

Attachment 2

DRAFT ½ Cent Transportation Sales Tax Expenditure Plan Principles

- Build on priorities identified in the 2014 Transportation 2030 (T2030) Report and 2013 San Francisco Transportation Plan (SFTP) including:
 - Maintain existing assets in a state-of-good repair;
 - Improve travel time and reliability;
 - Reduce costs and geographic and socio-economic disparities;
 - Serve planned growth; and
 - Improve safety and accessibility of the system.
- Embrace City and agency initiatives passed since T2030, including strategies to support equity, affordability and traffic safety
 - Muni Equity Strategy
 - Free Muni for Youth Program and Free Muni for Seniors and Disabled Program
 - Vision Zero
- Update project/program progress and information, including:
 - Update cost and funding (e.g. funds now secured) information
 - Update information from regional transit operators, including City's shared obligation for Caltrain and BART
- Increased focus on core capacity, system resiliency and equity given rapid growth and affordability pressures
 - Extend Expenditure Plan period to SFTP period (25 years vs. 15 for T2030 Plan) to provide more revenues to address needs and better align with Plan Bay Area 2017 update
 - Address regional and local transit expansion priorities, i.e. Muni and BART cars, Caltrain Electrification and transportation system management

DRAFT ½ Cent Transportation Sales Tax Expenditure Plan Funding Principles

- Provide a bridge between 2017 and potential future revenue measures
 - Updated and extended Prop K Expenditure Plan, as early as November 2023
 - 2024 GO Bond (recommend in Transportation 2030 Report)
 - New bridge toll (RM3, estimated as early as 2018)
- Consider funding eligibility, particularly for those projects and programs that are not eligible for other key funding sources (e.g. Muni LRV and BART cars are not G.O. Bond eligible)