



SFMTA

Transportation 2050

2022 Muni Reliability and Street Safety Bond



SFMTA Board of Directors
December 7, 2021

Improvement



Reliability



Safety



Schedule



The planned schedule for the General Obligation Bond to make it to the June 2022 ballot includes the following:

Critical Path

11/16/2021

MTA Board Provided Direction – Option 3

12/7/2021

MTA Board passes GO Bond Resolution

12/13/2021

CCSF Capital Planning Committee Takes Action

12/14/2021

Introduction at the Board of Supervisors

Upcoming Dates

January 2022

BOS Committee Hearings & Action

February 2022

BOS Final Actions for June 2022 Ballot



Key elements to consider in programming general obligation bonds includes the following:

Project Delivery

- Projects can proceed with significant cashflow within 1-3 years
- Project concepts, and initial planning and outreach largely complete
- Staffing resources are in place to deliver the project as programmed

Delivered Asset

- Projects should deliver tangible assets or extend the life of assets
- Overall the assets should have a useful life of 15 years or more
- Typically civil, transit infrastructure, building or signal infrastructure

Critical Need

- Gap in funding exists based on existing planning documents or work
- Projects or programs have few other funding alternatives (state, federal)

Fed Infrastructure Bill



On November 15, 2021, H.R. 3684, the “Infrastructure Investment and Jobs Act,” was signed reauthorizing surface transportation programs for five years and one-time additional funds for key infrastructure priorities including transportation.

	Preliminary Projected Increase for San Francisco-Oakland UZA* in FY22
§ 5307	31%
§ 5337 Fixed Guideway State of Good Repair	18%

- Federal formula funds are distributed by the Metropolitan Transportation Commission (MTC) through the Transit Capital Priorities Program
- Historically, SFMTA has received a significant portion of these funds towards its light rail and motorcoach fleet replacement program and receives about one third of fixed guideway funds towards replacing and rehabilitating its fixed guideway and train control system.

*Provided by MTC staff in September, 2021.

Fed Infrastructure Bill



- The infrastructure bill also provided significant plus ups to competitive programs as well as creating several new programs focusing on climate change and traffic safety.
- The SFMTA is a frequent competitor for many of these funds and particularly anticipates benefitting from the plus ups to these programs.

	Projected Increase*
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	70.5%
Highway Safety Improvement Program (HSIP)	34.4%
Bus and Bus Facilities	88%
Low and No Emissions	1401% - Over \$5 Billion/5 years
Safe Streets For All	NEW - \$6 billion/5 years

T2050 Revenues



Source	Benefits	Short Term \$/yr	Long Term \$/yr
Transportation Special Tax	Dedicated tax for transportation, providing a predictable stable source for transit service and maintenance. May be bonded against for near-term capital infrastructure investment, reducing long term maintenance.	\$50 m/yr	\$60-70 m/yr
Parking Tax	Increase existing San Francisco Parking Tax with opportunities to reform or modify for transportation infrastructure, transit service and maintenance.	\$20 m/yr	Declining
CCSF General Obligation Bond Program	The SFMTA as part of the City GO Bond Program has allowed for critical infrastructure investment, safety improvements and transit reliability investments – reducing the cost of operations and long-term maintenance.	\$40 m/yr	\$50 m/yr
Federal Grants	The current proposed bi-partisan Infrastructure Bill provides opportunities for increased Federal support for up to 5-years for transportation infrastructure and maintenance campaigns.	\$35 m/yr	\$40 m/yr
State Grants	The current State budget designates significant additional dollars to transportation available through grants for transportation infrastructure.	\$7 m/yr	Unknown
Development Revenue	Development of SFMTA properties provide significant long-term opportunities to produce revenues that can go directly toward transportation infrastructure, transit service and maintenance.	\$5 m/yr	\$25-35 m/yr

2022 Muni Reliability and Street Safety Improvement Bond



GO BOND COMPONENTS

Make the Transportation System Work Better	Amount (\$m)
<i>Speed up Muni repairs and keep public transit moving by repairing, upgrading and maintaining aging bus yards, facilities and equipment</i>	\$250
<i>Enable faster, more reliable and more frequent Muni service by improving on-street infrastructure for public transit</i>	\$26
<i>Increase subway capacity, reduce delays, and deliver dependable, high-frequency transit by modernizing the Muni train control system</i>	\$10
Improve Street Safety and Traffic Flow	
<i>Improve safety and visibility at intersections by upgrading traffic signals, signage, and crossings</i>	\$42
<i>Increase safety for walking and bicycling and access for Muni connections along major corridors by redesigning streets and sidewalks</i>	\$42
<i>Slow speeds and reduce crashes by implementing traffic calming and speed reduction tools</i>	\$30
TOTAL	\$400

Thank You.

San Francisco

TRANSPORTATION 2050



Appendix.

San Francisco

TRANSPORTATION 2050





What does this GO Bond mean for you?



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



Make the Transportation System Work Better **Repair, upgrade, and maintain aging facilities and equipment**

Program Summary

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.

Project Prioritization Criteria

Equity

Access

Safety

\$250M

Why is this program important?

Efficient and timely repairs to buses and trains increases Muni's reliability and saves the SFMTA money.

Larger yards provide needed space for a growing Muni fleet.

Improved working conditions for frontline staff give them modern tools and space to efficiently do their jobs in earthquake-ready facilities.

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 charging infrastructure needed to achieve a zero-emissions fleet.



Make the Transportation System Work Better Muni Network Improvements

Program Summary

Muni Network Improvements consist of smart traffic signals, wider sidewalks and bus bulbs, and dedicated transit lanes to reduce travel times and keep buses and rail moving.

Project Prioritization Criteria

Ridership

Service Frequency

Equity

Network Connectivity

\$26M

Why is this program important?

Improvements will go to routes that carry 80% of Muni riders including passengers who depend most on public transportation.

Improvements will go to routes that have shown crowding during peak hours in winter of 2020.

Transit priority improvements have demonstrated 10-25% travel time savings in past projects. Collectively, these improvements support a more reliable bus and rail network.

Freeing buses from traffic allows Muni to serve more people with less resources. These savings can be reinvested in the system.



Make the Transportation System Work Better **Muni Rail Modernization, primarily upgrading the train control system.**

Program Summary

Modernize systems that are key for operating the transit system. Replacing the aging train control system, wayside signals, switch machines, and supporting guideway infrastructure.

Project Prioritization Criteria

Ridership

Service Frequency

Equity

Network Connectivity

\$10M

Why is this program important?

Modernized train management leads to more efficient operations and reduces bunches and gaps between trains.

New train communications systems allows for longer trains, reduced crowding, and capacity for future growth.

The current aging train control system is frequently responsible for slowdowns in the Market Street Subway, upgrading this system would make the schedule more dependable and travel times more consistent.

The new train control system will complement Muni's new light rail fleet to optimize the riding experience for Muni patrons.



Improve Street Safety and Traffic Flow **Traffic Signal and Street Crossing Improvements in Equity Neighborhoods**

Program Summary

Traffic signal upgrades improve safety and visibility at intersections and other places where people may be crossing the street.

Project Prioritization Criteria

Equity

Collision History

Traffic Volumes

Multiple Mode Benefits

\$42M

Why is this program important?

Signal upgrades make intersections work for everyone, especially people with disabilities and other vulnerable road users.

Improvements will be made on the High Injury Network where a preponderance of traffic deaths and severe injuries are concentrated. Streets in historically disadvantaged communities are almost twice as likely to be on the High Injury Network.



Improve Street Safety and Traffic Flow On-Street Improvements

Program Summary

Redesigning major corridors of the public right of way enhances the quality and use of public spaces, improves safety for all street users, improves Muni access and service, and fixes critical aging transportation infrastructure.

Project Prioritization Criteria

Collision History

Equity Neighborhoods

Nearby Destinations

Community Requests

\$42M

Why is this program important?

This program will focus on quality-of-life improvements along key corridors by providing a better experience for residents, visitors, and workers who bike, walk, and take transit.

The program builds on near-term improvements designed to address collision and fatality trends to transform corridor street design and make safety improvement more permanent.

Multimodal enhancements will support increased housing density, affordability, and mobility.

Corridor improvements to support existing and new investment in commercial corridors.



Improve Street Safety and Traffic Flow Speed Management Program

Program Summary

Implement proven interventions to slow motor vehicle speeds and improve safety, such as application-based residential traffic calming, lowered speed limits along neighborhood corridors, and speed radar signs to improve driver awareness.

Project Prioritization Criteria

Collision History

Equity Neighborhoods

Nearby Destinations

Community Requests

\$30M

Why is this program important?

Every year in San Francisco, about 30 people lose their lives and over 500 more are seriously injured while traveling on city streets.

The higher the speed of a crash, the higher the chances are that someone will be killed or seriously injured.

This program invests in street design that supports slower speeds to protect lives.