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DEPARTMENT OF ELECTIONS

**PROPOSED INITIATIVE DECLARATION OF POLICY TO BE SUBMITTED
BY THE MAYOR TO THE VOTERS AT THE JUNE 7, 2016 ELECTION.**

[Under Charter Sections 3.100(16) and 2.113(b), this measure must be submitted to the Board of Supervisors and filed with the Department of Elections no less than *45 days prior* to deadline for submission of such initiatives to the Department of Elections set in Municipal Elections Code Section 300(b).]

[Declaration of Policy - Transportation 2030: Smart Investments for a Better Future]

Declaration of Policy declaring it official policy of the City and County of San Francisco to invest in the future of transportation by prioritizing investment in Muni infrastructure and vehicles, including buses and light rail; road repaving and pothole repair; “Vision Zero” safety projects and other bicycle and pedestrian safety improvements; and investment in regional transportation infrastructure and vehicles that serve San Franciscans such as BART and Caltrain in the expenditure of revenues from future revenue ballot measures.

The People of the City and County of San Francisco hereby declare:

In 2013, the Mayor and the Board of Supervisors convened a task force of transportation and mobility experts to assess the City and County of San Francisco (“City”)’s transportation infrastructure needs through the year 2030.

That group of more than 50 leaders and experts met for nine months and crafted the “Safe, Reliable, and Affordable Transportation Task Force 2030 Report.” That report identified \$10.1 billion in transportation infrastructure needs through the year 2030, and concluded that future transportation investments should focus first on improving core

SAN FRANCISCO
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DEPARTMENT OF ELECTIONS
infrastructure, then on enhancing the City's existing transportation system, and finally on expanding to meet growth.

The Safe, Reliable, and Affordable Transportation Task Force ("Task Force") conducted an extensive needs assessment and concluded that the City's existing transportation infrastructure is inadequate to meet current or future demand. It also found that the City's transportation system is nearing a critical tipping point where if more investment is not made to better maintain and proactively repair existing assets, the cost to operate these assets will increase and put pressure on operating budgets and the public will experience declining levels of service and reliability.

The Task Force prioritized the following objectives to guide new investment in transportation:

- Maintain the City's existing transportation assets in a state of good repair;
- Improve travel time and reliability;
- Reduce costs;
- Serve planned growth; and
- Improve safety and accessibility of the system.

The Task Force further concluded that the infrastructure, capital, and asset needs of the City's Municipal Transportation Agency and the road system far surpass the City's ability to fund these needs, and emphasized that any future transportation revenues that are diverted to operations would hamper the City's ability to adequately maintain our current assets, and would make enhancements or expansions fiscally irresponsible.

The Task Force recommended that a series of revenue measures be placed before San Francisco voters over the course of the next decade, all with the primary goal of maintaining the City's existing road and transportation infrastructure and assets. In keeping

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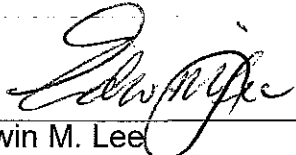
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with this plan, voters approved a \$500 million transportation infrastructure General Obligation Bond in November 2014, the largest transportation bond in the City's history.

Thus, it shall be the official policy of the City and County of San Francisco that proceeds from any revenue measure passed by the voters between 2016 and the year 2030 that the City decides to spend on transportation should be directed towards San Francisco Municipal Transportation Agency infrastructure and vehicles, road repaving and pothole repair through San Francisco Public Works, "Vision Zero" safety projects and other bicycle and pedestrian safety infrastructure projects, and investment in regional transportation infrastructure improvements and vehicles that serve San Franciscans such as BART and Caltrain and/or a second Transbay train tunnel, and that such proceeds shall not be directed to general administrative and personnel costs other than what is necessary to implement the aforementioned capital projects.

* * *

SUBMITTED.



Edwin M. Lee
Mayor, City and County of San Francisco

Date:

1/19/16

