

Downtown Congestion Pricing Study



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Spring 2021

SF traffic in April 2020

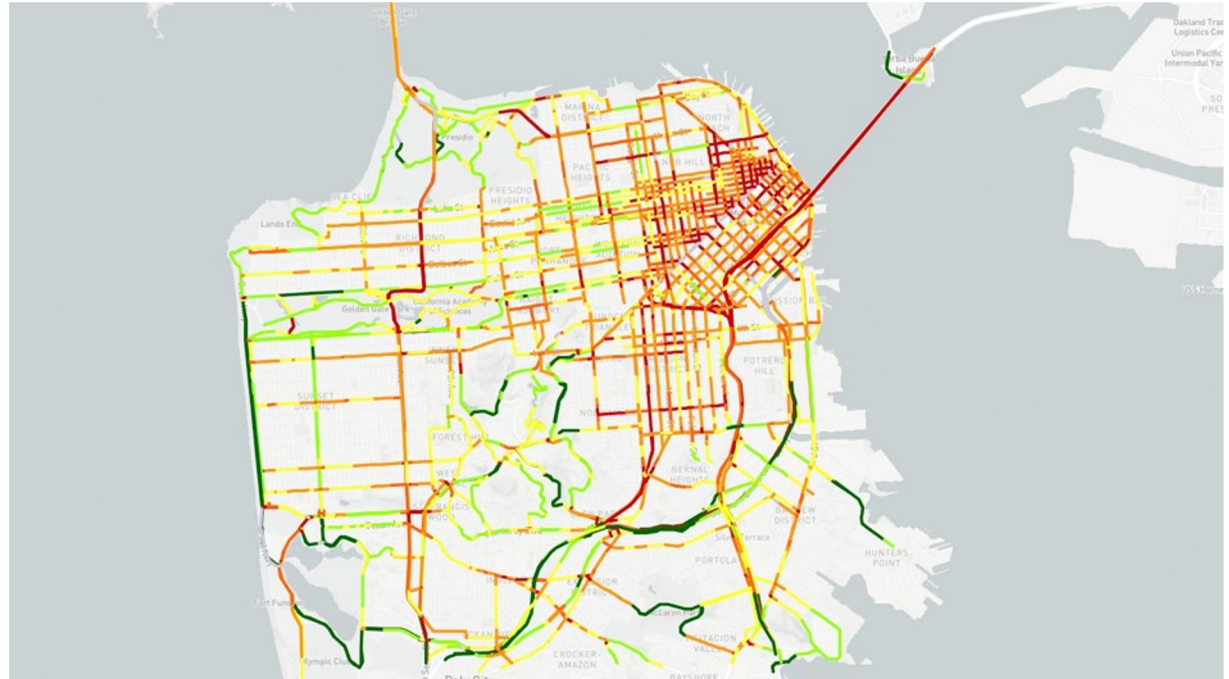
Coronavirus has dramatically changed our daily lives



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SF traffic in 2019

Congestion in San Francisco had reached record levels



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Congestion affects everyone



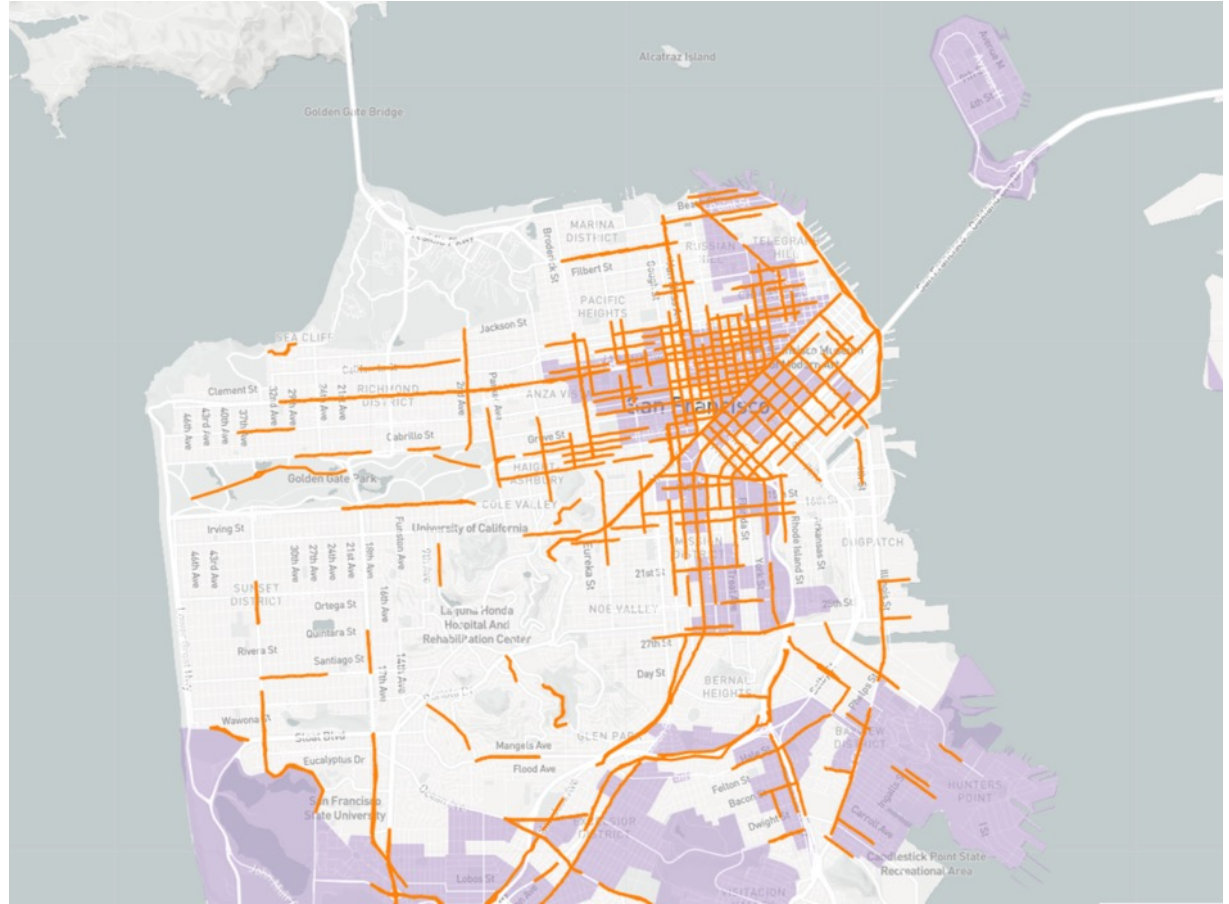
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Impacts on underinvested communities

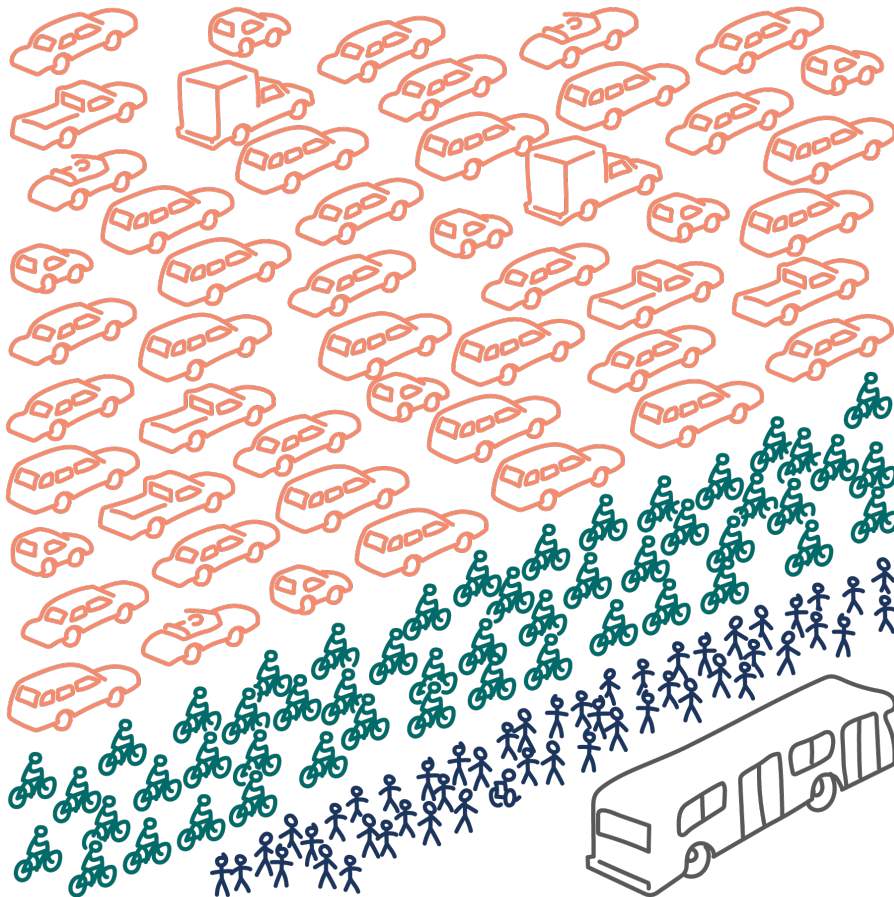
- VISION ZERO HIGH-INJURY NETWORK
- COMMUNITIES OF CONCERN



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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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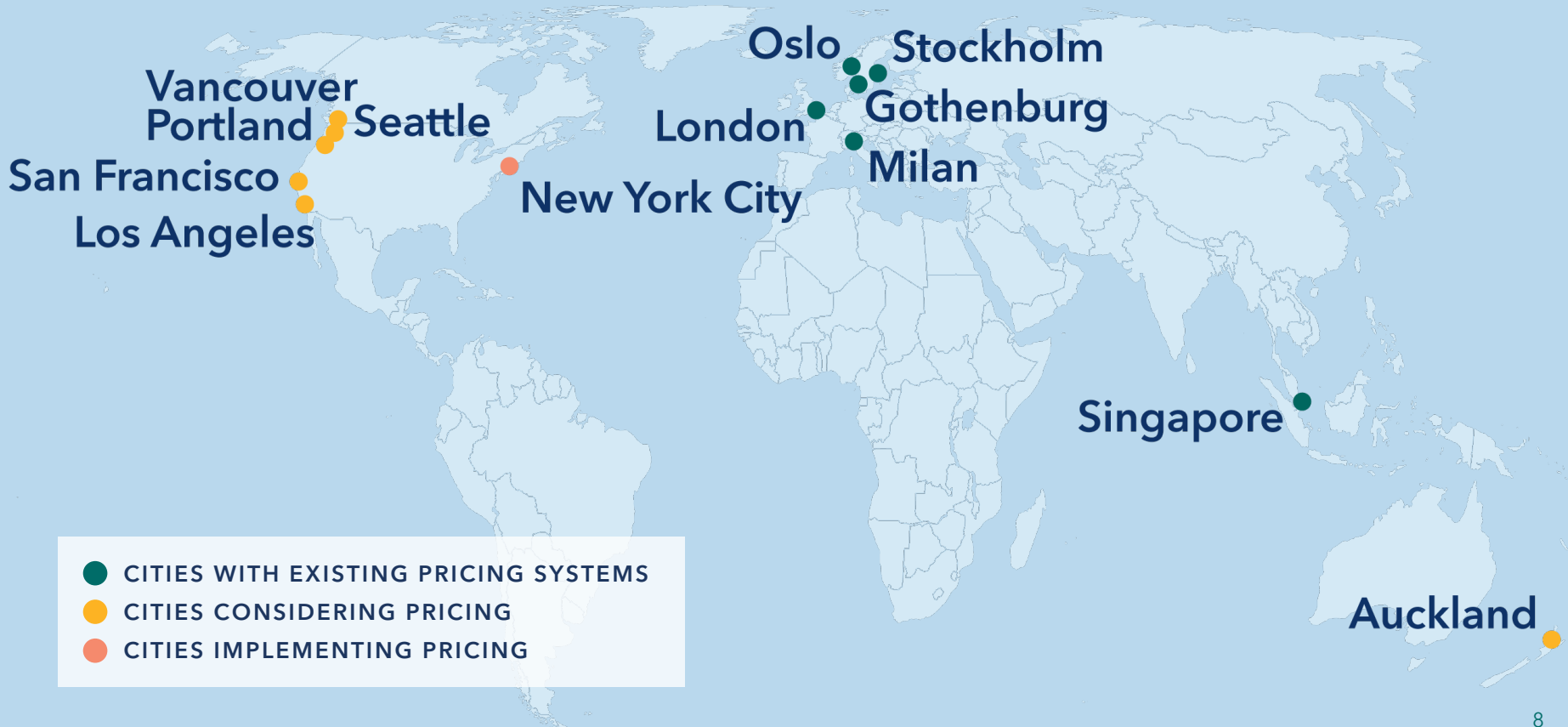


Photo by Sergio Ruiz, [flic.kr/p/TcdmM8](https://www.flic.kr/p/TcdmM8)

Congestion Pricing Around the World



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

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



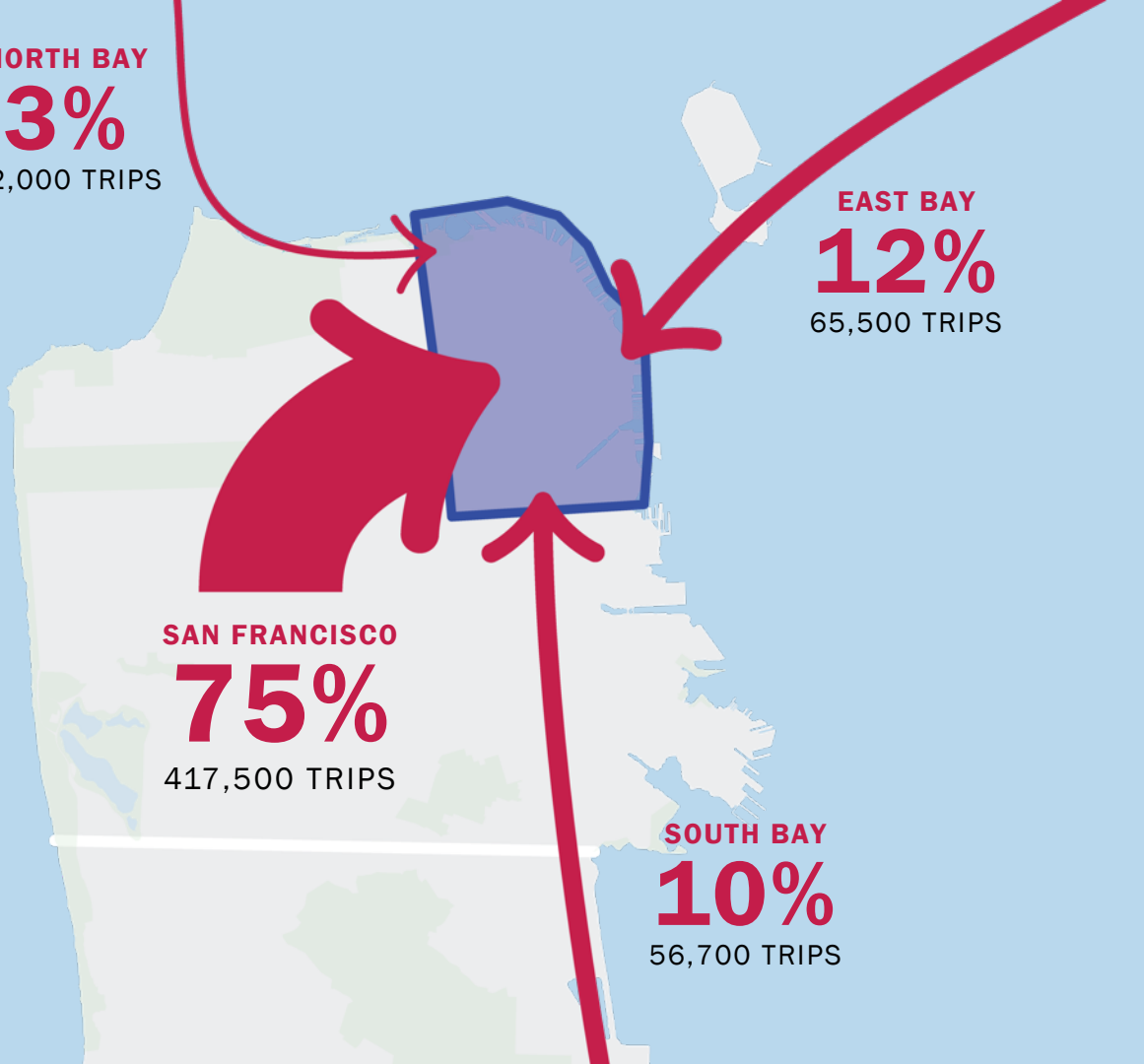
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NORTH BAY
3%
22,000 TRIPS

EAST BAY
12%
65,500 TRIPS

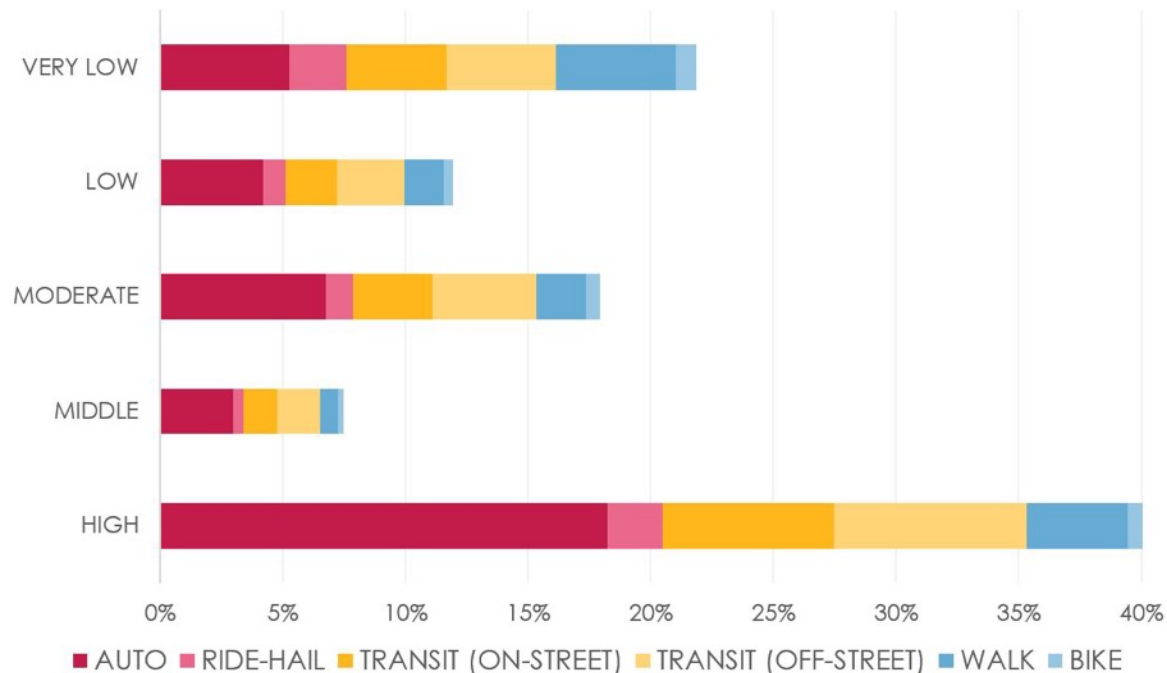
SAN FRANCISCO
75%
417,500 TRIPS

SOUTH BAY
10%
56,700 TRIPS



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

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



Goals of congestion pricing

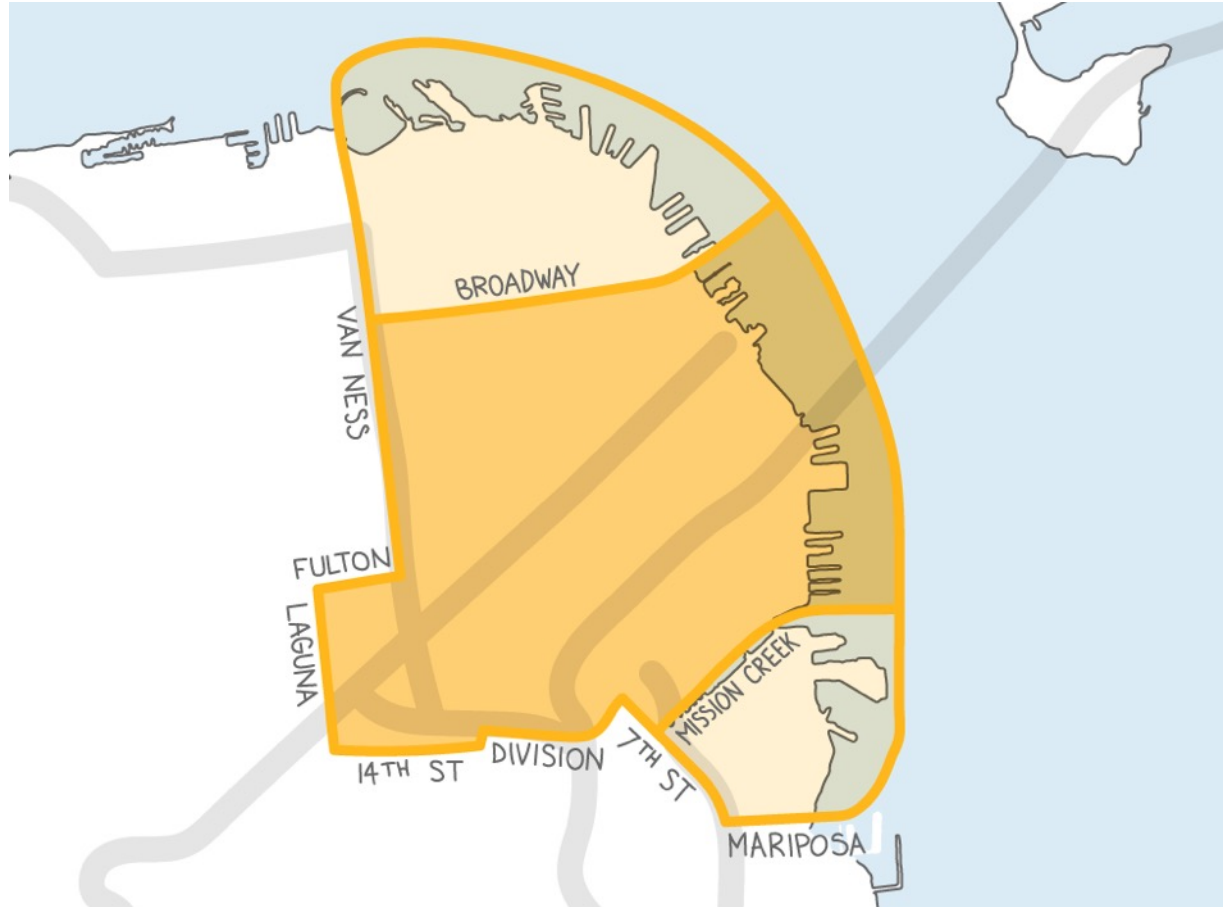
By reducing peak car trips
downtown by at least 15%,
we could...

- Get traffic moving
- Increase safety
- Clean the air
- Advance equity



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Potential boundaries



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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



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<p>THREE SCENARIOS:</p>	<p>1 means-based focus</p>	<p>2 means-based, resident, toll-payer discounts</p>	<p>3 means-based focus</p>
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Fee Direction

Inbound only

Inbound only

Two-way

Incorporating Feedback: Fee structures



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)

Incorporating Feedback: Fee structures



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

Incorporating Feedback: Fee structures



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Zone resident	0% discount	50% discount (\$3.25)	0% discount
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TNC (Uber/Lyft)			
Transit subsidies			

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

Incorporating Feedback: Fee structures



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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

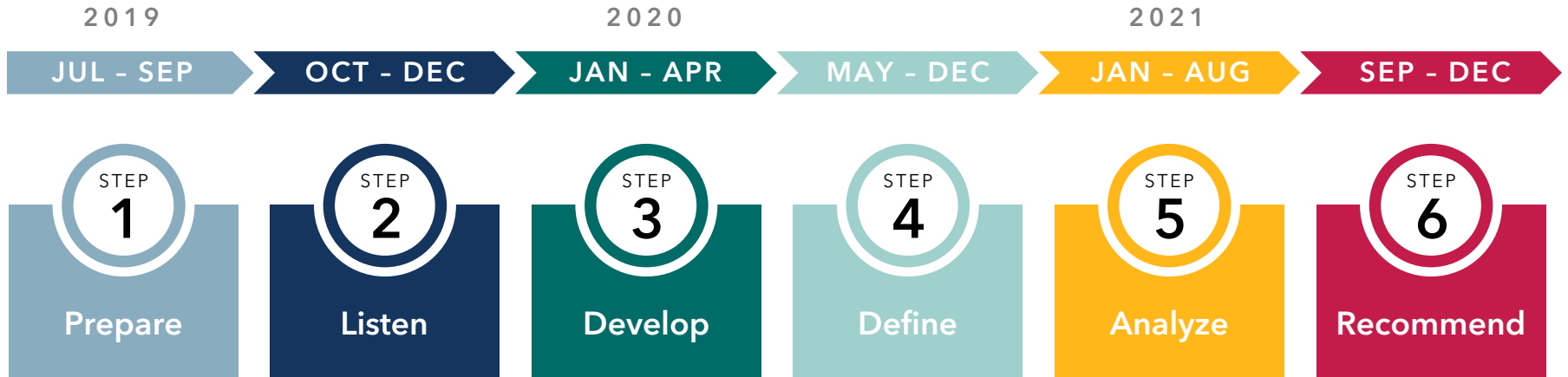
Additional options under consideration:

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



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Schedule (subject to change)



Potential path to implementation



- 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.

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



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