[2008 Congestion Pricing]

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

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

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

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

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

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

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

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

WHEREAS, Congestion pricing programs in London, Stockholm and other cities have demonstrated a reduction in vehicle emissions ranging between 10% and 20%; and
WHEREAS, The 2004 Countywide Transportation Plan calls for a feasibility study and potential implementation of congestion pricing in San Francisco; and

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

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

- it results in reducing vehicle miles traveled by private automobile;

- it generates sufficient revenue to provide enough transit service to encourage and accommodate a modal shift, and it maximizes funding for alternatives to driving;

- reduced traffic and smoother flows during peak times do not reinforce the perception for those who can afford it that automobiles are and will continue to be the preferred transportation mode;

- the focus on managing congestion does not inadvertently convey the message that automobile use is a sustainable form of transportation as long as it is done under non-congested conditions;

- the planning process includes an evaluation of the advantages and disadvantages of exempting ride-share and clean-fuel vehicles;

- environmental justice and economic equity implications are fully addressed

- the effort to manage congestion does not detract from efforts to reduce automobile use and automobile ownership, which have more serious impacts on climate change than does congestion; and

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

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

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

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

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

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

Monica Fish, Commission Secretary

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

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

Noes: None

Absent: President Pelosi Jr.