




SFMTA

The background features a stylized illustration of San Francisco. At the top, there's a silhouette of the city skyline with the Transamerica Pyramid and the Golden Gate Bridge. Below that, a blue banner contains a white bus. The middle section shows a city street scene with various buildings, including one labeled 'MARKET' and another 'STORE'. There are icons for a bus, a car, a person walking, a person on a bicycle, and a person pushing a stroller. A 'BUS STOP' sign is also visible. The bottom section shows a white train with people walking on the sidewalk. There are also signs for 'NEXT TRAIN 6 MIN' and 'INBOUND' with an arrow pointing right.

Transportation: San Francisco

2014 Transportation and Road Improvement General Obligation Bond Update

Citizen's General Obligation Bond Oversight Committee

October 24, 2022



T2030: 2014 Transportation and Road Improvement GO Bond Program

T2030 GO Bond Program Overview

Program Summary	Total Bond (in millions)	1st Issuance Amount	2nd Issuance Amount	3rd Issuance Amount	Estimated 4 th Issuance Amount	
Improved Transit	Faster, More Reliable Transit	\$191	\$23	\$50	\$79	\$39
	Accessibility Improvements	\$30	\$0	\$3	\$0	\$27
	Facility Upgrades	\$67	\$25	\$42	\$0	\$0
	Major Transit Corridor Improvements	\$27	\$6	\$22	\$0	\$0
	Caltrain Upgrades	\$39	\$8	\$20	\$11	\$0
Safer Streets	Pedestrian Safety Improvements	\$69	\$4	\$26	\$36	\$3
	Traffic Signal Improvements	\$22	\$0	\$6	\$0	\$16
	Complete Streets Improvements	\$50	\$0	\$5	\$8	\$37
	Estimated Cost of Issuance and Fees and Contingency	\$6	\$1	\$2	\$1	\$1
Total	\$500	\$67	\$174	\$136	\$123	



T2030: 2014 Transportation and Road Improvement GO Bond Program

4th Issuance (Series 2021 C)

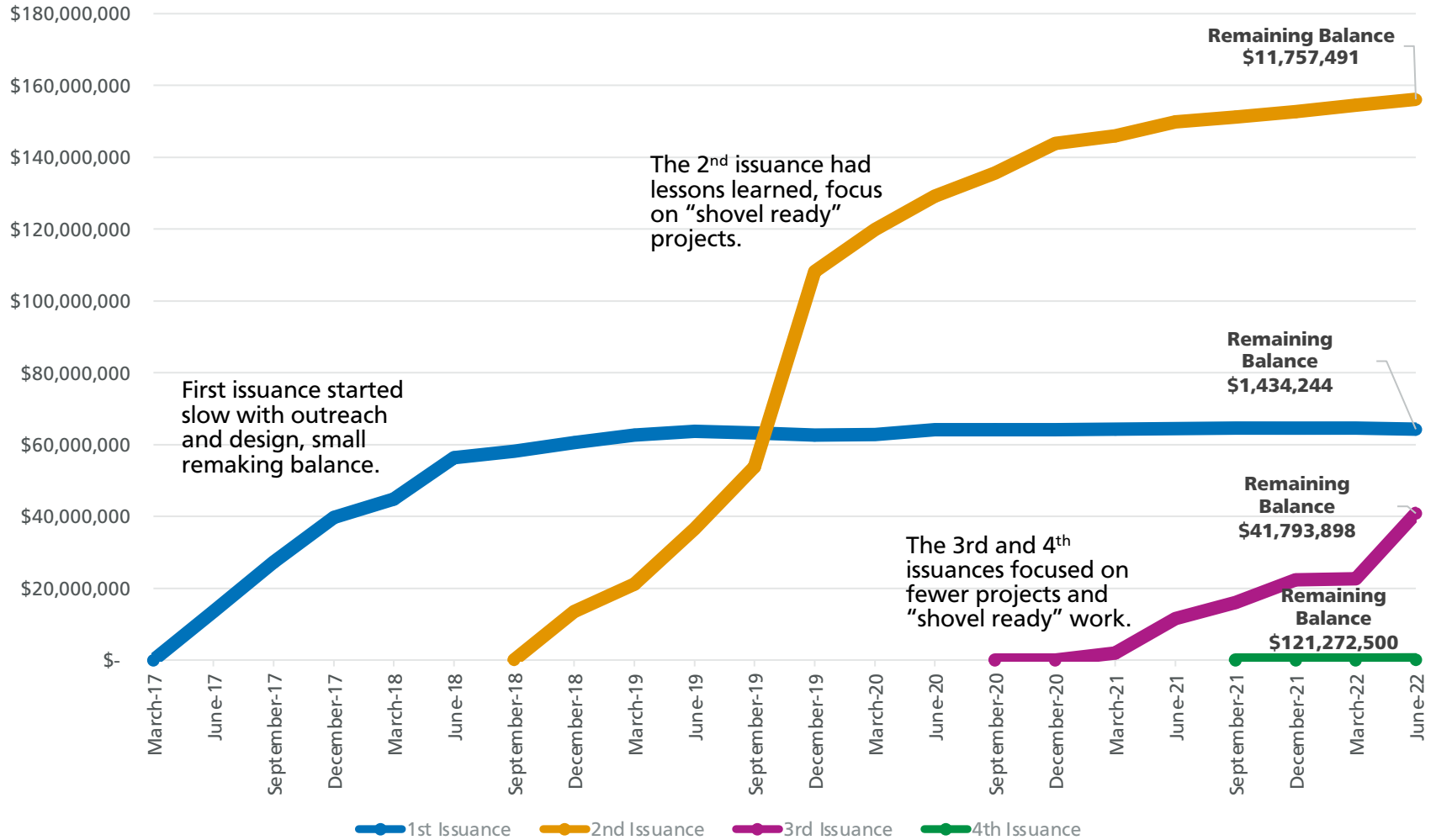
The final issuance of the 2014 Transportation and Road Improvement GO Bond occurred in August 2021 in an amount of \$122,785,000, with the following amounts available for projects.

Project	Amount
BART Canopies	\$ 42,000,000
Better Market Street	\$ 49,175,946
L-Taraval Muni Forward	\$ 11,250,000
Western Addition Signals	\$ 4,527,882
Geary Blvd Improvement	\$ 14,372,054
Grand Total	\$ 121,325,882

*Reviewing timing and cashflow for both projects



Cumulative GO Bond Program Spending by Issuance





Bond Program Reallocation

When it comes to transportation infrastructure and capital projects nearly **90% of the time more than one source is used. This is true for General Obligation Bonds.**

- Local funds are “leveraged” as match to state and federal grants, where local funds are required.
- Cashflow is managed to keep all projects advancing on schedule, but also must meet regulatorily required spending timelines from organizations such as the Metropolitan Transportation Commission or “timely use of funds requirements” from the State.
- We want to take lessons learned and get the bond dollars on the street as well as meet our commitment to complete the Bond program by the end of 2024.



T2030: 2014 Transportation and Road Improvement GO Bond Program

Bond Program Reallocation #1

Most projects funded through GO Bonds include multiple sources, based on immediate cashflow needs and our objective to deliver infrastructure improvements within our 10-year program objective, we will adjust the bond programs as shown below.

Bond Programs	Amount	Adjustment	New Amount
Accessibility Improvements	\$ 30,000,000		\$ 30,000,000
Caltrain Upgrades	\$ 39,000,000		\$ 39,000,000
Complete Streets Improvements	\$ 49,837,984	\$ (3,395,580)	\$ 46,442,404
Major Transit Corridor	\$ 21,588,937		\$ 21,588,937
Facility Upgrades	\$ 66,708,793	\$ 27,446,906	\$ 94,155,699
Muni Forward Rapid Network Improvements	\$ 190,877,553	\$ (18,727,265)	\$ 172,150,288
Pedestrian Safety Improvements	\$ 68,974,571		\$ 68,974,571
Traffic Signal Improvements	\$ 21,882,578	\$ (5,324,061)	\$ 16,558,517
Grand Total	\$ 488,870,416		\$ 488,870,416
Other (inc. Cost of Issuance, etc.)	\$ 11,129,584		\$ 11,129,584



Thank You.

Jonathan Rewers
T2030 Program Manager
jonathan.rewers@SFMTA.com