

REVISED LEGISLATIVE DIGEST
(Substituted - 4/5/2016)

[Charter Amendment – Transportation Infrastructure Capital Appropriations and Transit Equity Strategy]

Describing and setting forth a proposal to the voters to amend the Charter of the City and County of San Francisco, at an election to be held on November 8, 2016, to amend the Charter of the City and County of San Francisco to require annual appropriations to Public Works and the Municipal Transportation Agency (MTA) to maintain, replace, and improve the City's transportation infrastructure in an amount commencing with \$75,000,000 for FY2018-2019 and to require the MTA Board of Directors to adopt and biennially update a Transit Equity Strategy; and affirming the Planning Department's determination under the California Environmental Quality Act.

Existing Law

Under existing law, the Mayor and Board of Supervisors are not required to appropriate any particular share of General Fund revenues to the Department of Public Works (DPW) or the Municipal Transportation Agency (SFMTA) to support transportation infrastructure capital projects. In addition, the SFMTA is not required to adopt a transit equity strategy.

Amendments to Current Law

1. The proposed Charter amendment would require the City to appropriate \$75 million from General Fund revenues each year to support capital projects to maintain and improve the City's transportation infrastructure (Transportation Infrastructure Capital Appropriations or TICAs). TICAs could not be used for routine operating expenses such as transit operator salaries and benefits.
2. In the first year, \$42 million of the TICAs would be allocated to the Department of Public Works for street maintenance, resurfacing and reconstruction and \$33 million would be allocated to the SFMTA. In the first five years, the SFMTA would be required to spend 64% of its TICAs on projects to improve Muni transit service such as repairing and replacing buses and trains, and modernizing transit equipment and facilities, and would be required to spent 36% of its TICAs on projects to improve street safety for all users such as improving sidewalks and bike facilities.
3. The Controller would adjust the amount of the annual TICA from year to year based on increases and decreases in overall City revenues that the Mayor and Board of Supervisors may appropriate for any purpose.

4. When requested by the Mayor and approved by a two-thirds vote of the Board of Supervisors, where budget deficits threaten to result in a significant reduction in transit service, a portion of the TICA allocation to the SFMTA could be dedicated to transit service operating costs rather than transportation infrastructure capital projects. Such a re-allocation could not be approved more than 3 times in any rolling 10 year period.
5. When requested by the Mayor and approved by a two-thirds vote of the Board of Supervisors, the TICA allocation could be suspended in whole or in part when transportation related State revenues to the City are reduced. The amount of the TICA suspension could not exceed the amount of lost State revenues.
6. The Charter amendment would establish City policy that improving transit service to "Service Sensitive Neighborhoods" with high concentrations of low income households, minority residents, residents with disabilities, seniors, and households without personal automobiles is especially important in order to help retain the diversity of the City population and the overall quality of life in San Francisco.
7. The Charter amendment would require the SFMTA to develop and approve a Transit Equity Strategy by May 1 of each even numbered year to guide delivery of transit service to Service Sensitive Neighborhoods and to articulate City priorities regarding the affordability of transit services.

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