

Attachment 1

Prop AA Vehicle Registration Fee – Expenditure Plan Summary

On November 2, 2010, San Francisco voters approved Proposition AA, authorizing the Transportation Authority to collect an additional \$10 annual vehicle registration fee on motor vehicles registered in San Francisco and to use the proceeds to fund transportation improvements consistent with the Expenditure Plan.

Revenues

- Estimated at about \$5 million annually or \$150 million over the 30-year Expenditure Plan period.
- Administration expenses are capped at 5% by State statute.

Guiding Principles Incorporated Into the Expenditure Plan

1. All programs and projects must provide a documentable benefit or relationship to those paying the fee.
2. Don't spread the limited revenues too thin or too thick: limit the Expenditure Plan to a very small number of programmatic categories, and within the categories focus on smaller, high-impact projects that will provide tangible benefits in the short-term.
3. Stretch limited revenues as far as possible by complementing or enhancing projects that receive Prop K and other funds (e.g. support leveraging of revenues)
4. Fill gaps in fund eligibility by supporting projects that are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
5. Provide a fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods.
6. Ensure accountability and transparency in programming and delivery.

Eligible Projects

Prop AA revenues must be used to fund projects from the following three programmatic categories. The percentage allocation of revenues designated for each category over the 30-year Expenditure Plan period is shown in parenthesis following the category name.

- **Street Repair and Reconstruction (50%)**

Repair and reconstruction of city streets to prevent deterioration of the roadway system, based on an industry-standard pavement management system designed to inform cost effective roadway maintenance. Priority given to streets located on San Francisco's bicycle and transit networks and to projects that include complete streets elements such as curb ramps, bicycle infrastructure, pedestrian improvements, and traffic calming. Includes design and construction.

- **Pedestrian Safety (25%)**

Improvements to the safety and usability of city streets for pedestrians. Priority given to projects that shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards. May include crosswalk improvements, sidewalk widening and bulbouts, sidewalk repair, repair or upgrade of stairways connecting to transit stops, pedestrian countdown signals, pedestrian lighting, and traffic calming. Includes design and

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construction.

- **Transit Reliability & Mobility Improvements (25%)**

Improvements that promote transportation system connectivity, reliability, and accessibility. Priority given to projects on corridors with high transit ridership and those that support proposed rapid transit. May include transit station and stop improvements, transit stop consolidation and relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, innovative parking management pilots and projects, and transportation demand management. Includes design and construction.

Eligible Project Sponsors

Only public agencies are eligible to receive allocations of vehicle registration fee revenues.