Downtown Congestion Pricing Study

Market and Octavia CAC

San Francisco County Transportation Authority
Congestion in San Francisco had reached record levels
Coronavirus has dramatically changed our daily lives
Congestion affects everyone
Our challenge: move more people in fewer vehicles
How we got here

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
Downtown Congestion Pricing Study
Congestion Pricing Around the World

- Cities with existing pricing systems
- Cities considering pricing
- Cities implementing pricing

Map showing cities around the world with congestion pricing systems, including:
- Vancouver
- Portland
- Seattle
- San Francisco
- Los Angeles
- New York City
- London
- Gothenburg
- Milan
- Stockholm
- Oslo
- Singapore
- Auckland

Source: San Francisco County Transportation Authority
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
Of all downtown trips during morning peak, only 13% were low-income drivers.

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
Potential Boundaries

Communities of Concern

Level of Service during PM Peak

Source: SFCTA, San Francisco Chained Activity Modeling Process
# Potential Discounts, Exemptions, Fees

**THREE SCENARIOS:**

1. **means-based focus**

2. **means-based, resident, toll-payer discounts**

3. **means-based focus**
# Potential Discounts, Exemptions, Fees

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Fee Direction</th>
<th>SCENARIO 1</th>
<th>SCENARIO 2</th>
<th>SCENARIO 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Very Low Income</strong></td>
<td></td>
<td>Inbound only</td>
<td>Inbound only</td>
<td>Two-way</td>
</tr>
<tr>
<td>0 – 55% AMI</td>
<td></td>
<td>100% discount ($0)</td>
<td>100% discount ($0)</td>
<td>100% discount ($0)</td>
</tr>
<tr>
<td>Family of four: $65k</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Low Income</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55 – 80% AMI</td>
<td></td>
<td>67% discount ($2.17)</td>
<td>50% discount ($3.25)</td>
<td>67% discount ($2.00)</td>
</tr>
<tr>
<td>Family of four: $65 – 95k</td>
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<td></td>
</tr>
<tr>
<td><strong>Moderate</strong></td>
<td></td>
<td>33% discount ($4.33)</td>
<td>0% discount ($6.50)</td>
<td>33% discount ($4.00)</td>
</tr>
<tr>
<td>80 – 120% AMI</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Family of four: $95 – 142k</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Middle &amp; High</strong></td>
<td></td>
<td>0% discount ($6.50)</td>
<td>0% discount ($6.50)</td>
<td>0% discount ($6.00)</td>
</tr>
<tr>
<td>120% AMI</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Family of four: $142k+</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>W/ Disability</strong></td>
<td></td>
<td>50% discount ($3.25)</td>
<td>50% discount ($3.25)</td>
<td>50% discount ($3.00)</td>
</tr>
<tr>
<td><strong>Bridge Toll Payer</strong></td>
<td></td>
<td>0% discount</td>
<td>$1.75 discount ($4.75)</td>
<td>0% discount</td>
</tr>
<tr>
<td><strong>Zone resident</strong></td>
<td></td>
<td>0% discount</td>
<td>50% discount ($3.25)</td>
<td>0% discount</td>
</tr>
<tr>
<td><strong>Daily Cap</strong></td>
<td></td>
<td>2 round trips</td>
<td>2 round trips</td>
<td>2 round trips</td>
</tr>
<tr>
<td><strong>TNC (Uber/Lyft)</strong></td>
<td>Fee charged for each trip</td>
<td>Fee charged for each trip</td>
<td>Fee charged for each trip</td>
<td></td>
</tr>
<tr>
<td><strong>Transit subsidies</strong></td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
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
Schedule (subject to change)

- **2019**: JUL – SEP
- **2020**: OCT – DEC
- **2020**: JAN – APR
- **2020**: MAY – DEC
- **2021**: JAN – AUG
- **2021**: SEP – DEC

**STEP 1**: Prepare

**STEP 2**: Listen

**STEP 3**: Develop

**STEP 4**: Define

**STEP 5**: Analyze

**STEP 6**: Recommend
Potential path to implementation

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

- 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
## Income Definitions

<table>
<thead>
<tr>
<th>GROUP</th>
<th>AREA MEDIAN INCOME RANGE</th>
<th>HOUSEHOLD SIZE AND APPROXIMATE MAX INCOME</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Very Low</td>
<td>&lt; 55%</td>
<td>$46k</td>
</tr>
<tr>
<td>Low</td>
<td>55% – 80%</td>
<td>$66k</td>
</tr>
<tr>
<td>Moderate</td>
<td>80% – 120%</td>
<td>$100k</td>
</tr>
<tr>
<td>Middle</td>
<td>120% – 140%</td>
<td>$116k</td>
</tr>
<tr>
<td>High</td>
<td>&gt; 140%</td>
<td>n/a</td>
</tr>
</tbody>
</table>

Note: n/a indicates not available.