

2014 Transportation and Road Improvement Bond

Status Report



SFMTA
Municipal
Transportation
Agency

Quarterly report to the General Obligation Bond
Oversight Committee, February 2016

CONTENTS

Executive Summary 1

Progress Report 2

 Accomplishments 3

 Upcoming Activity 4

 Changes 4

 Lessons Learned and Risks 6

Appendix 1: Background Information 8

 Bond Overview 8

 Programs and Prioritization Criteria 8

Appendix 2: Status of Budget and Financial Plan13

 Current Status (through December 31, 2015)13

Appendix 3: Project Status Reports.....14

 Project Status Reports.....14

 Measuring Success27

EXECUTIVE SUMMARY

In November 2014, the San Francisco Transportation and Road Improvement General Obligation Bond (Bond) was passed by voters to make critical investments in the city's transportation system. The \$500 million investment will make Muni less crowded and more reliable and improve safety for everyone getting around San Francisco. The Bond is the first component of a long-term plan developed by the Mayor's Transportation Task Force in 2013 to raise up to \$3 billion by 2030 to improve and enhance the city's existing transportation system and expand it for the future. The benefits of the Bond will be felt in every San Francisco neighborhood and will move the City toward Vision Zero, the City's commitment to eliminate traffic deaths by 2024.

Since the November 2015 report to the General Obligation Bond Oversight Committee, two Muni Forward projects passed a major milestone; project details were approved by the SFMTA Board. Board approval wrapped up planning and outreach and enabled the projects to advance into detailed design and construction. Additionally, two projects, 14 Mission: Division to Randal (Inner) Rapid Project and the 10 Townsend: Sansome Contraflow Signals Project moved into the construction phase. Through a phased implementation approach, which allows the quickest and easiest improvements to be made first, much of the 14 Mission Inner project will be completed this spring, meaning the 67,000 daily transit riders on Mission Street will begin to enjoy faster, more reliable transit this year.

This report also reflects updated schedules for many Muni Forward projects. As SFMTA has moved into the implementation phase of this new program of transformative corridor projects, staff are actively managing and refining the program based on lessons learned. The revised schedules presented in the report reflect an effort to set more achievable goals and public expectations for project delivery based on lessons learned. The major lessons learned that informed these schedule revisions are: 1) a better understanding of the level of community engagement involved in gaining support during the planning phase of the projects; and 2) the frequency with which the Muni Forward improvements are being implemented in conjunction with improvements by other agencies, such as Public Works and the San Francisco Public Utilities Commission. During these joint projects, underground work on water and sewer systems must be completed before above ground improvements, making SFMTA's scope some of the last to be finished. While completing projects with other agencies can increase an individual project's schedule, it saves time, costs, and minimizes community disruptions compared to completing these projects without agency coordination.

San Franciscans can track progress on the projects and programs supported by these funds at sftransportation2030.com/progress. The website will be updated as more projects advance and all detailed reports to the General Obligation Bond Oversight Committee will be publically available there as well.

PROGRESS REPORT

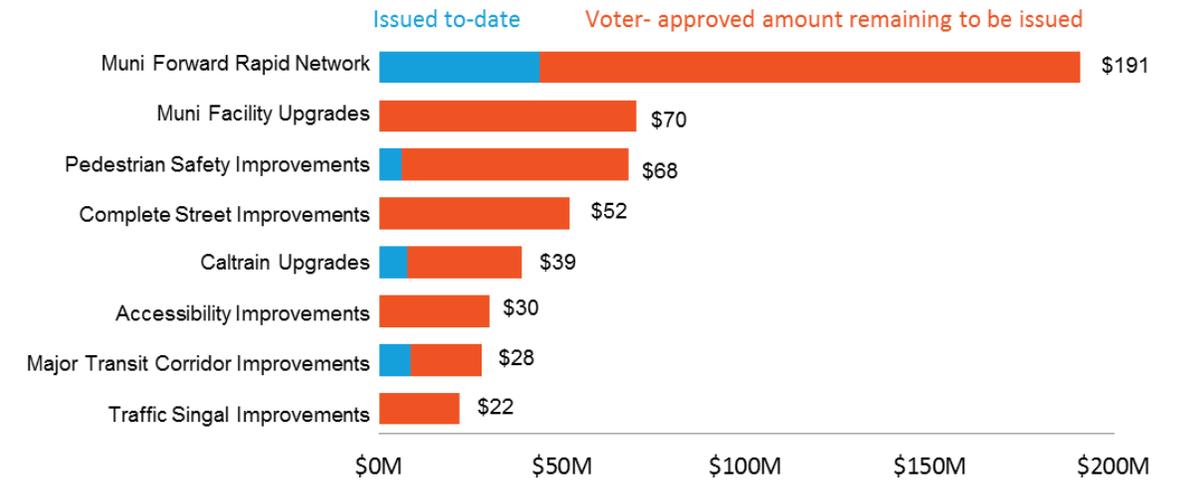
This report covers project progress updates through mid-January and financial updates on expenditures through the end of December. Since the first sale, SFMTA staff have initiated the new Bond-funded projects and advanced projects that were already active.

\$500 Million Bond: Uses of Funds To Date (in \$ millions)



In addition to the updates found in this report, further information can be found at sftransportation2030.com. The website provides a map of funded and planned projects, as well as links to pages with detailed project information.

Bond Summary by Investment Category



ACCOMPLISHMENTS

Major Project Milestones Achieved

Projects Approved by SFMTA Board

The SFMTA Board of Directors approved the 14 Mission: Division to Randal (Inner) Rapid Project in December and the 22 Fillmore: 16th Street Transit Priority Project in January. This milestone marked the projects advancing from planning and outreach into detail design and construction. As noted below, implementation of some of the approved changes on Mission Street is beginning now and the rest of the work has moved into detailed design.

Moving into Construction

In the past quarter, the construction phase on the 14 Mission: Division to Randal (Inner) Rapid Project and the 10 Townsend: Sansome Contraflow Signals project began. By employing the most efficient delivery mechanisms, SFMTA anticipates completing 90% of the improvements on the 14 Mission Inner by this summer. The remainder of the project will be completed in coordination with a Public Works contract by spring of 2018. Construction on the 10 Townsend project is scheduled to be complete in early 2017.

The banner features the ONESF logo (Building Our Future) and the website onesanfrancisco.org. The main text reads "MUNI FORWARD — SANSOME TRANSIT LANE" and "Contract No. 2567J". It specifies the start and completion dates: "BEGINS: JANUARY 2016 COMPLETION: JUNE 2016". Contact information for the Department of Public Works (415-558-5283) and Bay Area Lightworks, Inc. (415-806-8166) is provided. The banner also states it is a project of the City's Ten-Year Capital Plan and lists funding sources: SFMTA, MUNI FORWARD, and Proposition K Sales Tax Dollars.

Caltrain Positive Train Control System Agreement Approved

In January, the Board of Supervisors approved an agreement between the SFMTA and the Peninsula Corridor Joint Powers Board, the entity delivering the Caltrain improvements. This agreement establishes SFMTA's role as the fiscal agent, managing the GO Bond funds going toward Caltrain's Communication-Based Overlay Signal System Positive Train Control Project and any future funds from this GO Bond that may be appropriated to Caltrain in the future. The project is well into construction; with this agreement in place, expenditures on the project should begin being booked.

Advancing Better Market Street Design

Public Works is finalizing hiring and staff assignments to ensure full staffing for the design of Better Market Street. The new hires are expected to start work this Spring. Another key step to enable design work to begin in earnest has also progressed; the scan of Market Street, which will be used to produce the final, detailed street survey, was completed and the survey is expected will be done by the next quarterly report.

Pedestrian Safety Projects Design Continues

Progress continued on the pedestrian safety category of projects. Planning and design work began on schedule for projects to install new pedestrian countdown signals and traffic signals at high injury corridors and to construct pedestrian improvements along Geary Boulevard.

UPCOMING ACTIVITY

Project Milestones

The following projects are currently out to bid or will be out to bid shortly and should be awarded within the next two quarters:

- 9 San Bruno: 11th Street & Bayshore Boulevard Rapid Project,
- 5 Fulton: East of 6th Ave (Inner) Rapid Project,
- N Judah: Arguello to Judah Rapid Project, and
- 14 Mission: Mission and South Van Ness.

CHANGES

As SFMTA's Muni Forward projects have moved into design and construction, staff have realized that the initial assumptions that informed project schedules were overly optimistic. Based on lessons learned in early implementation of Muni Forward, staff reviewed the schedules of all Muni Forward projects and made revisions to include additional time for outreach and interagency coordination. The Summary of Active Bond-funded Projects chart on page six notes which projects have revised schedules. All of the amended schedules can be seen in Appendix 3. The main lessons learned to-date, which necessitated most of the schedule revisions are:

- **Community Engagement:** Prioritizing community input on complex projects requires additional time during the planning phase. However, this more inclusive approach can result in more sight-specific and innovative solutions.
- **Interagency Coordination:** Coordinating with other agencies can cause longer design and construction durations as we seek to align schedules and deliver more work under a single contract. However, joint projects result in fewer disturbances to neighborhoods and greater efficiency, as we avoid having to remove and replace new improvements when doing other work in the same area. These community benefits require additional time and schedules have been extended accordingly.

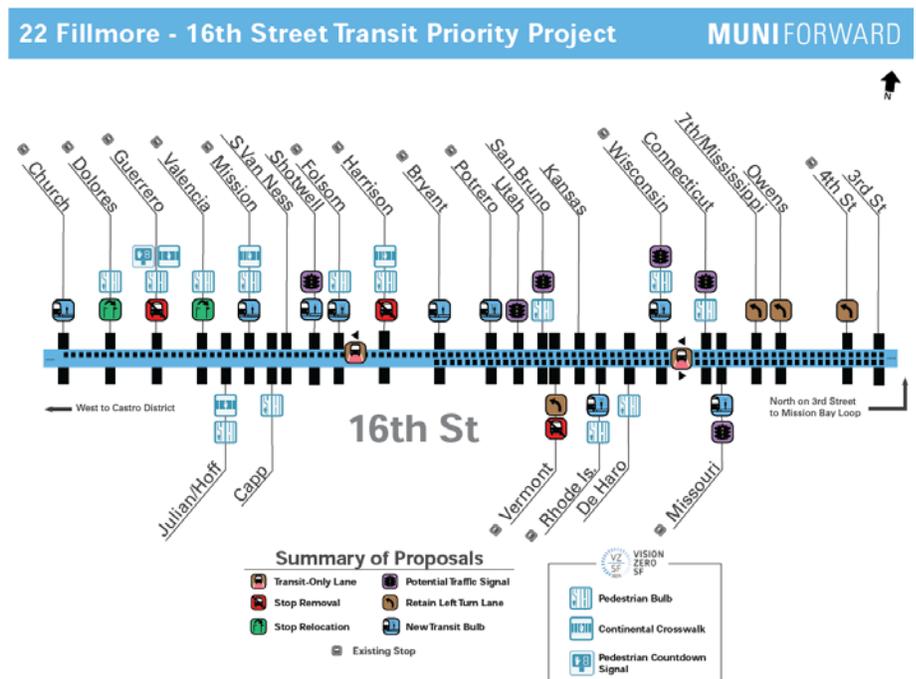
The resulting updated schedules were approved by SFMTA's Transportation Capital Committee, which is an internal, multi-disciplinary committee that must approve project schedule and budget changes. The projects with the most significant changes were:

- **5 Fulton: East of 6th Ave (Inner) Rapid Project**—Construction completion is now expected one year later, in early 2018. Responding to community input on the project extended the timeline. The community process however, resulted in innovative treatments, including traffic circles, in lieu of traffic lights, which are anticipated to allow the project to meet or exceed its original reliability improvement goals and were supported by the community. This modified scope requires a longer construction phase because it now entails purchasing some items that take a long time to manufacture and has elements that take longer to construct than those in the original proposal.
- **28 19th Avenue: 19th Ave Rapid Project**—While design of SFMTA's scope remains on schedule, construction is now expected to be completed a year and half later, in early 2020. This project is being delivered in coordination with a Caltrans street repaving project. The San Francisco Public Utilities Commission (SFPUC) is also adding water and sewer scope under the same contract. This revised construction

duration, based on information from Caltrans, reflects the full scope of work to be delivered under the contract.

- 30 Stockton: Terminal OCS Upgrades (overhead lines)—The project includes complicated operational constraints involving bus layovers on neighborhood streets. Based on stakeholder feedback, SFMTA realized more time was required to explore alternatives and find a solution that minimizes negative impacts to the community. As result, planning has been extended and the construction completion date is now expected to be one year later, in Summer of 2020.
- 30 Stockton: East of Van Ness—To seize opportunities to coordinate with other construction projects, this scope will be delivered in multiple phases. Some improvements will be done as early as 2017, as originally scheduled, but the current schedule has been revised to show the date the last improvements will be completed, in early 2020. This allows segments to be delivered as quickly as possible, while minimizing disruption to the public.

To better reflect the revised project schedules and likely timing of expenditures, the distribution of GO Bond dollars from the first issuance among projects has been modified to ensure prompt expenditures. In addition, the 22 Fillmore: 16th Street Transit Priority Project - Phase 1, which was on the list of possible Bond-funded projects presented to CGOBOC in January and is consistent with the program’s project selection criteria, has now been allocated funds from the first issuance. This project will build transit-only lanes, transit bulbs, new traffic and pedestrian signals, and new streetscape amenities to reduce travel times and improve reliability on the 22 Fillmore corridor, primarily along 16th Street between the intersection of Church Street and Market Street and the Mission Bay neighborhood, which represents a new terminal location for the route. The project is currently in early design and its full scope can be found in Appendix 3. The 22 Fillmore: OCS on 16th Street and Kansas Project, which originally appeared as a stand-alone project, has been incorporated into the scope of the 22 Fillmore: 16th Street Transit Priority Project. Details appear in the chart below.



Summary of Active Bond-funded Projects

Project and Program	GO Bond- 1st Issuance Original	Updated GO Bond Allocation	Current Phase	Newly revised schedule this quarter?
Muni Forward Rapid Network Improvements				
N Judah: Arguello to 9th Ave Rapid Project	\$ 2,820,000	\$ 2,820,000	Design	No
5 Fulton: East of 6th Ave (Inner) Rapid Project	\$ 4,800,000	\$ 4,800,000	Design	Yes
7 Haight-Noriega: Haight Street Rapid Project	\$ 10,655,000	\$ 7,515,000	Construction	No
9 San Bruno: 11th St and Bayshore Blvd Rapid Project	\$ 4,400,000	\$ 4,400,000	Design	Yes
10 Townsend: Sansome Contraflow Signals	\$ 1,872,000	\$ 1,872,000	Construction	Yes
14 Mission: Division to Randall (Inner) Rapid Project	\$ 514,000	\$ 3,812,000	Design	Yes
14 Mission: Mission & S Van Ness Transit Priority Project	\$ 1,390,000	\$ 1,390,000	Construction	No
22 Fillmore: OCS on Church/Duboce (overhead lines)	\$ 800,000	\$ 800,000	Design	No
22 Fillmore: 16th Street Transit Priority Project - Phase 1	\$ -	\$ 2,150,000	Planning & Environmental	No
28 19th Avenue: 19th Ave Rapid Project	\$ 4,125,000	\$ 6,211,000	Design	Yes
30 Stockton: East of Van Ness Ave Transit Priority Project	\$ 2,659,200	\$ 2,659,200	Design	Yes
30 Stockton: Chestnut St (W of VN) Transit Priority Project	\$ 5,429,000	\$ 3,185,000	Planning & Environmental	Yes
30 Stockton: Terminal OCS Upgrades (overhead lines)	\$ 493,000	\$ 493,000	Planning & Environmental	Yes
To reassign: Formerly 33 Stanyan: OCS on Guerrero (overhead lines) and 22 Fillmore: OCS on 16th St & Kansas	\$ 3,691,333	\$ 1,541,333	N/A	N/A
Caltrain Upgrades				
Communications-Based Overlay Signal System Positive Train Control Project	\$ 7,760,000	\$ 7,760,000	Construction	No
Major Transit Corridor Improvements				
Better Market Street	\$ 8,500,000	\$ 8,500,000	Planning & Environmental	No
Pedestrian Safety Improvements				
Add Pedestrian Countdown Signals to High Injury Corridors	\$ 720,000	\$ 720,000	Design	No
Geary Pedestrian Improvements	\$ 1,606,500	\$ 1,606,500	Planning & Environmental	No
New Signals on High Injury Corridors	\$ 450,500	\$ 450,500	Design	No
Pedestrian Safety Improvements Related to Muni Forward	\$ 3,316,000	\$ 3,316,000	N/A	N/A

LESSONS LEARNED AND RISKS

Lessons

Because some initial staff assumptions about how quickly bond dollars would be expended have proven overly optimistic, we are seeking to use data to improve future projections. Better estimates will help ensure that future bond sales are sized to match our funding needs between that date and the next anticipated bond sale. Bond oversight staff are working with SFMTA's Capital Finance team to analyze historic data on how project expenditures have aligned with the portion of the project complete. From this data, we are developing a tool to help staff model project cash flow over the life of a project.

Public Works is an essential partner in the delivery of this Bond, particularly the many Muni Forward projects that Public Works will design and construct. It is essential that Public Works have a clear picture of the pipeline of Muni Forward projects that they will help deliver in order to ensure the department has sufficient staff resources to meet those needs and to ensure both agencies share expectations about the project delivery schedules. Muni Forward staff have taken a proactive approach, talking with Public Works

about staffing needs prior to the City budgeting process, thus enabling Public Works to ensure that sufficient staff positions to deliver Muni Forward are included in the next two-year budget.

Risks

The 7 Haight-Noriega: Haight Street Rapid Project is being delivered in two phases. The Lower Haight portion extends from Laguna to Masonic and is being delivered in coordination with a Public Works street resurfacing contract, which also includes SFPUC work on water and sewer lines. There is now legal contention with the contractor over issues that arose during the initial water and sewer work, including five gas line ruptures. This has stalled work on the project and a new delivery schedule is unknown. Completion of the Muni Forward scope of work depends on the rest of the project progressing. We are working closely with Public Works to monitor the situation.

APPENDIX 1: BACKGROUND INFORMATION

BOND OVERVIEW

On November 4, 2014, Proposition A, the San Francisco Transportation and Road Improvement General Obligation Bond, passed with almost 72% of the vote. Proposition A authorizes the City and County of San Francisco to issue \$500 million in General Obligation Bonds to implement many of the infrastructure repairs and improvements identified by Mayor Ed Lee's Transportation 2030 Task Force.

The Bond encompasses a wide array of transportation improvement programs as detailed in the following sections. These are being delivered by multiple City and regional agencies, including SFMTA, San Francisco Public Works (Public Works), and Caltrain.

The benefits of the Bond will be felt in every San Francisco neighborhood as projects will improve public transit and move the City toward Vision Zero, the City's adopted goal to eliminate serious and fatal traffic collisions by 2024. The following sections provide brief descriptions of each of the Bond programs and how projects have and will be prioritized within that program, as identified in the original Bond report.

PROGRAMS AND PRIORITIZATION CRITERIA

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. The resulting faster, more reliable transit system will benefit San Franciscans citywide. The GO Bond investments 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.

Detail on the specific projects funded by the Bond can be found in Appendix 3.

Improved Transit: Muni Forward Rapid Network Improvements: \$191M

Program Overview

Developed through the extensive Transit Effectiveness Project planning effort, which included several years of data collection, intensive assessment, and public outreach efforts, the Muni Forward Rapid Network Improvement projects will restructure transit service on Muni's high ridership lines to improve efficiency and connectivity.

Prioritization Criteria

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

- Benefit to transit riders (e.g. time saved per customer)
- Benefits to low income and minority neighborhoods
- Pedestrian and transit safety issues

Among the Muni Forward Rapid Network projects, segments are prioritized for Bond funding in a given issuance based on project readiness and to ensure that we seize

available coordination opportunities, so that SFMTA work occurs in coordination with other construction work happening on our streets.

Improved Transit: Caltrain Upgrades

\$39M

Program Overview

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. As one of the three members of Caltrain, the City and County of San Francisco contributes funding to major projects on the system.

Prioritization Criteria

This program funds part of 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 and safety along the corridor.

Improved Transit: Accessibility Improvements

\$30M

Program Overview

This program is intended to fund improvements such as new elevators, escalators, and boarding islands to improve the safety and accessibility of transit stations and stops and allow for level boarding for people with mobility impairments. One project currently under consideration for funding is the installation of canopies over shared BART/Muni Metro station entrances. Such canopies would protect station escalators from the elements, as well as prevent unauthorized station access during nonoperational hours. Canopies would extend the service life of the open-air escalators, reduce escalator repairs, and improve reliability.

Transit system accessibility improvements are also included in other of the Bond programs, including Facilities and Muni Forward Rapid Network Improvements. These include new boarding islands and rehabilitation of escalators.

Prioritization Criteria

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.

Improved Transit: Muni Facility Upgrades

\$70M

Program Overview

This program funds the initial design and construction of projects that are needed to optimize operations and accommodate fleet needs at Muni's operations and maintenance facilities. These projects may include replacement of existing structures, reconfiguration of

materials and parts storage, upgraded and expanded washing and fueling stations, and other structural modifications.

Prioritization Criteria

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

Improved Transit: Major Transit Corridor Improvements

\$28M

Program Overview

The 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. The focus of this program is to fund corridor-wide projects that encourage street interconnectivity to create a comprehensive, integrated, efficient, safe and connected network for all modes.

Prioritization Criteria

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

- 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
- Corridors that are part of a community planning effort and have community support
- Corridors that advance social and geographic equity, including those related to transit access and reliability, safety, air quality, and crime.
- Projects that improve safety for all transportation system users
- Corridors that meet 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.
- Projects that have environmental and quality of life benefits

Safer Streets: Pedestrian Safety Improvements

\$68M

Program Overview

WalkFirst is a data-driven effort to improve pedestrian safety in San Francisco by combining public engagement with analysis of where and why pedestrian collisions occur and knowledge about the effectiveness and costs of various engineering improvements. 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, as part of San Francisco's commitment to achieving Vision Zero: zero serious traffic injuries and fatalities by 2024. Capital projects will be designed and built to most effectively address the specific safety issues present at the most dangerous intersections or corridors in San Francisco.

Prioritization Criteria

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)

Among the WalkFirst identified locations, work funded by the Bond will be prioritized based on the locations score and opportunities to do work cost effectively and efficiently in conjunction with other construction projects in the street right of way.

Safer Streets: Traffic Signal Improvements

\$22M

Program Overview

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. The goal of this program is to update 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) in conjunction with upgraded traffic signals is expected to dramatically improve safety for people walking in San Francisco.

Prioritization Criteria

Priority will be given to locations that:

- Replace obsolete and deteriorating infrastructure
- Are on the Priority Transit Network
- Have high traffic volumes
- Are on an emergency route
- Can be completed as part of a coordinated project

Safer Streets: Complete Streets

\$52M

Program Overview

The passage of the 2011 Road Repaving and Street Safety Bond allowed San Francisco to begin implementation of 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 streetscape beautification as part of repaving projects. This funding will enable coordinated projects to minimize disturbances to neighborhoods and save taxpayer dollars by avoiding the need for a second construction contract to add walking or bicycle enhancements.

Additionally, under this program many bicycle routes will be upgraded. The 2013 Bicycle Strategy found that much of San Francisco's bicycle network is fragmented and not legible to all users, with crash-prone intersections and stressful riding conditions. Improving the safety of the bicycle network is critical if the City is to achieve Vision Zero. In addition, as more people choose to bicycle, it becomes increasingly important to provide well-defined

bikeways, for the safety and ease of all roadway users. Projects under this category will target key intersections and street segments to increase safety and comfort for bicyclists.

Prioritization Criteria

Locations for Complete Street improvements 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.

The SFMTA is analyzing which projects to prioritize based on the following factors:

- Whether the location is a Bicycle High Injury Corridor and/or whether the location overlaps with the Pedestrian High Injury Corridors
- Ridership demand
- Level of Traffic Stress (comfort)
- The route's role as a connector
- The ability to close gaps in the network
- Socioeconomic equity
- Complexity of implementation
- Opportunity to coordinate with other projects

APPENDIX 2: STATUS OF BUDGET AND FINANCIAL PLAN

CURRENT STATUS (THROUGH DECEMBER 31, 2015)

2014 GO Bond Expenditure Report							
Program	1st Bond Issuance	Total Available Budget	Total Actual Expenditures	Total Encumbrance	Total Balance	Total % Expended	Total % Encumbered and Expended
Muni Forward Rapid Network Improvements	\$43,648,533	\$43,648,533	\$42,727	\$2,138,676	\$41,467,130	0%	5%
Caltrain Upgrades	\$7,760,000	\$7,760,000	\$0	\$0	\$7,760,000	0%	0%
Accessibility Improvements	\$0	\$0	\$0	\$0	\$0	0%	0%
Muni Facility Upgrades	\$0	\$0	\$0	\$0	\$0	0%	0%
Major Transit Corridor Improvements	\$8,500,000	\$8,500,000	\$312,196	\$194,595	\$7,993,209	0%	6%
Pedestrian Safety Improvements	\$6,093,000	\$6,093,000	\$259,482	\$0	\$5,833,518	4%	4%
Traffic Signal Improvements	\$0	\$0	\$0	\$0	\$0	0%	0%
Complete Streets Improvements	\$0	\$0	\$0	\$0	\$0	0%	0%

Expenditures are dollars spent. Encumbrances represented dollars that have been committed by the signing of an agreement such as a construction contract, but have not yet been paid out. As the contractor completes work and submits invoices, encumbered dollars will be paid to the contractor. The amount paid then moves from the encumbrance column to the expenditure column.

Breakdown by Bond Sale--All Programs			
Program	Total	First Sale	Future Sales
Muni Forward Rapid Network Improvements	\$184,785,249	\$43,648,533	\$141,136,716
Caltrain Upgrades	\$39,000,000	\$7,760,000	\$31,240,000
Accessibility Improvements	\$29,023,861	0	\$29,023,861
Muni Facility Upgrades	\$67,722,343	\$0	\$67,722,343
Major Transit Corridor Improvements	\$27,088,937	\$8,500,000	\$18,588,937
Pedestrian Safety Improvements	\$65,787,419	\$6,093,000	\$59,694,419
Traffic Signal Improvements	\$21,284,165	\$0	\$21,284,165
Complete Streets Improvements	\$50,308,026	\$0	\$50,308,026
Accountability and COI (estimated)	\$15,000,000	\$3,707,281	\$11,292,719
Total	\$500,000,000	\$69,708,814	\$430,291,186

APPENDIX 3: PROJECT STATUS REPORTS

PROJECT STATUS REPORTS

The report below covers the time period through December 31, 2015.

Muni Forward Rapid Network Improvements

Local Sales Tax-funded Planning and Design

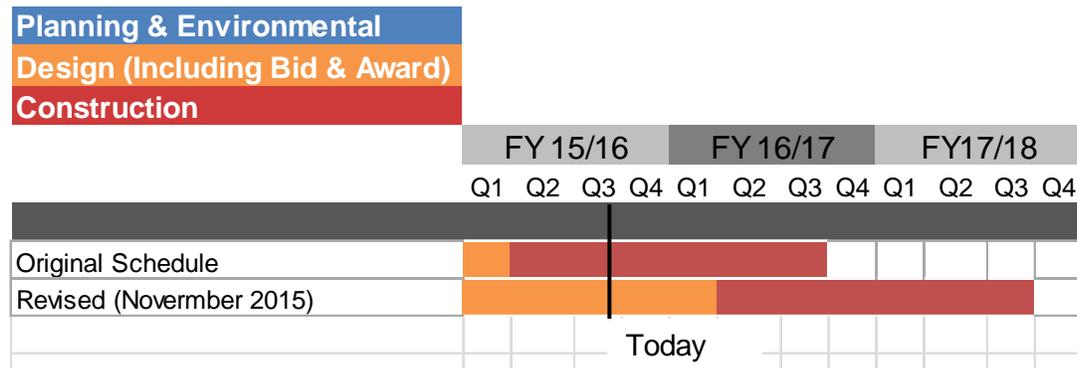
In 2014, the San Francisco County Transportation Authority allocated \$13,100,000 for preliminary engineering, and in some cases detailed design, of sixteen Muni Forward projects. The Prop K-funded projects include all projects in the first GO Bond issuance except the overhead catenary system (OCS) projects and the 30 Stockton: Chestnut Street. Preliminary engineering and detailed design on those projects is funded by the GO Bond.

Because some work, such as outreach during preliminary engineering, could be done on multiple routes together for efficiency, the majority of these funds have been tracked as a group rather than at the project level. Reports to the General Obligation Bond Oversight Committee include spending and progress updates for this overall Prop K allocation to provide information on SFMTA progress on advancing these projects to construction.

Current Total Budget	\$ 13,100,000	Original Budget	\$ 13,100,000
Funds Currently Allocated			
		Proposition K	Total
Allocated to Date		\$ 13,100,000	\$ 13,100,000
Encumbered		\$ 519,016	\$ 519,016
Expended		\$ 3,115,916	\$ 3,115,916
Remaining Balance		\$ 9,984,084	\$ 9,984,084

N Judah Transit Priority Project (Arguello to 9th Ave)

The N Judah has one of the highest riderships in the Muni network, serving 45,000 customers on an average weekday. The main causes of delay to the N Judah include long passenger boarding and alighting times, a high number of stop signs along the route and areas of closely spaced transit stops. This project will build transit priority lanes with efficient stop spacing, create better boarding zones to make boarding safer and faster, and make it easier to find stops and shelters with improved signage.

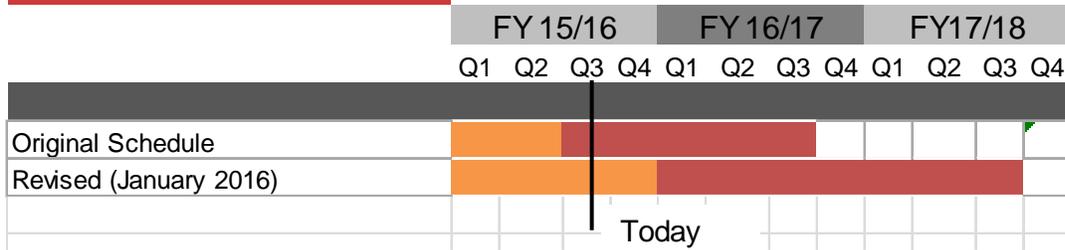


Current Total Budget*	\$ 3,320,000	Original Budget	\$ 3,320,000
Funds Currently Allocated			
	Bond Funds	Other Funds	Total
Allocated to Date	\$ 2,820,000	\$ 460,000	\$ 3,280,000
Encumbered	\$ -	\$ -	\$ -
Expended	\$ -	\$ 191,883	\$ 191,883
Remaining Balance	\$ 2,820,000	\$ 268,117	\$ 3,088,117

5 Fulton: East of 6th Ave Transit Priority Project

The 5R Fulton is a Rapid Network route and an important connector between the Richmond District and downtown. The route's reliability and travel time are hampered east of 6th Avenue by traffic congestion and closely spaced stops. This project will implement various enhancements throughout the corridor, including new bus bulbs, transit stop optimization, removing all-way stop controls at intersections, adding turn pockets, and building new pedestrian bulbs.

**Planning & Environmental
Design (Including Bid & Award)
Construction**



Current Total Budget*	\$ 4,800,000	Original Budget*	\$ 4,800,000
Funds Currently Allocated			
	Bond Funds	Other Funds	Total
Allocated to Date	\$ 4,800,000	\$ -	\$ 4,800,000
Encumbered	\$ -	\$ -	\$ -
Expended		\$ -	\$ -
Remaining Balance	\$ 4,800,000	\$ -	\$ 4,800,000

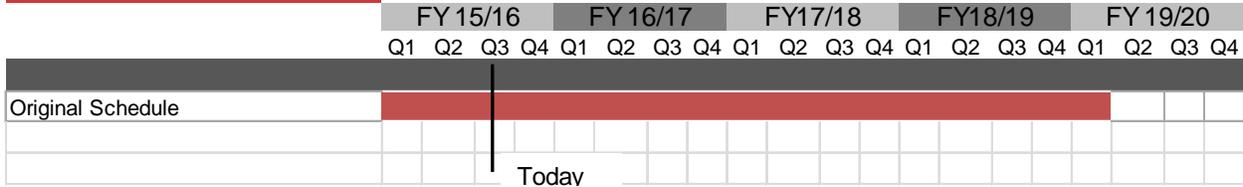
*Proposition K Sales Tax is being used toward the Planning and Design phases of this project and is included in Prop K financial report section. This total budget represents the non-Prop K project budget.

7 Haight-Noriega: Haight Street Transit Priority Project (Formerly 71 Haight-Noriega)

The 7 Haight-Noriega is an important east-west bus route and one of Muni's busiest routes, serving about 13,000 customers every day. This project includes optimizing transit stop locations, adding transit bulbs, creating signalized transit queue jumps, and replacing

all-way stop-controlled intersections with traffic signals. The changes are expected to reduce transit travel time by 20% in the corridor.

Planning & Environmental
 Design (Including Bid & Award)
 Construction



Current Total Budget* \$ 14,171,000 **Original Budget*** \$ 14,171,000

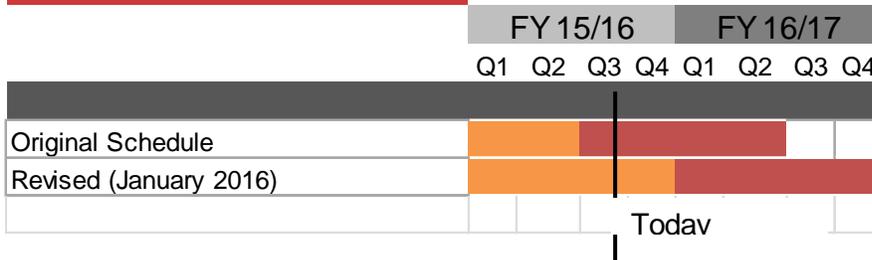
Funds Currently Allocated			
	Bond Funds	Other Funds	Total
Allocated to Date	\$ 7,715,000	\$ 1,500,000	\$ 9,015,000
Encumbered	\$ -	\$ 898,993	\$ -
Expended	\$ -	\$ 100,278	\$ -
Remaining Balance	\$ 7,715,000	\$ 500,729	\$ 8,215,729

*Proposition K Sales Tax is being used toward the Planning and Design phases of this project and is included in Prop K financial report section. This total budget represents the non-Prop K project budget.

9 San Bruno: 11th St and Bayshore Blvd Transit Priority Project

The 9 San Bruno is an important north-south bus route and one of Muni's busiest routes, serving about 12,000 customers every day. This project includes street improvements such as optimized stop placements, bus bulbs, pedestrian improvements, bicycle paths behind bus stops, and other changes that help transit vehicles navigate safely and efficiently. The changes in this project combined with improvements on Potrero Avenue are expected to reduce transit travel time by 20%.

Planning & Environmental
 Design (Including Bid & Award)
 Construction

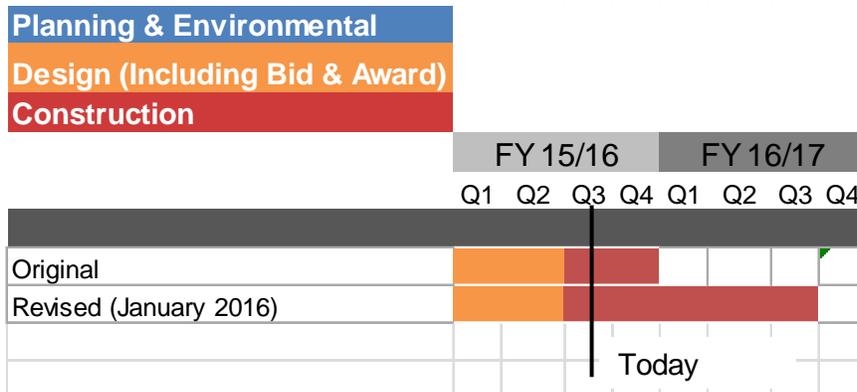


Current Total Budget*	\$	4,400,000	Original Budget*	\$	4,400,000
Funds Currently Allocated					
	Bond Funds		Other Funds		Total
Allocated to Date	\$	4,400,000	\$	-	\$ 4,400,000
Encumbered	\$	-	\$	-	\$ -
Expended	\$	-	\$	-	\$ -
Remaining Balance	\$	4,400,000	\$	-	\$ 4,400,000
*Proposition K Sales Tax is being used toward the Planning and Design phases of this project and is included in Prop K financial report section. This total budget represents the non-Prop K project budget.					

10 Townsend: Sansome Contraflow Signals

This route currently travels an indirect path, resulting in longer than necessary travel time and route unreliability. Instead of turning south onto Sansome Street at Broadway, the 10 travels an extra block to Battery and then returns to Sansome at Washington Street. This is because Sansome Street is a one-way northbound street north of Washington Street. This project will construct a Muni-only contraflow lane on Sansome Street south of Washington Street to Market Street. This will result in reduced travel time and improved operating conditions by enabling the bus to turn right from Broadway directly onto Sansome Street.

Construction duration is longer originally anticipated due to complexity of construction over sub-sidewalk basements.

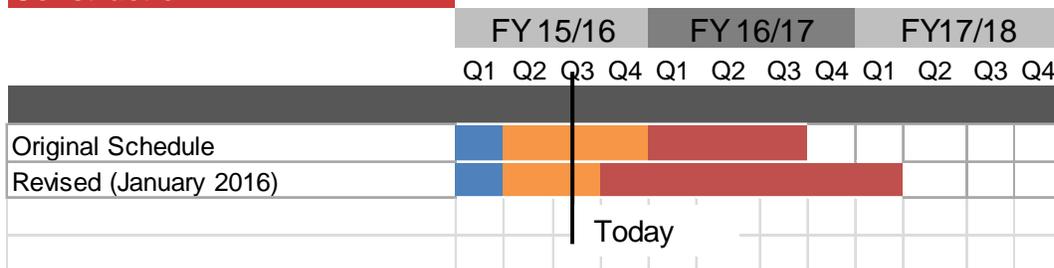


Current Total Budget*	\$	2,059,000	Original Budget*	\$	2,059,000
Funds Currently Allocated					
	Bond Funds		Other Funds		Total
Allocated to Date	\$	1,872,000	\$	-	\$ 1,872,000
Encumbered	\$	935,799	\$	-	\$ 935,799
Expended	\$	-	\$	-	\$ -
Remaining Balance	\$	936,201	\$	-	\$ 936,201
*Proposition K Sales Tax is being used toward the Planning and Design phases of this project and is included in Prop K financial report section. This total budget represents the non-Prop K project budget.					

14 Mission: Inner Mission Transit Priority Project

Mission Street carries some of the heaviest loads in the Muni system. Causes of delay include long passenger boarding times, friction between parking and loading vehicles, getting stuck behind right-turning cars, and areas of closely spaced transit stops. This project will construct improvements between South Van Ness Avenue and Cesar Chavez Street. Changes include new transit lanes, bus bulbs and pedestrian improvements, turn pockets, and optimized stop placements. The changes are anticipated to reduce the travel times on the route by 8-10 minutes in each direction.

**Planning & Environmental
Design (Including Bid & Award)
Construction**



Current Total Budget*	\$	7,224,000	Original Budget*	\$	7,224,000
Funds Currently Allocated					
	Bond Funds		Other Funds		Total
Allocated to Date	\$	3,812,000	\$	-	\$ 3,812,000
Encumbered	\$	1,202,877	\$	-	\$ 1,202,877
Expended	\$	-	\$	-	\$ -
Remaining Balance	\$	2,609,123	\$	-	\$ 2,609,123
*Proposition K Sales Tax is being used toward the Planning and Design phases of this project and is included in Prop K financial report section. This total budget represents the non-Prop K project budget.					

14 Mission: Mission & S Van Ness Transit Priority Project

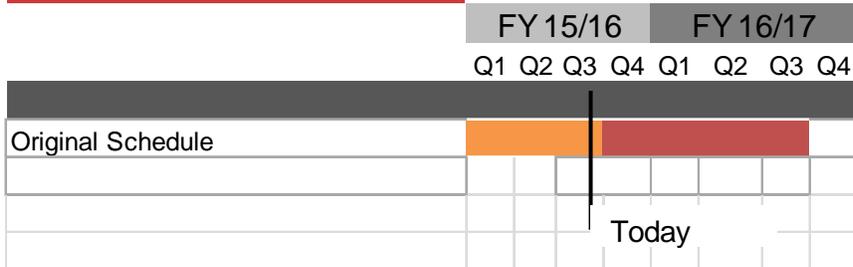
This project includes transit priority improvements at the intersection of Mission and South Van Ness. The project will enhance the safety of the intersection for people walking and biking and improve reliability for Muni riders. Construction will include new sidewalk extensions, roadway striping changes, and other improvements to complement the Van Ness Bus Rapid Transit project and the 14 Mission Rapid Project. Work will be coordinated with the Van Ness Bus Rapid Transit Project.

Planning & Environmental															
Design (Including Bid & Award)															
Construction															
				FY 15/16		FY 16/17		FY17/18							
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Original Schedule															
Current Total Budget*				\$ 2,070,000		Original Budget*		\$ 2,070,000							
Funds Currently Allocated															
				Bond Funds				Other Funds				Total			
Allocated to Date				\$ 1,390,000				\$ 120,000				\$ 1,510,000			
Encumbered				\$ -				\$ -				\$ -			
Expended				\$ -				\$ 394				\$ 394			
Remaining Balance				\$ 1,390,000				\$ 119,606				\$ 1,509,606			
*Proposition K Sales Tax is being used toward the Planning and Design phases of this project and is included in Prop K financial report section. This total budget represents the non-Prop K project budget.															

22 Fillmore OCS Improvements on Church & Duboce

The 22 Fillmore passes through red transit-only lanes along Church Street to improve route reliability. In this segment, the overhead wires are not directly overhead, resulting in delays when buses lose contact with these wires. This project will modify the alignment of overhead wires for the 22 Fillmore along Church Street to provide more reliable transit service.

Planning & Environmental
Design (Including Bid & Award)
Construction

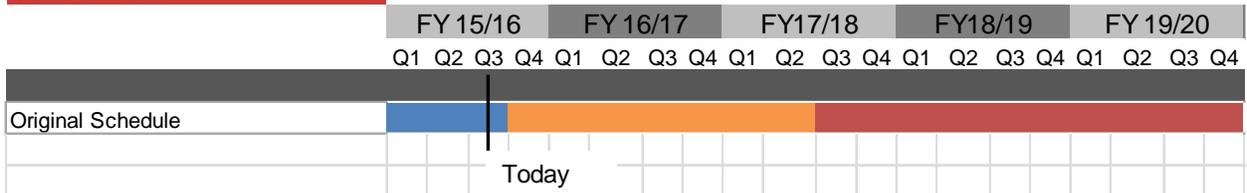


Current Total Budget	\$	2,000,000	Original Budget	\$	2,000,000
Funds Currently Allocated					
		Bond Funds	Other Funds		Total
Allocated to Date	\$	800,000	\$ -	\$	800,000
Encumbered	\$	-	\$ -	\$	-
Expended	\$	-	\$ -	\$	-
Remaining Balance	\$	800,000	\$ -	\$	800,000

22 Fillmore: 16th Street Transit Priority Project - Phase 1

This corridor faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. Additionally, the Mission Bay neighborhood, which is currently experiencing a large amount development, lacks a direct and efficient transit connection to the Mission District and central San Francisco. This project will build transit-only lanes, transit bulbs, new traffic and pedestrian signals, and new streetscape amenities. The project will also include extending the overhead contact system (OCS) on 16th Street from Kansas Street to Third Street to allow for zero-emission transit service into Mission Bay. The changes will result in 25% reduced travel times and improved reliability on the 22 Fillmore corridor, primarily along 16th Street between the intersection of Church Street and Market Street and the Mission Bay neighborhood, which represents a new terminal location for the route.

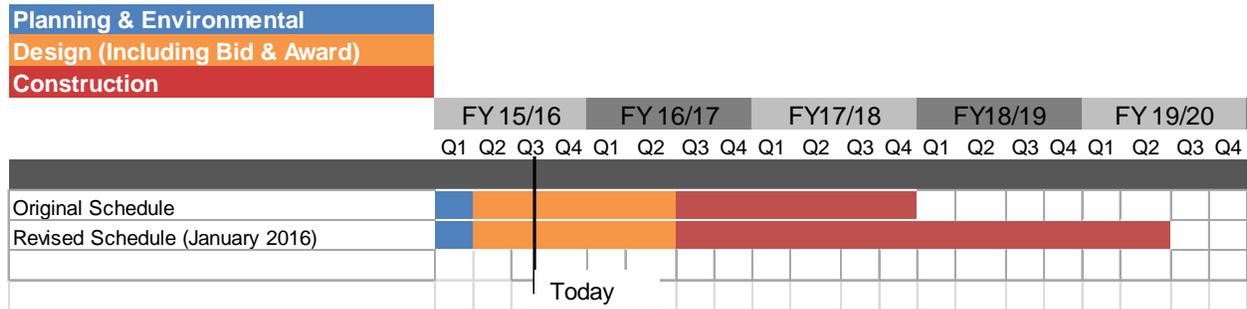
Planning & Environmental
Design (Including Bid & Award)
Construction



Current Total Budget	\$ 67,200,000	Original Budget	\$ 67,200,000
Funds Currently Allocated			
	Bond Funds	Other Funds	Total
Allocated to Date	\$ 2,150,000		\$ 2,150,000
Encumbered	\$ -	\$ -	\$ -
Expended	\$ -	\$ -	\$ -
Remaining Balance	\$ 2,150,000	\$ -	\$ 2,150,000

28 19th Avenue: 19th Ave Transit Priority Project

This corridor along Park Presidio and 19th Avenue faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project will construct, in coordination with a Caltrans repaving project, various enhancements throughout the corridor, such as stop placement optimization, turn pockets, and bus bulbs. The changes will result in 20% reduced travel times and improved reliability on the 28 19th Avenue between the intersections of California Street and Park Presidio and Junipero Serra Boulevard and 19th Avenue.



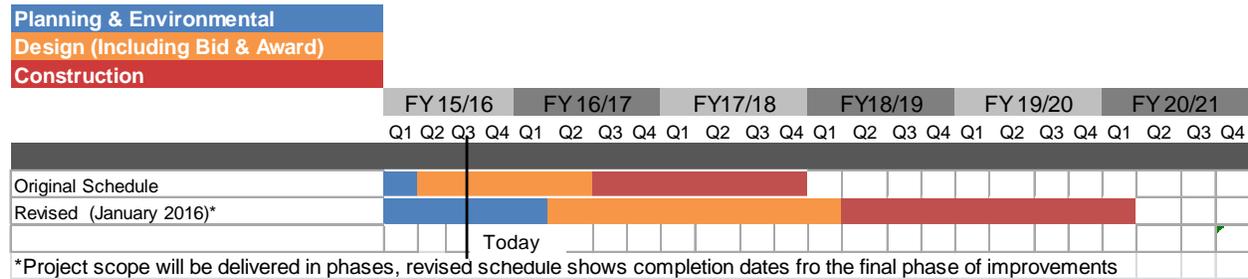
Current Total Budget*	\$ 22,965,000	Original Budget*	\$ 22,965,000
Funds Currently Allocated			
	Bond Funds	Other Funds	Total
Allocated to Date	\$ 6,211,000		\$ 6,211,000
Encumbered	\$ -	\$ -	\$ -
Expended	\$ -	\$ -	\$ -
Remaining Balance	\$ 6,211,000	\$ -	\$ 6,211,000

*Proposition K Sales Tax is being used toward the Planning and Design phases of this project and is included in Prop K financial report section. This total budget represents the non-Prop K project budget.

30 Stockton: East of Van Ness Ave Transit Priority Project

The 30 Stockton is one of Muni's busiest routes, serving about 28,000 customers every day. The corridor faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project includes optimizing bus stop locations, adding new transit bulbs and extending existing transit bulbs, establishing transit-only lanes, and widening travel lanes to reduce travel time and improve reliability on the 30

Stockton corridor. To capitalize on opportunities to coordinate work with other construction projects, this project will be delivered in multiple segments.

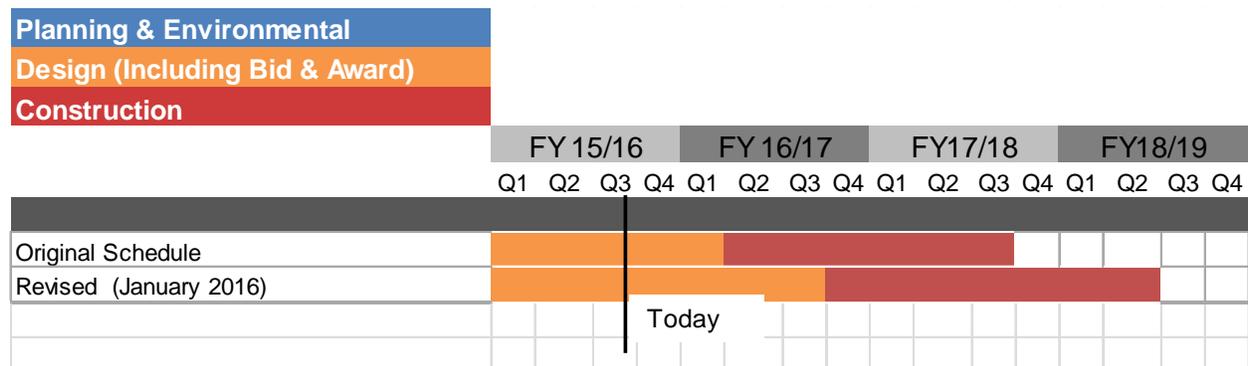


Current Total Budget*	\$	5,039,000	Original Budget*	\$	5,039,000
Funds Currently Allocated					
	Bond Funds		Other Funds		Total
Allocated to Date	\$	2,659,200	\$	-	\$ 2,659,200
Encumbered	\$	-	\$	-	\$ -
Expended	\$	-	\$	-	\$ -
Remaining Balance	\$	2,659,200	\$	-	\$ 2,659,200
*Proposition K Sales Tax is being used toward the Planning and Design phases of this project and is included in Prop K financial report section. This total budget represents the non-Prop K project budget.					

30 Stockton Transit Priority Project (Chestnut St & Terminal Loop)

This project includes optimizing bus stop locations, adding new transit bulbs and extending existing ones, establishing transit-only lanes, and widening travel lanes. The changes will make it safer to walk, increase the frequency and reliability of service, and enhance the customer experience along Chestnut, Broderick, Divisadero and Jefferson streets, west of Van Ness Avenue. This would improve an east-west portion of the Rapid Network connecting the future Van Ness Bus Rapid Transit with the 30 Stockton.

Design phase extend to enable sufficient time to address community input.



Federal Regulations for a Positive Train Control system. CBOSS provides additional capabilities that enable increased safety and operating performance to meet the growing needs of Caltrain’s high-capacity passenger commuter railroad carrying mixed traffic.

The full project scope, schedule, and budget for CBOSS-PTC are being overseen by the Peninsula Corridor Joint Powers Board. The project is currently under construction.

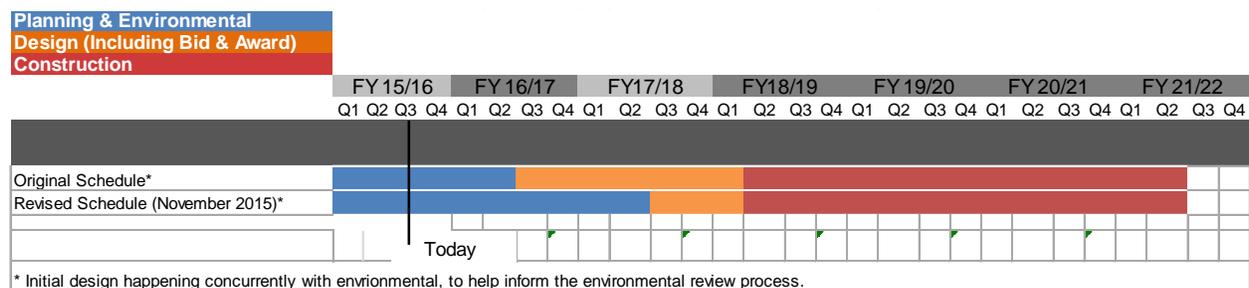
Current Total Budget	\$	7,760,000	Original Budget	\$	7,760,000
Funds Currently Allocated					
	Bond Funds		Other Funds*		Total
Allocated to Date	\$	7,760,000	N/A	\$	7,760,000
Encumbered	\$	-	N/A	\$	-
Expended	\$	-	N/A	\$	-
Remaining Balance	\$	7,760,000	N/A	\$	7,760,000

* The SFMTA is the fiscal agent for the disbursement of GO Bond funds toward this project and will ensure funds are spent in accordance with Bond requirements. Oversight of the larger project’s finances and status is being overseen by the City and County of San Francisco, via its role on the Peninsula Corridor Study Joint Powers Board.

Major Transit Corridor Improvements

Better Market Street

Market Street serves as the spine of the City’s transportation system, with approximately 464,000 riders accessing transit on Market Street each weekday. As such, transit improvements on Market Street have significant benefits to transit service system-wide. This proposed project would deliver improvements to decrease transit travel time and improve transit reliability. In addition, the project includes numerous pedestrian, bicycling and streetscaping improvements that will benefit all users of the street. Improvements to Market Street may include: pedestrian bulbs, enhancement to transit stops, stop spacing adjustments (including the introduction of Rapid stop spacing on Market), and accessibility improvements, including wider boarding platforms. Additional State of Good Repair improvements may also include rehabilitation of Muni Rail and Overhead Lines and traffic signals. The project will significantly improve mobility and safety for all users, and improve travel time while increasing accessibility.



Planning & Environmental
Design (Including Bid & Award)
Construction

	FY 15/16				FY 16/17				FY17/18			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Original Schedule												
Current Total Budget	\$ 33,656,000				Original Budget				\$ 33,656,000			
Funds Currently Allocated												
	Bond Funds				Other Funds				Total			
Allocated to Date	\$ 1,606,500				\$ 2,073,546				\$ 3,680,046			
Encumbered	\$ -				\$ -				\$ -			
Expended	\$ 114,785				\$ 61,793				\$ -			
Remaining Balance	\$ 1,491,715				\$ 2,011,753				\$ 3,503,468			

New Signals on High Injury Corridors

This project will plan, design, and install new traffic signals at eight locations and flashing beacon systems at one location along the WalkFirst Pedestrian High Injury Corridors in support of Vision Zero.

Planning & Environmental
Design (Including Bid & Award)
Construction

	FY 15/16				FY 16/17				FY17/18				FY18/19			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Original Schedule																
Current Total Budget	\$ 2,650,000				Original Budget				\$ 2,650,000							
Funds Currently Allocated																
	Bond Funds				Other Funds				Total							
Allocated to Date	\$ 450,500				\$ -				\$ 450,500							
Encumbered	\$ -				\$ -				\$ -							
Expended	\$ 72,575				\$ -				\$ 72,575							
Remaining Balance	\$ 377,925				\$ -				\$ 377,925							

Pedestrian Safety Improvements Related to Muni Forward

This project will implement permanent pedestrian improvements in conjunction with Muni Forward projects. Specific intersections and treatments will be determined as the projects proceed through design.

Schedule will be based on the schedule for the corresponding Muni Forward projects.

Current Total Budget	\$ 3,316,000	Original Budget	\$ 3,316,000
Funds Currently Allocated			
	Bond Funds	Other Funds	Total
Allocated to Date	\$ 3,316,000	\$ -	\$ 3,316,000
Encumbered	\$ -	\$ -	
Expended	\$ -	\$ -	\$ -
Remaining Balance	\$ 3,316,000	\$ -	\$ 3,316,000

MEASURING SUCCESS

With the passage of this Bond, the City committed to provide improved transit and safer streets. Staying on scope, schedule, and budget are important measures that we are on track, but equally important is the delivery of specific improvement. SFMTA staff are working to identify the best metrics and will track both physical improvements and outcomes, as projects are completed.