

LEGISLATIVE DIGEST

[General Obligation Bond Election - Muni Reliability and Street Safety - \$400,000,000]

Ordinance calling and providing for a special election to be held in the City and County of San Francisco on Tuesday, June 7, 2022, for the purpose of submitting to San Francisco voters a proposition to incur the following bonded indebtedness of the City and County: \$400,000,000 to finance the costs of construction, acquisition, and improvement of certain transportation, street safety and transit related capital 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; 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.

Existing Law

This is new law.

Background Information

The proposed Ordinance calls a general obligation bond election on June 7, 2022 to authorize the issuance of Muni Reliability and Street Safety General Obligation Bonds (“Bonds”) in an amount not to exceed \$400,000,000.

The proposed Ordinance is attempting to address a portion of funding needs identified in the Mayor’s 2030 Transportation Task (dated February 2013; herein the “2030 Task Force”), which identified funding needs for the Street Transportation System estimated at \$10.1 billion. The 2030 Task Force work was supplemented by the Mayor’s 2045 Task Force (dated January 2018) which identified additional transportation investment funding needs for the Street Transportation System of \$22 billion.

The 2030 and 2045 Task Force Reports were supplemented by more recent of Transportation 2050 (“Transportation 2050”) which is a working group focused on updating the vision for transportation as developed though the City’s ConnectSF process, including additional community input received through the SFMTA’s 2021 Citywide Community Survey.

Proceeds of the Bonds will be used to finance the cost of the construction, acquisition, and improvement of certain transportation, street safety and transit related capital improvements, including projects to:

- (i) repair, renovation and modernization of SFMTA bus yards, facilities and equipment through the agency's Building Progress Program to speed up Muni repairs and maintenance;
- (ii) make Muni more reliable and make certain network improvements, including but not limited to smart signals, wider sidewalks at bus stops, and dedicated traffic lanes;
- (iii) improve train operation's speed, reliability and capacity, and projects to strengthen and expand critical components;
- (iv) improve street safety and traffic signals 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;
- (v) enhance and modernize City streets to enhance streets and sidewalks, including but not limited to curb bulb-outs, raised crosswalks, and improved sidewalks at intersection corners; median islands; various bikeways including separated bikeways; bicycle parking; and installing basic infrastructure to decrease the cost of future projects; and
- (vi) fund traffic calming and other speed reduction improvements to make streets safer.

The proposed Ordinance calls for the measure to be placed on the ballot for the June 7, 2022 election. The measure requires a 2/3s voter approval. Landlords will be permitted to pass through 50% of any resulting property tax increase to residential tenants if the measure passes.