

**CITY AND COUNTY OF SAN FRANCISCO
TRANSPORTATION EXPENDITURE PLAN**

Adopted July 24, 1989

San Francisco Board of Supervisors

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Technical Appendix

Independent Report Available at the Department of City Planning, 450 McAllister, 4th Floor.

CITY & COUNTY OF SAN FRANCISCO TRANSPORTATION EXPENDITURE PLAN

ELEMENTS OF THE PLAN

The Board of Supervisors recommends the following elements be included in a Transportation Expenditure Plan for the City and County of San Francisco.

A. GENERAL PROVISIONS

Sales Tax

A 1/2% sales tax dedicated to transportation improvements specified in this plan shall be imposed. The duration of the tax shall be 20 years.

Restriction of Funds

In accordance with enabling legislation and adopted principles, sales tax revenues generated pursuant to this plan shall be used to supplement and not replace existing local revenues used for transportation purposes. Moreover, sales tax revenues shall be spent on capital projects rather than to fund operations and maintenance of existing transportation services, unless otherwise specified in the Project List. Funds for operations and maintenance shall be limited to incremental costs associated with the implementation of new transportation services as specified in this plan. Incremental costs shall be defined as solely those costs that would clearly not have otherwise been incurred absent the new service.

Bonding Authority

The Board of Supervisors shall request the voters to authorize the issue of limited tax bonds, up to \$742 million, payable from the sales tax revenues generated pursuant to this plan.

Creation of a County Transportation Authority

The Board of Supervisors shall request the voters to authorize the creation of a County Transportation Authority for the purpose of administering the sales tax proceeds in accordance with the plan. The members of the Authority shall be members of the Board of Supervisors.

Support of Adjacent Counties

It is deemed unnecessary to seek the support of adjacent counties by requesting them to develop their own Transportation Expenditure Plans because:

- San Mateo and Alameda Counties have already adopted Transportation Expenditure Plans and
- Marin County is currently evaluating a Transportation Expenditure Plan.

Where there are intercounty implications associated with projects listed in this plan, the City and County of San Francisco shall work cooperatively with the affected county or counties. Should any projects require expenditure of funds outside the limits of the City and County of San Francisco, amendments to the state legislation may be required.

Transportation Efficiency/Productivity Standards and Objectives

The Transportation Authority shall direct all city transportation agencies to:

- Develop 5-year program plans describing service and capital improvements annually. These plans should be coordinated between modes and agencies.
- Prepare long range (10-20 years) comprehensive transportation plans periodically.
- Develop productivity and cost effectiveness measurement methodologies and standards based upon accepted industry standards. Productivity and cost effectiveness goals should be established every 5 years during the term of the plan, and coordinated between city transportation agencies so that they are not working at cross purposes. A report shall be made to the Transportation Authority on progress towards meeting those goals on an annual basis.

The Transportation Authority should also develop a plan for encouraging transportation agencies to meet their goals, all in accordance with the provisions of this plan.

Environmental Review

Environmental reporting, review and approval procedures as provided for under the National Environmental Policy Act, and/or the California Environmental Quality Act, and other applicable laws will be carried out as a prerequisite to the implementation of any project.

CITY & COUNTY OF SAN FRANCISCO TRANSPORTATION EXPENDITURE PLAN

B. PLAN SUMMARY

The following table summarizes the 1/2% sales tax revenue allocations by project category and subcategory in constant 1990 dollars.

SUMMARY OF SALES TAX ALLOCATIONS

Category	Allocation
TRANSIT	\$541,000,000 (60%)
Subcategory	
Service Enhancement & Extensions	141,000,000
Major Corridor Studies & Construction	200,000,000
Rehabilitation & Replacement Projects	200,000,000
STREETS & TRAFFIC SAFETY	\$271,000,000 (30%)
St. Resurfacing & Reconstruction	142,000,000
Traffic Signals & Signs	67,000,000
Major Capital Projects	50,000,000
Street Tree Program	12,000,000
PARATRANSIT	\$ 72,000,000 (8%)
Contract Van & Taxi Services	72,000,000
TRANSPORTATION SYSTEMS MANAGEMENT (TSM)	\$ 18,000,000 (2%)
Ridesharing & Transit Preference	12,000,000
Bicycle & Pedestrian Circulation	6,000,000
TOTAL SALES TAX REVENUE	\$902,000,000 (100%)

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C. PLAN DESCRIPTION

Priority Program

The principle focus of this plan is to define a program of prioritized projects and to insure that funding is allocated across major transportation categories, i.e. Transit, Streets and Traffic Safety, Paratransit, and Transportation Systems Management (TSM), and within subcategories. Subcategories consist of lists of projects exhibiting similar characteristics, e.g. transit service enhancements and extensions. A two-tier priority program has been developed in response to these objectives. Allocations of sales tax revenues are made to each of the major transportation categories and subcategories. Within each subcategory, individual projects have been given a priority rating of 1, 2, or 3 (1 being first priority).

The allocations between major categories are: Transit - 60%, Streets and Traffic Safety - 30%, Paratransit - 8%, and TSM - 2%. This reflects the city's transit first policy as well as providing funding for identified transportation needs within all major categories.

Within each program subcategory, the list of projects shall be funded using sales tax revenue up to the total amount for that subcategory and according to the priority assigned. Under current revenue projections not all projects listed could be funded. In the event that sales tax revenue for the subcategory runs out, lower priority projects within the subcategory will not be funded. In the event that a surplus results after funding all projects listed in a subcategory, the remaining revenue will be available for re-allocation to other subcategories. If the major transportation category is fully funded, then the money can be shifted to an alternative category.

In this manner, implementation of top priority projects is assured.

The County Transportation Authority shall periodically calculate actual sales tax revenue collections (in constant dollars) relative to the amount originally projected in the Transportation Expenditure Plan (see Technical Appendix for the City & County of San Francisco Transportation Expenditure Plan). Should actual collections exceed original projections, the surplus shall be allocated to the Transit, Streets and Traffic Safety, Paratransit, and TSM categories in the same proportions as originally outlined in the plan.

Project List

Each of the project descriptions includes the following information: description of the project, priority, restrictions on use of sales tax funds, cost of project, other funds available, shortfall to be funded by the sales tax, and the sponsoring agency. The cost of project identifies the cost to complete the project, excluding previously allocated funds.

Sales tax funds shall be used for capital improvements unless otherwise noted. The project descriptions specify which projects are eligible for incremental operations and maintenance funds.

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CITY AND COUNTY OF SAN FRANCISCO TRANSPORTATION EXPENDITURE PLAN

TRANSIT PROJECTS

Service Enhancement and Extensions

Priority	Project
1	MUNI Metro Turnback - Construction of a turnback for Metro trains beyond the Embarcadero Station to allow more frequent and reliable Market Street subway service without recurrent delays. Includes capital and incremental operations and maintenance costs. Cost: \$130.0 million. Shortfall to be funded by Sales Tax: \$20.5 million. Other Funds: \$109.5 million. Sponsor - MUNI.
1	MUNI Metro Extension - Extension of MUNI Metro from the Embarcadero Turnback to the Caltrain Terminal at 4th and Townsend Streets. Includes capital and incremental operations and maintenance costs. Cost: \$68.0 million. Shortfall to be funded by Sales Tax: \$48.0 million. Other Funds: \$20.0 million. Sponsor - MUNI.
1	Mission Bay Metro Extension - Extension of Metro service from 4th & Townsend to 16th & Owens to the new Metro East facility. Includes capital and incremental operations and maintenance costs. Cost: \$31.0 million. Shortfall to be funded by Sales Tax: \$13.0 million. Other Funds: \$18.0 million. Sponsor - MUNI.
1	F-Line Streetcar - Expansion of historic streetcar service along The Embarcadero Roadway to the heart of Fisherman's Wharf and along Upper Market Street to Castro. Includes capital and incremental operations and maintenance costs. Cost: \$65.0 million. Shortfall to be funded by Sales Tax: \$40.0 million. Other Funds: \$25.0 million. Sponsor - MUNI.
1	Metro Subway Signal System - Provide faster more frequent Metro subway service. Cost: \$23.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Other Funds: \$13.0 million. Sponsor - MUNI.
1	Metro Accessibility Improvements - Improvements to the system safety for the disabled within the MUNI Metro subway. Cost: \$0.5 million. Shortfall to be funded by Sales Tax: \$0.1 million. Other Funds: \$0.4 million. Sponsor - MUNI.
1	Presidio Facilities Redevelopment - To accommodate MUNI's expanded articulated trolley fleet. Cost: \$32.0 million. Shortfall to be funded by Sales Tax: \$1.5 million. Other Funds: \$30.5 million. Sponsor - MUNI.

- 1 Metro East LRV Facility - Development of a new storage and maintenance facility to accommodate an expanded LRV fleet. Includes capital and incremental operations and maintenance costs. Cost: \$83.0 million. Shortfall to be funded by Sales Tax: \$18.0 million. Other Funds: \$65.0 million. Sponsor - MUNI.
- 1 Geneva Modifications - Restoration and rehabilitation of Geneva facilities including conversion of overhead and fixed facilities to accommodate and better maintain PCC cars. Cost: \$4.0 million. Shortfall to be funded by Sales Tax: \$0.1 million. Other Funds: \$3.9 million. Sponsor - MUNI.
- 2 Mission Bay Trolley Rerouting/Extensions - Rerouting and extensions of MUNI routes 22, 30 and 47 to improve service to Mission Bay/Potrero Hill. Includes capital and incremental operations and maintenance costs. Cost: \$18.0 million. Shortfall to be funded by Sales Tax: \$5.5 million. Other Funds: \$12.5 million. Sponsor - MUNI.
- 2 Trolley Coach Electrification - Conversion of MUNI 9, 42, and 71 routes from diesel to trolley coach operation. Cost: \$22.0 million. Shortfall to be funded by Sales Tax: \$1.0 million. Other Funds: \$21.0 million. Sponsor - MUNI.
- 2 Extension of MUNI Route 14 to Daly City BART Station - Extension of existing trolley coach service from existing terminal at Mission Street/San Jose Avenue to Daly City BART station. Includes capital and incremental operations and maintenance costs. Cost: \$4.0 million. Shortfall to be funded by Sales Tax: \$2.0 million. Other Funds: \$2.0 million. Sponsor - MUNI.
- 3 Ferry Terminal Expansion - Expansion of existing ferry terminal in order to accommodate additional ferry service. Cost: \$1.0 million. Shortfall to be funded by Sales Tax: \$0.1 million. Other Funds: \$0.9 million. Sponsor - Port.

Major Transit Corridors

Priority	Project
1, 2	Major Transit Corridor Planning/Environmental Fund - Planning and environmental studies to determine future local and regional transit service improvements from downtown San Francisco along the Third Street/Bayshore Corridor (Priority 1), transit service improvements along the Geary Corridor between downtown and the Richmond District (Priority 1), transit service improvements along a North Beach Corridor between Market Street and the North Beach neighborhood (Priority 2), and transit service improvements on Van Ness Avenue (Priority 2). Cost: \$10.0 million. Shortfall to be funded by Sales Tax: \$10.0 million. Sponsor - MUNI.

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- 2, 3 **Major Transit Corridor Capital Construction Fund** - Construction fund for fixed guideway capital improvements in the Bayshore, Geary, (Priority 2) and North Beach (Priority 3) corridors. The type of transit improvements and the full cost of these projects will be determined during the Planning and Environmental Studies. The cost noted here would represent the city's contribution to construction. It is anticipated that additional federal, state, or local funds would be available. Cost: To exceed \$190.0 million. Total Cost to be determined. Amount to be funded by Sales Tax: \$190.0 million. Sponsor - MUNI.

Rehabilitation and Replacement

- | Priority | Project |
|----------|--|
| 1 | Vehicles - Replacement of MUNI diesel buses, trolley coaches and light rail vehicles and reconstruction of historic streetcar and cable car fleets. Includes capital and incremental operations and maintenance costs. Cost: \$623.0 million. Shortfall to be funded by Sales Tax: \$146.0 million. Other Funds: \$477.0 million. Sponsor - MUNI. |
| 1 | Guideways - Upgrading and rehabilitation and replacement of rail and overhead trolley wire throughout the MUNI system. Cost: \$118.0 million. Shortfall to be funded by Sales Tax: \$3.0 million. Other Funds: \$115.0 million. Sponsor - MUNI. |
| 1 | Facilities - Renovate and/or replace MUNI maintenance facilities including 1401 Bryant, Woods, and 24th & Utah. New maintenance equipment. Operator restrooms. New fareboxes. Elevator and escalator repair. Revenue center and equipment repair. MUNI Metro rail maintenance equipment. Miscellaneous maintenance and repair. Includes capital and incremental operations and maintenance costs. Cost: \$236.0 million. Shortfall to be funded by Sales Tax: \$62.0 million. Other Funds: \$174.0 million. Sponsor - MUNI. |
| 1 | Graffiti Prevention - Security improvements at MUNI facilities to prevent graffiti and expand vehicle cleaning facilities. This cost reflects only capital improvements for a graffiti prevention program. Cost: \$5.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Sponsor - MUNI. |

STREETS AND TRAFFIC SAFETY PROJECTS

Street Resurfacing and Reconstruction

Priority Project

- 1, 2 **Street Resurfacing** - Repaving and reconstructing city streets to prevent the deterioration of the roadway system. The streets to be repaved are selected in accordance with the City's Pavement Management System which considers pavement condition, bus and trolley use, and automobile and truck traffic. In conjunction with street reconstruction projects, bus bulbs and/or transit safety islands shall be installed on transit preferential streets as deemed appropriate by the Department of City Planning, Department of Public Works, the Public Utilities Commission, the Board of Supervisors and any other department or commission which is required to approve the widening of streets and sidewalks. The top 44% of the streets identified are Priority 1 projects and the remaining 56% are Priority 2 projects. Cost: \$340.0 million. Shortfall to be funded by Sales Tax: \$254.5 million. Other Funds: \$85.5 million. Sponsor - DPW.
- 1 **Seismic Reinforcement** - Earthquake reinforcement for bridges, ducts and walls throughout the city. Cost: \$2.0 million. Shortfall to be funded by Sales Tax: \$2.0 million. Sponsor - DPW.
- 2 **Railroad Track Removal/Repair** - Removal of obsolete railroad tracks on city streets and repair of the pavement adjacent to active railroad tracks. Cost: \$6.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Other Funds: \$1.0 million. Sponsor - DPW.
- 2 **Sidewalk Repair** - Reconstruction of sidewalks in front of city maintained property and near city maintained street trees. Cost: \$7.5 million. Shortfall to be funded by Sales Tax: \$7.5 million. Sponsor - DPW.
- 2 **Street Repair and Cleaning Equipment** - Purchase of street maintenance and cleaning equipment, such as asphalt pavers, dump trucks, sweepers, and front-end loaders for city crews. Cost: \$17.0 million. Shortfall to be funded by Sales Tax: \$17.0 million. Sponsor - DPW.

Traffic Signals and Street Signs

Priority Project

- 1, 2 **Signal Upgrading** - Replacement of worn out traffic signal equipment for which replacement parts are no longer

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available. New or substantially upgraded traffic signals located on Transit Preferential Streets shall have transit pre-emption capabilities. The top 42% of the signal upgrades proposed are Priority 1 projects and the remaining 58% are Priority 2 projects. Cost: \$119.0 million. Shortfall to be funded by Sales Tax: \$119.0 million. Sponsor - DPW.

- 1 Street Name Signs - Placement of street name signs throughout the city. Many streets are inadequately identified which causes confusion for motorists and transit users. Cost: \$1.0 million. Shortfall to be funded by Sales Tax: \$1.0 million. Sponsor - DPW.
- 2 Install Raised Reflective Lane Markings - Installation of raised reflective pavement markers on city streets for better delineation of traffic lanes at night and during wet weather. Cost: \$2.0 million. Shortfall to be funded by Sales Tax: \$2.0 million. Sponsor - DPW.
- 2 New Traffic Signals - Installation of traffic signals at selected unsignalized intersections. The locations of intersections are determined by the Traffic Engineering Bureau's priority list. Includes capital and incremental maintenance costs. Cost: \$8.5 million. Shortfall to be funded by Sales Tax: \$8.5 million. Sponsor - DPW.
- 2 Traffic Control Systems - Minor additions and modifications to the city's traffic control systems including: special warning signs, pedestrian guidance systems, pavement bars and special test installations to improve traffic safety and efficiency. Cost: \$1.0 million. Shortfall to be funded by Sales Tax: \$1.0 million. Sponsor - DPW.
- 2 Traffic Engineering Equipment - Replacement of traffic engineering equipment such as line painting machines and traffic count devices. Cost: \$4.0 million. Shortfall to be funded by Sales Tax: \$4.0 million. Sponsor - DPW.
- 2 Army Street Circle - Modification of southbound ramp connection from Highway 101 to eastbound Army Street to increase radius for large trucks. Cost: \$0.1 million. Shortfall to be funded by Sales Tax: \$0.1 million. Sponsor - DPW.
- 2 Potrero Avenue - Rechannellization and modification of traffic signals on Potrero Avenue between Division Street and Army Street to improve traffic and pedestrian safety and traffic efficiency. Cost: \$0.4 million. Shortfall to be funded by Sales Tax: \$0.4 million. Sponsor - DPW.

Major Capital Projects

Priority	Project
1	Embarcadero Roadway - Creation of a waterfront boulevard along The Embarcadero and King Street from North Point Street in Fisherman's Wharf to 6th Street in Mission Bay. Includes capital and incremental operations and maintenance costs. Cost: \$101.0 million. Shortfall to be funded by Sales Tax: \$35.0 million. Other Funds: \$66.0 million. Sponsor - DPW.
1	19th and Holloway Safety Improvements - Safety improvements along 19th Avenue extending from Eucalyptus to Junipero Serra. This is intended to reduce conflicts between auto traffic and pedestrians boarding streetcars on the 19th Avenue median, particularly at San Francisco State (Holloway Street). Shortfall to be funded by Sales Tax expenditure limited to Planning & Engineering. Cost: \$30.0 million. Shortfall to be funded by Sales Tax: \$4.5 million. Other Funds: \$25.5 million. Sponsor - DPW/MUNI.
1	Candlestick Park Short-Range Traffic Improvements - Traffic signal improvements near Candlestick Park to improve traffic flow and reduce impacts of Candlestick Park traffic on nearby neighborhoods. Cost: \$1.0 million. Shortfall to be funded by Sales Tax: \$1.0 million. Sponsor - DPW.
2	Bernal Heights Street System Upgrading - Construction of streets in Bernal Heights where existing streets are unimproved or below city standards to ensure adequate emergency vehicle response times for the community. Cost: \$6.0 million. Shortfall to be funded by Sales Tax: \$6.0 million. Sponsor - DPW.
2	Hunters Point Industrial Connector - Industrial by-pass route east of Third Street between Innes and Carroll Avenues by way of the Hunters Point Naval Shipyard to divert truck traffic off residential streets. Sales tax expenditure limited to Planning & Environmental studies. Cost: \$3.0 million. Shortfall to be funded by Sales Tax: \$ 0.3 million. Other Funds: \$2.7 million. Sponsor - DPW.
2	Undergrounding Crossover Drive through Golden Gate Park - Explore the undergrounding of Crossover Drive between Lincoln Way and Fulton Street in Golden Gate Park. Sales tax expenditure limited to Planning & Environmental studies. Cost: \$100.0 million. Shortfall to be funded by Sales Tax: \$2.0 million. Other Funds: \$98.0 million. Sponsor - DPW.
2	Third Street Median Islands - Construction of landscaped median islands with left turn lanes along Third Street between China Basin and Jamestown Ave. to improve traffic safety and reduce congestion in this main transportation corridor. Cost: \$7.0 million. Shortfall to be funded by Sales Tax: \$7.0 million. Sponsor - DPW.

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Street Trees

Priority	Project
1, 2	Planting and Maintenance of Existing Street Trees - Improved maintenance of existing trees in public rights-of-way. First \$6.0 million is Priority 1 and the remaining is Priority 2. Cost: \$8.5 million. Shortfall to be funded by Sales Tax: \$8.5 million. Sponsor - DPW.
1, 2	Planting and Maintenance of Additional Trees - Planting additional street trees on major thoroughfares throughout the city. Includes capital and incremental operations and maintenance costs. First \$5.5 million is Priority 1 and the remaining is Priority 2. Cost: \$7.5 million. Shortfall to be funded by Sales Tax: \$7.5 million. Sponsor - DPW.

PARATRANSIT SERVICES

Expansion of Paratransit Door-to-Door Van and Taxi Service Levels

Priority	Project
1, 2	Additional Service to Address Current and Projected Waiting List Growth and Provide Services to Persons with AIDS and Frail Elders - Increased funding for van and taxi services to expand services to meet current and projected waiting list growth for taxi, group van, and lift van services for persons with disabilities, including frail seniors. Also additional services for persons with AIDS and for clients of the expanding Adult Day Health Care system. The first \$72.0 million is Priority 1 and the remaining \$3.0 million is Priority 2. Sales tax funding for service operation. Cost: \$147.0 million. Shortfall to be funded by Sales Tax: \$75.0 million. Other Funds: \$72.0 million. Sponsor - MUNI.

TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS

Ridesharing and Transit Promotion

Priority	Project
1, 2	Transit Preferential Streets - Includes designation of streets and lanes for exclusive transit use; sidewalk widenings at bus stops; traffic signal modifications to improve transit flow; reduction and relocation of bus stops; possible removal of unnecessary stop signs along transit and bicycle routes; and

modifications to the on-street truck loading and parking zones downtown. The first \$3.0 million is Priority 1 and the remaining \$0.5 million is Priority 2. Includes capital and incremental operations and maintenance costs. Cost: \$4.0 million. Shortfall to be funded by Sales Tax: \$3.5 million. Other Funds: \$0.5 million. Sponsor - DCP/DPW/MUNI.

- 1 Sterling Street HOV Lanes on Eastbound Approach to Bay Bridge - Extend the existing lane for High Occupancy Vehicles on Second or Bryant Streets to provide travel time savings for carpools and vanpools on the eastbound approach to the Bay Bridge. Cost: \$0.5 million. Includes capital and incremental operations and maintenance costs. Shortfall to be funded by Sales Tax: \$0.4 million. Other Funds: \$0.1 million. Sponsor - DPW.

- 1 Transportation Brokerage Program - Increase staff monitoring of the Brokerage Program which requires developers and institutions to distribute ridesharing materials and transit information to employees at new office buildings or established institutions. Cost: \$4.0 million. Includes operations and maintenance costs. Shortfall to be funded by Sales Tax: \$3.5 million. Other Funds: \$0.5 million. Sponsor - DCP.

- 1, 2 Transportation Management Association Program - This program would assist in coordinating transit and ridesharing marketing activities for the entire downtown. The program would include an educational element, transit pass sales and carpool matching, possibly using a downtown "store" similar to Berkeley Trip. The program might ultimately be expanded to serve institutions as well. The first \$4.5 million is Priority 1 and the remaining \$0.5 million is Priority 2. Includes operations and maintenance costs. Cost: \$5.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Sponsor - DCP.

Bicycle and Pedestrian

Priority Project

- 1, 2 Bicycle, Pedestrian, and Elderly & Handicapped Accessibility Projects - San Francisco portion of regional hiking and bicycle trails around the bay and between ridge top parks; various bicycle projects such as additional bicycle lanes, improved signage, additional bicycle racks and other facilities and educational and safety programs; and provision of drop curbs at intersections to permit ease of movement for the mobility impaired. The first \$4.0 million is Priority 1 and the remaining is Priority 2. Includes capital and incremental operations and maintenance costs. Cost: \$6.0 million. Shortfall to be funded by Sales Tax: \$4.5 million. Other Funds: \$1.5 million. Sponsor - DPW.

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1,2 Downtown Pedestrian Projects - Improvement of existing alleyways as pedestrian/open space areas for pedestrian convenience and aesthetic enjoyment and architectural treatments for the improvement of the pedestrian environment on designated sidewalks such as Second Street, Montgomery Street and Union Square area streets. The first \$2.0 million is Priority 1 and the remaining is Priority 2. Includes capital and incremental operations and maintenance costs. Cost: \$3.0 million. Shortfall to be funded by Sales Tax: \$3.0 million. Sponsor - DCP/DPW.

3 Pedestrian Connections and Transit Access - Provision of grade-separated pedestrian crossings at high volume pedestrian locations and to provide access to major transit facilities. For example, Kezar Stadium to Golden Gate Park or from the proposed new main library to the Civic Center Metro/BART station. Cost: \$5.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Sponsor - DCP/DPW.

Sales Tax for Transportation

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B

PROPOSITION B

Shall an ordinance of the City and County of San Francisco be approved so as to: 1) create a San Francisco County Transportation Authority; 2) authorize the Authority to impose a transactions and use tax of one-half of one percent to aid mass transit and realize the other traffic and transportation projects/purposes set forth in the San Francisco County Transportation Expenditure Plan for a period of no more than twenty (20) years; 3) authorize the Authority to issue from time to time limited tax bonds in a total outstanding aggregate amount not to exceed \$742,000,000.00 and which is payable from the revenues generated hereunder; and 4) approve the California Constitution Article XIII B Appropriations Limit of \$160,000,000.00?

YES 33

NO 34



Analysis

by Ballot Simplification Committee

THE WAY IT IS NOW: There is a 6.5 percent sales tax in San Francisco. State law allows a county to charge an additional one-half percent sales tax to fund new transportation and traffic projects when other funds are not available.

Supervisors, to oversee the collection of the tax and its use. The Authority could spend up to \$160,000,000 per year for these purposes and could issue not more than \$742,000,000 in tax bonds, to be paid by the one-half percent sales tax.

THE PROPOSAL: Proposition B is an ordinance that would increase the sales tax in San Francisco by one-half percent for twenty years. The money would be used to pay for transportation projects, including mass transit, streets and traffic safety and repair, transportation programs for the elderly and disabled, and other programs. Proposition B also would create a San Francisco County Transportation Authority, made up of the eleven members of the Board of

A "YES" VOTE MEANS: If you vote yes, you want to increase the sales tax by one-half percent for twenty years to fund certain transportation projects when other funds are not available. You also want to form a San Francisco County Transportation Authority with a spending limit of \$160,000,000 per year and with the power to issue up to \$742,000,000 in bonds.

A "NO" VOTE MEANS: If you vote no, you do not want to increase the sales tax in San Francisco.

Controller's Statement on "B"

City Controller Samuel D. Yockey has issued the following statement on the fiscal impact of Proposition B:

"Should the proposed ordinance be adopted and implemented, in my opinion, revenues and expenditures are estimated to increase by approximately \$41 million in 1990-91 increasing thereafter with the rate of inflation for a period of years."

How Supervisors Voted on "B"

On July 24, the Board of Supervisors voted 8-2 on the question of placing Proposition B on the ballot.

The Supervisors voted as follows:

YES: Supervisors Angela Alioto, Harry Britt, Jim Gonzalez, Willie Kennedy, Bill Maher, Wendy Nelder, Nancy Walker, and Doris Ward.

NO: Supervisors Terence Hallinan and Thomas Hsieh

TRANSPORTATION PLAN FOR PROPOSITION B IS ON PAGE 33

ARGUMENTS FOR AND AGAINST THIS MEASURE AND ITS FULL TEXT IMMEDIATELY FOLLOW THIS PAGE.

3 Sales Tax for Transportation

OFFICIAL ARGUMENT IN FAVOR OF PROPOSITION B

San Francisco transportation system is our lifeline. Our economy and quality of life depend on it. Proposition B is a comprehensive solution to San Francisco's transportation crisis.

Maintaining, improving and expanding it — that's what Proposition B is about. The Plan meets the needs of today and the promise for tomorrow...

Expanded neighborhood MUNI Service.

New MUNI buses and light rail cars to replace worn-out vehicles.

Paved city streets.

Rehabilitating van and taxi service for senior citizens, the disabled and AIDS patients.

Historic streetcar service extension along Fisherman's Wharf.

San Francisco Metro extension along the Embarcadero.

Modern traffic signals throughout the city to improve traffic flow.

Waterfront boulevard on the Embarcadero.

Street tree planting.

And many improvements — and many others — are only possible with Proposition B.

It is an ambitious plan, but Proposition B makes good financial sense.

Our investment in transportation improvement under Proposition B will generate matching state funding, which goes to Counties that have voted to improve their transportation systems. Without Proposition B, San Francisco will lose tens of millions of dollars in state funding to other Bay Area counties which have already passed transportation improvement plans.

Proposition B will also generate revenue from commuters and tourists to help pay for the streets and transit they use.

People who often disagree: business, environmentalists, labor, neighborhood advocates, the Board of Supervisors and the Mayor, came together to develop this program to improve our streets and public transit network.

We can't afford to let our streets and public transit system decline. San Franciscans deserve and need a quality transportation system — for today and for tomorrow.

Join us in voting YES on Proposition B.

Submitted by the Mayor and Board of Supervisors

REBUTTAL TO OFFICIAL ARGUMENT IN FAVOR OF PROPOSITION B

"AVENUE OF THE PIRATES"

Let's not get silly promises about "tree planting" and the ALREADY NEEDED "historic streetcar... extension..."

graffiti-covered buses — left unguarded by MUNI's incompetent management — and LRV's worn-out before their time by MUNI's maintenance scandals trumpet the real truth.

Special interest campaign fund sources are pushing Proposition B: TOURIST-TRAP DEVELOPERS — That "waterfront boulevard on the Embarcadero" should be renamed "AVENUE OF PIRATES" for the greedy millionaire tourist-trap corporations that are demanding deluxe "repaved city streets" — and trees in front of their own business establishments... at taxpayers' expense. The proposed "AVENUE OF THE PIRATES" will kill equal chances for the historic Port of San Francisco.

MISSION BAY DEVELOPMENT — Santa Fe Pacific Corporation — "On CreditWatch with negative implications" (Standard & Poor's 8/14/89 Credit Review) — ran its debt rating down from A+ in 1987 to BB- in 1989... Largely because of the

corporate "PIRATE" raiders' 1988 \$30-per-share "dividend." Santa Fe Pacific... with credit as solid as its earthquake, liquefaction-prone Mission Bay Development Project bay landfill site — has long term debts of \$3,249,700,000 and last March was "found guilty of conspiring with five other railroads" to illegally halt construction of ETSI's slurry pipeline... Federal court damages: \$750,100,000 (S&P's 6/6/89 Stock Reports). Now the Reichmanns want San Francisco taxpayers to pay Santa Fe's MUNI bill!!!

Vote AGAINST the "AVENUE OF THE PIRATES".

Vote NO on Proposition B.

No on Proposition B Committee

Dr. Terence Faulkner, J.D.

Past County Chairman

San Francisco Republican Party

Patrick Fitzgerald

Past Secretary

San Francisco Democratic Party

Sales Tax for Transportation

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B

OFFICIAL ARGUMENT AGAINST PROPOSITION B

"B" IS "BAD NEWS FOR SAN FRANCISCO"

A proposal to raise San Francisco's already highly regressive tax another half of one percent is an outrage. A sales tax increase will serve well the interests of the developers of the Mission Bay Project — the foreign development firm Olympia and York and their foreign owners the billionaire man brothers. It is also a good deal for Santa Fe and Southern Railroad stockholders. None of these business entities will get the special assessment slapped on their developments to rightfully charge them for additional burdens on Muni and other City services. Not our special interest-run Board of Supervisors! Instead, YOU and the PEOPLE OF SAN FRANCISCO will be holding the sack!!! YOU should be honored to pay for special tax on developers making hundreds of millions of dollars! Increasing the sales tax will also allow the extension of the Serrano Freeway, cutting into storage and trucking areas vital

to any attempt to revive the once-great Port of San Francisco. Instead, the area of the historic port will be turned into a special interest-run tourist trap.

Thank the San Francisco Board of Supervisors for this "ROSEMARY'S BABY" SALES TAX INCREASE PROPOSAL!!!

Vote NO on Proposition B — Kill the Sales Tax increase. Also vote NO on Proposition D — Halt the Board of Supervisors' outrageous pay increase. Vote YES on Proposition T — Establish a two term limit for the Board of Supervisors.

The San Francisco Board of Supervisors has for too long acted like a local "HOUSE OF LORDS"

NO ON PROPOSITION B COMMITTEE

Terence Faulkner

Chairman and Treasurer of

No On Proposition B Committee

REBUTTAL TO OFFICIAL ARGUMENT AGAINST PROPOSITION B

It is surprising that some opponents of Proposition B must rely on calling and outlandish fabrications. Proposition B makes no sense.

Proposition B will benefit all San Franciscans:

San Franciscans who ride MUNI will get new buses and street-paved neighborhood service, and graffiti prevention.

San Franciscans who drive will get repaved streets, better-timed signals, and better traffic management.

San Franciscans who are disabled will get doubled paratransit

San Franciscans who make a living will get a quality transportation

system, which is the lifeline of our economy.

San Franciscans who pay taxes will benefit by the City raising revenue from tourists and commuters who use our street and transit system.

Proposition B is for all of us.

Don't listen to the naysayers who would have our city's infrastructure deteriorate and decline.

Join us in voting YES on Proposition B.

Submitted by the Board of Supervisors and the Mayor

B

Sales Tax for Transportation

PAID ARGUMENTS IN FAVOR OF PROPOSITION B

RAIL TRANSIT

Residents of San Francisco, the Bay Area and communities throughout California and the nation are voicing their strong desire for clean, efficient RAIL transit. The Transportation Expenditure Plan includes funding to:

- Purchase new cars to increase J, K, L, M and N-line service,
- Build the F-line streetcar along Market and The Embarcadero,

- Extend Muni Metro to Mission Bay,
- Prepare studies of Geary and Bayshore corridor rail service and provide construction funds.

VOTE YES ON PROPOSITION B

Geary Streetcar Citizens Committee

VOTE YES ON PROPOSITION "B" FOR A BETTER MUNI

San Francisco is being overwhelmed by traffic because our transit-first policy is starved of the money needed to keep it going. The federal and state governments have cut support for local transit. We need the local sales tax money now for a temporary period to make up for federal and state funding cuts.

The money will go to make San Francisco a more liveable place by fixing up and expanding our transit system. All the things that make San Francisco great — schools and colleges, hospitals, museums, our workplaces, sports events, shows, points of interest — will be made more accessible wherever you live in the City. Our older citizens who don't drive, the handicapped, AIDS victims, will

be able to get to hospitals and to enrich their lives by getting out and about in the special transit facilities that will be supplied.

It's a small price to pay — for a temporary period — for all the good that will come out of it.

VOTE YES ON PROPOSITION "B" FOR A BETTER MUNI.

Transport Workers Union of America, AFL-CIO

Lawrence B. Martin,

International Representative

Bobbie L. Brown,

President, Local 250-A

Ray J. Antonio,

Secretary-Treasurer, Local 250-A

The Sierra Club urges you to vote YES on Proposition B. Proposition B will provide money to implement San Francisco's transit first policy. The Sierra Club helped develop this measure and strongly supports its programs which include:

- Improved Muni service;
- Repair of City streets;
- Increased bicycle safety;

- Improvements to pedestrian facilities;
- Increased elderly and handicapped services.

These programs will improve the City's environment and air quality.

VOTE YES ON PROPOSITION B.

Sierra Club

The San Francisco Republican Party recommends a YES vote on Proposition B to alleviate the current impossible traffic gridlock and the overburdened Muni system.

San Francisco is the center of the Bay Area's regional economy. As we move into the 21st century, there will be increased demands on the City's transportation infrastructure to provide more efficient means to move goods, services, and people.

Though we are normally skeptical of increased taxes, and particularly dislike regressive sales taxes, the proposed 1/2% sales tax increase is economically efficient and represents a fair distribution of the cost of the transportation improvements between both benefiting parties — the residents of the City and non-residents. Vote YES on "B"!

James E. Gilleran, Chairman

San Francisco Republican County Central Committee

Tom McConnell, Chairman Issues Committee

San Francisco County Central Committee

Kenneth Blumenthal

Carol Marshall

Curt Augustine

Christopher L. Bowman

Pablo Wong

Jun Hatoyama

J. Bingham Dean

Brian Mavrogeorge

K. Martin Keller

Robert R. Bacci

Sales Tax for Transportation

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PAID ARGUMENTS IN FAVOR OF PROPOSITION B

Everyone complains about traffic, about Muni. Now San Francisco is finally doing something about it.

After ten months of meetings and public hearings, the Citizen's Advisory Committee on Transportation, composed of 55 diverse San Franciscans, is proud to recommend Proposition B to the voters.

Citizen's Advisory Committee on Transportation

James Haas, Chair
Charna Staten, Co-Chair
Ray Antonio
Gale Armstrong
George Baringer
Jack Bookter
James Bourgart
Erma Brim
Bobbie Brown
Anni Chung

Robert Glover
John Holtzclaw
Richard Hood
Harold Hoogasian
Joseph Houghteling
Agar Jaicks
Walter Johnson
Steven Krefting
Brian Larkin
Thea Lengtai

Proposition B will:

- make our neighborhoods more liveable.
- improve transit access for the disabled.
- promote San Francisco's "transit first" policy.
- maintain and improve the city's transportation infrastructure.

A transportation plan that will work for San Francisco. Vote YES on B.

Michael Louie
Richard Marshall
Meredith Michaels
Annaliese Munetic
Andrew Nash
Margie O'Driscoll
Edward Phipps
David Pilpel
Norman Rolfe
Paul Rosenberg

Jacqueline Sachs
Sharyn Saslafsky
E. Robert Scrofani
Carol Ruth Silver
George Swanson
Stephen Taber
James J. Walsh, Jr.
Harold Wanaselja
Duncan Watry
Cheryl Towns

The San Francisco Democratic Party supports Proposition B.

Proposition B will:

- IMPROVE Muni service.
- IMPROVE street and traffic safety.
- IMPROVE transit access for the disabled.

Vote YES on Proposition B.

San Francisco Democratic Party County Central Committee

Elected Members

Carole Migden, Chair
Ellen Chaitlin
Catherine Dodd

Michael Hardeman

Agar Jaicks
Leslie Katz
Tony Kilroy
Steve Krefting
Ruth Picon
Alexa Smith
Arlo Hale Smith
Alicia Wang
Ex Officio Appointees
Ed McGovern
Matthew Rothschild

San Francisco Tomorrow urges you to vote YES on Proposition B. San Francisco's transportation facilities are deteriorating before our eyes. Additional funding is urgently needed to rebuild and improve these facilities. Proposition B provides for:

- new Muni vehicles and facilities to benefit the City's environment and neighborhood livability;
- expanding Muni Metro service;

- maintenance and improvement of the City's streets;
- increased elderly and handicapped services — an important social program.

VOTE YES ON PROPOSITION B.

San Francisco Tomorrow

B

Sales Tax for Transportation

PAID ARGUMENTS IN FAVOR OF PROPOSITION B

Community organizations which provide vital transportation services for the disabled strongly support Proposition B. Proposition B would double the paratransit door-to-door van and services on which disabled, elderly and mobility-impaired San Franciscans rely. To get to the hospital, to the doctor, to health care services.

Proposition B would give a helping hand to the thousands of people now on waiting lists for paratransit services. Special services will also be provided for people with AIDS.

The whole city benefits by these transit improvements. Join with us in voting YES on B.

King
United Cerebral Palsy Association of San Francisco
George Davis, Ph.D.
Bayview Hunters Point Multipurpose Senior Services
Verine Koechlin
F. Paratransit Coordinating Council
Ira Beddow
Wheelers Association
Michael Comini
The Lighthouse for the Blind and the Visually Impaired
Verine (Betty) McQuiston
San Francisco Senior Citizen

Stan Hutton
Easter Seal Society of San Francisco
Masato Inaba
U.S. Human Resources Corp.
Gladys Hu
Self Help for the Elderly
Janet Pomeroy
Recreation Center for the Handicapped
Alexis Lodde
MV Transportation
Rev. Patrick Lewis C.C. Sp.
Archdiocese of San Francisco
Richard Eijima
Kimochi

Dr. Rose Resnick
Rose Resnick Center for the Blind and Handicapped
Ira Okun
Family Service Agency of San Francisco
San Francisco AIDS Foundation
Tom Weathered
Lucille Lockhart
Joanne Handy
S.F. Institute on Aging
JoAnn Mancuso
Delancy Street Foundation

Members of the Transportation Committee that developed this transportation improvement program, we strongly urge you to vote on B. Proposition B will bring San Francisco in line with other Bay Area counties that have already passed transportation plans. A vote on Proposition B would generate millions of additional dollars of

state matching funds for San Francisco's transportation system.

Proposition B will upgrade the City's ailing Muni fleet; pave pothole streets; improve street design and traffic safety; improve transit for the disabled and contribute to the Muni graffiti prevention program.

Vote YES on B — We All Benefit.

Al Rodis, President
Public Utilities Commission
Piri Chiesa, Vice President
Public Utilities Commission
Leon Chin
Public Utilities Commission

H. Welton Flynn
Public Utilities Commission
Arthur Toupin
Public Utilities Commission
Dean Macris, Director
City Planning

Richard Evans, Director
Public Works

Sales Tax for Transportation

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PAID ARGUMENTS IN FAVOR OF PROPOSITION B

A good transportation system is the economic lifeline of San Francisco.

Working people need dependable public transportation — a reliable Muni. They need less congested streets where people live, work and shop.

The San Francisco Labor Council is proud to join the long list of

supporters in endorsing YES on Proposition B. Join with us and vote Yes for our transportation future.

San Francisco Labor Council

Walter L. Johnson

Secretary-Treasurer

Many seniors and disabled people are dependent on paratransit to keep health care appointments. The California Nurses Association, Region 12 supports Proposition B.

Mariann Monteleone, RN

Catherine Dodd, RN

Transportation is consistently listed as this community's number one priority. That's a concern shared by the business community and residents alike. Proposition B will benefit us all. It's an investment in San Francisco's future.

Proposition B will provide much-needed funds for:

- An improved and expanded Muni
- Street repairs and new road construction
- Better and more paratransit services for the disabled.

This is an opportunity for all San Franciscans to say "yes" to solving our transportation problems. A vote for Proposition B is a vote for our city's future.

Gerald Newfarmer

President

San Francisco Chamber of Commerce

PAID ARGUMENTS AGAINST PROPOSITION B

It is regressive and unfair to finance mass transit and other transportation projects by increasing the city's sales tax. The proper revenue should come from an increase in the state gasoline tax as recently acted upon by the Governor and the State Legislature. I

urge you to vote "NO" on Prop. B.

Supervisor Tom Hsieh

A regressive sales tax takes a larger percentage of the total income of lower-income groups than it takes from the total income of higher-income groups.

City Hall should increase support for transit but not by unfairly taxing low, moderate, and middle income residents.

Vote NO on B.

Joel Ventresca

Past President

Haight Ashbury Neighborhood Council

Sales taxes are a regressive form of taxation. They impact the poor the hardest.

We are opposed to all violence, including economic violence. If you believe in social justice, we urge you to reject this measure.

Jim Schmitt

Green Party

Rick Wall

Humanist Party

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TEXT OF PROPOSED ORDINANCE PROPOSITION B

ERING SUBMISSION OF AN ORDINANCE BY THE BOARD OF SUPERVISORS CALLING AND PROVIDING FOR A SPECIAL ELECTION TO BE HELD ON NOVEMBER 7, 1989 TO BE CONSOLIDATED WITH THE GENERAL ELECTION FOR THE PURPOSE OF SUBMITTING TO THE VOTERS AN ORDINANCE ADDING ARTICLE 14 TO PART III OF THE MUNICIPAL CODE OF THE CITY AND COUNTY OF SAN FRANCISCO PROVIDING FOR THE CREATION OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY, FOR IMPOSITION OF A ONE-HALF OF ONE PERCENT TRANSACTIONS AND USE TAX FOR OTHER PURPOSES.

It is ordained by the People of the City and County of San Francisco:

Section 1.
(a) A special election is hereby called and ordered to be held in the City and County of San Francisco on Tuesday, the 7th day of November, 1989 and is hereby consolidated with the General Election of the City and County of San Francisco to be held Tuesday, November 7, 1989 for the purpose of submitting the following proposition:

Shall an ordinance of the City and County of San Francisco be approved so as to: 1) create a San Francisco County Transportation Authority; 2) authorize the Authority to impose a transactions and use tax of one-half of one percent to aid mass transit and realize the other traffic and transportation projects/purposes set forth in the San Francisco County Transportation Expenditure Plan for a period of no more than twenty (20) years; 3) authorize the Authority to issue from time to time limited tax bonds in a total outstanding aggregate amount not to exceed \$742,000,000.00 and which is payable from the revenues generated hereunder; and 4) approve the California Constitution Article XIII B appropriations limit of \$160,000,000.00.

(b) The special election hereby called and ordered to be held shall be held and conducted in the votes thereat received and canvassed, the returns thereof made and the results thereof ascertained, determined and declared as herein provided and in all particulars not herein stated said election shall be held according to the laws of the State of California and the Charter of the City and County of San Francisco providing for and governing elections in the City and County of San Francisco, and the polls for such election shall be and remain open during the time required by said laws.

(c) The said special election hereby called and ordered to be held is hereby consolidated with the General Election of the City and County of San Francisco to be held Tuesday, November 7, 1989, and the voting precincts, polling places and officers of election for said General Elec-

tion be and the same are hereby adopted, established, designated and named, respectively, as the voting precincts, polling places and officers of election for such special election hereby called, and as specifically set forth, in the official publication, by the Registrar of Voters of precincts, polling places and election officers for the said General Election.

The ballots to be used at said special election shall be the ballots to be used at said General Election and reference is hereby made to the notice of election setting forth the voting precincts, polling places and officers of election by the Registrar of Voters for the General Election to be published in the San Francisco Examiner on or no later than October 31, 1989.

(d) On the ballots to be used at such special election and on the punch card ballots used at said special election, in addition to any other matter required by law to be printed thereon, shall appear thereon the following, to be separately stated, and appear upon the ballot as a separate proposition:

"Shall an ordinance of the City and County of San Francisco be approved so as to: 1) create a San Francisco County Transportation Authority; 2) authorize the Authority to impose a transactions and use tax of one-half of one percent to aid mass transit and realize the other traffic and transportation projects/purposes set forth in the San Francisco County Transportation Expenditure Plan for a period of no more than twenty (20) years; 3) authorize the Authority to issue from time to time limited tax bonds in a total outstanding aggregate amount not to exceed \$742,000,000.00 and which is payable from the revenues generated hereunder; and 4) approve the California Constitution Article XIII B Appropriations Limit of \$160,000,000.00"

If and to the extent that punch card ballot cards are used at said special election, each voter to vote for any said proposition shall punch the ballot card in the hole after the word "YES" to the right of said proposition, and to vote against said proposition shall punch the ballot card in the hole after the word "NO" to the right of said proposition.

(e) This ordinance shall be published once a day for at least seven (7) days in the San Francisco Examiner, a newspaper published daily in the City and County of San Francisco, being the official newspaper of said city and county and such publication shall constitute notice of said election and no other notice of the election hereby called need be given. The Transportation Expenditure Plan referenced in Section 2 of this Ordinance shall be published once in the San Francisco Examiner within 30 days of submittal of this Ordinance to the electorate.

(f) The appropriate officers, employees, representatives and agents of the City and County of San Francisco are hereby authorized and

directed to do everything necessary or desirable to the calling and holding of said special election, and to otherwise carry out the provisions of this ordinance.

Section 2. At the special election called by Section 1 of this Ordinance, an ordinance amending Part III of the Municipal Code of the City and County of San Francisco by adding Article 14 (commencing with Section 1401) is hereby submitted to the electorate as follows:

SEC. 1401. TITLE. This ordinance shall be known as the "San Francisco County Transportation Authority Ordinance" which establishes and implements a transactions and use tax.

SEC. 1402. DEFINITIONS. For purposes of this ordinance the following words shall have the meanings ascribed to them by this section.

"Authority" shall mean the San Francisco County Transportation Authority.

"District" shall mean the City and County of San Francisco.

"Plan" shall mean the Transportation Expenditure Plan approved by the Board of Supervisors of the City and County of San Francisco which is considered part of this Ordinance and hereby incorporated by reference as if fully set forth herein.

"Operative date" shall mean the first day of the first calendar quarter commencing more than 120 days after adoption of the ordinance, pursuant to Public Utilities Code Section 131105(a).

"Effective date" shall mean the date of adoption of this ordinance which shall take effect at the close of the polls on the day of election at which the proposition is adopted by majority vote of the electors voting on the measure, pursuant to Public Utilities Code Section 131102(c).

SEC. 1403. PURPOSE. Pursuant to Division 12.5 of the Public Utilities Code, the San Francisco Transportation Committee has recommended that the Board of Supervisors submit to the voters of the City and County of San Francisco for their approval an ordinance which would, if so approved, create the San Francisco County Transportation Authority, authorize the Authority to impose a one-half of one percent transactions and use tax for a period of twenty years to finance the transportation improvements set forth in the Transportation Expenditure Plan approved by the Board of Supervisors and to issue limited tax bonds in a total outstanding aggregate amount not to exceed \$742,000,000.00. Hence, this ordinance should be interpreted so as to achieve the purposes set forth herein:

(a) to establish a San Francisco County Transportation Authority.

(b) to impose a transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code and Sections 131100 et seq. of the California Public Utilities Code, which directs the County Board of Supervisors to adopt the tax ordinance

(Continued next page)

TEXT OF PROPOSITION B (Continued)

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for voter approval, exercising the taxing power granted to the San Francisco County Transportation Authority in Public Utilities Code Section 102 on behalf of said Authority;

(c) to incorporate provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

(d) to impose a transactions and use tax and provide a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Sales and Use Tax;

(e) to authorize administration of a transactions and use tax in a manner that will, to the highest degree possible consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes and at the same time minimize the burden of recordkeeping upon persons subject to taxation under the provisions of this ordinance;

(f) to improve, construct, maintain, and operate certain transportation projects and facilities contained in the Transportation Expenditure Plan adopted by the Board of Supervisors of the City and County of San Francisco, which plan is incorporated here by this reference as though set forth herein, and as that Plan may be amended from time to time pursuant to applicable law.

(g) to set a maximum term of twenty (20) years during which time this tax shall be imposed pursuant to the authority granted by Section 131102(c) of the Public Utilities Code.

(h) to authorize the issuance from time to time of limited tax bonds not to exceed a total outstanding aggregate amount of \$742,000,000.00 to finance the projects specified in the Plan.

(i) to establish an expenditure limit for the Authority pursuant to California Constitution Article XIII B.

SEC. 1404. CREATION OF AUTHORITY. Upon voter approval of this Ordinance, the Authority shall be created and shall be composed of the eleven members of the San Francisco Board of Supervisors as specified in the Transportation Expenditure Plan. The Authority shall have all of the powers set forth in Division 12.5 commencing with Section 131100) of the Public Utilities Code, all of the powers set forth in the Transportation Expenditure Plan, and all powers incidental or necessary to imposing and collecting the tax and administering the tax proceeds and the Plan. The Authority may allocate the tax proceeds to meet project cash flow needs consistent with all the provisions of the

In the event a project is infeasible, the Authority shall reallocate the tax proceeds for that project to other projects in accordance with the provisions of the Plan.

SEC. 1405. CONTRACT WITH STATE.

Prior to the operative date, the Authority shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax; provided that, if the Authority shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

SEC. 1406. TRANSACTIONS TAX AND RATE OF ONE-HALF OF ONE PERCENT. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in this District at the rate of one-half of one percent of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in this District on and after the operative date. This tax shall be imposed for a maximum period of twenty (20) years.

SEC. 1407. PLACE OF SALE. For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

SEC. 1408. USE TAX AND RATE OF ONE-HALF OF ONE PERCENT. An excise tax is hereby imposed on the storage, use or other consumption in this District of tangible personal property purchases from any retailer on and after the operative date for storage, use or other consumption in this District at the rate of one-half of one percent of the sales price of the property. The sales price shall include delivery when such charges are subject to state sales or use tax regardless of the place to which delivery is made. This tax shall be imposed for a maximum period of twenty (20) years.

SEC. 1409. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 of Division 2 of the Revenue and Taxation Code (commencing with Section 6001) are hereby adopted and made a part of this ordinance as though fully set forth herein.

SEC. 1410. LIMITATIONS ON ADOPTION OF PROVISIONS OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, wherever the State of California is named or referred to as the taxing agency, the name of the Authority

shall be substituted therefor. The substitution, however, shall not be made when the word "State" is used as part of the title of the State Controller, the State Treasurer, the State Board of Control, the State Board of Equalization, the State Treasury, or the Constitution of the State of California; the substitution would require action to be taken by or against the Authority or any agency, officer or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this ordinance; the substitution shall not be made in those sections, including, but not necessarily limited to, sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remains subject to tax by the state under the said provisions of that code; the substitution shall not be made in sections 6701, 6702, (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code. The name of the District shall be substituted for the word "state" in the phrase "retailer engaged in business in this state" in Section 6203 and in the definition of that phrase in Section 6203.

SEC. 1411. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

SEC. 1412. EXEMPTIONS, EXCLUSIONS AND CREDITS.

(a) There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

(b) There are exempted from the computation of the amount of transactions tax gross receipts when they are from:

1) Sales of tangible personal property to operators of aircraft to be used or consumed principally outside of the City and County of San Francisco and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this state, the United States, or any foreign government.

2) Sales of property to be used outside the District which is shipped to a point outside the District, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the District shall be satisfied:

i) with respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of

(Continued next page)

EXT OF PROPOSITION B (Continued)

Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9850) of the Vehicle Code by registration to an out-of-District address and by declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his principal place of residence.

ii) with respect to commercial vehicles by registration to a place of business out-of-District, and a declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3) the sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4) a lease of tangible personal property which is a continuing sale of such property for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

5) for the purposes of subsections (4) and (5), the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract upon notice, whether or not such right is exercised.

(c) There is exempted from the use tax imposed by this ordinance the storage, use or other consumption in this District of tangible personal property:

1) the gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

2) purchased by operators of aircraft and used exclusively by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this state, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3) if the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4) or the possession of, or the exercise of any right or power over, tangible personal property

under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

5) for the purposes of subsections (3) and (4), storage, use or other consumption, or possession, or exercise of any right to power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time during which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6) Except as provided in subparagraph (7), a retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the canvasser, solicitor, subsidiary, or person in the District under the authority of the retailer.

7) "A retailer engaged in business in the District" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9850) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the District.

d) Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district or retailer imposing a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property, the storage, use or other consumption of which is subject to the use tax.

SEC. 1413. AUTHORIZATION AND LIMITATION ON ISSUANCE OF BONDS. The Authority is hereby authorized to issue from time to time limited tax bonds pursuant to the provisions of California Public Utilities Code Sections 131109 et seq. in a total outstanding aggregate amount not to exceed \$742,000,000.00.

SEC. 1414. USE OF PROCEEDS. The pro-

ceeds of the taxes imposed by this ordinance shall be used solely for the projects and purposes set forth in the County Transportation Expenditure Plan and for the administration thereof. In accordance with the legislative intent expressed in California Public Utilities Code Section 13110 such proceeds shall not replace funds previously provided by property tax revenues for public transportation purposes. Each year the tax is in effect and prior to the allocation of funds by the authority, the Controller of the City and County of San Francisco shall certify to the authority that the funds will not be substituted for property tax funds which are currently utilized to fund existing local transportation programs.

SEC. 1415. APPROPRIATIONS LIMIT. For purposes of Article XIII B of the State Constitution, the appropriations limit for the Authority for fiscal year 1989-90 and each year thereafter shall be \$160,000,000.00 unless that amount should be amended pursuant to applicable law.

SEC. 1416. AMENDMENTS. All amendments to Part 1 of Division 2 of the Revenue and Taxation Code made subsequent to the effective date of this ordinance which relate to sales and use taxes and which are not inconsistent with Part 1.6 of Division 2 of the Revenue and Taxation Code and all amendments to Part 1.6 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance; provided, however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

SEC. 1417. PENALTIES. Any person violating any of the provisions of this ordinance shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punishable by a fine of not more than five hundred dollars (\$500.00) or by imprisonment for a period of not more than six months, or by both such fine and imprisonment.

SEC. 1418. SEVERABILITY. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby. □

APPROVED AS TO FORM

LOUISE H. RENNE Angela Karikas
City Attorney Deputy City Attorney

CITY AND COUNTY OF SAN FRANCISCO TRANSPORTATION EXPENDITURE PLAN

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Adopted July 24, 1989
San Francisco Board of Supervisors
ELEMENTS OF THE PLAN

The Board of Supervisors recommends the following elements be included in a Transportation Expenditure Plan for the City and County of San Francisco.

GENERAL PROVISIONS

Sales Tax

A 1/2% sales tax dedicated to transportation improvements specified in this plan shall be imposed. The duration of the tax shall be 20 years.

Restriction of Funds

In accordance with enabling legislation and adopted principles, sales tax revenues generated pursuant to this plan shall be used to supplement and not replace existing local revenues used for transportation purposes. Moreover, sales tax revenues shall be spent on capital projects rather than fund operations and maintenance of existing transportation services, unless otherwise specified in the Project List. Funds for operations and maintenance shall be limited to incremental costs associated with the implementation of new transportation services as specified in this plan. Incremental costs shall be defined as solely those costs that would clearly not have otherwise been incurred absent the new service.

Bonding Authority

The Board of Supervisors shall request the voters to authorize the issue of limited tax bonds, up to \$742 million, payable from the sales tax revenues generated pursuant to this plan.

Creation of a County Transportation Authority

The Board of Supervisors shall request the voters to authorize the creation of a County Transportation Authority for the purpose of administering the sales tax proceeds in accordance with the plan. The members of the Authority shall be members of the Board of Supervisors.

Support of Adjacent Counties

It is deemed unnecessary to seek the support of adjacent counties by urging them to develop their own Transportation Expenditure Plans.

- San Mateo and Alameda Counties have already adopted Transportation Expenditure Plans and
- Marin County is currently evaluating a Transportation Expenditure Plan.

Where there are intercounty implications associated with projects listed in this plan, the City and County of San Francisco shall work cooperatively with the affected county or counties. Should any projects require expenditure of funds outside the limits of the City and County of San Francisco, amendments to the state legislation may be required.

Transportation Efficiency/Productivity Standards and Objectives
The Transportation Authority shall direct all city transportation agencies to:

- Develop 5-year program plans describing service and capital improvements annually. These plans should be coordinated between modes and agencies.
- Prepare long range (10-20 years) comprehensive transportation plans periodically.
- Develop productivity and cost effectiveness measurement methodologies and standards based upon accepted industry standards. Productivity and cost effectiveness goals should be established every 5 years during the term of the plan, and coordinated between city transportation agencies so that they are not working at cross purposes. A report shall be made to the Transportation Authority on progress towards meeting those goals on an annual basis.

The Transportation Authority should also develop a plan for encouraging transportation agencies to meet their goals, all in accordance with the provisions of this plan.

Environmental Review

Environmental reporting, review and approval procedures as provided under the National Environmental Policy Act, and/or the California Environmental Quality Act, and other applicable laws will be carried out as a prerequisite to the implementation of any project.

B. PLAN SUMMARY

The following table summarizes the 1/2% sales tax revenue allocations by project category and subcategory in constant 1990 dollars.

SUMMARY OF SALES TAX ALLOCATIONS

Category	Allocation
TRANSIT	\$541,000,000 (60%)
Subcategory	
Service Enhancement & Extensions	141,000,000
Major Corridor Studies & Construction	200,000,000
Rehabilitation & Replacement Projects	200,000,000
STREETS & TRAFFIC SAFETY	\$271,000,000 (30%)
St. Resurfacing & Reconstruction	142,000,000
Traffic Signals & Signs	67,000,000
Major Capital Projects	50,000,000
Street Tree Program	12,000,000
PARATRANSIT	\$ 72,000,000 (8%)
Contract Van & Taxi Services	72,000,000
TRANSPORTATION SYSTEMS MANAGEMENT (TSM)	\$ 18,000,000 (2%)
Ridesharing & Transit Preference	12,000,000
Bicycle & Pedestrian Circulation	6,000,000
TOTAL SALES TAX REVENUE	\$902,000,000 (100%)

C. PLAN DESCRIPTION

Priority Program

The principle focus of this plan is to define a program of prioritized projects and to insure that funding is allocated across major transportation categories, i.e. Transit, Streets and Traffic Safety, Paratransit, and Transportation Systems Management (TSM), and within subcategories. Subcategories consist of lists of projects exhibiting similar characteristics, e.g. transit service enhancements and extensions. A two-tier priority program has been developed in response to these objectives. Allocations of sales tax revenues are made to each of the major transportation categories and subcategories. Within each subcategory, individual projects have been given a priority rating of 1, 2, or 3 (1 being first priority).

The allocations between major categories are: Transit - 60%, Streets and Traffic Safety - 30%, Paratransit - 8%, and TSM - 2%. This reflects the city's transit first policy as well as providing funding for identified transportation needs within all major categories.

Within each program subcategory, the list of projects shall be funded using sales tax revenue up to the total amount for that subcategory and according to the priority assigned. Under current revenue projections not all projects listed could be funded. In the event that sales tax revenue for the subcategory runs out, lower priority projects within the subcategory will not be funded. In the event that a surplus results after funding all projects listed in a subcategory, the remaining revenue will be available for re-allocation to other subcategories. If the major transportation category is fully funded, then the money can be shifted to an alternative category.

In this manner, implementation of top priority projects is assured.

The County Transportation Authority shall periodically calculate actual sales tax revenue collections (in constant dollars) relative to the amount originally projected in the Transportation Expenditure Plan (see Technical Appendix for the City & County of San Francisco Transportation Expenditure Plan). Should actual collections exceed original projections, the surplus shall be allocated to the Transit, Streets and Traffic Safety, Paratransit, and TSM categories in the same proportions as originally outlined in the plan.

Project List

Each of the project descriptions includes the following information: description of the project, priority, restrictions on use of sales tax funds, cost of project, other funds available, shortfall to be funded by the sales tax, and the sponsoring agency. The cost of project identifies the cost to complete the project, excluding previously allocated funds.

Sales tax funds shall be used for capital improvements unless otherwise noted. The project descriptions specify which projects are eligible for incremental operations and maintenance funds.

(Continued on next page)

CITY AND COUNTY OF SAN FRANCISCO TRANSPORTATION EXPENDITURE PLAN (Continued)

TRANSIT PROJECTS

Service Enhancement and Extensions

Priority Project

- 1 MUNI Metro Turnback - Construction of a turnback for Metro trains beyond the Embarcadero Station to allow more frequent and reliable Market Street subway service without recurrent delays. Includes capital and incremental operations and maintenance costs. Cost: \$130.0 million. Shortfall to be funded by Sales Tax: \$20.5 million. Other Funds: \$109.5 million. Sponsor - MUNI.
- 1 MUNI Metro Extension - Extension of MUNI Metro from the Embarcadero Turnback to the Caltrain Terminal at 4th and Townsend Streets. Includes capital and incremental operations and maintenance costs. Cost: \$68.0 million. Shortfall to be funded by Sales Tax: \$48.0 million. Other Funds: \$20.0 million. Sponsor - MUNI.
- 1 Mission Bay Metro Extension - Extension of Metro service from 4th & Townsend to 16th & Owens to the new Metro East facility. Includes capital and incremental operations and maintenance costs. Cost: \$31.0 million. Shortfall to be funded by Sales Tax: \$13.0 million. Other Funds: \$18.0 million. Sponsor - MUNI.
- 1 F-Line Streetcar - Expansion of historic streetcar service along The Embarcadero Roadway to the heart of Fisherman's Wharf and along Upper Market Street to Castro. Includes capital and incremental operations and maintenance costs. Cost: \$65.0 million. Shortfall to be funded by Sales Tax: \$40.0 million. Other Funds: \$25.0 million. Sponsor - MUNI.
- 1 Metro Subway Signal System - Provide faster more frequent Metro subway service. Cost: \$23.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Other Funds: \$18.0 million. Sponsor - MUNI.
- 1 Metro Accessibility Improvements - Improvements to the system safety for the disabled within the MUNI Metro subway. Cost: \$0.5 million. Shortfall to be funded by Sales Tax: \$0.1 million. Other Funds: \$0.4 million. Sponsor - MUNI.
- 1 Presidio Facilities Redevelopment - To accommodate MUNI's expanded articulated trolley fleet. Cost: \$32.0 million. Shortfall to be funded by Sales Tax: \$1.5 million. Other Funds: \$30.5 million. Sponsor - MUNI.
- 1 Metro East LRV Facility - Development of a new storage and maintenance facility to accommodate an expanded LRV fleet. Includes capital and incremental operations and maintenance costs. Cost: \$83.0 million. Shortfall to be funded by Sales Tax: \$18.0 million. Other Funds: \$65.0 million. Sponsor - MUNI.
- 1 Geneva Modifications - Restoration and rehabilitation of Geneva facilities including conversion of overhead and fixed facilities to accommodate and better maintain PCC cars. Cost: \$4.0 million. Shortfall to be funded by Sales Tax: \$0.1 million. Other Funds: \$3.9 million. Sponsor - MUNI.
- 2 Mission Bay Trolley Rerouting/Extensions - Rerouting and extensions of MUNI routes 22, 30 and 47 to improve service to Mission Bay/Potrero Hill. Includes capital and incremental operations and maintenance costs. Cost: \$18.0 million. Shortfall to be funded by Sales Tax: \$5.5 million. Other Funds: \$12.5 million. Sponsor - MUNI.
- 2 Trolley Coach Electrification - Conversion of MUNI 9, 42, and 71 routes from diesel to trolley coach operation. Cost: \$22.0 million. Shortfall to be funded by Sales Tax: \$1.0 million. Other Funds: \$21.0 million. Sponsor - MUNI.
- 2 Extension of MUNI Route 14 to Daly City BART Station - Extension of existing trolley coach service from existing terminal at Mission Street/San Jose Avenue to Daly City BART station. Includes capital and incremental operations and maintenance costs. Cost: \$4.0 million. Shortfall to be funded by Sales Tax: \$2.0 million. Other Funds: \$2.0 million. Sponsor - MUNI.
- 3 Ferry Terminal Expansion - Expansion of existing ferry

terminal in order to accommodate additional ferry service. Cost: \$1.0 million. Shortfall to be funded by Sales Tax: \$0.1 million. Other Funds: \$0.9 million. Sponsor - Port.

Major Transit Corridors

Priority Project

- 1.2 Major Transit Corridor Planning/Environmental Fund - Planning and environmental studies to determine future local and regional transit service improvements from downtown San Francisco along the Third Street/Bayshore Corridor (Priority 1), transit service improvements along the Geary Corridor between downtown and the Richmond District (Priority 1), transit service improvements along a North Beach Corridor between Market Street and the North Beach neighborhood (Priority 2), and transit service improvements on Van Ness Avenue (Priority 2). Cost: \$10.0 million. Shortfall to be funded by Sales Tax: \$10.0 million. Sponsor - MUNI.
- 2.3 Major Transit Corridor Capital Construction Fund - Construction fund for fixed guideway capital improvements in the Bayshore, Geary, (Priority 2) and North Beach (Priority 3) corridors. The type of transit improvements and the full cost of these projects will be determined during the Planning and Environmental Studies. The cost noted here would represent the city's contribution to construction. It is anticipated that additional federal, state, or local funds would be available. Cost: To exceed \$190.0 million. Total Cost to be determined. Amount to be funded by Sales Tax: \$190.0 million. Sponsor - MUNI.

Rehabilitation and Replacement

Priority Project

- 1 Vehicles - Replacement of MUNI diesel buses, trolley coaches and light rail vehicles and reconstruction of historic streetcar and cable car fleets. Includes capital and incremental operations and maintenance costs. Cost: \$623.0 million. Shortfall to be funded by Sales Tax: \$146.0 million. Other Funds: \$477.0 million. Sponsor - MUNI.
- 1 Guideways - Upgrading and rehabilitation and replacement of rail and overhead trolley wire throughout the MUNI system. Cost: \$118.0 million. Shortfall to be funded by Sales Tax: \$3.0 million. Other Funds: \$115.0 million. Sponsor - MUNI.
- 1 Facilities - Renovate and/or replace MUNI maintenance facilities including 1401 Bryant, Woods, and 24th & Utah. New maintenance equipment. Operator restrooms. New fareboxes. Elevator and escalator repair. Revenue center and equipment repair. MUNI Metro rail maintenance equipment. Miscellaneous maintenance and repair. Includes capital and incremental operations and maintenance costs. Cost: \$236.0 million. Shortfall to be funded by Sales Tax: \$62.0 million. Other Funds: \$174.0 million. Sponsor - MUNI.
- 1 Graffiti Prevention - Security improvements at MUNI facilities to prevent graffiti and expand vehicle cleaning facilities. This cost reflects only capital improvements for a graffiti prevention program. Cost: \$5.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Sponsor - MUNI.

STREETS AND TRAFFIC SAFETY PROJECTS

Street Resurfacing and Reconstruction

Priority Project

- 1.2 Street Resurfacing - Repaving and reconstructing city streets to prevent the deterioration of the roadway system. The streets to be repaved are selected in accordance with the City's Pavement Management System which considers pavement condition, bus and trolley use, and automobile and truck traffic. In conjunction with street reconstruction projects, bus bulbs and/or transit safety islands shall be installed on transit preferential streets as deemed appropriate by the Department of City Planning, Department of Public Works, the Public Utilities Commission, the Board of Supervisors and any other department or commission which is required to approve the widening of streets and sidewalks. The top 44% of the streets identified

CITY AND COUNTY OF SAN FRANCISCO TRANSPORTATION EXPENDITURE PLAN (Continued)

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are Priority 1 projects and the remaining 56% are Priority 2 projects. Cost: \$340.0 million. Shortfall to be funded by Sales Tax: \$254.5 million. Other Funds: \$85.5 million. Sponsor - DPW.

- 1 Selsmk Reinforcement - Earthquake reinforcement for bridges, ducts and walls throughout the city. Cost: \$2.0 million. Shortfall to be funded by Sales Tax: \$2.0 million. Sponsor - DPW.
- 2 Railroad Track Removal/Repair - Removal of obsolete railroad tracks on city streets and repair of the pavement adjacent to active railroad tracks. Cost: \$6.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Other Funds: \$1.0 million. Sponsor - DPW.
- 2 Sidewalk Repair - Reconstruction of sidewalks in front of city maintained property and near city maintained street trees. Cost: \$7.5 million. Shortfall to be funded by Sales Tax: \$7.5 million. Sponsor - DPW.
- 2 Street Repair and Cleaning Equipment - Purchase of street maintenance and cleaning equipment, such as asphalt pavers, dump trucks, sweepers, and front-end loaders for city crews. Cost: \$17.0 million. Shortfall to be funded by Sales Tax: \$17.0 million. Sponsor - DPW.

Traffic Signals and Street Signs

Priority Project

- 1,2 Signal Upgrading - Replacement of worn out traffic signal equipment for which replacement parts are no longer available. New or substantially upgraded traffic signals located on Transit Preferential Streets shall have transit pre-emption capabilities. The top 42% of the signal upgrades proposed are Priority 1 projects and the remaining 58% are Priority 2 projects. Cost: \$119.0 million. Shortfall to be funded by Sales Tax: \$119.0 million. Sponsor - DPW.
- 1 Street Name Signs - Placement of street name signs throughout the city. Many streets are inadequately identified which causes confusion for motorists and transit users. Cost: \$1.0 million. Shortfall to be funded by Sales Tax: \$1.0 million. Sponsor - DPW.
- 2 Install Raised Reflective Lane Markings - Installation of raised reflective pavement markers on city streets for better delineation of traffic lanes at night and during wet weather. Cost: \$2.0 million. Shortfall to be funded by Sales Tax: \$2.0 million. Sponsor - DPW.
- 2 New Traffic Signals - Installation of traffic signals at selected unsignalized intersections. The locations of intersections are determined by the Traffic Engineering Bureau's priority list. Includes capital and incremental maintenance costs. Cost: \$8.5 million. Shortfall to be funded by Sales Tax: \$8.5 million. Sponsor - DPW.
- 2 Traffic Control Systems - Minor additions and modifications to the city's traffic control systems including: special warning signs, pedestrian guidance systems, pavement bars and special test installations to improve traffic safety and efficiency. Cost: \$1.0 million. Shortfall to be funded by Sales Tax: \$1.0 million. Sponsor - DPW.
- 2 Traffic Engineering Equipment - Replacement of traffic engineering equipment such as line painting machines and traffic count devices. Cost: \$4.0 million. Shortfall to be funded by Sales Tax: \$4.0 million. Sponsor - DPW.
- 2 Army Street Circle - Modification of southbound ramp connection from Highway 101 to eastbound Army Street to increase radius for large trucks. Cost: \$0.1 million. Shortfall to be funded by Sales Tax: \$0.1 million. Sponsor - DPW.
- 2 Potrero Avenue - Recharmelization and modification of traffic signals on Potrero Avenue between Division Street and Army Street to improve traffic and pedestrian safety and traffic efficiency. Cost: \$0.4 million. Shortfall to be funded by Sales Tax: \$0.4 million. Sponsor - DPW.

Major Capital Projects

- 1 Embarcadero Roadway - Creation of a waterfront boulevard along The Embarcadero and King Street from North Point Street in Fisherman's Wharf to 6th Street in Mission Bay. Includes capital and incremental operations and maintenance costs. Cost: \$101.0 million. Shortfall to be funded by Sales Tax: \$35.0 million. Other Funds: \$66.0 million. Sponsor - DPW.
- 1 19th and Holloway Safety Improvements - Safety improvements along 19th Avenue extending from Eucalyptus to Junipero Serra. This is intended to reduce conflicts between auto traffic and pedestrians boarding streetcars on the 19th Avenue median, particularly at San Francisco State (Holloway Street). Shortfall to be funded by Sales Tax expenditure limited to Planning & Engineering. Cost: \$30.0 million. Shortfall to be funded by Sales Tax: \$4.5 million. Other Funds: \$25.5 million. Sponsor - DPW/MUNI.
- 1 Candlestick Park Short-Range Traffic Improvements - Traffic signal improvements near Candlestick Park to improve traffic flow and reduce impacts of Candlestick Park traffic on nearby neighborhoods. Cost: \$1.0 million. Shortfall to be funded by Sales Tax: \$1.0 million. Sponsor - DPW.
- 2 Bernal Heights Street System Upgrading - Construction of streets in Bernal Heights where existing streets are unimproved or below city standards to ensure adequate emergency vehicle response times for the community. Cost: \$6.0 million. Shortfall to be funded by Sales Tax: \$6.0 million. Sponsor - DPW.
- 2 Hunters Point Industrial Connector - Industrial by-pass route east of Third Street between Innes and Carroll Avenues by way of the Hunters Point Naval Shipyard to divert truck traffic off residential streets. Sales tax expenditure limited to Planning & Environmental studies. Cost: \$3.0 million. Shortfall to be funded by Sales Tax: \$0.3 million. Other Funds: \$2.7 million. Sponsor - DPW.
- 2 Undergrounding Crossover Drive through Golden Gate Park - Explore the undergrounding of Crossover Drive between Lincoln Way and Fulton Street in Golden Gate Park. Sales tax expenditure limited to Planning & Environmental studies. Cost: \$100.0 million. Shortfall to be funded by Sales Tax: \$2.0 million. Other Funds: \$98.0 million. Sponsor - DPW.
- 2 Third Street Median Islands - Construction of landscaped median islands with left turn lanes along Third Street between China Basin and Jamestown Ave. to improve traffic safety and reduce congestion in this main transportation corridor. Cost: \$7.0 million. Shortfall to be funded by Sales Tax: \$7.0 million. Sponsor - DPW.

Street Trees

Priority Project

- 1,2 Planting and Maintenance of Existing Street Trees - Improved maintenance of existing trees in public rights-of-way. First \$6.0 million is Priority 1 and the remaining is Priority 2. Cost: \$8.5 million. Shortfall to be funded by Sales Tax: \$3.5 million. Sponsor - DPW.
- 1,2 Planting and Maintenance of Additional Trees - Planting additional street trees on major thoroughfares throughout the city. Includes capital and incremental operations and maintenance costs. First \$5.5 million is Priority 1 and the remaining is Priority 2. Cost: \$7.5 million. Shortfall to be funded by Sales Tax: \$7.5 million. Sponsor - DPW.

PARATRANSIT SERVICES

Expansion of Paratransit Door-to-Door Van and Taxi Service Levels

Priority Project

- 1,2 Additional Service to Address Current and Projected Waiting List Growth and Provide Services to Persons with AIDS and Frail Elders - Increased funding for van and taxi services to expand services to meet current and projected waiting list growth for taxi, group van, and lift van services for persons with

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TY AND COUNTY OF SAN FRANCISCO TRANSPORTATION EXPENDITURE PLAN (Continued)

disabilities, including frail seniors. Also additional services for persons with AIDS and for clients of the expanding Adult Day Health Care system. The first \$72.0 million is Priority 1 and the remaining \$3.0 million is Priority 2. Sales tax funding for service operation. Cost: \$147.0 million. Shortfall to be funded by Sales Tax: \$75.0 million. Other Funds: \$72.0 million. Sponsor - MUNI.

TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
Ridesharing and Transit Promotion

- Priority Project
- 1,2 Transit Preferential Streets - Includes designation of streets and lanes for exclusive transit use; sidewalk widenings at bus stops; traffic signal modifications to improve transit flow; reduction and relocation of bus stops; possible removal of unnecessary stop signs along transit and bicycle routes; and modifications to the on-street truck loading and parking zones downtown. The first \$3.0 million is Priority 1 and the remaining \$0.5 million is Priority 2. Includes capital and incremental operations and maintenance costs. Cost: \$4.0 million. Shortfall to be funded by Sales Tax: \$3.5 million. Other Funds: \$0.5 million. Sponsor - DCP/DPW/MUNI.
- 1 Sterling Street HOV Lanes on Eastbound Approach to Bay Bridge - Extend the existing lane for High Occupancy Vehicles on Second or Bryant Streets to provide travel time savings for carpools and vanpools on the eastbound approach to the Bay Bridge. Cost: \$0.5 million. Includes capital and incremental operations and maintenance costs. Shortfall to be funded by Sales Tax: \$0.4 million. Other Funds: \$0.1 million. Sponsor - DPW.
- 1 Transportation Brokerage Program - Increase staff monitoring of the Brokerage Program which requires developers and institutions to distribute ridesharing materials and transit information to employees at new office buildings or established institutions. Cost: \$4.0 million. Includes operations and maintenance costs. Shortfall to be funded by Sales Tax: \$3.5 million. Other Funds: \$.5 million. Sponsor - DCP.
- 1,2 Transportation Management Association Program - This program would assist in coordinating transit and ridesharing marketing activities for the entire downtown. The program

would include an educational element, transit pass sales and carpool matching, possibly using a downtown "store" similar to Berkeley Trip. The program might ultimately be expanded to serve institutions as well. The first \$4.5 million is Priority 1 and the remaining \$0.5 million is Priority 2. Includes operations and maintenance costs. Cost: \$5.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Sponsor - DCP.

Bicycle and Pedestrian
Priority Project

- 1,2 Bicycle, Pedestrian, and Elderly & Handicapped Accessibility Projects - San Francisco portion of regional hiking and bicycle trails around the bay and between ridge top parks; various bicycle projects such as additional bicycle lanes, improved signage, additional bicycle racks and other facilities and educational and safety programs; and provision of drop curbs at intersections to permit ease of movement for the mobility impaired. The first \$4.0 million is Priority 1 and the remaining is Priority 2. Includes capital and incremental operations and maintenance costs. Cost: \$6.0 million. Shortfall to be funded by Sales Tax: \$4.5 million. Other Funds: \$1.5 million. Sponsor - DPW.
- 1,2 Downtown Pedestrian Projects - Improvement of existing alleyways as pedestrian/open space areas for pedestrian convenience and aesthetic enjoyment and architectural treatments for the improvement of the pedestrian environment on designated sidewalks such as Second Street, Montgomery Street and Union Square area streets. The first \$2.0 million is Priority 1 and the remaining is Priority 2. Includes capital and incremental operations and maintenance costs. Cost: \$3.0 million. Shortfall to be funded by Sales Tax: \$3.0 million. Sponsor - DCP/DPW.
- 3 Pedestrian Connections and Transit Access - Provision of grade-separated pedestrian crossings at high volume pedestrian locations and to provide access to major transit facilities. For example, Kezar Stadium to Golden Gate Park or from the proposed new main library to the Civic Center Metro/BART station. Cost: \$5.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Sponsor - DCP/DPW.