

THE THREE MEASURES

If passed, the three measures proposed for the November 2014 ballot would create two funding sources – one short-term and one long-term – to invest in an array of local transportation infrastructure projects.

1. **A \$500 million General Obligation Bond** to fund urgent repairs and upgrades to the city's transportation infrastructure without raising the city's property tax rate.
2. **The restoration of the vehicle license fee to 2%** to provide a long-term source of funding for transportation infrastructure projects in San Francisco. For vehicles registered to San Francisco addresses, the VLF would increase from 0.65% to 2%, the traditional rate until the late 1990s. VLF revenue would go to the San Francisco General Fund.
3. **A policy statement encouraging the new General Fund revenue** to be directed to transportation projects.

To go into effect, the three measures must be approved by the Board of Supervisors this summer. **They will then be on the general election ballot on November 4, 2014.**

ACCOUNTABILITY

The Transportation 2030 program represents the highest levels of transparency and fiscal accountability. It includes rigorous public oversight, reporting and financial accountability measures, including regular review before public boards and expenditure reporting on a public website.

Transportation 2030 is a key part of San Francisco's 10-Year Capital Plan, a formal commitment to long-term, strategic and fiscally responsible investment in the city's public infrastructure. Because the city only issues new bonds as previous bonds are repaid, property taxes will not increase as a part of the Transportation 2030 bond program.

FOR MORE INFORMATION

Learn more by visiting us online. If you have any questions, we encourage you to get in touch by sending us an email.

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TRANSPORTATION 2030

ROADS + TRANSIT + SAFETY



ONESF
Building Our Future

It can be stressful to get around in San Francisco. Half of our streets are in need of repair. Most of Muni's buses and trains are old and at risk of breakdown, and our crowded transit lines haven't changed much since the 1980s. Our walkways and bikeways need to be safer and more accessible for all.

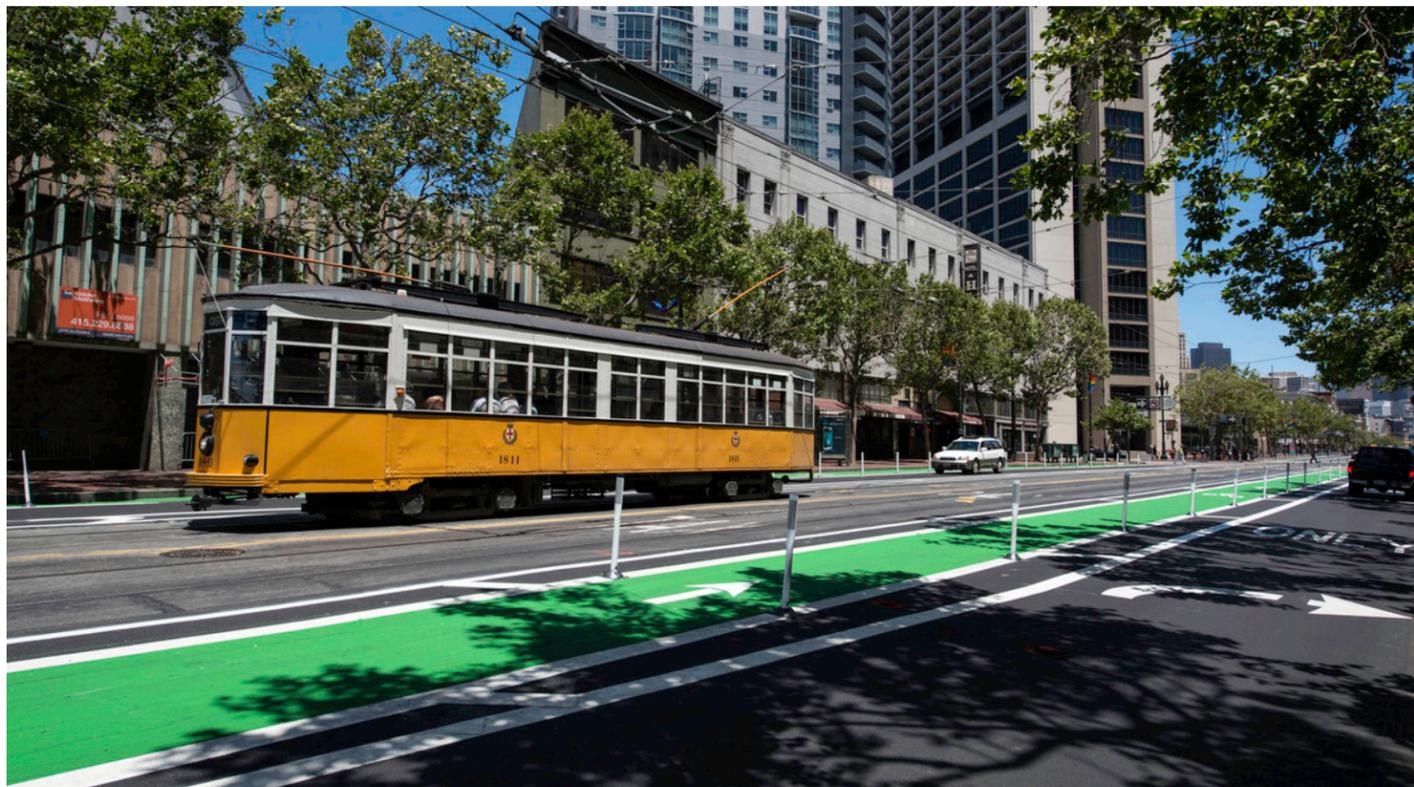
Without new and stable funding sources, getting around will become increasingly difficult, no matter how you travel.

In 2013, a Transportation Task Force convened by Mayor Ed Lee investigated what San Francisco needs to do to fix our transportation network and prepare it for the future. The Task Force found that, to meet current need and future demand, the city needs to invest \$10 billion in transportation infrastructure through 2030. With \$3.7 billion already identified, that leaves a \$6.3 billion gap.

Transportation 2030 is a strategic infrastructure investment program to help fill that gap. Through three ballot measures and two funding sources, it will provide \$1.5 billion to complete critical transportation infrastructure projects throughout the city by 2030. The funds will be invested in street paving, new Muni vehicles, transit route and stop upgrades, pedestrian safety enhancements, well-defined bikeways and other improvements.

This meaningful investment is integral to San Francisco's long-term economic vitality and to maintaining affordability.

It'll make it easier, faster and safer to get around town.



SFMTA
Municipal
Transportation
Agency



INVESTING IN OUR TRANSPORTATION INFRASTRUCTURE: KEY TRANSPORTATION 2030 IMPROVEMENTS



BETTER ROADS

Good road conditions are essential for everyone who travels in San Francisco, whether in a car, on Muni, walking or by bike. Transportation 2030 will provide a long-term, dependable funding source for road repairs and improvements.

- » **Repair and repave 500 additional neighborhood blocks** throughout the city each year. We'll repair deteriorating roads, fix potholes and maintain good conditions on roads in need of minor improvements.
- » **Delayed maintenance = higher costs.** It costs on average three times more to rebuild a road than to maintain it. Transportation 2030 will fund maintenance to keep paving costs down.
- » **Thousands of new curb ramps and improved street crossings,** resulting in safer, more accessible streets for people with disabilities and people walking.



IMPROVED TRANSIT



With more than 700,000 weekday boardings on 75 transit lines, Muni is essential to San Francisco. But after years of underinvestment, many Muni lines are slow, crowded and in need of major upgrades. Through targeted, meaningful improvements, Transportation 2030 will make Muni faster, more frequent and more reliable.

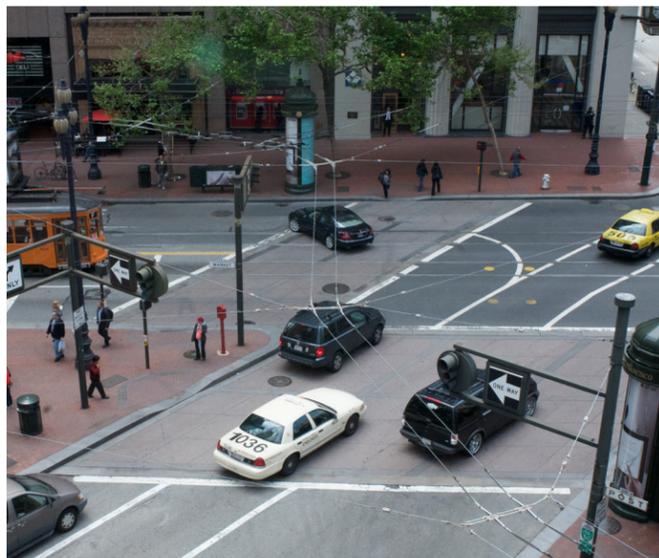
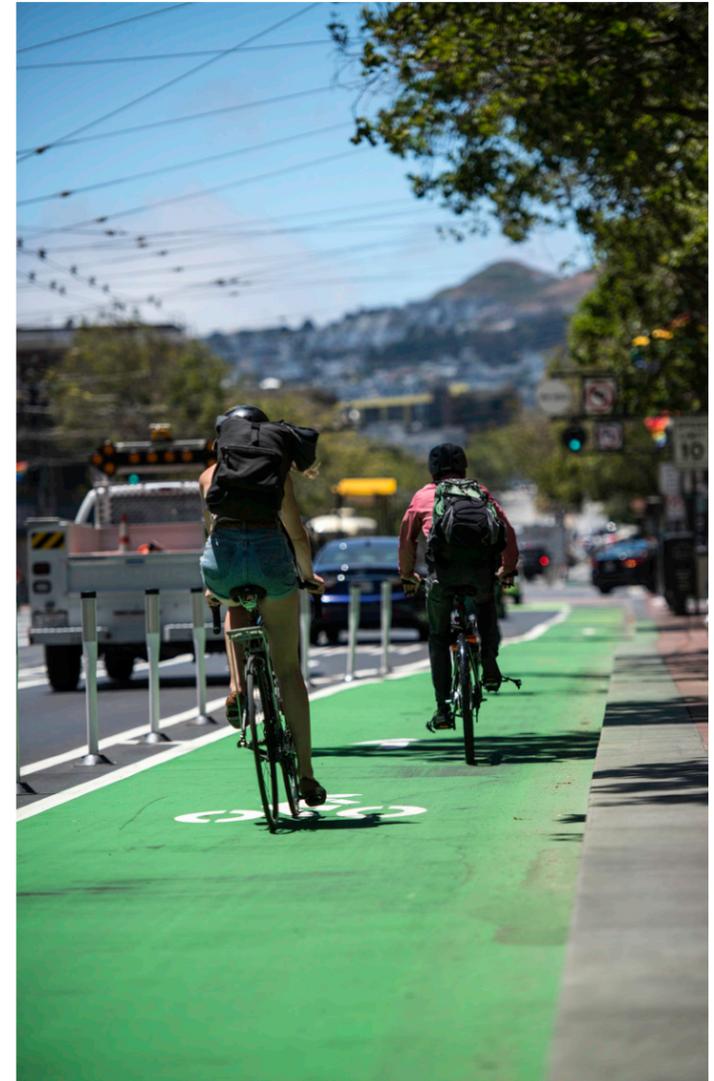
- » **More reliable service on Muni's busiest routes** – including the 8X Bayshore Express, the 38/38L Geary, the 14/14L Mission, and all Muni Metro routes.
- » **New Muni vehicles** that are more reliable and fuel-efficient. To reduce crowding, some new buses will be 50 percent larger, and we will add vehicles to increase the overall size of the fleet.
- » **Improved transit routes and stops.** We'll install new elevators and escalators; rebuild station entrances; and add more visible directional signage, transit-only lanes, extended boarding islands, and traffic signals that prioritize Muni.
- » **Prepare for the future** by planning and designing large-scale transportation projects of citywide benefit, like bus rapid transit and Caltrain's downtown extension.



SAFER STREETS

In San Francisco, more and more people are walking and biking to get around town. Transportation 2030 will invest in improvements that better organize all modes of travel, making city streets safer for everyone.

- » **Proven safety features on our most dangerous streets.** 60 percent of serious and fatal traffic injuries occur on just 6 percent of city streets. We'll focus on these streets first, with proven safety improvements such as pedestrian signals, lighting enhancements, traffic calming measures and wider, more visible crosswalks.
- » **Up to 30 miles of safer, better-defined bikeways that protect all road users.** As bikeway projects are prioritized, the city will work closely with communities to ensure proposals meet local needs.



WHY NOW?

Meeting the needs of today and preparing for tomorrow. San Francisco's streets and Muni's vehicles, transit stops and maintenance facilities are in dire need of repair and replacement. At the same time, the city continues to attract new jobs and residents, and more and more people are choosing transit, walking or biking to get to where they need to go. If we do not repair and upgrade our transportation infrastructure now, transportation services will become less reliable and getting around the city will grow increasingly difficult for all.

Using public dollars wisely. Every year that we delay repairs and needed upgrades to our transportation infrastructure, the cost escalates. We must invest in our transportation system sooner or later. By acting now, we can improve safety and reliability – and save local taxpayer dollars.