2014 | TRANSPORTATION 2030

ROADS + TRANSIT + SAFETY

Transportation and Road Improvement General Obligation Bond Report

ONESF
Building Our Future

EXECUTIVE SUMMARY

WHAT IS TRANSPORTATION 2030?

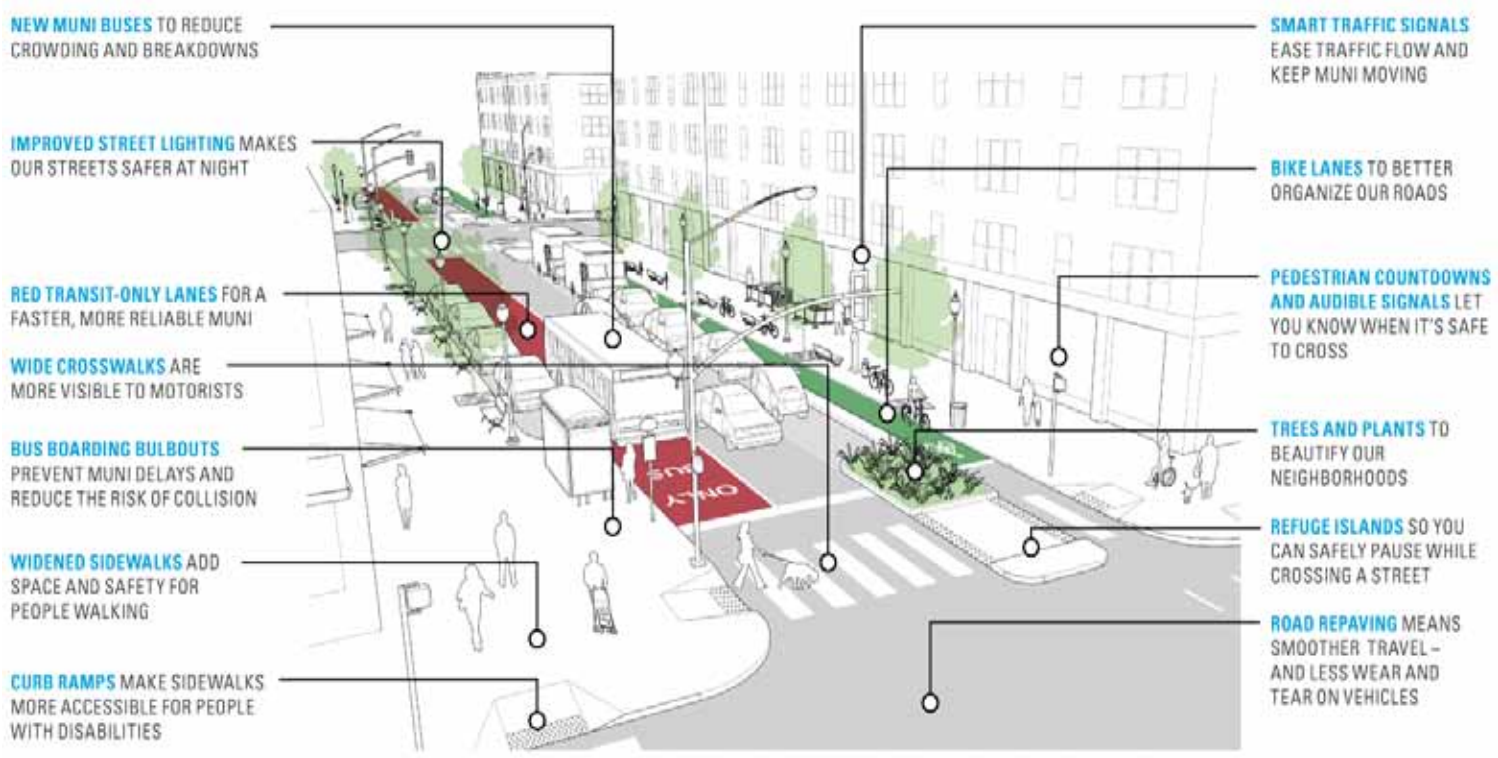
In November 2013, Mayor Ed Lee accepted the Transportation Task Force recommendations to pursue new resources for San Francisco's transportation system and more effectively plan for growth and change. The Task Force analyzed the City's transportation conditions, reviewed the projects in previous transportation and community plans that have not been funded, and assessed the funding needed to maintain and enhance our system - a total investment needed estimated at $10.1 billion over the next 15 years. The City has identified $3.8 billion in reasonable foreseeable funding, leaving a $6.3 billion funding gap.

Between now and 2030, San Francisco voters may have the opportunity to pass up to four funding measures – two short-term and two long-term – dedicated to improving the local transportation network. The first, a $500 million general obligation bond, is proposed for the November 2014 ballot. In total, the measures would raise almost $3 billion for critical transportation infrastructure in San Francisco.

The proposed measures are:

1. A $500 million Transportation and Road Improvement General Obligation Bond to fund urgent repairs and upgrades to the city's transportation infrastructure without raising the city's property tax rate. *Proposed for 2014, requires a 2/3 majority vote.*
2. The restoration of the vehicle license fee to 2 percent to provide a long-term source of funding for transportation infrastructure projects in San Francisco, including road repaving and new Muni vehicles. For vehicles registered to San Francisco addresses, the VLF would increase from 0.65 percent to 2 percent, its traditional rate until 1998. *Projected timeline: 2016*
3. A half-cent sales tax dedicated to transportation funding. Significant investments include improving Muni's rail system and expanding and maintaining its vehicle fleet. *Projected timeline: 2018*
4. A second General Obligation Bond to continue investing in urgent transportation needs as the City continues to grow and its infrastructure continues to age. *Projected timeline: 2024*

Together, the measures will nearly double funding levels for fixing the city's existing transportation system to support current demand and develop plans for future expansion. The image below shows some of the improvements that we'll see around San Francisco if voters approve the general obligation bond in November 2014 and the other measures in future years. They include street repaving, pothole patching, new Muni vehicles, Muni efficiency upgrades, safety and accessibility improvements, widened sidewalks, safer bikeways, and more.



HOW WILL THE TRANSPORTATION AND ROAD IMPROVEMENT BOND IMPROVE SAN FRANCISCO?

The goals of the Transportation and Road Improvement Bond (Bond) are to provide Improved Transit and Safer Streets for residents, workers, and visitors to San Francisco. Collectively, the initiatives provide funding to fix urgent infrastructure issues to maintain these assets in the years to come. The money from the Bond, if passed, could fund upgrading traffic signals, increasing Muni reliability, and reducing Muni travel times, and improving the safety for people walking and bicycling. The outcome of these investments will be increased transit reliability and significantly improved safety for all people getting around the city. The benefits of the Bond will be felt throughout every neighborhood in San Francisco.

WHERE WILL THE MONEY COME FROM?

The money for these proposed programs will come from the Bond measure. Because of the importance of fiscal stewardship, the city has adopted strict constraints in its Capital Plan on the use of long-term debt financing in order to avoid placing an increased burden of property tax on future generations. For this reason, voter-approved GO bonds like those in Transportation 2030 are only proposed as the city retires existing debt and the city's property tax base grows. Last year, bonds were repaid and the city's property tax base grew, creating an opportunity to issue the Transportation 2030 GO bond measure without any increase to property tax rates.

HOW CAN WE BE SURE THE BOND MONEY IS SPENT WISELY?

The city's Capital Plan places an emphasis on accountability and transparency for each GO Bond it recommends. The progress made in the implementation of each of the Transportation 2030 programs outlined in this report will be reported regularly through:

- An independent citizen oversight committee to ensure that the funds are allocated as outlined in the city's Capital Plan. This committee is open to the public, sponsor audits, and provide a safety net to ensure the funds are spent in accordance with the express will of the voters.
- A dedicated web page that will list project schedules, scopes and budgets.

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INTRODUCTION

To better serve the people of San Francisco, transit needs to be faster, more reliable, and better aligned with current customer needs. At the same time, the city needs to invest in its streets to create a safer, more enjoyable environment. In 2014, San Franciscans will have the opportunity to pass the first of four funding measures to make a much-needed investment in the local transportation network. The measure, a $500 million general obligation bond, would reduce Muni travel times, make Muni less crowded and more reliable, and enhance safety on San Francisco's busy city streets, all without increasing property tax rates.

The significant capital investment in the transit system made possible by this GO Bond will improve service through physical changes to transit corridors, improve safety and accessibility of the Muni system, and jumpstart the long-term renovation program of Muni's maintenance and storage facilities. This improved Muni, in turn, will promote social equity, environmental sustainability, affordability, and access to the city's housing, jobs, and recreation.

These funds will also create Safer Streets by improving the walking and bicycling environment in the city to reduce collisions, improve safety at intersections, and increase the comfort and accessibility of the bicycle network.

Proposed Programs and Estimated Funding for the 2014 General Obligation Bond

Program	GO Bond
IMPROVED TRANSIT	
Provide faster and more reliable transit	$230 million
Improve safety and accessibility at transit stops	$30 million
Fix obsolete Muni facilities to create productive working conditions and improve vehicle maintenance	$70 million
Invest in the development of critical capital projects along key transit corridors	$28 million
SAFER STREETS	
Improve pedestrian safety through focused engineering efforts at high-injury locations	$68 million
Install modern traffic signals to improve safety and mobility	$22 million
Build "Complete Streets" that enable safe, convenient and comfortable travel for all users, including safer, well-defined bikeways	$52 million
TOTALS	**$500 million**

IMPROVED TRANSIT

SAFER STREETS

IMPROVED TRANSIT

Provide faster and more reliable transit

The Municipal Railway (Muni) currently provides more than 700,000 trips on an average weekday and is a critical resource for customers, residents, and visitors who depend on transit to go to work, to school, to the grocery store, for recreation, and to visit family and friends. All San Francisco residents live within a quarter-mile of a Muni route and transit service is provided 24 hours a day. Muni's availability and low fare options, among the lowest of peer transit agencies, make public transit in San Francisco available to all and integral to meeting the city's accessibility, affordability, equity, and environmental goals.

Since the 1980s, Muni routes and service schedules have remained largely unchanged, even as residential and employment patterns have shifted. This has created the need to examine transit routing, frequency of service, and the design of transit infrastructure in order for Muni to meet the current needs of its riders. In addition to Muni, regional transit providers such as Caltrain are experiencing growing ridership that impacts the transportation system.

In order to create a public transit system that meets the city's needs, Muni must make critical capital infrastructure investments. Today, Muni service suffers because of aging vehicles, narrow and congested streets, and obsolete maintenance facilities. Operating aging vehicles and repairing them in 1900s-era facilities has resulted in poor service reliability and increased maintenance costs. Older vehicles break down more often, and the outdated maintenance facilities mean that repairing those vehicles takes longer. Addressing traffic congestion is also crucial to improving Muni transit service. Congested roads caused by traffic, double parking, and potholes slow Muni's travel times, making Muni less reliable, more crowded, and more costly to operate.

Roadway improvements, such as transit only lanes, transit signal priority, and boarding areas that allow buses to board quickly, directly counteract congestion impacts to Muni. These kinds of improvements make Muni more reliable and reduce travel time for Muni riders. Ongoing maintenance of Muni's overhead wire systems and rail lines, along with fleet and facilities upgrades, also improve Muni reliability and reduce emergency repair costs. Improving safety and accessibility at Muni stations and stops ensures that all riders are well-served.

MUNI BY-THE-NUMBERS

- » Over **3 million** hours of transit service annually
- » Over **700,000** weekday boardings
- » Approximately **3,500** transit stops
- » **1,055** service vehicles in the fleet
- » **75** transit lines
- » **217** miles of overhead wire systems
- » **Lowest** fares among peer transit agencies[1]

These investments complement service changes identified by examining Muni's route structure, collectively producing a system that is faster, more reliable, and less crowded. This holistic approach to improving the transit system also includes potential upgrades to Caltrain's infrastructure that will improve reliability.

CURRENT FUNDING

The major sources of funding for Muni's day-to-day operations come from the City and County of San Francisco's General Fund, passenger fares, parking revenues, and various fees and fines. The SFMTA also receives a portion of the state sales tax on diesel fuel to support its operations.

The SFMTA also receives grants for major investments in vehicles, equipment, and infrastructure from federal, state, and local funding sources. Local funding from San Francisco's Proposition K Sales Tax is available for transit, paratransit, streets and traffic safety, and transportation systems management. However, these grants are not dedicated funding for the SFMTA, and their consistent continued support is uncertain. In addition to the uncertainty of capital funding, the need for capital funding far surpasses the availability of these grants, and the SFMTA is looking for new ways to fund the capital improvements that are essential to supporting current and future transportation needs.

WHAT DOES TRANSPORTATION 2030 MEAN FOR YOU?

- 20% faster Muni service on the most heavily utilized lines
- Fewer Muni delays at intersections and corridors through 40 miles of transit investments
- Replace out-of-date buses and trains to improve service and reduce crowding for passengers

Transportation 2030 Program Description: Muni Forward - Rapid Network Improvements

Developed through the extensive Transit Effectiveness Project planning effort which included several years' of data collection, intensive assessment, and public outreach efforts, the Rapid Network Improvement projects will restructure transit service on Muni's high ridership lines to improve efficiency and connectivity. This program consists of targeted engineering improvements designed to minimize transit service delays at key intersections and along the Rapid Network, the busiest transit corridors in the city. Street design engineering tools that reduce travel time, ensure safer transit operations, and improve accessibility on the busiest transit routes include: lane modifications, traffic signal and stop sign changes, transit stop changes, parking and turn restrictions, and pedestrian improvements. The Rapid Network Improvements will make Muni approximately 20% faster and significantly more reliable on its most heavily used corridors, meaning that a daily customer could save over an hour of their week with these improvements.

CRITERIA FOR PROJECT SELECTION

In an effort to improve service efficiency and effectiveness, respond to changing travel patterns, and meet standards set in the City Charter, the SFMTA and the San Francisco Office of the Controller launched a comprehensive detailed analysis of existing travel patterns and a review of service options. As part of the assessment, SFMTA developed detailed proposals for the busiest corridors.

The prioritization of the Muni Forward Rapid Network Improvements involved consideration of a variety of factors, including:

- How the project would benefit transit riders (e.g. time saved per customer).
- Benefits to low income and minority neighborhoods.
- Pedestrian and transit safety issues.

The SFMTA also considered coordination opportunities and constraints with ongoing projects in order to be cost effective and efficient in implementation, including:

- Opportunities to integrate with related planning studies through the San Francisco Planning Department and San Francisco County Transportation Authority.
- Opportunities to integrate with construction efforts and the Department of Public Works' Five-Year Paving Plan.
- Equitable geographic distribution of improvements to the street and transit routes.

Because these proposals often affected the travel lanes and public space of the city's busiest corridors, more than one alternative was typically proposed at the most contentious locations, each balancing different stakeholder needs and interests. The precise components of the capital improvements that will be implemented under the Muni Forward Program will be decided by the SFMTA Board of Directors. They will consider the details of the project proposals, the results of the environmental impact analysis, and the community's needs and concerns in their decision.

Below are a few examples of transit lines that will benefit from the Rapid Network Improvements. All of the proposals described below will assist customers with all-door boarding, provide space for transit shelters and other customer amenities, improve safety of people walking by making the crossing distance shorter, and make people crossing the street more visible to people driving.

THE MUNI CUSTOMER[2]

- **52%** rated Muni service as good or excellent
- **66%** ride Muni **5** days a week or more
- Customers range from affluent to very poor, but the majority of customers are low income
- **42%** use Muni to get to work
- **25%** reported living in households making less than **$15,000** annually
- Over **60%** live in households making less than the City's Area Median Income ($71,000 for family of 4)
- **58%** self-identify as a minority

N JUDAH

The N Judah carries more than 40,000 daily customers on an average weekday and is often delayed by long passenger boarding and alighting times, a high number of stop signs along the route, and areas of closely spaced transit stops. The Rapid Network Improvements for this route consist of:

- Replacing stop sign-controlled intersections with traffic signals
- Relocating transit stops across an intersection to take advantage of transit signal improvements
- Extending the sidewalks and boarding islands at transit stops to provide safe and more efficient passenger boarding

8X BAYSHORE EXPRESS

The 8X Bayshore Express route carries more than 23,000 daily customers on an average weekday. The primary causes of delay to this route include long passenger boarding and alighting times, general traffic congestion in certain locations, a high number of stop signs along the route, and areas of closely spaced transit stops. In order to reduce transit travel times and improve reliability within its proposed Rapid Network, the SFMTA proposes the following measures:

- Extending the sidewalks at transit stops to provide safe and efficient passenger boarding
- Replacing stop sign-controlled intersections with traffic signals
- Establishing one mile of transit-only lanes
- Increasing bus stop spacing
- Adding right-turn lanes

5 FULTON

The 5 Fulton route carries about 19,000 daily customers on an average weekday. This bus route is often delayed by closely spaced bus stops, traffic congestion and frequent stop signs along the route. In order to reduce transit travel times and improve reliability within its proposed Rapid Network, the SFMTA proposes the following improvements to this route:

- Extending the sidewalks at transit stops
- Replacing stop sign-controlled intersections with traffic signals
- Widening the travel lanes
- Increasing bus stop spacing
- Adding right-turn lanes
- Adding peak-period parking restrictions

In addition to the transit-related improvements for this corridor, the Rapid Network Improvement program recommends adding safety improvements for people walking, such as sidewalk extensions at intersection corners or refuge islands mid-crossing.

The Rapid Network Improvements will make Muni approximately 20% faster and significantly more reliable on its most heavily used corridors, meaning a daily customer could save over an hour of their week with these improvements.

14 MISSION

The 14 Mission local bus service is complemented by the 14L and the 14X routes. Together, these lines carry more than 46,000 total customers on an average weekday. The main causes of delay to the 14 Mission include long passenger boarding and alighting times, friction between parking and loading vehicles, double-parked vehicles, getting stuck behind right turning cars, narrow lanes, and areas of closely spaced transit stops. In order to reduce transit travel times and improve reliability within its proposed Rapid Network, the SFMTA proposes a reconfiguration of Mission Street. This redesign of the street will reduce delay by providing wider lanes for buses to travel and, in some proposals, give the Muni buses exclusive use of a travel lane. The proposed reconfiguration of Mission Street may include many of the following improvements:

- Extending the sidewalks and adding boarding islands at transit stops to provide safe and efficient passenger boarding
- Allowing buses their own green-light phase at intersections
- Adding right-turn lanes
- Converting side-running transit-only lanes to center-running transit-only lanes
- Increasing bus stop spacing
- Extending the hours of existing left-turn restrictions

BUDGET AND SCHEDULE

Program	Schedule	Budget
Muni Forward Rapid Network Improvements (Phase 1): Upgrade 7-9 Muni Route Segments	Design: Currently underway Construction: 2015 – 2016	Ranges from $2 million to $20+ million per project
Muni Forward Rapid Network Improvements (Phase 2): Upgrade 6-8 Muni Route Segments	Design: 2015 - 2016 Construction 2016 - 2018	Ranges from $2 million to $20+ million per project

Transportation 2030 Program Description: Caltrain Upgrades

Caltrain operates commuter rail passenger service throughout the Peninsula Corridor, from San Francisco through San Mateo and Santa Clara Counties to Gilroy. The northern terminal is at 4th and King Streets in San Francisco where there are local connections to Muni bus and rail services. Year after year, Caltrain has seen a significant growth in ridership and has increased service where possible. However, system capacity has now reached a point at which large service increases are not feasible without significant upgrades to Caltrain's signal systems, rail infrastructure, and vehicles.

CRITERIA FOR PROJECT SELECTION

This program would involve San Francisco's share of improvements to Caltrain's infrastructure from San Francisco to Tamien Station in San Jose, including the busiest segments of the rail line. The projects funded by the program will focus on the infrastructure investments that will improve reliability along the corridor.

BUDGET AND SCHEDULE

Program	Schedule	Budget
Caltrain Upgrades	Design: Winter 2015 Construction: 2016 - 2019	$39 million

Improve safety and accessibility at transit stops

People living, working, and visiting San Francisco may have limited mobility or other disabilities that can impede access to transit. The construction of new elevators, escalators, and boarding islands will improve the safety and accessibility of transit stations and stops and allow for level boarding for people with mobility impairments. These improvements benefit a broad spectrum of people, including seniors, families traveling with small children in strollers, and people who may be temporarily disabled as they recover from an injury. Currently, one in five Americans experiences some kind of disability, and as our life expectancy grows, so do the chances that we will need this type of accommodation during our lives.

Along Market Street, Muni and BART maintain elevators to access the underground transit stations both at the Muni-only stations (Forest Hill, Castro, Church and Van Ness) and at the shared Muni/BART stations (Civic Center, Powell, Montgomery and Embarcadero). With the exception of the Powell station that has an additional street elevator, each of the shared stations is served by only one street elevator and one elevator from concourse to platform.

The elevators at the Metro stations are over 40 years old, have exceeded their useful lives, and are subject to frequent mechanical breakdowns. Apart from elevator enclosure upgrades to the street elevators at the shared stations that were completed in 2010, there have been no significant upgrades to Metro elevators since their installation. When one elevator breaks down, the station it serves becomes inaccessible to many people with disabilities, creating a barrier to light rail transit access. In addition to concerns about lack of access due to elevator breakdowns, passengers who rely on the elevators have expressed concerns about their safety when using the platform elevators at Powell and Montgomery Stations. At these stations, the platform elevators are located in isolated areas at the end of long passageways, far from the boarding areas, making users vulnerable to harassment or assault.

The surface Muni Light Rail System is accessible at key stops that are located at transfer points, major destinations, and transit route terminals. Accessibility for people with disabilities at those stops is provided with ramps and platforms to facilitate access to the transit vehicle. After Congress passed the Americans with Disabilities Act (ADA) in 1990, Muni conducted a study to identify the most suitable locations for accessible light rail stops. The study identified 23 locations where new accessible stops should be constructed, or where existing accessible platforms should be upgraded for ADA compliance. Construction or modification of these stops was completed in the 1990s, with two more added since.

CURRENT FUNDING

Minimal funding for accessibility improvements is available from local sources and competitive grants.

WHAT DOES TRANSPORTATION 2030 MEAN FOR YOU?

- Improved navigation at transit stations and stops
- Increased accessibility and comfort when using BART/Muni

Transportation 2030 Program Description: Muni Forward - New Elevators and Escalators

This program will modernize the existing station elevators, providing new cabs, glass-paneled doors, door operators, hydraulics, control systems and security cameras. The project will improve the reliability of the elevators, helping to ensure that passengers with disabilities have safe, consistent and reliable access to the Muni Metro system. It will also involve construction of additional street and platform elevators to provide redundancy in case one goes out of service, thus ensuring consistent access for people with disabilities who require an elevator for station access. The new elevators will be ADA compliant.

CRITERIA FOR PROJECT SELECTION

Locations for rehabilitation and construction of new escalators and elevators are based on the age of the device, the intensity of its use, and the density of nearby, common destinations.

BUDGET AND SCHEDULE

Program	Schedule	Budget
Upgrade BART/Muni subway street-level escalators	Design: Spring – Fall 2015 Construction: Winter 2015 – Spring 2016	$30 million

Fix obsolete Muni facilities to create productive working conditions and improve vehicle maintenance

SFMTA has 26 facilities that are used to provide support services and maintain, clean, store, and operate transit, maintenance, and enforcement vehicles. After over 100 years in operation, many of SFMTA's transit facilities require significant renovation to bring them up to modern standards of construction and seismic safety. Additionally, outdated layouts and structures have led to serious constraints in the SFMTA's capacity for maintenance work, access to necessary parts and materials, and reliable service delivery.

As SFMTA enters its second century, it is confronting significant facility challenges:

- Aging and obsolete facilities are hindering operations, with certain facilities requiring complete reconstruction.
- Key SFMTA facilities could suffer catastrophic damage in an earthquake, potentially rendering major portions of the system unusable; the economic recovery of the city would require a fully functional transit system.
- Facilities are operating over capacity and will not be able to accommodate anticipated growth of the 60-foot bus fleet.

In 2013, the SFMTA's Real Estate and Facilities Vision established a plan and process to rehabilitate and reconfigure SFMTA's existing facilities to optimize operations and accommodate future operating and fleet needs.

CURRENT FUNDING

Currently, the SFMTA funds minor facility maintenance projects through Muni operating funds and revenue bonds.[4] Because funding for facilities is not consistently available from federal, state, and local capital funding sources, the SFMTA had to defer large-scale facilities projects for years. This has resulted in a network of facilities that no longer adequately support the needs of today's fleet.

The SFMTA's Potrero Division is one of the agency's oldest. As vehicles and maintenance standards have changed, the facilities have become increasingly dated and dilapidated.

Transportation 2030 Program Description: Upgrade Muni Facilities

The SFMTA Real Estate and Facilities Vision has mapped out a sequence of projects that will allow the SFMTA to upgrade and expand the Muni facilities to meet their needs without any significant interruption to the day-to-day transit operations and maintenance. This program will fund the initial design and construction projects that are necessary for initial implementation of the Real Estate and Facilities Vision. These projects may include reconfiguration of maintenance materials and parts storage, upgraded and expanded washing and fueling stations, and structural modifications.

CRITERIA FOR PROJECT SELECTION

Facility upgrade projects will be selected based on the recommended implementation sequencing in the Real Estate and Facilities Vision. Solutions have been prioritized based on the following criteria:

- Improvements needed to provide essential service
- Minimizing negative impacts to Muni service while renovating maintenance facilities
- Accommodating the maintenance and storage needs of the current buses and trains
- Increasing safety and security for personnel
- Coordination with ongoing projects and the scheduled expansion of the fleet
- Potential funding availability for reconfiguration and renovation

The schedule to upgrade Muni facilities will be developed by the prioritizing projects that will build momentum and set the stage for coordinated implementation over the ensuing years.

BUDGET AND SCHEDULE

Program	Schedule	Budget
Site reconfiguration and renovation	Design and Construction: 2014 - 2018	$8 million
Major construction	Design and Construction: 2015 - 2021	$62 million

WHAT DOES TRANSPORTATION 2030 MEAN FOR YOU?

- Better maintained vehicles with fewer emergency repairs
- Storage for new, high-capacity 60-foot buses

EXAMPLE IMPROVEMENT PROJECTS

Reconfiguration of maintenance materials and parts storage: Install new ventilation systems, doors, elevators, and security systems to secure facilities; reconfigure materials to use space more efficiently.

Upgraded and expanded washing and fueling stations: In order to wash and maintain the larger vehicles, some facilities may be expanded to allow for the new vehicles to travel easily through the maintenance areas. The installation of upgraded equipment and machinery will also improve the working environment by providing more effective and modernized equipment that reduces water consumption and efficiently utilizes necessary cleaning chemicals.

Structural modifications: This work may require raising the structural ceiling beams of some facilities to accommodate vehicles when lifted for maintenance. Additional structural improvements will widen the buildings and vehicle storage areas to accommodate the larger buses traveling through the space.

Invest in development of critical capital projects along key transit corridors

As the city continues to grow, congestion threatens the entire transportation system by delaying Muni and making it difficult for everyone to get where they are going on the city's most trafficked routes. Major corridors such as 19th Avenue, Geary Boulevard, Lombard Street, Market Street and The Embarcadero are major centers of economic activity, though in many cases, the transportation infrastructure on them has remained the same for decades. Changing travel patterns, increased car traffic, and growing demand for trips by public transit, walking and bicycling, require evaluation and redesign of these critical streets.

The proposed Major Transit Corridor Improvement Program will address issues that lead to congestion for transit on the major streets so that they can serve as the anchor of the transit system. This program includes improvements for people bicycling and walking, like corner bulbouts, pedestrian countdown signals, lighting, sidewalk widening, dedicated signals, bollards, and curb modifications in order to define space for all users along these key corridors.

CURRENT FUNDING

In order to fund projects of all sizes that improve transit reliability and access to stations and stops, the SFMTA relies on competitive state and federal grants and revenues from the city's sales tax. Local investment is often needed to develop major corridor upgrade projects, as the federal and state funding sources typically only pay for final design and construction. Investing local funds like those from Transportation 2030 in the preliminary planning and design of these projects demonstrates the city's commitment to the project and makes it more competitive when applying for grants.

WHAT DOES TRANSPORTATION 2030 MEAN FOR YOU?

- Ensures San Francisco plans transit corridors to accommodate current demand and expected growth
- Funding for improvements to major transit corridors

Transportation 2030 Program Description: Corridor Improvement Program

The proposed Major Transit Corridor Improvement Program upgrades the streets that anchor the transit system to increase transit speed and reliability and to ensure that people can safely and efficiently move around the city. In order to have a flexible, integrated, and high performance transit system, San Francisco needs to continue to design and build street corridors with all users in mind to make transit and private vehicles flow smoothly and ensure the safety of people walking and riding bicycles.

The focus of this program is to fund corridor-wide projects that encourage street interconnectivity to create a comprehensive, integrated, efficient and connected network for all modes. This program would also enable a wide array of safety and accessibility improvements at Muni stations and stops that provide a better and safer experience on transit, particularly for seniors and people with limited mobility.

CRITERIA FOR PROJECT SELECTION

Projects to be considered for this category will be screened against the following criteria:

- **The Corridor's Role in the Network:** Projects in this category are expected to focus on corridors that serve a key role in the transportation system, with high levels of travel demand and significant impacts on the network's overall quality.
- **Community Planning and Support:** Projects that derive from community planning efforts and which have significant community support will be prioritized.
- **Social and Geographic Equity:** Projects will be screened to ensure that they collectively address social and geographic inequities, including those related to transit access and reliability, safety, air quality, and crime.
- **Safety:** Projects which directly improve safety for all transportation system users will be prioritized.
- **Strategic Plan Alignment:** Projects will be prioritized according to their effectiveness in meeting strategic transportation system goals, including improving: on-time performance; the comfort, attractiveness and cleanliness of transit; accessibility for those with limited mobility; and travel times for those walking, bicycling, carpooling, and taking transit or taxis.
- **Environmental and Quality of Life Impacts:** Projects will be considered for their ability to improve the environment and quality of life in San Francisco through efficient transit operations and maintenance, reduction of pollution and greenhouse gas emissions, and unnecessary water and energy consumption.

The specific corridors considered for the program will be decided by the SFMTA Board of Directors, who will consider the details of the project proposals, the results of the environmental impact analysis, and the community's needs and opinions.

BUDGET AND SCHEDULE

Program	Schedule	Budget
Designing and engineering emerging and strategic transportation projects	Various, depends on project selected and scale of project	$28 million

This program will fund corridor-wide projects that encourage street interconnectivity to create a comprehensive, integrated, efficient, and connected network for all modes.

SAFER STREETS

Improve pedestrian safety through focused engineering efforts at high-injury locations

Each year in San Francisco, approximately 100 people are severely injured or killed and 800 are injured in traffic collisions. People walking are some of the most vulnerable road users in San Francisco, account for half of all traffic fatalities in the city, and are concentrated in specific areas. Only 6% of San Francisco's streets account for 60% of severe and fatal injuries for people walking, with seniors and children being the most vulnerable.

In 2010, then Mayor Gavin Newsom issued Executive Directive 10-03, which calls on the city to reduce fatal and serious injuries to people walking by 25 percent by 2016 and 50 percent by 2021[5]. The Pedestrian Safety Task Force was formed in response, led by SFMTA and the San Francisco Department of Public Health (SFDPH). The Task Force is comprised of key city agencies including the Planning Department, the County Transportation Authority (SFCTA), Department of Public Works (SFDPW), the Police Department and the District Attorney's Office, as well as community stakeholders including Walk San Francisco, members of the Pedestrian Safety Advisory Committee, and the Senior Action Network.

The Pedestrian Safety Task Force developed the Pedestrian Strategy which examined current conditions and proposed recommendations for near- and long-term actions and funding sources to improve safety and walkability. They found that 70 miles, or six percent, of the city's streets account for 55 percent of the total injuries and 60 percent of the severe and fatal injuries that occurred in 2005-2011. The most common causes of these injury collisions were vehicle speed, failure to yield, and left turning vehicles.

The Task Force collaborated with an existing group of city agency staff and community stakeholders called WalkFirst, and employed their data driven process to prioritize the capital improvements needed over the next five years to make the city a safer place to walk. WalkFirst reviewed existing city crash data, documented findings, analyzed risk factors that cause collisions, and studied which countermeasures are most cost effective at improving safety conditions for people walking. City staff then used existing data to prioritize where to make targeted safety improvements, address neighborhood injury inequities, and improve walking conditions for seniors and people with limited mobility.

WalkFirst and the Pedestrian Safety Task Force have continued beyond initial planning and analysis and have developed a toolbox of proven measures that can be leveraged to reduce serious injuries and fatalities through focused investment at the high-priority locations.

CURRENT FUNDING

Current project funding does not adequately provide the necessary resources to construct the capital projects recommended by WalkFirst and the Pedestrian Strategy. The SFMTA receives limited funding from the Proposition K sales tax and SFMTA Revenue bonds which will only cover a small portion of the total need of all three phases of WalkFirst.

CAUSES OF INJURY TO PEOPLE WALKING IN SAN FRANCISCO

- **Each year in San Francisco approximately 100 people are severely injured or killed, and 800 are injured.**
- **Injuries and deaths of people walking are concentrated in specific areas.** Only 6% of San Francisco's streets account for 60% of severe and fatal injuries to people while walking.
- **Vehicle speeds kill.** Higher vehicle traffic speeds increase the likelihood of fatalities for people walking: 10% at 25 mph, and 50% at 40 mph.
- **Left turns disproportionately contribute to injuries.** 27% of vehicles were turning left when hitting a person walking, 10% were turning right, 35% were traveling through, and the rest were backing up, entering traffic, etc.
- **Seniors and children are the most vulnerable.** People over 64-years-old are five times more likely to sustain fatal injuries in a collision.
- **Medical costs of healing the injuries of people hit while walking are approximately $15 million a year.** 76% of costs are paid by public funds or the patient directly.

Transportation 2030 Program Description: Improvements to the Walking Environment

This program will use the WalkFirst toolbox of treatments to construct capital improvements on San Francisco's neighborhood streets to create a safer, more welcoming environment for walking. Capital projects will be designed and built to most effectively address the specific issues present at each intersection or corridor in San Francisco. Examples of projects that you may see in your neighborhood include: refuge islands, speed tables, or corner curb bulb-outs.

CRITERIA FOR PROJECT SELECTION

The investment and improvement in the walking environment will address the most critical needs of the city first.

To prioritize the WalkFirst network, each intersection received a score based upon:

- Number of severe and fatal injuries to people walking over a five-year period
- Number of injuries to older adults (over 65)
- Number of injuries to children (under 17)
- A social equity metric related to the Metropolitan Transportation Commission's "Communities of Concern"

The following map reflects the city's ongoing efforts to match investment to locations with the greatest need based on the level of activity and collision history.

BUDGET AND SCHEDULE

Current project funding does not adequately provide the necessary resources to construct all of the recommended capital projects from the WalkFirst initiative. SFMTA receives limited funding from the Proposition K sales tax and SFMTA Revenue bonds that will only construct a small portion of the total need of all three phases of WalkFirst. Therefore, this investment will address the most critical needs of the city first.

Program	Schedule	Budget
Walk First Capital Improvement Program	Design and Construction on an ongoing basis: 2015 – 2018	$50 million

WHAT DOES TRANSPORTATION 2030 MEAN FOR YOU?

- Increased safety while walking throughout San Francisco
- Improved access for seniors and people with limited mobility
- Family-friendly walking routes and safer routes to schools
- Lower citywide costs related to injuries, currently estimated at $15 Million annually

San Francisco's Safety Streets

High Injury Corridors are streets where high numbers of pedestrian injuries occur.

Some intersections do not fit into corridors but may have specific challenges that warrant special attention.

WalkFirst will identify patterns of collisions and effective strategies to reduce pedestrian injury.

(Source: SFDPH)

EXAMPLE IMPROVEMENT PROJECTS

Refuge islands are protected areas where people may safely pause or wait while crossing a street. *These projects generally cost $28,000 to construct and take 1-2 years to plan, design, legislate, and build.*

A **speed table** is a raised area in the roadway, extending to either the curb or the edge of the parking area. Raised crosswalks are speed tables outfitted with crosswalk markings and signs, providing people walking with a level street crossing. *These projects generally cost $36,000 to construct and take 1-2 years to plan, design, legislate, and build.*

A **corner curb bulb-out,** or sidewalk extension, extends the sidewalk into the roadway, often occupying the parking lane. Bulb-outs narrow the roadway and provide additional space for walking at key locations. *These projects generally cost $110,000 to construct for bulbs at one corner and take 1-2 years to plan, design, legislate, and build.*

Muni Forward and WalkFirst Synergies

The significant community engagement and data analysis done through the WalkFirst and Muni Forward - Rapid Network Improvements planning efforts have resulted in the identification of priority locations in need of capital investment. As shown in the map, several of these priority corridors overlap, and the city is committed to coordinating the design and construction efforts of these programs in order to create a better transportation system for all users.

Install modern traffic signals to improve safety and mobility

In order to more effectively manage traffic congestion in the city and improve the overall reliability of the transit system, the city must replace obsolete and deteriorating traffic signal infrastructure. Traffic signals are made up of three major components, with varying useful lives – a signal controller, underground conduit infrastructure, and the actual signal and mast arm. The entire signal has a useful asset life of 21 years, after which the signals are severely deteriorated and technologically obsolete.

This project will not only maintain and replace existing signals, it will also allow for the installation of new technology to the traffic signal system. These smart tools enable real-time traffic management to minimize congestion and improve mobility for people driving. Upgraded signals also enable transit signal priority on streets that have Muni service. Additionally, when traffic signals are upgraded, the SFMTA is able to install or upgrade pedestrian countdown and audible signals at intersections at the same time, improving safety for all users in a very cost effective manner.

CURRENT FUNDING

Current funding to upgrade traffic signals has resulted in an average replacement every 95 years, far exceeding the target of every 21 years. Ongoing funding for traffic signals identified in the Proposition K Sales Tax program is roughly $3 million per year. One-time funding from the SFMTA Revenue Bond is helping to make a small dent in the backlog of signal upgrades, but even with those sources combined, the need far surpasses the available funding.

Transportation 2030 Program Description: Traffic Signal Improvements

The city has an ongoing program to replace and upgrade the most deteriorated or obsolete signal hardware for over 1,100 signalized intersections, including the controllers and foundations, vehicle and pedestrian signal lights, poles, conduit, pull boxes, wiring and loop detectors. **The goal of this program is to update the traffic signals and operations to improve visibility of the signals and the overall safety and efficiency of the roadway.**

The installation of Pedestrian Countdown Signals (PCS) and Audible Pedestrian Signals (APS) along with the upgraded signals will dramatically improve safety for people crossing streets in San Francisco. Pedestrian Countdown Signals have shown to be effective in reducing the percentage of people remaining in the crosswalk at the beginning of the conflicting vehicle green light, reducing the potential for collisions. The countdown feature of the PCS is helpful for people to discern whether there is enough time left in a signal cycle to cross the intersection safely.

In addition to reducing traffic congestion and increasing safety and visibility of the traffic signals, this program will also benefit the visually impaired. Blind and visually impaired people usually have difficulty taking advantage of the traffic and countdown signals. The APS chirps to notify the visually impaired and blind that the APS signal is present at an intersection. The specific APS chirps are activated on both ends of the crosswalk to guide the visually-impaired person through the specific angle in the intersection. This is especially important in San Francisco where many intersections are angled, multi-leg, and difficult to cross.

CRITERIA FOR PROJECT SELECTION

Funds for traffic signal improvements will be distributed based on established criteria that include the following:

» **Replace Obsolete and Deteriorating Infrastructure** - A primary goal of the program is to improve the city's obsolete traffic signals and the overall effectiveness of the transportation system. Priority will be given to corridors with obsolete and deteriorating infrastructure.

» **Priority Transit Network** - By replacing, upgrading and retiming traffic signals on transit corridors, cars, buses, and trains can flow through intersections, reducing delays and congestion at traffic signals and speeding up travel time overall.

» **High Traffic Volumes** - Signal infrastructure upgrades benefit corridors that carry a high amount of traffic involving different types of transportation. Traffic flow in these high volume corridors is the most susceptible to slow downs due to traffic incidents, breakdowns or emergencies.

» **Emergency Routes** - Priority will also be given to streets and roadways that are part of the Emergency Priority Routes network. These are routes designed to facilitate the movement of emergency response personnel and resources in the event of a major emergency, such as an earthquake or other major disaster.

» **Joint Projects** - Coordinating project planning, design, and construction with utilities, the state, and other local agencies helps to reduce overall project costs, makes better use of project resources, and minimizes disruption of traffic. To the extent possible, improvements requiring roadway excavations (e.g., interconnect conduits) will be jointly coordinated to minimize excessive street excavations and disruptions.

BUDGET AND SCHEDULE

Program	Schedule	Budget
Replacement of traffic signals & installation of pedestrian countdown signals	Variable based on the project scale and coordination opportunities	$22 million

WHAT DOES TRANSPORTATION 2030 MEAN FOR YOU?

- Improved safety when crossing the street
- Faster Muni service
- Reduced congestion and increased ease of driving throughout the city

Build "Complete Streets" that enable safe, convenient and comfortable travel for all users and provide safer, well-defined bikeways

Streets make up approximately 25 percent of San Francisco's public land area, more space than the city's public parks. While road improvements to the driving surface are important to cars and transit, complementary improvements enhance the environment of those who get around on foot or bicycle. San Francisco's Better Streets Plan calls for streets to be updated to incorporate the needs of people with disabilities, walking and bicycling as well as transit and car traffic. Many improvements in the Better Streets Plan are relatively inexpensive, and it is most cost-effective to make these improvements in conjunction with already scheduled work, such as street repaving. However, without a dedicated funding source to make such improvements, opportunities to coordinate enhancements with planned work are often lost due to insufficient funds.

The passage of the 2011 Road Repaving and Street Safety Bond was an opportunity for the city to make a commitment of funds to implement the Complete Street projects called for in the Better Streets Plan. City agencies worked together with neighborhoods to identify opportunities to make improvements, such as restriping bicycle lanes, re-opening closed crosswalks, adding underground conduit for Pedestrian Countdown Signals, and low-cost streetscape beautification projects as part of repaving projects. These coordinated projects minimize disturbances to neighborhoods and save taxpayer dollars by avoiding the need for a second construction contract to add walking or bicycle enhancements.

In addition to making coordinated enhancements to the streetscape to improve the walking environment, the city can use the same opportunities to implement new and refresh existing bicycle facilities. Creating space for people on bicycles will grow in importance as the population of San Francisco grows and increases in density. Traffic congestion will grow unless the city is thoughtful and efficient about use of the limited public right-of-way. Currently, 3.5 percent of all trips are made by bicycle on a fragmented bicycle network. As more people use bicycles to get around the city, it is important that the streets of San Francisco are safe and accessible for everyone. Additionally, as use of the system grows, the bicycle network will need to be expanded, and bicycle parking spaces will need to be added.

In order to guide the enhancement of the bicycle network in San Francisco, the SFMTA completed the draft Bicycle Strategy in 2013. This strategy analyzed the level of comfort of the existing bicycle network and the potential demand for new infrastructure. It also set the direction and policy targets to make bicycling a part of everyday life in San Francisco. The agency then employed a data driven process coupled with community engagement to identify future citywide bicycle projects.

By balancing the needs of all users and making streets safe, convenient, and comfortable, the city can help create a vibrant livable space for the residents, workers and visitors to San Francisco.

COMPLETE STREET PROJECTS

Complete Street projects in San Francisco are largely implemented with one-time funding sources, such as federal grants or bonds. Local funding plays a key role in delivering such projects by matching grants or funding portions of work the grant does not cover. Two examples of Complete Street projects on Jefferson Street and Leland Avenue, pictured above, have made walking and biking commercial corridors safer and more enjoyable.

CURRENT FUNDING

Due to a lack of dedicated funding sources, funding "Complete Streets" projects typically relies on coordination with adjacent projects. In recent years, however, this has started to change and there have been one-time commitments for this type of work under the 2011 Streets Bond and through the city's General Fund. Additionally, the SFMTA and Public Works, in collaboration with the San Francisco County Transportation Authority (SFCTA), have included a small amount of dedicated funding in each Expenditure Plan category of the draft 2014-2019 Proposition K (Sales Tax revenue) 5-Year Prioritization Program. While these projects are inexpensive, these recent investments amount to only a fraction of the total need.

Transportation 2030 Program Description: Better Streets Plan Implementation

If new revenue is secured for road resurfacing, more than 800 city blocks will be repaved each year. Department of Public Works and Mayor's Office on Disability also construct approximately 400 corner curb ramps at priority locations across the city each year. Each of these construction projects presents an opportunity to improve the streetscape. If the conditions warrant it, the cost-effective Complete Streets elements could be added to the project to ensure that the finished project maximizes the benefits to all users. In addition, these funds will be used strategically on larger corridor projects when additional local funding is necessary to deliver the project elements preferred by the community.

The Better Streets Plan Implementation Program leverages existing and ongoing investments to improve the travel experience for people walking and cycling in the city. These improvements include curb bulbs, raised crosswalks, tighter corner radii (which slow down turning vehicles), and installing and extending median islands. This program also includes installing basic infrastructure to decrease the cost of future projects, such as underground signal conduit for future pedestrian countdown signals. This program will provide improvements in the public right-of-way that align with current and future user needs including increased safety from injuries and crime, enhanced accessible path of travel, and improved access to transit.

Examples of projects in your neighborhood include enhancing crosswalk markings, opening closed crosswalks, improving the sidewalks and corners of intersections, and painted bicycle buffer zones.

WHAT DOES TRANSPORTATION 2030 MEAN FOR YOU?

- Complete Streets for walking, bicycling, transit and safe driving
- Well-defined bikeways and travel lanes that improve safety for all

EXAMPLE IMPROVEMENT PROJECTS

Enhancing crosswalk markings and opening closed crosswalks increases visibility and makes street crossings shorter and more convenient for people walking.

» Approximate Cost: $4,500 per intersection

» Planning and Design Time: 2 months, construction timeline coordinated with paving schedule

Improving the **sidewalks and corners of intersections** makes people walking and crossing the street more visible to vehicles, slows turning vehicles, and shortens the crossing distance at intersections.

» Approximate Cost: $100,000 per corner

» Planning and Design Time: 2 months, construction timeline coordinated with paving schedule

Painted bicycle buffer zones utilize space on wider streets to provide a separation of existing bicycle facilities from traffic.

» Approximate Cost: $3,000 per block

» Planning and Design Time: 2 months, construction timeline coordinated with paving schedule

CRITERIA FOR PROJECT SELECTION

Fully implementing the Better Streets Plan at all locations with planned work would require more funding than is currently available. To maximize the benefit of investments, locations for improvements will be prioritized.

Safety is the first priority. After safety considerations, a list of locations for possible Better Streets Plan Implementation projects will be developed based on planned repaving and the curb ramp work associated with the American with Disabilities Act (ADA). Project locations will also be evaluated on:

- **Project Readiness:** Evaluated based on the project's level of design and legislative clearance.
- **Economic Growth for Neighborhoods:** Evaluated based on the project's ability to improve neighborhood-serving retail, including facilitating goods movement and delivery.
- **Future Growth:** Evaluated based on the project's proximity to expected increased density of jobs and housing.
- **Geographic Equity:** Evaluated on an equitable distribution of resources to all areas of the city.

BUDGET AND SCHEDULE

Program	Schedule	Budget
Complete Street Projects	Projects and locations are assessed on an annual cycle in conjunction with paving projects; each project takes 6-12 months on average to design and build.	$12 million

These projects transform neighborhood commercial corridors through the implementation of low-cost improvements at priority locations.

Transportation 2030 Program Description: Bicycle Network

Many existing bicycle routes will be upgraded to increase the safety, comfort and accessibility of bicycling as a mode of transportation. Specific routes have been identified for upgrades as part of a data-driven process outlined in the SFMTA Bicycle Strategy and described in further detail in the following section. These improvements will make bicycling in the city easier and can make it more attractive than traveling by car or on crowded transit vehicles.

As the popularity of bicycling grows, so does the need to establish clear rights-of-way for people bicycling, to improve safety and make the roads easy to navigate for all users. Upgrades of the bicycle network will be performed citywide and will engage the community to determine design network improvements that best serve their neighborhood.

Examples of neighborhood projects include separated bikeways, spot improvements, and bicycle parking.

CRITERIA FOR PROJECT SELECTION

As part of the recent Bicycle Strategy, the SFMTA measured the level of traffic stress along every street in the bicycle network. Level of Traffic stress describes the level of comfort and safety that a person can expect to experience while traveling on a bike. Factors such as the speed and volume of adjacent traffic, the level of traffic control at intersections, and the number of lanes on the street all influence the level of traffic stress.

The overall prioritization also drew on the analysis of the following data:

- Network comfort factors like: proximity to rail, high speeds, wide roadways, freeway, Muni Rapid Network Routes, bicycle crashes, and type of bicycle lane or path
- Citywide demand analysis factors like proximity to: local and regional transit options, bicycle sharing stations, schools, commercial districts, large development; and current level of bicycle commuting, employee density, and car ownership

Once this measurement was complete, the SFMTA worked with a variety of stakeholders to identify the core network for improvement and set the goals for traffic stress on each street to make sure that the broadest spectrum of riders would feel safe traveling by bicycle. Based on community workshop input and demand analysis, the SFMTA will prioritize funding for projects according to the following breakdown: 45% highest demand, 30% high demand, 20% medium demand, 5% lowest demand. This funding will include bicycle route upgrades and expansion opportunities identified by the public and decided on by the SFMTA Board of Directors.

BUDGET AND SCHEDULE

Program	Schedule	Budget
Bicycle Network Projects	Design: 8–12 months Construction: 9-18 months	$40 million

EXAMPLE IMPROVEMENT PROJECTS

Separated bikeways: Create dedicated paths for people biking that improve safety for all street users

Spot Improvements: Improve pinch points in the bicycle network to improve safety and connectivity

Bicycle Parking: Provide safe and secure places to leave bicycles near residences, workplaces, commercial areas, parks and other destinations

10-YEAR CAPITAL PLAN

A FISCALLY RESPONSIBLE SOLUTION TO THE CITY'S CRITICAL CAPITAL NEEDS

The city has invested significant general fund dollars into the repair and rehabilitation of our capital assets over the years. However, the city cannot rely on annual general funds alone to address these critical needs.

The Transportation 2030 funding package for improving roads, transit, and safety is the most recent product of the city's formal commitment to long-term, strategic, and fiscally responsible capital planning. 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 Ten-Year Capital Plan is developed by the Capital Planning Committee and adopted annually by the Board of Supervisors prior to adoption of the annual city budget.

The capital plan prioritizes critical capital projects that impact public safety and well-being, places a strong emphasis on accountability and transparency, and demonstrates the highest levels of fiscal restraint and responsibility. Where general funds are not adequate to pay the costs of major capital improvements, the capital plan recommends using one of two sources of long-term debt financing: general obligation bonds backed by property taxes upon approval by voters, and general fund debt programs backed by the city's general fund upon approval by the Board of Supervisors and the Mayor. Both sources are appropriate means of funding capital improvements, as they spread the cost of these facilities over their long useful lives and across the generations of San Franciscans that will reap their benefits.

Despite a large backlog of capital infrastructure needs, the capital plan has adopted strict financial constraints on the use of long-term debt financing to avoid placing an increased burden on future generations. Voter-approved bonds proposed by the capital plan are only proposed as the city retires existing debt from prior bonds.

As we pay off our obligations for other facilities such as branch libraries, neighborhood parks, the Academy of Sciences, hospitals, and seismic retrofits, the city can initiate new capital projects without increasing property tax rates.

For more information on the city's capital plan, please visit sfgov.org/cpp.

ACCOUNTABILITY

The proposed General Obligation (GO) Bond in Transportaton 2030 includes a comprehensive set of public oversight and accountability measures that apply to each of the funding programs. These measures are in addition to California state law bond requirements. They can be summarized under three basic principles of commitment to **cost accuracy, public involvement and transparent selection** criteria and rules.

There will be regular public reporting of the GO Bond expenditures through a dedicated website updated quarterly. There also will be periodic reviews before the San Francisco Municipal Transportation Agency Board, Capital Planning Committee and Board of Supervisors as part of the 10-Year Capital Plan and capital budget processes. City Agencies will report annually to the San Francisco County Transportation Authority Plans & Programs Committee on program status and efficacy.

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. One-tenth of one percent (0.1%) of the bond funds would pay for the committee's audit and oversight functions. Per the Administrative Code (Section 5.30 to 5.36), the GOBOC Committee reviews, audits and reports on the expenditure of bond proceeds to assure the expenditures are in accordance with the will of the voters. This committee will submit audits and reports to the Board of Supervisors and the Mayor's Office.

Also per the Administrative Code (Section 2.70 to 2.74), 60 days prior to the issuance of any portion of the bond authority, City Agencies must submit a bond accountability report 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 and description of each proposed project and whether it conforms to the express will of the voters.

Additionally, there are transparent selection criteria as part of Transportation 2030, including objective means of prioritizing projects through the use of program specific criteria that are identified in pages 35-41 and clear rules for funding, scope, or prioritization changes based on the same criteria, should changes be necessary.

The General Obligation Bond that is part of the Transportation 2030 package will not raise property tax rates beyond their fiscal year 2006 levels.

CITIZENS' GENERAL OBLIGATION BOND OVERSIGHT COMMITTEE

On March 5th, 2002 the San Francisco voters adopted Proposition F, the Citizen Oversight of Bond Expenditures Initiative. The Ordinance established a committee of nine members for the purpose of informing the public concerning the expenditure of general bond proceeds through active review and the publishing of regular reports. The ordinance required that the nine members meet certain minimum qualifications and be appointed as follows: three members by the Mayor, three members by the Board of Supervisors, two members by the Controller and one member by the Civil Grand Jury. Each member serves for a term of two years and may be re-appointed for a second two-year term.

PROJECT PRIORITIZATION

HOW WILL THE CITY DECIDE WHICH PROJECTS TO DO FIRST?

The programs included in the Transportation 2030 package build off of many years of work with community stakeholders to develop plans and strategies to improve the health of the transportation system and the wellbeing of the people who use it. In many cases, these plans already identify project prioritization criteria, such as those developed as part of the WalkFirst initiative. The Transportation 2030 package also funds core maintenance projects, such as traffic signal replacement and rail track replacement, for which prioritization criteria are based on operational considerations such as age and degree of use.

In deciding which projects to implement first, the Transportation 2030 program will consider three key factors:

» **Program-specific Prioritization Criteria.** As described in this report, each program will rely on existing prioritization criteria uniquely relevant to the specific program and often developed with significant stakeholder input. These criteria weigh such factors as the project's impact in addressing the problem (e.g. safety, reliability, accessibility, connectivity), operational urgency, and number of people benefiting from the project.

» **Equity Analysis.** Each program considers geographic and social equity goals as a factor in prioritizing projects. In addition, the overall Transportation 2030 package is considered for its collective impact in addressing social inequities and achieving geographic fairness.

» **Funding Source Eligibility.** If approved by voters, the revenue realized through the Transportation 2030 package will be considered in coordination with other existing revenue sources, to ensure that the full set of projects and needs are delivered. Some sources of funding can only be allocated to fixed capital assets, or specific types of modal improvements (those for paving, bicycles, pedestrians, and traffic calming, among other programs). Not all revenue can be used for all purposes and needs; the city will continually evaluate the most effective way to deliver program projects taking into consideration funding restrictions.

The city will also evaluate programs and projects as they are designed and delivered to ensure effectiveness. This information will be considered annually and program modifications will be made as appropriate, based on this additional data.

CREDITS/NOTES

[1] City and County of San Francisco, Office of the Controller. City Services Benchmarking: Public Transportation. March 13, 2014.

[2] Data from on-board survey of ~22,000 Muni customers administered in 2013

[3] City and County of San Francisco, Office of the Controller. City Services Benchmarking: Public Transportation. March 13, 2014.

[4] The SFMTA issues revenue bonds which are paid back from future operating funds.

[5] Compared to a 2008 baseline figure

[6] Source: Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). http://www.pedbikesafe.org/PEDSAFE/

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TRANSPORTATION 2030

City and County of San Francisco

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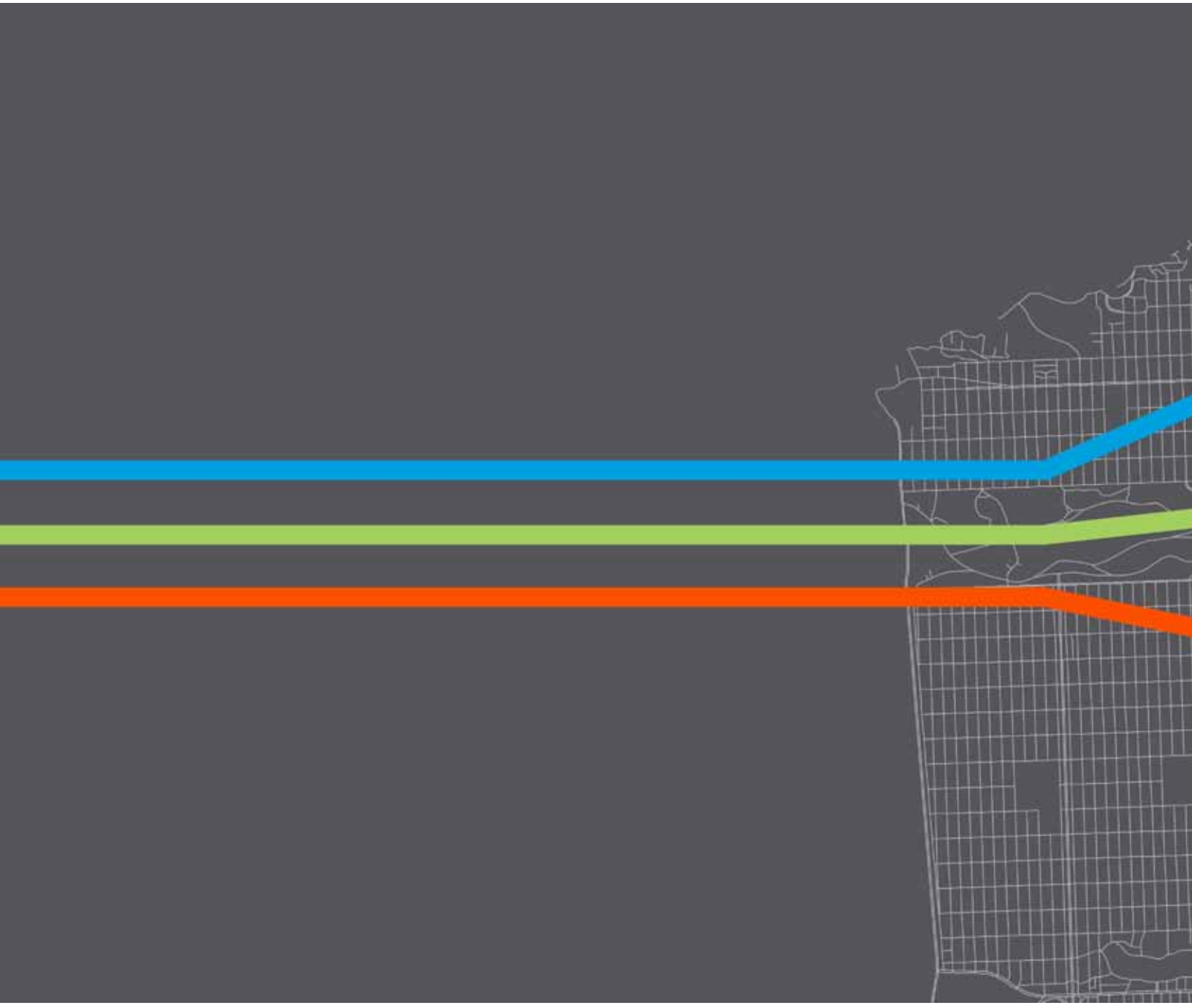

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