



2022 Muni Reliability and Street Safety Improvement Bond

The City and County of San Francisco, on behalf of its San Francisco Municipal Transportation Agency, 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 General Obligation Bond is comprised of the following program categories outlined below, along with some general examples for each category:

1. MAKING TRANSPORTATION SYSTEM WORK BETTER. A portion of the Bond may be allocated to the repair, renovation and modernization of aging SFMTA bus yards, facilities and equipment in order to speed up Muni repairs and keep the transit system moving.
2. MUNI NETWORK IMPROVEMENTS. A portion of the Bond may be allocated to improve public transit infrastructure to enable faster, more reliable and more frequent Muni service.
3. MUNI RAIL MODERNIZATION. A portion of the Bond may be allocated to strengthen, expand, and modernize critical components to train control operations to increase subway capacity, reduce delays and deliver dependable, high-frequency transit service.
4. STREET SAFETY AND TRAFFIC SIGNAL IMPROVEMENT FOR SAFETY AND FLOW. A portion of the Bond may be allocated to improve pedestrian safety and visibility at intersections by replacing obsolete and deteriorating traffic signal infrastructure.
5. ON-STREET IMPROVEMENTS. A portion of the Bond may be allocated to the redesign and construction of streets and sidewalks to strengthen walking, bicycling, and Muni connections along major corridors.
6. SPEED MANAGEMENT INVESTMENT. A portion of the Bond may be allocated to implement proven traffic calming and speed reduction tools to slow speeds and reduce crashes.



These broad categories and general examples would not commit the City to a definite course of action in carrying out any individual proposal. At the time any individual proposal is considered for approval, that proposal will be evaluated as needed under the California Environmental Quality Act (CEQA), and approved, modified or disapproved by the applicable decision-making body at that time.

Not a "project" under CEQA pursuant to Public Resources Code Section 21065 and CEQA Guidelines Sections 15060(c) and 15378(b), because the action would not result in a direct or a reasonably foreseeable indirect physical change to the environment.	
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