



2022 Muni Reliability and Street Safety Bond

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





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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.

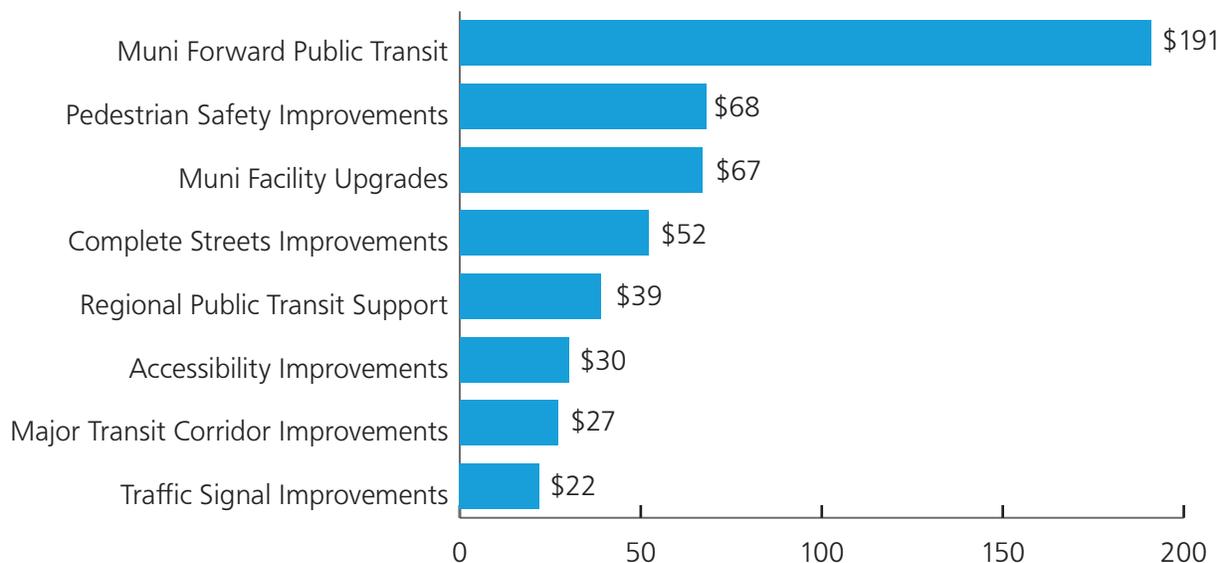
Safety is prioritized on city streets, with the goal of building a complete network for walking and bicycling and developing comprehensive speed management.

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



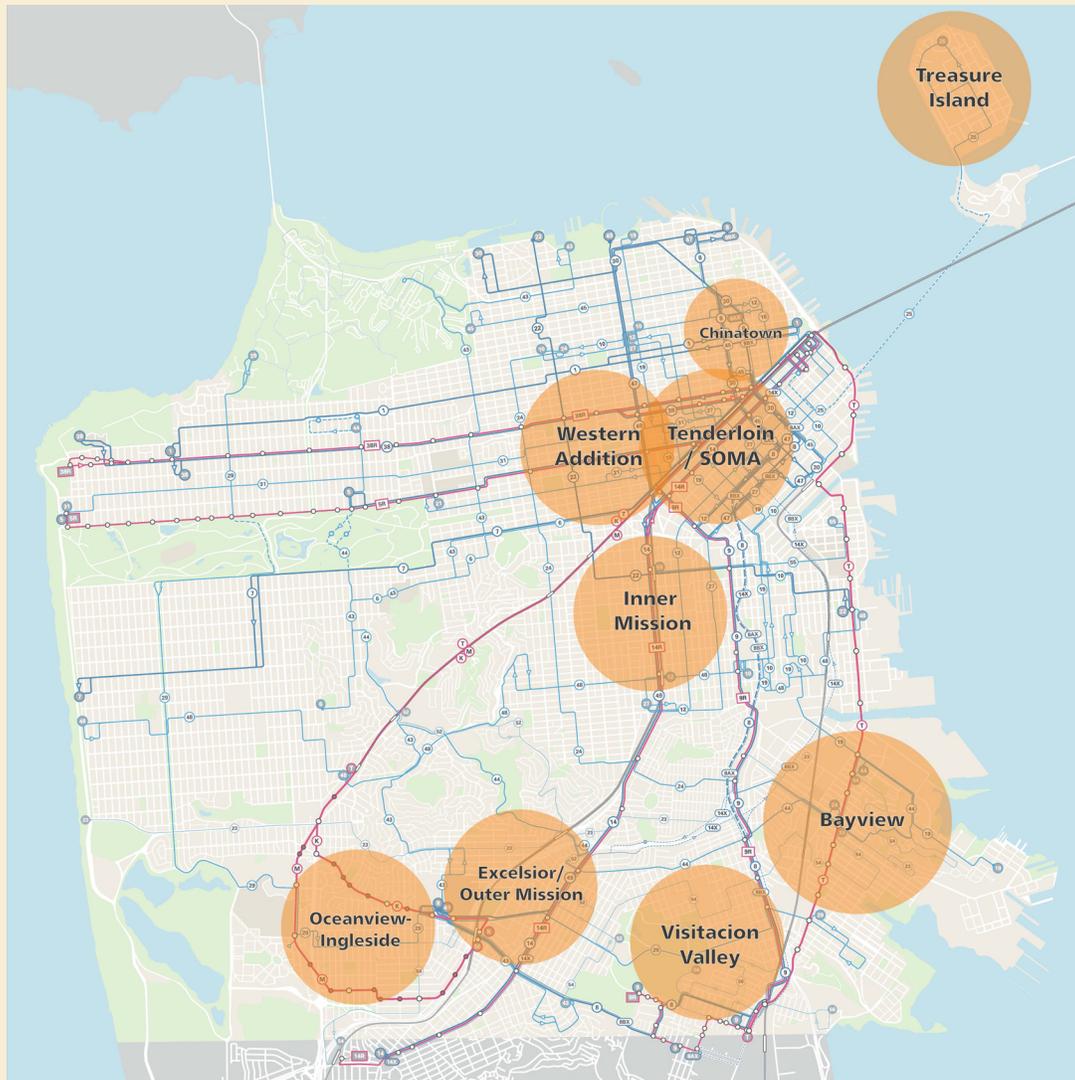
IMPROVING SAFETY AND ACCESS

- 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.



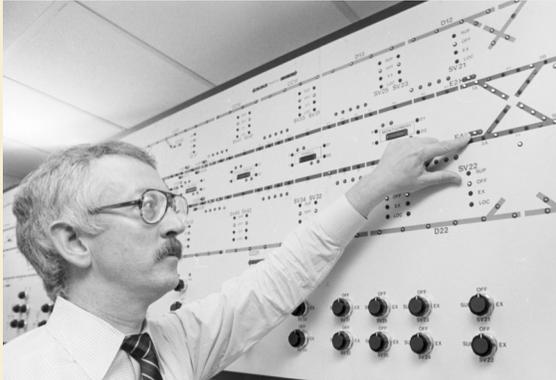
Fast and Convenient Transit: A modern train control system allows us to run trains in the subway more consistently and closer together, which means you never have to wait long for the next one to arrive.



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.

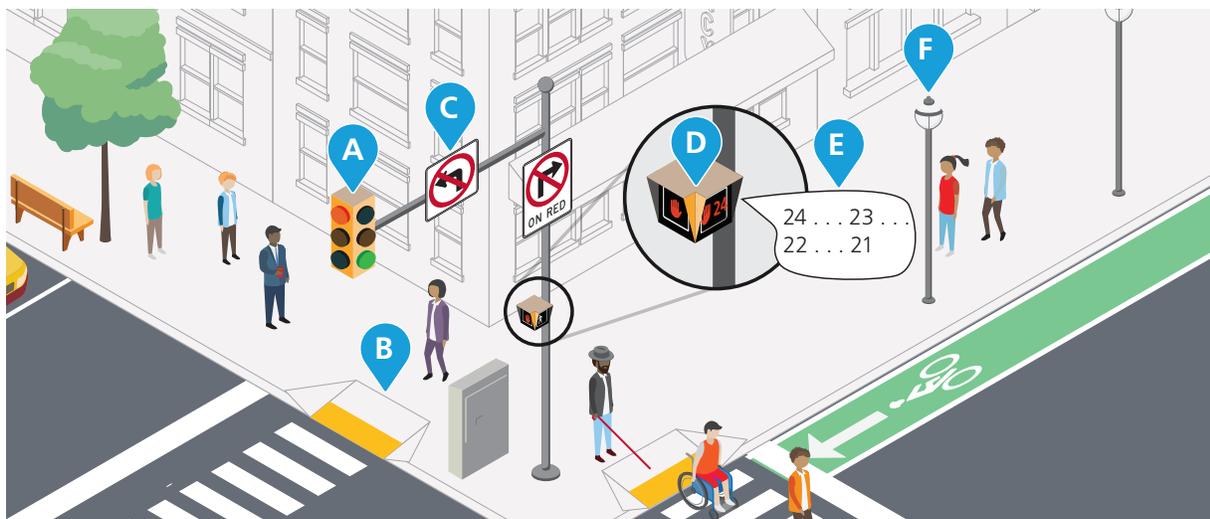
WHAT ARE TRAFFIC SIGNAL AND STREET CROSSING IMPROVEMENTS?

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.



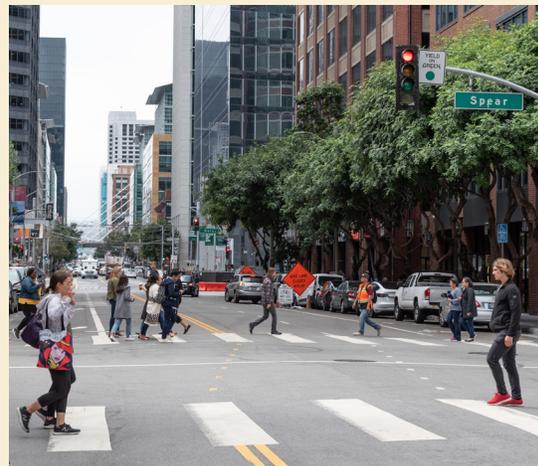
Safety and Access: Slower vehicle speeds and dramatically improved bicycle and pedestrian infrastructure will make streets safer and more comfortable when you walk, ride a bicycle, and take transit.

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.

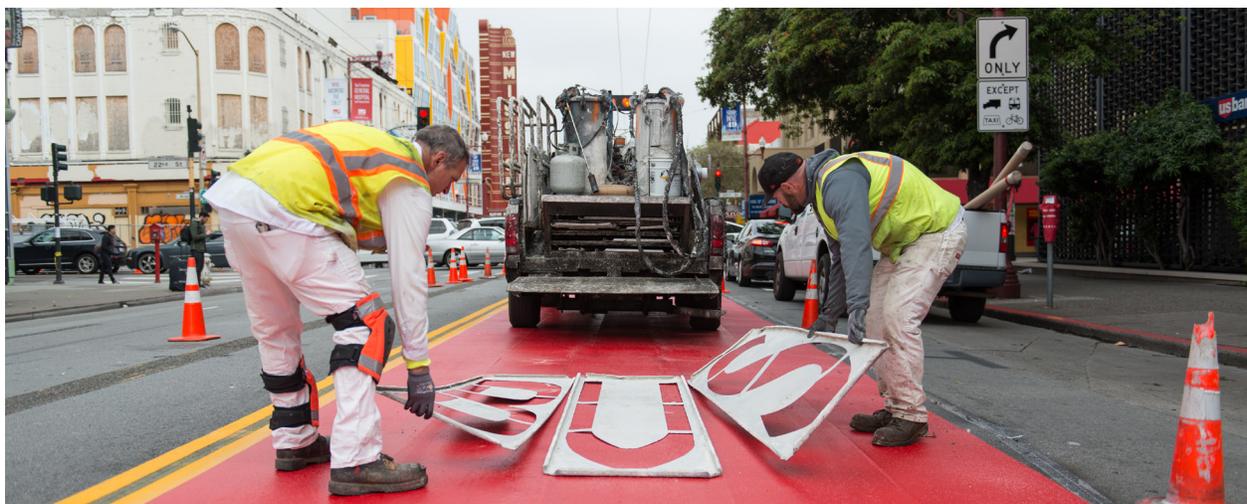
SFMTA Project Delivery: The San Francisco Municipal Transportation Agency established a Project Management Office (PMO) in 2017. The goal of the PMO is to work with the agency’s project delivery teams to implement best practices in project delivery, regulate a clear and consistent project management 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.



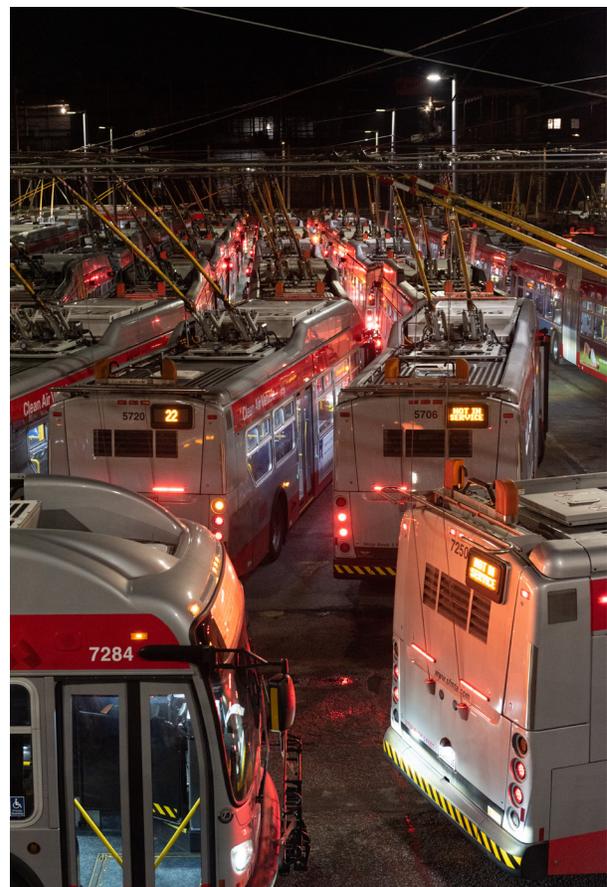
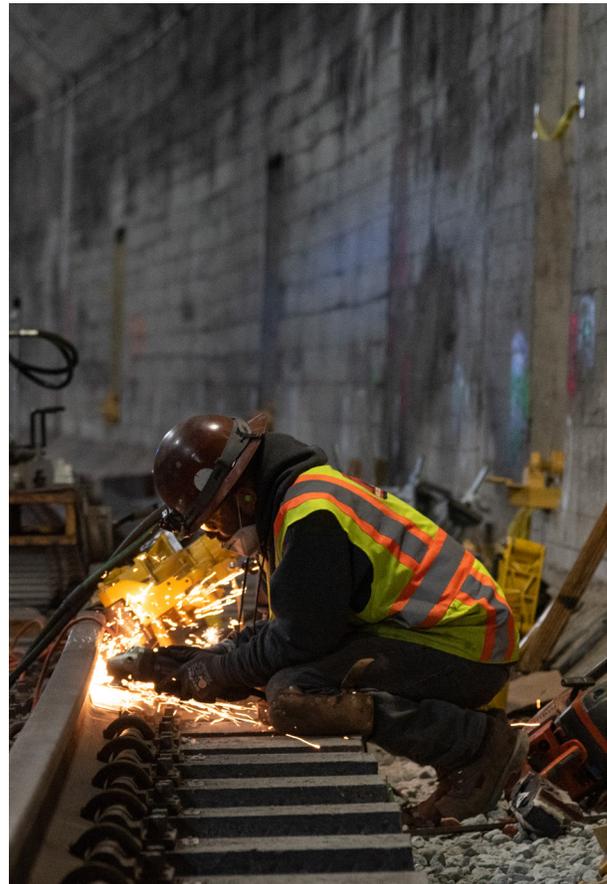
TRANSPARENT REPORTING

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.

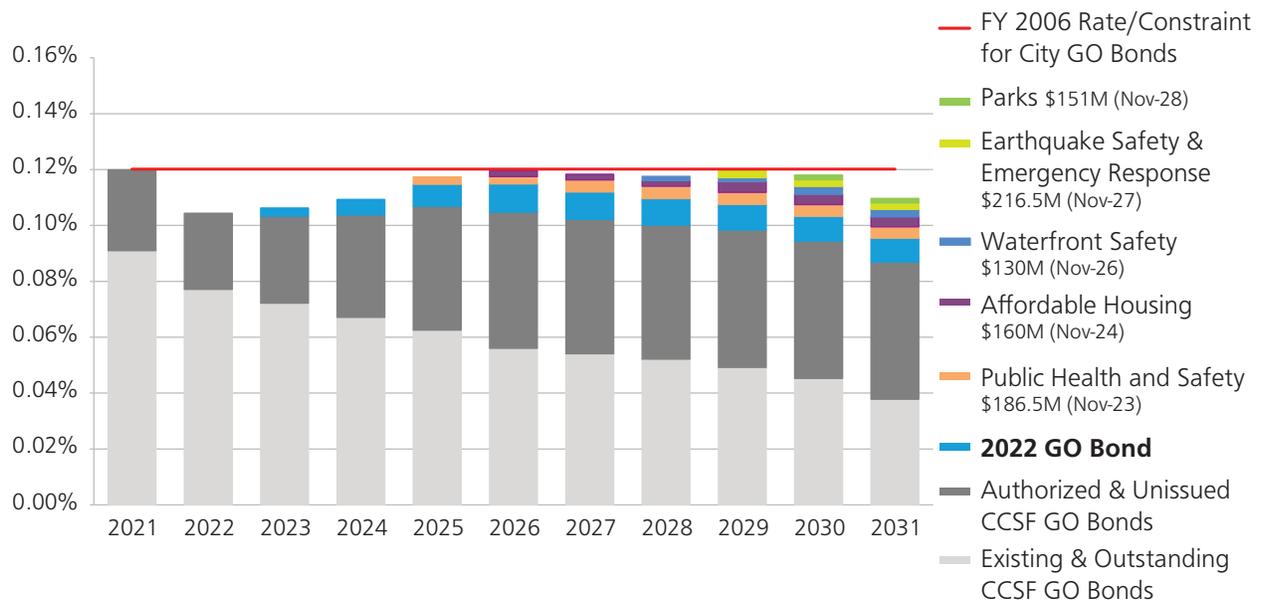
General Obligation Bonds and General Fund debt programs are appropriate means of

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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