



SFMTA

San Francisco Municipal Transportation Agency

2014 Transportation & Road Improvement General Obligation Bond

Accountability Report
July 2020

Updates through March 2020



London Breed, Mayor

Gwyneth Borden, Chair
Amanda Eaken, Vice Chair

Cheryl Brinkman, Director
Steve Heminger, Director

Jeffrey Tumlin, Director of Transportation

Date: July 7, 2020

To: Angela Calvillo, Clerk of the Board of Supervisors
Ben Rosenfield, City Controller
José Cisneros, Treasurer
Anna Van Degna, Director, Office of Public Finance
Harvey Rose, Budget Analyst

From: Leo Levenson, Chief Financial Officer
Jonathan Rewers, T2030 Program Manager

SUBJECT: Transmittal of 2014 Transportation and Road Improvement General Obligation Bond Accountability Report

In accordance with Administrative Code 2.70, attached please find a copy of the *2014 Transportation and Road Improvement General Obligation Bond Accountability Report*.

The San Francisco Municipal Transportation Agency certifies that the report is true and correct. With the issuance of this report, the San Francisco Municipal Transportation Agency (SFMTA) requests approval to proceed with the sale of \$140,000,000 in General Obligation bonds. This is the third issuance of the \$500,000,000 in General Obligation bonds approved by voters on November 4, 2014 to improve and enhance the City's existing transportation system and expand it for the future. The first issuance of General Obligation funds totaled \$ 67,005,000. The second issuance totaled \$ 174,445,000. And with the third issuance of \$140,000,000, total General Obligation bonds issued on behalf of the SFMTA are \$381,450,000. General Obligation bonds will fund a total of 57 projects in the following categories: Muni Forward Rapid Network Improvements, Muni Facility Upgrades, Pedestrian Safety Improvements, Complete Streets Improvements, Caltrain Upgrades, Accessibility Improvements, Major Transit Corridor Improvements, and Traffic Signal Improvements.

Of the \$500,000,000 in voter-approved General Obligation bond funds, about \$15,000,000 will be reserved for issuance and oversight costs.

If you have any questions, please contact Leo Levenson, Director of Finance and Information Technology at leo.levenson@sfmta.com or Jonathan Rewers, T2030 Program Manager at jonathan.rewers@sfmta.com.



Contents

Executive Summary	1
First Issuance and Supplemental Appropriation	2
Second Issuance.....	2
Third Issuance	2
Project Status Reports	4
Budget Balancing	55
Budget, Funding, and Expenditures.....	56
Accountability Measures.....	57
Appendix A: First Issuance Expenditure Report	59
Appendix B: Second Issuance Expenditure Report.....	60
Appendix C: Environmental Review (CEQA) Status.....	61

Executive Summary

In November 2014, the San Francisco Transportation & Road Improvement General Obligation Bond (GO 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. It will also improve safety for everyone getting around San Francisco. The \$500 million in bond funds have been authorized for the following eight investment categories (Figures 1). 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 San Francisco Transportation 2045 Task Force, consisting of individuals representing neighborhoods, small and large businesses, transportation, housing and environmental justice advocacy groups, labor and civic organizations, and city and regional transportation agencies, identified critical funding needs of San Francisco's transportation systems from now through the year 2045. The GO Bond programming is guided by the Task Force's six recommendations for transportation system priorities:

1. Transit Service and Affordability
2. Muni Fleet, Facilities and Infrastructure
3. Transit Optimization and Expansion
4. Regional Transit and Smart Systems Management
5. Vision Zero, Safer and Complete Streets
6. Street Resurfacing

The benefits of the Bond will be felt in every San Francisco neighborhood and will create a safer, more efficient, and more affordable transportation system, as well as move the City toward Vision Zero, the City's commitment to eliminate traffic deaths by 2024.

Along with our partners at Public Works and Caltrain, SFMTA now has allocated GO Bond funding to 57 projects, of which the 9 San Bruno, 10 Townsend, 1 California: Laurel Village, 8 Bayshore: San Bruno, 8th and Market Transit Boarding Island, 19 Polk, UCSF Platforms, and 30 Stockton: Chestnut projects have reached substantial completion and are available for public use. Each individual project's progress is discussed in more detail in the Project Status Reports section.

Updates on the projects and programs supported by these funds and quarterly reports to the Citizen's General Obligation Bond Oversight Committee are available at <https://cgoboc.sfgov.org/streets-and-infrastructure.html>. T2045 information is available at <http://sftransportation2045.com/>.





First Issuance and Supplemental Appropriation

The first issuance of the Bond occurred in June 2015 appropriating \$67,005,000 of proceeds from general obligation bonds. In late June 2017, the Board of Supervisors approved an ordinance to re-appropriate \$26,200,000 of the 2014 Transportation & Road Improvement General Obligation Bond Series 2015B funded investment categories, including Better Market Street, Muni Forward Rapid Network improvements, and Pedestrian Safety Improvements projects, to the Muni Facility Upgrades investment category. The ordinance was signed into law by the Mayor on July 21, 2017.

Second Issuance

In February 2018, the Board of Supervisors appropriated the second issuance of 2014 Transportation & Road Improvement GO bonds for \$174,445,000. The 2018B issuance funded Complete Streets Improvements, Muni Facility Upgrades, Muni Forward Rapid Network improvements, Pedestrian Safety Improvements, Traffic Signal Improvements, the Better Market Street project, BART's Market Street station entrance canopies, and Caltrain electrification.

Third Issuance

At its March 17, 2020 meeting, the SFMTA Board of Directors approved an item requesting that the Board of Supervisors appropriate the third issuance of 2014 Transportation & Road Improvement GO bonds. Together with the \$66 million from the first issuance, and the \$173 million from the second issuance, the third issuance would increase the authorized appropriation of GO bond funds to \$381 million (Table 1). The third issuance, not to exceed \$140,000,000, is needed because near term cash flow needs for capital projects funded with the GO bonds exceed the amount of earlier bond proceeds that remain unspent; as projects enter into and ramp up construction, more funds are needed to meet contracting and cash flow needs. Additionally, projects not currently funded under earlier issuances have immediate cash flow needs. The third issuance, subject to Board of Supervisors approval, will fund Muni Forward Rapid Network improvements, Pedestrian Safety Improvements, Accessibility Improvements, BART's Market Street station entrance canopies, and Caltrain electrification.

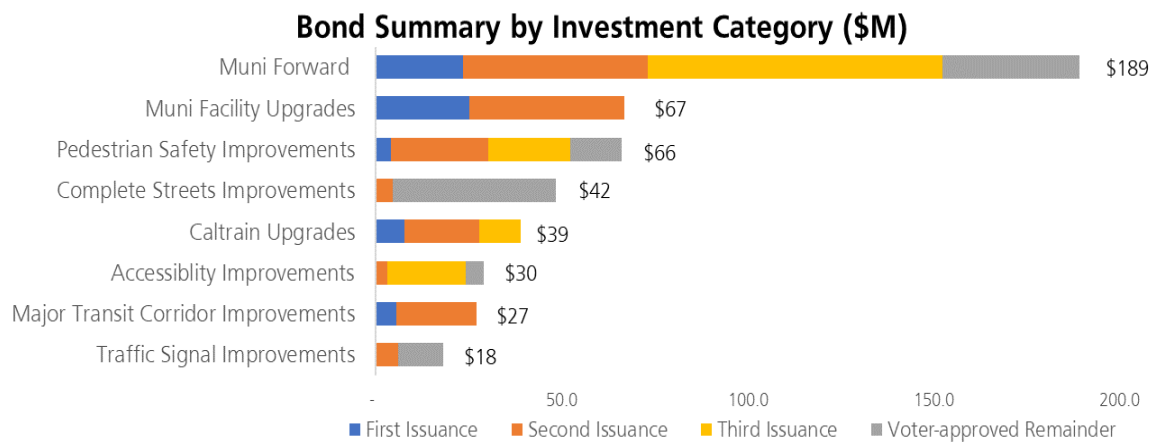


Figure 1. GO Bond first, second, and third issuance funding with remainder to be issued. Total bond authorization for each investment category is also shown.



Project Status Reports

(Updates as of March 30, 2020)



Improve the intersections of 4th at Bryant and Harrison in coordination with construction of the Central Subway. The 4th Street corridor from Harrison to King Streets is currently under construction for Central Subway Contract 1300, which is the final contract for this capital improvement project with substantial completion scheduled for Summer 2018. Bulb-outs are not currently in the Central Subway scope of work, but the contract plans call for the opening of the crosswalk across the I-80 on-ramp and for the installation of signal equipment to support this new crosswalk. The inclusion of bulb-outs, particularly at the I-80 on- and off-ramps at Harrison and Bryant Streets, respectively, will improve pedestrian safety by opening the closed crosswalk across the I-80 on ramp, providing pedestrian space through sidewalk extensions, and decreasing the overall crossing distances for pedestrians.

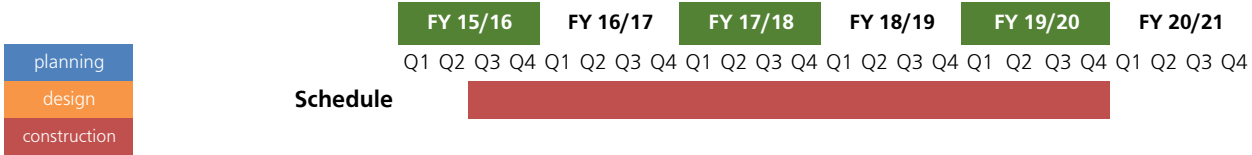
Project Status Through March 30, 2020

Received construction cost estimate for 4th/ Harrison NW/NE bulbouts, 4th/ Bryant SE bulbout, and 4th/ Bryant NW bulbout. Construction for these bulbouts is delayed until May or June 2020. Concurrently, the team is pursuing the Caltrans encroachment permit for the 4th/ Harrison SW bulbout.

PROJECT MANAGER: Leung, Kimberly
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 9/30/2020

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$960,000	\$960,000
Encumbered	\$0	\$0	\$0
Expended	\$0	\$71,266	\$71,266
Remaining Balance	\$0	\$888,734	\$888,734





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.

Project Status Through March 30, 2020

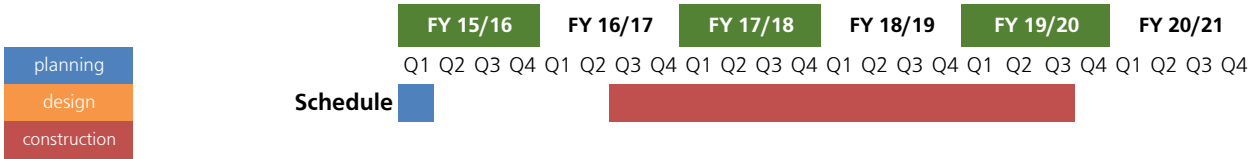
Project Controls is waiting for final budget revisions approval to close the project.

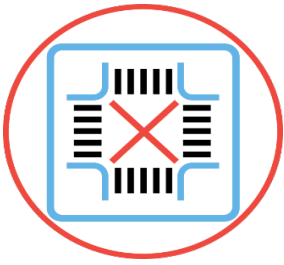
PROJECT MANAGER: Maleki, Parand
CURRENT PROJECT PHASE: Project Closeout
SUBSTANTIAL COMPLETION DATE: 1/29/2019

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$2,582,424	\$244,000	\$2,826,424
Encumbered	\$0	\$0	\$0
Expended	\$2,829,115	\$0	\$2,829,115
Remaining Balance	-\$246,691	\$244,000	-\$2,691

Negative values will be offset by GO Bond funds from the same Program area and/or other non-GO Bond funds..





Improve street safety and create a more inviting pedestrian environment on 6th Street from Market Street to Brannan Street by removing one lane of vehicle travel in each direction. A broad scope of streetscape improvements will be implemented, including: sidewalk widening, pedestrian safety bulb-outs, raised crosswalks at alleyways, new traffic signals, landscaping, and other improvements to the pedestrian environment. This project will also remove peak-hour tow-away lanes on 6th Street, and install a class II bike lane on 6th Street from Market Street to Folsom Street to connect to the existing bike network.

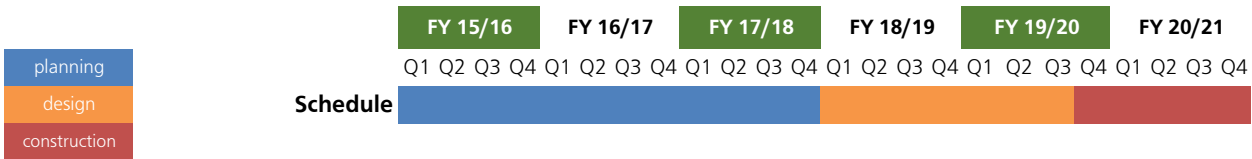
Project Status Through March 30, 2020

Completed logistics required for first pre-construction series meeting, but had to cancel first meeting because of lack of RSVPs; continued to send out monthly email updates for each month; scheduled decorative crosswalk workshop with Filipina community; represented 6th Street at District 6 Bicycle/ped open house; observed quick-build signal changes; obtained funding from Public Works.

PROJECT MANAGER: Leung, Kimberly
CURRENT PROJECT PHASE: Detail Design
SUBSTANTIAL COMPLETION DATE: 12/30/2022

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$3,235,000	\$3,235,000
Encumbered	\$0	\$69,837	\$69,837
Expended	\$0	\$1,032,284	\$1,032,284
Remaining Balance	\$0	\$2,132,880	\$2,132,880



- planning
- design
- construction



The 7 Haight-Noriega is an important east-west bus route 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.

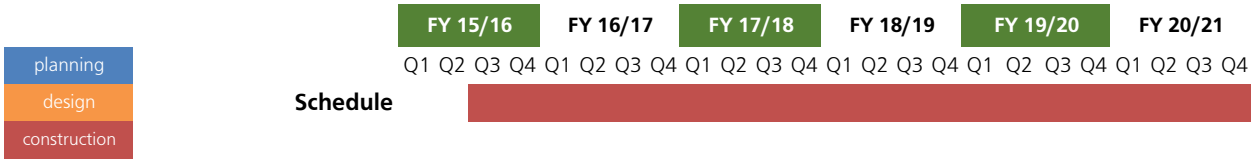
Project Status Through March 30, 2020

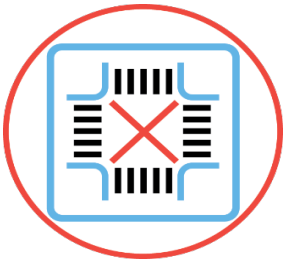
Surface work is continuing with sidewalk, curb and gutter work at various locations along the corridor. Sewer work is 99% complete; curb ramp work is 65% complete; sidewalk work is 50% complete; fiber optic work is 100% complete, street light work is 95% complete, paving work is 60% complete; underground traffic signal work is complete; landscaping work to occur at end of project.

PROJECT MANAGER: Kwong, Kenneth
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 1/1/2022

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$1,560,917	\$8,766,975	\$10,327,892
Encumbered	\$0	\$3,888,520	\$3,888,520
Expended	\$1,200,655	\$3,422,368	\$4,623,023
Remaining Balance	\$360,262	\$1,456,087	\$1,816,349





Design and install multimodal improvements along the San Bruno Avenue corridor (between Alemany Boulevard and Bayshore Boulevard) including pedestrian safety, transit priority and parking management proposals that will make the street safer for people walking, increase the reliability of Muni, and address parking availability in the neighborhood. Elements include bus bulb-outs, pedestrian bulb-outs, a new traffic signal, pedestrian crossing beacons, transit zone upgrades and parking zone optimization.

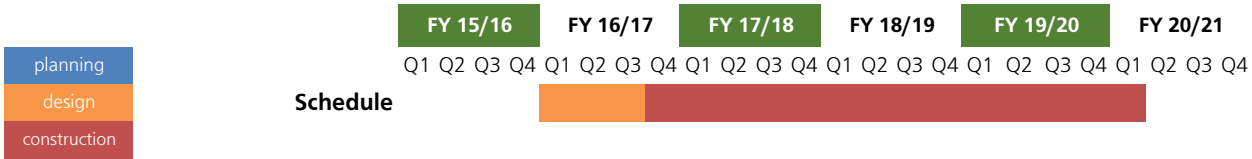
Project Status Through March 30, 2020

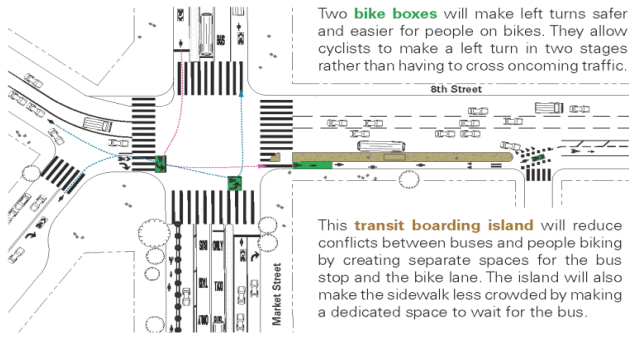
All contract work is now complete.

PROJECT MANAGER: Shue, Kevin
CURRENT PROJECT PHASE: Closeout
SUBSTANTIAL COMPLETION DATE: 12/30/2019

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$1,300,000	\$1,300,000
Encumbered	\$0	\$51,873	\$51,873
Expended	\$0	\$660,518	\$660,518
Remaining Balance	\$0	\$587,608	\$587,608





Two **bike boxes** will make left turns safer and easier for people on bikes. They allow cyclists to make a left turn in two stages rather than having to cross oncoming traffic.

This **transit boarding island** will reduce conflicts between buses and people biking by creating separate spaces for the bus stop and the bike lane. The island will also make the sidewalk less crowded by making a dedicated space to wait for the bus.

For more information, please contact Alan Uy at Alan.Uy@sfmta.com or 415.749.2499.



The SFMTA will create a section of Class IV bikeway (on-street bike lanes that are physically separated from the adjacent general travel lane) at 8th, Market, Hyde, and Grove Streets, with the purpose of creating a safer bicycling environment at one of the busiest cycling intersections in the city. The innovative measures include two-stage turn boxes, green pavement parking, and a transit boarding design that together make it so that bicyclists are separated from transit and do not have to perform a weave at the bus stop. This section of Class IV bikeway will connect to an existing buffered bike lane on 8th Street.

Project Status Through March 30, 2020

The project is in the close out/administrative closure phase.

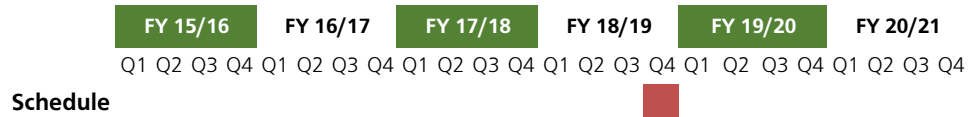
PROJECT MANAGER: Uy, Alan
CURRENT PROJECT PHASE: Closeout
SUBSTANTIAL COMPLETION DATE: 6/29/2018

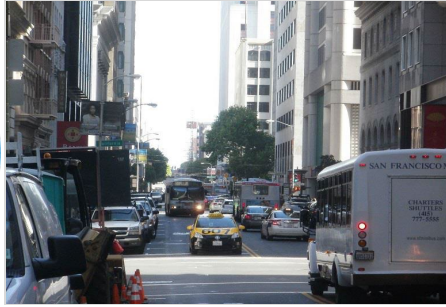
FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$335,800	\$186,000	\$521,800
Encumbered	\$2,136	\$0	\$2,136
Expended	\$259,250	\$186,000	\$445,250
Remaining Balance	\$74,414	\$0	\$74,414

As part of clean up, project savings will be used to balance overall bond negatives.

- planning
- design
- construction





Necessary capital improvements including upgrades to three traffic signals, striping enhancements, and road reconfiguration to implement a contraflow lane on Sansome Street to improve connections from Downtown to Russian Hill. This project was identified as part of Phase 1 of Muni Forward capital projects and is currently under construction with anticipated completion in Summer 2016.

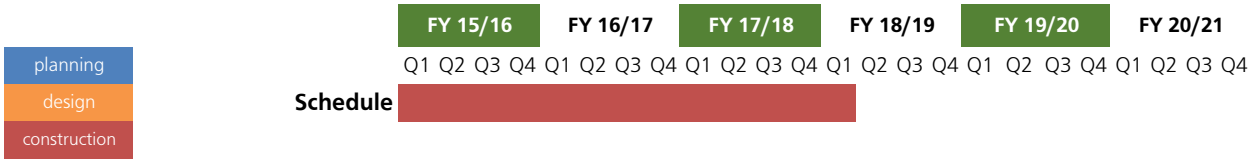
Project Status Through March 30, 2020
 The project is in the close out/administrative closure phase.

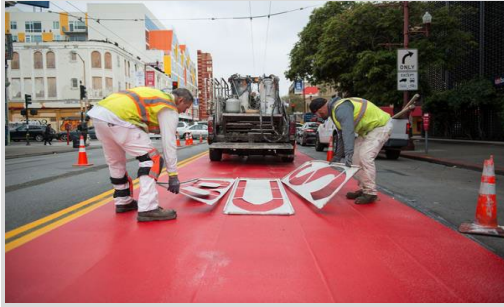
PROJECT MANAGER: Trout, Ian
CURRENT PROJECT PHASE: Contract Closeout
SUBSTANTIAL COMPLETION DATE: 9/24/2018

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$1,665,839	\$0	\$1,665,839
Encumbered	\$0	\$0	\$0
Expended	\$1,589,460	\$0	\$1,589,460
Remaining Balance	\$76,380	\$0	\$76,380

As part of clean up, project savings will be used to balance overall bond negatives.





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 transit and streetscape improvements to reduce travel times for the 14 Mission in the Inner Mission along Mission Street between 11th Street and Randall Street. Improvements will include new transit-only lanes and enhancements to existing transit-only lanes, transit bulbs and pedestrian improvements, signalized transit queue-jump lanes and turn pockets and optimized transit stop placements.

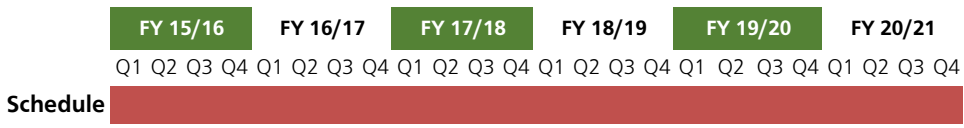
Project Status Through March 30, 2020
 20th and Mission bulb advertised with SFPUC Project, but bid opening has been pushed back to allow more time for contractors to submit their bids. 95% CM review comments addressed by design team for the 16th and 18th Mission bulbs.

PROJECT MANAGER: Kwong, Kenneth
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 4/1/2021

FUNDING/SCHEDULE

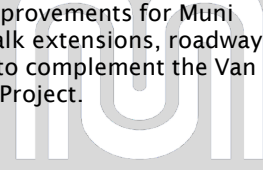
GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$1,164,450	\$627,151	\$1,791,601
Encumbered	\$0	\$0	\$0
Expended	\$855,410	\$0	\$855,410
Remaining Balance	\$309,040	\$627,151	\$936,191

- planning
- design
- construction





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



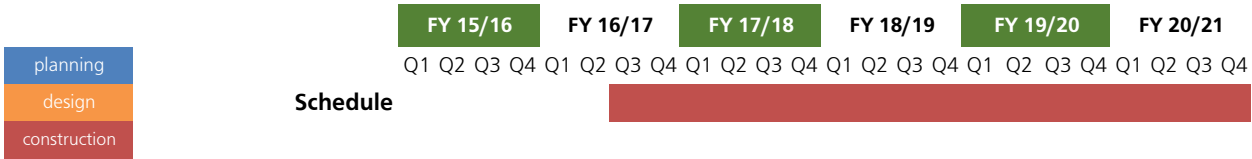
Project Status Through March 30, 2020

Contractor continued with utility potholing for existing utilities to install sewer, water, and ductbank. Work dictated by Van Ness Project after utility work and coordination with the adjacent building construction. Bus island to be built by 30 Otis in Summer 2021 as part of their building construction. Agreement just finalized through email between Van Ness and 30 Otis Team.

PROJECT MANAGER: Kwong, Kenneth
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 1/1/2021

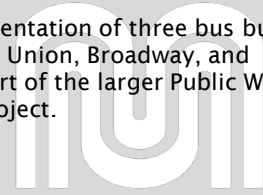
FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$1,390,000	\$0	\$1,390,000
Encumbered	\$8,472	\$0	\$8,472
Expended	\$1,043,974	\$0	\$1,043,974
Remaining Balance	\$337,554	\$0	\$337,554





Design and implementation of three bus bulbs along Polk Street at Union, Broadway, and Sutter Streets as part of the larger Public Works Polk Streetscape Project.



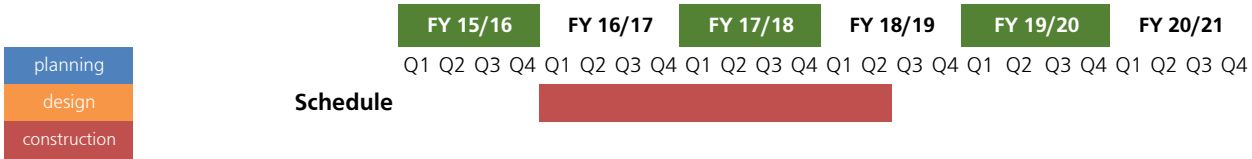
Project Status Through March 30, 2020

The project is in the close out/administrative closure phase.

PROJECT MANAGER: Gill, Deborah
CURRENT PROJECT PHASE: Closeout
SUBSTANTIAL COMPLETION DATE: 11/19/2018

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$74,000	\$74,000
Encumbered	\$0	\$0	\$0
Expended	\$0	\$0	\$0
Remaining Balance	\$0	\$0	\$0





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 the wires. This project will modify the alignment of overhead wires for the 22 Fillmore along Church Street to provide more reliable transit service.

Project Status Through March 30, 2020

Project team met on site with contractor for the overhead catenary system support need. Outreach was on board. Church and Duboce: Detail Design was on hold due Transit's request to explore other alternatives.

PROJECT MANAGER:

Rhodes, Michael

CURRENT PROJECT PHASE:

Construction

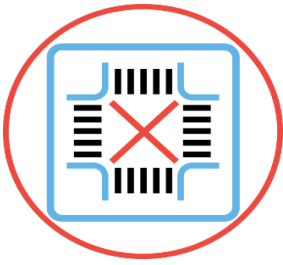
SUBSTANTIAL COMPLETION DATE:

01/01/2021

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$80,000	\$1,127,000	\$1,207,000
Encumbered	\$0	\$484,784	\$484,784
Expended	\$80,000	\$137,186	\$217,186
Remaining Balance	\$0	\$505,030	\$505,030





The 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.

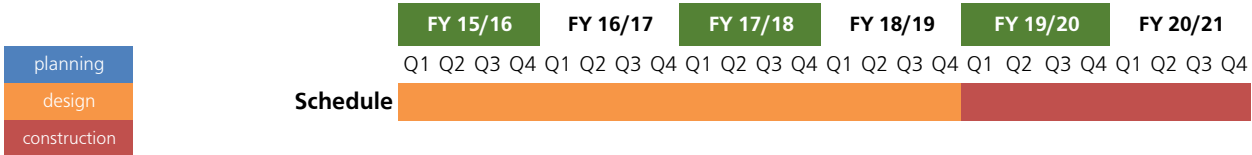
Project Status Through March 30, 2020

Received bids and in progress of contract award.

PROJECT MANAGER: Shue, Kevin
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 6/30/2022

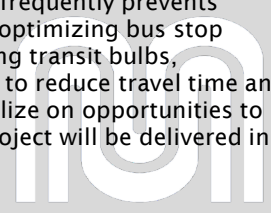
FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$13,631	\$2,000,000	\$2,013,631
Encumbered	\$0	\$23,538	\$23,538
Expended	\$13,631	\$21,046	\$34,677
Remaining Balance	\$0	\$1,955,416	\$1,955,416





The 30 Stockton is one of Muni’s busiest routes, serving about 28,000 customers every day. The corridor faces significant congestion that frequently prevents 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.



Project Status Through March 30, 2020

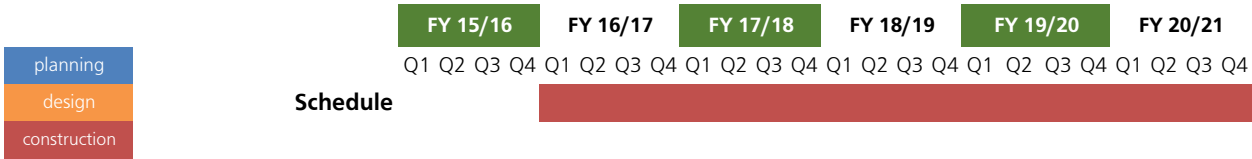
Remaining work on Van Ness will be done as part of the Van Ness BRT project in late 2020-early 2021. Work is dictated by Van Ness Project schedule.

PROJECT MANAGER: Kwong, Kenneth
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 6/30/2021

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$331,461	\$675,000	\$1,006,461
Encumbered	\$0	\$0	\$0
Expended	\$539,287	\$24,129	\$563,417
Remaining Balance	-\$207,826	\$650,871	\$443,044

Negative values will be offset by GO Bond funds from the same Program area and/or other non-GO Bond funds..





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. The design phase was extended in to enable sufficient time to address community input. The project was legislated in March 2016 and is now moving forward with detailed design and construction.

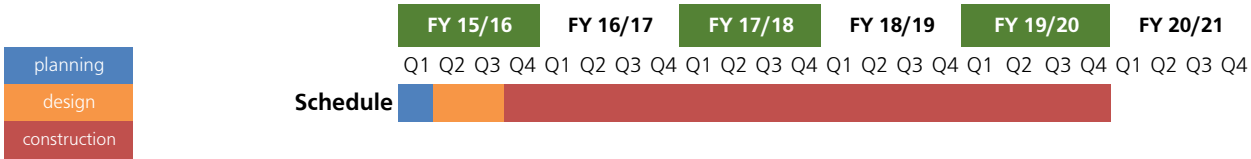
Project Status Through March 30, 2020
Beginning project closeout.

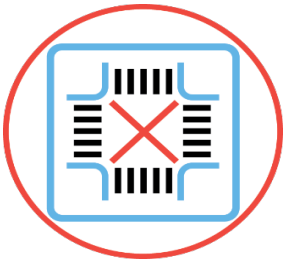
PROJECT MANAGER: Shue, Kevin
CURRENT PROJECT PHASE: Closeout
SUBSTANTIAL COMPLETION DATE: 1/15/2020

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$3,726,167	\$0	\$3,726,167
Encumbered	\$0	\$0	\$0
Expended	\$3,196,285	\$0	\$3,196,285
Remaining Balance	\$529,882	\$0	\$529,882

As part of clean up, project savings will be used to balance overall bond negatives.





The Alemany Interchange Improvements Project proposes striping changes for safer cycling and walking through the "Alemany Maze" including new buffered bike lanes, flexible delineator posts to separate the bikeways from vehicles, hatched shoulders and narrowed travel lanes to reduce speeding, and high visibility crosswalks. The project also proposes a buffered bike lane southbound on San Bruno Avenue from Alemany Boulevard to Silver Avenue. SFMTA staff anticipate no changes to parking from these improvements.

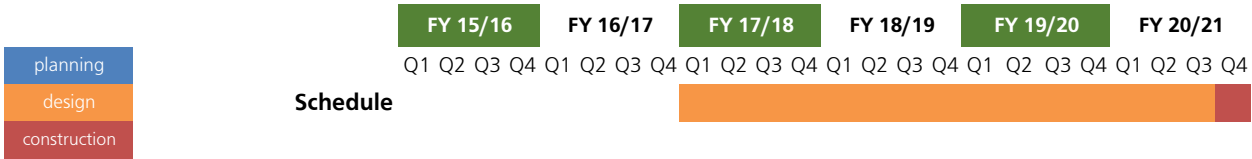
Project Status Through March 30, 2020

The design has been finalized and the coordinated work order has been sent to the Shops. The installation date of the bikeway is dependent on a couple of elements not directly in our Agency's control. Caltrans is in final review of the Encroachment Permit and the Design Standard Decision Document we are required to submit prior to implementing the bikeway which has parts within Caltrans ROW.

PROJECT MANAGER: Maurice Growney
CURRENT PROJECT PHASE: Detail Design
SUBSTANTIAL COMPLETION DATE: TBD

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$186,890	\$186,890
Encumbered	\$0	\$0	\$0
Expended	\$0	\$70,272	\$70,272
Remaining Balance	\$0	\$116,618	\$116,618





Accept and review community-based traffic calming applications to select and then design and construct traffic calming projects on residential streets citywide. Applications are evaluated based on criteria such as speeds, collisions, and volumes. SFMTA reviews and evaluates applications, informs applicants of whether or not their requested location will receive a traffic calming project the following year, and asks residents on accepted blocks to vote. Fifty percent of returned ballots must be in favor of the measure in order to move forward into design and construction.

Project Status Through March 30, 2020

Construction has continued at an increased pace, and the program is nearing completion. Locations constructed:

- Golden Gate Ave, Lyon St to Central Ave, 42nd Ave, Santiago St to Taraval St, Teresita Bl, Bella Vista Wy to Rio Ct, 15th St, Noe St to Sanchez St
- Teresita Bl, Evelyn Wy to Fowler Wy
- Teresita Bl, Verna St to Melrose Ave
- 7th Ave, Lake St to END
- Baker St, Francisco St to Bay St (3-lump)
- Lake St, 25th Ave to 26th Ave
- Lake St, 24th Ave to 25th Ave
- 18th Ave, Rivera St to Santiago St
- 18th Ave, Balboa St to Cabrillo St
- Vermont St, Mariposa St to 18th St
- Lenox Way, Taraval St to Verdun Wy
- Herbst (Zoo) Rd, Armory Dr to Skyline Bl
- Lenox Way, Verdun Wy to Ulloa St
- Kirkham St, 34th Ave to 35th Ave
- Jamestown Ave, Redondo St to Ingalls St (3-lump)
- Jamestown Ave, Ingalls St to Jennings St (3-lump)
- 08th Ave, Kirkham St to Lawton St
- Hampshire St, 20th St to 21st St
- Mariposa St, Arkansas St to Carolina St (Loc #1)
- Texas St, 20th St to Sierra St
- 29th St, Sanchez St to Noe St (3-lump)
- 07th Ave, Balboa St to Cabrillo St (bike slots)
- 29th St, Noe St to Castro St (3-lump)
- 07th Ave, California St to Clement St (bike slots)
- 36th Ave, Santiago Ave to Taraval St
- Anza St, 8th Ave to 9th Ave
- 09th Ave, Geary Bl to Anza St
- 09th Ave, California St to Clement St
- 08th Ave, California St to Clement St (bike slots)
- 08th Ave, Lake St to California St

PROJECT MANAGER: Carr, Daniel
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 5/6/2021

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$179,564	\$179,564
Encumbered	\$0	\$0	\$0
Expended	\$0	\$44,621	\$44,621
Remaining Balance	\$0	\$134,943	\$134,943

FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20 FY 20/21
 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

planning
 design
 construction

Schedule





The Market Street entrance modernization project will provide new, street-level canopies at each of the entrances. The current, open design of the entrances does not provide weather protection for the escalators from weather. The scope consists of off-site fabrication and the installation of a new support system for the canopies with a glass enclosure, new lighting system and light fixtures and a real time display unit. These canopies will incorporate lessons learned from the Phase 1 canopy installations at Powell and Civic Center Stations.

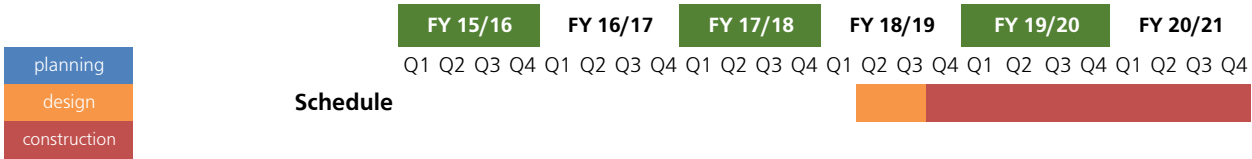
Project Status Through March 30, 2020

BART to issue Notice To Proceed to Shimmick Construction on the 15LK-140 Market Street Entry Canopies in May 2020. Weekly progress meetings are being held with the Contractor while they plan their work, and develop required early action submittals. BART and SFMTA continue to meet with other SF City Departments in our monthly coordination meetings to provide updates, discuss/resolve any potential issues, and coordination between contracts. Joint community outreach is expected to continue and intensify as field work approaches.

PROJECT MANAGER: Dana, Mark
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: Spring 2027

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$3,000,000	\$3,000,000
Encumbered	\$0	\$0	\$0
Expended	\$0	\$78,595	\$78,595
Remaining Balance	\$0	\$2,921,405	\$2,921,405





Plan, design, and construct a protected north-south bikeway that connects to or passes near the new Transbay Transit Center. The project will improve cycling comfort and safety while addressing transit issues and accessibility needs. Work may include the following: street markings, signs, raised elements along the bikeway, signal modifications or retiming, and curb ramps.

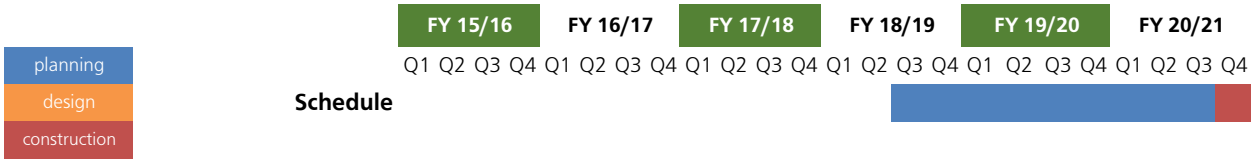
Project Status Through March 30, 2020

Staff took the project thru internal approvals and Engineering Public Hearing. There has been strong support from the public regarding the project. Staff submitted environmental documents to SF Planning Department and have prepared a DRAFT SFMTA Board legislation package for review.

PROJECT MANAGER: Trout, Ian
CURRENT PROJECT PHASE: Preliminary Engineering
SUBSTANTIAL COMPLETION DATE: summer 2023

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$240,000	\$240,000
Encumbered	\$0	\$42,286	\$42,286
Expended	\$0	\$91,213	\$91,213
Remaining Balance	\$0	\$106,500	\$106,500



- planning
- design
- construction



Market Street is 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 perpetuate 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.

Project Status Through March 30, 2020

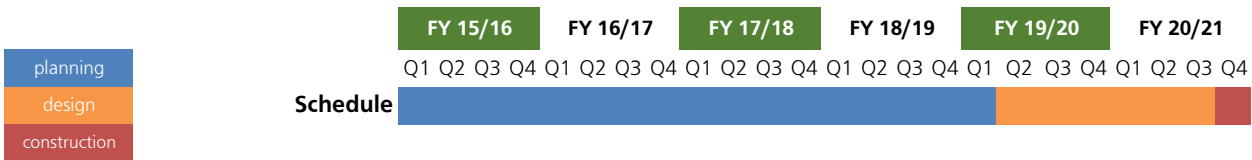
In December of 2019 SFMTA delivered the 90% design to Public Works. SFMTA staff was working with the other City agencies to develop the construction sequencing plan, and transit support plans to support the construction of Better Market Street Phase 1a. During a meeting on the project on 3/12/2020, the SFMTA Director stated that the project needs to be completely rethought in terms of cost and value which can result in a different delivery for the first Segment of construction. In the last few weeks SFMTA staff has been working to reimagine the scope and scale of the project focusing on cost reduction and increasing bicycle capacity.

PROJECT MANAGER: Gabancho, Peter
CURRENT PROJECT PHASE: Preliminary Engineering
SUBSTANTIAL COMPLETION DATE: 06/28/2024

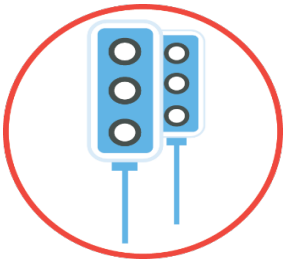
FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$5,500,000	\$12,593,275	\$18,093,275
Encumbered	\$0	\$1,172,787	\$1,172,787
Expended	\$5,498,518	\$13,025,553	\$18,524,071
Remaining Balance	\$1,482	-\$1,605,065	-\$1,603,583

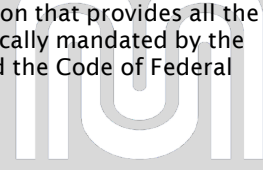
Negative values will be offset by GO Bond funds from the same Program area and/or other non-GO Bond funds..



- planning
- design
- construction



Caltrain is installing an Advance Signal System, also known as Positive Train Control or PTC. PTC is a system that tracks train locations and prevents unsafe train movements and is a vital solution that provides all the required safety features specifically mandated by the Railroad Safety Act of 2008 and the Code of Federal Regulations for a PTC system.



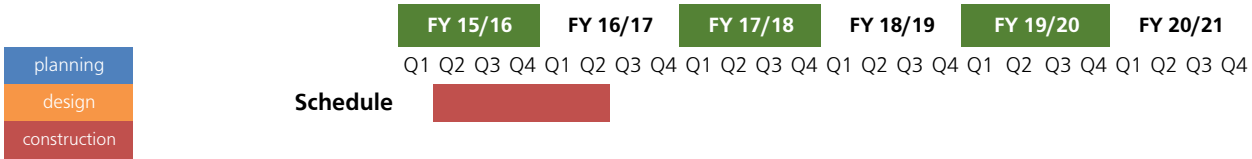
Project Status Through March 30, 2020

During the past quarter, Caltrain ran the first four trains in revenue service (with passengers on them) that were enforced by PTC.

PROJECT MANAGER: Skinner, Peter
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 10/31/2016

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$7,760,000	\$0	\$7,760,000
Encumbered	\$28,030	\$0	\$28,030
Expended	\$7,731,970	\$0	\$7,731,970
Remaining Balance	\$0	\$0	\$0





The Peninsula Corridor Electrification Project (PCEP) will electrify and upgrade the performance, operating efficiency, capacity and reliability of Caltrain's commuter rail service. PCEP includes the electrification of approximately 51 miles of the existing Caltrain corridor between between the San Francisco 4th and King Station in San Francisco County and the San Jose Diridon Station in Santa Clara County and the replacement of the majority of Caltrain's diesel service with high-performance electric trains called Electric Multiple Units (EMUs). Electrify the northern terminal of the Caltrain Corridor starting at San Francisco's 4th and King Caltrain Station where there are local connections to Muni bus and rail services.

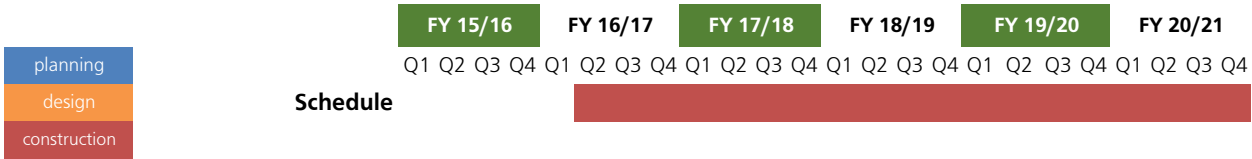
Project Status Through March 30, 2020

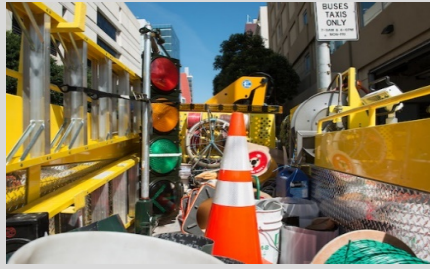
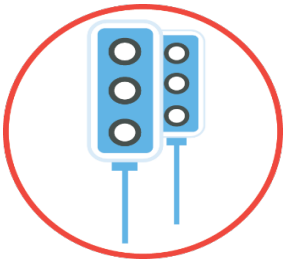
Continued electrification, SCADA, tunnel 4 historic South Portal reconstruction, EMU procurement, and safety training.

PROJECT MANAGER: Skinner, Peter
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 10/31/2021

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$20,020,000	\$20,020,000
Encumbered	\$0	\$235,227	\$235,227
Expended	\$0	\$19,784,772	\$19,784,772
Remaining Balance	\$0	\$0	\$0





Design and construct new traffic signals and/or flashing signal systems at up to six locations citywide. Locations are to be determined.



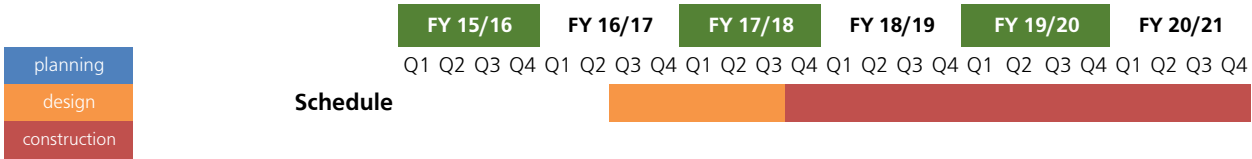
Project Status Through March 30, 2020

92% Construction Complete. Scope increased to nine locations. Seven of the nine intersections have been activated, 7th/Minna, 15th/Dolores, Alemany/Foote, Bryant/Sterling, Campus/Owens, Highland/Mission and Mariposa/Pennsylvania. Change order #8 to relocated the streetlight and traffic signal out of private property at the intersection of Mariposa /I-280 was completed. Leavenworth/Washington was energized.

PROJECT MANAGER: De Leon, Geraldine
CURRENT PROJECT PHASE: Const / Proc / Imp
SUBSTANTIAL COMPLETION DATE: 12/31/2021

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$1,100,000	\$1,100,000
Encumbered	\$0	\$0	\$0
Expended	\$0	\$387,191	\$387,191
Remaining Balance	\$0	\$712,809	\$712,809





Design and construct new traffic signals and/or flashing signal systems at up to six locations citywide. Locations are to be determined.



Project Status Through March 30, 2020

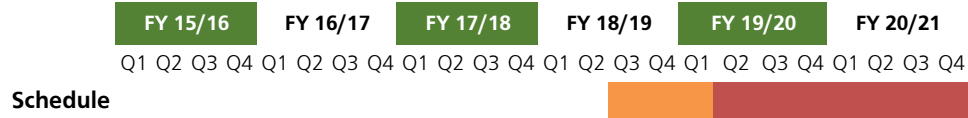
30% design complete. Continued coordination with DPW.

PROJECT MANAGER: De Leon, Geraldine
CURRENT PROJECT PHASE: Detail Design
SUBSTANTIAL COMPLETION DATE: 03/31/2022

FUNDING/SCHEDULE

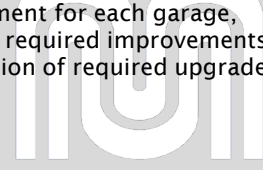
GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$260,000	\$260,000
Encumbered	\$0	\$0	\$0
Expended	\$0	\$0	\$0
Remaining Balance	\$0	\$260,000	\$260,000

- planning
- design
- construction





This project will result in modernized elevators at five parking garages: Sutter Stockton, Union Square, Polk Bush, Vallejo, and Moscone. Work will include an existing conditions assessment for each garage, design and specification of required improvements, then bidding and construction of required upgrades.



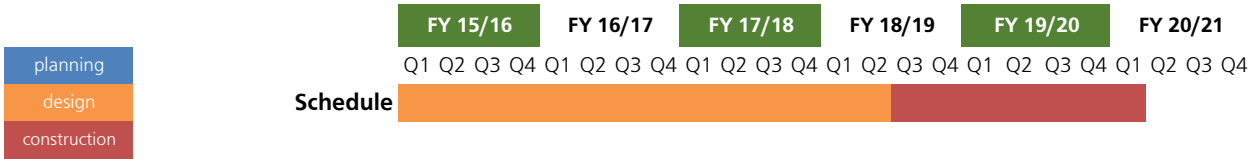
Project Status Through March 30, 2020

Work substantially complete at Polk Bush and on first cars at Sutter Stockton, Union Square and Vallejo garages. Work underway on second and third cars at Sutter Stockton and Union Square garages. Mobilization work continues for Moscone Garage.

PROJECT MANAGER: Malone, Rob
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 7/26/2020

FUNDING/SCHEDULE

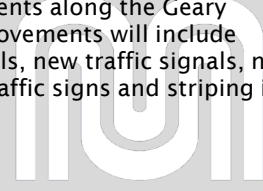
GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$3,942,417	\$3,942,417
Encumbered	\$0	\$0	\$0
Expended	\$0	\$3,122,417	\$3,122,417
Remaining Balance	\$0	\$820,000	\$820,000



- planning
- design
- construction



This project represents the first phase of the Geary Bus Rapid Transit Project. Bond funds will be used to cover pedestrian safety improvements along the Geary Corridor. The scope of improvements will include pedestrian countdown signals, new traffic signals, new pedestrian bulb outs, and traffic signs and striping in support of Vision Zero.



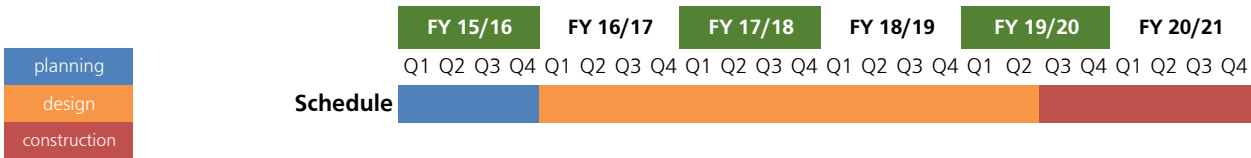
Project Status Through March 30, 2020

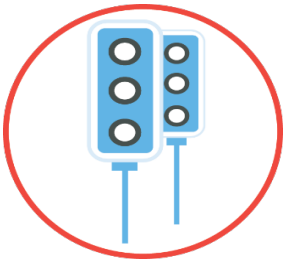
Near-term implementation of pre-construction transit and pedestrian safety improvements, including bus stop changes and bus-only lanes, was substantially completed in late 2018. An initial evaluation has found positive results including: 1-2 minutes of transit travel time savings during AM and PM peak hours for the 38R Rapid, and more than 60% of riders surveyed via on-board survey support or strongly support the recent changes (only 6% did not support). The outreach team is currently working with organizations representing each of the four neighborhoods for business support services, a part of our comprehensive outreach plan during construction. Construction of PUC's Sewer and Water contract (JMB) began in February 2019 and has completed the first half of work between Masonic-Fillmore, and is well underway on the second half between Fillmore-Van Ness. The succeeding surface contract, SFPW Geary West of Van Ness Surface (Esquivel), issued Notice to Proceed (NTP) on 2/19/2020 and is working through submittals. Construction of SFPW's Geary East of Van Ness contract (Mitchell Engineering) began in August with water work currently underway between Polk and Leavenworth streets, which is Segments 2 and 3 of six segments working eastwards. The SFPW Steiner Bridge Demolition contract (Silicon Valley) is working through submittals, with some important ones being the Demo Work Plan and the Traffic Control Plans. The proposal to install a new traffic signal and turn restrictions at the uncontrolled crossing at Commonwealth/Beaumont was approved after the January 24 public hearing.

PROJECT MANAGER: Mackowski, Daniel
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 6/30/2021

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$2,051,506	\$7,400,000	\$9,451,506
Encumbered	\$0	\$3,073,024	\$3,073,024
Expended	\$1,792,015	\$3,380,134	\$5,172,148
Remaining Balance	\$259,491	\$946,842	\$1,206,334





This project will add new traffic signals at the intersections of Geneva/London and Geneva/Athens. It will also add vehicle and pedestrian signal improvements at Geneva/Naples, Geneva/Paris, and Geneva/Moscow. Signal improvements will likely include the installation of new pedestrian countdown signals, new accessible pedestrian signals, and new mast arm signals to improve signal visibility.

Project Status Through March 30, 2020

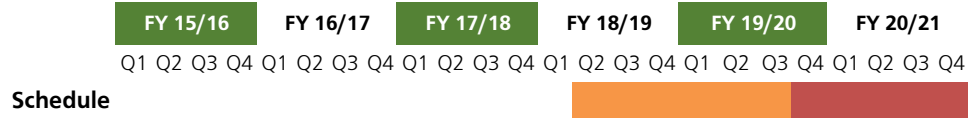
Design is 99% complete. The California Transportation Commission approved the \$2.35M construction funds in January 2020. PW electrical and MTA met with PW ADA coordinator and it was agreed to add curb ramp scope to the project funded by the Mission/Excelsior project. Preliminary curb ramp drawings would be added to the contract.

PROJECT MANAGER: De Leon, Geraldine
CURRENT PROJECT PHASE: Detail Design
SUBSTANTIAL COMPLETION DATE: 1/31/2022

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$500,000	\$500,000
Encumbered	\$0	\$0	\$0
Expended	\$0	\$201,374	\$201,374
Remaining Balance	\$0	\$298,626	\$298,626

- planning
- design
- construction





Construct a 65,000 square foot motor coach maintenance and operations building including light and heavy maintenance bays, warehouse space, operations and maintenance offices, showers, gilly room, locker rooms and training space.



Project Status Through March 30, 2020

Project team met with SFMTA Facility team and Contractor on the correction action items. Project team sent contractor letter on the warranty items that need to be addressed before closing out the contract.

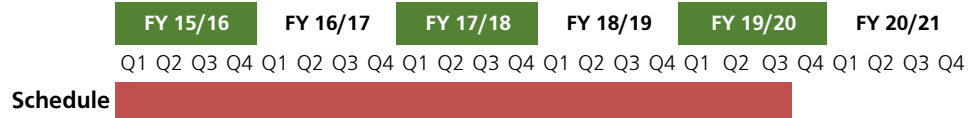
PROJECT MANAGER: Mau, Robert
CURRENT PROJECT PHASE: Contract Closeout
SUBSTANTIAL COMPLETION DATE: 05/01/2018

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$8,498,466	\$0	\$8,498,466
Encumbered	\$79,044	\$0	\$79,044
Expended	\$8,377,418	\$0	\$8,377,418
Remaining Balance	\$42,004	\$0	\$42,004

As part of clean up, project savings will be used to balance overall bond negatives.

- planning
- design
- construction





Install upgrades and additional power capacity at the King Street Power Substation to provide capacity to support light rail vehicles along the Embarcadero. Additional capacity is needed to accommodate planned system growth as well as to support special event service associated with AT&T Park and the proposed Warriors Arena.

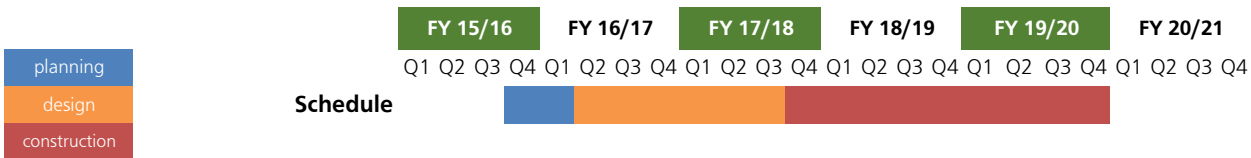
Project Status Through March 30, 2020

Project team submitted contract modification No. 1 for review and final approval. Project team met with contractor, DMZ, and discussed resuming contracted work starting 3/5/2020. Contractor and project team conducted site visits to the various substations to survey the existing condition of the electrical and fiber network. Project team continues to work through SF PUC for the PG&E service connection to the mobile substation unit.

PROJECT MANAGER: Mau, Robert
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 08/30/2019

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$10,002,337	\$10,002,337
Encumbered	\$0	\$5,127,086	\$5,127,086
Expended	\$0	\$4,662,744	\$4,662,744
Remaining Balance	\$0	\$212,507	\$212,507





Replace approximately 23,000 track feet of existing tie and ballast paved track along the L-Taraval between Forrest Side Avenue near West Portal to La Playa. Replace worn overhead catenary system (OCS) special work, trolley wire and trolley poles west of 15th Ave./Taraval St. This project also includes MUNI Forward implementation of the L-Taraval Rapid Project which will implement engineering changes to improve safety and reliability, and reduce travel time between Ulloa/15th and Taraval/46th. Components include removing of transit stops, removing stop signs, adding traffic calming medians, providing traffic signals with transit priority, transit bulbs, pedestrian bulbs, relocating transit stops, adding or modifying boarding islands, adding or modifying accessible platforms, painting transit only lanes, and other related elements such as reconstructing curb ramps and relocating catch basins. Expected outcomes include improved safety, improved travel time and reliability. In coordination with the project, SF Public Utilities Commission (PUC) will replace sewers at various locations along the alignment; SF Water Department will install two parallel water mains, one on each side of the MUNI Tracks along the L-Taraval Line between Ulloa /14th Avenue and Taraval/36th Avenue. Public Works will be restoring the pavement at locations not covered by the track, sewer, and water replacement scope of work.

Project Status Through March 30, 2020

Segment A:

Water: - completed the new water main installation from 43rd to 40th on the north side of Taraval

Sewer: - completed the new sewer main installation from 38th to 37th on the north side of Taraval

OCS: - Completed the foundation work at 44th Avenue.

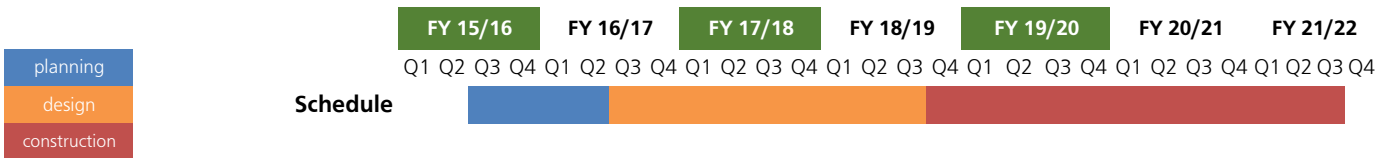
Segment B: Are incorporating the community outreach experience in Segment A into Segment B, which may result an additional public outreach resources needed. Also, monitoring COVID-19 related impacts to contract schedule.

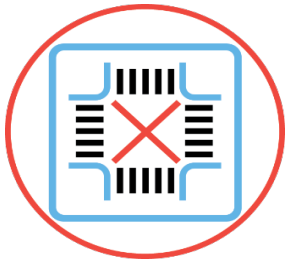
PROJECT MANAGER: Kyi, Keanway
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 08/15/2021

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$4,335,627	\$8,505,723	\$12,841,350
Encumbered	\$0	\$2,213,238	\$2,213,238
Expended	\$4,547,159	\$5,625,516	\$10,172,676
Remaining Balance	-\$211,532	\$666,969	\$455,437

Negative values will be offset by GO Bond funds from the same Program area and/or other non-GO Bond funds..





Design and construct traffic calming and pedestrian safety treatments at all intersections between Richardson Avenue/Franco Street and Lombard Street/Franklin Street. Proposed treatments include: daylighting, leading pedestrian bulbs, advanced stop bars, continental crosswalks, upgrading signal conduit, bulb-outs, pedestrian islands, transit bulbs, and/or removal of actuated pedestrian buttons. This work is being coordinated with the San Francisco Public Utilities Commission (SFPUC) and the California Department of Transportation (Caltrans).

Project Status Through March 30, 2020

Project is 75% complete. Contractor is finishing up on sewer work.

PROJECT MANAGER: Shue, Kevin
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 7/30/2021

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$6,801,416	\$6,801,416
Encumbered	\$0	\$78,903	\$78,903
Expended	\$0	\$6,773,222	\$6,773,222
Remaining Balance	\$0	-\$50,710	-\$50,710

Negative values will be offset by GO Bond funds from the same Program area and/or other non-GO Bond funds..

- planning
- design
- construction





Construct a single-track transit loop for the Third Street Light Rail Line (T Line), including adjacent roadway surface improvements on Illinois Street, between 18th and 19th streets. The addition of this short line to SFMTA's T Line is designed to double the frequency of light rail transit service to Mission Bay and provide enhanced connections between Mission Bay and downtown San Francisco.

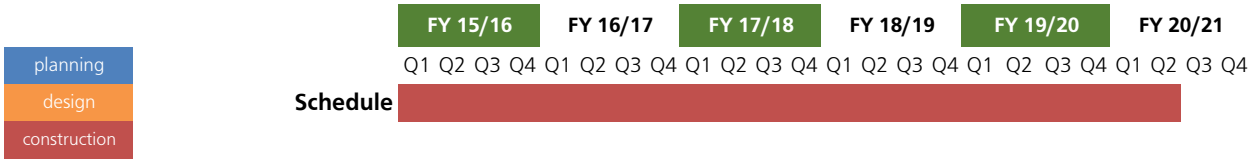
Project Status Through March 30, 2020

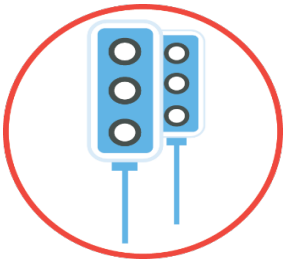
Contractor working on punch list items. Contractor conducted a site walk-through with SFMTA signal shop and determine additional pull boxes are needed to meet the current wiring standards for streetlight, traffic signal and Vtag signal wirings. Contractor worked on the punchlist items for sewer and ductbank work. Additional pullboxes for the streetlight and traffic signal will be installed as part of the change order work.

PROJECT MANAGER: Mau, Robert
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 11/27/2020

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$1,013,550	\$1,477,227	\$2,490,777
Encumbered	\$0	\$103,655	\$103,655
Expended	\$100,210	\$1,216,416	\$1,316,626
Remaining Balance	\$913,340	\$157,156	\$1,070,496





The project will support the construction of intersection improvements at Mission Street and Trumbull Street. These include upgrading traffic signals and reconfiguring intersection geometry as recommended by the Better Streets Plan. The project is being implemented through Public Works As-Needed Contract #11.

Project Status Through March 30, 2020

The project is in the close out/administrative closure phase.

PROJECT MANAGER:

Wong, Jennifer

CURRENT PROJECT PHASE:

Project Closeout

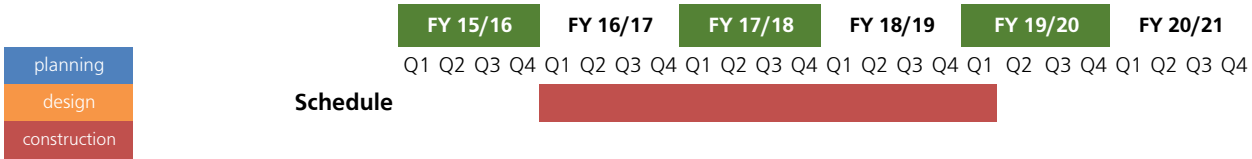
SUBSTANTIAL COMPLETION DATE:

6/29/2018

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$205,995	\$70,000	\$275,995
Encumbered	\$10,842	\$0	\$10,842
Expended	\$177,007	\$0	\$177,007
Remaining Balance	\$18,145	\$70,000	\$88,145

As part of clean up, project savings will be used to balance overall bond negatives.





Extend five storage tracks at the southwest corner of the existing MME site to provide additional train storage space for the new LRVs. Scope elements include site clearing, grading, drainage and soil improvements; construction of new tracks, overhead catenary systems, and traction power systems; paving and striping. Work will be completed in two contracts, with soil improvement for the first and track extension for the second, to ensure efficient project delivery. The project also includes removing stockpiles (concrete and soil), concrete blocks, and remnant concrete slab at the northern region of the four acre site adjacent to the existing Muni Metro East Facility.

Project Status Through March 30, 2020

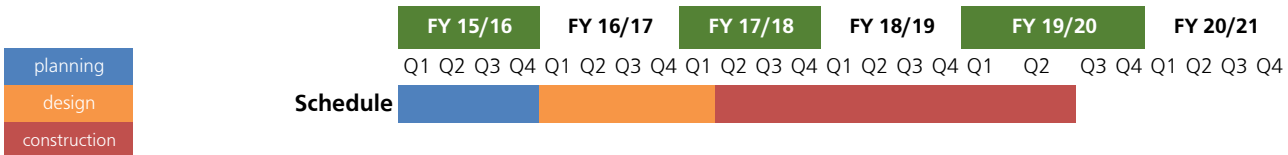
Project close out in progress. Close out for construction contract is completed.

PROJECT MANAGER: Gallegos, Janet
CURRENT PROJECT PHASE: Contract Closeout
SUBSTANTIAL COMPLETION DATE: 07/06/2018

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$4,056,720	\$6,402,073	\$10,458,793
Encumbered	\$0	\$0	\$0
Expended	\$4,056,720	\$1,679,069	\$5,735,790
Remaining Balance	\$0	\$4,723,004	\$4,723,004

As part of clean up, project savings will be used to balance overall bond negatives.



- planning
- design
- construction



Project includes planning, design and construction of Rectangular Rapid Flashing Beacons (RRFB). RRFBs are purchased through a separate funding source.



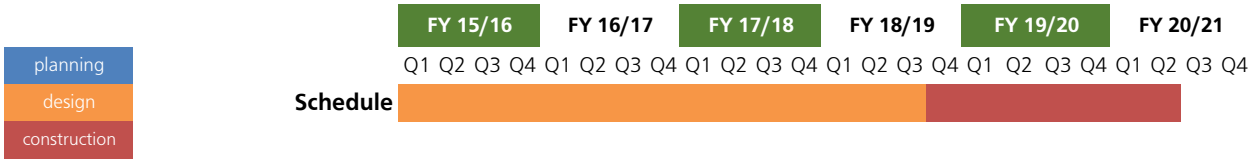
Project Status Through March 30, 2020

Rectangular rapid flashing beacons (RRFBs) were installed at all eight (8) planned locations. Works orders for signs and signal timing were sent to SFMTA Shops. The project was installed by a Job Order Contract (JOC) managed by the SF Department of Public Works (SFPW).

PROJECT MANAGER: Banks, Jeff
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 9/22/2020

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$575,000	\$575,000
Encumbered	\$0	\$162,188	\$162,188
Expended	\$0	\$269,592	\$269,592
Remaining Balance	\$0	\$143,220	\$143,220





This project will extend the University of California, San Francisco (UCSF) northbound platform by approximately 160 feet and potentially the southbound platform. The work will require matching of existing platform finishes, railing, and lights. Work will also include replacement of the trackway due to existing trackway grades and platform. Further, work will include modifying the overhead catenary system tangent span, feeder span, poles and adjustments. Potentially, work may include sewer and Muni duct bank work and the construction of new track cross overs.

Project Status Through March 30, 2020

Contractor submitted a work plan for the corrections on the switch machine. Project team reviewed the work plan but didn't approve the corrective action proposed by the contractor. SFMTA did not approve the corrective action plan from the contract and requested contractor to provide a revised corrective action plan for the punchlist items.

PROJECT MANAGER: Mau, Robert
CURRENT PROJECT PHASE: Contract Closeout
SUBSTANTIAL COMPLETION DATE: 04/09/2019

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$6,358,388	\$6,358,388
Encumbered	\$0	\$0	\$0
Expended	\$0	\$6,358,388	\$6,358,388
Remaining Balance	\$0	\$0	\$0

- planning
- design
- construction





In response to a settlement agreement with the State Water Resources Control Board, SFMTA is taking corrective action to upgrade several fuel storage tanks at three SFMTA maintenance facilities. At the Kirkland Facility, two diesel underground storage tanks will be replaced with two underground biodiesel tanks; at the Flynn Facility, two waste tanks in an underground tank vault will be replaced with two above ground waste tanks; and at the Scott Facility, two waste storage tanks in an underground concrete vault and two maintenance fluid above ground tanks will be replaced with up to a maximum of six above ground tanks. Work also includes upgrading or replacing an existing tank monitoring system at each facility; piping work and excavation; replacing three dispensers at Kirkland Facility; and other work incidental to tank replacement.

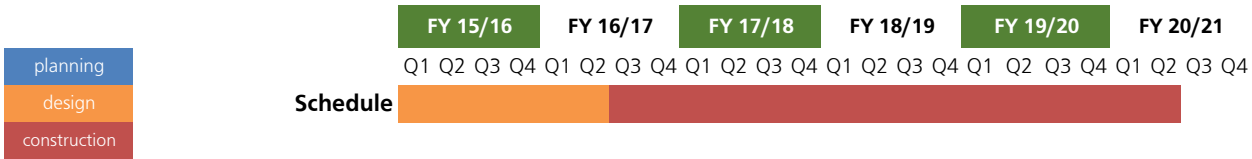
Project Status Through March 30, 2020

At Scott Facility, CM working with contractor to complete punch list items. SF Building and Fire Department completed inspection and sign-off of installed tank systems. Contractor performed system testing and acceptance with SFMTA Tank Maintenance team.

PROJECT MANAGER: Kavanagh, Tess
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 10/1/2020

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$1,300,000	\$500,000	\$1,800,000
Encumbered	\$0	\$12,647	\$12,647
Expended	\$1,300,000	\$487,353	\$1,787,353
Remaining Balance	\$0	\$0	\$0





Detailed design and construction of traffic signals infrastructure such as signal mast arms, pedestrian signals, and accessible pedestrian signals; transit signal priority; traffic communications system; and ITS infrastructure on the Van Ness Avenue Corridor.

Project Status Through March 30, 2020

Staff continue to review submittals or RFIs. Contractor continues to install pole foundations and started some mast arm installations.

PROJECT MANAGER:

Liu, Cheryl

CURRENT PROJECT PHASE:

Construction

SUBSTANTIAL COMPLETION DATE:

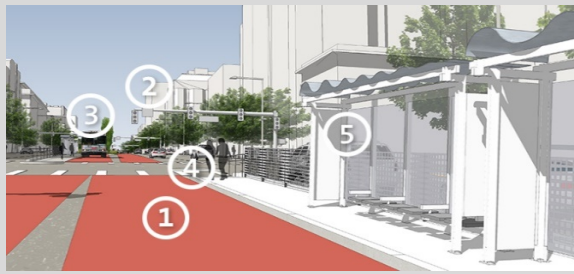
12/31/2020

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$352,000	\$352,000
Encumbered	\$0	\$25,730	\$25,730
Expended	\$0	\$1,475	\$1,475
Remaining Balance	\$0	\$324,795	\$324,795

- planning
- design
- construction





Construct a package of transit, streetscape and pedestrian safety improvements along a two-mile corridor of Van Ness Avenue between Mission and Lombard Streets. Key features include conversion of two mixed-flow traffic lanes into dedicated bus lanes, consolidated transit stops, high quality stations, transit signal priority, all-door low floor boarding, elimination of most left turn opportunities for mixed traffic, and pedestrian safety enhancements.

Project Status Through March 30, 2020

Overall Sewer pipe work is about 84% and Water pipe work is about 71% completed. Overall Sidewalk work is about 43% done.

PROJECT MANAGER:

Gabancho, Peter

CURRENT PROJECT PHASE:

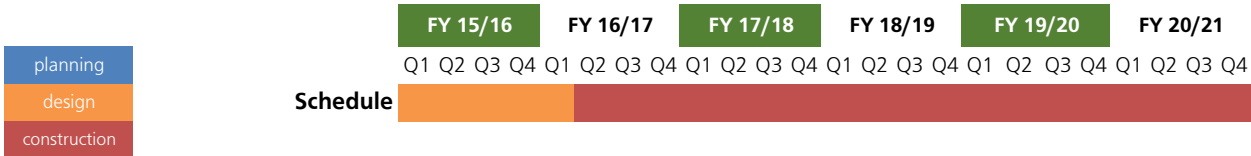
Construction

SUBSTANTIAL COMPLETION DATE:

10/20/2021

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$2,317,072	\$2,317,072
Encumbered	\$0	\$0	\$0
Expended	\$0	\$0	\$0
Remaining Balance	\$0	\$2,317,072	\$2,317,072



Budget Balancing

Prop A General Obligation Bond

Projects Substantially Completed with Balances to Be Reprogrammed / Projects with Negative Balances. All projects are managed by SFMTA.

GO Bond funded projects with **remaining balances** will have funds shifted (reprogrammed) to other projects within their approved program categories. GO Bond funded projects with **negative balances** will have funds shifted either from other GO Bond funds or other revenue sources to be identified.

Substantially completed projects are in public service or are moving to full close-out pending resolution of punch list tasks, final billings, and interagency coordination. Minimal or no further General Obligation Bond revenues are anticipated.

Project	Substantially Completed	Balances				Total to Be Reprogrammed
		First Issuance	Program	Second Issuance	Program	
1 California: Laurel Village	Yes			\$ 426,011	Muni Forward Rapid Network Improvements	\$ 426,011
5 Fulton: East of 6th Ave Transit Priority Project	Yes	\$ (246,691)	Muni Forward Rapid Network Improvements	\$ 244,000	Muni Forward Rapid Network Improvements	\$ (2,691)
8 Bayshore: San Bruno	Yes			\$ 587,608	Muni Forward Rapid Network Improvements	\$ 587,608
8th & Market Street Transit Boarding Island	Yes	\$ 74,414	Muni Forward Rapid Network Improvements			\$ 74,414
9 San Bruno: 11th St and Bayshore Blvd Rapid Project	Yes	\$ (45,773)	Muni Forward Rapid Network Improvements			\$ (45,773)
10 Townsend: Sansome Contraflow Signals	Yes	\$ 76,380	Muni Forward Rapid Network Improvements			\$ 76,380
22 Fillmore: 22 Fillmore Extension to Mission Bay (16th Street Transit Priority Project)	No	\$ (87,143)	Muni Forward Rapid Network Improvements			\$ (87,143)
30 Stockton Transit Priority Project (Chestnut St)	Yes	\$ 529,882	Muni Forward Rapid Network Improvements			\$ 529,882
Arguello Boulevard Traffic Signals Upgrade	Yes	\$ (1,169)	Pedestrian Safety Improvements			\$ (1,169)
Better Market Street	No	\$ 1,482	Major Transit Corridor Improvements	\$ (1,605,065)	Major Transit Corridor Improvements	\$ (1,603,583)
Burke Facility Renovation	Yes	\$ 155,126	Muni Facility Upgrades	\$ 98,182	Muni Facility Upgrades	\$ 253,308
Islais Creek Maint and Ops Facility - Phase II	Yes	\$ 42,004	Muni Facility Upgrades			\$ 42,004
Mission Street & Trumbull Street Intersection Upgrade	Yes	\$ 18,145	Pedestrian Safety Improvements	\$ 70,000	Pedestrian Safety Improvements	\$ 88,145
Muni Metro East Facility - Phase II	Yes			\$ 4,723,004	Muni Facility Upgrades	\$ 4,723,004
N Judah Transit Priority Project (Arguello to 9th Ave)	Yes	\$ (697,871)	Muni Forward Rapid Network Improvements	\$ 219,460	Muni Forward Rapid Network Improvements	\$ (478,411)
New Signals on High Injury Corridors	Yes	\$ (94,589)	Pedestrian Safety Improvements	\$ 225,520	Pedestrian Safety Improvements	\$ 130,931
Potrero Avenue Roadway Improvements	No	\$ (6,336)	Pedestrian Safety Improvements	\$ 184,345	Pedestrian Safety Improvements	\$ 178,009

Budget, Funding, and Expenditures*

Figure 2. Table showing GO Bond first issuance, second issuance, third issuance, and remainder to be allocated.

Program	1st Sale (2015B)	2nd Sale (2018B)	3rd Sale (2020B)	Remainder to be Allocated	Total
Muni Forward Rapid Network Improvements	\$ 23,474,342	\$ 49,736,011	\$ 79,100,000	\$ 37,000,000	\$ 189,310,353
Caltrain Upgrades	\$ 7,760,000	\$ 20,020,000	\$ 11,220,000	\$ -	\$ 39,000,000
Accessibility Improvements		\$ 3,000,000	\$ 21,120,000	\$ 5,000,000	\$ 29,120,000
Muni Facility Upgrades	\$ 25,186,451	\$ 41,522,343	\$ -	\$ -	\$ 66,708,794
Major Transit Corridor Improvements	\$ 5,500,000	\$ 21,588,937	\$ -	\$ -	\$ 27,088,937
Pedestrian Safety Improvements	\$ 4,080,740	\$ 26,268,525	\$ 21,885,429	\$ 14,000,000	\$ 66,234,694
Traffic Signal Improvements		\$ 6,000,000		\$ 12,000,000	\$ 18,000,000
Complete Streets Improvements		\$ 4,607,184		\$ 43,680,000	\$ 48,287,184
Contingency			\$ 974,571		\$ 974,571
Cost of Issuance	\$ 1,003,467	\$ 1,702,000	\$ 1,790,000	\$ 1,800,000	\$ 6,295,467
Reserve			\$ 3,910,000	\$ 5,070,000	\$ 8,980,000
Program Total	\$ 67,005,000	\$ 174,445,000	\$ 140,000,000	\$ 118,550,000	\$ 500,000,000
<i>Estimated amounts</i>					

Figure 3. Summary table of first issuance bond expenditures, encumbrances and remaining balances by program.

2014 GO Bond Expenditure Report							
Program	1st Bond Issuance	2nd Bond Issuance	Total Actual Expenditures	Total Encumbrance	Total Balance	Total % Expended	Total Encumbered & Expended
Muni Forward Rapid Network Improvements	\$23,474,342	\$49,736,011	\$53,725,175	\$6,866,756	\$12,618,422	73%	83%
Caltrain Upgrades	\$7,760,000	\$20,020,000	\$27,516,743	\$263,257	\$0	99%	100%
Accessibility Improvements		\$3,000,000	\$78,595	\$0	\$2,921,405	3%	3%
Muni Facility Upgrades	\$25,186,450	\$41,522,343	\$56,874,150	\$3,564,794	\$6,269,849	85%	91%
Major Transit Corridor Improvements	\$5,500,000	\$21,588,937	\$25,217,442	\$5,331,750	\$(3,460,255)	93%	113%
Pedestrian Safety Improvements	\$4,080,742	\$26,268,525	\$16,687,507	\$4,605,110	\$9,056,650	55%	70%
Traffic Signal Improvements		\$6,000,000	\$2,132,872	\$1,130,971	\$2,736,157	36%	54%
Complete Streets Improvements		\$4,607,184	\$464,553	\$64,277	\$4,078,354	10%	11%
Total	\$66,001,534	\$172,743,000	\$182,697,038	\$21,826,916	\$37,680,836	77%	86%

* The financial information included in this report is through March 30, 2020. The total authorization for the 2014 Transportation & Road Improvement General Obligation Bond program is \$500,000,000.

Accountability Measures

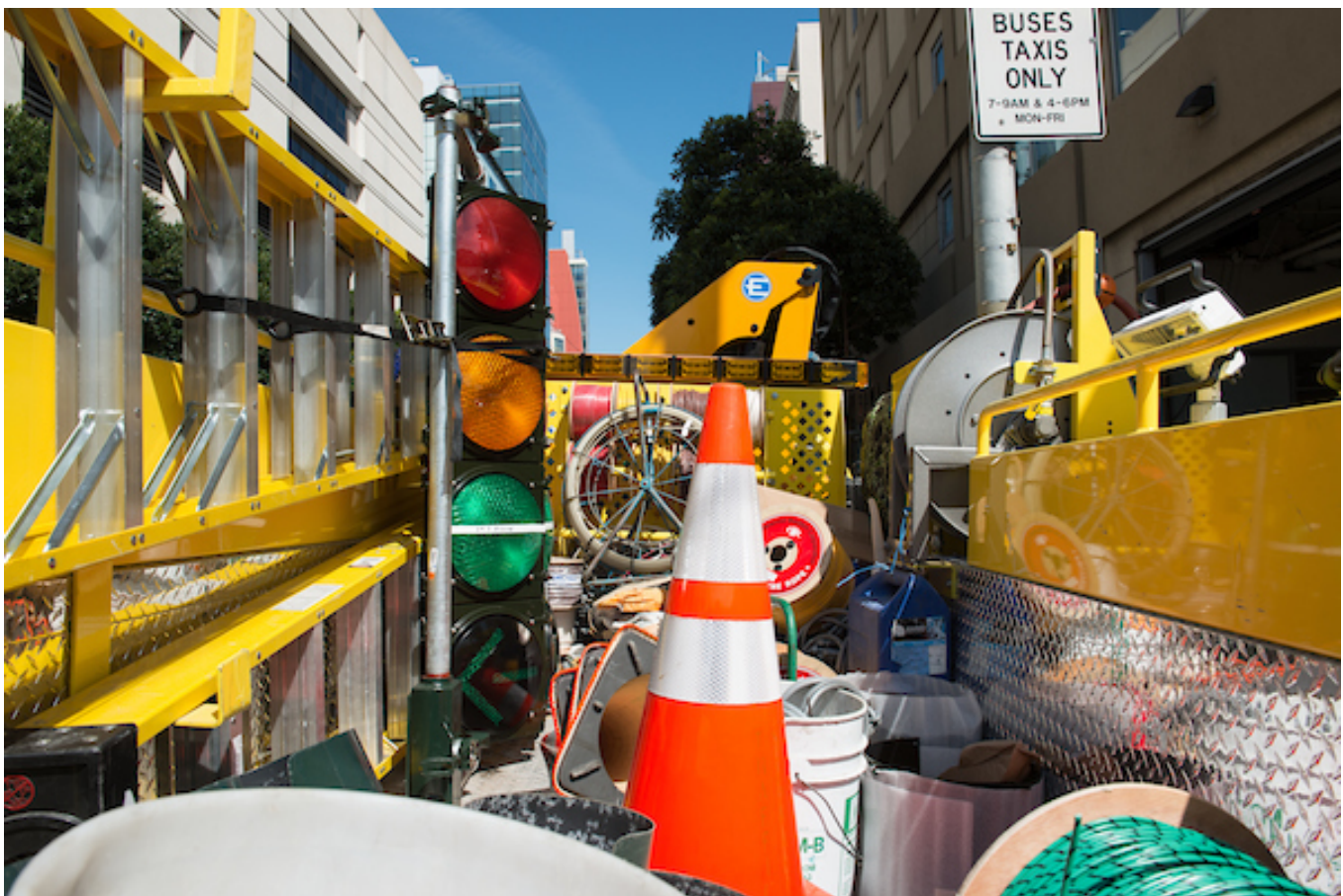
The SFMTA's 2014 Transportation & Road Improvement Bond has a wide variety of accountability measures including public oversight, internal approvals and controls, reporting accountability, and financial accountability:

- **GO Bond Oversight Committee (GOBOC):** The SFMTA prepares quarterly status reports and presentations for GOBOC meetings. These reports include project scopes, schedules, budgets, milestones, accomplishments, challenges, and upcoming work. Any deviations from original project scopes, schedules, or budgets is also noted in these reports. Members of the public are encouraged to participate and provide feedback on the 2014 Transportation & Road Improvement Bond and its programs. Please see <https://cgoboc.sfgov.org/streets-and-infrastructure.html>
- **Board of Supervisors Approval:** All issuances of GO Bond funds for SFMTA programs are subject to the approval of the Board of Supervisors. The SFMTA must also seek Board approval of a request for supplemental appropriation to reallocate GO Bond funds.
- **SF Transportation 2045:** The SFMTA has developed a website, <https://www.sftransportation2045.com/>, where anyone can learn more about how bond funded projects will improve life in San Francisco.
- **GO Bond Liaison Meetings:** Prior to each quarterly GOBOC meeting, SFMTA staff meet with GOBOC liaisons to review the most recent status reports and financials for GO bond funded projects.
- **The City's 10-year capital plan:** The 2014 Transportation & Road Improvement Bond is a part of the City's 10-year capital plan. This plan is updated every odd year and provides fiscal constraints and capital planning for all city departments, including the SFMTA.
- **Bond Accountability Report:** The SFMTA is required to submit a bond accountability report at least 60 days prior to the issuance of any bond funds to the Clerk of the Board, the Controller, the Treasurer, the Director of Public Finance, and the Budget Analyst describing the current status of all GO Bond funded projects and



whether it complies with the expressed will of the voters. This report is intended to fulfill this reporting requirement.

- **Controller’s Office Annual Report:** The City Performance unit of the Controller’s Office issues annual reports highlighting the scope, schedule, and budget of every active general obligation (GO) bond program in the City and County of San Francisco. The report provides a high-level overview of the progress and status of each program and its respective components. SFMTA programs are included in this report.
- **Memorandums of Understanding (MOUs):** These agreements between SFMTA and other City Departments ensure that work is completed within the scope, schedule, and budget of the project. Even so, the terms of each contract steer the relationships SFMTA has with other departments.
- **Internal Accountability Measures:** the SFMTA holds monthly meetings of the **Transportation Capital Committee (TCC)**, and weekly **Project Management Office (PMO)** meetings. Both of these groups play a role in the accountable initiation, management, and delivery of bond funded projects.
 - **TCC:** This committee provides capital program development and administration. It is responsible for approving new SFMTA capital needs for the Capital Plan, capital projects (scopes, schedules, and budgets), scope changes, and major budget changes.
 - **PMO:** This group provides capital program definitions and standards. It is responsible for establishing, standardizing, and improving project delivery standards within the SFMTA.



Appendix A: First Issuance Expenditure Report

Prop A General Obligation Bond Bond Expenditure Summary Third Quarter Report of Fiscal Year 2020

First Issuance

Series 2015B Bonds, Issued on June 18, 2015

PROJECT	PROGRAMMED AMOUNT (a)	AVAILABLE FUNDING (b)	HOLDING ACCOUNT (a-b)	EXPENDED IN QUARTER 3 (c)	EXPENDED TO DATE (d)	AMOUNT ENCUMBERED (e)	REMAINING FROM AVAIL FUNDING (b-d-e)
MUNICIPAL TRANSPORTATION AGENCY (MTA)							
Muni Forward Rapid Network Improvements							
1) 7 Haight-Noriega: Haight Street Rapid Project	1,560,917	1,560,917	-	2,051	1,200,655	-	360,262
2) 10 Townsend: Sansome Contraflow Signals	1,665,839	1,665,839	-	-	1,589,460	-	76,380
3) 9 San Bruno: 11th St and Bayshore Blvd Rapid Project	2,152,883	2,152,883	-	1,183	2,198,656	-	(45,773)
4) 5 Fulton: East of 6th Ave (Inner) Rapid Project	2,582,424	2,582,424	-	-	2,829,115	-	(246,691)
5) N Judah: Arguello to 9th Ave Rapid Project	684,330	684,330	-	83,812	1,382,110	91	(697,871)
6) 30 Stockton: East of Van Ness Ave Transit Priority Project	331,461	331,461	-	(51,507)	539,287	-	(207,826)
7) 30 Stockton: Chestnut St (W of VN) Transit Priority Project	3,726,167	3,726,167	-	3,799	3,196,285	-	529,882
8) 14 Mission: Division to Randall (Inner) Rapid Project	1,164,450	1,164,450	-	33,385	855,410	-	309,040
9) 22 Fillmore: OCS on Church/Duboce (overhead lines)	80,000	80,000	-	-	80,000	-	-
10) 28 19th Avenue: 19th Ave Rapid Project	13,631	13,631	-	-	13,631	-	-
11) 14 Mission: Mission & S Van Ness Transit Priority Project	1,390,000	1,390,000	-	852	1,043,974	8,472	337,554
12) 22 Fillmore Extension to Mission Bay	2,532,379	2,532,379	-	8,639	2,619,522	-	(87,143)
13) L-Taraval Transit Improvement Project	4,335,627	4,335,627	-	-	4,547,159	-	(211,532)
14) Mission Bay Loop GOB	1,013,550	1,013,550	-	75,657	100,210	-	913,340
15) Contingency	240,684	-	240,684	-	-	-	-
	23,474,342	23,233,658	240,684	157,870	22,195,473	8,563	1,029,621
Caltrain Upgrades							
1) CBOSS - San Francisco Contribution	7,760,000	7,760,000	-	-	7,731,970	28,030	-
	7,760,000	7,760,000	-	-	7,731,970	28,030	-
Muni Facility Upgrades							
1) 1570 Burke Facility	10,079,730	10,079,730	-	-	9,923,792	812	155,126
2) Underground Storage Tanks	1,300,000	1,300,000	-	-	1,300,000	-	-
3) Muni Metro East Phase II	4,056,720	4,056,720	-	-	4,056,720	-	-
4) Islais Creek Phase II	8,498,466	8,498,466	-	60,806	8,377,418	79,044	42,004
	23,934,916	23,934,916	-	60,806	23,657,931	79,856	197,129
Pedestrian Safety Improvements							
1) Mission Street & Trumbull Street Intersection Upgrade	205,995	205,995	-	-	177,007	10,842	18,145
2) Potrero Avenue Roadway Improvements	392,634	392,634	-	-	398,970	-	(6,336)
3) 8th & Market Street Transit Boarding Island	335,800	335,800	-	-	259,250	2,136	74,414
4) Add PCS to High Injury Corridors (18 locations) Phase I	492,076	492,076	-	-	456,226	-	35,850
5) Geary Pedestrian Improvements	2,051,506	2,051,506	-	-	1,792,015	-	259,491
6) Arguello Boulevard Traffic Signals Upgrade	6,111	6,111	-	-	7,280	-	(1,169)
7) New Signals on High Injury Corridors (10 intersections)	596,620	596,620	-	-	691,209	-	(94,589)
	4,080,742	4,080,742	-	-	3,781,956	12,979	285,807
TOTAL PROP A GO BOND - MTA	59,250,000	59,009,316	240,684	218,676	57,367,331	129,427	1,512,558
DEPARTMENT OF PUBLIC WORKS (DPW)							
Major Transit Corridor Improvements							
1) Better Market Street	5,500,000	5,500,000	-	-	5,498,518	-	1,482
	5,500,000	5,500,000	-	-	5,498,518	-	1,482
TOTAL PROP A GO BOND - DPW	5,500,000	5,500,000	-	-	5,498,518	-	1,482
OVERALL TOTAL FIRST ISSUANCE	64,750,000	64,509,316	240,684	218,676	62,865,849	129,427	1,514,039

*The first issuance is undergoing a clean up to resolve project negatives. This process has seen delays due to coordination with outside agencies and accounting complications.

Appendix B: Second Issuance Expenditure Report

Prop A General Obligation Bond Bond Expenditure Summary Third Quarter Report of Fiscal Year 2020

Second Issuance

Series 2018B Bonds, Issued on January 30, 2018

PROJECT	PROGRAMMED AMOUNT (a)	AVAILABLE FUNDING (b)	HOLDING ACCOUNT (a-b)	EXPENDED IN QUARTER 3 (c)	EXPENDED TO DATE (d)	AMOUNT ENCUMBERED (e)	REMAINING FROM AVAIL FUNDING (b-d-e)
MUNICIPAL TRANSPORTATION AGENCY (MTA)							
Muni Forward Rapid Network Improvements							
1) 7 Haight-Noriega: Haight Street Rapid Project	6,766,975	6,766,975	-	929,433	3,008,338	2,924,470	834,167
2) 5 Fulton: East of 6th Ave (Inner) Rapid Project	244,000	244,000	-	-	-	-	244,000
3) N Judah: Arguello to 9th Ave Rapid Project	1,982,083	1,982,083	-	5,403	1,558,704	203,918	219,460
4) 30 Stockton: East of Van Ness Ave Transit Priority Project	675,000	675,000	-	-	24,129	-	650,871
5) 14 Mission: Division to Randall (Inner) Rapid Project	627,151	627,151	-	-	-	-	627,151
6) 22 Fillmore: OCS on Church/DuBoce (overhead lines)	1,127,000	1,127,000	-	3,782	137,186	484,784	505,030
7) 28 19th Avenue: 19th Ave Rapid Project	2,000,000	2,000,000	-	206	21,046	23,538	1,955,416
8) 22 Fillmore Extension to Mission Bay (16th St Improvement)	13,649,871	13,649,871	-	4,641,508	13,245,398	404,473	-
9) L-Taraval Transit Improvements	3,512,398	3,512,398	-	-	1,462,017	2,050,390	(9)
10) 8 Bayshore: San Bruno	1,300,000	1,300,000	-	30,710	660,518	51,873	587,608
11) 19 Polk: Polk Street Transit Priority Project	74,000	74,000	-	-	-	-	74,000
12) 1 California: Laurel Village	1,200,000	1,200,000	-	13,431	733,895	40,095	426,011
13) Lombard Streetscape	2,293,416	2,293,416	-	98,372	2,024,104	-	269,312
14) Van Ness BRT Associated Improvements	2,317,072	2,317,072	-	-	-	-	2,317,072
15) UCSF Platforms	6,358,388	6,358,388	-	-	6,358,388	-	-
16) Mission Bay Loop	1,477,227	1,477,227	-	312,127	1,216,416	103,655	157,156
17) Muni Roadway Elevation Improvements	2,627,150	2,627,150	-	44,594	126,446	506,736	1,993,968
18) Bus Transit Signal Priority	1,357,040	1,357,040	-	128,520	953,117	64,260	339,663
19) Contingency	147,240	-	147,240	-	-	-	-
	49,736,011	49,588,771	147,240	6,208,086	31,529,702	6,858,193	11,200,876
Caltrain Upgrades							
1) Caltrain Electrification	20,020,000	20,020,000	-	-	19,784,772	235,227	-
	20,020,000	20,020,000	-	-	19,784,772	235,227	-
Accessibility Improvements							
1) BART Canopies	3,000,000	3,000,000	-	-	78,595	-	2,921,405
	3,000,000	3,000,000	-	-	78,595	-	2,921,405
Muni Facility Upgrades							
1) 1570 Burke Facility	32,220,270	32,220,270	-	747,405	31,049,797	1,072,291	98,182
2) Underground Storage Tanks	500,000	500,000	-	-	487,353	12,647	-
3) Muni Metro East Phase II	6,402,073	6,402,073	-	-	1,679,069	-	4,723,004
4) MME HVAC & Boiler Improvement	2,400,000	2,400,000	-	-	-	2,400,000	-
	41,522,343	41,522,343	-	747,405	33,216,219	3,484,938	4,821,186
Major Transit Corridor Improvements							
1) King Street Substation	10,002,337	10,002,337	-	-	4,662,744	5,127,086	212,507
2) L-Taraval Transit Improvements	4,993,325	4,993,325	-	381,611	4,163,499	162,848	666,978
3) Better Market Street	6,593,275	6,593,275	-	1,666,665	10,892,681	41,816	(4,341,222)
	21,588,937	21,588,937	-	2,048,276	19,718,923	5,331,750	(3,461,737)
Pedestrian Safety Improvements							
1) Mission Street & Trumbull Street Intersection Upgrade	70,000	70,000	-	-	-	-	70,000
2) Potrero Avenue Roadway Improvements	461,984	461,984	-	116,289	277,639	-	184,345
3) 8th & Market Street Transit Boarding Island	186,000	186,000	-	-	186,000	-	-
4) Geary Pedestrian Improvements (BRT)	7,400,000	7,400,000	-	1,149,045	3,380,134	3,073,024	946,842
5) 6th Street Streetscape	3,235,000	3,235,000	-	378,420	1,032,284	69,837	2,132,880
6) Lombard Streetscape	4,508,000	4,508,000	-	128,633	4,749,118	78,903	(320,022)
7) 4th Street I-80 Vision Zero Improvements	960,000	960,000	-	1,579	71,266	-	888,734
8) Gough (Signals)	243,889	243,889	-	154,088	154,088	-	89,801
9) New Signals on High Injury Corridors (10 intersections)	1,349,194	1,349,194	-	4,590	1,123,674	-	225,520
10) Add PCS to High Injury Corridors (18 locations) Phase I	1,725,422	1,725,422	-	18,722	769,678	240,390	715,354
11) Western Addition Area - Traffic Signal Upgrades	1,100,000	1,100,000	-	45,640	125,935	-	974,065
12) Contract 64	1,100,000	1,100,000	-	63,544	387,191	-	712,809
13) Contract 65	260,000	260,000	-	-	-	-	260,000
14) Walk First Rectangular Rapid Flasing Beacons	497,036	497,036	-	-	233,038	140,197	123,801
15) Van Ness BRT: SFGO	352,000	352,000	-	-	1,475	25,730	324,795
16) 7 Haight-Noriega: Haight Street Rapid Project	2,000,000	2,000,000	-	394,380	414,030	964,050	621,920
17) Elevator Modernization	820,000	-	820,000	-	-	-	-
	26,268,525	25,448,525	820,000	2,454,930	12,905,551	4,592,131	7,950,843
Traffic Signal Improvements							
1) Better Market Street	6,000,000	6,000,000	-	63,150	2,132,872	1,130,971	2,736,157
	6,000,000	6,000,000	-	63,150	2,132,872	1,130,971	2,736,157
Complete Streets Improvement							
1) Walkfirst Painted Safety Zone Conversion	300,349	300,349	-	13,242	20,519	-	279,830
2) Geneva Avenue Traffic Signals (Improvements)	500,000	500,000	-	65,458	201,374	-	298,626
3) Walk First Rectangular Rapid Flashing Beacons	77,964	77,964	-	-	36,554	21,991	19,419
4) Beale Street Bikeway Improvements	240,000	240,000	-	64,709	91,213	42,286	106,500
5) Alemany Interchange Improvement Project - Phase I	186,890	186,890	-	16,618	70,272	-	116,618
6) Application-based Residential St Traffic Calming FY16/17	179,564	179,564	-	2,120	44,621	-	134,943
7) Elevator Modernization	3,122,417	-	3,122,417	-	-	-	-
	4,607,184	1,484,767	3,122,417	162,146	464,553	64,277	955,937
TOTAL PROP A GOB SECOND ISSUANCE	172,743,000	168,653,343	4,089,657	11,683,994	119,831,189	21,697,488	27,124,666

Appendix C: Environmental Review (CEQA) Status

PROJECT	CEQA Status
Muni Forward Rapid Network Improvements	
7 Haight-Noriega: Haight Street Rapid Project	Completed
10 Townsend: Sansome Contraflow Signals	Completed
9 San Bruno: 11th St and Bayshore Blvd Rapid Project	Completed
5 Fulton: East of 6th Ave (Inner) Rapid Project	Completed
N Judah: Arguello to 9th Ave Rapid Project	Completed
30 Stockton: East of Van Ness Ave Transit Priority Project	Completed
30 Stockton: Chestnut St (W of VN) Transit Priority Project	Completed
14 Mission: Division to Randall (Inner) Rapid Project	Completed
22 Fillmore: OCS on Church/Duboce (overhead lines)	In Progress
19th Avenue: 19th Ave Rapid Project	Completed
14 Mission: Mission & S Van Ness Transit Priority Project	Completed
22 Fillmore Extension to Mission Bay	Completed
L-Taraval Transit Improvement Project	Completed
Mission Bay Loop	Completed
8 Bayshore: San Bruno	Completed
19 Polk: Polk Street Transit Priority Project	Completed
1 California: Laurel Village	Completed
Lombard Streetscape	Completed
Van Ness BRT Associated Improvements	Completed
UCSF Platforms	Completed
Muni Roadway Elevation Improvements	Completed
Bus Transit Signal Priority	Completed
Caltrain Upgrades	
CBOSS - San Francisco Contribution	Completed
Caltrain Electrification – San Francisco contribution	Completed
Accessibility Improvements	
BART Canopies	Completed
Muni Facility Upgrades	
1570 Burke Facility	Completed
Underground Storage Tanks	Completed
Muni Metro East Phase II	Completed
Islais Creek Phase II	Completed
MME HVAC & Boiler Improvement	Completed
Major Transit Corridor Improvements	
Better Market Street	Completed
King Street Substation	Completed
L-Taraval Transit Improvements	Completed
Pedestrian Safety Improvements	
Mission Street & Trumbull Street Intersection Upgrade	Completed

Potrero Avenue Roadway Improvements	Completed
8th & Market Street Transit Boarding Island	Completed
Add PCS to High Injury Corridors (18 locations) Phase I	Completed
Geary Pedestrian Improvements	Completed
Arguello Boulevard Traffic Signals Upgrade	Completed
New Signals on High Injury Corridors (10 intersections)	Completed
6th Street Streetscape	Completed
Lombard Streetscape	Completed
4th Street I-80 Vision Zero Improvements	Completed
Gough Street Traffic Signal Upgrades	Completed
New Signals on High Injury Corridors (10 intersections)	Completed
Western Addition Area - Traffic Signal Upgrades	In Progress
Contract 64	Completed
Contract 65	In Progress
Walk First Rectangular Rapid Flashing Beacons	Completed
Van Ness BRT: SFGO	Completed
7 Haight-Noriega: Haight Street Rapid Project	Completed
Elevator Modernization	Completed
Taylor Street Streetscape	Completed
Transit Signal Improvements	
Better Market Street	Completed
Complete Streets Improvements	
Walkfirst Painted Safety Zone Conversion	Completed
Geneva Avenue Traffic Signals (Improvements)	Completed
Walk First Rectangular Rapid Flashing Beacons	Completed
Beale Street Bikeway Improvements	Completed
Alemany Interchange Improvement Project - Phase I	Completed
Application-based Residential St Traffic Calming FY16/17	Completed
Elevator Modernization	Completed



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