

1 [Development of a Transportation Sales Tax Expenditure Plan]

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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.**

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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

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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, While we are making real improvements in transit reliability and providing  
14 smoother, safer streets, our transportation system is still in need of significant investment to  
15 bring it into a state of good repair, and we have an urgent need to invest more in near and  
16 long-term projects that relieve severe overcrowding on our local and regional transit systems  
17 such as Muni, BART, and Caltrain to better serve current residents, employees, and visitors  
18 and provide for planned growth; and

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

22          RESOLVED, That the San Francisco Board of Supervisors asks the SFCTA working in  
23 partnership with the Mayor’s Office and the San Francisco Municipal Transportation Agency  
24 (SFMTA), which is administering the Transportation 2030 program, to lead development of a  
25 San Francisco Transportation Expenditure Plan to specify the use of revenues from a

1 potential new half-cent sales tax for transportation for potential consideration for the  
2 November 2016 ballot; and, be it, further;

3 RESOLVED, That the San Francisco Transportation Expenditure Plan shall build on  
4 the recommendations of the SFTP and the Transportation 2030 Task Force; and, be it, further

5 RESOLVED, That the SFCTA and the SFMTA shall ensure that representatives of city  
6 agencies, regional transit agencies serving San Francisco, the Metropolitan Transportation  
7 Commission, members of the public, and other interested stakeholders shall be able to  
8 provide input into the San Francisco Transportation Expenditure Plan development, providing  
9 at least three publicly noticed meetings in May and June 2016 and developing a  
10 complementary public engagement strategy.

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