

1 [Development of a Transportation Sales Tax Expenditure Plan]

2

3 **Resolution urging the San Francisco County Transportation Authority, in partnership**
4 **with the Mayor’s Office and the San Francisco Municipal Transportation Agency, to**
5 **develop a San Francisco Transportation Expenditure Plan to specify the use of**
6 **revenues from a potential new half-cent sales tax for transportation for potential**
7 **consideration for the November 2016 ballot.**

8

9 WHEREAS, The San Francisco County Transportation Authority (SFCTA) adopted the
10 most recent update of the countywide transportation plan (the San Francisco Transportation
11 Plan or SFTP) in 2013, which establishes the 30-year vision for San Francisco’s
12 transportation system; and

13 WHEREAS, As documented in the SFTP, San Francisco’s needs for transportation
14 funding far exceed expected revenue from federal, state, regional and local sources; and

15 WHEREAS, The SFTP, through its investment scenarios and policy recommendations,
16 proposes ways to invest the dollars we expect to have to most effectively make progress
17 towards our goals, but analysis shows that this progress is limited unless new revenues are
18 identified; and therefore, the SFTP recommends a two-pronged revenue strategy: positioning
19 San Francisco to compete well for new regional, state, and federal sources, and seeking new
20 locally-controlled sources; and

21 WHEREAS, Building on the SFTP analysis and recommendations, the Mayor’s
22 Transportation 2030 Task Force investigated what San Francisco needs to do to fix the
23 transportation network and prepare it for the future; confirming that anticipated revenues were
24 inadequate to meet those needs; and

25

1 WHEREAS, The Task Force recommended a series of local funding sources (including
2 general obligation bonds, a sales tax, and a vehicle license fee) that, if approved by voters,
3 would provide about \$3 billion to complete a suite of critical transportation infrastructure
4 projects by 2030; and

5 WHEREAS, San Francisco voters approved the first of the Task Force’s recommended
6 measures in November 2014 by approving Proposition A, the Transportation and Road
7 Improvement Bond, which will invest \$500 million to complete a range of projects that will
8 reduce Muni travel times, make Muni less crowded and more reliable, and enhance safety on
9 San Francisco’s streets; and

10 WHEREAS, At the same election, San Francisco voters approved Proposition B, which
11 requires the City to adjust funding for transportation each year based on population growth;
12 and these funds are helping to improve transit and make our streets safer for all; and

13 WHEREAS, Over the last two years the MTA has adopted a Free MUNI for Youth
14 program, a Free MUNI for Seniors and Disabled program, and a MUNI Service Equity
15 Strategy to guide needed service performance improvements for low-income, transit-
16 dependent communities; and

17 WHEREAS, Since the adoption of the Transportation 2030 recommendations, the City
18 committed to Vision Zero, a policy to build safety into our transportation system to end all
19 severe and fatal traffic injuries by 2024, through accelerated investment in safe streets that
20 prevent severe and deadly crashes on our streets and support safer behavior on the roads;
21 and

22 WHEREAS, While we are making real improvements in transit reliability, building and
23 providing smoother, safer streets, and improving the pavement condition of our street
24 network, our transportation system is still in need of significant investment to bring it into a
25 state of good repair and to sustain it at such a level, and we have an urgent need to invest

1 more in near and long-term projects that relieve severe overcrowding on our local and
2 regional transit systems such as Muni, BART, and Caltrain to better serve current residents,
3 employees, and visitors and provide for planned growth, as well as an urgent need for the
4 resources to efficiently expand service to fully utilize these capital resources and to ensure we
5 can equitably provide transit service and infrastructure investments to our community; and

6 WHEREAS, Such transportation investments can also be complemented with efforts
7 and improvements to promote equitable transit-oriented development; and

8 WHEREAS, We need a stable source of funding to continue to invest in street
9 resurfacing, safety improvements, and the pedestrian and bicycle networks ~~to advance Vision~~
10 ~~Zero~~; now, therefore, be it

11 RESOLVED, That the San Francisco Board of Supervisors asks the SFCTA working in
12 partnership with the Mayor's Office and the San Francisco Municipal Transportation Agency
13 (SFMTA), which is administering the Transportation 2030 program, to lead development of a
14 San Francisco Transportation Expenditure Plan to specify the use of revenues from a
15 potential new half-cent sales tax for transportation for potential consideration for the
16 November 2016 ballot; and, be it, further;

17 RESOLVED, That the San Francisco Transportation Expenditure Plan shall build and
18 expand on the recommendations of the SFTP and the Transportation 2030 Task Force,
19 including priorities that emerged after the Task Force convened, including strategies to
20 support equity, service improvements and traffic safety; and, be it, further

21 RESOLVED, That the SFCTA and the SFMTA shall ensure that representatives of city
22 agencies, regional transit agencies serving San Francisco, the Metropolitan Transportation
23 Commission, members of the public, and other key interested stakeholders shall be able to
24 provide input into the San Francisco Transportation Expenditure Plan development, providing

25

1 at least three publicly noticed meetings in May and June 2016 and developing a
2 complementary public engagement strategy.

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25