

1 [2008 Congestion Pricing]

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3 **Resolution supporting the evaluation of congestion pricing through the Mobility,**
4 **Access, and Pricing Study to develop environmentally beneficial congestion**
5 **management programs.**

6 WHEREAS, The 2004 San Francisco Climate Action Plan calls for a 20% reduction,
7 from 1990 levels, in greenhouse gas emissions by 2012; and

8 WHEREAS, The 2004 Department of Environment emissions inventory determined that
9 mobile source emissions account for approximately 50% of eCO₂, and over 45% from private
10 automobiles, in San Francisco; and

11 WHEREAS, Emissions from private automobiles can be even greater in congested
12 traffic than in non-congested traffic, further degrading the City's air quality and increasing its
13 contribution to climate change; and

14 WHEREAS, Traffic congestion severely impacts San Francisco's transit network in
15 those places where transit vehicles must share the streets with autos; and

16 WHEREAS, San Francisco is a Transit First city that aims to reduce automobile use
17 and promote the use of transit, carpooling, cycling and walking; and

18 WHEREAS, Over 60% of streets in Downtown, Civic Center and SOMA operate below
19 8 mph for transit; and

20 WHEREAS, International congestion pricing programs have been successful at
21 achieving goals of reduced environmental impact; and

22 WHEREAS, Congestion pricing programs in London, Stockholm and other cities have
23 demonstrated a reduction in vehicle emissions ranging between 10% and 20%; and

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1 WHEREAS, The 2004 Countywide Transportation Plan calls for a feasibility study and
2 potential implementation of congestion pricing in San Francisco; and

3 WHEREAS, The 2004 Climate Action Plan calls for implementation of congestion
4 pricing in San Francisco; and

5 WHEREAS, Employing a sensible congestion pricing plan will help reduce the negative
6 impacts of our transportation system on the environment, provided that:

- 7 • it results in reducing vehicle miles traveled by private automobile;
- 8 • it generates sufficient revenue to provide enough transit service to encourage and
9 accommodate a modal shift, and it maximizes funding for alternatives to driving;
- 10 • reduced traffic and smoother flows during peak times do not reinforce the
11 perception for those who can afford it that automobiles are and will continue to be
12 the preferred transportation mode;
- 13 • the focus on managing congestion does not inadvertently convey the message that
14 automobile use is a sustainable form of transportation as long as it is done under
15 non-congested conditions;
- 16 • the planning process includes an evaluation of the advantages and disadvantages
17 of exempting ride-share and clean-fuel vehicles;
- 18 • environmental justice and economic equity implications are fully addressed
- 19 • the effort to manage congestion does not detract from efforts to reduce automobile
20 use and automobile ownership, which have more serious impacts on climate
21 change than does congestion; and

22 WHEREAS, In 2004 the San Francisco County Transportation Authority received an
23 award from the US Department of Transportation's Value Pricing Pilot Program to evaluate
24 the feasibility of implementing a comprehensive congestion pricing program to improve
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1 mobility and quality of life in San Francisco through the Mobility, Access and Pricing Study;
2 and

3 WHEREAS, The Mobility, Access, and Pricing Study is evaluating the benefits and
4 impacts of a potential congestion pricing program in the most congested areas of San
5 Francisco, and will be a key step in assessing whether and how best to implement congestion
6 pricing in San Francisco; and

7 WHEREAS, The San Francisco Commission on the Environment's Policy Committee
8 approved this Resolution at their May 12, 2008 meeting and recommended for adoption by
9 the Commission on the Environment; now, therefore, be it

10 RESOLVED, That the San Francisco Commission on the Environment supports the
11 evaluation of congestion pricing through the Mobility, Access, and Pricing Study, and be it
12 further

13 RESOLVED, That the Commission looks forward to reviewing draft congestion
14 management pricing plans prior to implementation.

15 I hereby certify that this Resolution was adopted at the Commission on the
16 Environment's Meeting on July 22, 2008.

17 
18 Monica Fish, Commission Secretary

19 VOTE: Approved (6-1) (1 Absent)

20 Ayes: Vice President Gravanis, Commissioners King, Rodriguez Heyman, Martin, Tuchow and Wald

21 Noes: None

22 Absent: President Pelosi Jr.

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