

An aerial, black and white photograph of a busy city street intersection. The scene is captured from a high angle, showing a crosswalk with white stripes. Several pedestrians are walking across the street. A white bus is stopped at the intersection on the left, and another white bus is moving through the intersection on the right. A person is riding a bicycle across the crosswalk. In the foreground, a white car is partially visible. The background shows buildings and utility poles. The overall atmosphere is one of a bustling urban environment.

2014 TRANSPORTATION AND ROAD IMPROVEMENT GENERAL OBLIGATION BOND

Quarterly Report to the Citizen's General
Obligation Bond Oversight Committee
Meeting of October 23, 2023

Quarter 4 Fiscal Year 2022-2023



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EXECUTIVE SUMMARY

In November 2014, the San Francisco Transportation and Road Improvement General Obligation Bond (Bond) was passed by voters to make critical investments on the City's transportation system. The \$501.7¹ million was intended to make Muni less crowded and more reliable and improve safety for everyone getting around San Francisco. The Bond was 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 \$67.5 million of proceeds from general obligation bonds. The second issuance of the bond occurred in February 2018 appropriating \$174.6 million. Subsequently, the third issuance of the bond occurred in September 2020 appropriating \$136.1 million. Finally, the fourth issuance of the bond occurred in August 2021 appropriating \$123.4 million. In total \$501.7 million, including cost of issuance, has been appropriated to support transportation related investments.

The Bonds were issued with the purpose to fund eight crucial SFMTA programs below:

- Muni Forward
- Muni Facility Upgrades
- Pedestrian Safety Improvements
- Complete Streets Improvements
- Caltrain Upgrades
- Accessibility Improvements
- Major Transit Corridor Improvements
- Traffic Signal Improvements

As of June 30, 2023, \$305.4 million (60.9%) of \$501.7 million bond proceeds was expended, \$76.9 million (15.3%) was encumbered, and \$119.4 million (23.8%) remained to be either expended or encumbered.

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. This report covers project progress and expenditures through the end of June 2023, the fourth quarter of Fiscal Year 2022-23.

¹ Total GO Bond Issuances are \$501,675,785. This report's rounding convention is to the hundred thousand in the narrative sections and, for example, \$501.7 M is shown. Full dollar amounts are shown in financial tables.

BOND ALLOCATIONS

Chart 1: \$501.7 M Bond Appropriated

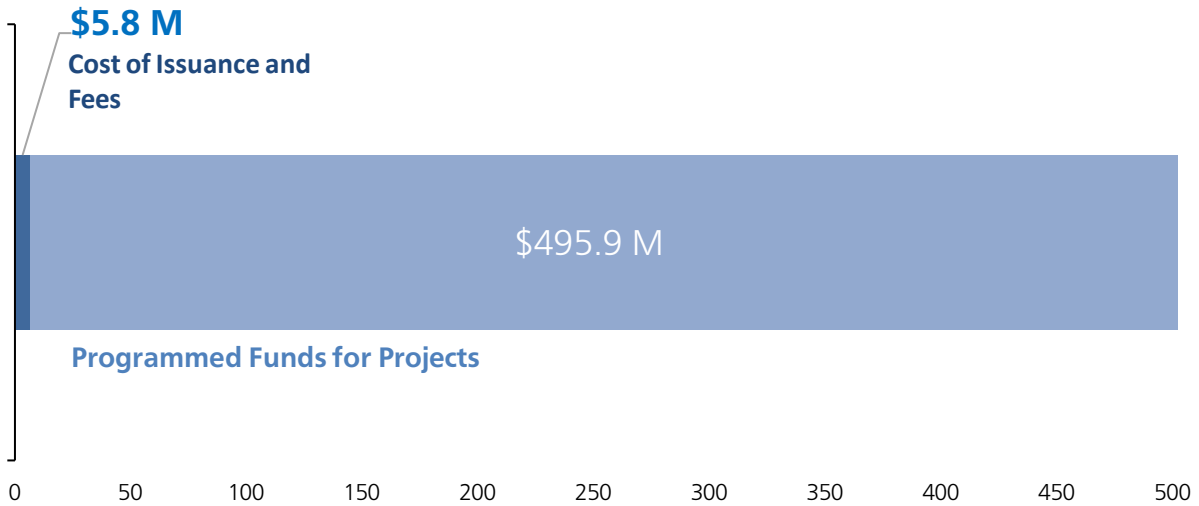
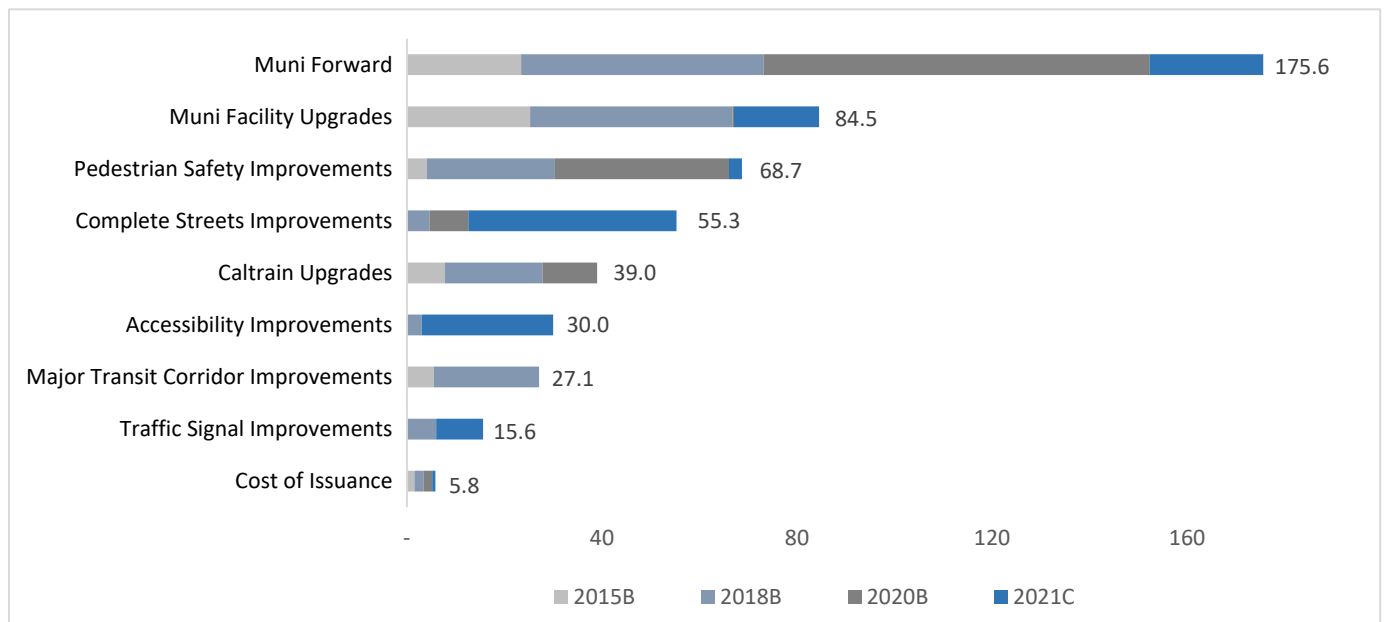


Chart 2: Bond Appropriation by Program



BOND PROGRAMS AND EXPENDITURES

Muni Forward is the program with the largest allocation at \$175.6 million (35.0%) and Traffic Signal Improvement is the program with the smallest allocation at \$15.6 million (3.1%).

Table 1: Bond Allocation by Program

Program	2015B	2018B	2020B	2021C	% Allocated	Total
Muni Forward	23,414,343	49,736,011	79,100,000	23,343,204	35.0%	175,593,558
Muni Facility Upgrades	25,246,451	41,522,343	274,435	17,486,847	16.8%	84,530,076
Pedestrian Safety Improvements	4,080,741	26,268,525	35,705,565	2,645,304	13.7%	68,700,135
Complete Streets Improvements	-	4,607,184	8,000,000	42,685,871	11.0%	55,293,055
Caltrain Upgrades	7,760,000	20,020,000	11,220,000	-	7.8%	39,000,000
Accessibility Improvements	-	3,000,000	-	27,000,000	6.0%	30,000,000
Major Transit Corridor Improvements	5,500,000	21,588,937	-	-	5.4%	27,088,937
Traffic Signal Improvements	-	6,000,000	-	9,623,774	3.1%	15,623,774
Cost of Issuance	1,538,466	1,847,000	1,790,000	670,785	1.2%	5,846,251
Total	\$67,540,000	\$174,590,000	\$136,090,000	\$123,455,785	100.0%	\$501,675,785

The IRS mandates that 85% of bond proceeds have a reasonable expectation of expenditure within the first three years of issuance. The 2015B and 2018B bonds have expended or encumbered more than 85% of their proceeds. Although 2020B is below the 85% threshold, its funds have been fully programmed. SFMTA will analyze the bond programming to identify ways to accelerate spending of bond proceeds. The 2021C issuance is fully programmed as well. SFMTA will monitor to ensure timely expenditure. Overall, 76.2% of bond proceeds have been expended or encumbered.

Table 2: Bonds Expended and Encumbered by Amount and Percent by Bond Series

Bond Issuance	Total Bond Proceeds (A)	Expended on Projects (B)	Cost of Issuance (C)	Total Bonds Expended (D) = (B) + (C)	% Total Expended	Total Encumbered	% Encumbered	Expended and Encumbered %	Remaining Bond Balance	> 85%
2015B	67,540,000	63,524,263	1,538,466	65,062,729	96.3%	13,769	0.0%	96.4%	2,463,502	Yes
2018B	174,590,000	159,937,982	1,847,000	161,784,982	92.7%	1,611,902	0.9%	93.6%	11,193,117	Yes
2020B	136,090,000	72,222,539	1,790,000	74,012,539	54.4%	28,906,185	21.2%	75.6%	33,171,277	No
2021C	123,455,785	3,888,323	670,785	4,559,108	3.7%	46,355,964	37.5%	41.2%	72,540,714	No
Total	\$501,675,785	\$299,573,107	\$5,846,251	\$305,419,358	60.9%	\$76,887,819	15.3%	76.2%	\$119,368,609	

Expenditures are dollars spent. Encumbrances are dollars committed by the signing of an agreement, such as a construction contract, but not yet expended. As the contractor completes work and submits invoices, encumbered dollars are paid. The amount paid moves from the Total Encumbered column to the Total Expended column.

Table 3: GO Bond Program Expenditures

Program	Total Bond Proceeds	Total Expended	Total Encumbered	Balance after Expenditure and Encumbrance	Total % Expended	Total Encumbered & Expended
Muni Forward	175,593,558	106,697,730	20,597,620	48,298,208	60.8%	72.5%
Muni Facility Upgrades	84,530,076	62,988,802	7,517,368	14,023,906	74.5%	83.4%
Pedestrian Safety Improvements	68,700,135	46,262,516	14,686,512	7,751,108	67.3%	88.7%
Complete Streets Improvements	55,293,055	10,705,234	30,460,534	14,127,287	19.4%	74.5%
Caltrain Upgrades	39,000,000	37,712,897	1,287,102	-	96.7%	100.0%
Accessibility Improvements	30,000,000	3,000,000	-	27,000,000	10.0%	10.0%
Major Transit Corridor Improvements	27,088,937	26,730,539	110,671	247,727	98.7%	99.1%
Traffic Signal Improvements	15,623,774	5,475,389	2,228,012	7,920,373	35.0%	49.3%
Cost of Issuance	5,846,251	5,846,251	-	-	100.0%	100.0%
Total	\$501,675,785	\$305,419,358	\$76,887,819	\$119,368,609	60.9%	76.2%

As shown in the table above, Caltrain Upgrades is almost fully expended, while Accessibility Improvements (BART Canopies at Market Street stations) is the least expended.

Whereas previous Tables 1, 2, and 3 present aggregate GO Bond data, Tables 4 through 7 that follow contain expenditures for all GO Bond funded projects, by series and then by GO Bond Programs, e.g., Muni Forward, Caltrain Upgrades, etc.

For each project, the CIP ID is the SFMTA Capital Improvement Program identifier. "Project End Date" is a project's substantial completion date as approved by the SFMTA's Transportation Technical Committee (TCC). For those 23 projects compiled in Appendix 2's Project Status Reports, project managers were polled for updated completion dates, which are shown for consistency in the Expenditure tables and in the Project Status Reports. Where project manager provided dates that are inconsistent with TCC-approved dates, such schedule differences will be taken to TCC for its evaluation and action.

Unexpended and unencumbered balances for completed or slow-spending projects are reviewed by project teams, the Grant Administration Office and the Budget Office. Collaboratively, they develop strategies to spend residual GO Bond funds on projects within voter-approved programs, such as Muni Forward, etc.

Table 4a: Series 2015B FY23 Q2 Expenditure by Project - Muni Forward and Caltrain Upgrades

Series 2015B Bonds, Issued on June 18, 2015

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY23 Q3	EXPENDED FY23 Q4	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
Municipal Transportation Agency (MTA)										
Muni Forward										
1) 7 Haight-Noriega: Haight Street Rapid Project	TO066	12/29/2023	1,560,917	-	-	1,227,626	78.6%	-	0.0%	333,291
2) 10 Townsend: Sansome Contraflow Signals	TO14-CF	9/24/2018	1,665,839	-	-	1,629,778	97.8%	-	0.0%	36,061
3) 9 San Bruno: 11th St and Bayshore Blvd Rapid Project	TO068	11/30/2027	2,152,883	-	-	2,152,082	100.0%	-	0.0%	801
4) 5 Fulton: East of 6th Ave (Inner) Rapid Project	TO07-CF	3/6/2020	2,582,424	-	-	2,582,424	100.0%	-	0.0%	-
5) N Judah: Arguello to 9th Ave Rapid Project	TO069	6/29/2029	684,330	-	-	684,330	100.0%	-	0.0%	-
6) 30 Stockton: East of Van Ness Ave Transit Priority Project	TO062	12/29/2023	465,071	-	-	329,078	70.8%	-	0.0%	135,993
7) 30 Stockton: Chestnut St (W of VN) Transit Priority Project	TO060	6/28/2024	3,726,167	11,555	1,818	3,236,121	86.8%	-	0.0%	490,046
8) 14 Mission: Division to Randall (Inner) Rapid Project	TO053	1/1/2024	1,164,450	-	2,086	980,473	84.2%	-	0.0%	183,977
9) 22 Fillmore: OCS on Church/Duboce (overhead lines)	TO057	3/31/2023	80,000	-	-	80,000	100.0%	-	0.0%	-
10) 28 19th Avenue: 19th Ave Rapid Project	TO059	8/31/2023	13,631	-	-	13,631	100.0%	-	0.0%	-
11) 14 Mission: Mission & S Van Ness Transit Priority Project	TO06-CF	10/31/2022	1,390,000	-	349	1,077,995	77.6%	-	0.0%	312,005
12) 22 Fillmore Extension to Mission Bay	TO058	12/31/2023	2,532,379	-	-	2,511,880	99.2%	-	0.0%	20,499
13) L-Taraval Transit Improvement Project	TO068	7/20/2024	4,335,627	-	-	4,256,599	98.2%	-	0.0%	79,028
14) Mission Bay Loop GOB	TO087	3/4/2024	1,013,550	-	-	906,198	89.4%	-	0.0%	107,352
15) Contingency			47,075	-	-	-	0.0%	-	0.0%	47,075
Total Muni Forward			23,414,343	11,555	4,253	21,668,213	92.5%	-	0.0%	1,746,128
Caltrain Upgrades										
1) CBOSS - San Francisco Contribution		9/30/2024	7,760,000	-	-	7,746,231	99.8%	13,769	0.2%	-
Total Caltrain Upgrades			7,760,000	-	-	7,746,231	99.8%	13,769	0.2%	-

Negative expenditures are abatement entries that are the result of accounting reconciliation.

Table 4b: Series 2015B FY23 Q4 Expenditure by Project - Facility, Pedestrian Safety, and Major Transit Corridor

Series 2015B Bonds, Issued on June 18, 2015

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY23 Q3	EXPENDED FY23 Q4	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
Municipal Transportation Agency (MTA)										
Muni Facility Upgrades										
1) 1570 Burke Facility	FC057	7/8/2022	10,079,730	7,805	17,205	9,964,065	98.9%	-	0.0%	115,665
2) Underground Storage Tanks	FC055	12/31/2021	1,300,000	-	-	1,300,000	100.0%	-	0.0%	-
3) Muni Metro East Phase II	FC058	3/31/2022	4,056,720	-	-	4,056,720	100.0%	-	0.0%	-
4) Islais Creek Phase II	FC053	6/30/2022	8,498,466	(775)	-	8,441,025	99.3%	-	0.0%	57,441
5) MT Escalator Replacement Ph 2	FC060	12/30/2021	911,039	-	-	886,268	97.3%	-	0.0%	24,771
6) Cable Car Barn Rehabilitation	FC077	11/4/2024	400,495	-	-	-	0.0%	-	0.0%	400,495
Total Muni Facility Upgrades			25,246,451	7,030	17,205	24,648,078	97.6%	-	0.0%	598,373
Pedestrian Safety Improvements										
1) Mission Street & Trumbull Street Intersection Upgrade	ST140	3/31/2023	193,166	-	-	193,165	100.0%	-	0.0%	1
2) Potrero Avenue Roadway Improvements	TO092	5/17/2024	392,634	-	-	392,633	100.0%	-	0.0%	1
3) 8th & Market Street Transit Boarding Island	ST143	3/6/2023	335,800	-	-	274,382	81.7%	-	0.0%	61,418
4) Add PCS to High Injury Corridors (18 locations) Phase I	SG074	12/31/2021	492,076	-	-	456,226	92.7%	-	0.0%	35,850
5) Geary Pedestrian Improvements	TO080	12/31/2024	2,051,506	-	-	2,032,853	99.1%	-	0.0%	18,653
6) Arguello Boulevard Traffic Signals Upgrade	SG065	3/6/2023	6,111	-	-	6,111	100.0%	-	0.0%	-
7) New Signals on High Injury Corridors (10 intersections)	SG077	12/31/2021	609,448	-	-	609,448	100.0%	-	0.0%	-
Total Pedestrian Safety Improvements			4,080,741	-	-	3,964,818	97.2%	-	0.0%	115,923
Total Municipal Transportation Agency (MTA)			60,501,534	18,585	21,458	58,027,340	95.9%	13,769	0.0%	2,460,423
Department of Public Works (DPW)										
Major Transit Corridor Improvements										
1) Better Market Street	TO078	10/24/2024	5,500,000	-	-	5,496,923	99.9%	-	0.0%	3,077
Total Major Transit Corridor Improvements			5,500,000	-	-	5,496,923	99.9%	-	0.0%	3,077
Total Department of Public Works (DPW)			5,500,000	-	-	5,496,923	99.9%	-	0.0%	3,077
Cost of Issuance			1,538,466			1,538,466				
Total 2015B			\$67,540,000	\$18,585	\$21,458	\$65,062,729	96.3%	\$13,769	0.0%	\$2,463,500

Negative expenditures are abatement entries that are the result of accounting reconciliation.

Table 5a: Series 2018B FY23 Q2 Expenditure by Project - Muni Forward and Caltrain Upgrades

Series 2018B Bonds, Issued on January 30, 2018

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY23 Q3	EXPENDED FY23 Q4	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
Municipal Transportation Agency (MTA)										
Muni Forward										
1) 7 Haight-Noriega: Haight Street Rapid Project	TO066	12/29/2023	6,766,975	14,981	457	6,594,799	97.5%	-	0.0%	172,176
2) 5 Fulton: East of 6th Ave (Inner) Rapid Project	TO07-CF	3/6/2020	244,000	-	-	244,000	100.0%	-	0.0%	-
3) N Judah: Arguello to 9th Ave Rapid Project	TO069	6/29/2029	1,982,083	-	-	1,678,277	84.7%	-	0.0%	303,806
4) 30 Stockton: East of Van Ness Ave Transit Priority Project	TO062	12/29/2023	675,000	8,090	3,944	66,726	9.9%	-	0.0%	608,274
5) 14 Mission: Division to Randall (Inner) Rapid Project	TO053	1/1/2024	627,151	6,841	23,949	323,468	51.6%	31,113	5.0%	272,571
6) 22 Fillmore: OCS on Church/Duboce (overhead lines)	TO058	10/7/2024	1,127,000	-	-	803,294	71.3%	-	0.0%	323,706
7) 28 19th Avenue: 19th Ave Rapid Project	TO059	8/31/2023	2,000,000	1,562	240	1,603,892	80.2%	-	0.0%	396,108
8) 22 Fillmore Extension to Mission Bay (16th St Improvement)	TO057	12/31/2023	13,649,871	-	-	13,649,871	100.0%	-	0.0%	-
9) L-Taraval Transit Improvements*	TO068	7/20/2024	3,512,398	-	-	3,512,407	100.0%	-	0.0%	(9)
10) 8 Bayshore: San Bruno	TO073	9/1/2020	1,300,000	33,008	57,947	845,132	65.0%	-	0.0%	454,868
11) 19 Polk: Polk Street Transit Priority Project	TO13-CF	3/6/2023	31,270	-	-	31,270	100.0%	-	0.0%	-
12) 1 California: Laurel Village	TO09-CF	5/17/2024	1,200,000	87,055	41,336	1,179,955	98.3%	-	0.0%	20,045
13) Lombard Streetscape	ST084	12/28/2023	2,293,416	-	-	2,024,104	88.3%	-	0.0%	269,312
14) Van Ness BRT Associated Improvements	TO192	10/31/2022	2,359,802	24,719	(21,467)	1,114,590	47.2%	209,526	8.9%	1,035,686
15) UCSF Platforms	TO089	5/31/2024	6,358,388	-	50,237	6,408,625	100.8%	-	0.0%	(50,237)
16) Mission Bay Loop	TO087	3/4/2024	1,477,227	-	-	1,312,724	88.9%	7,346	0.5%	157,156
17) Muni Roadway Elevation Improvements	TO194	7/26/2024	2,627,150	36,519	35,534	2,336,122	88.9%	45,687	1.7%	245,341
18) Bus Transit Signal Priority	TO198	11/17/2028	1,357,040	-	-	1,261,693	93.0%	-	0.0%	95,347
19) Better Market Street Phase I	TO93	10/24/2024	97,003	-	-	-	0.0%	-	0.0%	97,003
20) Contingency			50,237	-	-	-	0.0%	-	0.0%	50,237
Total Muni Forward			49,736,011	212,775	192,177	44,990,948	90.5%	293,671	0.6%	4,451,390
Caltrain Upgrades										
1) Caltrain Electrification	TF123	12/31/2024	20,020,000	-	-	20,020,000	100.0%	-	0.0%	-
Total Caltrain Upgrades			20,020,000	-	-	20,020,000	100.0%	-	0.0%	-

Negative expenditures are abatement entries that are the result of accounting reconciliation.

Table 5b: Series 2018B FY23 Q2 Expenditure by Project - Accessibility, Facility, Major Transit Corridor, Traffic Signal and Complete Street

Series 2018B Bonds, Issued on January 30, 2018

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY23 Q3	EXPENDED FY23 Q4	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
Municipal Transportation Agency (MTA)										
Accessibility Improvements										
1) BART Canopies	FC088	12/18/2026	3,000,000	-	132,850	3,000,000	100.0%	-	0.0%	-
Total Accessibility Improvements			3,000,000	-	132,850	3,000,000	100.0%	-	0.0%	-
Muni Facility Upgrades										
1) 1570 Burke Facility	FC057	7/8/2022	32,149,319	3,946	-	32,149,319	100.0%	-	0.0%	-
2) Underground Storage Tanks	FC055	12/31/2021	500,000	-	-	500,000	100.0%	-	0.0%	-
3) Muni Metro East Phase II	FC058	3/31/2022	1,679,147	-	-	1,679,147	100.0%	-	0.0%	-
4) MME HVAC & Boiler Improvement	FC067	5/9/2022	2,400,000	-	-	2,400,000	100.0%	-	0.0%	-
5) Castro Station Accessibility Improvement	FC050	1/26/2024	4,793,877	53,606	67,612	802,920	16.7%	389,111	8.1%	3,601,847
Total Muni Facility Upgrades			41,522,343	57,552	67,612	37,531,386	90.4%	389,111	0.9%	3,601,847
Major Transit Corridor Improvements										
1) King Street Substation	TO091	9/30/2022	10,002,337	77,198	288,341	9,891,861	98.9%	110,476	1.1%	-
2) L-Taraval Transit Improvements*	TO068	7/20/2024	4,993,325	-	(195)	4,748,480	95.1%	195	0.0%	244,650
3) Better Market Street	TO078	10/24/2024	6,593,275	-	-	6,593,275	100.0%	-	0.0%	-
Total Major Transit Corridor Improvements			21,588,937	77,198	288,146	21,233,616	98.4%	110,671	0.5%	244,650
Traffic Signal Improvements										
1) Better Market Street	TO093	10/24/2024	6,000,000	-	112,509	5,475,389	91.3%	345,434	5.8%	179,177
Total Traffic Signal Improvements			6,000,000	-	112,509	5,475,389	91.3%	345,434	5.8%	179,177
Complete Streets Improvement										
1) Walkfirst Painted Safety Zone Conversion	ST115	12/31/2023	300,349	-	-	230,620	76.8%	24,505	8.2%	45,224
2) Geneva Avenue Traffic Signals (Improvements)	ST201	6/30/2023	500,000	-	-	470,511	94.1%	-	0.0%	29,489
3) Walk First Rectangular Rapid Flashing Beacons**	ST122	6/13/2023	77,964	1,309	206	68,183	87.5%	-	0.0%	9,781
4) Beale Street Bikeway Improvements	ST193	12/29/2023	240,000	-	-	237,849	99.1%	-	0.0%	2,151
5) Alemany Interchange Improvement Project - Phase I	ST142	2/6/2023	186,890	-	-	176,094	94.2%	-	0.0%	10,796
6) Application-based Residential St Traffic Calming FY16/17	ST055	3/4/2023	179,564	-	-	78,946	44.0%	-	0.0%	100,618
7) Elevator Modernization	PK06-CF	5/29/2020	3,122,417	-	-	2,928,300	93.8%	-	0.0%	194,117
Total Complete Streets Improvement			4,607,184	1,309	206	4,190,503	91.0%	24,505	0.5%	392,176

Negative expenditures are abatement entries that are the result of accounting reconciliation.

Table 5c: Series 2018B FY23 Q2 Expenditure by Project - Pedestrian Safety

Series 2018B Bonds, Issued on January 30, 2018

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY23 Q3	EXPENDED FY23 Q4	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
Municipal Transportation Agency (MTA)										
Pedestrian Safety Improvements										
1) Mission Street & Trumbull Street Intersection Upgrade	ST140	3/31/2023	70,000	-	-	-	0.0%	-	0.0%	70,000
2) Potrero Avenue Roadway Improvements	TO092	5/17/2024	461,984	-	-	386,541	83.7%	-	0.0%	75,443
3) 8th & Market Street Transit Boarding Island	ST143	3/6/2023	186,000	-	-	186,000	100.0%	-	0.0%	-
4) Geary Pedestrian Improvements (BRT)	TO080	12/31/2024	7,400,000	21,558	22,950	6,738,226	91.1%	196,253	2.7%	465,521
5) 6th Street Streetscape	ST053	5/23/2024	3,235,000	39,464	27,304	2,753,543	85.1%	126,549	3.9%	354,908
6) Lombard Streetscape	ST084	12/28/2023	4,508,000	-	-	4,508,000	100.0%	-	0.0%	-
7) 4th Street I-80 Vision Zero Improvements	ST051	12/29/2023	960,000	20,704	27,373	413,770	43.1%	16,371	1.7%	529,858
8) Gough (Signals)	SG058	3/6/2023	243,889	-	-	241,948	99.2%	-	0.0%	1,941
9) New Signals on High Injury Corridors (10 intersections)	SG077	12/31/2021	1,349,194	-	-	1,236,055	91.6%	-	0.0%	113,139
10) Add PCS to High Injury Corridors (18 locations) Phase I	SG074	12/31/2021	1,268,658	228	328	1,268,650	100.0%	-	0.0%	8
11) Western Addition Area - Traffic Signal Upgrades	SG089	8/23/2024	1,004,000	-	8,790	1,002,112	99.8%	-	0.0%	1,888
12) Contract 64	SG059	3/6/2023	1,196,000	-	-	888,492	74.3%	-	0.0%	307,508
13) Contract 65	SG061	9/29/2023	716,764	173,774	106,150	501,830	70.0%	109,337	15.3%	105,597
14) Walk First Rectangular Rapid Flasing Beacons**	ST122	6/13/2023	497,036	8,346	1,313	434,678	87.5%	-	0.0%	62,358
15) Van Ness BRT: SFGo	TO192	10/13/2022	352,000	-	-	311,913	88.6%	-	0.0%	40,087
16) 7 Haight-Noriega: Haight Street Rapid Project	TO066	12/29/2023	2,000,000	-	-	1,855,360	92.8%	-	0.0%	144,640
17) Elevator Modernization	PK06-CF	5/29/2020	820,000	-	-	769,022	93.8%	-	0.0%	50,978
Total Pedestrian Safety Improvements			26,268,525	264,074	194,208	23,496,139	89.4%	448,510	1.7%	2,323,876
Cost of Issuance			1,847,000			1,847,000				
Total 2018B			174,590,000	\$612,908	\$987,708	\$161,784,982	92.7%	\$1,611,902	0.9%	\$11,193,116

Negative expenditures are abatement entries that are the result of accounting reconciliation.

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

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

Table 6: Series 2020B FY23 Q2 Expenditure by Project – All Programs

Series 2020B Bonds, Issued on September 30, 2020

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY23 Q3	EXPENDED FY23 Q4	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
Municipal Transportation Agency (MTA)										
Muni Forward										
1) 28 19th Avenue: 19th Ave Rapid Project	TO059	8/31/2023	21,105,000	1,303,130	188,645	18,812,448	89.1%	360,069	1.7%	1,932,483
2) 22 Fillmore Extension	TO057	12/31/2023	17,043,069	2,016,472	(262,205)	11,603,985	68.1%	78	0.0%	5,439,007
3) L-Taraval Transit Improvement Project	TO068	7/20/2024	19,164,760	(26,729)	857,969	3,724,809	19.4%	13,740,269	71.7%	1,699,682
4) Van Ness BRT	TO192	10/31/2022	8,245,000	-	14,392	350,859	4.3%	713,651	8.7%	7,180,490
5) King Street Substation	TO091	9/30/2022	3,284,922	1,130,700	348,686	3,122,258	95.0%	13,898	0.4%	148,765
6) Better Market Street	TO078	10/24/2024	6,507,249	274,479	26,868	1,543,307	23.7%	780,582	12.0%	4,183,360
7) Cable Car Curved Track Replacement	TF053	7/13/2027	200,000	-	-	-	0.0%	-	0.0%	200,000
8) Cable Car Gear Box Rehabilitation	TF054	1/20/2025	1,000,000	-	-	-	0.0%	-	0.0%	1,000,000
9) Muni Metro Track Switch Machine Upgrades	TF089	68/27/2025	250,000	-	-	-	0.0%	-	0.0%	250,000
10) Market Street Track Base Replacement & Repaving	TF119	12/29/2024	200,000	-	-	-	0.0%	-	0.0%	200,000
11) Phelps Substation Upgrade	TF143	12/31/2024	2,100,000	-	635,135	635,135	30.2%	-	0.0%	1,464,865
Total Muni Forward			79,100,000	4,698,052	1,809,490	39,792,801	50.3%	15,608,547	19.7%	23,698,653
Caltrain Upgrades										
1) Caltrain Electrification	TF123	12/31/2024	11,220,000	725,393	-	9,946,666	88.7%	1,273,334	11.3%	-
Total Caltrain Upgrades			11,220,000	725,393	-	9,946,666	88.7%	1,273,334	11.3%	-
Pedestrian Safety Improvements										
1) Better Market Street	TO078	10/24/2024	7,750,332	342,058	274,435	7,750,332	100.0%	-	0.0%	-
2) Western Addition	SG089	11/19/2024	1,693,259	13,659	(86,351)	997,620	58.9%	271,091	16.0%	424,548
3) Taylor Street	ST094	1/31/2024	14,992,170	772,176	886,074	3,414,721	22.8%	7,534,650	50.3%	4,042,799
4) Van Ness: BRT SFGO	TO192	10/13/2022	4,744,668	-	-	4,744,668	100.0%	-	0.0%	-
5) Illinois Street Sidewalk	FC105	8/8/2023	625,000	59,449	8,751	398,461	63.8%	952	0.2%	225,587
6) 5 Fulton: Arguello to 25th Ave Rapid Project	TO209	6/30/2026	700,136	-	-	-	0.0%	-	0.0%	700,136
7) Mission Street Excelsior	ST158	9/30/2026	5,200,000	654,190	759,805	1,413,995	27.2%	3,786,005	72.8%	-
8) Contingency			-	-	-	-	0.0%	-	0.0%	-
Total Pedestrian Safety Improvements			35,705,565	1,841,532	1,842,714	18,719,797	52.4%	11,592,698	32.5%	5,393,070
Complete Streets Improvement										
1) Better Market Street	TO078	10/24/2024	8,000,000	-	295,812	3,763,275	47.0%	431,607	5.4%	3,805,119
Total Complete Streets Improvement			8,000,000	-	295,812	3,763,275	47.0%	431,607	5.4%	3,805,119
Muni Facility Upgrades										
1) New Castro Station Elevator	FC050	4/21/2026	274,435	-	-	-	0.0%	-	0.0%	274,435
Total Muni Facility Upgrades			274,435	-	-	-	0.0%	-	0.0%	274,435
Cost of Issuance			1,790,000			1,790,000				
Total 2020B			\$136,090,000	\$7,264,977	\$3,948,016	\$74,012,539	54.4%	\$28,906,185	21.2%	\$33,171,277

Negative expenditures are abatement entries that are the result of accounting reconciliation.

Table 7: Series 2021C FY23 Q2 Expenditure by Project – All Programs

Series 2021C1,2 Bonds, Issued on August 5, 2021

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY23 Q3	EXPENDED FY23 Q4	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
Municipal Transportation Agency (MTA)										
Muni Forward										
1) Better Market Street - Traction Power Upgrade	TO078	10/24/2024	3,899,355	-	-	-	0.0%	213,006	5.5%	3,686,349
2) Better Market Street Phase 1 - 5th to 8th Street	TO093	10/24/2024	4,346,665	-	-	-	0.0%	4,346,665	100.0%	-
3) Geary Blvd Improvement Project (Phase 2)	TO081	12/31/2026	14,372,054	179,107	(836)	327,529	2.3%	135,730	0.9%	13,908,795
4) L-Taraval Improvement Project	TO068	7/20/2024	725,130	-	-	-	0.0%	-	0.0%	725,130
Total Muni Muni Forward			23,343,204	179,107	(836)	327,529	1.4%	4,695,401	20.1%	18,320,274
Traffic Signal Improvements										
1) Better Market Street	TO078	10/24/2024	7,000,000	-	-	-	0.0%	-	0.0%	7,000,000
2) Western Addition Area - Traffic Signal Upgrades	SG089	11/19/2024	1,882,578	-	-	-	0.0%	1,882,578	100.0%	-
3) CTR65 New Traffic Signals	SG061	9/29/2023	741,196	-	-	-	0.0%	-	0.0%	741,196
Total Traffic Signal Improvements			9,623,774	-	-	-	0.0%	1,882,578	19.6%	7,741,196
Accessibility Improvements										
1) BART Canopies / Market Street Entrance Modernization	FC088	12/18/2026	27,000,000	-	-	-	0.0%	-	0.0%	27,000,000
Total Accessibility Improvements			27,000,000	-	-	-	0.0%	-	0.0%	27,000,000
Pedestrian Safety Improvements										
1) Western Addition Area - Traffic Signal Upgrades	SG089	11/19/2024	2,645,304	-	-	-	0.0%	2,645,304	100.0%	-
Total Pedestrian Safety Improvements			2,645,304	-	-	-	0.0%	2,645,304	100.0%	-
Complete Streets Improvement										
1) Better Market Street Phase 1 - 5th to 8th Street	TO093	10/24/2024	22,230,800	299,357	1,982,611	2,281,968	10.3%	19,948,832	89.7%	-
2) BART Canopies / Market Street Entrance Modernization	FC088	12/18/2026	15,000,000	-	-	-	0.0%	8,025,079	53.5%	6,974,921
3) 6th Street Improvements	ST053	5/23/2024	3,108,706	53,340	416,148	469,488	15.1%	2,030,512	65.3%	608,706
4) Mission Street Excelsior	ST158	9/30/2026	2,346,365	-	-	-	0.0%	-	0.0%	2,346,365
Total Complete Streets Improvement			42,685,871	352,697	2,398,759	2,751,456	6.4%	30,004,423	70.3%	9,929,992
Muni Facility Upgrades										
1) San Jose Substation Upgrades	TF071	9/30/2024	1,233,858	158,288	78,310	236,598	19.2%	-	0.0%	997,260
2) UCSF Platform Extension and Crossover	TO089	5/31/2024	1,705,799	72,846	103,470	184,490	10.8%	16,508	1.0%	1,504,801
3) 1200 15th Street	FC066	12/30/2024	5,265,831	-	-	-	0.0%	-	0.0%	5,265,831
4) New Castro Station Elevator	FC050	4/21/2026	9,281,359	-	388,250	388,250	4.2%	7,111,750	76.6%	1,781,359
Total Muni Facility Upgrades			17,486,847	231,134	570,030	809,338	4.6%	7,128,258	40.8%	9,549,251
Cost of Issuance			670,785			670,785				
Total 2021C			\$123,455,785	\$762,938	\$2,967,952	\$4,559,108	3.7%	46,355,964	37.5%	\$72,540,713

Negative expenditures are abatement entries that are the result of accounting reconciliation.

APPENDIX 1: PROGRAM DELIVERY HIGHLIGHTS & CHANGES

Improved Transit: Muni Forward Rapid Network Improvements **\$175.6M**

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.

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 **\$39.0M**

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. As one of the three members of Caltrain, the City and County of San Francisco contributes funding to major projects on the system.

Improved Transit: Accessibility Improvements **\$30.0M**

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. Transit system accessibility improvements are also included in other Bond programs, including Facilities and Muni Forward Rapid Network Improvements.

Improved Transit: Muni Facility Upgrades **\$84.5M**

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.

Improved Transit: Major Transit Corridor Improvements

\$27.1M

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.

Safer Streets: Pedestrian Safety Improvements

\$68.7M

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.

Safer Streets: Traffic Signal Improvements

\$15.6M

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.

Safer Streets: Complete Streets

\$55.3M

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 program funds 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.

APPENDIX 2: PROJECT STATUS REPORTS

This section presents a broad sample of active GO Bond-funded projects' implementation and financial statuses. No project report is provided for GO Bond-funded components that have fully expended their bonds, are pending closeout, or have been closed in the City's financial system for this fund source.

The key date to track project progress and completion is the Substantial Completion Date, which has been approved by the SFMTA's Transportation Capital Committee (TCC). The Substantial Completion Date is the date that most of the work is finished, and, in many cases, the facility is open for use.

During the development of this report, project managers were polled and they provided substantial completion dates. When different from TCC-approved dates, the project manager-provided date is displayed instead. Differences between TCC-approved dates and those presented by project managers need to be presented to and deliberated on by the TCC.

Projects are sorted alphabetically.

5 Fulton: Arguello to 25th Ave Rapid Project

Outreach, design and implement engineering changes to reduce travel time and improve reliability on the 5 Fulton corridor along Fulton Street between Arguello and 25th Avenue. The 5 Fulton is a Rapid Network route and an important connector between the Richmond District and Downtown. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, including new bus bulbs, transit stop optimization, and other improvements. As a part of Muni Forward, these improvements seek to improve service reliability, reduce travel time on transit, and improve customer experiences and service efficiency. Transit riders will not only benefit from faster and more reliable trips, but will also experience enhanced transit safety and overall effectiveness.

PROJECT MANAGER:	Kevin Shue
CURRENT PROJECT PHASE:	Preliminary Engineering
SUBSTANTIAL COMPLETION DATE:	6/30/2026

ACCOMPLISHMENTS THIS PERIOD

Achieved 95% design.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Prepare 100% design package.

PROJECT CHALLENGES/AREAS OF CONCERN

None.

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.

PROJECT MANAGER: Leung, Kimberly
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 5/23/2024

ACCOMPLISHMENTS THIS PERIOD

Roadway and paving work completed for project. Signal switchover completed at Howard and at Natoma. Contract extension for Code Tenderloin community ambassadors to support during construction completed.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Interpretive plaques are expected to arrive for friction testing last week of September. Currently working on signal pole foundation at Stevenson Street basement. Signal switchover to be scheduled at Stevenson.

PROJECT CHALLENGES/AREAS OF CONCERN

Additional work to include change order to move 6th/ Folsom construction from Folsom Streetscape project into 6th Street project and construction of 6th/ Harrison bulbouts. Change orders for Folsom and for Harrison have been sent to the Contractor for pricing.

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, getting stuck behind right-turning cars, and vehicles 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.

PROJECT MANAGER: Kenneth Kwong
 CURRENT PROJECT PHASE: Construction
 SUBSTANTIAL COMPLETION DATE: 1/1/2024

ACCOMPLISHMENTS THIS PERIOD

Finalized contract service order documents.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Start construction work.

PROJECT CHALLENGES/AREAS OF CONCERN

None.

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.

PROJECT MANAGER: Kenneth Kwong
 CURRENT PROJECT PHASE: Construction
 SUBSTANTIAL COMPLETION DATE: 10/31/2022

ACCOMPLISHMENTS THIS PERIOD

No activities.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Final signal modification work pending the return of the 47 Van Ness bus based on the transit operations budget.

PROJECT CHALLENGES/AREAS OF CONCERN

None.

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.

PROJECT MANAGER: Parand Maleki
CURRENT PROJECT PHASE: Preliminary Engineering
SUBSTANTIAL COMPLETION DATE: 12/31/2023

ACCOMPLISHMENTS THIS PERIOD

Phase I: 3-year landscape maintenance requirement was completed. The team prepared the contract close out documents to be signed by responsible parties.
 Phase II: The Contractor completed main sewer installation; curb ramp work, bulb work, and bus pad work. Contractor continued with landscape, traffic signal, side sewer, concrete, paving and traction power works along 16th street.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Phase I: The project team is working towards finalizing the contract closeout.
 Phase II: The project team will continue working and supporting the contractor during the following construction activities: landscaping work, traction power work, paving and concrete work, and the review and approval of the updated schedule.

PROJECT CHALLENGES/AREAS OF CONCERN

Phase I: None.
 Phase II: None.

28 19th Avenue: 19th Ave Transit Priority Project



The corridor along Park Presidio and 19th Avenue faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project will construct, in coordination with a Caltrans repaving project, various enhancements throughout the corridor, such as stop placement optimization, turn pockets, and bus bulbs. The changes will result in 20% reduced travel times and improved reliability on the 28 19th Avenue between the intersections of California Street and Park Presidio and Junipero Serra Boulevard and 19th Avenue.

PROJECT MANAGER: Darcie Alaba
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 8/31/2023

ACCOMPLISHMENTS THIS PERIOD

The project has reached 45% construction completed. Segment 1 is 99% complete. Segment 2 is 74% complete. Segment 3 is 10% complete. The signal upgrade at 19th Ave and Moraga was switched over 12/15/21.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Project close out.

PROJECT CHALLENGES/AREAS OF CONCERN

None.

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.

PROJECT MANAGER: Zhiming Fang
 CURRENT PROJECT PHASE: Phase 3
 SUBSTANTIAL COMPLETION DATE: 12/18/2026

ACCOMPLISHMENTS THIS PERIOD

Canopies #12, #16, & #22 were completed and opened for public use.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Canopy #3 was complete as well. Construction of Canopy 11 and Canopy 15 were ongoing.

PROJECT CHALLENGES/AREAS OF CONCERN

Unknown utilities and utilities relocations continue to be a challenge to the project. In addition, there are two JC Decaux Kiosks needing relocation and the relocation process is very lengthy and would delay the canopy construction. BART reached out to SFMTA and requested SFMTA and SFDPW's help in requesting JC Decaux to remove its kiosk prior to BART's Canopy 5 and Canopy 8 construction.

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.

PROJECT MANAGER: Parand Maleki
CURRENT PROJECT PHASE: Preliminary Engineering
SUBSTANTIAL COMPLETION DATE: 10/24/2024

ACCOMPLISHMENTS THIS PERIOD

No SFMTA work was performed on full corridor for in the quarter ending in March 2023. Refer to Better Market Street (BMS) Phase 1 5th to 8th Street project.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Refer to BMS Phase 1 5th to 8th Street project.

PROJECT CHALLENGES/AREAS OF CONCERN

There is insufficient funding at this time to proceed with the full corridor project.

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.

PROJECT MANAGER: Sherry Bullock
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 9/30/2024

ACCOMPLISHMENTS THIS PERIOD

A wireless crossing technology solution to be integrated with the existing PTC system was added to reduce crossing gate downtime. Caltrain will configure and cutover remaining 43 at-grade crossings following the Electrification construction completion.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

- For the next quarter, the project team has set the following goals:
- Continue deployment of ACAF updates activated grade crossings
 - Complete of Wayside Software, PTC Subdiv File update and lab testing
 - Continue development of Slot Plan solution and update
 - Continue development of Schedule Management (nearside station stop) system

PROJECT CHALLENGES/AREAS OF CONCERN

None.

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.

PROJECT MANAGER: Sherry Bullock
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 12/31/2024

ACCOMPLISHMENTS THIS PERIOD

During the past reporting period, work on the electrification project was proceeding as well as the following accomplishments
 Infrastructure:

- 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.
- Coordination efforts with PG&E for infrastructure improvements, TPS interconnects, and new service drop locations
- Continued signal work and complete segment 3 cutovers.

Electric Multiple Units:

- Received a total of four sets of EMUs on Caltrain property
- Production of trainsets at the Stadler Salt Lake City facility was ongoing.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

For the next quarter, the project team has set the following goals:

- Complete live runs testing from Diridon to San Antonio and run of track speed up to 79mph
- Issue certificate of compliance for Milestone 1 (Diridon to San Antonio)
- Energization of TPS 1 and complete TPS 1 Load Bank test
- Public EMU Train Tour at San Francisco Station

PROJECT CHALLENGES/AREAS OF CONCERN

None.

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.

PROJECT MANAGER: Christian Kalinowski
CURRENT PROJECT PHASE: Bid & Award
SUBSTANTIAL COMPLETION DATE: 1/26/2024

ACCOMPLISHMENTS THIS PERIOD

Construction NTP was set to June 20, 2023. The construction contract has a duration of 600 calendar days with substantial completion estimated for February 8, 2025.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Construction substantial completion is scheduled for February 8, 2025.

PROJECT CHALLENGES/AREAS OF CONCERN

With the construction NTP officially issued, the contractor will need to be cognizant of the construction submittal process and the BART permitting process, as delays in these items will directly affect how construction can proceed.

Contract 65: New Traffic Signals



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 MANAGER: Geraldine De Leon
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 9/29/2023

ACCOMPLISHMENTS THIS PERIOD

Construction contract at 25% completion. A change order being developed to add high priority new traffic signals at Skyline/Sloat to address upcoming closure of Great Highway. Change order to be funded by a California State Legislature earmark funding.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Construction contract work to continue.

PROJECT CHALLENGES/AREAS OF CONCERN

None.

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.

PROJECT MANAGER: Daniel Mackowski
CURRENT PROJECT PHASE: Preliminary Engineering
SUBSTANTIAL COMPLETION DATE: 12/31/2026

ACCOMPLISHMENTS THIS PERIOD

The second phase of Geary work, called the Geary Boulevard Improvement Project, includes transit reliability and traffic safety improvements between Stanyan Street and 34th Avenue in the Richmond. After two rounds of public outreach and updates to the proposal in response to feedback, the project team has finalized the project design, including additional replacement parking on cross streets. The team is working on finalizing the environmental documentation in accordance with the SB922 process. The project team will then prepare a calendar item for the SFMTA Board.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

The project team plans to take this project to the SFMTA Board of Directors for consideration in August 2023.

PROJECT CHALLENGES/AREAS OF CONCERN

The detailed implementation schedule will depend on the legislation schedule and on the extent of coordinated water and sewer work.

Illinois Street Sidewalk

To comply with the BCDC (San Francisco Bay Conservation and Development Commission) permit and be consistent with Best Practices and Complete Streets policies, the Port requested SFMTA to fully improve and install a 14' fully legislated sidewalk in the section from Mariposa to 18th Streets, and to construct a 6' wide temporary sidewalk between 19th and 20th Streets.

PROJECT MANAGER: Aung Win
 CURRENT PROJECT PHASE: Contract Closeout
 SUBSTANTIAL COMPLETION DATE: 8/8/2023

ACCOMPLISHMENTS THIS PERIOD

No activities.

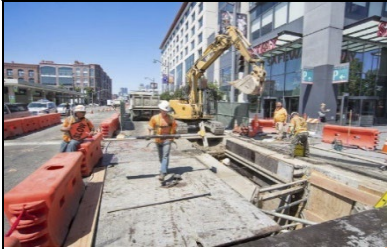
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

SFMTA will complete the striping and will activate the crosswalk traffic light on Illinois at 19th Street from the NW corner of 19th & Illinois to Crane Cove Park. Additionally, any damaged striping resulting from the construction will be restriped. SFMTA Streets Division requested funding related to construction support, meter shop support, signage shop support, traffic signal shop support, and striping costs was originally estimated by PM to be \$60,000, however, SSD recently estimated this amount to be \$82,600. As this work progresses a Budget Revision will be made if needed. Since a Resident Engineer is not assigned to this project, the Project Manager will be issuing a Certificate of Substantial Completion.

PROJECT CHALLENGES/AREAS OF CONCERN

Resource availability may cause delays in completing striping, activating the crosswalk traffic light, installing meters, and signages. The project team is actively coordinating with SFMTA Sustainable Streets Division to expedite these tasks.

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 sub-station that will power this and future substations while they are under construction. Existing traction power cables will be respiced and labelled ease future maintenance.

PROJECT MANAGER: Safa Mannah
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 9/30/2022

ACCOMPLISHMENTS THIS PERIOD

All new equipment per the contractual agreement was installed inside the permanent substation and the final electrical connection have been made. The project team resolved a request for additional time compensation from the contractor.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

The contractor will continue testing and commissioning the newly installed equipment. The contractor can begin restoration work and complete punchlist work. The mobile substation must be relocated.

PROJECT CHALLENGES/AREAS OF CONCERN

Obtaining clearance to access manholes within the Central Subway project limits has been challenging. PG&E's availability to turn on power to the permanent substation is still pending. Clearance to the Fourth Street manhole access has been impacted by resource constraints.

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.

PROJECT MANAGER: Keanway Kyi
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 7/20/2024

ACCOMPLISHMENTS THIS PERIOD

Segment A: Continue to close out the Segment A construction contract.
 Segment B: The project team continued the water line installation (70% complete), sewer line installation (80% complete), Curb Ramp Construction (25%), and OCS (Overhead Catenary System) pole foundation installation (90% complete) along Taraval Street.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Segment A: The project team will continue working with sister agencies (SF Public Utilities Commission and SF Public Works) to reconcile the final soft and hard costs related to construction in Segment A.
 Segment B: Sewer, water, curb ramps, and OCS pole foundation work is ongoing. PG&E will continue relocating shallow gas lines in 2023.

PROJECT CHALLENGES/AREAS OF CONCERN

Segment A: None.
 Segment B: PG&E has not completed relocating shallow gas lines along Taraval.

Mission Street Excelsior



Study, plan and propose improvements for Mission Street between Geneva Avenue and Alemany Boulevard, and Geneva Avenue between Mission and Moscow streets to 1) provide safer, more comfortable walking and biking environments on Mission and Geneva, with upgrades along city guidelines, as well as programmatic and appropriate counter measures; 2) provide a safe, more predictable driving environment on Mission and Geneva, with appropriate measures; and 3) improve transit reliability for the Rapid network buses on Mission and Geneva.

PROJECT MANAGER: Mark Dreger
 CURRENT PROJECT PHASE: Preliminary Engineering
 SUBSTANTIAL COMPLETION DATE: 9/30/2026

ACCOMPLISHMENTS THIS PERIOD

Construction in progress on Phase 2 (Mission Street, Geneva Avenue to Russia Avenue), including new/modified traffic signals, bulb-outs, transit bulbs, and other traffic safety elements.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

On-going construction on Phase 2 (Mission Street, Geneva Avenue to Russia Avenue)

PROJECT CHALLENGES/AREAS OF CONCERN

None.

Permanent Painted Safety Zone Conversion

This project will provide detailed design of up to 25 painted-safety zones for upgrade to permanent bulbouts. Painted-safety zones with the highest-priority collision patterns that warrant permanent bulbouts will be considered for upgrade. The total amount is for detailed design and associated legislation, consisting of Livable Streets labor and work authorization to other Design Services groups (i.e. Public Works, CP&C, etc.)

PROJECT MANAGER: Damon Curtis
 CURRENT PROJECT PHASE: Design
 SUBSTANTIAL COMPLETION DATE: 12/31/2023

ACCOMPLISHMENTS THIS PERIOD

After an extended hiatus first caused by COVID then extended due to associated staff shortages, SFPW Streets & Highways assembled a new project team and resumed work on this design effort.

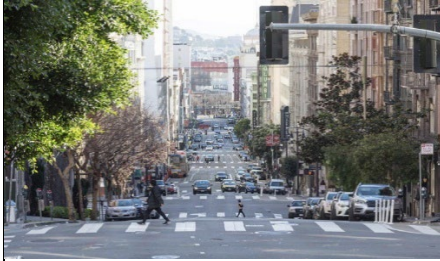
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Complete 100% PS&E for all 14 intersections.

PROJECT CHALLENGES/AREAS OF CONCERN

For the current Design Phase, the key challenges/areas of concern include are coordinating/negotiating with SFPUC about potential scope changes triggered by the proposed bulbouts at certain intersections that may require the relocation or replacement of Emergency Fire Water System (EFWS)/Auxiliary Water Supply System (AWSS) high-pressure fire hydrants, valves, and laterals. Then, looking ahead to project delivery (Construction Phase), due to anticipated budget constraints and the high cost associated with curb realignment improvements, it will likely be necessary to advance these improvements either as a series of smaller packages (2-3 intersections), and/or by coordinating individual intersections with other larger roadway projects (e.g., repaving, or sewer replacement). Another project challenge is that final environmental clearance and legislation of the bulbouts cannot occur until we have reasonable certainty that the design will not change. Clearance/approval is not expected until late winter/early spring 2024.

Taylor Safer Street



Working with Taylor Street residents, workers, local community groups and advocacy organizations, develop a new vision for Taylor Street that meets the city's Vision Zero goals of ending traffic fatalities for all road users. Solutions developed through this effort will immediately enter the engineering design phase to make the project ready for full implementation and will serve as a model on how to end traffic-related fatalities through streetscape improvements. The project will likely extend from Market Street to Sutter Street.

PROJECT MANAGER: Gabriel Ho
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 1/31/2024

ACCOMPLISHMENTS THIS PERIOD

Secured licensing agreements for subsidewalk basements.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Coordinating with 180 Jones affordable housing project on construction in subsidewalk basement at Taylor/Turk.

PROJECT CHALLENGES/AREAS OF CONCERN

Redesigning catch basins and need PUC approvals with potential schedule risk.

Van Ness BRT SFGo



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: Cheryl Liu / Kenneth Kwong
 CURRENT PROJECT PHASE: Construction
 SUBSTANTIAL COMPLETION DATE: 10/13/2022

ACCOMPLISHMENTS THIS PERIOD

No activities.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Start closeout.

PROJECT CHALLENGES/AREAS OF CONCERN

None.

Van Ness Bus Rapid Transit Associated Improvements



Implement transit improvements such as transit only lanes and transit bulb-outs or islands to support the Van Ness BRT Core Project. The project aims to reduce travel time, improve transit reliability, and improve pedestrian safety.

PROJECT MANAGER:	Kenneth Kwong
CURRENT PROJECT PHASE:	Construction
SUBSTANTIAL COMPLETION DATE:	10/31/2022

ACCOMPLISHMENTS THIS PERIOD

No activities.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Final re-striping on the north end of Van Ness pending Paint Shop staff availability.

Van Ness Bus Rapid Transit (BRT)



Construct a package of transit, streetscape and pedestrian safety improvements along a two-mile corridor of Van Ness Avenue between Mission and Lombard Streets. Key features include conversion of two mixed-flow traffic lanes into dedicated bus lanes, consolidated transit stops, high quality stations, transit signal priority, all-door low floor boarding, elimination of most left turn opportunities for mixed traffic, and pedestrian safety enhancements.

PROJECT MANAGER: Peter Gabancho
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 10/31/2022

ACCOMPLISHMENTS THIS PERIOD

Construction phase is approximately 98% complete. Remaining punchlist items are ongoing. Ongoing landscape maintenance continues (2-year contract). A claims settlement was reached with the prime-contractor. Negotiations with the subcontractors are ongoing.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

The project team will continue working on punchlist items in advance of closing out the contract. It appears that the last remaining items on the punchlist work is the streetlight wiring. SFMTA must complete the punchlist work and negotiate settlements with the subcontractors. The project team is working to resolve communications issues between buses and corridor traffic signals.

Western Addition Area - Traffic Signal Upgrades



Construct pedestrian countdown signals (PCS), accessible pedestrian signals (APS) and/or signal visibility improvements at 12 intersections, new signals at 2 intersections, and pedestrian-activated flashing beacons at 2 intersections in the Western Addition area. Phase 1 locations have been prioritized to coordinate with Public Works paving projects. These locations have been selected primarily to improve traffic safety for all roadway users including pedestrians, bicyclists, and motorists. Signal improvements will install PCS, APS, larger 12 inch signals and mast arms to enhance signal visibility, and upgraded curb ramps. Signal hardware improvements include new poles, conduits, detection, controller cabinets, and signal interconnect as needed. Beacon improvements will include upgraded curb ramps and speed feedback signs at selected locations. New signals will be installed at: Buchanan Street/Golden Gate Avenue and Golden Gate Avenue/Octavia Street. Pedestrian activated flashing beacons will be installed at Buchanan Street/Turk Street and Buchanan Street/Fulton Street.

PROJECT MANAGER: Geraldine de Leon
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 11/19/2024

ACCOMPLISHMENTS THIS PERIOD

Construction contract started on May 22, 2023.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Construction contract excavation to start.

PROJECT CHALLENGES/AREAS OF CONCERN

None.