

FILE NO. 020874

[Congestion Pricing For Tolls On San Francisco-Oakland Bay Bridge]

DECLARATION OF POLICY

PROPOSITION ____

The People of the City and County of San Francisco find and declare that:

Traffic congestion on the San Francisco-Oakland Bay Bridge, and on highways leading to and from the bridge, is a very serious problem, approaching crisis proportions, particularly during the morning and evening rush hours. This congestion reduces the quality of life among Bay area commuters, by reducing the time available for personal, social, and family pursuits; harms the local economy, by slowing and increasing the cost of the transport of goods and services and effectively extending the workday for hundreds of thousands of people without yielding a corresponding increase in worker productivity; harms the environment, because congestion and the consequent delays in the flow of traffic increase the amount of noxious substances emitted into the atmosphere; and jeopardizes the respiratory health of Bay area residents, who must breathe that polluted air.

Traffic congestion on the bridge and adjoining highways will worsen unless creative, commonsense measures are adopted to halt and reverse the trend toward ever-greater congestion. Congestion pricing for tolls on the bridge would significantly reduce the problem. Congestion pricing would encourage commuters to carpool or use public transit services during the morning and evening rush hours, and discourage nonessential driving on the bridge at those times.

Therefore, it is the policy of the People of the City and County of San Francisco to support congestion pricing for tolls on the San Francisco-Oakland Bay Bridge. In furtherance of that policy, the People of the City and County of San Francisco support the adoption by the State Legislature of a law mandating congestion pricing for tolls on the bridge that would (1) require or authorize increased tolls during peak commute times in the morning and evening on weekdays; (2) require or authorize decreased tolls or no tolls during these peak commute times for high occupancy vehicles; (3) exempt low-income motorists from paying some or all of the increased tolls during these peak commute times; and (4) dedicate all monies raised by the increased tolls to improving mass transit services for Alameda, Contra Costa, San Mateo, Santa Clara, and Solano counties, and the City and County of San Francisco.

In the alternative, the People of the City and County of San Francisco support the adoption by the State Legislature of a law mandating that a proposal for congestion pricing for tolls on the San Francisco-Oakland Bay Bridge, containing the features described above, be submitted to the voters of the City and County of San Francisco and Alameda, Contra Costa, San Mateo, Santa Clara, and Solano counties, and providing that the proposal would become law if supported by a majority of all votes cast on the proposal.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
PAUL ZAREFSKY
Deputy City Attorney