

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Recommending that the MTA Board of Directors urge the San Francisco Board of Supervisors to place the proposed \$400 million Muni Reliability and Street Safety Improvement General Obligation Bond on the June 2022 ballot.

SUMMARY:

- The City and County of San Francisco 10-Year Capital Plan was adopted by the Mayor and Board of Supervisors in April 2021.
- The 10-Year Capital Plan includes bringing before the voters \$1.2 billion in General Obligation (GO) Bonds over the next 10 years, the first being the planned \$400 million Muni Reliability and Street Safety Improvement (Transportation) Bond.
- In August 2021, the SFMTA completed Transportation 2050 (T2050), an update of San Francisco's transportation operating and capital needs to 2050.
- T2050 builds on the work of the prior Transportation Task Forces, Transportation 2030 (2013) and Transportation 2045 (2018) and recommends a package of revenue sources over several years to sustain a more reliable, affordable, and safer transportation system.
- The first revenue measure, the proposed \$400 million General Obligation Bond Program issued by the City and County of San Francisco would support priority transportation capital investments across San Francisco.
- Based on discussion with the MTA Board on November 2, 2021, and a review of programming options on November 16, 2021, staff recommends that the MTA Board of Directors urge the Board of Supervisors to place the \$400 million Muni Reliability and Street Safety Improvement General Obligation Bond on the June 2022 ballot.

ENCLOSURES:

1. SFMTAB Resolution
2. General Obligation Bond Ordinance
3. General Obligation Bond Resolution of Public Interest and Necessity
4. Final 2022 Muni Reliability and Street Safety Improvement Bond Report

APPROVALS:

	DATE
DIRECTOR 	<u>December 1, 2021</u>
SECRETARY 	<u>December 1, 2021</u>

ASSIGNED SFMTAB CALENDAR DATE: December 7, 2021

PURPOSE

Recommending that the MTA Board of Directors urge the San Francisco Board of Supervisors to place a \$400 million Muni Reliability and Street Safety Improvement General Obligation Bond on the June 2022 ballot.

STRATEGIC PLAN GOALS

Based on discussion with the Board at its November 2, 2021 and November 16, 2021 meetings, staff recommends that the Board adopt a resolution, in support of these SFMTA Strategic Plan Goals, to design and deliver projects consistent with these Goals using a proposed General Obligation Bond as discussed more fully below:

- Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.
- Goal 4: Make streets safer for everyone.
- Goal 5: Deliver reliable and equitable transportation services.
- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.
- Goal 7: Build stronger relationships with stakeholders.
- Goal 8: Deliver quality projects on-time and on-budget.
- Goal 9: Fix things before they break, and modernize systems and infrastructure.
- Goal 10: Position the agency for financial success.

TRANSIT FIRST POLICY PRINCIPLES

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

DESCRIPTION

The demands on San Francisco’s transportation system have grown and revenues from transit fares and parking fees have not kept up. The COVID-19 pandemic worsened this problem. Over the last eight years, two mayoral transportation task forces made up of community leaders (Transportation 2030 and Transportation 2045) identified urgent transportation needs and developed recommendations to build a reliable transportation system that works for all and creates a stable financial base for Muni. This community-driven vision is the foundation for Transportation 2050, which updates the needs for both transportation operations and capital to 2050, the existing revenues and proposed new revenue sources needed to achieve it. The first of these revenues measures is the proposed \$400 million General Obligation Bond that would support priority transportation capital investments across San Francisco.

In his State of the City address in January 2013, Mayor Edwin M. Lee announced the creation of a Transportation Task Force to develop a plan to address the City’s future transportation needs. The Task Force reviewed and endorsed the T2030 Report, and in May 2014, Mayor Lee and all the members of the Board of Supervisors proposed the November 2014 “Proposition A” ballot measure, a \$500 million transportation general obligation bond (GO Bond) to fund urgent repairs and upgrades to the City's transportation infrastructure. In 2014, the San Francisco

Transportation and Road Improvement Bond was passed by 72% of San Francisco voters.

In June 2017, Mayor Lee and then Board of Supervisors President London Breed convened the San Francisco Transportation 2045 Task Force (T2045). Once again, the Task Force brought together transportation, housing and environmental justice advocacy groups; labor and civic organizations; small and large businesses; city and regional transportation agencies; as well as individuals representing various San Francisco neighborhoods. T2045 updated and built upon previous analysis of transportation needs, with a list of potential funding sources presented in the context of a particularly tenuous federal landscape for infrastructure funding. Task Force members outlined both investments and revenue priorities through an equity lens, and tasked City leaders to secure the \$100 million annual contribution needed to maintain and improve the city's transportation system as well as strong support for additional GO Bonds.

In August 2021, the SFMTA Board of Directors had a special workshop on Transportation 2050. The Transportation 2050 effort is based on transportation needs and priorities identified by the community over the last eight years through two Mayoral transportation task forces (T2030 and T2045) with additional input from the city's Muni Reliability Working Group in 2020. Transportation 2050 evaluates the resources needed to achieve the community's vision for transportation developed through the city's ConnectSF planning process, as well as infrastructure needs identified in the SFMTA's 20-Year Capital Plan, and recommends a series of revenue measures to achieve this vision. The first of these funding measures is a \$400 million General Obligation Bond.

The proposed General Obligation Bond is included in the City and County of San Francisco's 10-Year Capital Plan following through on the proposals from T2030, T2045, and affirmed in T2050. The 10-Year Capital Plan includes the proposed \$1.2 billion of General Obligation (G.O.) Bonds that the City and County of San Francisco anticipates bringing before the voters over the next 10 years. On February 22, 2021, the City and County of San Francisco Capital Planning Committee adopted the ten-year capital plan for fiscal years 2022-2031 and submitted it to the Mayor and the Board of Supervisors for consideration. The legislation adopting the 10-Year Capital Plan was introduced on March 2, 2021 and adopted by the Board of Supervisors and signed by the Mayor on April 30, 2021 (Resolution No. 159-21).

The proposed Muni Reliability and Street Safety Improvement Bond is one of the recommended funding strategies to invest in San Francisco's transportation infrastructure. On July 21, 2021, the SFMTA Board of Directors was presented with the SFMTA Fiscal Year 2020 State of Good Repair Report that shows that San Francisco has an infrastructure replacement backlog of \$3.8 billion dollars. Just to maintain the status quo and not have this replacement backlog grow would require \$467 million annually (\$702 million, escalated at 3.5% annually). Existing MTA sources, including federal, state and local dollars, amount to roughly \$267 million per year or just over half of the required amount. Enhancement or expansion of the transportation system and those estimated needs increase this annual amount. The federal infrastructure bill, recently passed by Congress and signed by President Biden, will increase the amount of federal formula funds, but required local matches will grow proportionately, and this additional funding does not completely close this gap or begin to close the current backlog of replacement and major fixes.

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The need to invest in the state of good repair of the transportation system and associated infrastructure repairs is consistent with the SFMTA Community Survey, presented to the SFMTA Board of Directors on June 15, 2021. San Franciscans were asked to rank a series of priority projects and programs for investment. Eighty percent prioritized: providing quick, convenient transit access to all parts of San Francisco as well as repairing and maintaining Muni equipment and facilities to ensure vehicle safety, frequency, and reliability.

The recommended General Obligation Bond will provide the financial resources necessary to make the transportation system work better, improve street safety, and meet the long-term needs of the City. Based on both the agency's infrastructure needs, and priorities identified in the community survey, as well as outreach, the proposed bond is focused on keeping Muni equipment and facilities working efficiently, providing quick and convenient transit access, improving Muni service for communities that depend on transit, ensuring Muni service is inclusive and accessible to all, and making street safety improvements for people walking and biking.

The proposed bond would fund repairs and upgrades to aging bus yards and equipment. This will allow the SFMTA have the modern facilities, maintenance bays and equipment to repair the Muni bus and train fleet, reducing vehicle breakdowns and supporting reliable Muni service. Additionally, funding on-street infrastructure improvements for public transit will result in faster, more reliable, and more frequent Muni service. To reduce congestion for transit, improvements such as traffic signals that get buses through intersections quickly, wider sidewalks at bus stops for easier, more accessible boarding, and dedicated transit lanes are proposed to be funded by this bond. Finally, the bond will provide funding for the 20-year-old Muni train control system and leverage additional federal matching funds for the project to increase subway capacity and reduce delays.

The proposed bond also provides financial resources to improve street safety and traffic flow. By funding larger, more visible traffic signals and pedestrian countdown signals, the intersections become safer and work better for everyone, especially people with disabilities, older people, and children. Redesigning streets with wider sidewalks, raised crosswalks, curb ramps and safer bikeways make streets safer and more accessible for people walking and bicycling. By funding area-wide traffic calming improvements and other speed reduction tools, the SFMTA can design the City's streets for lower speeds to protect people's lives. These improvements are in support of the City's Vision Zero policy goal to eliminate all traffic deaths in San Francisco.

The SFMTA is committed to equity: public transportation is a vital part of our community and essential to making San Francisco an equitable and just city. Seniors, people with disabilities, people of color, and low-income San Franciscans have the fewest transportation options and rely most on Muni. Streets in historically disadvantaged communities are almost twice as likely to be on the High Injury Network, where we see the most deaths and serious injuries on our streets. The proposed bond centers on the needs of those living in equity neighborhoods and will fund strategic transit and street safety improvements with an equity focus by prioritizing communities included in the Muni Service Equity Strategy.

At the November 2, 2021 SFMTA Board meeting, the Board requested to hear options for the distribution of the proposed \$400 million GO Bond. At its November 16, 2021 meeting, staff presented three options to the Board: the original scenario would have distributed \$314 million of GO Bonds to “Make the Transportation System Work Better” investments that focus on Muni transit improvements, and \$86 million to “Improve Street Safety and Traffic Flow” investments that focus on street improvements (signals, major corridors, traffic calming). At that meeting, based on feedback received from the Board, the following is the final recommended program:

2022 Muni Reliability and Street Safety Bond Program	Amount (\$m)
Make the Transportation System Work Better	
Speed up Muni repairs and keep public transit moving by repairing, upgrading and maintaining aging facilities and equipment	\$250
Enable faster, more reliable, and more frequent Muni service by improving transit infrastructure	\$26
Increase subway capacity, reduce delays and deliver dependable, high-frequency transit by modernizing the Muni train control system	\$10
Improve Street Safety and Traffic Flow	
Improve safety and visibility at intersection	\$42
Strengthen walking, bicycling, and Muni connections along major corridors by redesigning streets and sidewalks	\$42
Slow speeds and reduce crashes by implementing proven traffic calming and speed reduction tools	\$30
TOTAL	\$400

Under-investment in transportation has been a decades-long trend that cannot be fixed with any single revenue source. Existing transportation funding draws on multiple local, state, and federal sources, of which local and state sources can be volatile. Even if the funds were more certain, the SFMTA requires additional funding to make improvements to the City’s transportation system.

ALTERNATIVES CONSIDERED

The Transportation 2045 Task Force included a series of possible funding measures to meet San Francisco transportation needs. The task force at that time affirmed the recommendation that a second transportation general obligation bond be advanced.

As part of T2050, a menu of funding measures and options were evaluated matching funding needs to feasibility of the measures themselves. The recommendation was to advance the General Obligation Bond for to address immediate and critical infrastructure needs and continued safety and efficiency enhancements to the transportation system. A special transportation tax for operating and maintenance funding could go before the voters on a future ballot along with the reauthorization of San Francisco’s existing ½ cent transportation sales tax. In addition, revenue generating developments on SFMTA properties as well as targeted advocacy for new and expanded federal and state funding programs are recommended.

FUNDING IMPACT

Should the \$400 million GO Bond pass as envisioned, the funds are likely to be realized in increments over time as the SFMTA’s capital needs are prioritized against other City Department needs along with the City’s bonding capacity at any given time.

SFMTA staff are currently developing the Agency’s fiscally constrained 5-Year Capital Improvement Program (CIP) for FYs 2023-27. Given the speculative nature of the GO Bond, the base CIP will not include the GO Bond revenue. Instead it will present a non-GO Bond scenario. This means that in the base CIP, the high-priority programs included in the GO Bond will either need to be deferred or other CIP projects will need to be defunded or deferred to fund the high-priority programs supported by the GO Bond. Given the significant state of good repair investments the GO Bond would make, capital assets, to the extent they are not replaced in a timely manner, will have increased maintenance costs and will place a commensurate burden on the Agency’s operating budget. The Agency’s 5-year CIP will also include an alternative program that will represent the portfolio of projects the Agency will deliver should it receive uncertain revenues such as the GO Bond.

ENVIRONMENTAL REVIEW

On October 21, 2021, the SFMTA and the Planning Department determined that the proposed GO Bond is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

On November 18, 2021 the proposed GO Bond was found, on balance, to be in conformity with the City’s General Plan by the San Francisco Planning Department. A copy of the conformity finding is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

Subsequent approvals needed to place the GO Bond in front of the City’s electorate are:

- Approval of the bond program by this Board on Tuesday, December 7th urging the Mayor and Board of Supervisors to place the GO Bond on the ballot in June 2022.
- Action by the Capital Planning Committee on Monday, December 13th supporting the GO Bond and urging the Mayor and Board of Supervisors to place the GO Bond on the ballot in June 2022.
- Introduction at the Board of Supervisors on Tuesday, December 14th.

If approved by the Board of Supervisors in February 2022, the GO Bond measure will be on the ballot on June 7, 2022. The GO Bond requires a two-thirds majority voter approval to pass.

RECOMMENDATION

That the Board urge the Board of Supervisors to add \$400 million of General Obligation Bonds to the June 2022 ballot, consistent with this item.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Mayor Edwin M. Lee convened a Transportation 2030 Task Force to investigate what the City must do to fix and strengthen its transportation infrastructure and prepare it for the future; and,

WHEREAS, The Task Force recommended the issuance of two \$500 million of General Obligation Bonds for transportation which was affirmed as part of the Transportation 2045 Task Force in 2018; and,

WHEREAS, In November 2014, 72% of the voters of San Francisco approved the first General Obligation Bond “Proposition A,” that approved the sale of \$500 million of General Obligation Bonds; and,

WHEREAS, As of August 2021, all \$500 million of the 2014 Proposition A Transportation and Road Improvement General Obligation Bonds have been issued; and,

WHEREAS, A public survey taken in the spring of 2021 showed that the majority of San Franciscans want the SFMTA to focus on state of good repair and infrastructure first, to make the system as is work; and,

WHEREAS, In August 2021, “Transportation 2050” effort was launched that outlines the resources needed to achieve a community-driven vision and identifies revenue and reliable funding solutions to fund the cost of transportation needs in San Francisco that includes the issuance of \$400 million of General Obligation Bonds for Muni Reliability and Street Safety improvements; and,

WHEREAS, A program of General Obligation Bond funded projects that achieves state of good repair upgrades for transit, pedestrian, and bicycle capital projects has been developed with \$286 million devoted to Muni transit and \$114 million devoted to key street safety investments; and,

WHEREAS, The proposed bond centers on prioritizing investments that meet the needs of those living in equity neighborhoods consistent with the Muni Service Equity Strategy; and,

WHEREAS, On October 21, 2021, the SFMTA and the Planning Department determined that the proposed GO Bond is not a “project” under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and,

WHEREAS, On November 18, 2021 the proposed GO Bond was found, on balance, to be in conformity with the City’s General Plan by the San Francisco Planning Department; and,

WHEREAS, A copy of the General Plan conformity finding is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors urges the Board of Supervisors to place the \$400 million Muni Reliability and Street Safety Bond on the June 2022 ballot.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 7, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

1 [General Obligation Bond Election – Muni Reliability and Street Safety]
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5 **Ordinance calling and providing for a special election to be held in the City and County**
 6 **of San Francisco on Tuesday, June 7, 2022, for the purpose of submitting to**
 7 **San Francisco voters a proposition to incur the following bonded indebtedness of the**
 8 **City and County: \$400,000,000 to finance the costs of construction, acquisition, and**
 9 **improvement of certain transportation, street safety and transit related capital**
 10 **improvements, and related costs necessary or convenient for the foregoing purposes;**
 11 **authorizing landlords to pass-through 50% of the resulting property tax increase to**
 12 **residential tenants under Administrative Code Chapter 37; providing for the levy and**
 13 **collection of taxes to pay both principal and interest on such bonds; incorporating the**
 14 **provisions of Administrative Code, Sections 5.30 – 5.36; setting certain procedures and**
 15 **requirements for the election; finding that the proposed bond is not a project under the**
 16 **California Environmental Quality Act (CEQA) ; and finding that the proposed bond is in**
 17 **conformity with the eight priority policies of Planning Code, Section 101.1(b), and with**
 18 **the General Plan consistency requirement of Charter, Section 4.105, and Administrative**
 19 **Code, Section 2A.53.**
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Note: Additions are *single-underline italics Times New Roman*;
 deletions are ~~*strikethrough italics Times New Roman*~~.
 Board amendment additions are double underlined.
 Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Findings.

A. This Board of Supervisors ("Board") recognizes the City's current street, transit and transportation infrastructure ("Street, Transit and Transportation System") is unable to meet current and future demands, and that the reliability, efficiency and safety of City streets,

1 transit and transportation infrastructure requires modernization and new investment to
2 maintain a state of good repair and to meet future demands.
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5 B. The cost of making the necessary and required improvements to the Street,
6 Transit and Transportation System was estimated by the Mayor’s 2030 Transportation Task
7 Force (dated February 2013) at \$10.1 billion over the next 15 years (referred to herein as the
8 “2030 Task Force”).
9

10 C. The work of the 2030 Task Force was supplemented by the Mayor’s 2045 Task
11 Force (dated January 2018) which identified additional transportation investment funding
12 needs of \$22 billion.
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15 D. Both the 2030 and 2045 Task Force Reports were augmented by the efforts of
16 Transportation 2050 (“Transportation 2050”) to update the vision for transportation developed
17 through the City’s ConnectSF process, including additional community input received through
18 the SFMTA’s 2021 Citywide Community Survey.
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21 E. Transportation 2050 outlines the resources needed to achieve a community-
22 driven vision and identify revenue and reliable funding solutions to fund the cost of
23 transportation needs in San Francisco, which includes, among other resources, the issuance
24 of general obligation bonds.
25

F. A significant number of Muni bus yards and facilities were constructed decades ago, with some being over one hundred years old, and are obsolete and need to be repaired, upgraded and rebuilt to allow for Muni buses to be repaired faster, prevent breakdowns to support reliable Muni service.

G. On-street infrastructure improvements for public transit helps reduce travel times and delays for Muni and enables more reliable and more frequent service.

1 C. Muni’s train control system is over 20 years old and is obsolete and needs to be
2 replaced to increase subway capacity, reduce delays and deliver reliable, high-frequency
3 Muni Metro light rail service.
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6 C. Redesigning and constructing streets to improve safety, accessibility and
7 visibility for pedestrians and cyclists, and implementing traffic calming and speed reduction
8 tools supports the City’s Vision Zero policy goal to eliminate all traffic deaths in San Francisco.
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10 C. Strong public transit systems is one of the most important tools the City has to
11 mitigate the adverse effects of climate change, and by improving the reliability and speed of
12 Muni service and creating safer spaces for pedestrians and cyclists, San Francisco will
13 become a more livable and sustainable place to live.
14

15 C. The Board recognizes the need to make substantial investments in the City's
16 Street, Transit and Transportation System to create a system that is more reliable, safe and
17 efficient and that such investment will meet future demands on the transportation system,
18 while sustaining the economic dynamism and resilience of the City.
19

20 D. The Muni Reliability and Street Safety General Obligation Bond ("Bond") will
21 provide a portion of the funding necessary to construct, improve and rehabilitate the Street
22 and Transportation System (as further defined in Section 3 below).
23

24 E. This Board now wishes to describe the terms of a ballot measure seeking
25 approval for the issuance of general obligation bonds to finance all or a portion of the City's
improvements to its Street and Transportation System as described below.

Section 2. A special election is called and ordered to be held in the City on Tuesday,
the 7th day of June, 2022, for the purpose of submitting to the electors of the City a
proposition to incur bonded indebtedness of the City for the projects described in the amount
and for the purposes stated:

1 "MUNI RELIABILITY AND STREET SAFETY GENERAL OBLIGATION BOND.
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3 \$400,000,000 of bonded indebtedness to increase Muni's reliability, safety and frequency to,
4 among other things, reduce delays, improve disabled access and equity, increase subway
5 capacity and improve pedestrian, bicycle and traffic safety by repairing, constructing and
6 improving deteriorating Muni bus yards, facilities, transportation infrastructure and equipment,
7 and constructing and redesigning streets and sidewalks, subject to citizen oversight and
8 independent, regular audits; and to pay related costs; with a duration up to 30 years from the
9 time of issuance, an estimated average tax rate of \$0.010/\$100 of assessed property value,
10 and projected average annual revenues of approximately \$30,000,000, subject to
11 independent citizen oversight and regular audits; and authorizing landlords to pass-through to
12 residential tenants in units subject to Chapter 37 of the San Francisco Administrative Code
13 ("Residential Stabilization and Arbitration Ordinance") 50% of the increase in the real property
14 taxes attributable to the cost of the repayment of the bonds."
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24 The special election called and ordered shall be referred to in this ordinance as the
25 "Bond Special Election."

Section 3. PROPOSED PROGRAM. All contracts that are funded with the proceeds of bonds authorized hereby shall be subject to the provisions of Chapter 83 of the City's Administrative Code ("First Source Hiring Program"), which fosters construction and permanent employment opportunities for qualified economically disadvantaged individuals. In addition, all contracts that are funded with the proceeds of bonds authorized hereby also shall be subject to the provisions of Chapter 14B of the City's Administrative Code ("Local Business Enterprise and Non-Discrimination in Contracting Ordinance"), which assists small and micro local businesses to increase their ability to compete effectively for the award of City contracts, to the extent the Local Business Enterprise and Non-Discrimination Contracting Ordinance does not conflict with applicable state or federal law.

1 A. CITIZENS' OVERSIGHT COMMITTEE. A portion of the Bond shall be used to
2 perform audits of the Bond, as further described in Section 15.
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5 Projects to be funded under the proposed Bond may include but are not limited to the
6 following (as further described in the Bond Accountability Report, on file with the Clerk in File
7 No.____, which is incorporated by reference as set forth in full herein): :
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9

10 B. MAKING TRANSPORTATION SYSTEM WORK BETTER. A portion of the
11 Bond may be allocated to the repair, renovation and modernization of SFMTA bus yards,
12 facilities and equipment through the agency's Building Progress Program to speed up Muni
13 repairs and maintenance.
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16 C. MUNI NETWORK IMPROVEMENTS.

17 To enable faster, more frequent, and more reliable Muni service, a portion of the Bond
18 may be allocated to improve certain network improvements, including but not limited to smart
19 signals, wider sidewalks at bus stops, and dedicated traffic lanes.
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23 D. MUNI RAIL MODERNIZATION.

24 To improve train operation's speed, reliability and capacity, a portion of the Bond may
25 be allocated to strengthen and expand critical components.

E. STREET SAFETY AND TRAFFIC SIGNAL IMPROVEMENTS FOR SAFETY
AND FLOW.

To improve street safety and traffic signals, a portion of the Bond may be allocated to
more effectively manage congestion in the City, improve the overall reliability of the transit
system, and improve pedestrian safety by replacing obsolete and deteriorating traffic signal
infrastructure, and installing pedestrian countdown signals and audible pedestrian signals to
improve visibility and the overall safety and efficiency of the City's transportation network.

F. ON-STREET IMPROVEMENTS.

1 To enhance and modernize City streets, a portion of the Bond may be allocated to
2 enhance streets and sidewalks, including but not limited to curb bulb-outs, raised crosswalks,
3 and improved sidewalks at intersection corners; median islands; various bikeways including
4 separated bikeways; bicycle parking; and installing basic infrastructure to decrease the cost of
5 future projects, such as underground signal conduit.
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10 G. SPEED MANAGEMENT INVESTMENT.

11 A portion of the Bond may be allocated to fund traffic calming and other speed
12 reduction improvements to make streets safer.
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14 Section 4. BOND ACCOUNTABILITY MEASURES

15 The Bond shall include the following administrative rules and principles:
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17 A. OVERSIGHT. The proposed bond funds shall be subjected to approval
18 processes and rules described in the San Francisco Charter and Administrative Code.
19 Pursuant to S.F. Administrative Code 5.31, the Citizen’s General Obligation Bond Oversight
20 Committee shall conduct an annual review of bond spending, and shall provide an annual
21 report of the bond program to the Mayor and the Board.
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B. TRANSPARENCY. The City shall create and maintain a web page outlining and
describing the bond program, progress, and activity updates. The City shall also hold an
annual public hearing and reviews on the bond program and its implementation before the
Capital Planning Committee and the Citizen’s General Obligation Bond Oversight Committee.

Section 5. The estimated cost of the bond financed portion of the project described in
Section 2 above was fixed by the Board by the following resolution and in the amount
specified below:

Resolution No. _____, \$400,000,000.

Such resolution was passed by two-thirds or more of the Board and approved by the
Mayor of the City ("Mayor"). In such resolution it was recited and found by the Board that the

1 sum of money specified is too great to be paid out of the ordinary annual income and revenue
2 of the City in addition to the other annual expenses or other funds derived from taxes levied
3 for those purposes and will require expenditures greater than the amount allowed by the
4 annual tax levy.
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8 The method and manner of payment of the estimated costs described in this ordinance
9 are by the issuance of bonds of the City not exceeding the principal amount specified.
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11 Such estimate of costs as set forth in such resolution is adopted and determined to be
12 the estimated cost of such bond financed improvements and financing, as designed to date.
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14 Section 6. The Bond Special Election shall be held and conducted and the votes
15 received and canvassed, and the returns made and the results ascertained, determined and
16 declared as provided in this ordinance and in all particulars not recited in this ordinance such
17 election shall be held according to the laws of the State of California ("State") and the Charter
18 of the City ("Charter") and any regulations adopted under State law or the Charter, providing
19 for and governing elections in the City, and the polls for such election shall be and remain
20 open during the time required by such laws and regulations.
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23 Section 7. The Bond Special Election is consolidated with the General Election
24 scheduled to be held in the City on Tuesday, June 7, 2022. The voting precincts, polling
25 places and officers of election for the June 7, 2022 General Election are hereby adopted,
established, designated and named, respectively, as the voting precincts, polling places and
officers of election for the Bond Special Election called, and reference is made to the notice of
election setting forth the voting precincts, polling places and officers of election for the June 7,
2022 General Election by the Director of Elections to be published in the official newspaper of
the City on the date required under the laws of the State of California.

Section 8. The ballots to be used at the Bond Special Election shall be the ballots to
be used at the June 7, 2022 General Election. The word limit for ballot propositions imposed

1 by San Francisco Municipal Elections Code Section 510 is waived. On the ballots to be used
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3 at the Bond Special Election, in addition to any other matter required by law to be printed
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5 thereon, shall appear the following as a separate proposition:
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8 "MUNI RELIABILITY AND STREET SAFETY BOND. To increase Muni's reliability,
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10 safety and frequency, reduce delays, improve disabled access and equity, increase subway
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12 capacity and improve pedestrian, bicycle, and traffic safety by repairing, constructing and
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14 improving deteriorating Muni bus yards, facilities, transportation infrastructure and equipment,
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16 and constructing and redesigning streets and sidewalks; and to pay related costs; shall the
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18 City and County of San Francisco issue \$400,000,000 in general obligation bonds, with a
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20 duration of up to 30 years from the time of issuance, an estimated average tax rate of
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22 \$0.010/\$100 of assessed property value, and projected average annual revenues of
23
24 approximately \$30,000,000, subject to citizen oversight and independent audits?"
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The City's current debt management policy is to keep the property tax rate for City
general obligation bonds at or below the 2006 rate by issuing new bonds as older ones are
retired and/or the tax base grows, though this property tax rate may vary based on other
factors.

Each voter to vote in favor of the issuance of the foregoing bond proposition shall mark
the ballot in the location corresponding to a "YES" vote for the proposition, and to vote against
the proposition shall mark the ballot in the location corresponding to a "NO" vote for the
proposition.

Section 9. If at the Bond Special Election it shall appear that two-thirds of all the voters
voting on the proposition voted in favor of and authorized the incurring of bonded
indebtedness for the purposes set forth in such proposition, then such proposition shall have

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been accepted by the electors, and bonds authorized shall be issued upon the order of the Board. Such bonds shall bear interest at a rate not exceeding applicable legal limits.

The votes cast for and against the proposition shall be counted separately and when two-thirds of the qualified electors, voting on the proposition, vote in favor, the proposition shall be deemed adopted.

Section 10. For the purpose of paying the principal and interest on the bonds, the Board shall, at the time of fixing the general tax levy and in the manner for such general tax levy provided, levy and collect annually each year until such bonds are paid, or until there is a sum in the Treasury of said City, or other account held on behalf of the Treasurer of said City, set apart for that purpose to meet all sums coming due for the principal and interest on the bonds, a tax sufficient to pay the annual interest on such bonds as the same becomes due and also such part of the principal thereof as shall become due before the proceeds of a tax levied at the time for making the next general tax levy can be made available for the payment of such principal.

Section 11. This ordinance shall be published in accordance with any State law requirements, and such publication shall constitute notice of the Bond Special Election and no other notice of the Bond Special Election hereby called need be given.

Section 12. The Board, having reviewed the proposed legislation, makes the following findings in compliance with the California Environmental Quality Act ("CEQA"), California Public Resources Code Sections 21000 et seq., the CEQA Guidelines, 15 Cal. Code Regs., Title 14, Sections 15000 et seq., ("CEQA Guidelines"), and San Francisco Administrative Code Chapter 31 ("Chapter 31"):

As set forth by the Planning Department, in a determination dated October 21, 2021, a copy of which is on file with the Clerk of the Board in File No. _____ and incorporated in this ordinance by reference, the Board finds that the bond proposal is not subject to CEQA.

1 As the establishment of a government financing mechanism that does not involve any
2 commitment to specific projects to be constructed with bond funds, it is not a project as
3 defined by CEQA and the CEQA Guidelines. The use of bond proceeds to finance any
4 specific project or portion of any specific project will be subject to approval of the applicable
5 decision-making body at that time,-upon completion of planning and any further required
6 environmental review under CEQA.
7
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11 Section 13. The Board finds and declares that the proposed Bond is (i) in conformity
12 with the priority policies of Section 101.1(b) of the San Francisco Planning Code, (ii) in
13 accordance with Section 4.105 of the San Francisco Charter and Section 2A.53(f) of the
14 San Francisco Administrative Code, and (iii) consistent with the City's General Plan, and
15 adopts the findings of the Planning Department, as set forth in the General Plan Referral
16 Report dated November 18, 2021, a copy of which is on file with the Clerk of the Board in File
17 No. _____ and incorporates such findings by reference.
18
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24 Section 14. Under Section 53410 of the California Government Code, the bonds shall
25 be for the specific purpose authorized in this ordinance and the proceeds of such bonds will
be applied only for such specific purpose. The City will comply with the requirements of
Sections 53410(c) and 53410(d) of the California Government Code.]

Section 15. The Bonds are subject to, and incorporate by reference, the applicable
provisions of San Francisco Administrative Code Sections 5.30 – 5.36 ("Citizens' General
Obligation Bond Oversight Committee"). Under Section 5.31 of the Citizens' General
Obligation Bond Oversight Committee, to the extent permitted by law, one-tenth of one
percent (0.1%) of the gross proceeds of the Bonds shall be deposited in a fund established by
the Controller's Office and appropriated by the Board of Supervisors at the direction of the
Citizens' General Obligation Bond Oversight Committee to cover the costs of such committee.

1 Section 16. The time requirements specified in Section 2.34 of the San Francisco
2
3 Administrative Code are waived.
4

5 Section 17. The City hereby declares its official intent to reimburse prior expenditures
6
7 of the City incurred or expected to be incurred prior to the issuance and sale of any series of
8
9 bonds in connection with the Project (collectively, the "Future Bonds"). The Board hereby
10 declares the City's intent to reimburse the City with the proceeds of the Future Bonds for the
11 expenditures with respect to the Project ("Expenditures" and each, an "Expenditure") made on
12 and after that date that is no more than 60 days prior to adoption of this Resolution. The City
13 reasonably expects on the date hereof that it will reimburse the Expenditures with the
14
15 proceeds of the Future Bonds.
16
17

18 Each Expenditure was and will be either (a) of a type properly chargeable to a capital
19
20 account under general federal income tax principles (determined in each case as of the date
21 of the Expenditure), (b) a cost of issuance with respect to the Future Bonds, (c) a nonrecurring
22
23 item that is not customarily payable from current revenues, or (d) a grant to a party that is not
24 related to or an agent of the City so long as such grant does not impose any obligation or
25 condition (directly or indirectly) to repay any amount to or for the benefit of the City. The
maximum aggregate principal amount of the Future Bonds expected to be issued for the
Project is \$400,000,000. The City shall make a reimbursement allocation, which is a written
allocation by the City that evidences the City's use of proceeds of the applicable series of
Future Bonds to reimburse an Expenditure, no later than 18 months after the later of the date
on which the Expenditure is paid or the Project is placed in service or abandoned, but in no
event more than three years after the date on which the Expenditure is paid. The City
recognizes that exceptions are available for certain "preliminary expenditures," costs of
issuance, certain de minimis amounts, expenditures by "small issuers" (based on the year of

1 issuance and not the year of expenditure) and expenditures for construction projects of at
2
3 least 5 years.
4
5

6 Section 18. The appropriate officers, employees, representatives and agents of the
7
8 City are hereby authorized and directed to do everything necessary or desirable to accomplish
9
10 the calling and holding of the Bond Special Election, and to otherwise carry out the provisions
11
12 of this ordinance.
13

14 APPROVED AS TO FORM:
15 DAVID CHIU,
16 City Attorney
17

18 By: _____
19 Mark D. Blake
20 Deputy City Attorney
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[General Obligation Bond Election – Muni Reliability and Street Safety]

Resolution determining and declaring that the public interest and necessity demand the construction, acquisition, improvement, and retrofitting of transportation, street safety and transit related improvements, and other critical infrastructure and facilities for transportation system improvements and safety improvements and related costs necessary or convenient for the foregoing purposes; authorizing landlords to pass-through 50% of the resulting property tax increase to residential tenants under Administrative Code, Chapter 37; providing for the levy and collection of taxes to pay both principal and interest on such bonds; incorporating the provisions of Administrative Code, Sections 5.30–5.36; setting certain procedures and requirements for the election; finding that the proposed bond is not a project under the California Environmental Quality Act (CEQA); and finding that the proposed bond is in conformity with the eight priority policies of Planning Code, Section 101.1(b), and with the General Plan consistency requirement of Charter Section 4.105, and Administrative Code, Section 2A.53.

WHEREAS, The Mayor’s 2030 Transportation Task Force Report, dated November 2013 (“2030 Task Force Report”) determined that the City’s street, transit and transportation infrastructure (“Street, Transit and Transportation System”) was unable to meet current and future demands, and that the reliability, efficiency and safety of City streets, transit and transportation infrastructure requires substantial investment for modernization and to maintain a state of good repair and to meet future demands; and

1 WHEREAS, The 2030 Task Force Report estimated that the required cost of
2 improvements to the Street, Transit and Transportation System is \$10.1 billion over the next
3 15 years; and
4

5
6 WHEREAS, The analysis of the 2030 Task Force Report was supplemented by the
7 Mayor’s 2045 Transportation Task Force Report, dated January 2018 (“2045 Task Force
8 Report”) which identified additional transportation system improvement needs estimated at a
9 cost of \$22 billion; and
10

11
12 WHEREAS, Both the 2030 and 2045 Task Force Reports were augmented by the
13 efforts of Transportation 2050 (“Transportation 2050”) to update the vision for transportation
14 developed though the City’s ConnectSF process, including additional community input
15 received through the SFMTA’s 2021 Citywide Community Survey; and
16

17
18 WHEREAS, Transportation 2050 outlines the resources needed to achieve a
19 community-driven vision and identify revenue and reliable funding solutions to fund the cost of
20 transportation needs in San Francisco, which includes among other resources, the issuance
21 of general obligation bonds; and
22

23
24 WHEREAS, A significant number of Muni bus yards and facilities were constructed
25 decades ago, with some being over one hundred years old, are obsolete and need to be
repaired, upgraded and rebuilt to allow for Muni buses to be repaired faster, prevent
breakdowns to support reliable Muni service; and

WHEREAS, On-street infrastructure improvements for public transit helps reduce travel
times and delays for Muni and enables more reliable and more frequent service; and

WHEREAS, Muni’s train control system is over 20 years old and is obsolete and needs
to be replaced in order increase subway capacity, reduce delays and deliver reliable, high-
frequency Muni Metro light rail service; and

1 WHEREAS, Redesigning and constructing streets to improve safety, accessibility and
2 visibility for pedestrians and cyclists, and implementing traffic calming and speed reduction
3 tools, all supports the City's Vision Zero policy of eliminating all traffic deaths in San
4 Francisco; and
5
6

7
8 WHEREAS, Strong public transit systems is one of the most important tools the City
9 has to mitigate the adverse effects of climate change, and by improving the reliability and
10 speed of Muni service and creating safer spaces to for pedestrians and cyclists, the City will
11 become more livable and sustainable; and
12
13

14
15 WHEREAS, Under-investment in the Street, Transit and Transportation System
16 increases the risk of loss and injury to City residents, has an outsized impact on residents
17 who have limited transportation options and rely on Muni, impacts the economic vitality of the
18 City, reduces the City's ability to support growth and reduces the quality of life; and
19
20

21 WHEREAS, Substantial investment in the City's Street, Transit and Transportation
22 System will result in improved street safety for all users of City streets, a more reliable and
23 faster Muni, and better pedestrian, bike, and disabled access (collectively, the "Street, Transit
24 and Transportation Project"); and
25

 WHEREAS, The Muni Reliability and Street Safety General Obligation Bond ("Bond")
will provide a portion of the funding for eligible investments within the Street, Transit and
Transportation Program; and

 WHEREAS, The Board recognizes the need to safeguard and enhance the City's
Street, Transit and Transportation System by making significant investments therein; now,
therefore, be it

RESOLVED, By the Board:

Section 1. The Board determines and declares that the public interest and necessity
demand the acquisition, construction and improvement of street, transit, transportation and

1 related infrastructure, and the payment of related costs necessary or convenient for the
2
3 foregoing purposes.
4

5 Section 2. The estimated cost of \$400,000,000 of the Bond is and will be too great to
6 be paid out of the ordinary annual income and revenue of the City, will require an expenditure
7 greater than the amount allowed by the annual tax levy, and will require the incurrence of
8 bonded indebtedness in an amount not to exceed \$400,000,000.
9

10
11 Section 3. The Board, having reviewed the proposed legislation, makes the following
12 findings in compliance with the California Environmental Quality Act ("CEQA"), California
13 Public Resources Code Sections 21000 et seq., the CEQA Guidelines, 15 Cal. Code Regs.
14 Title 14, Sections 15000 et seq. ("CEQA Guidelines"), and San Francisco Administrative Code
15 Chapter 31 ("Chapter 31"):
16
17
18
19

20 As set forth by the Planning Department, in a determination dated October 21, 2021, a
21 copy of which is on file with the Clerk of the Board in File No. _____ and incorporated in
22 this resolution by reference, the Board finds that the bond proposal is not subject to CEQA.
23 As the establishment of a government financing mechanism that does not involve any
24 commitment to specific projects to be constructed with bond funds, it is not a project as
25 defined by CEQA and the CEQA Guidelines. The use of bond proceeds to finance any
project or portion of any project will be subject to approval of the applicable decision-making
body at that time, upon completion of planning and any further required environmental review
under CEQA.

Section 4. The Board finds and declares that the proposed Bond is (i) in conformity
with the priority policies of Section 101.1(b) of the San Francisco Planning Code, (ii) in
accordance with Section 4.105 of the San Francisco Charter and Section 2A.53(f) of the
San Francisco Administrative Code, and (iii) consistent with the City's General Plan, and
adopts the findings of the Planning Department, as set forth in the General Plan Referral

1 Report dated November 18, 2021, a copy of which is on file with the Clerk of the Board in File
2
3 No. _____ and incorporates such findings by reference.
4

5 Section 5. The time limit for approval of this resolution specified in Section 2.34 of the
6 San Francisco Administrative Code is waived.
7

8 Section 6. Under Section 2.40 of the San Francisco Administrative Code, the
9 ordinance submitting this proposal to the voters shall contain a provision authorizing landlords
10 to pass-through 50% of the resulting property tax increases to residential tenants in
11 accordance with Chapter 37 of the San Francisco Administrative Code.
12
13

14 Section 7. The City hereby declares its official intent to reimburse prior expenditures of
15 the City incurred or expected to be incurred prior to the issuance and sale of any series of
16 bonds in connection with the Project (collectively, the "Future Bonds"). The Board hereby
17 declares the City's intent to reimburse the City with the proceeds of the Future Bonds for the
18 expenditures with respect to the Project (the "Expenditures" and each, an "Expenditure")
19 made on and after that date that is no more than 60 days prior to adoption of this Resolution.
20
21 The City reasonably expects on the date hereof that it will reimburse the Expenditures with the
22 proceeds of the Future Bonds.
23
24
25

Each Expenditure was and will be either (a) of a type properly chargeable to a capital account under general federal income tax principles (determined in each case as of the date of the Expenditure), (b) a cost of issuance with respect to the Future Bonds, (c) a nonrecurring item that is not customarily payable from current revenues, or (d) a grant to a party that is not related to or an agent of the City so long as such grant does not impose any obligation or condition (directly or indirectly) to repay any amount to or for the benefit of the City. The maximum aggregate principal amount of the Future Bonds expected to be issued for the Project is \$400,000,000. The City shall make a reimbursement allocation, which is a written allocation by the City that evidences the City's use of proceeds of the applicable series

1 of Future Bonds to reimburse an Expenditure, no later than 18 months after the later of the
2 date on which the Expenditure is paid or the Project is placed in service or abandoned, but in
3 no event more than three years after the date on which the Expenditure is paid. The City
4 recognizes that exceptions are available for certain “preliminary expenditures,” costs of
5 issuance, certain de minimis amounts, expenditures by “small issuers” (based on the year of
6 issuance and not the year of expenditure) and expenditures for construction projects of at
7 least 5 years.
8
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10 Section 8. Documents referenced in this resolution are on file with the Clerk of the
11 Board of Supervisors in File No. _____, which is hereby declared to be a part of
12 this resolution as if set forth fully herein.
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20 APPROVED AS TO FORM:
21 DAVID CHIU
22 City Attorney
23
24
25

By: _____
Mark D. Blake
Deputy City Attorney



2022 Muni Reliability and Street Safety Bond

IMPROVED SAFETY, RELIABILITY, ACCESS, AND EQUITY FOR SAN FRANCISCO





Hybrid Electric

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Hybrid Electric

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ONESF
Building Our Future

2022 MUNI RELIABILITY AND STREET SAFETY BOND OVERVIEW

The City and County of San Francisco is proposing a \$400 million Transportation General Obligation (GO) Bond for the June 2022 ballot to fund critical transit, safety programs, and infrastructure. Public transit operations and transportation infrastructure are vital to San Francisco’s economic vitality, environmental sustainability, and cultural diversity. They make San Francisco more equitable by opening up opportunities for seniors, people with disabilities, people of color, and low-income San Franciscans, who have the fewest transportation options and rely on Muni, walking, and bicycling.

The 2022 Muni Reliability and Street Safety Bond consists of the following program components to support the city’s transportation system:

BOND COMPONENT	BUDGET
Make the Transportation System Work Better	
Speed up Muni repairs and keep public transit moving by repairing, upgrading, and maintaining aging bus yards, facilities and equipment	\$250 million
Enable faster, more reliable, and more frequent Muni service by improving on-street infrastructure for public transit	\$26 million
Increase subway capacity, reduce delays, and deliver dependable, high-frequency transit by modernizing the Muni train control system	\$10 million
Improve Street Safety and Traffic Flow	
Improve safety and visibility at intersections by upgrading traffic signals, signage, and crossings	\$42 million
Increase safety for walking and bicycling and access for Muni connections along major corridors by redesigning streets and sidewalks	\$42 million
Slow speeds and reduce crashes by implementing traffic calming and speed reduction tools	\$30 million
TOTAL	\$400 million



BACKGROUND AND NEED

As we recover from the COVID-19 pandemic, we need to ensure that everyone in the city has access to transportation options that are safe, reliable, rapid, and affordable. We need to provide the same high-quality services and options to residents who live in historically underserved communities as we do elsewhere in the city. This is only possible when San Francisco has the resources needed to modernize, upgrade, and evolve to meet our city's transportation needs.

Over the last 20 years, the demands on San Francisco's transportation system have grown and revenues from transit fares and parking fees have not kept up. The COVID-19 pandemic worsened this problem. Over the last eight years, two mayoral transportation task forces made up of community leaders (Transportation 2030 and Transportation 2045) identified urgent transportation needs and developed recommendations to build a reliable transportation system that works for all and creates a stable financial base for Muni. This community-driven vision is the foundation for Transportation 2050, which outlines the resources needed to achieve it.

The Muni Reliability and Street Safety Bond is one of the community's recommended strategies to invest in the transportation system. This Bond is a needed funding source to make public transit work better, improve street safety, and meet the long-term needs of the city, but it is only one piece of the funding puzzle.

Under-investment in transportation has been a decades-long trend that can't be fixed with any single revenue source. Existing transportation funding draws on multiple local, state and federal sources, each of which can be uncertain. For example, funding from the city's Proposition K transportation sales tax or local and federal grants make improvements to our streets and public transit but are not enough to address the larger need.

Transportation 2050 considers a package of revenue sources over a number of years to sustain a more reliable, affordable and safer transportation system. Through a combination of local ballot measures, continued state and federal grants and the development of SFMTA properties, we can put our transportation system on firmer financial footing.

The Muni Reliability and Street Safety Bond is dedicated local funding that is an essential step to meeting San Francisco's transportation needs.

A VISION FOR TRANSPORTATION

The Muni Reliability and Street Safety Bond priorities and programs tie directly into the needs identified in the city’s transportation vision developed through [ConnectSF](#). ConnectSF worked extensively with residents, community and business groups, youth organizations, and other stakeholders to create a vision for San Francisco: a growing, diverse, equitable city with transportation options that are accessible and affordable to all.

The community vision emphasizes making the current public transit system work better by:

- Repairing and replacing our most heavily used infrastructure, while addressing our backlog of maintenance work.
- Supporting a fast, frequent network of Muni routes with on-street improvements like transit lanes, traffic signal adjustments, and bus bulbs and boarding islands to make sure buses are reliable and not stuck in traffic.
- Rebuilding our aging rail network and expanding the critical infrastructure that keeps Muni Metro trains moving.
- Building new rail lines on corridors with overcrowded buses.

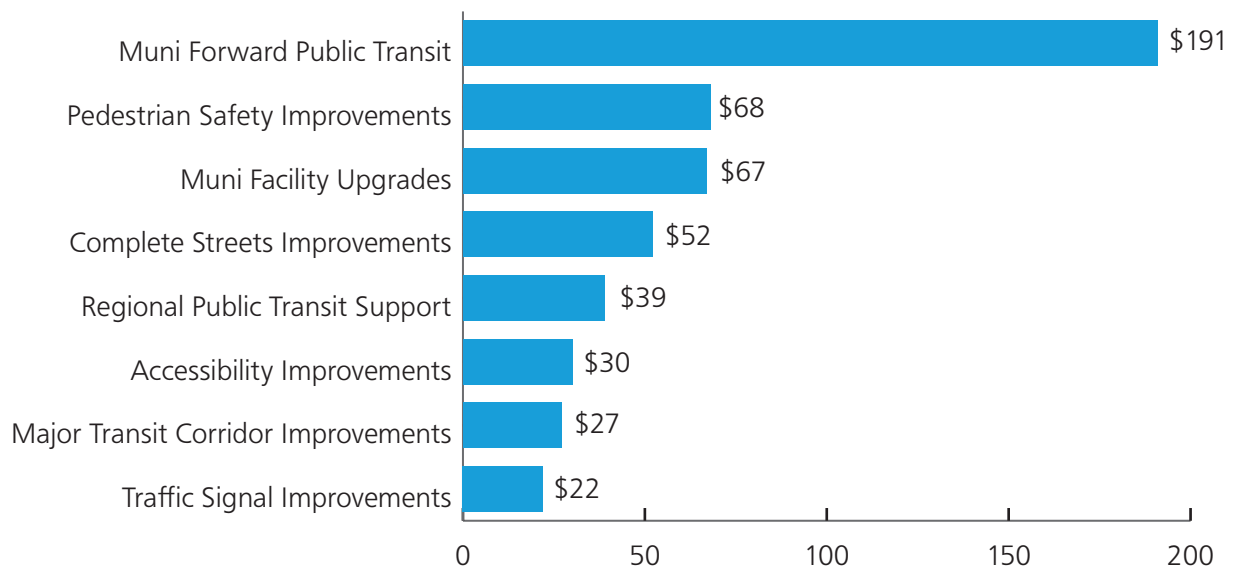
Safety is prioritized on city streets, with the goal of building a complete network for walking and bicycling and developing comprehensive speed management.

BUILDING ON SUCCESS

In 2014, voters approved a Transportation and Road Improvement General Obligation Bond to fund critical repairs and upgrades to the city’s transportation system. We’ve made a lot of progress, but there is still more to do. This Bond will build on the success of the first to continue this important work.

Here’s what we’ve funded with the 2014 GO Bond so far:

2014 GO Bond Summary by Investment Category (\$M)



Here are some examples of what that funding has done for San Francisco:

Muni Forward Public Transit Improvements

- ☑ **Reduced travel time and increased ridership on the 5 Fulton and 5R Fulton Rapid.** We installed wider sidewalks at bus stops, new traffic signals, and safety improvements for people walking in Western Addition and east of 6th Avenue.
- ☑ **Improved transit and amenities for the 22 Fillmore on 16th Street.** We put in transit lanes and traffic signals to keep buses out of traffic, and installed bus shelters, bulbs and islands, accessible pedestrian signals, crosswalks, and trees.



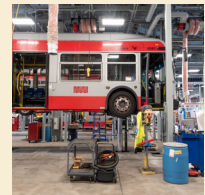
Pedestrian Safety Improvements

- ☑ **Made intersections safer.** We extended the sidewalk at 19 intersections on the High Injury Network (for more on the High Injury Network, see page 8).
- ☑ **Improved the safety of passengers getting on and off trains, increased accessibility, and improved the reliability of the L Taraval.** We and rehabilitated water and sewer infrastructure and enhanced landscaping.



Muni Facility Upgrades

- ☑ **Increased capacity of the Muni Metro East Facility.** We added five storage tracks to store more Muni trains and house the next generation of vehicles.
- ☑ **Completed construction of the new Islais Creek Maintenance and Operations Facility.** We built a new facility to store and maintain hybrid buses, resulting in quicker repairs that allow vehicles to get back in service sooner.



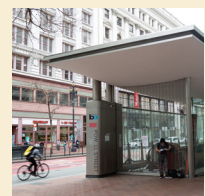
Complete Streets Improvements

- ☑ **Improved safety on 7th and 8th Streets.** We put in protected bicycle lanes, curb bulbs, and bus boarding islands on this segment of the city's High Injury Network.
- ☑ **Enhanced safety and livability in the Tenderloin.** We widened sidewalks, installed new traffic signals, repainted crosswalks, and added other amenities to the street and sidewalk on Taylor Street between Turk and Ellis.



Regional Public Transit Support

- ☑ **Supported the installation of canopies at BART station entrances.** Canopies shelter subway entrances, protect escalators, and display transit information.
- ☑ **Supported Caltrain system upgrades.** Infrastructure upgrades support an electric fleet and improves efficiency, capacity, safety, and reliability of the rail service.



Accessibility Improvements

- ☑ **Made crossing the street safer with accessible street crossings.** We installed accessible (audible) pedestrian signals to help people with visual impairments cross at 12 intersections on Potrero Avenue.



Major Transit Corridor Improvements

- ☑ **Improved transit reliability and pedestrian safety on Geary Boulevard.** We put in transit lanes, modified bus stops, and upgraded traffic signals to reduce delays and improve efficiency. We also installed accessible pedestrian and countdown signals, crosswalks, and curb ramps, and upgraded the center median.



Traffic Signal Improvements

- ☑ **Upgraded traffic signals to prevent collisions on the High Injury Network.** We put in new or improved traffic signals at more than 28 intersections and added pedestrian countdown signals to 15 High Injury Network corridors.



WHAT DOES THIS GO BOND MEAN FOR YOU?

We heard from San Franciscans via community surveys, public meetings, and public hearings. You told us to prioritize keeping Muni equipment and facilities working efficiently, providing quick and convenient transit access to all parts of San Francisco, increasing and improving Muni service for communities that depend on transit, and ensuring Muni service is inclusive and accessible to all. You also said street safety improvements for people walking and bicycling are important. We have designed each component of the Bond to deliver on those priorities, and provide the city with the following benefits:



EQUITY

- Affordable travel options
- Improved safety and health in underserved neighborhoods by reducing carbon emissions, slowing vehicle speeds, and dramatically improving bicycle and pedestrian infrastructure
- Increased access to good local jobs with reduced travel times
- Enhanced public transit service in underserved neighborhoods



FAST AND CONVENIENT TRANSIT

- Faster, more convenient public transit connections to destinations across the city and to regional public transit
- Less waiting for the train or bus and fewer delays when you're on board
- A more comfortable public transit ride, with less crowding



MORE REPAIRS AND MAINTENANCE

- Safer intersections with more visible signals for people driving
- Easier street crossings with new curb ramps and pedestrian countdown signals
- More reliable transit service using infrastructure and systems that are in good repair



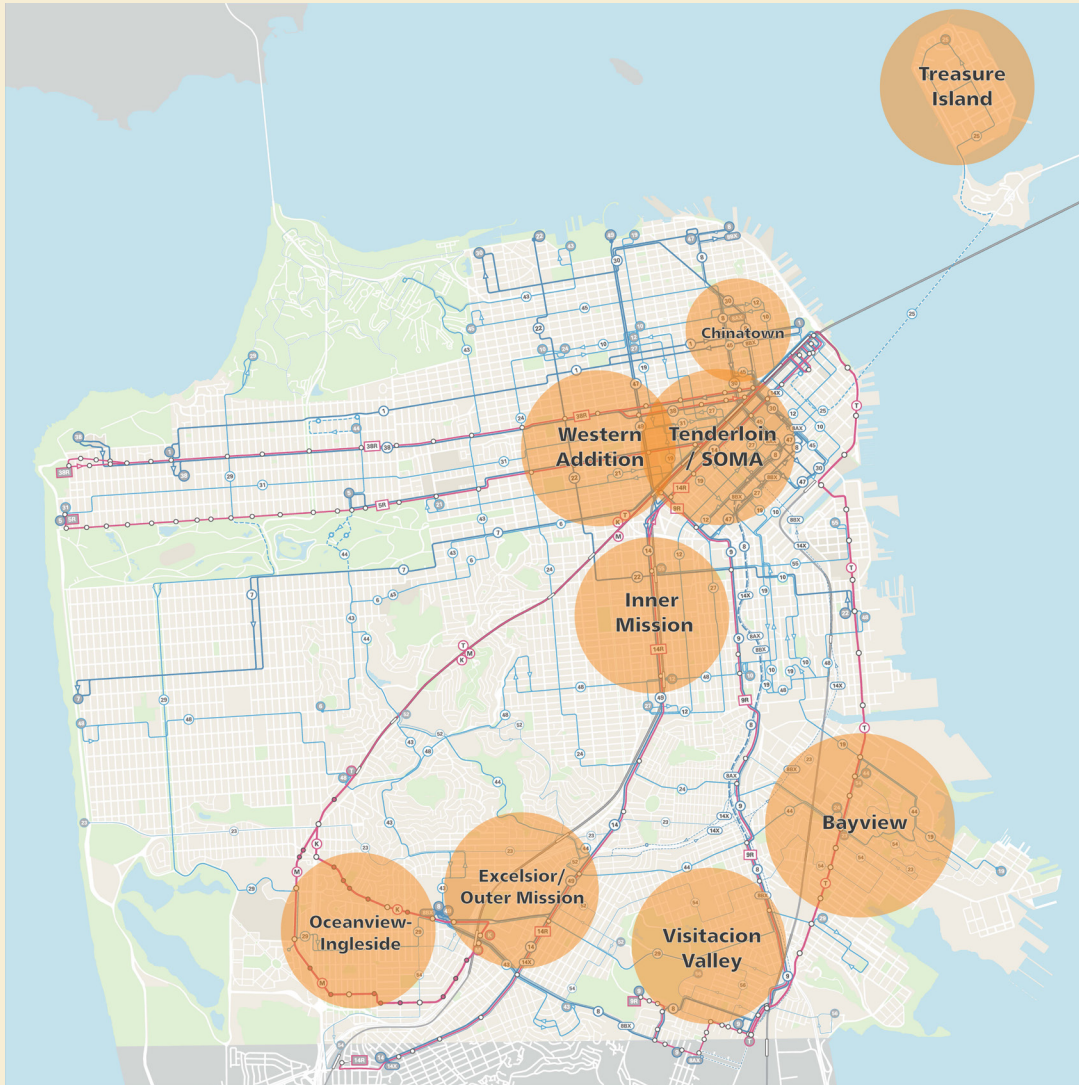
IMPROVING SAFETY AND ACCESS

- Intersection improvements that increase accessibility for people with disabilities
- Improved loading access for business and residences
- Fewer collisions, fatalities, and injuries on our streets

San Francisco's High Injury Network

The City and County of San Francisco adopted a Vision Zero policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. The Vision Zero program has identified a High Injury Network, made up of 13% of San Francisco's streets that disproportionately account for 75% of the city's severe and fatal traffic collisions.

Equity Neighborhoods



The Muni Service Equity Strategy

We are committed to equity in all that we do. This Bond measure is centering the needs of those living in equity neighborhoods – areas where the residents have been historically marginalized or underserved. Components of the Bond support access to jobs and address specific needs in these neighborhoods.

The Muni Service Equity Strategy identifies the areas that are designated as equity neighborhoods. It is a biennial report that is developed to inform and align with the two-year cycle of the SFMTA budget. The initial Equity Strategy (2016) was developed with the help of an Equity Working Group, which included representatives from the following government, non-profit, and community-based organizations: Chinatown Community Development Center, Council of Community Housing Organizations, San Francisco County Transportation Authority, San Francisco Transit Riders Union, Senior Disability Action, Tenderloin Neighborhood Development Corporation, and Urban Habitat. Each edition of the Muni Equity Strategy focuses on improving transit performance in San Francisco neighborhoods with high percentages of households with low incomes and people of color, and on transit routes that are heavily used by seniors and people with disabilities.





2022 MUNI RELIABILITY AND STREET SAFETY BOND PROGRAM

- Make the Transportation System Work Better
- Improve Street Safety and Traffic Flow

MAKE THE TRANSPORTATION SYSTEM WORK BETTER

REPAIR, UPGRADE, AND MAINTAIN AGING FACILITIES AND EQUIPMENT (\$250M)

To speed up Muni repairs and maintenance and keep public transit moving, we will repair, renovate, and modernize SFMTA bus yards, facilities, and equipment through the agency's Building Progress Program.

WHAT ARE THE FACILITIES REPAIRS AND UPGRADES?

Many Muni bus yards were built decades ago, with some over one hundred years old. They are too small to accommodate Muni's fleet, do not meet current seismic safety standards, and cannot support modern maintenance and cleaning. Bus yards are an important part of our public transit system: they are where we store, repair, and maintain the Muni vehicles that get San Franciscans where they need to go.

The Building Progress Program is a multi-year effort to repair, renovate, and modernize the SFMTA's obsolete facilities and prioritize urgent needs. While addressing all of SFMTA's facility needs requires a variety of funding solutions, this Bond will fund key high-priority needs. Updated bus yards will be larger, with state-of-the-art technology and equipment and seismic upgrades. They will allow us to repair Muni buses faster, preventing breakdowns and supporting reliable Muni service. Strong public transit systems are one of the most important tools we have to fight climate change. By investing in green infrastructure for electric buses, we can make San Francisco more sustainable. Also, by investing in modern workspaces for our employees, we demonstrate a commitment to the people that keep our service running.

WHY IS THIS PROGRAM IMPORTANT?

- Efficient and timely repairs to buses and trains increase Muni's reliability and save the SFMTA money.
- Larger yards provide needed space for a growing Muni fleet.
- Improved, earthquake-ready facilities give staff better workplace conditions, with modern tools and sufficient space to efficiently do their jobs.
- SFMTA is working towards a 100% zero-emission fleet as part of its leadership in confronting climate change. Renovated yards will support the electric vehicle infrastructure needed to achieve this.

HOW DO WE CHOOSE PRIORITY PROJECTS?

The Building Progress Program prioritizes and carries out recommendations for improvements to facilities that were identified in the 2017 SFMTA Facilities Framework and amendments. The Facilities Framework assesses the needs of 18 SFMTA facilities, outlines recommended phased improvements, and coordinates planning across facilities.

Some of the initial major site needs identified include:

- Building new bus storage and maintenance capacity on available sites to allow us to move our vehicles around efficiently as other facilities get rebuilt;
- Upgrading and rebuilding a more than 100-year-old, obsolete bus yard; and
- Installing charging infrastructure to transition to an all-electric Muni fleet.

The Building Progress Program is dynamic and flexible, and it anticipates changes in market conditions, funding availability, and operational needs. Facility needs and priorities are further refined in our regularly updated 20-year Capital Plan and 5-year Capital Improvement Program.

WHAT DO MODERN TRANSIT FACILITIES MEAN FOR YOU?



Equity: Reliable public transit benefits low-income residents and others who depend on transit, and electric vehicles lead to cleaner air. The SFMTA is also committed to being a good neighbor and will engage the communities in which we base our operations.



Fast and Convenient Transit: Facility upgrades will get buses back into service sooner and prevent breakdowns and delays on your trip.



Repairs and Maintenance: Updated yards help us to provide you with a better public transit experience with reliable, clean, and well-maintained vehicles.



Safety and Access: Bigger bus yards allow us to grow our fleet to meet the city's needs, bringing you better access to jobs and housing



MUNI NETWORK IMPROVEMENTS (\$26M)

We will make strategic, cost-effective improvements to move Muni faster and more reliably.

WHAT ARE MUNI NETWORK IMPROVEMENTS?

Frequent service on bus and rail routes will provide reliable, convenient access to all parts of San Francisco. Our public transit network is designed to get people to downtown, but transit riders also need to make crosstown trips to reach commercial districts, jobs, and housing. Faster transit with quick, easy transfers between lines will ensure that Muni is still the best option for these trips.

This GO Bond will fund extensive capital improvements such as smart traffic signals that get buses through intersections quickly, wider sidewalks at bus stops that allow buses to pick people up faster, and dedicated transit lanes to make sure buses don't get stuck in traffic. These elements reduce travel times by keeping buses moving.

Improvements will be focused on our most used routes – those that carry 80% of Muni passengers, including passengers who depend on public transportation – to ensure investments benefit the most people given limited resources.

We will also make improvements to the Muni network to ensure that everyone in San Francisco has access, no matter where they are. Transfers will be quick and easy, and frequent service means that passengers won't be waiting long for the next bus.

WHY IS THIS PROJECT IMPORTANT?

- Improvements will go to the routes that carry 80% of Muni riders, including passengers who depend most on public transportation.

- 20% of all trips on these busy routes were crowded during peak hours in winter 2020. Improvements will reduce crowding by increasing service and making it more reliable.
- Recent projects have demonstrated that transit priority improvements can save 10-25% of travel time. Collectively, small improvements work together to create a reliable citywide bus and rail network.
- When buses run faster and are not stuck in traffic, Muni can serve more people with the same number of vehicles and drivers. This saves money that can be reinvested elsewhere in the system.

HOW DO WE CHOOSE PRIORITY PROJECTS?

Improvements in each corridor will vary by location. Muni Forward has already identified some projects and we are working with riders and community members to develop plans to improve those lines.

Additional investments will be screened against the following criteria:

- **Ridership:** Places with a high level of existing demand.
- **Existing and future service frequency:** Corridors where buses currently operate every five minutes or will in the future.
- **Equity:** Projects in underserved neighborhoods and that improve access to jobs.
- **Network connectivity:** Projects that benefit multiple transit lines or improve key connections between lines.

WHAT DO MUNI NETWORK IMPROVEMENTS MEAN FOR YOU?



Equity: If you depend on transit, you'll be able to get where you need to go without delay.



Fast and Convenient Transit: A network of frequent routes makes your trip easy, giving you more reliable access to places across the city and to regional transit services.



Repairs and Maintenance: Improving the sidewalks and making sure the street is in good repair means that there will be fewer delays on your transit trip.



Safety and Access: Evenly spaced, frequent vehicles means your ride will be less crowded.



MUNI RAIL MODERNIZATION (\$10M)

We will strengthen and expand critical components of our train operations systems to increase speed, reliability, and capacity.

WHAT IS MUNI RAIL MODERNIZATION?

The SFMTA will improve Muni Metro light rail service by modernizing the tools we use for operations. Our current train control system is over 20 years old and is only used for trains in the Market Street Subway. The program will upgrade rail systems and expand it to trains that operate on our streets.

The overall projected need to modernize Muni rail control systems includes \$300M in capital upgrades and \$100M in maintenance & support over the first 10 years. This GO Bond could leverage federal matching funds for the overall project. It also could fund planning, design, and high-priority elements to deliver service improvements to historically underserved communities and strengthen connections to the street-level Embarcadero and Third Street corridors, which serve destinations like Oracle Park, Chase Center, Mission Bay, and UCSF. It would also modernize and replace the existing system in the Market Street and Central Subways so that Muni Metro train control is provided by a single system. Over 10 years, the new system will further expand to the surface branches of the J, K, L, M, N, and T lines.

WHY IS THIS PROGRAM IMPORTANT?

- Our rail system of 71.5 miles is essential to serve our growing communities and supports quick connections to downtown and other major destinations for an average 173,500 passengers every weekday (pre-pandemic).
- Sophisticated train management leads to more efficient operations and reduces bunching and gaps between trains.

- New train communications systems will allow us to run longer trains, reducing crowding and preparing for future growth.
- The aging train control system is frequently responsible for slowdowns in the Market Street Subway, and upgrades would make train spacing more dependable and travel times more consistent.

WHAT DOES A MODERN MUNI RAIL SYSTEM MEAN FOR YOU?



Equity: We will prioritize Muni rail modernizations that connect underserved neighborhoods and make service more reliable for people who depend on transit.



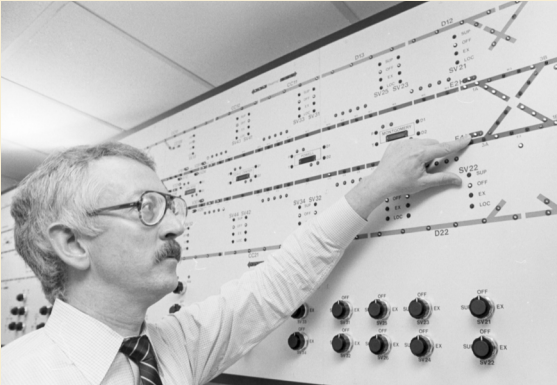
Fast and Convenient Transit: A modern train control system allows us to run trains in the subway more consistently and closer together, which means you never have to wait long for the next one to arrive.



Repairs and Maintenance: Upgraded control systems will not need repair as often, reducing delays in the subway tunnel. Also, installing a system with modern components means that it will be easier and cheaper for us to maintain the system in the years to come.



Safety and Access: Longer trains with more cars mean you won't have to cram into a full train, making it safer and easier to get on and off the trains.



Muni Staff Working at Transit Central Control at West Portal | August 1981



Muni Central Control Office | January 1986



Operations Central Control at West Portal Station | April 2019

In the Market Street and Central Subways, trains are operated by the Automatic Train Control System (ATCS), which commands train movements, signals and switches while operating in the subway. The system designed in the 1980s and was rolled out in the 1990s. While some upgrades have been made and newer technologies integrated over the years, the core of the system remains the same as that installed almost 30 years ago.

IMPROVE STREET SAFETY AND TRAFFIC FLOW

TRAFFIC SIGNAL AND STREET CROSSING IMPROVEMENTS IN EQUITY NEIGHBORHOODS (\$42M)

We will make strategic safety and visibility improvements with an equity focus.

WHAT ARE TRAFFIC SIGNAL AND STREET CROSSING IMPROVEMENTS?

Traffic signal upgrades improve safety and visibility at intersections and other places where people may be crossing the street. This program will make improvements to signals in communities with a high percentage of households with low incomes and people of color. Types of improvements include:

- A** Larger signals and mast arms to enhance signal visibility for people driving, walking, and riding bicycles.
- B** Upgraded curb ramps for greater accessibility when crossing the street.
- C** Signs to alert drivers to turn restrictions.

- D** Pedestrian countdown signals, which display the number of seconds remaining to cross the street along with the WALK sign.
- E** Accessible pedestrian signals, which use audible and tactile means to communicate when it is safe to cross the street for people who are visually impaired.
- F** New and improved lighting.

Some projects may install pedestrian-activated flashing beacons to let drivers know when people are crossing at unsignalized or mid-block crosswalks.



WHY IS THIS PROGRAM IMPORTANT?

- Signal upgrades make the intersection work better for everyone, especially people with disabilities, older people, and children.
- The program will make improvements on the High Injury Network, where we see the most deaths and series injuries on our streets.
- Streets in historically disadvantaged communities are almost twice as likely to be on the High Injury Network.

HOW DO WE CHOOSE PRIORITY PROJECTS?

We review traffic operations and collision patterns at intersections on a regular basis. The locations for traffic signal upgrades are identified primarily based on visibility issues and the age of the signal.

Other factors used to prioritize locations are:

- **Equity:** Intersections in underserved neighborhoods.
- **Collision history:** Places with a high rate of traffic collisions.
- **Traffic volumes:** The number of vehicles that pass through the intersection.
- **Benefits to all modes:** Places where people walking, riding bicycles, taking transit and driving will benefit from improvements.
- **Proximity to destinations:** Intersections near schools or senior centers.
- **Project coordination:** Locations where work can be coordinated with paving projects and other capital improvements.

Outreach has been initiated in the Western Addition and Tenderloin neighborhoods, and other neighborhoods will be considered for signal upgrades based on this criteria.

WHAT DO UPGRADED TRAFFIC SIGNALS MEAN FOR YOU?



Equity: We are committed to making intersections safer and more accessible in historically marginalized and underserved communities.



Fast and Convenient Transit: Upgraded traffic signals and pedestrian improvements help keep transit vehicles and car traffic flowing smoothly across the city.



Repairs and Maintenance: Upgrading traffic signals will repair aging infrastructure to make it more visible, helping keep you safe when you walk and maintaining the flow of car traffic at safe speeds.



Safety and Access: Your travel will be safer whether you walk, ride a bicycle, or drive, as we improve some of the places with the highest collision rates in the city. Curb ramps and accessible pedestrian signals enhance access and safety for people with disabilities.

ON-STREET IMPROVEMENTS (\$42M)

We will transform streets to make it easier to walk, ride a bicycle, and connect to Muni.

WHAT ARE ON-STREET IMPROVEMENTS?

San Francisco's major streets are the scene of collisions and traffic-related injuries far too often. On-street improvements funded by the 2022 GO Bond are big, comprehensive projects that make the street safer for all, improve Muni access and service, fix critical transportation infrastructure, and make walking, bicycling, taking transit, and driving more enjoyable. These street redesigns incorporate elements like wider sidewalks, raised or mid-block crosswalks, new paving, landscaping, safer bikeways, bus lanes and boarding islands, better lighting, and upgraded drainage infrastructure.

When we redesign a major street, we begin with extensive community engagement. Often, we test out the new street design with pilot projects before we make the changes permanent. The GO Bond will be used to complete the construction of street improvements after they have been tested by people in the neighborhood.

WHY IS THIS PROGRAM IMPORTANT?

- On-street improvements can truly transform a busy corridor. The program will improve quality of life by providing a better experience for the many residents, workers, and visitors who walk, bicycle, and take public transit, while reducing noise and pollution from motor vehicle traffic.
- The program gives us the opportunity to test out safety improvements and permanently install the ones the community supports.

- Enhancing travel for all modes supports increased housing density and affordability.
- Corridor improvements have been shown to foster investment in existing and new businesses.

HOW DO WE CHOOSE PRIORITY PROJECTS?

To identify priority locations for street redesigns, we look at the following factors:

- **Collision history:** Locations on the High Injury Network and with a history of speed-related crashes.
- **Equity neighborhoods:** Neighborhoods with a high concentration of residents that have been historically marginalized and underserved.
- **Support active transportation:** Provide critical connections for people walking and bicycling to key destinations, such as job centers, commercial corridors, schools, parks and other busy places that attract vulnerable road users.
- **Prior community planning efforts:** Places that San Franciscans have identified as needing improvement.

The SFMTA will collaborate with neighbors, local businesses, and community groups at the start of any street redesign project to determine community needs and tailor the project elements to the location. This program would support the implementation of street redesign projects like the Howard Streetscape Project (see next page).

WHAT DOES AN IMPROVED STREETScape MEAN FOR YOU?



Equity: The program improves affordable travel options, enhances safety, and reduces noise and air pollution in underserved neighborhoods.



Fast and Convenient Transit: Redesigning the streetscape will ensure reliable transit options for you to reach housing, employment, and opportunities throughout the neighborhood and city.



Repairs and Maintenance: Implementing major streetscape projects will fix critical transportation infrastructure to make walking, bicycling, taking transit, and driving easier and more enjoyable.



Safety and Access: Slower vehicle speeds and dramatically improved bicycle and pedestrian infrastructure will make streets safer and more comfortable when you walk, ride a bicycle, and take transit.

Howard Streetscape

The Howard Streetscape Project will improve traffic safety and enhance mobility on a major street in the diverse and growing SoMa neighborhood. SoMa is home to a high concentration of low-income residents who depend on transit, walking, and bicycling. Existing walkways and bikeways are not adequate for the demands of today or the future.

The project redesigns seven blocks of Howard Street by:

- Reducing vehicle lanes from three to two.
- Replacing the existing bicycle lane with a two-way protected bikeway.
- Installing pedestrian and bicycle safety infrastructure that includes raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with separate bicycle and vehicle phases, and new pedestrian-scale lighting.
- Installing green infrastructure including stormwater collection, trees, and landscaping.



Howard Street is on San Francisco's Vision Zero High Injury Network. From 2014 to 2019, there were 152 collisions on Howard Street between 4th and 11th streets. Of these, 40 involved bicyclists and 45 involved pedestrians. In 2016 and 2019 there were fatal collisions involving bicyclists and in 2018, there was one fatal collision involving a pedestrian.

The community asked for safety improvements that could be implemented sooner than the larger street redesign project. In response, SFMTA installed a parking protected bicycle lane on Howard Street from 11th to 3rd streets. This allows area residents and workers to experience immediate safety benefits while the SFMTA completes the permanent street redesign that money from this bond would fund.

SPEED MANAGEMENT PROGRAM (\$30M)

We will make our streets safer by reducing motor vehicle speeds.

WHAT IS THE SPEED MANAGEMENT PROGRAM?

Speeding is the leading cause of traffic deaths and severe injuries in San Francisco. The GO Bond will help fund the Speed Management Program, which uses traffic calming and other speed reduction tools proven to slow speeds and reduce the severity and frequency of crashes.

The programs and tools supported by the Bond could include:

- Area-wide traffic calming, which looks at multiple locations on residential streets in the same neighborhood and proactively implements a coordinated set of improvements.
- The residential application-based traffic calming program, which allows residents to apply for improvements that help prevent speeding and make neighborhood streets more comfortable for people walking, bicycling, and driving.
- Lowered speed limits, including neighborhood- or corridor-wide 20 mph signs aimed at reducing severe and fatal crashes.
- Speed radar signs that notify people driving of their current speed, giving them the opportunity to slow down.

WHY IS THIS PROGRAM IMPORTANT?

- Every year in San Francisco, about 30 people lose their lives and over 500 more are severely injured while traveling on city streets.
- The higher the speed of a crash, the higher the chances are that someone will be killed or severely injured. This program helps us design our streets for lower speeds that protect people's lives.
- Lower vehicle speeds also enhance neighborhood livability and make walking, bicycling, and driving more comfortable.

HOW DO WE CHOOSE PRIORITY PROJECTS?

To identify priority locations for speed management, we look at the following factors:

- **Collision history:** Locations on the High Injury Network and with a history of speed-related crashes.
- **Equity:** Neighborhoods with a high concentration of residents that have been historically marginalized and underserved.
- **Nearby destinations:** Parks, commercial corridors, schools, senior centers, and other busy places that attract vulnerable road users.
- **Community requests:** Places that San Franciscans have identified as needing improvement.

WHAT DOES SPEED MANAGEMENT MEAN FOR YOU?



Equity: Streets in historically marginalized communities are almost twice as likely to be on the High Injury Network as other streets. The speed management program will bring safety benefits to low-income households and people of color, leading with design solutions to minimize the disparate outcomes associated with traditional traffic enforcement.



Repairs and Maintenance: Maintaining highly visible street markings in good repair will keep busy streets from being a barrier, making it easier to access your destination on foot or bicycle.



Safety and Access: Reduced motor vehicle speeds make your travel on neighborhood streets safer and more comfortable, supporting more travel options for people of all ages and abilities.



ACCOUNTABILITY

The proposed General Obligation (GO) Bond includes a comprehensive set of public oversight and accountability measures that apply to each of the components. The cost of issuance (COI) for the GO Bond supports these measures, and is estimated to be three percent of the total amount of the bond, spread among the bond components. These measures outlined below are in addition to California state law bond requirements.

SFMTA Project Delivery: The San Francisco Municipal Transportation Agency established a Project Management Office (PMO) in 2017. The goal of the PMO is to work with the agency’s project delivery teams to implement best practices in project delivery, regulate a clear and consistent project management structure, and establish effective tools and processes in decision-making. The PMO procedures support constant review and refinement of project delivery operations throughout the planning, design, and construction phases, as adjustments may be needed to ensure the timely and efficient construction of agency projects.

Through the administration of this office, agency leadership and staff have been able to capture lessons learned and apply them to

ongoing and new projects so that the agency is nimble and constantly evolving. This ongoing focus on supporting delivery teams and ensuring constant improvement has benefited recent projects of all sizes and will continue to do so as the agency works to recover from the pandemic and support the city.

Auditing: The spending of GO bond revenue will be overseen by the Citizens’ General Obligation Bond Oversight Committee (GOBOC). This independent, nine-member committee is appointed by the Mayor, the Board of Supervisors, the Controller, and the Civil Grand Jury. Per the Administrative Code (Section 5.30 to 5.36), the GOBOC reviews, audits, and reports on the expenditure of bond proceeds to assure the expenditures are in accordance with the will of the voters. One-tenth of one percent (0.1%) of the bond funds would pay for the committee’s audit and oversight functions.

Board of Supervisors Approval: All issuances of GO Bond funds for SFMTA programs are subject to the approval of the Board of Supervisors. The SFMTA must also seek Board approval of a request for supplemental appropriation to reallocate GO Bond funds.



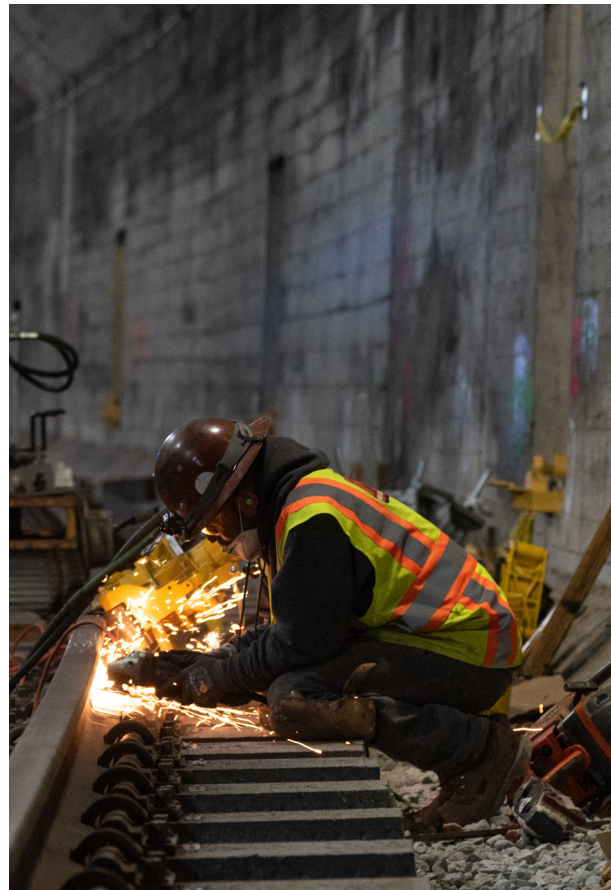
TRANSPARENT REPORTING

There will be periodic reviews before the San Francisco Municipal Transportation Agency (SFMTA) Board, Capital Planning Committee, and Board of Supervisors as part of the 10-Year Capital Plan and capital budget processes, including:

Bond Accountability Report: Per the Administrative Code (Section 2.70 to 2.74), the SFMTA is required to submit a bond accountability report at least 60 days prior to the issuance of any bond funds to the Clerk of the Board of Supervisors, the City Controller, the Treasurer, the Director of Public Finance, and the Board of Supervisors Budget Analyst describing the current status of all GO Bond funded projects, description of each proposed project, and whether it complies with the expressed will of the voters.

Controller’s Office Annual Report: The City Performance Unit of the Controller’s Office issues annual reports highlighting the scope, schedule, and budget of every active general obligation (GO) bond program in the City and County of San Francisco. The report provides a high-level overview of the progress and status of each program and its respective components.

Quarterly status reports to the GO Bond Oversight Committee (GOBOC): The SFMTA prepares status reports that include project scopes, schedules, budgets, milestones, accomplishments, challenges, and upcoming work. Any deviations from original project scopes, schedules, or budgets are also noted in these reports. Prior to each quarterly GOBOC meeting, SFMTA staff meet with GOBOC liaisons to review the most recent status reports and financial information for GO Bond funded projects.



10-YEAR CAPITAL PLAN

Adopted through legislation by the Mayor and Board of Supervisors in 2005, the Capital Planning Committee was created to guide and prioritize capital needs citywide. The Capital Plan is developed by the committee and adopted annually by the Board of Supervisors prior to adoption of the City budget. The City invests significant General Fund dollars into the repair and rehabilitation of our capital assets every year. However, the City cannot rely on these funds alone to address critical infrastructure needs.

Where annual funds are not adequate to pay the costs of major capital improvements, the Plan recommends using one of two sources of long-term debt financing:

- General Obligation Bonds backed by property taxes upon approval by voters.
- General Fund debt programs backed by the City’s General Fund upon approval by the Board of Supervisors and the Mayor.

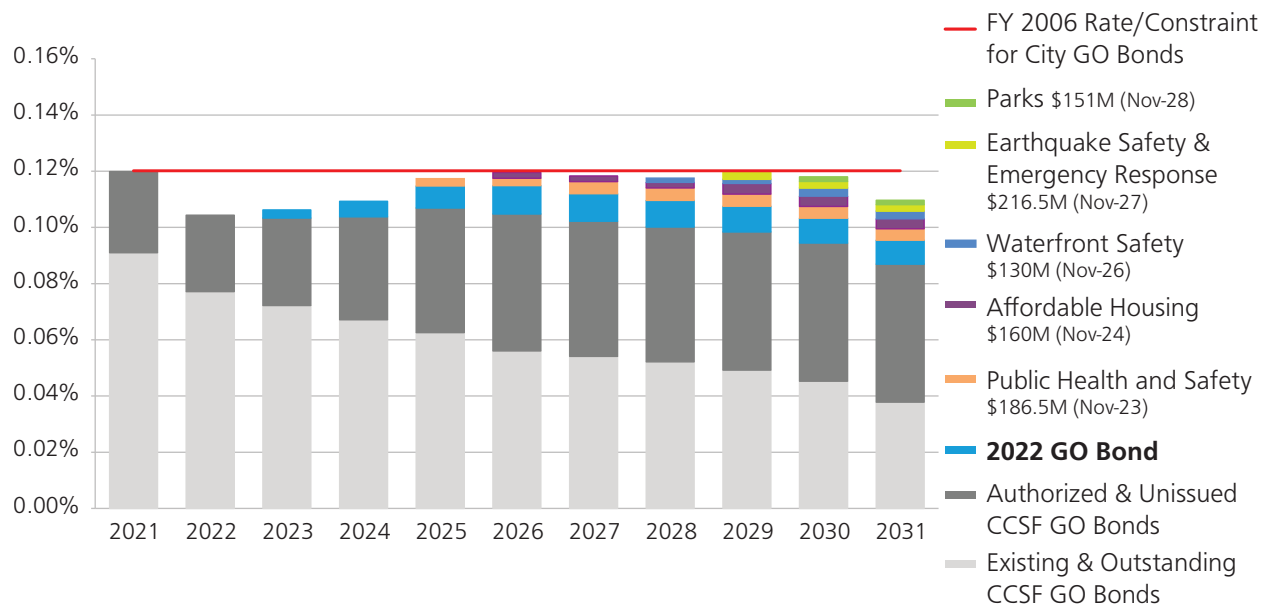
General Obligation Bonds and General Fund debt programs are appropriate means of

funding capital improvements, as they spread the costs over their long, useful lives and across the generations of San Franciscans that reap their benefits. Since its inception, the Capital Plan has laid out a GO Bond Program that aligns funding with the most critical infrastructure needs in the City’s portfolio. The last GO Bond for transportation was approved by voters in 2014, allocating \$500 million to address various transportation infrastructure needs across the city.

The Capital Plan General Obligation Bond Program chart below illustrates the relationship between the GO Bond Program and the local tax rate, including existing and outstanding issuance and voter-approved bonds. The adopted Plan, as projected, is consistent with the City’s stated policy constraint that the property tax levy used to repay General Obligation bonds not be raised above the Fiscal Year 2006 rate.

For more information on the City’s Capital Plan, please visit [onesanfrancisco.org](https://www.onesanfrancisco.org).

Bonds and Property Tax Rates







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