



Where might the money go?

San Francisco’s Downtown Congestion Pricing Study will explore how revenues generated from congestion pricing could be used to support vulnerable communities and improve alternatives to driving downtown. Revenue could be used to help correct inequality in the transportation system, increase transportation options that will help meet the city’s sustainability goals, or fund other community priorities. This paper summarizes the investment plans for program revenues in London and Stockholm, where congestion pricing already exists. It also identifies goals and objectives behind the proposed investment plans in Los Angeles and Seattle, which are considering implementing congestion pricing, and New York City where congestion pricing will begin in 2021.

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.

How San Francisco will determine its congestion pricing investment plan

San Francisco’s Downtown Congestion Pricing Study will include an estimate of how much revenue will be generated and a proposed investment plan for how revenue will be spent. The investment plan will be vetted through a robust community engagement process and Policy Advisory Committee.

Summary of San Francisco’s proposed 2010 investment program

In 2010, the San Francisco County Transportation Authority studied congestion pricing and developed an investment package for expected revenues.¹ That package had two primary components.

- A startup program which included funds to improve transportation options prior to the charge taking effect.
- An annual funding program for ongoing operations and improvements to San Francisco’s transportation system.

Both programs focused on improving transportation to and from downtown. The current Downtown Congestion Pricing Study will generate new estimates of how much revenue a congestion pricing program could generate for San Francisco as well as a new plan for how revenues could be spent.



ADDITIONAL
TRANSIT
SERVICE



STREET
RE-SURFACING



BICYCLE/
PEDESTRIAN
IMPROVEMENTS



TRANSIT FARE
ASSISTANCE
PROGRAM



STREET
BEAUTIFICATION



PARKING
ENFORCEMENT
OUTSIDE OF
PRICED ZONE

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



Other cities have used congestion pricing revenue to improve transit, walking, and biking

San Francisco’s Downtown Congestion Pricing Study will explore how revenues generated from congestion pricing could be used to support vulnerable communities and improve alternatives to driving downtown. By reducing congestion, the program itself is projected to contribute to a more reliable roadway and transit network. Revenues can be used to expand on these benefits for historically underinvested communities by funding transportation improvements such as transit, sidewalk upgrades, and protected bicycle lanes in the communities that need them most.

In London, drivers pay a flat daily fee equivalent to about \$15.05 US dollars to drive into or within central London. The program raises nearly \$230 million US dollars per year in revenue. When congestion pricing was implemented, London purchased 300 new buses. This increased service within the priced zone by 23%. Transit ridership went up by 18%. Revenues funded 8,500 new parking spaces outside of the priced zone as well as new bicycle and pedestrian infrastructure.

In Stockholm, the fee that drivers are charged for entering and exiting downtown varies by time of day. During the early mornings and at night there is no charge. Drivers are charged up to \$4.75 US dollars during the most congested times. The program raises the equivalent of about \$150 million US dollars per year, which is invested in transit improvements, park-and-ride lots, and pedestrian and bicycle projects. At the start of the program, Stockholm added 197 buses and 16 new bus routes to their system. During the seven-month pilot period, Stockholm saw a 4% increase in transit ridership and a 23% increase in park-and-ride use.

Congestion pricing investment plans in US cities

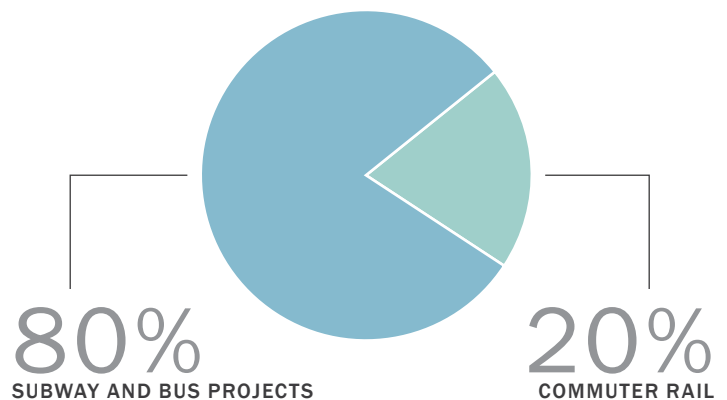
North American cities considering congestion pricing have proposed investment plans tailored to local needs. San Francisco could use congestion pricing revenues to address our local priorities.

Los Angeles has begun an equity study to determine how to best address existing inequities through congestion pricing. The proposed investment program for LA Metro could include transit discounts for low-income residents.

Seattle has proposed focusing investments to reduce vehicle miles traveled and become a carbon neutral region by the year 2050. Discounts may be offered to those who drive low emissions vehicles and revenues will enable the region to purchase zero emissions transit vehicles.

New York City will charge a congestion fee starting in 2021. Some revenues will pay for a tax credit for residents who live in the congestion zone and make less than \$60,000 per year. All additional revenue will be used to fund subway, bus, and commuter rail improvements.

NEW YORK CITY TRANSIT INVESTMENT PRIORITIES



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

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