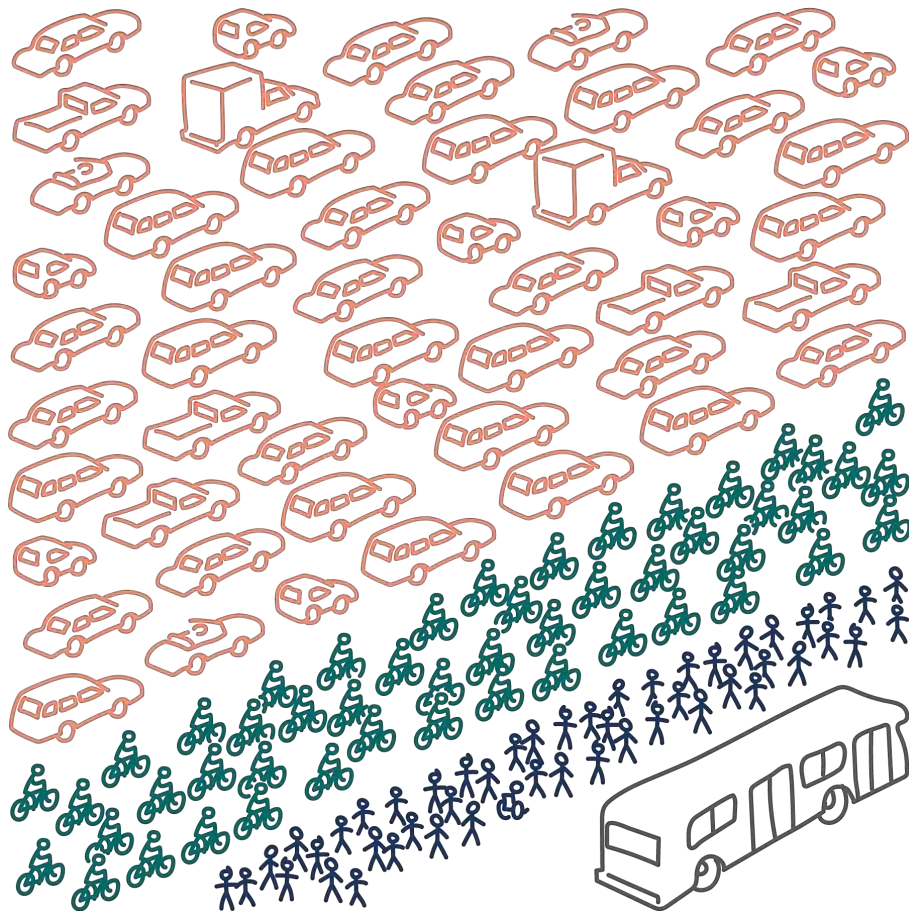
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Our challenge: move more people in fewer vehicles



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50 PEOPLE
in CARS

50 PEOPLE
on BIKES

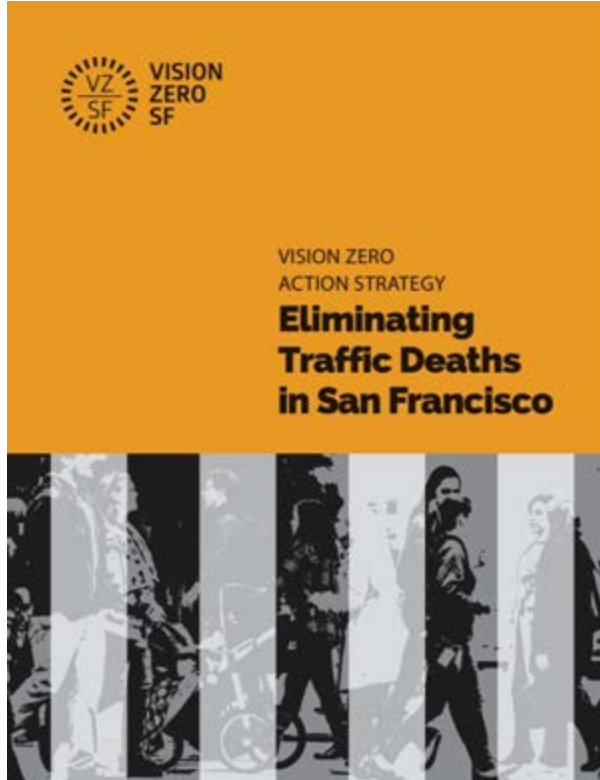
50 PEOPLE
on FOOT

50 PEOPLE
on a BUS

How we got here



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Plan Bay Area 2050 Blueprint

SF Vision Zero Action Strategy, 2019

Transportation Task Force 2045 Report, 2018

SF Transportation Demand Management Plan, 2017

SF Transportation Plan, 2017

SF Transportation Sector Climate Action Strategy, 2017

Plan Bay Area 2040, 2017

SF Climate Action Strategy, 2013

Transit Center District Plan, 2012

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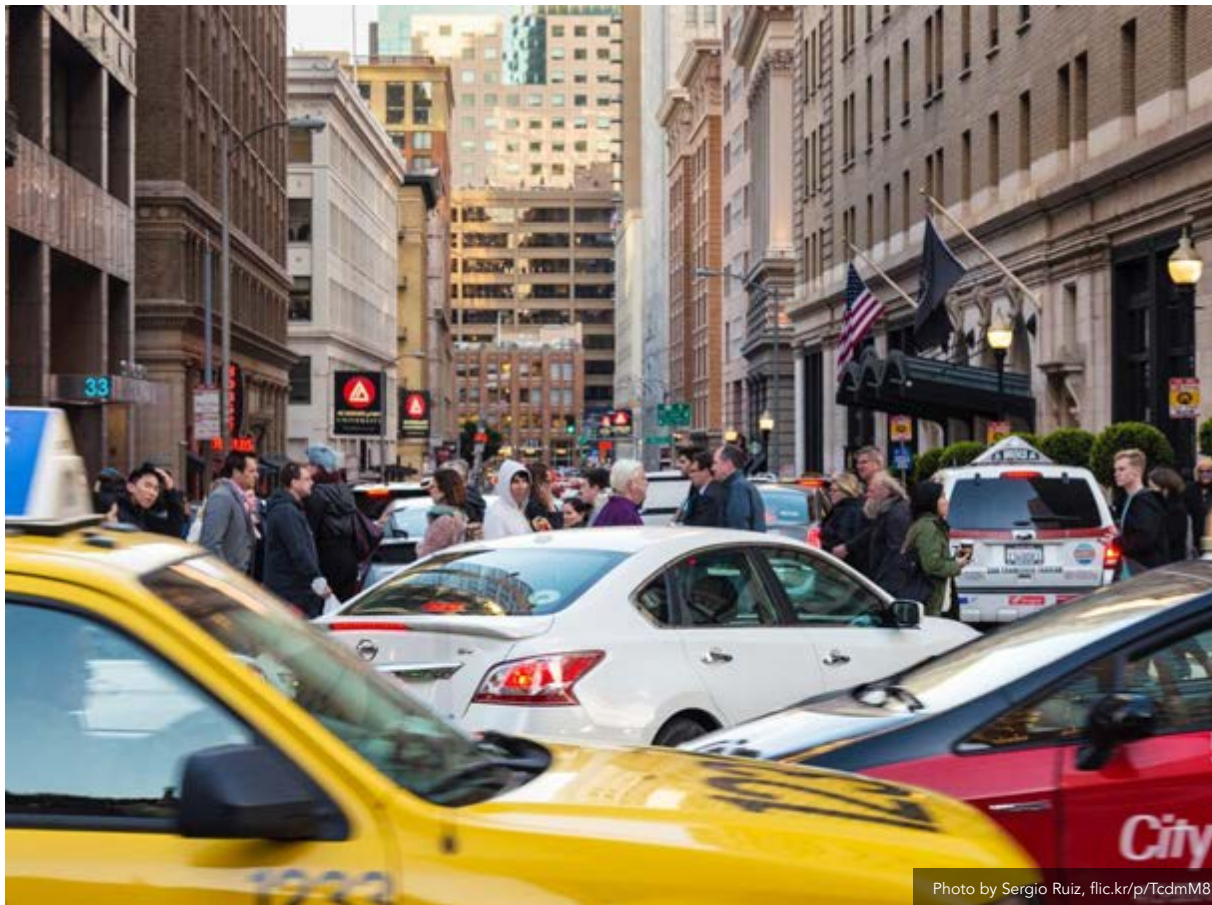


Photo by Sergio Ruiz, flic.kr/p/TcdmM8

Congestion Pricing Around the World



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Background



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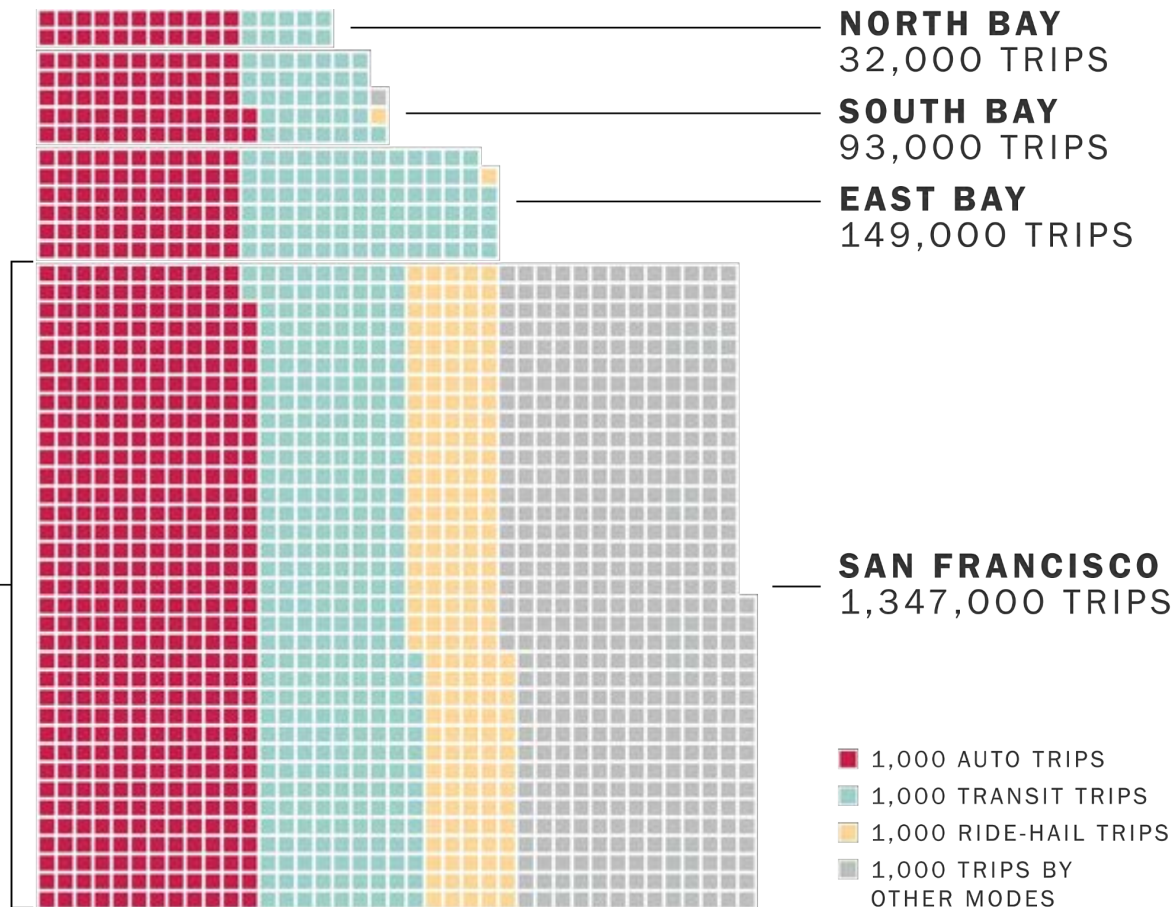
Downtown Travel Patterns

**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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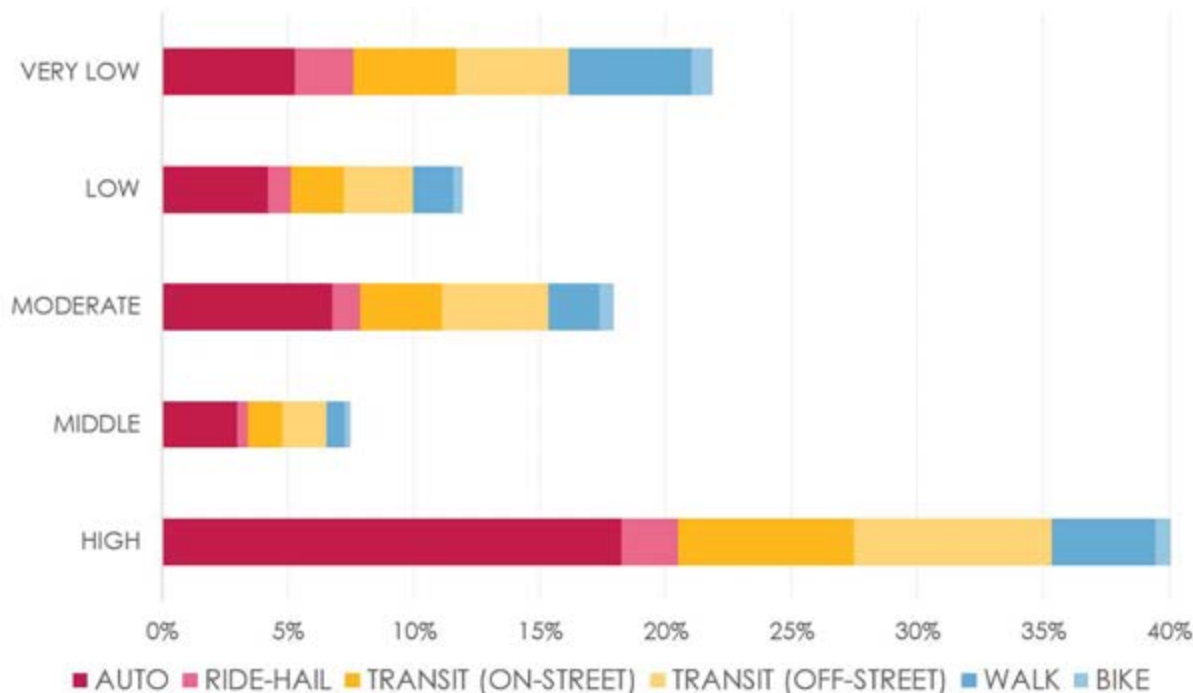
Travel in NE SF



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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



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



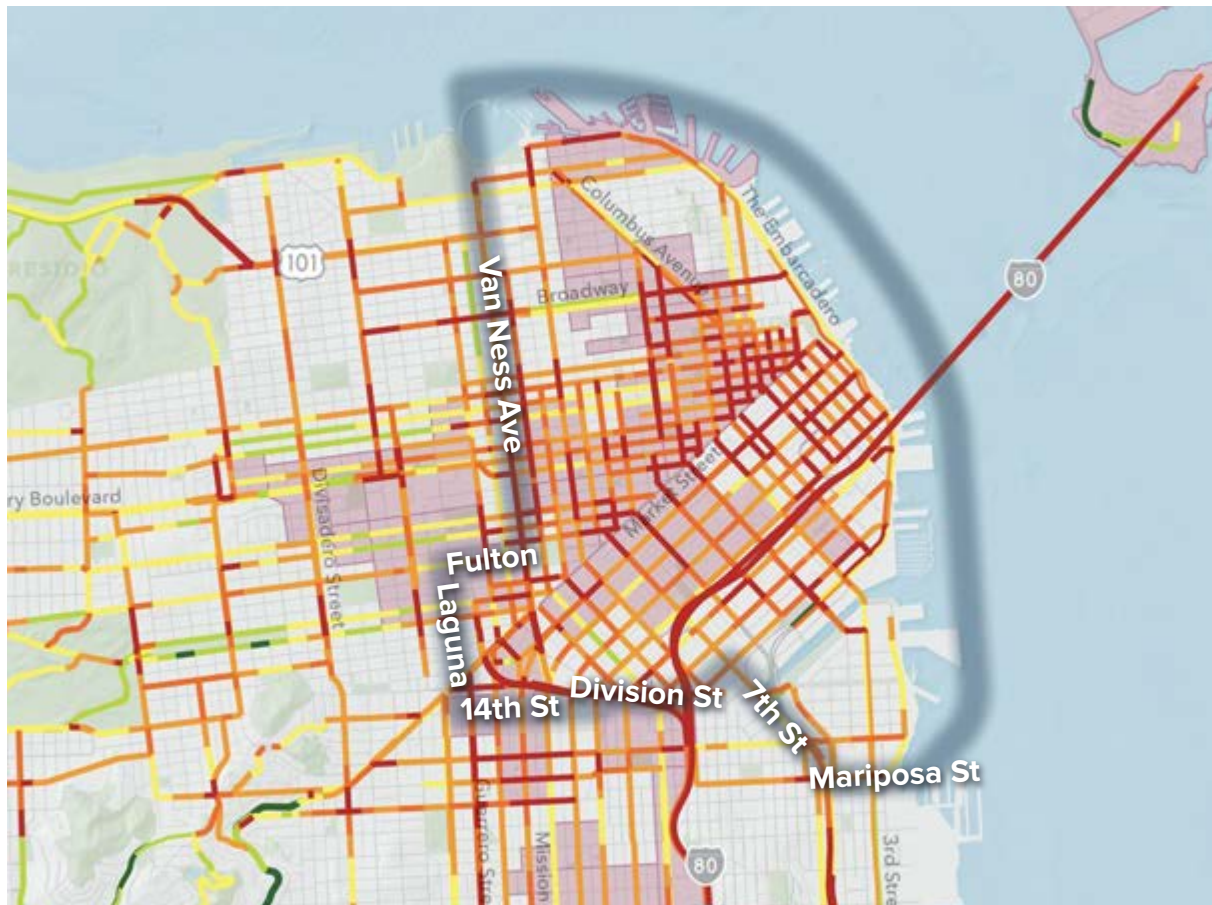
Level of Service during PM Peak



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

Potential Discounts, Exemptions, Fees



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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
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 (\$2.17)	50% discount (\$3.25)	67% discount (\$2.00)
Moderate 80 – 120% AMI Family of four: \$95 – 142k	33% discount (\$4.33)	0% discount (\$6.50)	33% discount (\$4.00)
Middle & High 120% AMI Family of four: \$142k+	0% discount (\$6.50)	0% discount (\$6.50)	0% discount (\$6.00)
W/ Disability	50% discount (\$3.25)	50% discount (\$3.25)	50% discount (\$3.00)
Bridge Toll Payer	0% discount	\$1.75 discount (\$4.75)	0% discount
Zone resident	0% discount	50% discount (\$3.25)	0% discount
Daily Cap	2 round trips	2 round trips	2 round trips
TNC (Uber/Lyft)	Fee charged for each trip	Fee charged for each trip	Fee charged for each trip
Transit subsidies	Yes	No	Yes

New Baseline Assumption



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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.

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

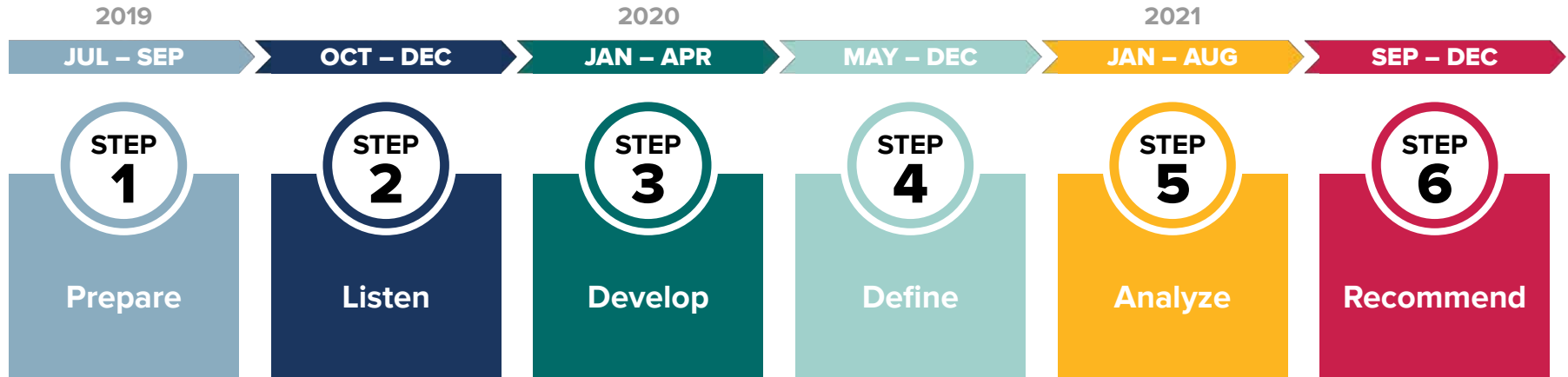


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Schedule (subject to change)



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Potential path to implementation



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- Transportation Authority Board vote
- State legislation
- Detailed policy and system design
- Community outreach
- Program implementation

How to get involved



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- 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.

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congestion-pricing@sfcta.org



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Income Definitions



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GROUP	AREA MEDIAN INCOME RANGE	HOUSEHOLD SIZE AND APPROXIMATE MAX INCOME			
		1	2	3	4
Very Low	< 55%	\$46k	\$53k	\$59k	\$65k
Low	55% – 80%	\$66k	\$76k	\$85k	\$95k
Moderate	80% – 120%	\$100k	\$114k	\$128k	\$142k
Middle	120% – 140%	\$116k	\$133k	\$149k	\$166k
High	> 140%	n/a	n/a	n/a	n/a