

1 [Declaration of Policy.]

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3 **Motion ordering submitted to the voters a policy declaration known as Congestion**
4 **Pricing for Tolls on San Francisco-Oakland Bay Bridge at an election to be held on**
5 **November 5, 2002.**

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7 MOVED, That the Board of Supervisors hereby submits the following declaration of
8 policy to the voters of the City and County of San Francisco, at an election to be held on
9 November 5, 2002.

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

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

22 Traffic congestion on the bridge and adjoining highways will worsen unless creative,
23 commonsense measures are adopted to halt and reverse the trend toward ever-greater
24 congestion. Congestion pricing for tolls on the bridge would significantly reduce the problem.
25 Congestion pricing would encourage commuters to carpool or use public transit services

1 during the morning and evening rush hours, and discourage nonessential driving on the
2 bridge at those times.

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

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

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