

1 [Urging MTC to reallocate funds from highway expansion to public transit and environment-  
2 and community-friendly highway designs.]

3 **Resolution urging the Metropolitan Transportation Commission and other local,**  
4 **regional and state agencies to re-allocate funds currently dedicated to regional**  
5 **highway expansion towards improvements to public transit in the region; urging MTC**  
6 **and other regional and state agencies to adopt management and design programs for**  
7 **state highways that lessen the environmental burdens imposed by highways on**  
8 **adjacent communities, and enhances mobility by sustainable transportation modes.**

9  
10 WHEREAS, The development of climate change demands immediate and effective  
11 action to reduce greenhouse gas emissions, and expanding the automobile capacity of  
12 highways has increased the number of automobile trips and associated air pollution and  
13 greenhouse gas emissions; and

14 WHEREAS, Expanding the automobile capacity of highways connecting less-  
15 developed areas to job centers has fostered automobile-oriented sprawl development, which  
16 cannot be effectively served by public transit, and which consumes the region’s greenbelt of  
17 agricultural and wild lands, which contribute to the region’s livability; and

18 WHEREAS, The construction and expansion of the region’s freeways and highways  
19 demolishes homes and buildings, displaces residents and businesses, and divides  
20 communities, while subjecting residents to noise, air pollution, vibration, and visual blight; and

21 WHEREAS, Poorly-designed highways often serve as a physical barriers to the  
22 movement of sustainable transportation modes – walking, cycling, and public transit – and  
23 poorly designed state highways which serve as city streets can frustrate the movement of  
24 sustainable modes, and compromise the safety and livability of adjacent residents; and

25

1           WHEREAS, 40 years ago, in 1959, the San Francisco Board of Supervisors approved  
2 Resolution 45-59, which opposed the planned completion of seven freeways within San  
3 Francisco, and which was the first official act in San Francisco’s successful “Freeway Revolt”;  
4 and

5           WHEREAS, The Metropolitan Transportation Commission (MTC) adopted a Regional  
6 Transportation Plan in April 2009, which included the goals of improving maintenance and  
7 safety, improving reliability, improving air quality, climate protection, equitable access, and  
8 fostering livable communities; and

9           WHEREAS, The adopted Regional Transportation Plan proposes spending \$6.4 billion  
10 on highway expansion over the next 25 years, which will encourage sprawl and increase  
11 greenhouse gas emissions, while the same plan projects a shortfall of \$4.5 billion for Muni's  
12 capital needs, and over \$7 billion for BART capital needs; and

13           WHEREAS, Highway expansion directly competes with highway and transit  
14 maintenance and transit enhancements for increasingly scarce transportation funding, and  
15 worsens the current transportation funding shortfalls by increasing future needs for highway  
16 and local streets and roads maintenance; now, therefore, be it

17           RESOLVED, That the City and County of San Francisco urges the Metropolitan  
18 Transportation Commission, including the City and County of San Francisco’s representatives  
19 on the commission, to prioritize investment in public transit maintenance and cost-effective  
20 transit improvements over the allocation of funds to highway expansion projects in the Bay  
21 Area; and be it

22           FURTHER RESOLVED, That the State of California is hereby urged to prioritize the  
23 movement of pedestrians, cyclists, and public transit on state highways which serve as city  
24 streets, and to make funding available for physical improvements to these highways that  
25

1 enhance the safety and performance of sustainable modes, and the livability of adjacent  
2 residents; and be it

3           FURTHER RESOLVED, That the State of California is hereby urged to develop a  
4 fiscally and environmentally sustainable strategy for the ongoing maintenance and  
5 improvement of state highways, which furthers the state’s climate protection goals, promotes  
6 sustainable mobility, and does not divert funding from sustainable transportation projects or  
7 other state programs.

8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25