

CITY AND COUNTY OF SAN FRANCISCO
BOARD OF SUPERVISORS
BUDGET AND LEGISLATIVE ANALYST

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May 15, 2015

TO: Budget and Finance Committee

FROM: Budget and Legislative Analyst



SUBJECT: May 20, 2015 Budget and Finance Committee Meeting

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<p>Item 9 File 15-0457</p>	<p>Department: San Francisco Municipal Transportation Authority (SFMTA)</p>
<p>EXECUTIVE SUMMARY</p>	
<p style="text-align: center;">Legislative Objectives</p>	
<ul style="list-style-type: none"> • The proposed ordinance (1) appropriates \$16,719,000 in Area Plan development impact fees to fund various transportation, pedestrian, bicycle, streetscape and associated project costs; and (2) de-appropriates \$800,000 in development impact fees previously appropriated to the Transportation Capital Infrastructure Account and Market Street Green Lanes. 	
<p style="text-align: center;">Key Points</p>	
<ul style="list-style-type: none"> • The Planning Code establishes Area Plans to guide land use in certain City neighborhoods, and authorizes the City to charge development impact fees to developers to fund public improvements. The proposed ordinance would appropriate \$12,319,000 of new development impact fee revenue and re-appropriate \$4,400,000 of existing appropriations, for a total appropriation of \$16,719,000. • The proposed ordinance would appropriate \$11,119,000 to Eastern Neighborhoods, \$3,300,000 to Market and Octavia, and \$300,000 to Visitacion Valley Area Plan projects, totaling \$14,719,000. It would also re-allocate previously appropriated funds of \$2,000,000 within SFMTA’s budget for the construction of a plaza at the Central Subway Chinatown Station. SFMTA is requesting the appropriation of the entire \$16,719,000 because more development is in progress than previously anticipated, resulting in higher than anticipated development impact fee revenues. • The proposed ordinance would also de-appropriate \$800,000 from Transit Center District funds, to reflect lower than expected development impact fee revenue in that area. 	
<p style="text-align: center;">Fiscal Impact</p>	
<ul style="list-style-type: none"> • The proposed ordinance would appropriate the entire amount of \$12,319,000 in new development impact fee revenues to ongoing Area Plan projects, and re-appropriate an additional \$4,400,000 in already-budgeted development impact fee revenues. There is no General Fund impact associated with this appropriation. 	
<p style="text-align: center;">Recommendations</p>	
<ul style="list-style-type: none"> • Approve the proposed ordinance. • Place \$1,000,000 in impact fee revenue appropriated to Eastern Neighborhoods Pedestrian Enhancements, and \$1,000,000 in impact fee revenue appropriated to Market Octavia Streetscape Enhancement, totaling \$2,000,000, on Budget and Finance Committee reserve, pending selection of specific projects and submission of budget details to the Budget and Finance Committee. 	

MANDATE STATEMENT

Charter Section 9.105 provides that (a) amendments to the Annual Appropriation Ordinance, as finally adopted, are to be adopted in the same manner as other ordinances and (b) no amendment to the Annual Appropriation Ordinance may be adopted unless the Controller certifies the availability of funds.

BACKGROUND

Development Impact Fees & the Interagency Plan Implementation Committee

Development impact fees are administered by the Interagency Plan Implementation Committee (IPIC) which was established in October of 2006 by the Board of Supervisors to formalize interagency coordination for Area Plan-identified community improvements. IPIC makes recommendations for Area Plans with respect to capital project implementation, funding and programming. Area Plans are components of the City's General Plan that guide land use, design, infrastructure and area specific issues by providing objectives and policies for specific City neighborhoods or areas. The City's Planning Code requires developers to pay development impact fees specific to Area Plans in order to mitigate the impacts of commercial and residential development in the area.

DETAILS OF PROPOSED LEGISLATION

The proposed ordinance (1) appropriates \$16,719,000 in Area Plan development impact fees to fund various transportation, pedestrian, bicycle, streetscape and associated project costs; and (2) de-appropriates \$800,000 in development impact fees previously appropriated to the Transportation Capital Infrastructure Account and Market Street Green Lanes.

Appropriation of Development Impact Fees

Charter Section 8A.105 established the Municipal Transportation Fund, setting baseline funding to the Municipal Transportation Agency. Development impact fee revenues are not included in the baseline funding, and therefore appropriation of these revenues is subject to the full discretion of the Board of Supervisors.

Surplus Impact Fee Revenue

According to a memo provided by San Francisco Municipal Transportation Agency (SFMTA) staff to the SFMTA Board of Directors on April 17, 2015, revenue estimates for the fees collected from certain area plans have been higher than originally anticipated for FY 2015-16. SFMTA would like to appropriate these additional funds to ongoing capital projects. In addition, SFMTA is assuming responsibility of three projects funded by development impact fees in the Market

Octavia Area Plan that were previously assigned to the Department of Public Works (DPW). Of the \$16,719,000 appropriation, \$2,400,000 is being transferred from DPW to SFMTA for these projects, \$2,000,000 is being re-allocated within the SFMTA budget, and \$12,319,000 is being allocated from additional development impact fee revenue, as shown in Table 1 below.¹

Table 1: Detailed Uses of Funds by Project

Project Name	Amount Previously in DPW Budget (FY 2015-16)	Re-allocation within SFMTA Budget	New Development Fee Revenue	Supplemental Amount
Eastern Neighborhoods				
16th Street	\$0	\$0	\$5,619,000	\$5,619,000
Folsom St/Howard St	\$0	\$0	\$4,500,000	\$4,500,000
Pedestrian Enhancement and Bicycle Fund	\$0	\$0	\$1,000,000	\$1,000,000
<i>Eastern Neighborhoods Subtotal</i>	<i>\$0</i>	<i>\$0</i>	<i>\$11,119,000</i>	<i>\$11,119,000</i>
Market Octavia				
Muni Forward	\$0	\$0	\$300,000	\$300,000
Page Street Green Connections	\$1,050,000	\$0	\$450,000	\$1,500,000
Streetscape Enhancement Fund	\$850,000	\$0	\$150,000	\$1,000,000
Van Ness/Mission Enhancements	\$500,000	\$0	\$0	\$500,000
<i>Market Octavia Subtotal</i>	<i>\$2,400,000</i>	<i>\$0</i>	<i>\$900,000</i>	<i>\$3,300,000</i>
Visitacion Valley				
Pedestrian, Bicycle, and Streetscape	\$0	\$0	\$300,000	\$300,000
<i>Visitacion Valley Subtotal</i>	<i>\$0</i>	<i>\$0</i>	<i>\$300,000</i>	<i>\$300,000</i>
Transit Center District				
Central Subway Chinatown Metro Plaza	\$0	\$2,000,000	\$0	\$2,000,000
<i>Transit Center District Subtotal</i>	<i>\$0</i>	<i>\$2,000,000</i>	<i>\$0</i>	<i>\$2,000,000</i>
Total	\$2,400,000	\$2,000,000	\$12,319,000	\$16,719,000

Descriptions of the requested expenditures of \$16,719,000 are provided below. The SFMTA Board of Directors approved projects in the Eastern Neighborhoods, Market Octavia, and Visitacion Valley Area Plans on April 7, 2015 (Resolution15-056). SFMTA Board approval status and environmental impact review (EIR) status of the projects that are receiving supplemental development impact fee revenue are shown in Attachment I.

¹ The proposed ordinance re-appropriates \$2,000,000 in development impact fees allocated to the Central Subway Chinatown Metro Plaza project to a different index code in the SFMTA budget but does not change the purpose of the original appropriation.

Eastern Neighborhoods Area Plan**16th Street Planning and Outreach (\$5,619,000)**

According to a memo provided to the SFMTA Board on April 7, 2015 (“SFMTA Memo”), the 22 Fillmore transit corridor along 16th Street faces significant congestion and other obstacles that slow bus movement. Additionally, the Mission Bay neighborhood is experiencing extensive commercial and residential development but lacks a direct and efficient transit connection to the Mission District and central San Francisco. This project will build transit-only lanes, transit bulbs, new traffic and pedestrian signals, and new streetscape amenities. The project will also extend the overhead contact system (OCS)² on 16th Street from Kansas Street to Third Street to allow for zero-emission transit service into Mission Bay. The changes will result in 25% reduced travel times and improved reliability on the 22 Fillmore transit corridor, primarily along 16th Street between the intersection of Church Street and Market Street and the Mission Bay neighborhood, which is a new terminal location for the route.

Folsom Street and Howard Street (\$4,500,000)

According to the SFMTA Memo, the Folsom Street Improvement Project envisions the transformation of Folsom and Howard Streets to more pedestrian-friendly, multimodal streets. The project focuses on both streets between 5th and 12th Streets, and has considered a number of improvements, including conversion of the streets from one-way to two-way. It is also considering the addition of bike facilities, corner bulbs, bus bulbs, mid-block crossings, and other streetscape improvements. A pilot project creating bicycle and pedestrian improvements on Folsom Street between 4th and 11th Streets has been implemented, and SFMTA would like to move forward with the permanent project.

Pedestrian Enhancement and Bicycle Fund (\$1,000,000)

According to the SFMTA Memo, the Pedestrian Enhancement and Bicycle Fund sets aside funding to enhance ongoing infrastructure projects that may not otherwise include pedestrian, bicycle, or greening improvements. The \$1,000,000 allocated to this fund enables money to be available when opportunities or particular needs arise; taking advantage of the efficiency of conducting these improvements alongside repaving or larger construction projects; but specific locations for these improvements have not been determined. As projects are defined, they will be brought to the SFMTA Board for review and approval as needed.

² The overhead contact system is the trolley buses’ overhead electrical wires.

Market and Octavia Area PlanMuni Forward (\$300,000)

According to the SFMTA Memo, Muni Forward brings together many projects and planning efforts to create a safer and more reliable experience both on and off transit. Focus areas include creating a Rapid Network, improving reliability, making the system smarter, and enhancing safety and access. Rapid Network projects that serve the Market Octavia Plan Area include improvements to the J Church, the K Ingleside, the L Taraval, the M Ocean View, the N Judah, the 5 Fulton, the 9 San Bruno, the 14 Mission, and the 71 Haight. Portions of several of these projects are on a fast-track schedule.

Page Street Green Connections (\$1,500,000)

According to the SFMTA Memo, Page Street is part of both the City's Bicycle Network and the citywide Green Connections Project, which identifies a network of existing streets and paths that will increase access to parks, open space, and the waterfront. Enhancements to Page Street will be designed to emphasize its role in connecting community amenities and recreational opportunities and will improve the bicycle and pedestrian infrastructure along the street. Page Street is also called out in the Market Octavia Plan and the Octavia Boulevard Circulation Study as a high priority for bicycle and pedestrian improvements.

Streetscape Enhancement Fund (\$1,000,000)

According to the SFMTA Memo, the Market and Octavia Plan calls for pedestrian, bicycle, and streetscape improvements on key streets throughout the Plan Area. The Streetscape Enhancement Fund sets aside funding for ongoing pedestrian, bicycle, or greening improvements projects. The fund enables money to be allocated when opportunities or particular needs arise; taking advantage of the efficiency of conducting these improvements alongside repaving or larger construction projects; but specific locations for these improvements have not been determined.

Van Ness/Mission Bus Rapid Transit and Pedestrian Improvements (\$500,000)

According to the SFMTA Memo, the intersection of Van Ness and Mission was identified in the Market Octavia Plan as a high priority for pedestrian improvements. This intersection is overlapped by many larger transportation and streetscape improvement projects: the Van Ness Bus Rapid Transit, the Muni Forward project which includes rapid networks serving this intersection, the Mission Streetscape Design project, and a proposed bicycle connection.

Visitacion Valley Area Plan**Pedestrian, Bicycle, and Streetscape Improvements (\$300,000)**

According to the SFMTA Memo, Planning, Recreation and Park, and the SFMTA began community engagement with Visitacion Valley over the past year to inform and involve the community in determining which pedestrian, bicycle and streetscape improvements to fund. Initial meetings revealed many ideas beyond those that had previously been proposed by City departments. As such, further analysis of potential projects is needed. Based on initial discussions with the community, projects could include, but would not be limited to: Green Connections improvements, traffic calming on Arleta Avenue, enhanced pedestrian crossings on Bayshore Boulevard, Blanken tunnel improvements, enhanced pedestrian crossings at Harney Way between Executive Park and Candlestick Point Park, and transit stop streetscape improvements along the 8X and other Visitacion Valley Muni lines.

Transit Center District**Central Subway Chinatown Metro Plaza (\$2,000,000)**

The Central Subway Chinatown Plaza will be located at the Chinatown Station, located at Stockton and Washington Streets, providing public open space at the site of the station. On December 17, 2013, the Board of Supervisors passed an ordinance appropriating \$500,000 to fund a change order to the existing contract between SFMTA and the Central Subway Design Group³ for design and engineering services for the Chinatown Station. The appropriation of \$2,000,000 in this ordinance would fund the construction of the plaza.

Appropriation for the Chinatown Metro Plaza was not included in SFMTA Resolution 15-056. According to Ms. Espiritu Santo, this is because the plaza was already appropriated in the SFMTA budget, but to create greater clarity regarding funding and expenditures the project is being moved to its own index code. SFMTA Board Resolution 15-056 focused on the additional development impact fee funding, so this project was not included.

Transit Center District De-Appropriation

The proposed ordinance also includes an \$800,000 de-appropriation from two SFMTA funds, Transportation Capital Infrastructure and Market Street Green Lanes. According to Ms. Espiritu Santo, unlike the other area plans, the Transit Center District has received less development impact fee revenue than originally projected. SFMTA is requesting a de-appropriation of \$800,000 from Transit Center District to reflect these lower estimates.

³ The Central Subway Design Group is a joint venture between Parsons Brinckerhoff, Inc., Michael Willis Architects, and Kwan Henmi Architecture and Planning, Inc.

FISCAL IMPACT

The proposed ordinance would appropriate the entire amount of \$12,319,000 in new development impact fee revenues to ongoing Area Plan projects, and re-appropriate an additional \$4,400,000 in already-budgeted development impact fee revenues. There is no General Fund impact associated with this appropriation.

POLICY CONSIDERATION

Of the \$12,319,000 appropriation of new development impact fee revenue, \$2,000,000 or 16.2 percent is being appropriation to general pedestrian or streetscape enhancements. These funds are not allocated to specific projects, but will be allocated in the future to improvements identified as other projects are under construction. The intent of these funds is to have money available when there is an opportunity to build pedestrian, bicycle, or other streetscape improvements alongside larger ongoing projects that did not necessarily include such improvements in their budget. These are non-project specific funds that do not have an associated budget or spending plan. The Budget and Legislative Analyst recommends placing \$2,000,000 on Budget and Finance Committee reserve, pending selection of specific projects and submission of budget details.

RECOMMENDATIONS

1. Approve the proposed ordinance.
2. Place \$1,000,000 in impact fee revenue appropriated to Eastern Neighborhoods Pedestrian Enhancements, and \$1,000,000 in impact fee revenue appropriated to Market Octavia Streetscape Enhancement, totaling \$2,000,000, on Budget and Finance Committee reserve, pending selection of specific projects and submission of budget details to the Budget and Finance Committee.

**Attachment I: SFMTA Board Approval and EIR Status of Projects
Receiving Supplemental Development Impact Fee Revenue**

Project Group	Project Name	SFMTA Board Status	EIR Status	Outreach	Design/ Planning	Construction
Eastern Neighborhoods	16th St	Approved as part of Muni Forward/Transit Effectiveness Project; Specific construction projects require SFTMA board approval.	FEIR Adopted by SFMTA Board March 28, 2014.		X	
Eastern Neighborhoods	Folsom St/Howard St	Construction of permanent projects would require SFMTA Board approval.	Project included in Central SoMa EIR, expected 2016.		X	
Eastern Neighborhoods	Pedestrian Enhancement and Bicycle Fund	Construction of permanent projects would require SFMTA Board approval.	General pedestrian, bicycle, and streetscape improvements were approved as part of the Eastern Neighborhoods Area Plan FEIR.	N/A	N/A	N/A
Market Octavia	Muni Forward	Approved as part of Muni Forward/Transit Effectiveness Project; Some components of this project have received SFMTA Board approval, components that have not would require SFTMA board approval before implementation.	FEIR Adopted by SFMTA Board March 28, 2014.			X

Project Group	Project Name	SFMTA Board Status	EIR Status	Outreach	Design/ Planning	Construction
Market Octavia	Page St Green Connections	Construction of permanent projects would require SFMTA Board approval.	The Green Connections Project was evaluated in the Better Streets Plan Addendum Final Mitigated Negative Declaration (FMND), published on March 12, 2014. Detailed designs will be evaluated to determine if any additional environmental review is needed based on the consistency of the design with the concepts included in the Better Streets Plan and the Green Connections Project.		X	X
Market Octavia	Streetscape Enhancement Fund	Construction of permanent projects would require SFMTA Board approval.	General pedestrian, bicycle, and streetscape improvements were approved as part of the Market and Octavia Plan FEIR. The FEIR was certified by the Planning Commission on April 5, 2007, and upheld by the Board of Supervisors on June 19, 2007.	N/A	N/A	N/A
Market Octavia	Van Ness/Mission Bus Rapid Transit and Pedestrian Improvements	SFMTA Staff plan to design and develop improvements that will be submitted to SFMTA Board this year.	Project overlaps with components of Market Octavia Plan and Muni Forward Project. General pedestrian, bicycle, and streetscape improvements were approved as part of the Market and Octavia Plan FEIR.		X	X
Visitacion Valley	Pedestrian, Bicycle, and Streetscape Improvements	Project is still in outreach stages; construction of permanent projects would require SFMTA Review.	General pedestrian, bicycle, and streetscape improvements were approved as part of the Visitacion Valley FEIR by the Redevelopment Agency of the City and County of San Francisco on December 16, 2008, and certified by the Planning Commission on December 18, 2008.	N/A	N/A	N/A

<p>Items 11, 12 and 13 Files 15-0459, 15-0466 & 15-0467</p>	<p>Department: Municipal Transportation Agency (MTA)</p>
<p>EXECUTIVE SUMMARY</p>	
<p style="text-align: center;">Legislative Objectives</p> <ul style="list-style-type: none"> • File 15-0467: The proposed resolution would approve the issuance of \$500,000,000 of 2014 Transportation and Road Improvement General Obligation (GO) Bonds. • File 15-0466: The proposed resolution would authorize the sale of \$67,540,000 of 2014 Transportation and Road Improvement GO Bonds Series 2015B. • File 15-0459: The proposed ordinance would (1) appropriate \$67,540,000 of the 2015B Series Bond proceeds; (b) adopt findings under the California Environmental Quality Act (CEQA); and (c) place these funds on Controller’s Reserve pending the sale of the bonds. <p style="text-align: center;">Key Points</p> <ul style="list-style-type: none"> • The \$500 million Transportation and Road Improvement GO Bond is dedicated to constructing, redesigning, and rebuilding streets and sidewalks to increase Muni service reliability, ease traffic congestion, reduce vehicle travel times, enhance pedestrian and bicycle safety, and improve disabled access. • The Office of Public Finance plans to sell \$67,540,000 in Series 2014B bonds in July 2015. • The proposed \$67,540,000 appropriation includes (a) \$50,900,986 to the SFMTA for Muni Forward Rapid Network improvements and \$7,940,882 to satisfy a portion of the City’s contribution to Caltrain positive train control safety upgrades; and (b) \$8,698,132 to DPW for the Better Market Street Project. <p style="text-align: center;">Fiscal Impact</p> <ul style="list-style-type: none"> • Estimated average annual debt service on the bonds is \$4,502,500. Total estimated interest payments are \$23,180,000, resulting in total principal and interest payments of \$90,050,000 over the 20-year life of the bonds. • As of April 1, 2015, outstanding GO bonds total \$2.05 billion, equal to 1.13 percent of the net assessed value of property in the City. Issuance of \$67,540,000 in new GO Bonds increases outstanding bonds by 0.03 percent to 1.16 percent of total net assessed value of property in San Francisco. <p style="text-align: center;">Policy Consideration</p> <ul style="list-style-type: none"> • According to information provided by SFMTA and DPW, the two departments use different methods to calculate direct and indirect labor rates charged to capital projects. SFMTA’s rates charged to capital projects are one-third higher than rates charged by DPW <p style="text-align: center;">Recommendations</p> <ul style="list-style-type: none"> • Request the Controller to evaluate SFMTA’s methodology to calculate direct and indirect labor rates and make recommendations concerning these rates prior to the next issuance of Transportation and Road Improvement Bonds, anticipated in May 2016. • Approve the proposed resolution (File 15-0467). • Approve the proposed resolution (File 15-0466). • Approve the proposed ordinance (File 15-0459). 	

MANDATE STATEMENT / BACKGROUND

Mandate Statement

Section 9.105 of the City's Charter provides that the issuance and sale of General Obligation (GO) bonds is subject to Board of Supervisors approval in accordance with State law or local procedures adopted by ordinance.

City Charter Section 9.105 states that amendments to the Annual Appropriation Ordinance are subject to Board of Supervisors approval by ordinance after the Controller certifies the availability of funds.

Background

On November 4, 2014, a two-thirds majority of voters of the City approved Proposition A, the San Francisco Transportation and Road Improvement General Obligation (GO) Bond to finance the construction, acquisition, and improvement of various transportation and transit-related improvements, and other related costs. Proposition A authorizes the City to issue \$500,000,000 in GO Bonds to implement various infrastructure repairs and improvements identified by the Transportation 2030 Task Force. The projects to be funded through the proposed bond sale include: pedestrian and bicycle safety improvements, San Francisco Municipal Transportation Agency (SFMTA) facility upgrades, accessibility improvements, traffic signal improvements, Muni Forward Rapid Network improvements, street infrastructure improvements, Caltrain upgrades, streetscape and other transit corridor improvements.

DETAILS OF PROPOSED LEGISLATION

File 15-0467: The proposed resolution would (a) authorize the issuance of not to exceed \$500,000,000 aggregate principal amount of City and County of San Francisco General Obligation (GO) Bonds (Transportation and Road Improvement Bonds, 2014); (b) authorize the execution, authentication, and registration of said bonds; (c) provide for the levy of a tax to pay the principal and interest thereof; (d) provide for the appointment of depositories and other agents for said bonds; (e) provide for the establishment of accounts related thereto; (f) ratify certain actions previously taken; and (g) grant general authority to City officials to take necessary actions in connection with the authorization, issuance, sale and delivery of said bonds.

File 15-0466: The proposed resolution would (a) authorize and direct the sale of not to exceed \$67,540,000 aggregate principal amount of City and County of San Francisco General Obligation (GO) Bonds (Transportation and Road Improvement Bonds, 2014), Series 2015B; (b) prescribe the form and terms of said bonds; (c) authorize the execution, authentication, and registration of said bonds; (d) provide for the appointment of depositories and other agents for said bonds; (e) provide for the establishment of accounts related to said bonds; (f) provide for the manner of sale of said bonds by competitive sale; (g) approve the forms of Official Notice of Sale and Notice of Intention to Sell Bonds; direct the publication of the Notice of Intention to Sell Bonds; (h) approve the form of the Preliminary Official Statement and the form and execution of the Official Statement relating to the sale of said bonds; (i) approve the form of the Continuing

Disclosure Certificate; (j) authorize and approve modifications to documents; (k) waive the deadline for submission of Bond Accountability Reports; (l) adopt findings under the California Environmental Quality Act (“CEQA”), CEQA Guidelines and Chapter 31 of the Administrative Code; (m) ratifying certain actions previously taken; and (n) granting general authority to City officials to take necessary actions in connection with the authorization, issuance, sale, and delivery of said bonds.

File 15-0459: The proposed ordinance would (a) appropriate \$67,540,000 of the 2015B Series Transportation and Road Improvement General Obligation Bond proceeds in FY2014-2015, including \$8,698,132 to the Department of Public Works for Better Market Street Projects and \$58,841,868 to the Municipal Transportation Agency for Muni Forward Rapid Network Improvement Projects, Pedestrian Safety Improvement Projects, and the Caltrain Communications Based Overlay Signal System Positive Train Control System; (b) adopt findings under the California Environmental Quality Act (CEQA), CEQA Guidelines, and Administrative Code, Chapter 31; and (c) place these funds on Controller’s Reserve pending the sale of the bonds.

Authorization to Issue \$500,000,000 in GO Bonds (File 15-0467)

The proposed resolution would authorize the issuance of Transportation and Road Improvement GO Bonds in maximum aggregate amount of \$500,000,000, to be issued in multiple series. According to Ms. Sonali Bose, SFMTA Chief Financial Officer, the tentative schedule of issuance involves four series that will extend until November, 2018, as shown in Table 1, below. These dates may change depending on the timing of actual funding needs of the eligible projects.

**Table 1: Transportation and Road Improvement
GO Bond Issuance Schedule**

Date	Amount	Series
July, 2015	\$67,540,000	Series 2015B
May, 2016	\$112,800,000	To be determined
May, 2017	\$219,320,000	To be determined
Nov., 2018	\$100,340,000	To be determined
Total	\$500,000,000	

Sale of \$67,540,000 2015B Series Transportation and Road GO Bonds (File 15-0466)

The proposed resolution would authorize the sale of 2015B Series Transportation and Road Improvement GO Bonds in the amount of \$67,540,000, and approve accompanying documentation announcing and providing for the sale of the bonds through competitive bidding.

Financing Parameters for Series 2015B

According to Ms. Nadia Sesay, Director of Public Finance, based on current project cost estimates and schedules, the Office of Public Finance (OPF) expects to issue \$66,870,000 under conservative assumptions of market conditions prevailing at the expected time of sale. The additional authorized amount of \$670,000 above the expected issuance amount allows for

fluctuations in market conditions from the date of authorization by the Board of Supervisors to the time of the sale of the Bonds. Table 2 below outlines anticipated sources and uses for the Bonds.

Table 2: Sources and Uses Series 2015B GO Bonds

Sources	
Par Amount	\$66,870,000
Reserve Proceeds	\$670,000
Total Not-To-Exceed Amount	\$67,540,000
Uses	
<u>Project</u>	
Transportation & Road Improvement Project Funds	\$66,001,534
Controller's Audit Fund	\$132,003
Projects Subtotal	\$66,133,537
Costs of Issuance	\$502,418
Underwriter's Discount	\$167,175
Citizens' GO Bond Oversight Committee	\$66,870
Costs of Issuance Subtotal	\$736,463
Subtotal Uses	\$66,870,000
Reserve Pending Bond Sale	\$670,000
Total Uses	\$67,540,000

\$67,540,000 Appropriation (File 15-0459)

The proposed ordinance would appropriate the \$67,540,000 in funds generated from the sale of Series 2015B GO Bonds for specific projects within SFMTA and the Department of Public Works (DPW) as follows:

- \$50,900,986 or 75.4% of the total to SFMTA for Muni Forward Rapid Network¹, and Pedestrian Safety Improvement Projects;
- \$7,940,882 or 11.8% to SFMTA for a portion of San Francisco's contribution to Caltrain system upgrades for the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) system²; and
- \$8,698,132 or 12.9% to DPW for the Better Market Street Project³. The cost of each project and the associated costs of bond issuance are summarized in Table 3 below.

¹ SFMTA's Muni Forward project is based on the Transit Effectiveness Project (TEP), a planning process using technology, technical expertise, and community outreach to identify needed improvements to the Municipal Railway (Muni) system. Muni Forward includes the Rapid Network, which creates rapid bus and light rail lines on heavily travelled transit lines.

² The CBOSS PTC is an advanced signal system that can monitor and control train movements and provide safety enhancements, mandated by the Federal Rail Safety Act of 2008.

Table 3: SFMTA and DPW Project and Associated Costs

	SFMTA		DPW	Total
	Muni Forward and Pedestrian Safety Improvements	Contribution to Caltrain CBOSS	Better Market Street Project	
Project Cost	\$49,741,534	\$7,760,000	\$8,500,000	\$66,001,534
Cost of Issuance	\$378,643	\$59,071	\$64,704	\$502,418
Underwriter's Discount	\$125,990	\$19,655	\$21,530	\$167,175
Reserve	\$504,940	\$78,774	\$86,286	\$670,000
Oversight & Audit Funds	\$149,879	\$23,382	\$25,612	\$198,873
Project Total	\$50,900,986	\$7,940,882	\$8,698,132	\$67,540,000

The funds generated by the sale of Series 2015B GO Bonds will fund 21 total projects, including 14 Muni Forward transportation improvements, five pedestrian safety improvements, San Francisco's contribution to Caltrain upgrades, and DPW's Better Market Street Project. These projects are summarized in Attachment I.

Environmental Review and California Environmental Quality Act (CEQA) Provisions

Muni Forward Rapid Network Improvements and Pedestrian Safety Improvements:

Attachment II, prepared by SFMTA, shows the status of environmental review and SFMTA Board of Directors approval of the Muni Forward Rapid Network Improvements and Pedestrian Safety Improvements, which make up \$50,900,986 of the requested appropriation.

Caltrain Upgrades for CBOSS:

On June 29, 2009, the Peninsula Joint Powers Board found that the CBOSS was exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15301(f). The portion of the requested appropriation dedicated to this upgrade is \$7,940,882.

Better Market Street:

The Department of Public Works is the project lead for the Better Market Street Project, which will cost an estimated \$400 million in total. DPW is requesting \$8,698,132 from this appropriation to begin the design phase for this project. The Planning Department is currently preparing an environmental impact report (EIR) on the Better Market Street Project in compliance with CEQA. DPW will perform initial design while the project is under environmental review. According to Ms. Simone Jacques, Budget Manager for DPW, the EIR is expected to be published at the end of 2016, and be certified in February 2017. After the EIR is certified, DPW can pursue final design and clear the project through the National

³ The Better Market Street project is sponsored by DPW in coordination with the Planning Department and SFMTA to redesign and provide various transportation and streetscape improvements to Market Street between Octavia Boulevard and the Embarcadero.

Environmental Policy Act (NEPA). NEPA clearance is needed to make the project eligible for federal funding.

According to Ms. Bose, SFMTA and DPW decided to move forward with the Better Market Street Project even though the EIR will not be finalized until February 2017 in order to begin planning and design for the project. The SFMTA Board of Directors will have to approve the project components pertaining to traffic changes, street striping and other transit-related issues, while DPW will retain overall leadership on the project. Cost estimates for positions dedicated to the Better Market Street Project are shown in Table 4, below, which was provided by DPW.

**Table 4: Better Market Street Planning and Design Positions
Funded by GO Bond Series 2015B**

Staff	FY 2015-16	Description
Public Works Engineers and Landscape Architects	\$2,500,000	Assumes average cost of \$250,000 per FTE, 4 people starting in January 2016 and 8 people starting July 2015.
SFMTA Engineers (Transit Elements)	\$4,676,300	Assumes average cost of \$463,000 per FTE, 4 FTE starting in January 2016 and 8 FTEs starting July 2015.
Project Management	\$1,319,050	Assumes average cost of \$350,000 per FTE with mix of 3.7 Public Works Project Managers, SFMTA Project Managers, Project Manager Assistants and Analysts.
Total	\$8,495,350	

Outside Contracting

Attachment III, provided by SFMTA, shows the plan for the competitive selection of contractors for the Muni Forward Rapid Network Improvements and Pedestrian Safety Improvements projects.

According to Ms. Jacques, there are no plans under the Better Market Street Project to utilize consultants or outside contractors with the \$8,495,350 funded with 2015B Series GO Bonds.

FISCAL IMPACT

Annual Debt Service

Based upon a conservative estimate of 3.15% interest rate, OPF estimates that average annual debt service on the 2015B Series Transportation and Road Improvement GO Bonds is approximately \$4,502,500. The anticipated total par value of \$66,870,000 is estimated to result in approximately \$23,180,000 in interest payments over the life of the Bonds. The total estimated principal and interest payment over the approximate 20-year life of the Bonds is approximately \$90,050,000. Based on market conditions expected to exist at the time of the sale, the Bonds could be structured with a 25-year life.

Debt Limit

Section 9.106 of the City Charter limits the amount of GO Bonds the City can have outstanding at any given time to 3 percent of the total assessed value of property in San Francisco. The City

calculates its debt limit on the basis of total assessed valuation net of non-reimbursable and homeowner exemptions. On this basis, the City's gross general obligation debt limit for FY 2014-15 is approximately \$5.45 billion, based on a net assessed valuation of approximately \$181.8 billion. As of April 1, 2015, the City had outstanding approximately \$2.05 billion in aggregate principal amount of General Obligation bonds, which equals approximately 1.13 percent of the net assessed valuation for fiscal year 2014-15. If all of the City's authorized and unissued bonds were issued, the total debt would be 1.83 percent of the net assessed value of property in the City. If the Board of Supervisors approves the sale of \$67,540,000 in Series 2015B GO Bonds, the debt ratio would increase by 0.03 percentage points to 1.16, well under the 3 percent limit.

Property Tax Rates

Under financial constraints adopted by the Capital Planning Committee, debt service on approved and issued GO bonds may not increase property owners' long-term property tax rates above FY 2005-06 levels. The FY 2005-06 property tax rate for the GO bond fund was \$0.1201 per \$100 of assessed value.

The current property tax rate for the GO bond fund is \$0.1157 per \$100 of assessed value. If the Board of Supervisors approves the issuance of \$67,540,000 in Series 2015B Bonds, the GO bond fund property tax rate would increase by \$0.00317 per \$100 of assessed valuation. The total property tax rate for the general obligation bond fund in FY 2015-16 would be \$0.1189 per \$100 of assessed valuation, which is less than the Capital Planning Committee's financial constraint of \$0.1201 per \$100.

The owner of a single-family residence with an assessed value of \$500,000, assuming a homeowner's exemption of \$7,000, would pay average annual additional Property Taxes to the City of \$15.63 per year if the anticipated \$66,870,000 Transportation and Road Improvement General Obligation Bonds are sold.

POLICY CONSIDERATION

According to information provided by SFMTA and DPW, the two departments use different methods to calculate direct and indirect labor rates charged to capital projects. SFMTA's rates charged to capital projects are one-third higher than rates charged by DPW. Table 5 below shows the difference in total direct and indirect labor rates charged by SFMTA and DPW for two positions: 5502 Project Manager I and 5203 Assistant Engineer. As shown in Table 5, SFMTA's annual labor rate for the Project Manager I position is \$157,529 or 34% higher than DPW's annual labor rate. SFMTA's annual labor rate for the Assistant Engineer is \$133,513 or 35% higher than DPW's annual labor rate.

Table 5: Comparison of SFMTA and DPW Annual Labor Rate Charged to Capital Projects

<u>SFMTA Annual Labor Rate</u>			<u>DPW Annual Labor Rate</u>		
	Project Manager	Assistant Engineer		Project Manager	Assistant Engineer
Salary	\$124,686	\$99,944	Salary	\$124,686	\$99,944
Fringe Benefits	<u>\$71,121</u>	<u>\$60,045</u>	Fringe Benefits (42.52%)	\$53,016	\$42,496
Total Compensation	\$195,807	\$159,989	Bureau Overhead (51.79%)	\$64,575	\$51,761
Overhead (138.50%)	\$271,193	\$221,585	Department Overhead (53.89%)	\$67,193	\$53,860
Annual Labor Rate	\$467,000	\$381,574	Annual Labor Rate	\$309,471	\$248,061
Difference in Annual Labor Rate (SFMTA-DPW)					
Amount	\$157,529	\$133,513			
Percent	34%	35%			

The Budget and Legislative Analyst recommends that the Board of Supervisors request the Controller to evaluate SFMTA’s methodology to calculate direct and indirect labor rates and make recommendations concerning these rates prior to the next issuance of Transportation and Road Improvement Bonds, anticipated in May 2016.

RECOMMENDATIONS

1. Request the Controller to evaluate SFMTA’s methodology to calculate direct and indirect labor rates and make recommendations concerning these rates prior to the next issuance of Transportation and Road Improvement Bonds, anticipated in May 2016
2. Approve the proposed resolution (File 15-0467).
3. Approve the proposed resolution (File 15-0466).
4. Approve the proposed ordinance (File 15-0459).

Attachment I: MTA and DPW Projects Detail

Project Category	Project Name	Description	Amount
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.	\$10,700,000
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.	\$1,900,000
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%.	\$4,400,000
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.	\$4,800,000

Project Category	Project Name	Description	Amount
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 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.	\$2,800,000
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.	\$2,700,000
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.	\$5,400,000
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.	\$500,000

Project Category	Project Name	Description	Amount
Muni Forward Rapid Network Improvements	22 Fillmore: Overhead Catenary System on Church/ Duboce (overhead lines)	The 22 Fillmore passes through red transit-only lanes along Church Street to improve route reliability. In this segment, the overhead wires are not directly overhead resulting in delays when buses lose contact with these wires. This project will modify the alignment overhead wires for the 22 Fillmore along Church Street to provide more reliable transit service.	\$800,000
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.	\$800,000
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.	\$2,900,000
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.	\$4,100,000
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.	\$1,400,000

Project Category	Project Name	Description	Amount
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 centenary wires. This will enable more efficient terminal operations and provide a more suitable location for bus layovers.	\$500,000
Total Muni Forward			\$43,700,000
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).	\$500,000
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.	\$800,000
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.	\$1,200,000
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.	\$300,000
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.	\$3,300,000
Total Pedestrian Safety Improvements			\$6,100,000
Total SFMTA for SFMTA Projects			\$49,800,000
Caltrain	Communications Based Overlay Signal System	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.	\$7,800,000
Total Appropriation to SFMTA for SFMTA and Caltrain projects			\$57,600,000

Project Category	Project Name	Description	Amount
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, 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.	\$8,500,000
Total Appropriation to Public Works			\$8,500,000
Total Appropriation to SFMTA & Public Works			\$66,100,000

Attachment II: MTA and DPW Project Approval and CEQA Status

Project Category	Project Name	Included in the Transit Effectiveness Project (TEP)/ Muni Forward? (Yes, No)	Date of SFMTA Board of Directors Approval	Approval Date for CEQA determination by Planning
		MTA Projects		
Muni Forward Rapid Network Improvements	7 Haight-Noriega: Haight Street Rapid Project	Yes	November 18, 2014 ¹	March 27, 2014 ²
Muni Forward Rapid Network Improvements	10 Townsend: Sansome Contraflow Lane Extension	Yes	September 2, 2014 ³	March 27, 2014 ²
Muni Forward Rapid Network Improvements	9 San Bruno: 11th St and Bayshore Blvd Rapid Project	Yes	October 7, 2014 ⁴	March 27, 2014 ²
Muni Forward Rapid Network Improvements	5 Fulton: East of 6th Ave (Inner) Rapid Project	Yes	March 28, 2014 ⁵	March 27, 2014 ²
Muni Forward Rapid Network Improvements	N Judah: Arguello to 9th Ave Rapid Project	Yes	March 28, 2014 ⁵	March 27, 2014 ²
Muni Forward Rapid Network Improvements	30 Stockton: East of Van Ness Ave Transit Priority Project	Yes	March 28, 2014 ⁵	March 27, 2014 ²
Muni Forward Rapid Network Improvements	30 Stockton: Chestnut St (W of VN) Transit Priority Project	Yes	March 28, 2014 ⁵	March 27, 2014 ²
Muni Forward Rapid Network Improvements	14 Mission: Division to Randall (Inner) Rapid Project	Yes	March 28, 2014 ⁵	March 27, 2014 ²
Muni Forward Rapid Network Improvements	22 Fillmore: Overhead Catenary System on Church/ Duboce (overhead lines)	Yes	March 28, 2014 ⁵	March 27, 2014 ²

Project Category	Project Name	Included in the Transit Effectiveness Project (TEP)/ Muni Forward? (Yes, No)	Date of SFMTA Board of Directors Approval	Approval Date for CEQA determination by Planning
Muni Forward Rapid Network Improvements	22 Fillmore: Overhead Catenary System on 16th St & Kansas (overhead lines)	Yes	March 28, 2014 ⁵	March 27, 2014 ²
Muni Forward Rapid Network Improvements	33 Stanyan: Overhead Catenary System on Guerrero (overhead lines)	Yes	March 28, 2014 ⁵	March 27, 2014 ²
Muni Forward Rapid Network Improvements	28 19th Avenue: 19th Ave Rapid Project	Yes	March 28, 2014 ⁵	March 27, 2014 ²
Muni Forward Rapid Network Improvements	14 Mission: Mission & S Van Ness Transit Priority Project	Yes	March 28, 2014 ⁵	March 27, 2014 ²
Muni Forward Rapid Network Improvements	30 Stockton: Terminal Overhead Catenary System Upgrades (overhead lines)	Yes	March 28, 2014 ⁵	March 27, 2014 ²
Pedestrian Safety Improvements	New Signals on High Injury Corridors (10 intersections)	No	Approval pending completion of planning, design and environmental review.	Not completed. GO Bond will fund planning, design, outreach and completing environmental review.
Pedestrian Safety Improvements	Add PCS to High Injury Corridors (18 locations)	No	Approval pending completion of planning, design and environmental review.	Not completed. GO Bond will fund planning, design, outreach and completing environmental review.

Project Category	Project Name	Included in the Transit Effectiveness Project (TEP)/ Muni Forward? (Yes, No)	Date of SFMTA Board of Directors Approval	Approval Date for CEQA determination by Planning
Pedestrian Safety Improvements	Curb Bulbs on High Injury Corridors (19 Intersections)	No	Approval pending completion of planning, design and environmental review.	Not completed. GO Bond will fund planning, design, outreach and completing environmental review.
Pedestrian Safety Improvements	Geary Pedestrian Improvements	No	Approval pending completion of planning, design and environmental review.	Not completed. GO Bond will fund planning, design, outreach and completing environmental review.
Pedestrian Safety Improvements	Pedestrian Safety Improvements Related to Muni Forward	Yes	March 28, 2014 ⁵	March 27, 2014 ²
Caltrain	Communications Based Overlay Signal System	No	Memorandum of Understanding entered into by City and County of San Francisco, January 15, 2013.	CEQA Exemption per Peninsula Joint Powers Board, June 29, 2009.
DPW Projects				
Major Transit Corridor Improvements	Better Market Street Project	No	Portions of project that require SFMTA Board approval will come before board as needed.	Funding in this appropriation is for planning and design stages; EIR expected late 2016.

¹ MTA Board Resolution 14-166.

² TEP EIR was approved on March 27, 2014 in Planning Commission Motion No. 19105.

³ MTA Board Resolution 14-137.

⁴ MTA Board Resolution 14-148.

⁵ This TEP project category was approved on March 28, 2014 in SFMTA Board Resolution 14-041. However, not all of the specific projects have been approved by the SFMTA Board of Directors.

Attachment III: Contracting Plan for MTA Projects

Project Category	Project Name	Amount	Total Project (as % of Total)		Delivery Mechanism	Phase(s) of Work Funded with Series 2015B Appropriation
			Soft Costs (Design, Permitting)	Hard Costs (Construction)		
Muni Forward Rapid Network Improvements	7 Haight-Noriega: Haight Street Rapid Project	\$10,700,000	29%	71%	Competitively bid contract overseen by DPW	Construction
Muni Forward Rapid Network Improvements	10 Townsend: Sansome Contraflow Signals	\$1,900,000	17%	83%	Competitively bid contract overseen by DPW	Construction
Muni Forward Rapid Network Improvements	9 San Bruno: 11th St and Bayshore Blvd Rapid Project	\$4,400,000	24%	76%	Competitively bid contract overseen by DPW	Construction
Muni Forward Rapid Network Improvements	5 Fulton: East of 6th Ave (Inner) Rapid Project	\$4,800,000	27%	73%	Competitively bid contract overseen by SFMTA	Construction
Muni Forward Rapid Network Improvements	N Judah: Arguello to 9th Ave Rapid Project	\$2,800,000	25%	75%	Competitively bid contract overseen by SFMTA	Construction
Muni Forward Rapid Network Improvements	30 Stockton: East of Van Ness Ave Transit Priority Project	\$2,700,000	20%	80%	Competitively bid contract overseen by DPW	Construction
Muni Forward Rapid Network Improvements	30 Stockton: Chestnut St (W of VN) Transit Priority Project	\$5,400,000	24%	74%	Competitively bid contract overseen by DPW	Design and Construction
Muni Forward Rapid Network Improvements	14 Mission: Division to Randall (Inner) Rapid Project	\$500,000	20%	80%	Competitively bid contract overseen by DPW	Design and Construction
Muni Forward Rapid Network Improvements	22 Fillmore: Overhead Catenary System on Church/Duboce (overhead lines)	\$800,000	26%	74%	Competitively bid contract overseen by SFMTA	Design and Construction

Project Category	Project Name	Amount	Total Project (as % of Total)		Delivery Mechanism	Phase(s) of Work Funded with Series 2015B Appropriation
			Soft Costs (Design, Permitting)	Hard Costs (Construction)		
Muni Forward Rapid Network Improvements	22 Fillmore: Overhead Catenary System on 16th St & Kansas (overhead lines)	\$800,000	26%	74%	Competitively bid contract overseen by SFMTA	Design and Construction
Muni Forward Rapid Network Improvements	33 Stanyan: Overhead Catenary System on Guerrero (overhead lines)	\$2,900,000	27%	73%	Competitively bid contract overseen by SFMTA	Design and Construction
Muni Forward Rapid Network Improvements	28 19th Avenue: 19th Ave Rapid Project	\$4,100,000	26%	74%	Competitively bid contract overseen by DPW	Construction
Muni Forward Rapid Network Improvements	14 Mission: Mission & S Van Ness Transit Priority Project	\$1,400,000	23%	77%	Competitively bid contract overseen by DPW	Construction
Muni Forward Rapid Network Improvements	30 Stockton: Terminal Overhead Catenary System Upgrades (overhead lines)	\$500,000	26%	74%	Competitively bid contract overseen by SFMTA	Design
Pedestrian Safety Improvements	New Signals on High Injury Corridors (10 intersections)	\$500,000	Split for total project not yet available; Series 2015B issuance is 100% for soft costs		Delivery mechanism will be finalized when construct phase funds requested	Planning and Design
Pedestrian Safety Improvements	Add PCS to High Injury Corridors (18 locations)	\$800,000	Split for total project not yet available; Series 2015B issuance is 100% for soft costs		Delivery mechanism will be finalized when construct phase funds requested	Planning and Design
Pedestrian Safety Improvements	Curb Bulbs on High Injury Corridors (19 Intersections)	\$1,200,000	Split for total project not yet available; Series 2015B issuance is 100% for soft costs		Delivery mechanism will be finalized when construct phase funds requested	Planning and Design

Project Category	Project Name	Amount	Total Project (as % of Total)		Delivery Mechanism	Phase(s) of Work Funded with Series 2015B Appropriation
			Soft Costs (Design, Permitting)	Hard Costs (Construction)		
Pedestrian Safety Improvements	Geary Pedestrian Improvements	\$300,000	Split for total project not yet available; Series 2015B issuance is 100% for soft costs		Delivery mechanism will be finalized when construct phase funds requested	Planning and Design
Pedestrian Safety Improvements	Pedestrian Safety Improvements Related to Muni Forward	\$3,300,000	30%	70%	Will be delivered under associated Muni Forward contracts.	Construction