

2014 Transportation and Road Improvement General Obligation Bond

Quarterly Report to the Citizen's General Obligation Bond Oversight Committee

February 2022

Quarter 2 Fiscal Year 2021-2022

Status Report



CONTENTS

Executive Summary	1
Progress Report	2
Highlights	3
Changes	6
Appendix 1: Background Information	7
Bond Overview.....	7
Programs and Prioritization Criteria	7
Appendix 2: Status of Budget and Financial Plan.....	12
Appendix 3: Project Status Reports	16



EXECUTIVE SUMMARY

In November 2014, the San Francisco Transportation and Road Improvement General Obligation Bond (Bond) was passed by voters to make critical investments in the City's transportation system. The \$500 million investment will make Muni less crowded and more reliable and will improve safety for everyone getting around San Francisco. The Bond is the first component of a long-term plan developed by the Mayor's Transportation Task Force in 2013 to raise up to \$3 billion by 2030 to improve and enhance the City's existing transportation system and expand it for the future.

The first issuance of the Bond occurred in June 2015 appropriating \$67,005,000 of proceeds from general obligation bonds. Additionally, the second issuance of the bond occurred in February 2018 appropriating \$174,445,000. Subsequently, the third issuance of the bond occurred in September 2020 appropriating \$134,300,000. Finally, the fourth issuance of the bond occurred in August 2021 appropriating \$122,785,000.

Together the four issuances of the Bond have funded critical capital investments to upgrade the transit system, improve service, enhance safety and accessibility, and renovate Muni's maintenance and storage facilities. The benefits of the Bond will be felt in every San Francisco neighborhood and will move the City toward Vision Zero, the City's commitment to eliminate traffic deaths by 2024.

Since the Quarter 1 Fiscal Year 2022 Quarterly Report to the Citizen's General Obligation Bond Oversight Committee, the SFMTA, along with our partners at Public Works and Caltrain, have continued to advance the projects funded by the first, second, third, and fourth issuances, as well as those we anticipate to fund with future issuances. Major milestones have been achieved towards the implementation of the Muni Forward Rapid Network Improvements projects, Muni Facility Upgrades, Pedestrian Safety Improvements projects, Caltrain Upgrades and the Better Market Street project. Project milestones are discussed in the Highlights section.

This Quarter 2 Report provides project status reports and expenditures through December 31, 2021.

San Franciscans can track progress on the projects and programs supported by these funds at cgoboc.sfgov.org. All detailed reports to the Citizen's General Obligation Bond Oversight Committee are publicly available there as well.

PROGRESS REPORT

This report covers project progress and expenditures through the end of December 2021. Since the first, second, third, and fourth sales of the Bond, project teams have initiated new Bond-funded projects and continued to advance projects that were already active. **Figure 1** is a summary of the amount of bond funds made available to projects as of the second quarter of Fiscal Year 2022. **Figure 2** is an investment summary by program area with details found in **Appendix 2** Status of Budget and Financial Plan. Amounts include Cost of Issuance that are not included in **Appendix 1** Programs and Prioritization Criteria section.

Figure 1 Uses and Appropriation Summary

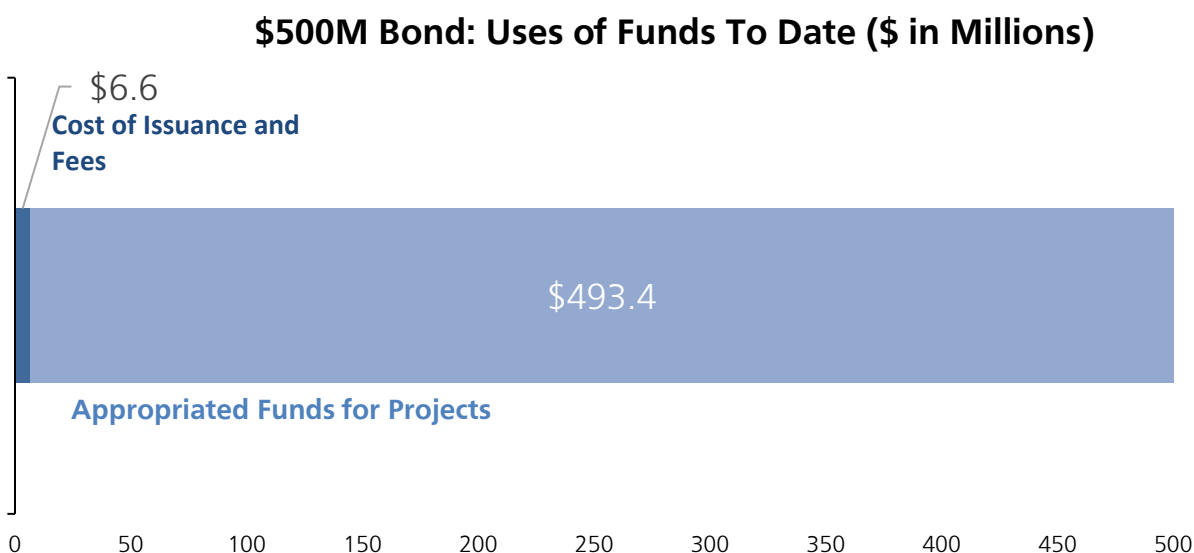
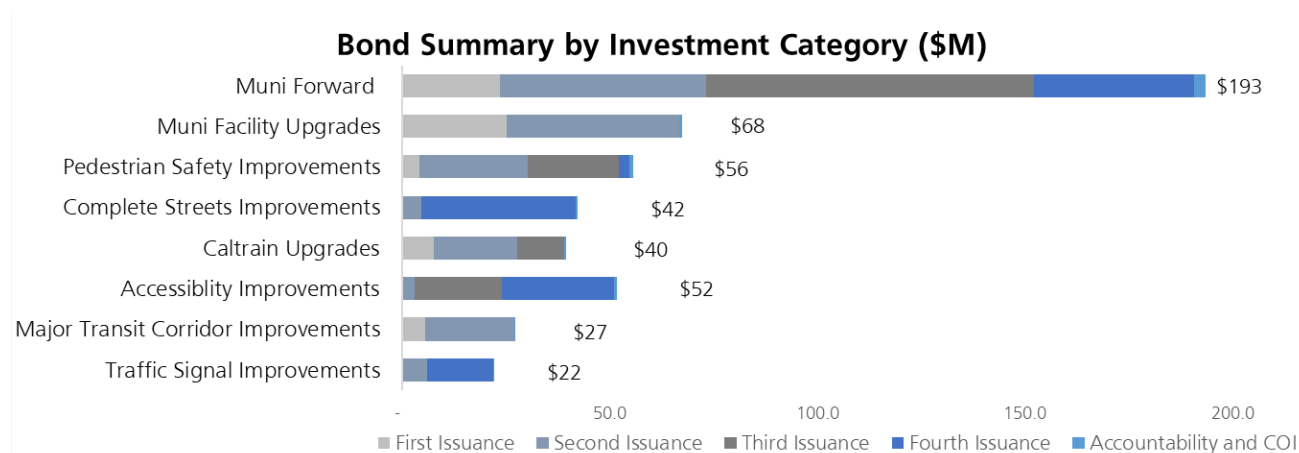


Figure 2 Bond Summary by Program



In addition to the updates found in this report, further information can be found at cgoboc.sfgov.org. The website provides a listing of funded and planned projects, as well as links to pages with detailed project information.

HIGHLIGHTS

Projects Ready for Public Use

1 California: Laurel Village Project. This project improved the safety and reliability, as well as reduced the travel time on the 1 California between Spruce Street to Laurel Street. The project included four (4) bus bulbs, three (3) stop optimization and two (2) traffic signal upgrades. Riders benefited from faster and more reliable trips and experienced enhanced transit safety and overall effectiveness.

5 Fulton: East of 6th Ave Transit Priority Project. The 5R Fulton is a Rapid Network route and an important connector between the Richmond District and downtown. The route's reliability and travel time are hampered east of 6th Avenue by traffic congestion and closely spaced stops. This project implemented 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.

7 Haight Transit Priority Project: This project optimized transit stop locations, added transit bulbs, created signalized transit queue jumps, and replaced all-way, stop-controlled intersections with traffic signals. The changes are expected to reduce transit travel time by 20% in the corridor.

8 Bayshore: San Bruno Avenue Project. This project implemented traffic engineering changes to reduce travel time and improve transit reliability for the 8 Bayshore route along San Bruno Avenue. The project includes improvements to pedestrian safety, transit priority and parking management that makes the street safer for people walking, increases the reliability of Muni, and addresses parking availability in the neighborhood.

9 San Bruno: 11th St and Bayshore Blvd Rapid Project. This project implements engineering improvements on 11th Street, between Harrison Street and Bryant Street and on Bayshore Blvd between Jerrold Avenue and Industrial Street to improve reliability and reduce travel times on the 9 San Bruno. Changes include transit stop placement optimization, bus bulbs, boarding islands, and pedestrian improvements.

10 Townsend: Sansome Contraflow Signals Project. This project provided necessary capital improvements including upgrades to three traffic signals, striping enhancements, and road reconfiguration to implement a contraflow lane on Sansome Street to improve connections from Downtown to Russian Hill.

19 Polk: Polk Street Transit Priority Project. This project designed and constructed three bus bulbs along Polk Street at Union, Broadway, and Sutter Streets.

22 Fillmore: OCS on Church/Duboce (Overhead Lines) Project. This project installed red transit-only lanes along Church Street to improve route reliability. In this segment, the overhead wires were not directly overhead, resulting in delays when buses would lose contact with the wires. This project modified the alignment of overhead wires for the 22 Fillmore along Church Street. It now provides more reliable transit service.

30 Stockton: East of Van Ness Ave Transit Priority Project. This project optimized bus stop locations, adding new transit bulbs and extending existing transit bulbs, establishing transit-only lanes, and widening travel lanes to reduce travel time and improve reliability on the 30 Stockton corridor.

30 Stockton Transit Priority Project. This project included optimized bus stop locations, new and extended transit bulbs, establishment of transit-only lanes, and widened 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 will also improve an East-West portion of the Rapid Network connecting the future Van Ness Bus Rapid Transit with the 30 Stockton. The design phase was extended to enable enough time to address community input, but now this project has completed ahead of schedule and is entering the administrative closeout phase.

4th Street: I-80 Vision Zero Improvements Project. This project improves the intersections of 4th at Bryant and Harrison in coordination with construction of the Central Subway. The inclusion of bulb-outs, particularly at the I-80 on- and off-ramps at Harrison and Bryant Streets improves pedestrian safety by opening the closed crosswalk across the I-80 on ramp, providing pedestrian space through sidewalk extensions, and decreasing the overall crossing distances for pedestrians.

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

Alemaný Interchange Improvement Project: The Alemaný Interchange Improvements Project brought striping changes for safer cycling and walking through the “Alemaný Maze” including new buffered bike lanes, flexible delineator posts to separate the bikeways from vehicles, hatched shoulders and narrowed travel lanes to reduce speeding, and high visibility crosswalks.

Arguello Boulevard Traffic Signals Project. This project designed and replaced traffic signal hardware at six intersections along Arguello Boulevard with new equipment. The project includes new controllers, foundations, vehicle and pedestrian countdown signals, poles, wiring, detection, signal interconnect and mast-arm signals as needed. Conduits to be installed as part of a separate Public Works resurfacing project. This project is in the closeout phase.

Burke Facility Renovation Project. Rehabilitated the Burke Warehouse facility to prepare it for new transit fleet maintenance functions, specifically the housing of overhead lines with increased storage capacity. Work included the installation of a new roof, new building cladding, insulation, foundation improvements, new lighting, new HVAC systems, and interior improvements.

Contract 64 Project. This project designed and constructed new traffic signals at nine locations. New traffic signals have been installed at 7th Street/Minna, 15th Street/Dolores, Alemaný/Foote, Bryant/Sterling, Campus/Owens, Ellis/Webster, Highland/Mission, Leavenworth/Washington, and Mariposa/Pennsylvania.

Escalator Replacement: Phase 2 Project. Upgraded and/or replaced 17 escalators in the Muni Metro Subway stations to provide convenient and reliable access to the transit system. Escalators were upgraded at Powell, Van Ness, Church, Castro, Civic Center and Montgomery Stations.

Geary Pedestrian Improvements Project (Phase 1). This project provided pedestrian safety improvements along the Geary Corridor. The scope of improvements included pedestrian countdown signals, new traffic signals, new pedestrian bulb outs, and traffic signs and striping in support of Vision Zero.

Islais Creek Maintenance and Operations Facility: Phase II Project. Constructed a 65,000 square foot motor coach maintenance and operations building including light and heavy maintenance bays, warehouse space, operations and maintenance offices, showers, gilly room, locker rooms and training space.

Lombard Streetscape Project: Design and construct traffic calming and pedestrian safety treatments at all intersections between Richardson Avenue/Francisco Street and Lombard Street/Franklin Street. Proposed treatments including: daylighting, leading pedestrian bulbs, advanced stop bars, continental crosswalks, upgrading signal conduit, bulb-outs, pedestrian islands, transit bulbs, and/or removal of actuated pedestrian buttons.

Mission Bay Loop Project. Mission Bay Loop reached substantial completion and is located within the central waterfront area on the blocks of 18th, Illinois, and 19th streets. The loop will support the reliability of the overall system by allowing trains to turn around for special events and during peak periods to accommodate additional service between Mission Bay and Market Street Muni Metro.

Mission Street & Trumbull Street Intersection Upgrade Project. This project supported the construction of intersection improvements at Mission Street and Trumbull Street. These include upgrading traffic signals and reconfiguring intersection geometry as recommended by the Better Streets Plan.

Muni Metro East Facility - Phase II Project. This project extended five storage tracks at the southwest corner of the existing MME site to provide additional train storage space for the new LRVs. Scope elements include site clearing, grading, drainage and soil improvements; construction of new tracks, overhead catenary systems, and traction power systems; paving and striping. The project also included removing stockpiles (concrete and soil), concrete blocks, and remnant concrete slab at the northern region of the four acre site adjacent to the existing Muni Metro East Facility.

N Judah Transit Priority Project. This project implemented transit priority lanes with efficient stop spacing, created better boarding zones to make boarding safer and faster, and added improved signage to make it easier to find stops and shelters. Construction is now complete, with all civil, landscaping, and utilities work completed.

Pedestrian Countdown Signals on High-Injury Corridors Project. This project plans, designs, and upgrades traffic signals at seventeen locations so that Pedestrian Countdown Signals (PCS) can be added on WalkFirst Pedestrian High Injury Corridors. Pedestrian countdown signals display the time remaining for people walking to finish crossing the street. This allows people to determine if they have enough time to safely cross or if they should wait for the next cycle. All seventeen locations have had their signals switched over. The most recently completed intersections were California/Jones and California/Leavenworth.

Potrero Avenue Roadway Improvements Project. This project brought a revitalizing facelift to the public space adjacent to the Zuckerberg San Francisco General Hospital and Trauma Center with pedestrian safety improvements. It designed and constructed traffic signal modifications at twelve intersections on Potrero Avenue between 17th Street and 25th Street. It upgraded include new poles, conduits, signal heads, sensor units, and audible pedestrian signals at the following locations:

Potrero/17th, Potrero/Mariposa, Potrero/18th, Potrero/19th, Potrero/20th, Potrero/21st, Potrero/22nd (N), Potrero/22nd St (S), Potrero/23rd, Potrero/24th St & Potrero/25th.

Rectangular Rapid Flashing Beacon Project. This project planned, designed and constructed RRFBs at seven (7) intersections to improve visibility and safety conditions at these crosswalks. All locations are non-Stop or Signal-controlled and all have had vehicle-pedestrian collisions in the past several years. All seven were built using two job order contracts through the Department of Public Works (SFPW). Intersections that received RRFBs include: Mission Street at Whipple Street, San Jose Avenue at Farralones Street, San Bruno Avenue at Burrows Street, and Bright Street at Randolph Street, Mission Street at Florentine Street, Mission Street at France Street, and Mission Street at Ottawa Street. Construction work included RRFB installation, curb ramps and catch basin construction, striping and curb paint.

UCSF Platform Extension and Crossover Track Project. This project extends the University of California, San Francisco (UCSF) northbound platform by approximately 160 feet. Work also includes replacement of the trackway due to existing trackway grades and platform. Furthermore, the work includes modifying the overhead catenary system tangent span, feeder span, poles and adjustments.

Underground Storage Tanks Project. This project installed replacement underground storage tanks for waste and maintenance fluid at the Kirkland, Flynn Facility, and Scott Facilities with above ground and underground tanks. Work included the upgrade or replacing an existing tank monitoring system at each facility; piping work and excavation; replacing three dispensers at Kirkland Facility; and other work incidental to tank replacement.

Projects Moving into Construction

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

Project status reports and current financials are shown in **Appendix 3**.

CHANGES

Project Schedule Changes

Contract 35: Traffic Signal Modifications. The project advanced slower than originally anticipated and will complete 15 months behind schedule. The completion of curb ramp design for this project has been delayed leading to an overall delay in completion of the final design and project advertising. Key elevation surveys needed for curb ramp designs to proceed have been delayed due to a backlog of survey requests related to the pandemic.

Contract 65: New Traffic Signals. The project will complete 5 months earlier than previously anticipated. The previously approved finish date of February 2024 inadvertently included the administrative construction closeout for this project.

L-Taraval Transit Improvements. The Project includes two phases, Segments A and B. The schedule has been shifted 11 months due to the implementation of lessons learned from Segment A. This will help the team mitigate potential schedule delays and change orders during Construction of Segment B which is currently on schedule to reach substantial completion, 9 months later, on 7/20/2024.

Project status reports including schedule details are shown in **Appendix 3**.

Allocation Adjustments

Overall adjustments to the amount of bond funding allocated to each individual bond funded project are made on an as-needed basis in response to current project delivery schedules and cash flow forecasts.

APPENDIX 1: BACKGROUND INFORMATION

BOND OVERVIEW

On November 4, 2014, Proposition A, the San Francisco Transportation and Road Improvement General Obligation Bond (the 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 former Mayor Ed Lee's Transportation 2030 Task Force.

The Bond encompasses a wide array of transportation improvement programs as detailed in the following sections. These are being delivered by multiple City and regional agencies, including the SFMTA, San Francisco Public Works (Public Works), San Francisco Bay Area Rapid Transit District (BART), and Caltrain.

The benefits of the Bond will be felt in every San Francisco neighborhood as projects will improve public transit and move the City toward Vision Zero, the City's adopted goal to eliminate serious and fatal traffic collisions by 2024. The following sections provide brief descriptions of each of the Bond programs and how projects are and will be prioritized within that program, as identified in the original Bond report.

PROGRAMS AND PRIORITIZATION CRITERIA

The significant capital investment in the transit system made possible by the Bond will improve service through physical changes to transit corridors, improve safety and accessibility of the Muni system, and jump start 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 housing, jobs, and recreation. The resulting faster, more reliable transit system will benefit San Franciscans citywide. The Bond investments will also create safer streets by improving the walking and bicycling environment in the City to reduce collisions, improve safety at intersections, and increase the comfort and accessibility of the bicycle network.

Detail on the specific projects funded by the Bond can be found in **Appendix 3**.

Improved Transit: Muni Forward Rapid Network Improvements

\$193M

Program Overview

Developed through the extensive Transit Effectiveness Project planning effort, which included several years of data collection, intensive assessment, and public outreach efforts, the Muni Forward Rapid Network Improvement projects will restructure transit service on Muni's high ridership lines to improve efficiency and connectivity.

Prioritization Criteria

The prioritization of the Muni Forward Rapid Network Improvements involved consideration of a variety of factors:

- Benefit to transit riders (e.g. time saved per customer)
- Benefits to low income and minority neighborhoods
- Pedestrian and transit safety issues

Among the Muni Forward Rapid Network projects, segments are prioritized for Bond funding in a given issuance based on project readiness and coordination opportunities so that SFMTA work occurs in concert with other construction projects.

Improved Transit: Caltrain Upgrades

\$40M

Program Overview

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 significant growth in ridership and has increased service. However, system capacity has now reached a point where large service increases are not feasible without significant upgrades to Caltrain's signal systems, rail infrastructure, and vehicles. As one of the three members of Caltrain, the City and County of San Francisco contributes funding to major projects on the system.

Prioritization Criteria

This program funds part of San Francisco's share of improvements to Caltrain's infrastructure from San Francisco to Tamien Station in San Jose, including the busiest segments of the rail line. The projects funded by the program will focus on the infrastructure investments that will improve reliability and safety along the corridor.

Improved Transit: Accessibility Improvements

\$52M

Program Overview

This program is intended to fund improvements such as new elevators, escalators, and boarding islands, which improve the safety and accessibility of transit stations and stops. They allow for level boarding for people with mobility impairments. One project currently under consideration for funding 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 nonoperational 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 Bond programs, including Facilities and Muni Forward Rapid Network Improvements.

Prioritization Criteria

Locations for rehabilitation and construction of new escalators and elevators are based on the age of the device, the intensity of its use, and the density of nearby, common destinations.

Improved Transit: Muni Facility Upgrades

\$68M

Program Overview

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.

Prioritization Criteria

Facility upgrade projects will be selected based on the recommended implementation sequencing in the Real Estate and Facilities Vision. Solutions have been prioritized based on the following criteria:

- Improvements needed to provide essential service
- Minimizing negative impacts to Muni service while renovating maintenance facilities
- Accommodating the maintenance and storage needs of the current buses and trains
- Increasing safety and security for personnel
- Coordination with ongoing projects and the scheduled expansion of the fleet
- Potential funding availability for reconfiguration and renovation

Improved Transit: Major Transit Corridor Improvements

\$27M

Program Overview

The 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. 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.

Prioritization Criteria

Projects to be considered for this category will be screened against the following criteria:

- Corridors that serve a key role in the transportation system, with high levels of travel demand and significant impacts on the network's overall quality.
- Corridors that are part of a community planning effort and have community support.
- Corridors that advance social and geographic equity, including those related to transit access and reliability, safety, air quality, and crime.
- Projects that improve safety for all transportation system users.
- Corridors that meet 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.
- Projects that have environmental and quality of life benefits.

Safer Streets: Pedestrian Safety Improvements

\$56M

Program Overview

WalkFirst is a data-driven effort to improve pedestrian safety in San Francisco by combining public engagement with analysis of where and why pedestrian collisions occur and knowledge about the effectiveness and costs of various engineering improvements. 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 its Vision Zero goal of reducing serious traffic injuries and fatalities to zero 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.

Prioritization Criteria

Investments and improvements in the walking environment will address the most critical needs of the City first. To prioritize the WalkFirst network, each intersection received a score 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)

Among the WalkFirst identified locations, work funded by the Bond will be prioritized based on a location's score and opportunities to do work cost-effectively and efficiently in conjunction with other construction projects in the street right of way.

Safer Streets: Traffic Signal Improvements

\$22M

Program Overview

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.

Prioritization Criteria

Priority will be given to locations that:

- Replace obsolete and deteriorating infrastructure
- Are on the Priority Transit Network
- Have high traffic volumes
- Are on an emergency route
- Can be completed as part of a coordinated project

Safer Streets: Complete Streets

\$42M

Program Overview

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 streetscape beautification as part of repaving projects. This funding will enable coordinated projects to minimize disturbances to neighborhoods and save taxpayer dollars by avoiding the need for a second construction contract to add walking or bicycle enhancements.

Additionally, under this program many bicycle routes will be upgraded. The 2013 Bicycle Strategy found that much of San Francisco's bicycle network is fragmented and not legible to all 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. 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.

Prioritization Criteria

Locations for Complete Street improvements will also be evaluated on:

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

The SFMTA is analyzing which projects to prioritize based on the following factors:

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

APPENDIX 2: STATUS OF BUDGET AND FINANCIAL PLAN

(Through December 31, 2021)

2014 GO Bond Expenditure Report										
Program	1st Bond Issuance	2nd Bond Issuance	3rd Bond Issuance	4th Bond Issuance	Total Bond Issuance	Total Actual Expenditures	Total Encumbrance	Total Balance	Total % Expended	Total Encumbered & Expended
Muni Forward Rapid Network Improvements	\$ 23,474,342	\$ 49,736,011	\$ 79,100,000	\$ 38,567,200	\$ 190,877,553	\$ 72,794,016	\$ 45,874,945	\$ 72,208,592	38%	62%
Caltrain Upgrades	\$ 7,760,000	\$ 20,020,000	\$ 11,220,000	\$ -	\$ 39,000,000	\$ 27,516,743	\$ 11,483,257	\$ -	71%	100%
Accessibility Improvements	\$ -	\$ 3,000,000	\$ -	\$ 27,000,000	\$ 30,000,000	\$ 2,867,150	\$ 132,850	\$ 27,000,000	10%	10%
Muni Facility Upgrades	\$ 25,186,450	\$ 41,522,343	\$ -	\$ -	\$ 66,708,793	\$ 61,972,259	\$ 88,118	\$ 4,648,416	93%	93%
Major Transit Corridor Improvements	\$ 5,500,000	\$ 21,588,937	\$ -	\$ -	\$ 27,088,937	\$ 24,713,327	\$ 3,038,962	\$ (663,352)	91%	102%
Pedestrian Safety Improvements	\$ 4,080,742	\$ 26,268,525	\$ 35,005,429	\$ 2,645,304	\$ 68,000,000	\$ 41,636,738	\$ 10,197,943	\$ 16,165,319	61%	76%
Traffic Signal Improvements	\$ -	\$ 6,000,000	\$ -	\$ 15,882,578	\$ 21,882,578	\$ 3,986,746	\$ 765,693	\$ 17,130,140	18%	22%
Complete Streets Improvements	\$ -	\$ 4,607,184	\$ 8,000,000	\$ 37,230,800	\$ 49,837,984	\$ 4,158,922	\$ 88,110	\$ 45,590,952	8%	9%
Total	\$ 66,001,534	\$ 172,743,000	\$ 133,325,429	\$ 121,325,882	\$ 493,395,845	\$239,645,900	\$ 71,669,878	\$182,080,067	49%	63%

*Issuance amount is dollars allocated and excludes Accountability and Cost of Issuance.

Expenditures are dollars spent. Encumbrances represent dollars that have been committed by the signing of an agreement such as a construction contract but have not yet been paid out. As the contractor completes work and submits invoices, encumbered dollars will be paid. The amount paid then moves from the encumbrance column to the expenditures column.

Breakdown by Bond Sale-All Programs					
Program	Total	First Sale	Second Sale	Third Sale	Fourth Sale
Muni Forward Rapid Network Improvements	\$ 190,877,553	\$ 23,474,342	\$ 49,736,011	\$ 79,100,000	\$ 38,567,200
Caltrain Upgrades	\$ 39,000,000	\$ 7,760,000	\$ 20,020,000	\$ 11,220,000	\$ -
Accessibility Improvements	\$ 51,120,000	\$ -	\$ 3,000,000	\$ 21,120,000	\$ 27,000,000
Muni Facility Upgrades	\$ 66,708,794	\$ 25,186,451	\$ 41,522,343	\$ -	\$ -
Major Transit Corridor Improvements	\$ 27,088,937	\$ 5,500,000	\$ 21,588,937	\$ -	\$ -
Pedestrian Safety Improvements	\$ 54,879,998	\$ 4,080,740	\$ 26,268,525	\$ 21,885,429	\$ 2,645,304
Traffic Signal Improvements	\$ 21,882,578	\$ -	\$ 6,000,000	\$ -	\$ 15,882,578
Complete Streets Improvements	\$ 41,837,984	\$ -	\$ 4,607,184	\$ -	\$ 37,230,800
Contingency	\$ 1,762,904	\$ -	\$ -	\$ 974,571	\$ 788,333
Cost of Issuance	\$ 4,841,252	\$ 1,003,467	\$ 1,702,000	\$ 1,465,000	\$ 670,785
Total	\$ 500,000,000	\$ 67,005,000	\$ 174,445,000	\$ 135,765,000	\$ 122,785,000

2014 Transportation and Road Improvement General Obligation Bond

Bond Expenditure Summary

First Quarter Report of Fiscal Year 2022

First Issuance

Series 2015B Bonds, Issued on June 18, 2015

PROJECT	PROGRAMMED AMOUNT (a)	AVAILABLE FUNDING (b)	HOLDING ACCOUNT (a-b)	EXPENDED IN QUARTER 2 (c)	EXPENDED TO DATE (d)	AMOUNT ENCUMBERED (e)	REMAINING FROM AVAIL FUNDING (b-d-e)
MUNICIPAL TRANSPORTATION AGENCY (MTA)							
Muni Forward Rapid Network Improvements							
1) 7 Haight-Noriega: Haight Street Rapid Project	1,560,917	1,560,917	-	-	1,221,790	-	339,127
2) 10 Townsend: Sansome Contraflow Signals	1,665,839	1,665,839	-	-	1,645,218	-	20,622
3) 9 San Bruno: 11th St and Bayshore Blvd Rapid Project	2,152,883	2,152,883	-	-	2,199,678	-	(46,795)
4) 5 Fulton: East of 6th Ave (Inner) Rapid Project	2,582,424	2,582,424	-	-	2,829,115	-	(246,691)
5) N Judah: Arguello to 9th Ave Rapid Project	684,330	684,330	-	-	1,382,110	-	(697,780)
6) 30 Stockton: East of Van Ness Ave Transit Priority Project	465,071	465,071	-	-	408,559	-	56,512
7) 30 Stockton: Chestnut St (W of VN) Transit Priority Project	3,726,167	3,726,167	-	-	3,222,746	-	503,421
8) 14 Mission: Division to Randall (Inner) Rapid Project	1,164,450	1,164,450	-	199	924,668	-	239,782
9) 22 Fillmore: OCS on Church/Duboce (overhead lines)	80,000	80,000	-	-	80,000	-	-
10) 28 19th Avenue: 19th Ave Rapid Project	13,631	13,631	-	-	13,631	-	-
11) 14 Mission: Mission & S Van Ness Transit Priority Project	1,390,000	1,390,000	-	10,649	1,071,219	-	318,781
12) 22 Fillmore Extension to Mission Bay	2,532,379	2,532,379	-	-	2,532,885	-	(506)
13) L-Taraval Transit Improvement Project	4,335,627	4,335,627	-	-	4,259,601	-	76,026
14) Mission Bay Loop GOB	1,013,550	1,013,550	-	-	885,637	125,000	2,913
15) Contingency	107,074	-	107,074	-	-	-	-
	23,474,342	23,367,268	107,074	10,849	22,676,856	125,000	565,411
Caltrain Upgrades							
1) CBOSS - San Francisco Contribution	7,760,000	7,760,000	-	-	7,731,970	28,030	-
	7,760,000	7,760,000	-	-	7,731,970	28,030	-
Muni Facility Upgrades							
1) 1570 Burke Facility	10,079,730	10,079,730	-	-	9,938,557	-	141,173
2) Underground Storage Tanks	1,300,000	1,300,000	-	-	1,300,000	-	-
3) Muni Metro East Phase II	4,056,720	4,056,720	-	-	4,056,720	-	-
4) Islais Creek Phase II	8,498,466	8,498,466	-	16,420	8,458,235	-	40,231
5) MT Escalator Replacement Ph 2	1,251,534	1,251,534	-	-	886,268	24,771	340,495
	25,186,450	25,186,450	-	16,420	24,639,781	24,771	521,898
Pedestrian Safety Improvements							
1) Mission Street & Trumbull Street Intersection Upgrade	205,995	205,995	-	-	183,114	-	22,880
2) Potrero Avenue Roadway Improvements	392,634	392,634	-	-	392,633	-	1
3) 8th & Market Street Transit Boarding Island	335,800	335,800	-	-	274,382	-	61,418
4) Add PCS to High Injury Corridors (18 locations) Phase I	492,076	492,076	-	-	456,226	-	35,850
5) Geary Pedestrian Improvements (BRT)	2,051,506	2,051,506	-	2,031	2,032,853	-	18,653
6) Arguello Boulevard Traffic Signals Upgrade	6,111	6,111	-	-	7,280	-	(1,169)
7) New Signals on High Injury Corridors (10 intersections)	596,620	596,620	-	-	691,209	-	(94,589)
	4,080,742	4,080,742	-	2,031	4,037,697	-	43,045
	-	-	-	-	-	-	-
TOTAL PROP A GO BOND - MTA	60,501,534	60,394,460	107,074	29,299	59,086,305	177,801	1,130,354
DEPARTMENT OF PUBLIC WORKS (DPW)							
Major Transit Corridor Improvements							
1) Better Market Street	5,500,000	5,500,000	-	-	5,498,518	-	1,482
	5,500,000	5,500,000	-	-	5,498,518	-	1,482
TOTAL PROP A GO BOND - DPW	5,500,000	5,500,000	-	-	5,498,518	-	1,482
OVERALL TOTAL FIRST ISSUANCE	66,001,534	65,894,460	107,074	29,299	64,584,823	177,801	1,131,836

*Negative remaining project balances shown above indicate that spending has exceeded appropriated amounts. A reconciliation of the overruns is to follow.

2014 Transportation and Road Improvement General Obligation Bond

Bond Expenditure Summary

First Quarter Report of Fiscal Year 2022

Second Issuance

Series 2018B Bonds, Issued on January 30, 2018

PROJECT	PROGRAMMED AMOUNT (a)	AVAILABLE FUNDING (b)	HOLDING ACCOUNT (a-b)	EXPENDED IN QUARTER 2 (c)	EXPENDED TO DATE (d)	AMOUNT ENCUMBERED (e)	REMAINING FROM AVAIL FUNDING (b-d-e)
MUNICIPAL TRANSPORTATION AGENCY (MTA)							
Muni Forward Rapid Network Improvements							
1) 7 Haight-Noriega: Haight Street Rapid Project	6,766,975	6,766,975	-	19,932	6,629,022	5,685	132,268
2) 5 Fulton: East of 6th Ave (Inner) Rapid Project	244,000	244,000	-	-	-	-	244,000
3) N Judah: Arguello to 9th Ave Rapid Project	1,982,083	1,982,083	-	-	1,678,277	-	303,806
4) 30 Stockton: East of Van Ness Ave Transit Priority Project	675,000	675,000	-	-	24,129	-	650,871
5) 14 Mission: Division to Randall (Inner) Rapid Project	627,151	627,151	-	6,434	218,421	-	408,730
6) 22 Fillmore: OCS on Church/Duboce (overhead lines)	1,127,000	1,127,000	-	-	803,294	-	323,706
7) 28 19th Avenue: 19th Ave Rapid Project	2,000,000	2,000,000	-	331,573	1,755,038	130,238	114,724
8) 22 Fillmore Extension to Mission Bay (16th St Improvement)	13,649,871	13,649,871	-	-	13,649,871	-	-
9) L-Taraval Transit Improvements - Muni Forward Rapid Network Improvements	3,512,398	3,512,398	-	-	3,512,407	-	(9)
10) 8 Bayshore: San Bruno	1,300,000	1,300,000	-	-	698,082	-	601,918
11) 19 Polk: Polk Street Transit Priority Project	74,000	74,000	-	-	-	-	74,000
12) 1 California: Laurel Village	1,200,000	1,200,000	-	13,239	959,023	-	240,977
13) Lombard Streetscape	2,293,416	2,293,416	-	-	2,024,104	-	269,312
14) Van Ness BRT Associated Improvements	2,317,072	2,317,072	-	529,218	786,479	5,670	1,524,922
15) UCSF Platforms	6,358,388	6,358,388	-	-	6,358,388	-	-
16) Mission Bay Loop	1,477,227	1,477,227	-	-	1,312,724	7,346	157,156
17) Muni Roadway Elevation Improvements	2,627,150	2,627,150	-	127,816	1,462,134	432,875	732,141
18) Bus Transit Signal Priority	1,357,040	1,357,040	-	-	1,261,693	-	95,347
19) Contingency	147,240	-	147,240	-	-	-	-
	49,736,011	49,588,771	147,240	1,028,212	43,133,088	581,814	5,873,869
Caltrain Upgrades							
1) Caltrain Electrification	20,020,000	20,020,000	-	-	19,784,772	235,227	-
	20,020,000	20,020,000	-	-	19,784,772	235,227	-
Accessibility Improvements							
1) BART Canopies	3,000,000	3,000,000	-	-	2,867,150	132,850	(0)
	3,000,000	3,000,000	-	-	2,867,150	132,850	(0)
Muni Facility Upgrades							
1) 1570 Burke Facility	34,438,410	34,438,410	-	1,691	32,145,373	-	2,293,037
2) Underground Storage Tanks	500,000	500,000	-	-	500,000	-	-
3) Muni Metro East Phase II	1,933,933	1,679,147	254,786	-	1,679,147	-	-
4) MME HVAC & Boiler Improvement	2,400,000	2,400,000	-	-	2,400,000	-	-
5) Castro Station Accessibility Improvement	2,250,000	2,250,000	-	25,368	607,959	63,347	1,578,694
	41,522,343	41,267,557	254,786	27,059	37,332,478	63,347	3,871,732
Major Transit Corridor Improvements							
1) King Street Substation	10,002,337	10,002,337	-	-	6,979,146	3,023,191	-
2) L-Taraval Transit Improvements - Major Transit Corridor Improvements	4,993,325	4,993,325	-	9,271	4,764,237	15,771	213,317
3) Better Market Street	6,593,275	6,593,275	-	-	7,471,425	-	(878,150)
	21,588,937	21,588,937	-	9,271	19,214,808	3,038,962	(664,833)
Pedestrian Safety Improvements							
1) Mission Street & Trumbull Street Intersection Upgrade	70,000	70,000	-	-	-	-	70,000
2) Potrero Avenue Roadway Improvements	461,984	461,984	-	1,640	369,062	-	92,922
3) 8th & Market Street Transit Boarding Island	186,000	186,000	-	-	186,000	-	-
4) Geary Pedestrian Improvements (BRT)	7,400,000	7,400,000	-	18,666	6,640,315	74,650	685,035
5) 6th Street Streetscape	3,235,000	3,235,000	-	37,218	2,242,549	405,399	587,052
6) Lombard Streetscape	4,508,000	4,508,000	-	-	4,663,625	1,281	(156,906)
7) 4th Street I-80 Vision Zero Improvements	960,000	960,000	-	18,389	279,009	384,919	296,072
8) Gough (Signals)	243,889	243,889	-	-	241,948	-	1,941
9) New Signals on High Injury Corridors (10 intersections)	1,349,194	1,349,194	-	-	1,236,055	-	113,139
10) Add PCS to High Injury Corridors (18 locations) Phase I	1,725,422	1,725,422	-	12,284	1,234,159	4,450	486,813
11) Western Addition Area - Traffic Signal Upgrades	1,004,000	1,004,000	-	8,537	1,001,089	-	2,911
12) Contract 64	1,196,000	1,196,000	-	44,886	888,492	140,877	166,631
13) Contract 65	260,000	260,000	-	555	215,763	-	44,237
14) Walk First Rectangular Rapid Flashing Beacons**	497,036	497,036	-	-	417,877	-	79,159
15) Van Ness BRT: SFGO	352,000	352,000	-	-	33,726	-	318,274
16) 7 Haight-Noriega: Haight Street Rapid Project	2,000,000	2,000,000	-	6,452	1,772,545	117,120	110,335
17) Elevator Modernization	820,000	820,000	-	-	753,899	23,139	42,962
	26,268,525	26,268,525	-	148,627	22,176,112	1,151,836	2,940,578
Traffic Signal Improvements							
1) Better Market Street	6,000,000	6,000,000	-	16,755	3,986,746	765,693	1,247,562
	6,000,000	6,000,000	-	16,755	3,986,746	765,693	1,247,562
Complete Streets Improvement							
1) Walkfirst Painted Safety Zone Conversion	300,349	300,349	-	-	230,620	-	69,729
2) Geneva Avenue Traffic Signals (Improvements)	500,000	500,000	-	6,161	470,511	-	29,489
3) Walk First Rectangular Rapid Flashing Beacons**	77,964	77,964	-	-	65,547	-	12,417
4) Beale Street Bikeway Improvements	240,000	240,000	-	27,909	265,758	-	(25,758)
5) Alemany Interchange Improvement Project - Phase I	186,890	186,890	-	13,184	176,094	-	10,796
6) Application-based Residential St Traffic Calming FY16/17	179,564	179,564	-	-	79,678	-	99,886
7) Elevator Modernization	3,122,417	3,122,417	-	-	2,870,714	88,110	163,593
	4,607,184	4,607,184	-	47,254	4,158,922	88,110	360,152
TOTAL PROP A GOB SECOND ISSUANCE	172,743,000	172,340,974	402,026	1,277,177	152,654,077	6,057,839	13,629,059

*L-Taraval Improvements expenditures are being allocated between Major Transit Corridor & Muni Forward Rapid Network programs proportionate to their budgets.

**Walk First Rectangular Rapid Flashing Beacons expenditures are being allocated between Pedestrian Safety & Complete Streets programs proportionate to their budgets.

***Negative remaining project balances shown above indicate that spending has exceeded appropriated amounts. A reconciliation of the overruns are to follow.

2014 Transportation and Road Improvement General Obligation Bond							
Bond Expenditure Summary							
First Quarter Report of Fiscal Year 2022							
Third Issuance							
Series 2020B Bonds, Issued on September 30, 2020							
PROJECT	PROGRAMMED AMOUNT (a)	AVAILABLE FUNDING (b)	HOLDING ACCOUNT (a-b)	EXPENDED IN QUARTER 2 (c)	EXPENDED TO DATE (d)	AMOUNT ENCUMBERED (e)	REMAINING FROM AVAIL FUNDING (b-d-e)
MUNICIPAL TRANSPORTATION AGENCY (MTA)							
Muni Forward Rapid Network Improvements							
1) 28 19th Avenue: 19th Ave Rapid Project	18,100,000	18,100,000	-	2,340,740	4,872,589	11,505,136	1,722,275
2) 22 Fillmore Extension to Mission Bay (16th St Improvement)	17,043,069	17,043,069	-	155,552	790,580	7,283,781	8,968,708
3) L-Taraval Transit Improvement Project	22,914,760	21,215,078	1,699,682	32,150	57,159	20,826,078	331,841
4) Van Ness BRT: SFGO - Muni Forward Rapid Network Improvements	11,250,000	4,848,685	6,401,315	-	-	4,848,685	-
5) King Street Substation	3,284,922	3,284,922	-	258,834	1,247,779	704,451	1,332,692
6) Better Market Street - Muni Forward Rapid Network Improvements	6,507,249	2,268,131	4,239,118	15,636	15,965	-	2,252,166
	79,100,000	66,759,885	12,340,115	2,802,913	6,984,072	45,168,131	14,607,683
Caltrain Upgrades							
1) Caltrain Electrification	11,220,000	11,220,000	-	-	-	11,220,000	-
	11,220,000	11,220,000	-	-	-	11,220,000	-
Pedestrian Safety Improvements							
1) Better Market Street - Pedestrian Safety Improvements	8,375,332	6,000,000	2,375,332	1,143,594	9,908,079	444	(3,908,523)
2) Western Addition Area - Traffic Signal Upgrades	1,693,259	1,693,259	-	323,635	659,202	427,240	606,817
3) Taylor Street Streetscape	20,192,170	20,192,170	-	56,350	110,980	8,618,423	11,462,767
4) Van Ness BRT: SFGO - Pedestrian Safety Improvements	4,744,668	4,744,668	-	2,085,173	4,744,668	-	-
5) Contingency	974,571	-	974,571	-	-	-	-
	35,980,000	32,630,097	3,349,903	3,608,753	15,422,929	9,046,107	8,161,061
Complete Streets Improvement							
1) Better Market Street - Complete Streets Improvement	8,000,000	8,000,000	-	-	-	-	8,000,000
	8,000,000	8,000,000	-	-	-	-	8,000,000
OVERALL TOTAL THIRD ISSUANCE	134,300,000	118,609,982	15,690,018	6,411,666	22,407,001	65,434,238	30,768,743

APPENDIX 3: PROJECT STATUS REPORTS

Note: Projects that are complete are excluded.
Data is through December 31st, 2021.

Muni Forward Rapid Network Improvements

Local Sales Tax-funded Planning and Design

In 2014, the San Francisco County Transportation Authority allocated \$13,100,000 of Prop K funds for preliminary engineering, and in some cases detailed design, of sixteen Muni Forward projects. Accordingly, total budgets in these Muni Forward projects do not include Proposition K Sales Tax proceeds allocated to Planning and Design phases with the exception of the N Judah Transit Priority Project (Arguello to 9th Ave). Additionally, the overhead catenary system (OCS) projects and the 30 Stockton: Chestnut Street project have their preliminary engineering and detailed design costs funded by the GO Bond.

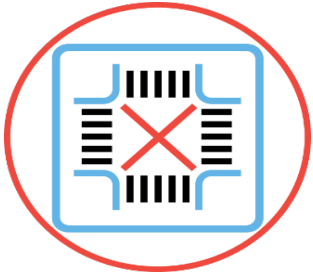
Because some work, such as outreach during preliminary engineering, could be done on multiple routes together for efficiency, the majority of these funds have been tracked as a group rather than at the project level. Reports to the General Obligation Bond Oversight Committee include spending and progress updates for this overall Prop K allocation to provide information on SFMTA progress on advancing these projects to construction.

Current Total Budget: \$13,100,000	
	Proposition K (\$)
Allocated to Date	\$13,100,000
Encumbered	\$0
Expended	\$11,858,602
Remaining Balance	\$1,241,398

For the next projects, please refer to the following key (Construction dates shown may exceed substantial completion dates because of punch list items, final billings, inspections, and etc.):

Planning & Environmental
Design (incl. Bid & Award)
Construction

6th Street Streetscape



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

ACCOMPLISHMENTS THIS PERIOD:

Merged SFMTA outreach team with Safer Taylor Project team; went door to door and provided flyers notifying establishments of upcoming construction changes; obtained DPW updates on outreach efforts; updated POETS Plan; submitted task order for D&A consultant partnership

PROJECT MANAGER:

Leung, Kimberly

CURRENT PROJECT PHASE:

Construction

SUBSTANTIAL COMPLETION DATE: 12/31/2022

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

Finalize and submit outreach task order under Federal on call contracts to obtain merchant marketing support from consultant; NTP anticipated by January 2022

PROJECT CHALLENGES / AREAS OF CONCERN:

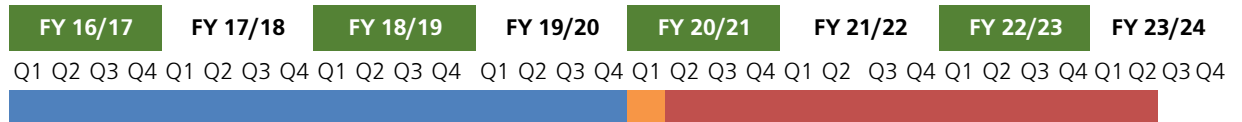
None to report at this time

FUNDING/SCHEDULE

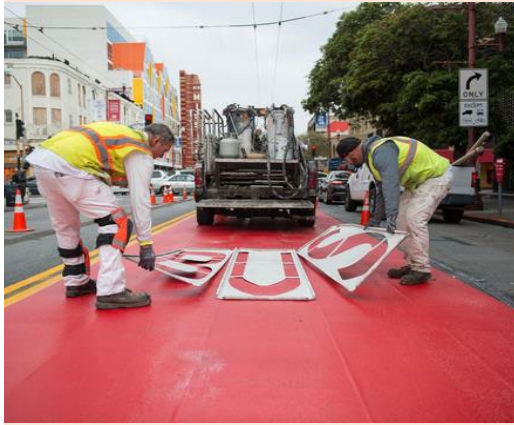
GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$3,235,000	\$3,235,000
Encumbered	\$0	\$405,399	\$405,399
Expended	\$0	\$2,242,549	\$2,242,549
Remaining Balance	\$0	\$587,052	\$587,052



Schedule



14 Mission: Inner Mission Transit Priority Project



Mission Street carries some of the heaviest loads in the Muni system. Causes of delay include long passenger boarding times, friction between parking and loading vehicles, getting stuck behind right-turning cars, and areas of closely spaced transit stops. This project will construct transit and streetscape improvements to reduce travel times for the 14 Mission in the Inner Mission along Mission Street between 11th Street and Randall Street. Improvements will include new transit-only lanes and enhancements to existing transit-only lanes, transit bulbs and pedestrian improvements, signalized transit queue-jump lanes and turn pockets and optimized transit stop placements.

ACCOMPLISHMENTS THIS PERIOD:

20th/Mission work placed on hold until 6/2022 due to a community request from public outreach to have no construction until 6/2022. This delay encourages people to visit businesses during the pandemic.

PROJECT MANAGER:

Kwong, Kenneth

CURRENT PROJECT PHASE:

Construction

SUBSTANTIAL COMPLETION DATE: 07/01/2022

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

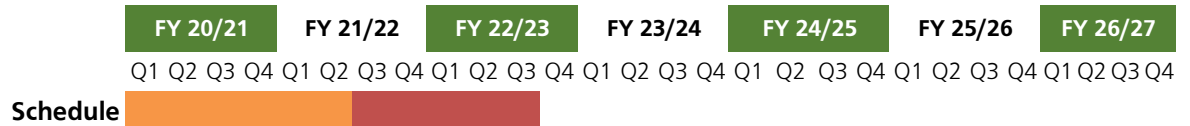
Bulb work pushed out to 6/2022 per community request during pandemic.

PROJECT CHALLENGES / AREAS OF CONCERN:

None to report at this time

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$1,164,450	\$627,151	\$1,791,601
Encumbered	\$0	\$0	\$0
Expended	\$924,668	\$218,421	\$1,143,090
Remaining Balance	\$239,782	\$408,730	\$648,511



14 Mission: Mission & S Van Ness Transit Priority Project



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

ACCOMPLISHMENTS THIS PERIOD:

Contractor constructing bus island.

PROJECT MANAGER:

Kwong, Kenneth

CURRENT PROJECT PHASE:

Construction

SUBSTANTIAL COMPLETION DATE: 12/31/2021

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

Complete island work.

PROJECT CHALLENGES / AREAS OF CONCERN:

None to report at this time

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$1,390,000	\$0	\$1,390,000
Encumbered	\$0	\$0	\$0
Expended	\$1,071,219	\$0	\$1,071,219
Remaining Balance	\$318,781	\$0	\$318,781

FY 17/18

FY 18/19

FY 19/20

FY 20/21

FY 21/22

FY 22/23

FY 23/24

Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

Schedule

planning

design

construction

22 Fillmore: 22 Fillmore Extension to Mission Bay (16th Street Transit Priority Project)



Design and construct transit priority and pedestrian safety improvements for the 22 Fillmore route along 16th Street, including transit-only lanes, transit bulbs and islands, new traffic signals, and several pedestrian safety upgrades. The project will transform and shape the 16th Street corridor by improving transit reliability, travel time, safety, and accessibility for all users while meeting the needs of current and future residents, workers, and visitors to this growing regional destination.

ACCOMPLISHMENTS THIS PERIOD:

Phase I: Contract Modification No. 5 has been reviewed by the Contract Administration group and is currently with the City Attorney for final review and approval. Final as-built was reviewed and last round of comments were sent back to the contractor. Project team worked on compiling the balancing CMOD package.

Phase II: Board Approved the award of contract to JMB Construction.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

Phase I: Project Team to work on closeout package, which is a review of the Contractor's Small Business Enterprise participation goal.

Phase II: Certify project funding to issue Notice to Proceed letter to the Contractor.

PROJECT MANAGER:

Maleki, Parand

CURRENT PROJECT PHASE:

Construction

SUBSTANTIAL COMPLETION DATE:

08/03/2023

PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

GO Bond Funding				
Funds Currently Allocated				
	First Issuance	Second Issuance	Third Issuance	Total
Allocated to Date	\$2,532,379	\$13,649,871	\$17,043,069	\$33,225,319
Encumbered	\$0	\$0	\$7,283,781	\$7,283,781
Expended	\$2,532,885	\$13,649,871	\$790,580	\$16,973,336
Remaining Balance	-\$506	\$0	\$8,968,708	\$8,968,202

FY 17/18

FY 18/19

FY 19/20

FY 20/21

FY 21/22

FY 22/23

FY 23/24

Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

Schedule

planning

design

construction

**ACCOMPLISHMENTS THIS PERIOD:**

PROJECT MANAGER:

CURRENT PROJECT PHASE:

SUBSTANTIAL COMPLETION DATE: 8/31/2023

Segment 1 completion pushed out to the beginning of 2022.

None

GO Bond Funding				
Funds Currently Allocated				
	First Issuance	Second Issuance	Third Issuance	Total
Allocated to Date	\$13,631	\$2,000,000	\$18,100,000	\$20,113,631
Encumbered	\$0	\$130,238	\$11,505,136	\$11,635,374
Expended	\$13,631	\$1,755,038	\$4,872,589	\$6,641,258
Remaining Balance	\$0	\$114,724	\$1,722,275	\$1,837,000

GO Bond Funding				
Funds Currently Allocated				
	First Issuance	Second Issuance	Third Issuance	Total
Allocated to Date	\$13,631	\$2,000,000	\$18,100,000	\$20,113,631
Encumbered	\$0	\$130,238	\$11,505,136	\$11,635,374
Expended	\$13,631	\$1,755,038	\$4,872,589	\$6,641,258
Remaining Balance	\$0	\$114,724	\$1,722,275	\$1,837,000

construction

FY 23/24

01 02 03 04 01 02 03 04 01 02 03 04 01 02 03 04 01 02 03 04 01 02 03 04

Schedule

Application-Based Residential Street Traffic Calming FY16/17



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

ACCOMPLISHMENTS THIS PERIOD:

The project is near completion. The project has constructed traffic calming measures at over 40 locations. The remaining locations are anticipated to reach substantial completion in the near term.

PROJECT MANAGER:

Curtis, Damon

CURRENT PROJECT PHASE:

Construction

SUBSTANTIAL COMPLETION DATE: 6/29/2018

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

Staff is working with Muni and SFFD to revise the design for the last remaining project on Paul Ave. We anticipate having a final design completed.

PROJECT CHALLENGES / AREAS OF CONCERN:

None to report at this time

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$179,564	\$179,564
Encumbered	\$0	\$0	\$0
Expended	\$0	\$79,678	\$79,678
Remaining Balance	\$0	\$99,886	\$99,886

planning
design
construction



BART Canopies



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

ACCOMPLISHMENTS THIS PERIOD:

- On-going coordination with project stakeholders, including SFMTA.
- Continued systems infrastructure equipment and materials within Civic Center Station and began this work at Embarcadero Station.
- Began fabrication of fiber reinforced plastic ceiling panels with embedded art for canopies at two separate stations. Continued art development for other two stations.
- Obtained permits and prepared for construction of the first two canopies.

PROJECT MANAGER:

Mark Dana

CURRENT PROJECT PHASE:

Construction

SUBSTANTIAL COMPLETION DATE:

3/31/2027

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

- Complete installation of the major electrical, and system infrastructure backbone at all stations.
- Continue fabrication of fiber reinforced plastic ceiling panels with embedded art.
- Begin canopy construction at Montgomery St. Station and Powell St. Station in January 2022.
- Continue work to prepare for canopy construction at future locations.

PROJECT CHALLENGES / AREAS OF CONCERN:

- Safety and Security: project sites are of concern given street traffic, environment, and remaining COVID restrictions/precautions.
- Required removal of trees is meeting with fierce opposition from tree advocates. Board of Appeals hearing is pending Jan. 26 to decide whether to uphold Bureau of Urban Forestry decision to grant the removal of trees impacting canopy construction.
- Schedule: project team has concerns regarding possible schedule conflicts with work of other contracts in the area.

FUNDING/SCHEDULE

GO Bond Funding				
Funds Currently Allocated				
	First Issuance	Second Issuance	Fourth Issuance	Total
Allocated to Date	\$0	\$3,000,000	\$42,000,000	\$45,000,000
Encumbered	\$0	\$132,850	\$0	\$132,850
Expended	\$0	\$2,867,150	\$0	\$2,867,150
Remaining Balance	\$0	\$0	\$42,000,000	\$42,000,000

planning

construction

FY 20/21

FY 21/22

FY 22/23

FY 23/24

FY 24/25

FY 25/26

FY 26/27

01 02 03 04 01 02 03 04 01 02 03 04 01 02 03 04 01 02 03 04 01 02 03 04

Schedule

Beale Street Bikeway Improvements



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

ACCOMPLISHMENTS THIS PERIOD:

Additional design and coordination tasks were completed between the SFMTA, Public Works, OCII, and PUC. Site visit to discuss in-field conditions for traffic signal infrastructure was held to determine possibilities for quick-build and capital project improvements. Design coordination and compatibility between Beale Street Bikeway Project and Transbay Howard Streetscape Improvement Project.

PROJECT MANAGER:

Stanis, Paul

CURRENT PROJECT PHASE:

Detail Design

SUBSTANTIAL COMPLETION DATE: 12/30/2023

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

Upcoming project milestones include the following: finalize design considering intersection projects including Transbay Howard Streetscape Improvement Project, Temporary Transbay Terminal site, and other SODA Area Plan projects. Review design submittals from Public Works. Finalize existing conditions of traffic signal infrastructure at Mission and at Howard.

PROJECT CHALLENGES / AREAS OF CONCERN:

Project challenges include timing and coordination of traffic signal upgrades at Mission Street and at Howard Street. Sequencing of future OCS improvements at Howard Street. Timeline and plan for development at Temporary Transbay Terminal site is dependent on developer and have not been submitted to SFMTA team.

FUNDING/SCHEDULE

GO Bond Funding				
Funds Currently Allocated				
	First Issuance	Second Issuance	Fourth Issuance	Total
Allocated to Date	\$0	\$240,000	\$0	\$240,000
Encumbered	\$0	\$0	\$0	\$0
Expended	\$0	\$265,758	\$0	\$265,758
Remaining Balance	\$0	-\$25,758	\$0	-\$25,758



Schedule



Better Market Street



A comprehensive program to re-envision the City's premier cultural, civic and commercial corridor, the Better Market Street project will implement capital improvements along Market Street from Steuart Street to Octavia Boulevard. The project will increase core transit capacity along the region's most important transit street, in addition to improving street design and re-invigorating public life along the corridor. The work will include complete repaving of Market Street, including the transit and mixed-use lanes, sidewalks, and a protected bike facility. This work would also replace Muni traction power duct banks, rail, support structures over BART vents and overhead lines, as well as constructing new transit stations/stops and boarding islands. For more information, visit www.bettermarketstreetsf.org.

ACCOMPLISHMENTS THIS PERIOD:

No SFMTA work was performed on full corridor in the quarter ending in December 2021.

PROJECT MANAGER:

Gabancho, Peter

CURRENT PROJECT PHASE:

Preliminary Engineering

SUBSTANTIAL COMPLETION DATE:

10/24/2024

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

No upcoming work for SFMTA staff at this moment. Current focus is on Better Market Street (BMS) Phase 1 and Phase 2.

PROJECT CHALLENGES / AREAS OF CONCERN:

Scope and funding are unknown for the future phases at this moment.

FUNDING/SCHEDULE

GO Bond Funding					
Funds Currently Allocated					
	First Issuance	Second Issuance	Third Issuance	Fourth Issuance	Total
Allocated to Date	\$5,500,000	\$12,593,275	\$22,882,581	\$49,175,946	\$90,151,802
Encumbered	\$0	\$765,693	\$444	\$0	\$766,136
Expended	\$5,498,518	\$11,458,171	\$9,924,045	\$0	\$26,880,734
Remaining Balance	\$1,482	\$369,412	\$12,958,093	\$49,175,946	\$62,504,932

FY 22/23

FY 23/24

FY 24/25

FY 25/26

FY 26/27

FY 27/28

FY 28/29

Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

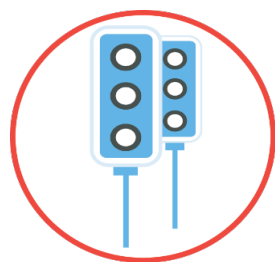
Schedule

planning

design

construction

Caltrain Communications-Based Overlay Signal System Positive Train Control Project (CBOSS-PTC)



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

ACCOMPLISHMENTS THIS PERIOD:

The Positive Train Control (PTC) Project deployed the corridor with federally-mandated safety technology. Caltrain PTC is interoperable with all other rail systems that access the Caltrain corridor, including commuter rail, freight rail, and in the future, high speed rail. Caltrain received the safety certification of the PTC system from FRA at the end of 2020 and all trains are operating with fully functional PTC since September 2019. With the receipt of the FRA safety certification, the project is transitioning from construction to operation/maintenance of the system. The project is anticipated to be closed-out later this year once all remaining scope elements have been completed and the system fully accepted by the JPB.

PROJECT MANAGER:

Skinner, Peter

CURRENT PROJECT PHASE:

Construction

SUBSTANTIAL COMPLETION DATE: 10/31/2016**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):**

The project is anticipated to be closed-out later this year.

PROJECT CHALLENGES / AREAS OF CONCERN:

None at this time.

FUNDING/SCHEDULE

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

FY 15/16

FY 16/17

FY 17/18

FY 18/19

FY 19/20

FY 20/21

FY 21/22

Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

Schedule

planning

design

construction

Caltrain Electrification



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

ACCOMPLISHMENTS THIS PERIOD:

- Electrification Infrastructure:
- Overhead Contact System (OCS) foundation installation continued
 - Continued installation of OCS poles, cantilever arms, insulators, brackets, wires and balance weights
 - Continued to work on traction power substations and paralleling stations along the right of way.
- Electric Multiple Units:
- Completion of 4,000 mile testing first trainset in Pueblo, CO
- Other Work Items:
- Continued coordination efforts with PG&E for infrastructure improvements, TPS interconnects, and new service drop locations
 - The Centralized Equipment Maintenance and Operations Facility (CEMOF) work was ongoing throughout the reporting period.
 - Continued signal work and testing of the 2 Speed Check solution with Segment 4 now complete.

PROJECT MANAGER: Skinner, Peter

CURRENT PROJECT PHASE: Construction

SUBSTANTIAL COMPLETION DATE: 4/1/2024

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

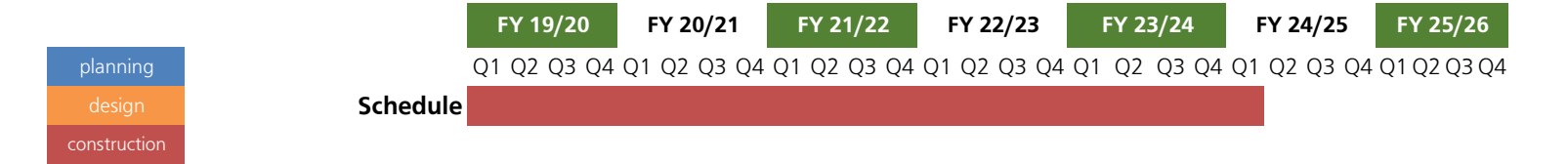
- Work will continue on the Electrification Infrastructure and the Electric Multiple Units.
- Review, negotiate and approve additional work proposal with Wabtec
- Seek Change Management Board approval February 2022
- Finalize implementation schedule and total project cost March 2022

PROJECT CHALLENGES / AREAS OF CONCERN:

The Federal Transit Administration recently completed a refreshed Risk and Schedule Analysis. Based on this information, the project cost has increased by \$333 million and the schedule extended to the end of calendar year 2024 with a \$410m funding gap. Caltrain and FTA staff are working to develop a recovery plan to ensure successful completion of the project. PG&E approval of signal Phase Study Impact to Overhead Contact System/Traction Power System commissioning was late. Additionally, there has been delays in parts supply chain affecting vehicle production.

FUNDING/SCHEDULE

GO Bond Funding				
Funds Currently Allocated				
	First Issuance	Second Issuance	Third Issuance	Total
Allocated to Date	\$0	\$20,020,000	\$11,220,000	\$31,240,000
Encumbered	\$0	\$235,227	\$11,220,000	\$11,455,227
Expended	\$0	\$19,784,772	\$0	\$19,784,772
Remaining Balance	\$0	\$0	\$0	\$0



Castro Station Accessibility Improvements Project



This project will install a new four-stop elevator on the south side of Market Street at the Castro Muni Station. The top level of the new elevator structure will be located at the Market Street sidewalk, while also serving Harvey Milk Plaza, the concourse and platform levels of the Station below. The new elevator structure will integrate with the existing architectural and structural framework of the building. This project also includes creating an accessible path from the southwest corner of Market and Castro Streets to the Plaza-level elevator entrance.

ACCOMPLISHMENTS THIS PERIOD:

Project team continued working with funding staff to confirm resources, funding plan and book funds in preparation for contract certification. Team prepared and delivered project update presentation to Castro Merchants Association. Project team continued working with funding staff to confirm resources, funding plan and book funds in preparation for contract certification.

PROJECT MANAGER:

Kavanagh, Tess

CURRENT PROJECT PHASE:

Detail Design

SUBSTANTIAL COMPLETION DATE:

07/21/2023

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

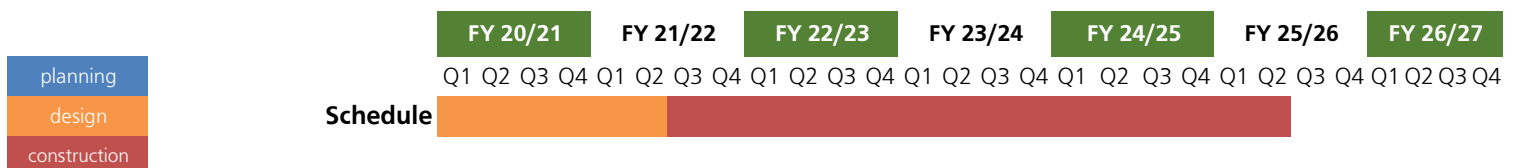
Advertise Contract.

PROJECT CHALLENGES / AREAS OF CONCERN:

Advertisement is delayed due to SFPW inexperience with implementation of security protocol related to accessibility and distribution of sensitive or secure information.

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$2,250,000	\$2,250,000
Encumbered	\$0	\$63,347	\$63,347
Expended	\$0	\$607,959	\$607,959
Remaining Balance	\$0	\$1,578,694	\$1,578,694



Schedule



Design and construct new traffic signals at six locations and a pedestrian actuated rectangular rapid flashing beacons (RRFB) at one location. Project locations are as follows: Alemany Boulevard & Lawrence Avenue, Alemany Boulevard & Rousseau Street, Alemany & Theresa Street; Lincoln Way & Kezar Drive; Loomis Street & Oakdale Avenue; 9th Street & Division Street; and Hattie Street & Market Street.

Project advertised and the bid opened on 12-8-2021.

PROJECT MANAGER: De Leon, Geraldine

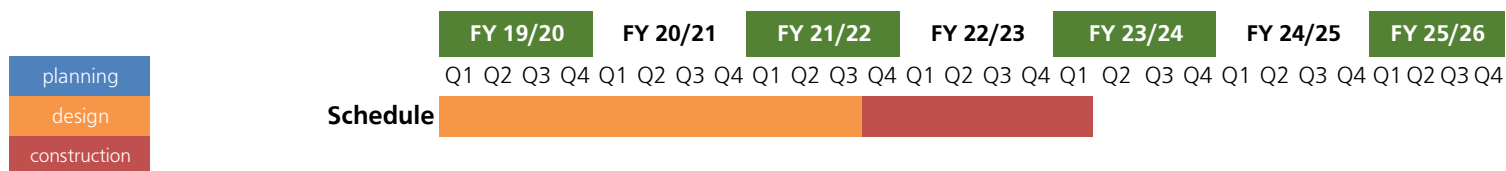
CURRENT PROJECT PHASE: Detail Design

SUBSTANTIAL COMPLETION DATE: 11/30/2022

Review bids.

None to report at this time

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$260,000	\$260,000
Encumbered	\$0	\$0	\$0
Expended	\$0	\$215,763	\$215,763
Remaining Balance	\$0	\$44,237	\$44,237



Geary Boulevard Improvement Project (Phase 2)



Complete a conceptual engineering report and preliminary detail design for the full Geary BRT project. The project aims to reduce travel time, improve transit reliability, and enhance street safety along a major corridor that connects housing, retail centers, and Priority Development Areas. Phase II, also referred to as the 'Full Project', will deliver improvements along Geary between Stanyan and 34th Avenue.

ACCOMPLISHMENTS THIS PERIOD:

SFMTA has been working to implement the Geary Bus Rapid Transit project to improve transit and safety since the completion of the project’s environmental phase in 2018. The first phase of work, called the Geary Rapid Project, began implementation in late 2018 and was substantially completed on schedule and on budget in fall 2021. The second phase of work, called the Geary Boulevard Improvement Project, was in the detailed design phase, but was paused during the start of the COVID-19 pandemic in order to deliver the 38 Geary Temporary Emergency Transit Lanes project, installed in winter 2020-21. Both the Geary Rapid and Temporary Emergency Transit Lanes projects installed “side-running” transit lanes on the right-hand side of the street, adjacent to parking.

The Geary Boulevard Improvement Project originally envisioned “center-running” transit lanes in the middle of the street between Arguello and 28th Avenue. Evaluation of the side-running transit lanes on Geary indicate that they have improved bus performance with minimal impacts to car traffic. Because of these positive evaluation results and in response to evolving conditions, the SFMTA is now recommending side-running transit lanes instead of center-running transit lanes in the Geary Boulevard Improvement Project limits. The first round of outreach, including a public survey, for this updated design was completed in September with mailers, advertisements, a Virtual Open House, pop ups, community meetings and direct merchant outreach. The second round is planned in spring 2022 and will include detailed block-by-block drawings.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

Continue outreach and conceptual engineering work.

PROJECT MANAGER: Mackowski, Daniel
CURRENT PROJECT PHASE: Preliminary Engineering
SUBSTANTIAL COMPLETION DATE: 11/21/2024

PROJECT CHALLENGES / AREAS OF CONCERN:

The team will work with the SFCTA as the lead environmental agency. The detailed implementation schedule will depend on the legislation schedule and on the extent of coordinated water and sewer work.

FUNDING/SCHEDULE

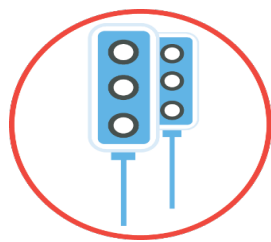
GO Bond Funding			
Funds Currently Allocated			
	Third Issuance	Fourth Issuance	Total
Allocated to Date	\$0	\$14,372,054	\$14,372,054
Encumbered	\$0	\$0	\$0
Expended	\$0	\$0	\$0
Remaining Balance	\$0	\$14,372,054	\$14,372,054

planning
design
construction

Schedule



Geneva Avenue Traffic Signals



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

ACCOMPLISHMENTS THIS PERIOD:

Currently reviewing submittals.

PROJECT MANAGER:

De Leon, Geraldine

CURRENT PROJECT PHASE:

Detail Design

SUBSTANTIAL COMPLETION DATE: 8/1/2022

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

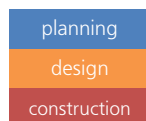
Notice to proceed set for January 3rd, 2022. Construction should begin end of January.

PROJECT CHALLENGES / AREAS OF CONCERN:

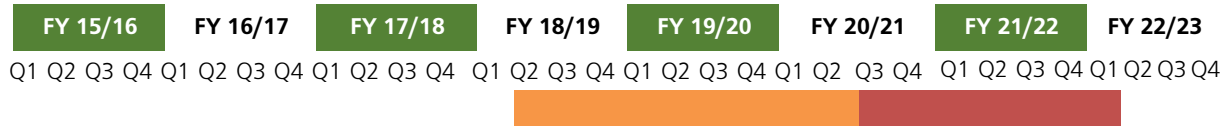
None expected at this time.

FUNDING/SCHEDULE

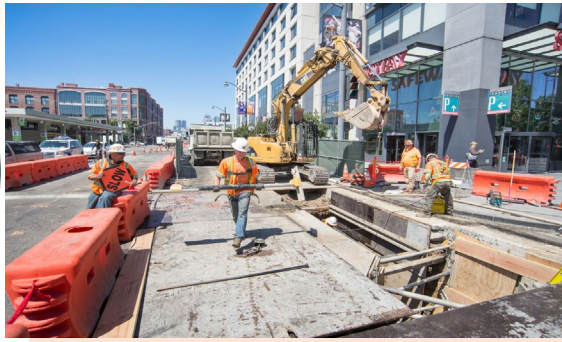
GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$0	\$500,000	\$500,000
Encumbered	\$0	\$0	\$0
Expended	\$0	\$470,511	\$470,511
Remaining Balance	\$0	\$29,489	\$29,489



Schedule



King Street Substation Upgrade



The main objective of this project is to upgrade the existing King substation to provide sufficient electrical power for the light rail vehicles. Due to anticipated housing development and projects in the surrounding area, including the Central subway, and the proposed Warriors Arena. Light rail service is expected to increase the demand thereby potentially overloading the existing electrical feeder circuits. This project will address this issue by upgrading the electrical distribution circuits and create a spare electrical circuits for future needs. Through this project, it will also procure a mobile electrical 12KV substation that will power this and future substations while they are under construction. Existing traction power cables will be respliced and labelled ease future maintenance.

ACCOMPLISHMENTS THIS PERIOD:

The cutover at the King Street Mobile station was restarted after the repair work completed. K3 and K4 lockout tagout is complete. All cutover from the permanent station to the mobile substation has been completed. Project team salvaged materials inside the permanent sub-station. Contractor has been working on the feeder breakers.

PROJECT MANAGER:

Balan, Kannu

CURRENT PROJECT PHASE:

Construction

SUBSTANTIAL COMPLETION DATE: 11/30/2021**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):**

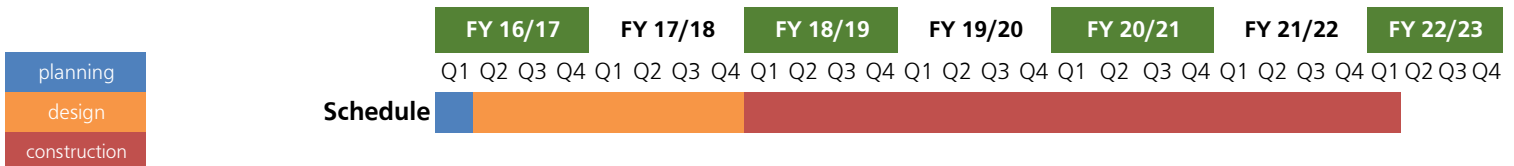
Coordinate with PG&E to turn off the power at the permanent station. Remove old components and equipment. Contractor to work around some portions of the work inside the permanent that does not require the power shut down.

PROJECT CHALLENGES / AREAS OF CONCERN:

Delay claims by the contractor associated with the PG&E service connection and inability to access site on Fourth Street due to Central Subway work delays. These manhole areas site is under the jurisdiction of Contractor. Project team is in close contact with the Central Subway team for the manhole access. Central Subway team has not provided the clearance. The delay of PG&E power shut off to the permanent station is impacting the construction work schedule and causing the delay.

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	Second Issuance	Third Issuance	Total
Allocated to Date	\$10,002,337	\$3,284,922	\$13,287,259
Encumbered	\$3,023,191	\$704,451	\$3,727,642
Expended	\$6,979,146	\$1,247,779	\$8,226,925
Remaining Balance	\$0	\$1,332,692	\$1,332,692



L-Taraval Transit Improvements



Replace approximately 23,000 track feet of existing tie and ballast paved track along the L Taraval between Forrest Side Avenue near West Portal to La Playa with a new direct fixation track, new rails and fastening systems. Replace worn Overhead Catenary System special work, trolley wire and trolley poles west of 15th Avenue/Taraval Street.

ACCOMPLISHMENTS THIS PERIOD:

Segment A: Continue to close out the Segment A construction contract.
 Segment B: Issued Notice To Proceed for L-Taraval Segment B on December 1, 2021. Contractor submitted construction Baseline End Date schedule and other submittals including long lead items. Project Team hosted community open house meeting on Monday, December 13, 2021.

PROJECT MANAGER:

Kyi, Keanway

CURRENT PROJECT PHASE:

Construction

SUBSTANTIAL COMPLETION DATE: 07/20/2024

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

Segment A : Complete the Contract Close out package.
 Segment B: Finalize MOU for cost share. Coordinate with partner agencies for funds transfer.

PROJECT CHALLENGES / AREAS OF CONCERN:

PG&E has not completed relocating shallow gas lines along Taraval. In addition, PG&E gas main project at four different intersections along Taraval is scheduled to begin in January that may impact Contractor's schedule.

FUNDING/SCHEDULE

GO Bond Funding					
Funds Currently Allocated					
	First Issuance	Second Issuance	Third Issuance	Fourth Issuance	Total
Allocated to Date	\$4,335,627	\$8,505,723	\$22,914,760	\$11,250,000	\$47,006,110
Encumbered	\$0	\$15,771	\$20,826,078	\$0	\$20,841,849
Expended	\$4,259,601	\$8,276,644	\$57,159	\$0	\$12,593,404
Remaining Balance	\$76,026	\$213,308	\$2,031,523	\$11,250,000	\$13,570,857

FY 22/23

FY 23/24

FY 24/25

FY 25/26

FY 26/27

FY 27/28

FY 28/29

Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

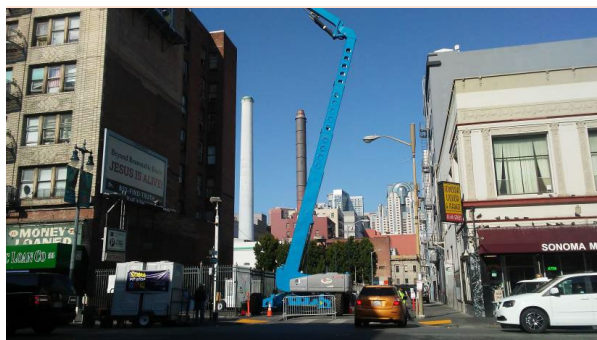
Schedule

planning

design

construction

New Signals on High Injury Corridors



Design and construct new traffic signals at nine intersections along the Walkfirst Pedestrian High Injury Corridor (HIC). The project includes pedestrian countdown signals, conduits, wiring, detection, new poles, vehicular signal heads, mast-arms, curb ramps, street lighting and new controllers. New traffic signal locations include Geneva Avenue/Stoneridge Lane, Geneva Avenue/Brookdale Avenue, Geneva Avenue/Delano Avenue, Alemany Boulevard and Niagara Avenue, 6th Street/Jessie Street, Mission Street/Rolph Street/Niagara Avenue/Pope Street, Mission Street/Seneca Avenue, Mission Street/Oliver Street/Lawrence Avenue, and Geneva Avenue/Esquina Drive.

ACCOMPLISHMENTS THIS PERIOD:

99% Construction complete. All 10 signals activated in previous quarters. Public Works Construction Management closed out the project. Public Works Electrical to close out project.

PROJECT MANAGER:

De Leon, Geraldine

CURRENT PROJECT PHASE:

Construction

SUBSTANTIAL COMPLETION DATE:

6/30/2020

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

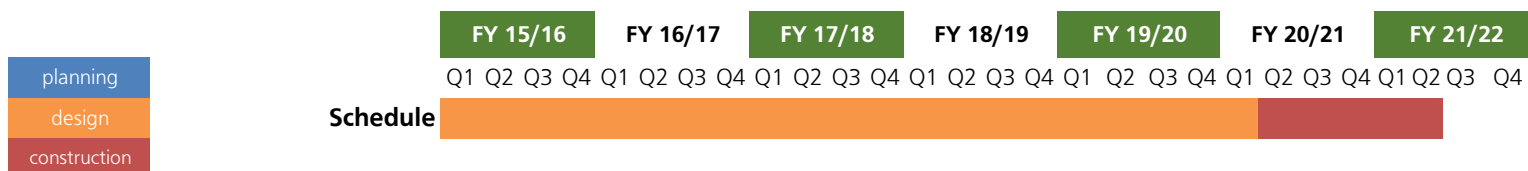
Closeout project.

PROJECT CHALLENGES / AREAS OF CONCERN:

None anticipated.

FUNDING/SCHEDULE

GO Bond Funding			
Funds Currently Allocated			
	First Issuance	Second Issuance	Total
Allocated to Date	\$596,620	\$1,349,194	\$1,945,814
Encumbered	\$0	\$0	\$0
Expended	\$691,209	\$1,236,055	\$1,927,263
Remaining Balance	-\$94,589	\$113,139	\$18,551





for detailed design and authorization to other Design

	FY 18/19				FY 19/20				FY 20/21				FY 21/22				FY 22/23				FY 23/24				FY 24/25			
planning	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
design	Schedule																											
construction																												



that meets the city's vision of zero fatalities for all road users. This effort will immediately enter phase two to make the project a reality and will serve as a model for other cities to reduce fatalities through similar projects. The project will likely extend to the intersection of 1st Street.

Pre-construction and pre-job meetings took place on 12/21/21.

Ho, Gabriel

Construction

SUBSTANTIAL COMPLETION DATE: 06/30/2023

NTP set for 01/31/22, with Contractors anticipated to be on site by March.

N/A

GO Bond Funding				
Funds Currently Allocated				
	First Issuance	Second Issuance	Third Issuance	Total
Allocated to Date	\$0	\$0	\$20,192,170	\$20,192,170
Encumbered	\$0	\$0	\$8,618,423	\$8,618,423
Expended	\$0	\$0	\$110,980	\$110,980
Remaining Balance	\$0	\$0	\$11,462,767	\$11,462,767

planning
design
construction

Schedule

FY 17/18

FY 18/19

FY 19/20

FY 20/21

FY 21/22

FY 22/23

FY 23/24

Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4



Detailed Design And Construction Of Traffic Signals Infrastructure Such As Signal Mast Arms, Pedestrian Signals, And Accessible Pedestrian Signals; Transit Signal Priority; Traffic Communications System; and ITS infrastructure on the Van Ness Avenue Corridor.

PROJECT MANAGER:

Overall Project at 90% completion. Activated a total of 32 intersections on the new signal systems along with 258 pedestrian countdown signals at these intersections.

CURRENT PROJECT PHASE:

Construction

SUBSTANTIAL COMPLETION DATE: 12/31/2021

Contractor Punchlist work to follow as dictated by Van Ness Project schedule.
Complete APS installation work.

None to report at this time

FUNDING/SCHEDULE

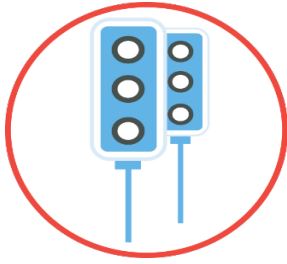
GO Bond Funding			
Funds Currently Allocated			
	Second Issuance	Third Issuance	Total
Allocated to Date	\$352,000	\$15,994,668	\$16,346,668
Encumbered	\$0	\$4,848,685	\$4,848,685
Expended	\$33,726	\$4,744,668	\$4,778,394
Remaining Balance	\$318,274	\$6,401,315	\$6,719,589

planning
design
construction

Schedule

[illegible]

Western Addition Area - Traffic Signal Upgrades



Design and construct pedestrian countdown signals (PCS) and/or signal visibility improvements at 24 intersections and pedestrian activated flashing beacons at 9 intersections in the Western Addition area. These locations have been selected primarily due to safety concerns. Signal improvements will include adding installing PCS, larger 12 inch signals, mast arm signals, curb ramps, and Accessible Pedestrian Signals (APS). Signal hardware improvements include new poles, conduits, detection, and signal interconnect as needed. Beacon improvements will include upgraded curb ramps and speed feedback signs at selected locations. Installation of PCS and/or signal visibility improvements include the following locations: Steiner/Turk, Divisadero/Turk, Divisadero/O'Farrell, Divisadero/Golden Gate, Divisadero/McAllister, Divisadero/Fulton, Scott/Turk, Pierce/Turk, Steiner/Turk, Fillmore/Turk, Laguna/Turk, Golden Gate/Scott, Golden Gate/Pierce, Golden Gate/Steiner, Fillmore/Golden Gate, Golden Gate/Laguna, Fillmore/Hayes, Fillmore/Fulton, Fillmore/McAllister, Eddy/Fillmore, Laguna/Sutter, Fulton/Laguna, Fulton/Steiner, Buchanan/Eddy, Buchanan/Turk, Buchanan/Golden Gate, Buchanan/McAllister, Buchanan/Fulton, McAllister/Octavia, Golden Gate/Octavia, Octavia/Turk, Ellis/Fillmore, and Hayes/Webster.

ACCOMPLISHMENTS THIS PERIOD:

90% of the Traffic Signal plans have been completed and are now with Public Works Electrical to compile and coordinate designed with the other disciplines. Other disciplines within SFPW submitted 65% design to SFPW Electrical.

PROJECT MANAGER:

De Leon, Geraldine

CURRENT PROJECT PHASE:

Detail Design

SUBSTANTIAL COMPLETION DATE: 12/31/2023

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD):

The project team will continue to work on the Plans, Specifications, and Estimates (PS&E).

PROJECT CHALLENGES / AREAS OF CONCERN:

None to report at this time

FUNDING/SCHEDULE

GO Bond Funding					
Funds Currently Allocated					
	First Issuance	Second Issuance	Third Issuance	Fourth Issuance	Total
Allocated to Date	\$0	\$1,004,000	\$1,693,259	\$4,527,882	\$7,225,141
Encumbered	\$0	\$0	\$427,240	\$0	\$427,240
Expended	\$0	\$1,001,089	\$659,202	\$0	\$1,660,290
Remaining Balance	\$0	\$2,911	\$606,817	\$4,527,882	\$5,137,610



Schedule

