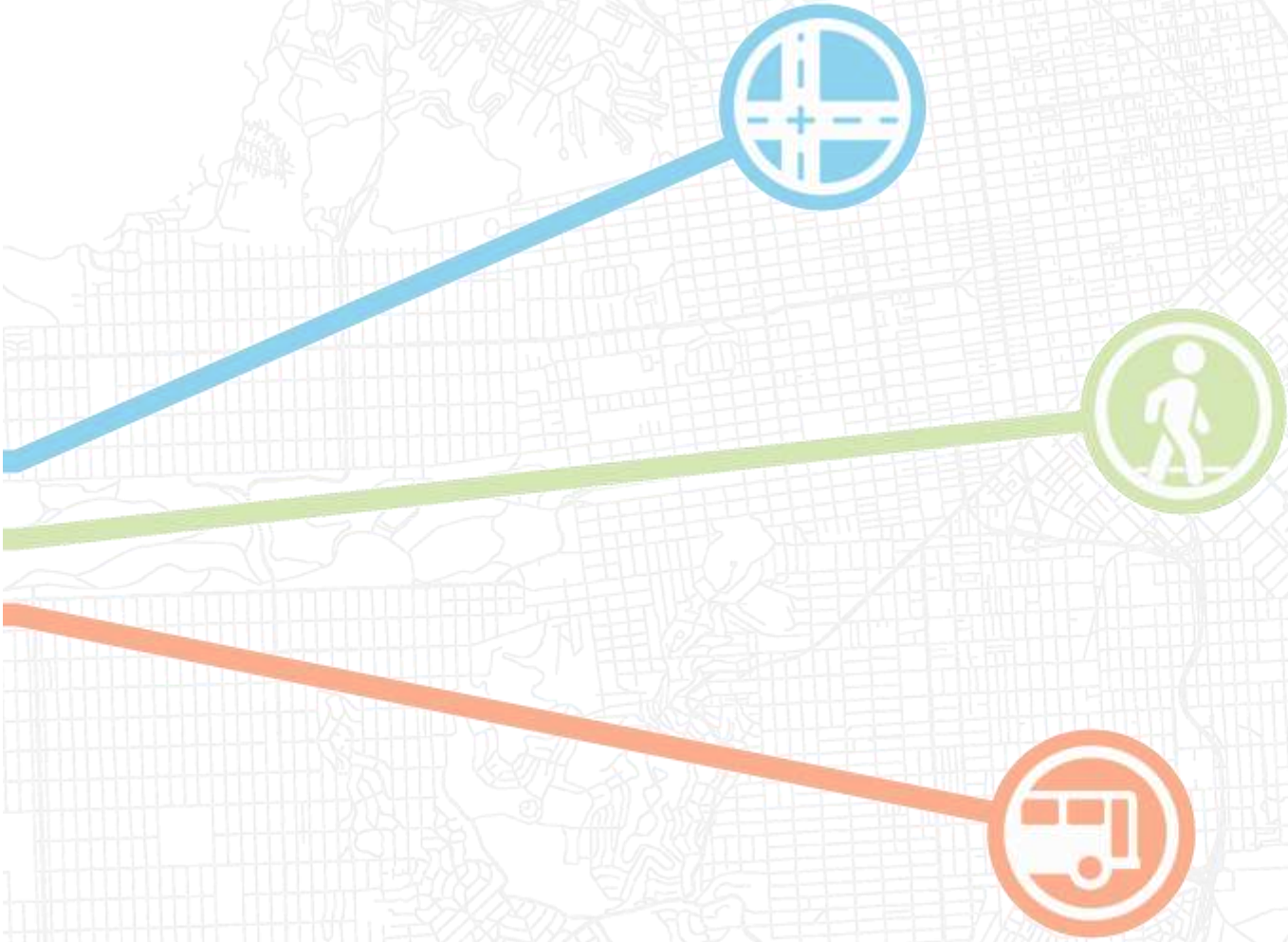
SFMTA
Municipal Transportation Agency

TRANSPORTATION 2030
ROADS + TRANSIT + SAFETY

2014 Transportation and Road Improvement Bond

STATUS REPORT



January 22, 2015

2014 Transportation and Road Improvement Bond

STATUS REPORT

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1.0 Executive Summary

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

The goals of the Transportation and Road Improvement Bond ("Bond") are to provide improved transit and safer streets for residents, workers, and visitors to San Francisco. Collectively, the initiatives provide funding to fix urgent infrastructure issues to maintain these assets in the years to come. The proceeds from the Bond will fund upgrading traffic signals, increasing Muni reliability, reducing Muni travel times, and improving safety for people walking and bicycling. The Bond will also improve safety and accessibility of the Muni system, and jumpstart the long-term renovation program of Muni's maintenance and storage facilities. This improved Muni, in turn, will promote social equity, environmental sustainability, affordability, and access to the city's housing, jobs, and recreation.

	Investment Category	Bond Amount
Improved Transit	Muni Forward Rapid Network Improvements	$191M
	Caltrain Upgrades	$39M
	Accessibility Improvements	$30M
	Muni Facility Upgrades	$70M
	Major Transit Corridor Improvements	$28M
Safer Streets	Pedestrian Safety Improvements	$68M
	Traffic Signal Improvements	$22M
	Complete Streets Improvements	$52M
	Total	$500M

The outcome of these investments will be increased transit reliability and significantly improved safety for all people getting around the city. The benefits of the Bond will be felt in every San Francisco neighborhood.

2.0 Program Summary and Proposed Projects

On November 4, 2014, the San Francisco Transportation and Road Improvement General Obligation Bond (Bond) passed with almost 72% of the vote. The Bond provides funding to improve transit and create safer streets.

The Bond encompasses a wide array of transportation improvement programs, delivered by multiple City and regional agencies, including the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFDPW), and Caltrain. Many projects are already defined and have achieved all required regulatory approvals; others are under development and require further review and approval.

Each of the following sections provides greater detail on the proposed projects under each of the Bond Investment Categories. This includes the proposed Bond allocation, the amount and type of other sources of funds to complete the project (if needed), the proposed project scope and current project schedules. Where projects are not yet defined, a description of the investment category and its related project selection criteria is provided. All projects funded by the Bond are anticipated to be complete by 2022.

Improved Transit $358M

The Municipal Railway (Muni) currently provides more than 700,000 trips on an average weekday and is a critical resource for customers, residents, and visitors who depend on transit to go to work, to school, to the grocery store, for recreation, and to visit family and friends. All San Francisco residents live within a quarter-mile of a Muni route and transit service is provided 24 hours a day. Muni's availability and low fare options, among the lowest of peer transit agencies, make public transit in San Francisco available to all and integral to meeting the city's accessibility, affordability, equity, and environmental goals.

Since the 1980s, Muni routes and service schedules have remained largely unchanged, even as residential and employment patterns have shifted. This has created the need to examine transit routing, frequency of service, and the design of transit infrastructure in order for Muni to meet the current needs of its riders. In addition to Muni, regional transit providers such as Caltrain are experiencing growing ridership that impacts the transportation system.

In order to create a public transit system that meets the city's needs, Muni must make critical capital infrastructure investments. Today, Muni service suffers because of aging vehicles, narrow and congested streets, and obsolete maintenance facilities. Operating aging vehicles and repairing them in 1900s-era facilities has resulted in poor service reliability and increased maintenance costs. Older vehicles break down more often, and the outdated maintenance facilities mean that repairing those vehicles takes longer. Addressing traffic congestion is also crucial to improving Muni transit service. Congested roads caused by traffic, double parking, and potholes slow Muni's travel times, making Muni less reliable, more crowded, and more costly to operate.

Roadway improvements, such as transit only lanes, transit signal priority, and boarding areas that allow buses to board quickly, directly counteract congestion impacts to Muni. These kinds of improvements make Muni more reliable and reduce travel time for Muni riders. Ongoing maintenance of Muni's overhead wire systems and rail lines, along with fleet and facilities upgrades, also improve Muni reliability and reduce emergency repair costs. Improving safety and accessibility at Muni stations and stops ensures that all riders are well-served.

These investments complement service changes identified by examining Muni's route structure, collectively producing a system that is faster, more reliable, and less crowded. This holistic approach to improving the transit system also includes potential upgrades to Caltrain's infrastructure that will improve reliability.

Improved Transit: Program Descriptions

Improved Transit: Muni Forward Rapid Network Improvements $191M

Developed through the extensive Transit Effectiveness Project planning effort, which included several years' of data collection, intensive assessment, and public outreach efforts, the Rapid Network Improvement projects will restructure transit service on Muni's high ridership lines to improve efficiency and connectivity. This program consists of targeted engineering improvements designed to minimize transit service delays at key intersections and along the Rapid Network, the busiest transit corridors in the city. Street design engineering tools that reduce travel time, ensure safer transit operations, and improve accessibility on the busiest transit routes include: lane modifications, traffic signal and stop sign changes, transit stop changes, parking and turn restrictions, and pedestrian improvements. The Rapid Network Improvements are expected to reduce Muni travel times by 20% and result in more reliability on its heavily used corridors, meaning that a daily customer could save over an hour of their week with these improvements.

Proposed Projects	Bond Amount	Other Sources	Other Source	Total
Market Street	$37,500,000	$118,290,277	Prop K, FTA, Other	$155,790,277
Schlage Lock Transit and Pedestrian Enhancements	$1,500,000	$2,000,000	Prop K	$3,500,000
N Judah - Arguello to 9th Ave	$2,120,000			$2,120,000
N Judah – Outer	$14,600,000			$14,600,000
L Taraval: Transit Priority Project	$20,000,000	$610,000	Prop K	$20,610,000
J Church: Transit Priority Project	$10,800,000	$300,000	Prop K	$11,100,000
5 Fulton: East of 6th Ave Transit Priority Project	$4,800,000	$2,840,000	Prop K	$7,640,000
8X Bayshore Express: Geneva Ave & Vis Valley Transit Priority Project	$3,750,000	$2,050,000	FTA	$5,800,000
9 San Bruno: 11th St and Bayshore Blvd Transit Priority Project	$2,418,830			$2,418,830
10 Townsend: Sansome Contraflow Signals	$1,871,600			$1,871,600
14 Mission: Downtown Mission Transit Priority Project	$19,600,000	$540,000	Prop K	$20,140,000
14 Mission: Inner Mission Transit Priority Project	$2,693,500			$2,693,500
14 Mission: Outer Mission Transit Priority Project	$3,850,000			$3,850,000

Proposed Projects	Bond Amount	Other Sources	Other Source	Total
22 Fillmore: 16th Street Transit Priority Project - Phase 1	$21,600,000	$45,700,000	FTA, IPIC, Prop K	$67,300,000
22 Fillmore - OCS on 16th St & Kansas (overhead lines)	$1,000,000			$1,000,000
22 Fillmore - OCS on Church/Duboce (overhead lines)	$2,000,000			$2,000,000
28 19th Avenue: 19th Ave Transit Priority Project	$16,500,000			$16,500,000
30 Stockton: East of Van Ness Ave Segment Transit Priority Project	$4,976,000			$4,976,000
30 Stockton - Chestnut & Terminal (W of VN)	$8,493,990			$8,493,900
33 Stanyan - OCS on Guerrero (overhead lines)	$3,100,000			$3,100,000
71 Haight-Noriega: Haight Street Transit Priority Project	$7,826,080			$7,826,080

PROPOSED PROJECT SCOPES AND SCHEDULES

Market Street
Total Project: $155.8M
Total GO Bond: $37.5M

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. This proposed project would deliver improvements to decrease transit travel time and improve transit reliability. Improvements to Market Street may include: bus bulbs, enhancement to transit stops, stop spacing, and accessibility improvements, including widening boarding platforms. Additional State of Good Repair improvements may also include rehabilitation of Muni Rail and Overhead Lines. The project will significantly improve mobility and safety for all users, and improve travel time while increasing accessibility.

Phase	Planning	Design	Construction
Completion Date	Q2 2017	Q2 2018	Q3 2021

Schlage Lock Transit and Pedestrian Enhancements
Total Project: $3.5M
Total GO Bond: $1.5M

This project is a component of San Francisco's contribution to improvements in the new Schlage Lock Development area, consistent with the established Development Agreement. The entire Schlage Lock Development Project will result in new roads, utilities, sidewalks, bicycle infrastructure, pedestrian pathways, and off-site intersection improvements. It includes full east-west pedestrian access through

the site from Bayshore Blvd. to the Bayshore Caltrain station. This project is to install pedestrian and transit improvements along Bayshore Blvd., fronting the development site. The improvements will improve pedestrian safety and access to the 8X Bayshore Express, 9 San Bruno, and T Third.

Schedule under development

N Judah Transit Priority Project (Arguello to 9th Ave)
Total Project: $2.1M
Total GO Bond: $2.1M

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.

Phase	Planning	Design	Construction
Completion Date	Complete	Q4 2015	Q1 2017

N Judah Transit Priority Project (Outer)
Total Project: $14.6M
Total GO Bond: $14.6M

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.

Phase	Planning	Design	Construction
Completion Date	Q3 2016	Q3 2017	Q1 2019

L Taraval: Transit Priority Project
Total Project: $20.6M
Total GO Bond: $20M

The L Taraval corridor faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project will implement various enhancements throughout the corridor, such as transit stop placement optimization, bus bulbs, pedestrian improvements, boarding islands, and traffic and turn lane modifications. The changes will reduce transit travel time and improve reliability on the L Taraval corridor between West Portal Station and Balboa Park.

Phase	Planning	Design	Construction
Completion Date	Q1 2016	Q4 2017	Q1 2019

J Church: Transit Priority Project
Total Project: $11.1M
Total GO Bond: $10.8M

The J Church corridor faces significant congestion that prevents efficient transit vehicle movement. This project will implement improvements such as the installation of new traffic signals at existing all-way stop-controlled intersections, new transit only lanes, pedestrian bulbs, transit stop optimization, transit bulbs, boarding island extensions, and other related work including curb ramps, relocated catch basins, and relocated fire hydrants. The changes will reduce transit travel time and improve reliability on the J Church corridor between the intersection of Duboce and Church Streets and Balboa Park Station.

Phase	Planning	Design	Construction
Completion Date	Q1 2017	Q1 2018	Q2 2019

5 Fulton: East of 6th Ave Transit Priority Project
Total Project: $7.6M
Total GO Bond: $4.8M

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.

Phase	Planning	Design	Construction
Completion Date	Complete	Q4 2015	Q4 2016

8X Bayshore Express: Geneva Ave & Visitacion Valley Transit Priority Project
Total Project: $5.8M
Total GO Bond: $3.8M

The 8X corridor faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project will implement various enhancements throughout the corridor, including transit stop optimization, bus bulbs, replacement of all-way stops with traffic signals or other measures that eliminate the need for transit vehicles to stop, pedestrian improvements, and a transit only lane between Moscow and Santos Streets. The changes are expected to reduce transit travel time by 18% and improve reliability on the 8X Bayshore Express corridor along Geneva Avenue and through Visitacion Valley.

Phase	Planning	Design	Construction
Completion Date	Q3 2016	Q3 2017	Q1 2019

9 San Bruno: 11th St and Bayshore Blvd Transit Priority Project
Total Project: $2.4M
Total GO Bond: $2.4M

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%.

Phase	Planning	Design	Construction
Completion Date	Complete	Q2 2015	Q3 2016

10 Townsend: Sansome Contraflow Signals
Total Project: $1.9M
Total GO Bond: $1.9M

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 reduce travel time and improved operating conditions by enabling a right turn from Broadway directly onto Sansome Street.

Phase	Planning	Design	Construction
Completion Date	Complete	Q2 2015	Q3 2016

14 Mission: Downtown Mission Transit Priority Project
Total Project: $20.1M
Total GO Bond: $19.6M

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.

Phase	Planning	Design	Construction
Completion Date	Q3 2016	Q4 2017	Q1 2019

14 Mission: Inner Mission Transit Priority Project
Total Project: $2.7M
Total GO Bond: $2.7M

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.

Phase	Planning	Design	Construction
Completion Date	Complete	Q3 2015	Q4 2015

14 Mission: Outer Mission Transit Priority Project
Total Project: $3.9M
Total GO Bond: $3.9M

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 Cesar Chavez Street and Geneva Avenue. 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.

Phase	Planning	Design	Construction
Completion Date	Q2 2016	Q3 2017	Q1 2019

22 Fillmore: 16th Street Transit Priority Project - Phase 1
Total Project: $67.3M
Total GO Bond: $21.6M

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

Phase	Planning	Design	Construction
Completion Date	Q2 2015	Q1 2017	Q3 2019

22 Fillmore OCS Bypass Wires on 16th St
Total Project: $1M
Total GO Bond: $1M

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.

Phase	Planning	Design	Construction
Completion Date	Complete	Complete	Q4 2015

22 Fillmore OCS Improvements on Church & Duboce
Total Project: $2M
Total GO Bond: $2M

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.

Phase	Planning	Design	Construction
Completion Date	Complete	Complete	Q4 2016

28 19th Avenue: 19th Ave Transit Priority Project
Total Project: $16.5M
Total GO Bond: $16.5M

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 Serra Boulevard and 19th Avenue.

Phase	Planning	Design	Construction
Completion Date	Complete	Q2 2015	Q4 2017

30 Stockton: East of Van Ness Ave Transit Priority Project
Total Project: $5M
Total GO Bond: $5M

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.

Phase	Planning	Design	Construction
Completion Date	Complete	Q1 2016	Q3 2017

30 Stockton Transit Priority Project (Chestnut St & Terminal Loop)
Total Project: $8.5M
Total GO Bond: $8.5M

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.

Phase	Planning	Design	Construction
Completion Date	Complete	Q2 2015	Q3 2016

33 Stanyan – OCS Improvements on Guerrero
Total Project: $3.1M
Total GO Bond: $3.1M

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.

Phase	Planning	Design	Construction
Completion Date	In Progress	Q3 2015	Q4 2016

71 Haight-Noriega: Haight Street Transit Priority Project
Total Project: $7.8M
Total GO Bond: $7.8M

The 71 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.

Phase	Planning	Design	Construction
Completion Date	Complete	Q3 2015	Q3 2016

Improved Transit: Caltrain Upgrades **$39M**

Caltrain operates commuter rail passenger service throughout the Peninsula Corridor, from San Francisco through San Mateo and Santa Clara Counties to Gilroy. The northern terminal is at 4th and King Streets in San Francisco where there are local connections to Muni bus and rail services. Year after year, Caltrain has seen a significant growth in ridership and has increased service where possible. However, system capacity has now reached a point at which large service increases are not feasible without significant upgrades to Caltrain's signal systems, rail infrastructure, and vehicles. Projects funded under this program include:

Proposed Projects	Bond Amount	Other Sources	Other Source	Total
Caltrain Electrification – San Francisco contribution	$31,240,000	$28,760,000	Prop K	$60,000,000
Caltrain - CBOSS	$7,760,000	$3,000,000	Prop K	$10,760,000

PROPOSED PROJECT SCOPES AND SCHEDULES

Caltrain Electrification
Total Project (San Francisco share): $60M
Total GO Bond: $28M

This project proposes to convert Caltrain from diesel-hauled to Electric Multiple Unit (EMU) trains for services between San Francisco and Tamien Station in San Jose. The project includes installation of an overhead contact system (OCS) to connect electrical trains to the electricity source and supporting electrical infrastructure (e.g. electrical substations, a switching station, and paralleling stations) and operations of approximately 75 percent EMUs and 25 percent diesel locomotives. Full conversion will occur at a future time when funding is found and the remaining diesel trains reach the end of their service life.

Phase	Planning	Design	Construction
Completion Date	Complete	Q4 2015	Q2 2020

Caltrain Communications-Based Overlay Signal System Positive Train Control Project (CBOSS PTC)
Total Project (San Francisco share): $10.8M
Total GO Bond: $7.8M

Caltrain is proceeding with the design and installation of an Advance Signal System, also known as the Communications-Based Overlay Signal System (CBOSS) or Positive Train Control project. CBOSS is a system that tracks train locations and prevents unsafe train movements through the use of equipment on-board the locomotives and in the field. CBOSS 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 Positive Train Control system. CBOSS provides additional capabilities that enable increased safety and operating performance to meet the growing needs of Caltrain's high-capacity passenger commuter railroad carrying mixed traffic.

Phase	Planning	Design	Construction
Completion Date	Complete	Complete	Q2 2016

Improved Transit: Accessibility Improvements $30M

This program funds the construction of new elevators, escalators, and boarding islands to improve the safety and accessibility of transit stations and stops and allow for level boarding for people with mobility impairments.

Projects in this category have not yet been defined. Projects will be selected using the project selection criteria included in the Transportation and Road Improvement General Obligation Bond Report. For Accessibility projects the criteria include: the age of the device, the intensity of its use, and the density of nearby, common destinations. Given these criteria, one project under consideration is the installation of canopies over shared BART/Muni Metro station entrances. Such canopies would protect station escalators from the elements, as well as prevent unauthorized station access during non-operational hours. Canopies would extend the service life of the open-air escalators, reduce escalator repairs, and improve reliability.

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

The schedule for this program is under development.

Improved Transit: Muni Facility Upgrades $70M

This program funds the initial design and construction of projects that are needed to optimize operations and accommodate fleet needs at Muni's operations and maintenance facilities. These projects may include replacement of existing structures, reconfiguration of materials and parts storage, upgraded and expanded washing and fueling stations, and other structural modifications. Potential projects under this program are described below.

Potential Projects	Bond Amount	Other Sources	Other Source	Total
Islais Creek Facility	$31,259,829	$43,228,103	FTA, Prop K, SFMTA Revenue Bond	$74,487,932
Muni Metro East Facility Phase II	$36,777,480	$164,292,520	Prop K, TBD	$201,070,000
Woods Facility Improvements	$642,520			$642,520
Escalator Rehabilitation Project	$1,320,171	$27,916,800	FTA, Prop	$29,236,971

POTENTIAL PROJECT SCOPES AND SCHEDULES

Islais Creek Facility
Total Project: $75M
Total GO Bond: $31M

Muni is expanding its vehicle fleet and to accommodate the additional buses, new storage and maintenance facilities are needed. This project would 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, galley room, locker rooms and training space. The new facility would meet current building codes and city LEED building requirements. The facility will expand storage capacity and enable more efficient maintenance to ensure high quality and reliable vehicles.

Phase	Planning	Design	Construction
Completion Date	Complete	Q2 2015	Q3 2017

Muni Metro East Facility Phase II
Total Project: $201M
Total GO Bond: $37M

Muni is expanding its train fleet to account for current and future demand on the Muni Metro system. Current maintenance and storage capacity at the Green Facility is inadequate. This project would construct a new auxiliary building to house Overhaul, Paint, and Body Shop functions for the SFMTA. The building would be located in the four acre undeveloped area east of the existing Muni Metro East (MME) Light Rail Facility site at Illinois/Cesar Chavez Streets. Construction would include both yard work (mitigating contaminated soil, trackwork, overhead catenary system, traction power, signals, paving, fencing and gates, perimeter security, striping, signage, etc.) and building work (pile or caisson foundation work, utilities, trackwork, roofing, fire protection, plumbing, AC, electrical, lighting, communication & LED Message Sign systems, and finish work). The facility will expand storage capacity and enable more efficient maintenance to ensure high quality and reliable vehicles.

Phase	Planning	Design	Construction
Completion Date	Q1 2016	Q1 2018	Q1 2020

Woods Facility Improvements
Total Project: $0.7M
Total GO Bond: $0.7M

Woods is the central diesel bus maintenance facility with running repair and inspection, major repair, fuel and wash, body repair and paint, component rebuild, parts storeroom, and maintenance administration offices. The facility is overcrowded and needs added capacity. Not all of the bays are used for maintenance because they are being used for storage. Parts storage is inefficient because it is split between two floors and scattered in various locations throughout the site. This project would make facility improvements to the Woods Facility to make it more efficient; such improvements could include wash racks to accommodate new 60’ articulated buses along with a new structural configuration. The

wash racks in operation break down frequently due to age and are inadequate to service the growing fleet. This project will result in extending the life of the facility and improve overall productivity.

Schedule under development

Escalator Rehabilitation
Total Project: $29.2M
Total GO Bond: $1.3M

This project would modernize/replace 17 escalators including: Two (2) escalators at Hallidie Plaza outside Powell Station (West Up Escalator, West Down Escalator), Two (2) escalators at Van Ness (East Platform, West Platform), Three (3) escalators at Church (South Street, Inbound/Outboard Platform), Four (4) escalators at Castro (North Street, South Street, Inbound/Outbound Platform), Two (2) escalators at Powell (West/East Platform), Two (2) escalators at Civic Center (West/East Platform), and Two (2) escalators at Montgomery (West/East Platform).

Phase	Planning	Design	Construction
Completion Date	Complete	Complete	Q4 2018

Improved Transit: Major Transit Corridor Improvements $28M

The proposed Major Transit Corridor Improvement Program upgrades the streets that anchor the transit system to increase transit speed and reliability and to ensure that people can safely and efficiently move around the city. In order to have a flexible, integrated, and high performance transit system, San Francisco needs to continue to design and build street corridors with all users in mind to make transit and private vehicles flow smoothly and ensure the safety of people walking and riding bicycles.

The focus of this program is to fund corridor-wide projects that encourage street interconnectivity to create a comprehensive, integrated, efficient, safe and connected network for all modes. Projects under this program have not yet been identified. Project selection criteria include:

- **The Corridor's Role in the Network**: Projects in this category are expected to focus on corridors that serve a key role in the transportation system, with high levels of travel demand and significant impacts on the networks' overall quality.
- **Community Planning and Support**: Projects that derive from community planning efforts and which have significant community support will be prioritized.
- **Social and Geographic Equity**: Projects will be screened to ensure that they collectively address social and geographic inequities, including those related to transit access and reliability, safety, air quality, and crime.
- **Safety**: Projects which directly improve safety for all transportation system users will be prioritized.
- **Strategic Plan Alignment**: Projects will be prioritized according to their effectiveness in meeting strategic transportation system goals, including improving: on-time performance; the comfort, attractiveness and cleanliness of transit; accessibility for those with limited mobility; and travel times for those walking, bicycling, carpooling, and taking transit or taxis.
- **Environmental and Quality of Life Impacts**: Projects will be considered for their ability to improve the environment and quality of life in San Francisco through efficient transit operations

and maintenance, reduction of pollution and greenhouse gas emissions, and unnecessary water and energy consumption.

One project under consideration for Bond funds under this program is the Better Market Street project, which recognizes Market Street as a critical transit corridor for the City and the region. Key goals of the project include enabling faster and more reliable surface transit and improving safety, mobility, and accessibility for everyone on the City's busiest pedestrian street, busiest bicycle thoroughfare, and busiest transit corridor. The project would advance several key City policies: Vision Zero, Transit First, Complete Streets, and the San Francisco Bicycle Plan. The Better Market Street project is currently in the environmental review phase and is estimated to cost up to $385 million, although the project may be scaled differently depending on the outcome of environmental review and the total amount of funding the City is able to secure for the project.

The schedule for this program is under development.

Safer Streets $142M

Each year in San Francisco, approximately 100 people are severely injured or killed and 800 are injured in traffic collisions. People walking are some of the most vulnerable road users in San Francisco, account for half of all traffic fatalities in the city, and are concentrated in specific areas. Only 6% of San Francisco's streets account for 60% of severe and fatal injuries for people walking, with seniors and children being the most vulnerable.

In 2010, then Mayor Gavin Newsom issued Executive Directive 10-03, which calls on the city to reduce fatal and serious injuries to people walking by 25 percent by 2016 and 50 percent by 2021. The Pedestrian Safety Task Force was formed in response, led by SFMTA and the San Francisco Department of Public Health (SFDPH). The Task Force is comprised of key city agencies including the Planning Department, the County Transportation Authority (SFCTA), Department of Public Works (SFDPW), the Police Department and the District Attorney's Office, as well as community stakeholders including Walk San Francisco, members of the Pedestrian Safety Advisory committee, and the Senior Action Network.

The Pedestrian Safety Task Force developed the Pedestrian Strategy, which examined current conditions and proposed recommendations for near- and long-term actions and funding sources to improve safety and walkability. They found that 70 miles, or six percent, of the city's streets account for 55 percent of the total injuries and 60 percent of the severe and fatal injuries that occurred in 2005-2011. The most common causes of these injury collisions were vehicle speed, failure to yield, and left-turning vehicles.

The Task Force collaborated with an existing group of city agency staff and community stakeholders called WalkFirst, and employed their data driven process to prioritize the capital improvements needed over the next five years to make the city a safer place to walk. WalkFirst reviewed existing city crash data, documented findings, analyzed risk factors that cause collisions, and studied which countermeasures are most cost effective at improving safety conditions for people walking. City staff then used existing data to prioritize where to make targeted safety improvements, address neighborhood injury inequities, and improve walking conditions for seniors and people with limited mobility.

WalkFirst and the Pedestrian Safety Task Force have continued beyond initial planning and analysis and have developed a toolbox of proven measures that can be leveraged to reduce serious injuries and fatalities through focused investment at the high-priority locations. This work now serves as the foundation for the City's efforts to achieve Vision Zero: a goal of eliminating serious and fatal traffic collisions within ten years. And, Vision Zero expands the City's safety focus to also include safety of cyclists and other roadway users.

Safer Streets: Program Descriptions

Safer Streets: Pedestrian Safety Improvements $68M

While specific projects in this category are not yet defined, this program will use the WalkFirst toolbox of treatments to construct capital improvements on San Francisco's neighborhood streets to create a safer, more welcoming environment for walking, as part of San Francisco's commitment to achieving Vision Zero: zero serious traffic injuries and fatalities by 2024. Capital projects will be designed and built to most effectively address the specific safety issues present at the most dangerous intersections or corridors in San Francisco. Examples of projects include: refuge islands, speed tables, and corner curb bulb-outs.

WalkFirst is an effort to improve pedestrian safety in San Francisco. Its goal is to create a strategic framework to identify and deliver pedestrian projects and programs in San Francisco. WalkFirst has combined public engagement with technical and statistical analysis of where and why pedestrian collisions occur on our city streets, and updated knowledge about the effectiveness and costs of various engineering measures provided to reduce pedestrian collisions. As a result, WalkFirst has now provided the City with a roadmap of urgently-needed pedestrian safety projects and programs and the toolbox of measures that can be leveraged to reduce serious pedestrian injuries and fatalities. The WalkFirst process revealed that 60 percent of pedestrian collisions occur on just six percent of the City's streets. WalkFirst is part of the City's larger Vision Zero program.

Proposed Projects	Bond Amount	Other Sources	Other Source	Total
Pedestrian Safety Improvements	$68,000,000	$3,543,469	SFMTA Revenue Bond	$71,543,469

PROPOSED PROJECT SCOPES AND SCHEDULES

Pedestrian Safety Improvements Informed by the WalkFirst Process
Total Project: $72M
Total GO Bond: $68M

This project would implement the highest priority pedestrian safety improvements, including design and construction of the following treatments: corner bulbs, chokers, pedestrian refuge islands, raised crosswalks, speed tables, traffic circles, flashing beacons, HAWK -flashing signals, pedestrian countdown signals, roadway safety lighting, turn prohibitions, protected left turns, leading pedestrian intervals, advanced stop or yield lines, red zones, pedestrian scrambles, signal timing changes, reduced lane width, continental crosswalks, crosswalk marking, radar speed display signs, pedestrian warning signs, and new midblock crosswalks. These improvements will be installed at locations on the high injury network identified through the WalkFirst process.

Specific projects and locations will be implemented in a multi-phase approach. Areas identified through the WalkFirst process include the following.

Table of Sample Pedestrian High Injury Corridor (HIC) Streets Identified Through the WalkFirst Process:

04TH ST	CLAY ST	GUERRERO ST	MASONIC AVE	SAN BRUNO AVE
09TH ST	COLUMBUS AVE	HAIGHT ST	MCALLISTER ST	SAN JOSE AVE
16TH ST	CROSSOVER DR	HARRISON ST	MCKINNON AVE	SANCHEZ ST
18TH ST	DELANO AVE	HAYES ST	MINNA ST	SANTIAGO ST
24TH ST	DIAMOND ST	HOLLOWAY AVE	MINT ST	SHOTWELL ST
19TH AVE	DIVISADERO ST	HOWARD ST	MISSION ST	SILVER AVE
BACON ST	DOLORES ST	HYDE ST	MONTGOMERY ST	SLOAT BLVD
BATTERY ST	DUBOCE AVE	IRVING ST	NATOMA ST	SOUTH VAN NESS AVE
BAY SHORE BLVD	EDDY ST	JACKSON ST	NOE ST	STEINER ST
BAY ST	ELLIS ST	JONES ST	NORTH POINT ST	STOCKTON ST
BEALE ST	EXCELSIOR AVE	JUDAH ST	OAKDALE AVE	SUNNYDALE AVE
BOSWORTH ST	FELL ST	JUNIPERO SERRA BLVD	OCEAN AVE	SUNSET BLVD
BRANNAN ST	FILBERT ST	KEARNY ST	OFARRELL ST	SUTTER ST
BROADWAY	FILLMORE ST	KEITH ST	PACIFIC AVE	TARAVAL ST
BRODERICK ST	FOLSOM ST	KING ST	PALOU AVE	TAYLOR ST
BROOKDALE AVE	FRANKLIN ST	LAGUNA HONDA BLVD	PAUL AVE	THE EMBARCADERO
BRYANT ST	FREMONT ST	LAGUNA ST	PIERCE ST	THOMAS AVE
BUCHANAN ST	FULTON ST	LARKIN ST	PINE ST	TREAT AVE
BUSH ST	GEARY BLVD	LAWTON ST	POLK ST	TURK ST
CALIFORNIA ST	GEARY ST	LEAVENWORTH ST	POST ST	UNION ST
CAPP ST	GENEVA AVE	LOMBARD ST	POTRERO AVE	VALENCIA ST
CASTRO ST	GOLDEN GATE AVE	MAIN ST	POWELL ST	VAN NESS AVE
CESAR CHAVEZ ST	GOUGH ST	MARKET ST	REVERE AVE	WALLACE AVE
CHURCH ST	GRANT AVE	MASON ST	SACRAMENTO ST	WEBSTER ST

Note: Pedestrian High Injury Corridors composed of segments of the above listed street

Projects will be prioritized to address the most critical needs of the city first, based upon:

- Number of severe and fatal injuries to people walking over a five-year period
- Number of injuries to older adults (over 65)
- Number of injuries to children (under 17)
- A social equity metric related to the Metropolitan Transportation Commission's "Communities of Concern."

The schedule for this program is under development. Projects will be phased so that design occurs on a set of projects while another set is under construction.

Safer Streets: Traffic Signal Improvements $22M

In order to more effectively manage traffic congestion in the city and improve the overall reliability of the transit system, the city must replace obsolete and deteriorating traffic signal infrastructure. The goal of this program is to update traffic signals and operations to improve visibility of the signals and the overall safety and efficiency of the roadway.

The installation of pedestrian countdown signals (PCS) and audible pedestrian signals (APS) in conjunction with upgraded traffic signals is expected to dramatically improve safety for people walking in San Francisco.

Projects in this category are not yet defined. Projects will be selected according to the following criteria:

- Replace Obsolete and Deteriorating Infrastructure: A primary goal of the program is to improve the city's obsolete traffic signals and the overall effectiveness of the transportation system. Priority will be given to corridors with obsolete and deteriorating infrastructure.
- Priority Transit Network: By replacing, upgrading, and retiming traffic signals on transit corridors, cars, buses, and trains can flow through intersections, reducing delays and congestion at traffic signal and speeding up travel time overall.
- High Traffic Volumes: Signal infrastructure upgrades benefit corridors that carry a high amount of traffic involving different types of transportation. Traffic flow in these high volume corridors is the most susceptible to slow downs due to traffic incidents, breakdowns or emergencies.
- Emergency Routes: Priority will also be given to streets and roadways that are part of the Emergency Priority Routes network. These are routes designed to facilitate the movement of emergency response personnel and resources in the event of a major emergency, such as an earthquake or other major disaster.
- Joint Projects: Coordinating project design, and construction with utilities, the state, and other local agencies helps to reduce overall project costs, makes better use of project resources, and minimizes disruption of traffic. To the extent possible, improvements requiring roadway excavations (e.g., interconnect conduits) will be jointly coordinated to minimize excessive street excavations and disruptions.

The schedule for this program is under development

Safer Streets: Complete Streets $52M

The passage of the 2011 Road Repaving and Street Safety Bond allowed San Francisco to begin implementation of the Complete Street projects called for in the Better Streets Plan. City agencies worked together with neighborhoods to identify opportunities to make improvements, such as restriping bicycle lanes, re-opening closed crosswalks, adding underground conduit for Pedestrian Countdown Signals, and low-cost streetscape beautification projects as part of repaving projects. These coordinated projects minimize disturbances to neighborhoods and save taxpayer dollars by avoiding the need for a second construction contract to add walking or bicycle enhancements.

The Complete Streets Plan Implementation Program leverages existing and ongoing investments to improve the travel experience for people walking and cycling in the city. These improvements include curb bulbs, raised crosswalks, tighter corner radii (which slow down turning vehicles), and installing and extending median islands. This program also includes installing basic infrastructure to decrease the cost of future projects, such as underground signal conduit for future pedestrian countdown signals. This program will provide improvements in the public right-of-way that align with current and future user needs including increased safety from injuries and crime, enhanced accessible path of travel, and improved access to transit.

Additionally, under this program many existing bicycle routes will be upgraded to increase the safety, comfort, and accessibility of bicycling as a mode of transportation. Specific bicycle routes have been identified for upgrades as part of a data-driven process outlined in the SFMTA Bicycle Strategy, consistent with Vision Zero, and described in further detail in the following section. These improvements will make bicycling in the City easier and safer, enhancing mobility. As the popularity of bicycling grows, so does the need to establish clear rights-of-way for people bicycling, to improve safety and make the roads easy to navigate for all users. Upgrades of the bicycle network will be performed citywide and will engage the community to determine network improvements that best serve their neighborhood.

Funding under this program is proposed to be allocated as follows:

Proposed Projects	Bond Amount	Other Sources	Other Source	Total
Bicycle Strategy Route Upgrades	$36,350,000	$214,381	Prop K	$36,564,381*
Downtown Bike Station	$2,900,000	$790,000	Regional (MTC), General Fund Capital	$3,690,000
Short Term Bike Parking-Citywide	$750,000			$750,000
Better Streets Plan Implementation	$12,000,000			$12,000,000*

*Note that the totals for the Bicycle Strategy Route Upgrades and the Better Streets Plan Implementation categories represent identified funding, not the total need to fully implement these initiatives.

Bicycle Strategy Route Upgrades
The 2013 Bicycle Strategy found that much of San Francisco's existing bicycle network is fragmented and not legible to all current and potential users, with crash-prone intersections and stressful riding conditions. Improving the safety of the bicycle network is critical if the City is to achieve Vision Zero - the goal to eliminate serious and fatal traffic collisions by 2024. In addition, as more people choose to bicycle, it becomes increasingly important to provide well-defined bikeways, for the safety and ease of all roadway users.

Projects under this category will target key intersections and street segments to increase safety and comfort for bicyclists. Upgrades may include: striping and signing changes, signal hardware or timing modifications, addition/modification of raised elements such as safe hit posts and concrete islands, addition of colored markings, bike boxes, wayfinding, and bike turn lanes.

While the specific projects funded under this category have not yet been defined, the SFMTA is currently analyzing which projects to prioritize based on the following factors:

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

Locations currently under consideration for route upgrades include:

11th Street (Market to Division)	14th Street, Sanchez to Market
15th Ave (Lake St to Cabrillo St)	17th Street (Church to Market)
20th Avenue (Lincoln Way to Wawona St)	22nd Street (Potrero Ave to Chattanooga St)
23rd Ave (Lake to Fulton)	34th Ave (Irving St to Gellert Dr)
7th Ave, Lincoln to Woodside	8th Ave (Lake St to Fulton St)
Alemany (Geneva to Rousseau)	Arguello, Fulton to Presidio
Battery (Market St to Clay St)	Bosworth, Elk to San Jose
Broadway (Embarcadero to Columbus Ave)	Broadway Tunnel
California (Polk to Taylor)	Chattanooga Street (22nd to Jersey)
Claremont, Dewey Circle to Portola	Dewey Blvd, Claremont Blvd to Woodside Ave
Division Street (9th to 11th)	Evans 3rd to Cesar Chavez
Fremont Street (Folsom St to Harrison St)	Geneva Avenue, Ocean Avenue to Bayshore Blvd
Golden Gate Avenue (Masonic Ave to Broderick St)	Green Street/Octavia wiggle
Greenwich Street (Lyon St to Octavia St)	Grove Street (Octavia to Van Ness)
Hearst Avenue (Gennessee St to Circular Ave)	Hugo Street (3rd and 6th)
Indiana Street (Mariposa St to Cesar Chavez)	Larkin (Market to MCAllister)
Mariposa Street (Mississippi St to Illinois St)	O' Shaugnessy (Portola to Elk)
Ocean Avenue (280 to Alemany Blvd)	Page Street (Stanyan to Market)
Phelps Street (Evans Ave to Palou Ave)	Post Street (Steiner St to Market)
Potrero (Division to 17th)	Presidio Avenue (Post to Pacific)
San Bruno, Paul to Arleta	San Jose, Randall to Guerrero
Sanchez Street (Duboce Ave to 17th St)	Sansome Street (Market to Washington)
Silver Avenue (Alemany Blvd to Palou Ave)	Sloat Blvd (The Great Highway to Skyline Blvd)
Steiner Street (Jackson to Eddy)	Steiner, Eddy to McAllister
Sutter Street (Steiner St to Market)	Townsend Street, 8th to the Embarcadero

Locations currently under consideration for route expansion include:

15th Street (Harrison to Market)	26th Street (Sanchez to Harrison)
Anza St (48th to Arguello)	Anza St (Arguello to Masonic)
Brannan Street (Division to Embarcadero)	Brotherhood Way
California Street (Franklin to Presidio)	Eddy Street (Market to Gough)
Fulton Street, Octavia to Franklin	Kearny Street (Market to Columbus)
Lincoln Way (Great Highway to Kezar)	Ortega Street (20th to Great Highway)
Persia Avenue (Mission to Mansell)	Shotwell Street (15th to 26th)
Taylor, Market to Sutter	Turk Street (Market to Gough)
Washington Street (Drumm to Columbus)	

In addition to these projects, potential upgrades to bicycle routes, facilities, and safety on Market Street are being considered under the Better Market Street project. These potential improvements will similarly be evaluated for funding under this category.

The schedule for this category is under development.

Downtown Bike Station
Total Project: $3.7M
Total GO Bond: $2.9M

The lack of secure long-term bicycle parking in downtown San Francisco creates a major disincentive to travel by bicycle. This project would plan, design, and potentially construct a bicycle station in downtown San Francisco. Such a secure, indoor, attended bicycle-parking facility would provide valet and self-service access, as well as other services and amenities such as lockers, bicycle repair, and bicycle-related retail.

Phase	Planning	Design	Construction
Completion Date	Q2 2015	Q2 2016	Q3 2017

Short Term Bicycle Parking-Citywide
Total Project: $0.8M
Total GO Bond: $0.8M

The lack of secure bicycle parking citywide creates a disincentive to travel by bicycle. This project would plan, design and install approximately 5,000 bicycle racks on San Francisco sidewalks, in parking lanes and other publicly accessible areas as needed and as requested. These facility improvements serve the entire system by providing for the needs of people using bicycles, making bicycle transportation a safer, more secure, more viable, and attractive mode in San Francisco.

Schedule under development

Better Streets Plan Implementation
As noted above, the Better Streets Plan Implementation Program leverages existing and ongoing investments to improve the travel experience for people walking and cycling in the city. These improvements include curb bulbs, raised crosswalks, tighter corner radii (which slow down turning vehicles), and installing and extending median islands. This program also includes installing basic infrastructure to decrease the cost of future projects, such as underground signal conduit for future pedestrian countdown signals. This program will provide improvements in the public right-of-way that align with current and future user needs including increased safety from injuries and crime, enhanced accessible path of travel, and improved access to transit.

Projects under this category are not yet defined. Projects will be identified and selected by first considering safety. After safety considerations, a list of locations for possible Better Streets Plan implementation projects will be developed based on planned repaving and the curb ramp work associated with the Americans with Disabilities Act (ADA). Project locations will also be evaluated on:

- Project Readiness: Evaluated based on the project's level of design and legislative clearance.
- Economic Growth for Neighborhoods: Evaluated based on the project's ability to improve neighborhood-serving retail, including facilitating goods movement and delivery.
- Future Growth: Evaluated based on the project's proximity to expected increased density of jobs and housing.
- Geographic Equity: Evaluated on an equitable distribution of resources to all areas of the city.

The Better Market Street project would be an eligible project under this program, based on the criteria described above. As noted above, the Better Market Street project is under development, with initial planning expected to be completed in mid-2017.

The schedule for this category is under development.

3.0 Next Steps

During the Bond planning process, four bond issuances were forecasted between 2015 and 2019, of $102M, $65M, $125M, and $208M respectively. Staff is now working with the City's Office of Public Finance to refine the bond issuance schedule, based on updated encumbrance forecasting. The first issuance is anticipated by summer of 2015.

In addition, staff is working to identify and clearly define the specific projects which will be funded under each Bond program. Staff will provide regular updates on project implementation and project definition as Bond implementation progresses. Staff is also developing easily-accessible public communications materials for the Bond program by creating a web page which will provide Bond programming and expenditure information, as well as regular updates on Bond-funded projects. Finally, the agencies responsible for implementing the Bond are initiating the hiring processes necessary to ensure that the staff resources are in place to effectively and efficiently deliver the Bond program.

TRANSPORTATION 2030
ROADS + TRANSIT + SAFETY

Proposition A: Transportation and Road Improvement Bond

PROGRAM OF PROJECTS (PROPOSED - January 2015)

	GO Bond Amount	Other Sources	Other Source Type	TOTAL
Muni Forward Rapid Network Improvements				
10 Townsend: Sansome Contraflow Signals	$ 1,871,600	$ -		$ 1,871,600
14 Mission: Downtown Mission Transit Priority Project	$ 19,600,000	$ 540,000	Prop K	$ 20,140,000
14 Mission: Inner Mission Transit Priority Project	$ 2,693,500	$ -		$ 2,693,500
14 Mission: Outer Mission Transit Priority Project	$ 3,850,000	$ -		$ 3,850,000
22 Fillmore: 16th Street Transit Priority Project - Phase 1	$ 21,600,000	$ 45,700,000	FTA, IPIC, Prop K	$ 67,300,000
28 19th Avenue: 19th Ave Transit Priority Project	$ 16,500,000	$ -		$ 16,500,000
30 Stockton: East of Van Ness Ave Segment Transit Priority Project	$ 4,976,000	$ -		$ 4,976,000
5 Fulton: East of 6th Ave Transit Priority Project	$ 4,800,000	$ 2,840,000	Prop K	$ 7,640,000
71 Haight-Noriega: Haight Street Transit Priority Project	$ 7,826,080	$ -		$ 7,826,080
8X Bayshore Express: Geneva Ave & Vis Valley Transit Priority Project	$ 3,750,000	$ 2,050,000	FTA	$ 5,800,000
9 San Bruno: 11th St and Bayshore Blvd Transit Priority Project	$ 2,418,830	$ -		$ 2,418,830
J Church: Transit Priority Project	$ 10,800,000	$ 300,000	Prop K	$ 11,100,000
L Taraval: Transit Priority Project	$ 20,000,000	$ 610,000	Prop K	$ 20,610,000
Schlage Lock Transit and Pedestrian Enhancements	$ 1,500,000	$ 2,000,000	Prop K	$ 3,500,000
Market Street - Transit Improvements	$ 37,500,000	$ 118,290,277	Prop K, FTA, Other	$ 155,790,277
N Judah - Arguello to 9th Ave	$ 2,120,000	$ -		$ 2,120,000
N Judah – Outer	$ 14,600,000	$ -	Prop K	$ 14,600,000
30 Stockton - Chestnut & Terminal (W of VN)	$ 8,493,990	$ -		$ 8,493,990
22 Fillmore - OCS on 16th St & Kansas	$ 1,000,000	$ -		$ 1,000,000
22 Fillmore - OCS on Church/Duboce	$ 2,000,000	$ -		$ 2,000,000
33 Stanyan - OCS on Guerrero	$ 3,100,000	$ -		$ 3,100,000
Caltrain Upgrades				
Caltrain Electrification - SF	$ 31,240,000	$ -		$ 31,240,000
Caltrain - CBOSS	$ 7,760,000	$ 3,000,000	Prop K	$ 10,760,000
Accessibility Improvements				
Accessibility Improvements - TBD	$ 30,000,000			$ 30,000,000
Muni Facility Upgrades				
Islais Creek Facility	$ 31,259,829	$ 43,228,103	FTA, Prop K, SFMTA Revenue Bond	$ 74,487,932
Muni Metro East Facility Phase II	$ 36,777,480	$ 164,292,520	Prop K and TBD	$ 201,070,000
Woods Facility Improvements	$ 642,520	$ -		$ 642,520
Escalator Rehabilitation Project	$ 1,320,171	$ 27,916,800	FTA, Prop K	$ 29,236,971
Major Transit Corridor Improvements				
Major Transit Corridor Improvements - TBD	$ 28,000,000	$ -		$ 28,000,000
Pedestrian Safety Improvements				
Pedestrian Safety Improvements - TBD	$ 68,000,000	$ 3,543,469		$ 71,543,469
Traffic Signal Upgrades				
Traffic Signals Upgrades - TBD	$ 22,000,000	$ -		$ 22,000,000
Complete Streets Improvements				
Bicycle Strategy Route Upgrades - TBD	$ 36,350,000	$ 214,381		$ 36,564,381
Downtown Bike Station	$ 2,900,000	$ 790,000		$ 3,690,000
Short Term Bike Parking-Citywide	$ 750,000	$ -		$ 750,000
Better Streets Plan Implementation - TBD	$ 12,000,000	$ -		$ 12,000,000

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PROGRAM MASTER SCHEDULE (PROPOSED - January 2015)