



April 29, 2015

**The Honorable Members of the Board of Supervisors
City and County of San Francisco
1 Dr. Carlton Goodlett Place, Room 244
San Francisco, CA 94102**

Subject: First issuance of the 2014 Transportation and Road Improvement General Obligation Bond (GO Bond), Series 2015A

Honorable Members of the Board of Supervisors:

The San Francisco Municipal Transportation Agency (SFMTA) is requesting that the Board of Supervisors appropriate \$49.8 million from the first issuance and sale of the 2014 Transportation and Road Improvement General Obligation Bond (GO Bond), Series 2015A for Muni Forward Rapid Network improvements and pedestrian safety improvements, appropriate \$8.5 million from the GO bond proceeds to the Department of Public Works (Public Works) for the Better Market Street Project, and appropriate \$7.8 million from GO Bond sale proceeds to the SFMTA to be used to satisfy the City's contribution to Caltrain for upgrades for the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) system..

The Controller's Office of Public Finance will be overseeing the issuance of the GO Bond and will be submitting the information related to the financing to you under separate cover, which will include the financing costs related to the transaction.

Background

In November 2014, San Francisco voters approved a \$500 million Transportation and Road Improvement General Obligation Bond. Bond proceeds may be expended to construct, redesign and rebuild streets and sidewalks for infrastructure improvements that increase Muni service reliability, ease traffic congestion, reduce vehicle travel times, enhance pedestrian and bicycle safety, and improve disabled access. The ballot language related to the GO Bond specified that proceeds would be used for the following representative purposes:

- Construct transit-only lanes and separated bikeways;
- Install new boarding islands, accessible platforms, and escalators at Muni/BART stops;
- Install new traffic signals, pedestrian countdown signals, and audible pedestrian signals;
- Install sidewalk curb bulb-outs, raised crosswalks, median islands, and bicycle parking;
- and
- Upgrade Muni maintenance facilities.

Project Detail

Based on project funding needs, SFMTA recommends that the Board of Supervisors appropriate the projects and the amounts in the table below from the GO Bond.

PROJECT CATEGORY	PROJECT NAME	PROJECT DESCRIPTION	PROJECT AMOUNT (\$ MILLIONS)
Muni Forward Rapid Network Improvements	7 Haight-Noriega: Haight Street Rapid Project	The 7 Haight-Noriega is one of Muni's busiest routes, serving about 13,000 customers every day and is an important east-west bus route. 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.	\$10.7
Muni Forward Rapid Network Improvements	10 Townsend: Sansome Contraflow Signals	The 10 Townsend's route currently travels via an indirect path as it turns south because Sansome Street is a one-way northbound street north of Washington Street. This results in longer than necessary travel time and causes route unreliability. This project will construct a Muni contraflow lane on Sansome Street south of Washington Street to Market Street. This requires the modification of three existing traffic signals from Broadway to Washington Street. Curb ramps will also be installed at each of the four corners at three intersections along this section of Sansome Street. This will result in reduced travel time and improved operating conditions by enabling a right turn from Broadway directly onto Sansome Street.	\$1.9
Muni Forward Rapid Network Improvements	9 San Bruno: 11th St and Bayshore Blvd Rapid Project	The 9 San Bruno is one of Muni's busiest routes, serving about 12,000 customers every day and is an important north-south bus route. This project includes implementing various 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%.	\$4.4
Muni Forward Rapid Network Improvements	5 Fulton: East of 6th Ave (Inner) Rapid Project	The 5 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 in this segment 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. The changes will reduce transit travel time and improve reliability on the 5 Fulton corridor.	\$4.8
Muni Forward Rapid Network Improvements	N Judah: Arguello to 9th Ave Rapid Project	The N Judah rail line has one of the highest riderships in the Muni network and carries approximately 45,000 daily customers on an average weekday. The main causes of delay to the N Judah include long passenger boarding and	\$2.8

PROJECT CATEGORY	PROJECT NAME	PROJECT DESCRIPTION	PROJECT AMOUNT (\$ MILLIONS)
		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 it safer and faster for passengers to get on board, and make it easier to find stops and shelters with improved signage. The project will reduce transit travel time and improve reliability.	
Muni Forward Rapid Network Improvements	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. Implement engineering changes to reduce travel time and improve reliability on the 30 Stockton corridor between the intersection of Van Ness Avenue and Chestnut Street and Market Street.	\$2.7
Muni Forward Rapid Network Improvements	30 Stockton: Chestnut St (W of VN) Transit Priority Project	The 30 Stockton is one of Muni's busiest routes, serving about 28,000 customers every day. This project includes optimizing bus stop locations, adding new transit bulbs and extending existing transit bulbs, 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	\$5.4
Muni Forward Rapid Network Improvements	14 Mission: Division to Randall (Inner) Rapid Project	Mission Street is a Rapid Corridor and carries some of the heaviest loads in the Muni system. Primary causes of delay include long passenger boarding and alighting times, friction between parking and loading vehicles, double-parked vehicles, getting stuck behind right-turning cars, narrow lanes, and areas of closely spaced transit stops. This project will construct traffic engineering changes and related improvements for the 14 Mission on Mission Street between South Van Ness Avenue and Cesar Chavez Street. Changes include new transit lanes and enhancements to existing transit lanes, bus bulbs and pedestrian improvements, signalized transit queue-jump lanes, turn pockets, and optimized transit stop placements. Together, the proposed changes are anticipated to reduce the travel time of the 14 Mission by about 8-10 minutes in each direction (16-20 minutes total) within the study area (12- 14 percent reduction), improving the average operating speed to 7-8 miles per hour and improving service reliability.	\$0.5
Muni Forward Rapid Network Improvements	22 Fillmore: Overhead Catenary System	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	\$0.8

PROJECT CATEGORY	PROJECT NAME	PROJECT DESCRIPTION	PROJECT AMOUNT (\$ MILLIONS)
	on Church/ Duboce (overhead lines)	delays when buses lose contact with these wires. This project will modify the alignment overhead wires for the 22 Fillmore along Church Street to provide more reliable transit service.	
Muni Forward Rapid Network Improvements	22 Fillmore: Overhead Catenary System on 16th St & Kansas (overhead lines)	This project will construct overhead bypass wires on Kansas between 17th and 16th Streets for the 22 Fillmore to enable the 33 Stanyan to provide service to Potrero Hill.	\$0.8
Muni Forward Rapid Network Improvements	33 Stanyan: Overhead Catenary System on Guerrero (overhead lines)	The 33 Stanyan currently travels north on Mission Street as it travels between 16th and 18th streets. This segment of Mission Street is crowded with numerous Mission corridor Muni routes resulting in delays to the 33 Stanyan when it attempts to travel through. The additional buses also cause delays to the higher-ridership Mission corridor Muni routes. This project will construct new overhead wires along Guerrero Street between 16th and 18th streets to alleviate transit congestion on Mission Street and provide better connections with the 22 Fillmore. Further outreach will determine the final alignment.	\$2.9
Muni Forward Rapid Network Improvements	28 19th Avenue: 19th Ave Rapid Project	The 28 19th Avenue 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 coordinated 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 corridor between the intersections of California Street and Park Presidio and Junipero room Serra Boulevard and 19th Avenue.	\$4.1
Muni Forward Rapid Network Improvements	14 Mission: Mission & S Van Ness Transit Priority Project	Mission Street is a Rapid Corridor and carries some of the heaviest loads in the Muni system. Primary causes of delay include long passenger boarding and alighting times, friction between parking and loading vehicles, double-parked vehicles, getting stuck behind right-turning cars, narrow lanes, and areas of closely spaced transit stops. This project will construct traffic engineering changes and related improvements for the 14 Mission on Mission Street east of South Van Ness Ave. Changes include new transit lanes and enhancements to existing transit lanes, bus bulbs and pedestrian improvements, signalized transit queue-jump lanes, turn pockets, and optimized transit stop placements. Together, the proposed changes are anticipated to reduce the travel time of the 14 Mission by about 8-10 minutes in each direction (16-20 minutes total) within the study area (12-14 percent reduction), improving the average operating speed to 7-8 miles per hour and improving service reliability	\$1.4

PROJECT CATEGORY	PROJECT NAME	PROJECT DESCRIPTION	PROJECT AMOUNT (\$ MILLIONS)
Muni Forward Rapid Network Improvements	30 Stockton: Terminal Overhead Catenary System Upgrades (overhead lines)	Modify the Overhead Catenary System at the 30 Stockton Terminal in the Marina to reverse the route of the bus. Scope includes modifying locations of poles and the overhead catenary wires. This will enable more efficient terminal operations and provide a more suitable location for bus layovers.	\$0.5
Total Muni Forward Rapid Network Improvements			\$43.7
Pedestrian Safety Improvements	New Signals on High Injury Corridors (10 intersections)	Project to plan and design new traffic signals at 8 locations and 2 flashing beacon systems at these Walkfirst Pedestrian High Injury Corridors. Project includes planning and design of pedestrian countdown signals, conduits, new poles, vehicular signal heads, mast-arms where justified, curb ramps where not already present, street lighting, new controllers and Rectangular Rapid Flash Beacons (RRFB).	\$0.5 For Planning and Design and Outreach efforts only.
Pedestrian Safety Improvements	Add PCS to High Injury Corridors (18 locations)	Project to plan and design upgrade traffic signals at 18 locations so that Pedestrian Countdown Signals (PCS) can be added on Walkfirst Pedestrian High Injury Corridors. Project includes planning and designing for PCS infrastructure including conduits, new poles, vehicular signal heads, mast-arms where justified, curb ramps where not already present, street lighting, and new controllers.	\$0.8 For Planning and Design and Outreach efforts only.
Pedestrian Safety Improvements	Curb Bulbs on High Injury Corridors (19 Intersections)	The Scope of work includes planning and designing permanent measures identified through the WalkFirst Process, including bulbs-outs.	\$1.2 For Planning and Design and Outreach efforts only.
Pedestrian Safety Improvements	Geary Pedestrian Improvements	This project includes the planning and design of pedestrian safety measures such as bulbs and countdown signals along the Geary corridor.	\$0.3 For Planning and Design and Outreach efforts only.
Pedestrian Safety Improvements	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.	\$3.3
Total Pedestrian Safety Improvements			\$6.1
Total Appropriation to SFMTA for SFMTA projects			\$49.8
Caltrain		Satisfy a portion of the City's \$39 million total contribution to Caltrain for upgrades for the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) system	\$7.8
Total Appropriation to SFMTA for SFMTA and Caltrain projects			\$57.6
Major Transit Corridor Improvements	Better Market Street Project (Appropriation to Public Works)	Market Street serves as the spine of the City's transportation system, with approximately 250,000 transit boardings and alightings on Market Street each weekday. As such, transit improvements on Market Street have significant benefits to transit service system-wide. The proposed \$400 million project includes bus bulbs, enhancement to transit stops,	\$8.5

PROJECT CATEGORY	PROJECT NAME	PROJECT DESCRIPTION	PROJECT AMOUNT (\$ MILLIONS)
		stop spacing, and accessibility improvements, including widening boarding platforms, and rehabilitation of Muni Rail and Overhead Lines, which can significantly improve mobility and safety for all users, and improve travel time while increasing accessibility. The money allocated for this proposed project would provide funding for additional planning, design and related outreach	
		Total Appropriation to Public Works	\$8.5
		Total Appropriation to SFMTA & Public Works	\$66.1

Many of these projects will continue through their respective community processes to finalize design and implementation details. We will continue to work with your offices throughout those processes.

On May 5, 2015, the SFMTA Board will be taking action to recommend that the Board of Supervisors approve the appropriation of \$49.8 million from the first issuance of GO Bond Series 2015A for Muni Forward Rapid Network improvements and pedestrian safety improvements, \$8.5 million from the GO bond proceeds to the Department of Public Works for the Better Market Street Project, and appropriate \$7.8 million from GO Bond proceeds to the SFMTA to be used to satisfy the City’s contribution to Caltrain for upgrades for the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) system.

Thank you for your consideration of the GO bond and the inclusion of the above projects in the issuance and for your continued support for the SFMTA and transportation.

Sincerely,



Edward D. Reiskin
Director of Transportation

cc: SFMTA Board of Directors
 Kate Howard, Mayor’s Budget Director
 Ben Rosenfield, City Controller

