

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 right side. A cyclist is riding across the crosswalk on the right. In the foreground, a white car is partially visible. A 'ONE WAY' sign is visible on a pole on the left. The overall atmosphere is one of active urban transportation.

# 2014 TRANSPORTATION AND ROAD IMPROVEMENT GENERAL OBLIGATION BOND

Quarterly Report to the Citizen's General  
Obligation Bond Oversight Committee  
Meeting of October 28, 2024

Quarter 4 Fiscal Year 2023-2024



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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 \$500<sup>1</sup> 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 million of proceeds from general obligation bonds. The second issuance of the bond occurred in February 2018 appropriating \$174.4 million. Subsequently, the third issuance of the bond occurred in September 2020 appropriating \$135.8 million. Finally, the fourth issuance of the bond occurred in August 2021 appropriating \$122.8 million. In total \$500 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, 2024, \$404.4 million (80.9%) of \$500 million bond proceeds was expended, \$40.6 million (8.1%) was encumbered, and \$55.0 million (11%) 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](http://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 30, 2024, the fourth quarter of Fiscal Year 2023-24.

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<sup>1</sup> Total GO Bond Issuances are \$500,000,000. This Report's rounding convention is to the hundred thousand in the narrative sections so, for example, \$500.0 million is shown. Full dollar amounts are shown in financial tables.

# BOND ALLOCATIONS

Chart 1: \$500M Bond Appropriated

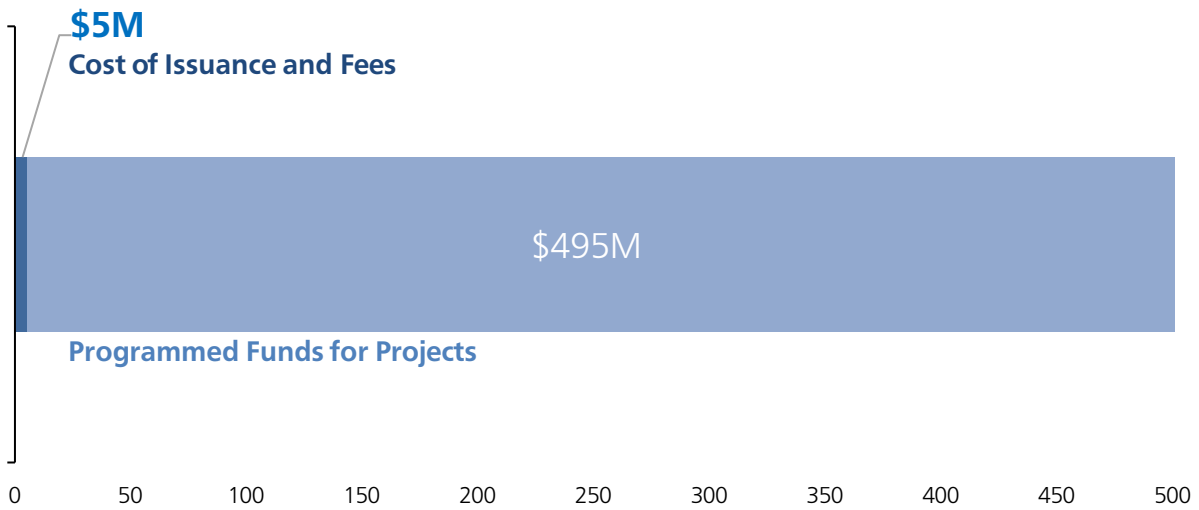
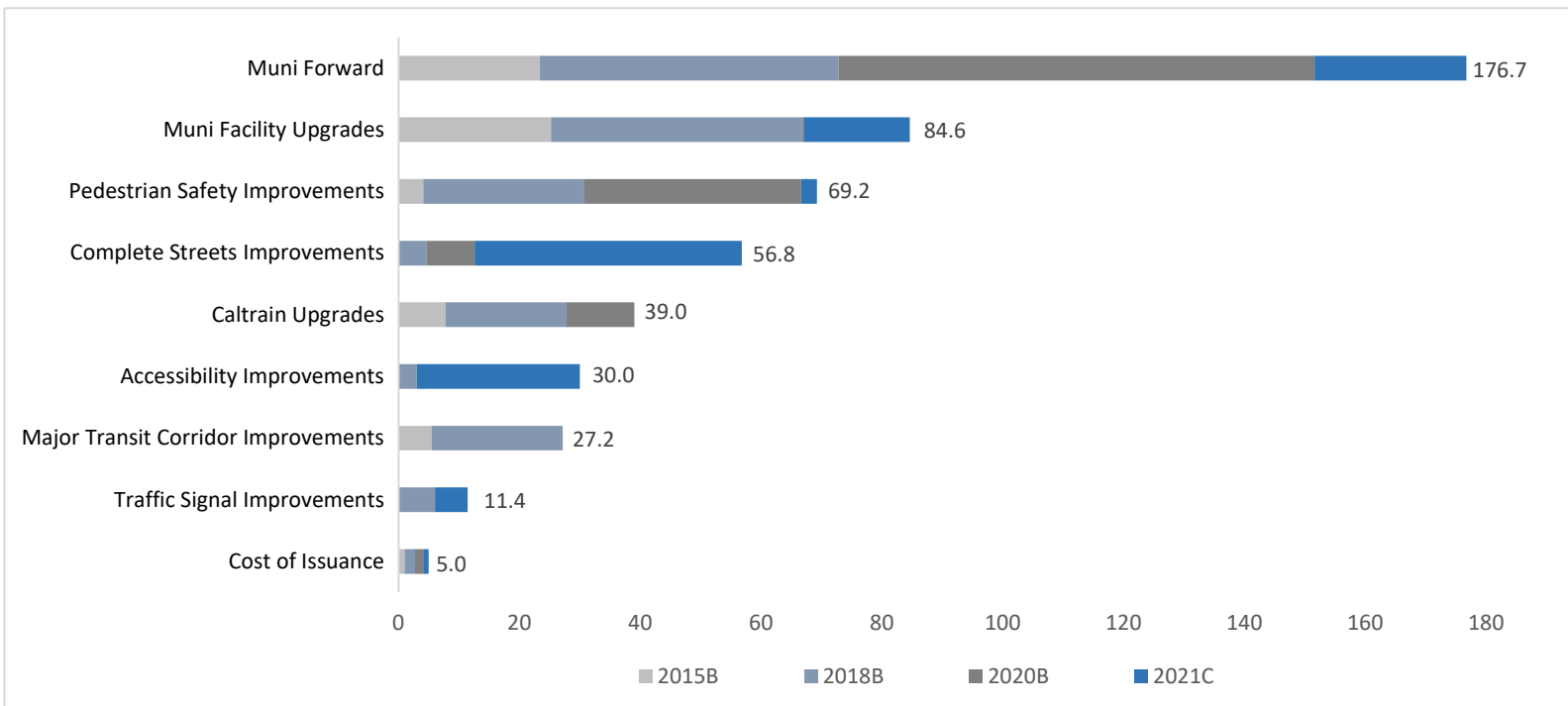


Chart 2: Bond Appropriation by Program



## BOND PROGRAMS AND EXPENDITURES

Muni Forward is the program with the largest allocation at \$176.7 million (35.3%) and Traffic Signal Improvement is the program with the smallest allocation at \$11.4 million (2.3%).

**Table 1: Bond Allocation by Program**

Program	2015B	2018B	2020B	2021C	% Allocated	Total
Muni Forward	23,414,342	49,369,706	78,825,565	25,104,106	35.3%	176,713,719
Muni Facility Upgrades	25,246,450	41,522,343	274,435	17,566,653	16.9%	84,609,881
Pedestrian Safety Improvements	4,080,741	26,537,837	35,980,000	2,645,304	13.8%	69,243,881
Complete Streets Improvements	-	4,607,184	8,000,000	44,220,457	11.4%	56,827,641
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	21,685,931	-	-	5.4%	27,185,931
Traffic Signal Improvements	-	6,000,000	-	5,439,682	2.3%	11,439,682
Cost of Issuance	1,003,467	1,702,000	1,465,000	808,798	1.0%	4,979,265
<b>Total</b>	<b>\$67,005,000</b>	<b>\$174,445,000</b>	<b>\$135,765,000</b>	<b>\$122,785,000</b>	<b>100.0%</b>	<b>\$500,000,000</b>

The IRS mandates that 85% of bond proceeds have a reasonable expectation of expenditure within the first three years of issuance. The 2015B, 2018B and 2020B bonds have expended or encumbered more than 85% of their proceeds. Although 2021C 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. SFMTA will monitor to ensure timely expenditure. Overall, 89% 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 & Encumbered %	Remaining Bond Balance	>85%
2015B	67,005,000	64,134,159	1,003,467	65,137,626	97.2%	13,769	0.0%	97.2%	1,853,605	Yes
2018B	174,445,000	164,284,905	1,702,000	165,986,905	95.2%	2,152,466	1.2%	96.4%	6,305,630	Yes
2020B	135,765,000	104,747,920	1,465,000	106,212,920	78.2%	11,949,059	8.8%	87.0%	17,603,020	Yes
2021C	122,785,000	66,275,647	808,798	67,084,445	54.6%	26,479,270	21.6%	76.2%	29,221,285	No
<b>Total</b>	<b>\$500,000,000</b>	<b>\$399,442,631</b>	<b>\$4,979,265</b>	<b>\$404,421,896</b>	<b>80.9%</b>	<b>\$40,594,564</b>	<b>8.1%</b>	<b>89.0%</b>	<b>\$54,983,540</b>	<b>Yes</b>

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 & Encumbrance	Total % Expended	Total Encumbered & Expended
Muni Forward	176,713,719	138,299,036	8,845,824	29,568,859	78.3%	83.3%
Muni Facility Upgrades	84,609,881	71,629,006	4,728,588	8,252,287	84.7%	90.2%
Pedestrian Safety Improvements	69,243,881	53,356,052	11,102,775	4,785,054	77.1%	93.1%
Complete Streets Improvements	56,827,641	41,736,049	8,677,348	6,414,244	73.4%	88.7%
Caltrain Upgrades	39,000,000	38,122,816	877,184	-	97.8%	100.0%
Accessibility Improvements	30,000,000	22,501,440	4,902,785	2,595,775	75.0%	91.3%
Major Transit Corridor Improvements	27,185,931	26,710,619	5,722	469,590	98.3%	98.3%
Traffic Signal Improvements	11,439,682	7,087,613	1,454,339	2,897,730	62.0%	74.7%
Cost of Issuance	4,979,265	4,979,265	-	-	100.0%	100.0%
<b>Total</b>	<b>\$500,000,000</b>	<b>\$404,421,896</b>	<b>\$40,594,564</b>	<b>\$54,983,540</b>	<b>80.9%</b>	<b>89.0%</b>

As shown in the table above, Caltrain Upgrades and Major Transit Corridor Improvements are almost fully expended, while Traffic Signal Improvements is the least expended program through the end of the reporting period.

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 24 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 Capital 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 FY24 Q4 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 FY24 Q3	EXPENDED FY24 Q4	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
<b>Municipal Transportation Agency (MTA)</b>										
<b>Muni Forward</b>										
1) 7 Haight-Noriega: Haight Street Rapid Project	TO066	5/6/2025	1,560,917	991	-	1,228,616	78.7%	-	0.0%	332,301
2) 10 Townsend: Sansome Contraflow Signals	TO14-CF	9/24/2018	1,665,839	-	-	1,629,778	97.8%	-	0.0%	36,062
3) 9 San Bruno: 11th St and Bayshore Blvd Rapid Project	TO15-CF	11/30/2027	2,157,790	-	-	2,152,082	99.7%	-	0.0%	5,708
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	1,213,828	-	(246,403)	1,146,904	94.5%	-	0.0%	66,923
6) 30 Stockton: East of Van Ness Ave Transit Priority Project	TO062	1/31/2025	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	3,236,125	-	-	3,236,125	100.0%	-	0.0%	-
8) 14 Mission: Division to Randall (Inner) Rapid Project	TO053	4/19/2024	1,159,543	16,672	10,060	1,035,792	89.3%	-	0.0%	123,751
9) 22 Fillmore: OCS on Church/Duboce (overhead lines)	TO058	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	12/31/2025	1,350,544	-	13,073	1,091,068	80.8%	-	0.0%	259,476
12) 22 Fillmore Extension to Mission Bay	TO057	9/16/2024	2,532,379	-	-	2,511,219	99.2%	-	0.0%	21,160
13) L-Taraval Transit Improvement Project	TO068	8/6/2024	4,335,627	-	-	4,256,599	98.2%	-	0.0%	79,028
14) Mission Bay Loop GOB	TO087	8/6/2025	1,013,549	-	-	906,198	89.4%	-	0.0%	107,352
15) Contingency			47,074	-	-	-	0.0%	-	0.0%	47,074
<b>Total Muni Forward</b>			<b>23,414,342</b>	<b>17,663</b>	<b>(223,269)</b>	<b>22,199,513</b>	<b>94.8%</b>	<b>-</b>	<b>0.0%</b>	<b>1,214,828</b>
<b>Caltrain Upgrades</b>										
1) CBOSS - San Francisco Contribution		10/31/2024	7,760,000	-	-	7,746,231	99.8%	13,769	0.2%	-
<b>Total Caltrain Upgrades</b>			<b>7,760,000</b>	<b>-</b>	<b>-</b>	<b>7,746,231</b>	<b>99.8%</b>	<b>13,769</b>	<b>0.2%</b>	<b>-</b>

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

## Table 4b: Series 2015B FY24 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 FY24 Q3	EXPENDED FY24 Q4	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
<b>Municipal Transportation Agency (MTA)</b>										
<b>Muni Facility Upgrades</b>										
1) 1570 Burke Facility	FC057	12/31/2024	10,028,562	-	-	9,968,562	99.4%	-	0.0%	60,000
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	12/31/2024	8,498,466	-	-	8,441,683	99.3%	-	0.0%	56,783
5) Escalator Replacement Ph 2	FC060	12/30/2021	886,268	-	-	886,268	100.0%	-	0.0%	-
6) Cable Car Barn Rehabilitation	FC077	4/21/2025	400,495	-	-	-	0.0%	-	0.0%	400,495
7) Bus Simulator project	FC078	5/9/2024	75,939	-	24,771	75,939	100.0%	-	0.0%	-
<b>Total Muni Facility Upgrades</b>			<b>25,246,450</b>	<b>-</b>	<b>24,771</b>	<b>24,729,172</b>	<b>98.0%</b>	<b>-</b>	<b>0.0%</b>	<b>517,278</b>
<b>Pedestrian Safety Improvements</b>										
1) Mission Street & Trumbull Street Intersection Upgrade	ST140	3/31/2023	193,166	-	-	193,166	100.0%	-	0.0%	-
2) Potrero Avenue Roadway Improvements	TO092	5/17/2024	392,634	-	-	392,634	100.0%	-	0.0%	-
3) 8th & Market Street Transit Boarding Island	ST143	9/16/2024	335,800	-	-	274,382	81.7%	-	0.0%	61,418
4) Add PCS to High Injury Corridors (18 locations) Phase I	SG074	9/16/2024	470,827	-	-	456,226	96.9%	-	0.0%	14,601
5) Geary Pedestrian Improvements	TO080	12/31/2024	2,051,506	-	-	2,032,853	99.1%	-	0.0%	18,652
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	9/16/2024	609,448	-	(96,028)	595,182	97.7%	-	0.0%	14,266
8) Citywide New Accessible Pedestrian Signals	SG099	9/16/2024	20,000	-	11,015	11,015	55.1%	-	0.0%	8,986
9) Western Addition Area - Traffic Signal Upgrades	SG089	11/19/2024	1,249	-	1,249	1,249	100.0%	-	0.0%	-
<b>Total Pedestrian Safety Improvements</b>			<b>4,080,741</b>	<b>-</b>	<b>(83,764)</b>	<b>3,962,818</b>	<b>97.1%</b>	<b>-</b>	<b>0.0%</b>	<b>117,923</b>
<b>Total Municipal Transportation Agency (MTA)</b>			<b>60,501,533</b>	<b>17,663</b>	<b>(282,262)</b>	<b>58,637,735</b>	<b>96.9%</b>	<b>13,769</b>	<b>0.0%</b>	<b>1,850,029</b>
<b>Department of Public Works (DPW)</b>										
<b>Major Transit Corridor Improvements</b>										
1) Better Market Street	TO078	11/28/2025	5,500,000	-	(500)	5,496,424	99.9%	-	0.0%	3,576
<b>Total Major Transit Corridor Improvements</b>			<b>5,500,000</b>	<b>-</b>	<b>(500)</b>	<b>5,496,424</b>	<b>99.9%</b>	<b>-</b>	<b>0.0%</b>	<b>3,576</b>
<b>Total Department of Public Works (DPW)</b>			<b>5,500,000</b>	<b>-</b>	<b>(500)</b>	<b>5,496,424</b>	<b>99.9%</b>	<b>-</b>	<b>0.0%</b>	<b>3,576</b>
<b>Cost of Issuance</b>			<b>1,003,467</b>	<b>-</b>	<b>-</b>	<b>1,003,467</b>	<b>100.0%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>
<b>Total 2015B</b>			<b>\$67,005,000</b>	<b>\$17,663</b>	<b>\$ (282,762)</b>	<b>\$65,137,626</b>	<b>97.2%</b>	<b>\$13,769</b>	<b>0.0%</b>	<b>\$1,853,605</b>

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



## Table 5a: Series 2018B FY24 Q4 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 FY24 Q3	EXPENDED FY24 Q4	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
<b>Municipal Transportation Agency (MTA)</b>										
<b>Muni Forward</b>										
1) 7 Haight-Noriega: Haight Street Rapid Project	TO066	5/6/2025	6,766,975	-	931	6,595,730	97.5%	-	0.0%	171,245
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	-	296	1,705,249	86.0%	-	0.0%	276,834
4) 30 Stockton: East of Van Ness Ave Transit Priority Project	TO062	1/31/2025	675,000	-	-	66,726	9.9%	-	0.0%	608,274
5) 14 Mission: Division to Randall (Inner) Rapid Project	TO053	4/19/2024	627,151	20,300	30,160	417,926	66.6%	31,113	5.0%	178,113
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	5/6/2025	2,000,000	6,900	1,668	1,621,272	81.1%	-	0.0%	378,728
8) 22 Fillmore Extension to Mission Bay (16th St Improvement)	TO057	7/22/2023	13,649,871	-	-	13,649,871	100.0%	-	0.0%	-
9) L-Taraval Transit Improvements*	TO068	8/6/2024	3,512,407	-	-	3,512,407	100.0%	-	0.0%	-
10) 8 Bayshore: San Bruno	TO073	9/16/2025	1,300,000	188,259	211,789	1,251,619	96.3%	-	0.0%	48,381
11) 19 Polk: Polk Street Transit Priority Project	TO13-CF	8/30/2024	74,000	-	6,180	37,450	50.6%	-	0.0%	36,550
12) 1 California: Laurel Village	TO09-CF	9/16/2024	1,184,112	-	-	1,179,955	99.6%	-	0.0%	4,157
13) Lombard Streetscape	ST084	12/28/2023	2,024,104	-	-	2,024,104	100.0%	-	0.0%	-
14) Van Ness BRT Associated Improvements	TO192	12/31/2025	2,317,072	24,135	10,895	1,485,682	64.1%	62,179	2.7%	769,210
15) UCSF Platforms	TO089	5/31/2024	6,408,625	-	-	6,408,625	100.0%	-	0.0%	-
16) Mission Bay Loop	TO087	8/6/2025	1,477,227	27,564	-	1,458,384	98.7%	7,346	0.5%	11,497
17) Muni Roadway Elevation Improvements	TO194	2/6/2026	2,627,150	29,167	80,228	2,543,924	96.8%	75,713	2.9%	7,513
18) Bus Transit Signal Priority	TO198	11/17/2028	1,357,040	-	83,405	1,345,098	99.1%	-	0.0%	11,942
20) L Taraval Track Rail & OH	TO068	8/6/2024	15,888	-	-	-	0.0%	-	0.0%	15,888
<b>Total Muni Forward</b>			<b>49,369,706</b>	<b>296,324</b>	<b>425,552</b>	<b>46,351,317</b>	<b>93.9%</b>	<b>176,351</b>	<b>0.4%</b>	<b>2,842,038</b>
<b>Caltrain Upgrades</b>										
1) Caltrain Electrification	TF123	12/31/2024	20,020,000	-	-	20,020,000	100.0%	-	0.0%	-
<b>Total Caltrain Upgrades</b>			<b>20,020,000</b>	<b>-</b>	<b>-</b>	<b>20,020,000</b>	<b>100.0%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>

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

# Table 5b: Series 2018B FY24 Q4 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 FY24 Q3	EXPENDED FY24 Q4	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
<b>Municipal Transportation Agency (MTA)</b>										
<b>Accessibility Improvements</b>										
1) BART Canopies	FC088	6/30/2027	3,000,000	43,918	-	2,957,728	98.6%	-	0.0%	42,272
<b>Total Accessibility Improvements</b>			<b>3,000,000</b>	<b>43,918</b>	<b>-</b>	<b>2,957,728</b>	<b>98.6%</b>	<b>-</b>	<b>0.0%</b>	<b>42,272</b>
<b>Muni Facility Upgrades</b>										
1) 1570 Burke Facility	FC057	7/8/2022	32,149,319	-	-	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	443,800	482,486	2,359,236	49.2%	1,596,805	33.3%	837,836
<b>Total Muni Facility Upgrades</b>			<b>41,522,343</b>	<b>443,800</b>	<b>482,486</b>	<b>39,087,703</b>	<b>94.1%</b>	<b>1,596,805</b>	<b>3.8%</b>	<b>837,836</b>
<b>Major Transit Corridor Improvements</b>										
1) King Street Substation	TO091	9/30/2022	10,002,337	-	-	9,996,615	99.9%	5,722	0.1%	-
2) L-Taraval Transit Improvements*	TO068	8/6/2024	4,993,316	-	-	4,748,480	95.1%	-	0.0%	244,836
3) Better Market Street	TO078	11/28/2025	6,690,278	-	(3,652)	6,469,100	96.7%	-	0.0%	221,178
<b>Total Major Transit Corridor Improvements</b>			<b>21,685,931</b>	<b>-</b>	<b>(3,652)</b>	<b>21,214,195</b>	<b>97.8%</b>	<b>5,722</b>	<b>0.0%</b>	<b>466,014</b>
<b>Traffic Signal Improvements</b>										
1) Better Market Street	TO078	10/24/2024	6,000,000	-	221,216	5,690,618	94.8%	227,559	3.8%	81,822
<b>Total Traffic Signal Improvements</b>			<b>6,000,000</b>	<b>-</b>	<b>221,216</b>	<b>5,690,618</b>	<b>94.8%</b>	<b>227,559</b>	<b>3.8%</b>	<b>81,822</b>
<b>Complete Streets Improvement</b>										
1) Walkfirst Painted Safety Zone Conversion	ST115	12/31/2024	300,349	-	1,615	257,800	85.8%	-	0.0%	42,549
2) Geneva Avenue Traffic Signals (Improvements)	ST201	9/16/2024	500,000	-	-	500,000	100.0%	-	0.0%	-
3) Walk First Rectangular Rapid Flashing Beacons**	ST122	6/29/2029	77,964	-	-	68,183	87.5%	-	0.0%	9,781
4) Beale Street Bikeway Improvements	ST193	1/16/2025	240,000	-	(3,781)	234,068	97.5%	-	0.0%	5,932
5) Alemany Interchange Improvement Project - Phase I	ST142	9/16/2024	186,890	-	-	176,094	94.2%	-	0.0%	10,796
6) Application-based Residential St Traffic Calming FY16/17	ST055	10/4/2024	179,564	-	10,032	103,103	57.4%	260	0.1%	76,201
7) Elevator Modernization	PK06-CF	9/16/2024	3,122,417	-	-	2,928,300	93.8%	-	0.0%	194,117
<b>Total Complete Streets Improvement</b>			<b>4,607,184</b>	<b>-</b>	<b>7,866</b>	<b>4,267,548</b>	<b>92.6%</b>	<b>260</b>	<b>0.0%</b>	<b>339,376</b>

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

## Table 5c: Series 2018B FY24 Q4 Expenditure by Project - Pedestrian Safety

Series 2018B Bonds, Issued on January 30, 2018

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY24 Q3	EXPENDED FY24 Q4	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
<b>Municipal Transportation Agency (MTA)</b>										
<b>Pedestrian Safety Improvements</b>										
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	9/16/2024	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	268	20,453	6,816,993	92.1%	19,220	0.3%	563,787
5) 6th Street Streetscape	ST053	11/22/2024	3,235,000	19,450	17,151	2,820,748	87.2%	126,549	3.9%	287,703
6) Lombard Streetscape	ST084	7/10/2025	4,777,312	-	-	4,765,713	99.8%	-	0.0%	11,599
7) 4th Street I-80 Vision Zero Improvements	ST051	9/16/2025	960,000	73,758	128,577	712,217	74.2%	-	0.0%	247,783
8) Gough (Signals)	SG058	9/16/2024	243,889	-	-	241,948	99.2%	-	0.0%	1,941
9) New Signals on High Injury Corridors (10 intersections)	SG077	9/16/2024	1,349,194	-	96,028	1,332,083	98.7%	-	0.0%	17,111
10) Add PCS to High Injury Corridors (18 locations) Phase I	SG074	9/16/2024	1,268,658	-	-	1,268,650	100.0%	-	0.0%	8
11) Western Addition Area - Traffic Signal Upgrades	SG089	11/19/2024	1,004,000	-	1,888	1,004,000	100.0%	-	0.0%	-
12) Contract 64	SG059	9/16/2024	898,247	-	-	888,492	98.9%	-	0.0%	9,755
13) Contract 65	SG061	2/15/2025	857,144	28,201	597	716,244	83.6%	-	0.0%	140,900
14) Walk First Rectangular Rapid Flashing Beacons**	ST122	6/29/2029	497,036	-	-	434,678	87.5%	-	0.0%	62,358
15) Van Ness BRT: SFGO	TO192	4/1/2022	352,000	-	23,670	339,734	96.5%	-	0.0%	12,266
16) 7 Haight-Noriega: Haight Street Rapid Project	TO066	5/6/2025	2,000,000	-	-	1,855,360	92.8%	-	0.0%	144,640
17) Geneva Avenue Traffic Signals (Improvements)	ST201	9/16/2024	157,373	129,258	-	157,373	100.0%	-	0.0%	-
18) Elevator Modernization	PK06-CF	9/16/2024	820,000	-	-	769,022	93.8%	-	0.0%	50,978
<b>Total Pedestrian Safety Improvements</b>			<b>26,537,837</b>	<b>250,934</b>	<b>288,364</b>	<b>24,695,795</b>	<b>93.1%</b>	<b>145,769</b>	<b>0.5%</b>	<b>1,696,272</b>
<b>Cost of Issuance</b>			<b>1,702,000</b>	-	-	<b>1,702,000</b>	<b>100.0%</b>	-	<b>0.0%</b>	-
<b>Total 2018B</b>			<b>\$174,445,000</b>	<b>\$1,034,977</b>	<b>\$1,421,832</b>	<b>\$165,986,905</b>	<b>95.2%</b>	<b>\$2,152,466</b>	<b>1.2%</b>	<b>\$6,305,630</b>

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 Flashing Beacons expenditures are being allocated between Pedestrian Safety & Complete Streets programs proportionate to their budgets.

## Table 6: Series 2020B FY24 Q4 Expenditure by Project – All Programs

Series 2020B Bonds, Issued on September 30, 2020

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY24 Q3	EXPENDED FY24 Q4	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
<b>Municipal Transportation Agency (MTA)</b>										
<b>Muni Forward</b>										
1) 28 19th Avenue: 19th Ave Rapid Project	TO059	8/31/2023	21,105,000	337,944	223,061	19,845,986	94.0%	366,846	1.7%	892,169
2) 22 Fillmore Extension	TO057	12/28/2026	13,543,069	565,177	57,887	13,373,755	98.7%	78	0.0%	169,237
3) L-Taraval Transit Improvement Project	TO068	8/6/2024	22,664,760	1,779,538	4,550,004	16,441,485	72.5%	1,620,423	7.1%	4,602,852
4) Van Ness BRT	TO084	12/30/2024	4,848,685	168,978	3,125,517	4,399,739	90.7%	229,032	4.7%	219,913
5) King Street Substation	TO091	3/26/2025	4,734,922	23,822	183,616	3,499,791	73.9%	13,898	0.3%	1,221,233
6) Better Market Street	TO078, 094, 231	11/28/2025	9,629,129	840,234	906,040	5,055,070	52.5%	220,132	2.3%	4,353,928
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	1,800,000	-	-	635,135	35.3%	-	0.0%	1,164,865
12) Mission Bay Transit	TO087	8/6/2025	300,000	-	98,472	171,995	57.3%	-	0.0%	128,005
<b>Total Muni Forward</b>			<b>78,825,565</b>	<b>3,715,694</b>	<b>9,144,597</b>	<b>63,422,955</b>	<b>80.5%</b>	<b>2,450,410</b>	<b>3.1%</b>	<b>12,952,200</b>
<b>Caltrain Upgrades</b>										
1) Caltrain Electrification	TF123	12/31/2024	11,220,000	-	-	10,356,585	92.3%	863,416	7.7%	-
<b>Total Caltrain Upgrades</b>			<b>11,220,000</b>	<b>-</b>	<b>-</b>	<b>10,356,585</b>	<b>92.3%</b>	<b>863,416</b>	<b>7.7%</b>	<b>-</b>
<b>Pedestrian Safety Improvements</b>										
1) Better Market Street	TO078, TO093	11/28/2025	8,024,767	-	-	8,024,767	100.0%	-	0.0%	-
2) Western Addition	SG089	3/6/2026	1,693,259	1,975	(4,809)	1,126,562	66.5%	137,721	8.1%	428,976
3) Taylor Street	ST094	11/30/2024	14,992,170	893,097	2,836,073	8,951,602	59.7%	4,178,975	27.9%	1,861,592
4) Van Ness: BRT SFGO	TO192	4/1/2022	4,744,668	-	-	4,744,668	100.0%	-	0.0%	-
5) Illinois Street Sidewalk	FC105	12/31/2024	625,000	4,135	-	435,845	69.7%	-	0.0%	189,155
6) 5 Fulton: Arguello to 25th Ave Rapid Project	TO209	6/30/2026	700,136	-	-	-	0.0%	209,000	29.9%	491,136
7) Mission Street Excelsior	ST158	9/30/2026	5,200,000	-	-	1,413,995	27.2%	3,786,005	72.8%	-
<b>Total Pedestrian Safety Improvements</b>			<b>35,980,000</b>	<b>899,207</b>	<b>2,831,264</b>	<b>24,697,439</b>	<b>68.6%</b>	<b>8,311,702</b>	<b>23.1%</b>	<b>2,970,859</b>
<b>Complete Streets Improvement</b>										
1) Better Market Street	TO078	11/28/2025	8,000,000	160,482	454,038	6,270,942	78.4%	49,098	0.6%	1,679,961
<b>Total Complete Streets Improvement</b>			<b>8,000,000</b>	<b>160,482</b>	<b>454,038</b>	<b>6,270,942</b>	<b>78.4%</b>	<b>49,098</b>	<b>0.6%</b>	<b>1,679,961</b>
<b>Muni Facility Upgrades</b>										
1) Castro Station Accessibility Improvement	FC050	5/3/2029	274,435	-	-	-	0.0%	274,435	100.0%	-
<b>Total Muni Facility Upgrades</b>			<b>274,435</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>274,435</b>	<b>100.0%</b>	<b>-</b>
<b>Cost of Issuance</b>			<b>1,465,000</b>	<b>-</b>	<b>-</b>	<b>1,465,000</b>	<b>100.0%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>
<b>Total 2020B</b>			<b>\$135,765,000</b>	<b>\$4,775,383</b>	<b>\$12,429,899</b>	<b>\$106,212,920</b>	<b>78.2%</b>	<b>\$11,949,059</b>	<b>8.8%</b>	<b>\$17,603,020</b>

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

# Table 7: Series 2021C FY24 Q4 Expenditure by Project – All Programs

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

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY24 Q3	EXPENDED FY24 Q4	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
<b>Municipal Transportation Agency (MTA)</b>										
<b>Muni Forward</b>										
2) Better Market Street Phase 1 - 5th to 8th Street	TO093	6/30/2026	10,006,922	-	1,304,110	1,304,110	13.0%	4,476,213	44.7%	4,226,599
3) Geary Blvd Improvement Project (Phase 2)	TO081	12/31/2028	8,876,647	719,692	1,216,296	3,543,845	39.9%	388,267	4.4%	4,944,534
4) L-Taraval Improvement Project	TO068	8/6/2024	725,130	-	-	-	0.0%	-	0.0%	725,130
5) Transbay Transit Center Traction Power Upgrades	TO227	9/26/2025	2,794,117	993,395	446,138	1,439,534	51.5%	1,354,583	48.5%	-
6) UCSF Platform Extension and Crossover	TO089	12/31/2024	2,701,290	-	37,761	37,761	0	-	-	2,663,529
<b>Total Muni Forward</b>			<b>25,104,106</b>	<b>1,713,087</b>	<b>3,004,306</b>	<b>6,325,250</b>	<b>25.2%</b>	<b>6,219,064</b>	<b>24.8%</b>	<b>12,559,792</b>
<b>Traffic Signal Improvements</b>										
1) Better Market Street	TO078	11/28/2025	2,815,908	-	-	-	0.0%	-	0.0%	2,815,908
2) Western Addition Area - Traffic Signal Upgrades	SG089	11/19/2024	1,882,578	572,525	15,835	656,360	34.9%	1,226,218	65.1%	-
3) Contract 65 New Traffic Signals	SG061	9/29/2023	741,196	68,719	96,716	740,635	99.9%	562	0.1%	-
<b>Total Traffic Signal Improvements</b>			<b>5,439,682</b>	<b>641,244</b>	<b>112,551</b>	<b>1,396,995</b>	<b>25.7%</b>	<b>1,226,780</b>	<b>22.6%</b>	<b>2,815,908</b>
<b>Accessibility Improvements</b>										
1) BART Canopies / Market Street Entrance Modernization	FC088	6/30/2027	27,000,000	-	19,543,712	19,543,712	72.4%	4,902,785	18.2%	2,553,503
<b>Total Accessibility Improvements</b>			<b>27,000,000</b>	<b>-</b>	<b>19,543,712</b>	<b>19,543,712</b>	<b>72.4%</b>	<b>4,902,785</b>	<b>18.2%</b>	<b>2,553,503</b>
<b>Pedestrian Safety Improvements</b>										
1) Western Addition Area - Traffic Signal Upgrades	SG089	11/19/2024	2,645,304	-	-	-	0.0%	2,645,304	100.0%	-
<b>Total Pedestrian Safety Improvements</b>			<b>2,645,304</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>2,645,304</b>	<b>100.0%</b>	<b>-</b>
<b>Complete Streets Improvement</b>										
1) Better Market Street Phase 1 - 5th to 8th Street	TO093	6/30/2026	23,765,386	690,901	5,127,248	14,833,820	62.4%	7,396,981	31.1%	1,534,586
2) BART Canopies / Market Street Entrance Modernization	FC088	6/30/2027	15,000,000	2,652,967	9,528,424	15,000,000	100.0%	-	0.0%	-
3) 6th Street Improvements	ST053	11/22/2024	3,108,706	87,316	218,477	1,310,866	42.2%	1,189,134	38.3%	608,706
4) Mission Street Excelsior	ST158	9/30/2026	2,346,365	-	52,874	52,874	2.3%	41,875	1.8%	2,251,616
<b>Total Complete Streets Improvement</b>			<b>44,220,457</b>	<b>3,431,184</b>	<b>14,927,023</b>	<b>31,197,559</b>	<b>70.6%</b>	<b>8,627,990</b>	<b>19.5%</b>	<b>4,394,908</b>
<b>Muni Facility Upgrades</b>										
1) San Jose Substation Upgrades	TF071	9/30/2024	1,233,858	191,160	386,921	1,094,667	88.7%	-	0.0%	139,191
2) UCSF Platform Extension and Crossover	TO089	12/31/2024	1,785,605	46,932	24,961	284,430	15.9%	9,024	0.5%	1,492,152
3) 1200 15th Street	FC066	8/1/2027	5,265,831	-	-	-	0.0%	-	0.0%	5,265,831
4) Castro Station Accessibility Improvement	FC050	5/3/2029	9,281,359	1,940,217	1,533,288	6,433,035	69.3%	2,848,324	30.7%	-
<b>Total Muni Facility Upgrades</b>			<b>17,566,653</b>	<b>2,178,308</b>	<b>1,945,170</b>	<b>7,812,131</b>	<b>44.5%</b>	<b>2,857,348</b>	<b>16.3%</b>	<b>6,897,174</b>
<b>Cost of Issuance</b>			<b>808,798</b>	<b>-</b>	<b>-</b>	<b>808,798</b>	<b>100.0%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>
<b>Total 2021C</b>			<b>\$122,785,000</b>	<b>\$7,963,823</b>	<b>\$39,532,761</b>	<b>\$67,084,445</b>	<b>54.6%</b>	<b>\$26,479,270</b>	<b>21.6%</b>	<b>\$29,221,285</b>

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

\*UCSF Platform Extension and Crossover expenditures are being allocated between Muni Forward & Muni Facility Upgrades programs proportionate to their budgets.

## APPENDIX 1: PROGRAM DELIVERY HIGHLIGHTS & CHANGES

This Appendix summarizes the Transportation & Road Improvement General Obligation (GO) Bond's individual programs. Because GO Bond projects may be funded from more than one GO Bond program, the example projects may be listed in more than one program below. But only one project status report is shown for each example project in Appendix 2.

### Improved Transit: Muni Forward Rapid Network Improvements **\$176.7M**

#### *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 each issuance based on project readiness and coordination opportunities so that SFMTA work occurs in concert with other construction projects. Improved Transit: Muni Forward Rapid Network Improvements projects include:

- 14 Mission: Inner Mission Transit Priority Project
- 14 Mission: Mission & S Van Ness Transit Priority Project
- 28 19th Avenue: 19th Ave Transit Priority Project
- Better Market Street
- Geary Boulevard Improvement Project (Phase 2)
- King Street Substation Upgrade
- L-Taraval Transit Improvements
- Phelps Substation Upgrade
- Transbay Transit Center Traction Power Upgrade
- UCSF Platform Extension and Crossover
- Van Ness Bus Rapid Transit (VN BRT)
- Van Ness Bus Rapid Transit Associated Improvements

## 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 4<sup>th</sup> 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. Caltrain Upgrades projects include:

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

## 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: Accessibility Improvements projects include:

- BART Canopies

## Improved Transit: Muni Facility Upgrades

**\$84.6M**

### *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: Muni Facility Upgrades projects include:

- 1200 - 15th Street Renovation
- Castro Station Accessibility Improvements Project
- UCSF Platform Extension and Crossover

## Improved Transit: Major Transit Corridor Improvements

**\$27.2M**

### *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. Improved Transit: Major Transit Corridor Improvements projects include:

- Better Market Street
- King Street Substation Upgrade
- L-Taraval Transit Improvements

## Safer Streets: Pedestrian Safety Improvements

**\$69.2M**

### *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: Pedestrian Safety Improvements projects include:

- 5 Fulton: Arguello to 25th Ave Rapid Project
- 6th Street Streetscape
- Better Market Street
- Contract 65: New Traffic Signals
- Mission Street Excelsior
- Taylor Safer Street
- Western Addition Area - Traffic Signal Upgrades

## Safer Streets: Traffic Signal Improvements

**\$11.4M**

### *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: Traffic Signal Improvements projects include:

- Better Market Street
- Contract 65: New Traffic Signals
- Western Addition Area - Traffic Signal Upgrades



## Safer Streets: Complete Streets

**\$56.8M**

### *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. Safer Streets: Complete Streets

- 6th Street Streetscape
- BART Canopies
- Better Market Street
- Mission Street Excelsior
- Permanent Painted Safety Zone Conversion

## **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. Appendix 1 parses projects by their respective GO Bond programs.

**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:** Construction  
**SUBSTANTIAL COMPLETION DATE:** 6/30/2026

**ACCOMPLISHMENTS THIS PERIOD**

Project issued NTP.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

Project will break ground 10/24.

**PROJECT CHALLENGES/AREAS OF CONCERN**

None at this time.

**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:** Daniel Carr  
**CURRENT PROJECT PHASE:** Construction  
**SUBSTANTIAL COMPLETION DATE:** 11/22/2024

**ACCOMPLISHMENTS THIS PERIOD**

Change orders for additional curb and signal work on 6th at Folsom and Harrison drafted, submitted, reviewed, cost estimated, approved and begun construction. Landscaping begun; decorative crosswalks installed. Basement repair at 22-24 and 43-45 6th Street completed.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

Progress towards project completion; install final landscaping elements and commemorative plaques, perform project ribbon cutting. Install curb extensions and new signals at Folsom and Harrison. Folsom and Harrison work scheduled for completion by late November 2024.

**PROJECT CHALLENGES/AREAS OF CONCERN**

Pot-holing has revealed cistern at SE corner of Harrison and 6th that conflicts with a signal pole foundation. Project staff are working quickly to identify and approve an alternative foundation. Routine unknown utility conflicts are also present in the change order locations. Any work not completed by Thanksgiving has to be deferred until after New Years due to the Holiday Moratorium and may be subject to weather delays.

**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:** 4/19/2024

**ACCOMPLISHMENTS THIS PERIOD**

Substantial completion reached this quarter.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

Roadway/civil punchlist pending. Striping restoration.

**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:** 12/31/2025

**ACCOMPLISHMENTS THIS PERIOD**

No new updates.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

Planning work for Pedestrian Improvements pending for future work. Awaiting return of the 47 bus for follow-up signal improvements. Return is based on transit operations budget.

**PROJECT CHALLENGES/AREAS OF CONCERN**

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**

All traffic signal punchlist items have been addressed. Working on signal timing changes to address concerns of queuing on 19th Ave as you approach Lincoln.

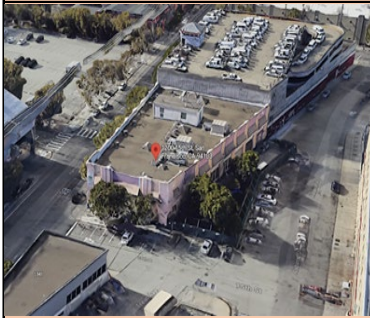
**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

Working through Caltrans punch list items

**PROJECT CHALLENGES/AREAS OF CONCERN**

None.

**1200 15th Street Renovation**



The future SFMTA Parking Enforcement Headquarters is located at 1200 15th Street between Harrison on the west and Treat Avenue on the east. Scott Garage, which is also owned by SFMTA, borders the property on the north. The proposed project scope is to create a new headquarters for SFMTA’s Parking and Traffic Enforcement Division at 1200 15th Street in the existing building after its rehabilitation, so Enforcement can finally relocate out of leased space at 505 7th Street and at 571 10th Street, which are too small. The existing two-story concrete building will be seismically retrofitted, renovated, and converted into offices and other Enforcement functions. The ground floor will be used for lockers, roll call and training, with parking and Electrical Vehicles (EV) charging stations. The second floor will be used for offices, conference rooms, lockers, and a kitchen.

The areas outlined for renovation are in the existing building footprint of the building, and in the associated vacated street parcel - Lot 007, a former portion of and adjacent to Treat Avenue. The sewer lines preclude any construction that requires deep foundations along APN 3925 – Lot 007, vacated Treat Avenue and on the Treat Avenue right-of-way. Although the primary structure is considered a non-essential service building, two permanent trailers, to house Enforcement’s emergency related operations, will be located adjacent to the primary structure in the triangular former Treat Avenue on APN 3925 – Parcel 007. The project is to meet LEED Gold. Solar power on the roof will be provided by the SFPUC.

<b>PROJECT MANAGER:</b>	Paul Bignardi
<b>CURRENT PROJECT PHASE:</b>	Detailed Design
<b>SUBSTANTIAL COMPLETION DATE:</b>	8/1/2027

**ACCOMPLISHMENTS THIS PERIOD**

The BOA design team reinitiated Design Development including implementation of the primary VE strategy of changing the existing building structural system to a steel frame. This revision will require full interior demolition, retaining only the exterior building façade and historic features at stair 1. The team has also continued coordination with the SFPUC Sewer Replacement project team to mitigate project impacts during construction.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

A Progress Set will be issued in August 2024, reflecting the initial VE revisions. The 100% DD milestone will be 10/25/24. Cost estimation and reconciliation will again follow the 100% DD milestone. Schedule work with the CM/GC through a pull planning session, VE reviews and meeting with Planning to determine retention and replacement of historic stair 1 features.

**PROJECT CHALLENGES/AREAS OF CONCERN**

Project funding is a continued concern, especially into the construction phase. The project has a large funding needs, that is not included in the approved budget. Potential construction impacts due to the SFPUC Sewer Replacement Project overlapping schedule remains a concern, although coordination continues to mitigate this risk.



**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:** 6/30/2027

**ACCOMPLISHMENTS THIS PERIOD**

- On-going coordination with project stakeholders, including SFMTA.
- Canopy 9 was opened to the public in May and Canopy 2 was opened in June.
- Continued construction at Canopy 5. Started construction at Canopy 7 and 18.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

- Construction at Canopy 5 at Embarcadero, Canopy 7 at Montgomery and Canopy 18 at Civic Center will continue.

**PROJECT CHALLENGES/AREAS OF CONCERN**

- Safety and Security: project sites are of concern given street traffic and environment, and unsheltered population.
- Schedule: Delays to material delivery/installation continue.
- Coordination: Several projects are working in the same general area and major events may hinder progress.
- Utility Relocation: Street light relocation has been a cause of delay to the canopy construction and may continue to be a problem.
- Differing Site Conditions: Continue to be encountered at all locations.

**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](http://www.bettermarketstreetsf.org).

**PROJECT MANAGER:** Parand Maleki  
**CURRENT PROJECT PHASE:** Construction  
**SUBSTANTIAL COMPLETION DATE:** 11/28/2025

**ACCOMPLISHMENTS THIS PERIOD**

Better Market Street Phase I – 5th to 8th Street: The project team completed the PG&E transit closure and continued completion of traffic signal and OCS work.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

Better Market Street Phase I – 5th to 8th Street: Continue with traffic signal conduit and pole construction and completion of the OCS, curb ramp and sidewalk work.

**PROJECT CHALLENGES/AREAS OF CONCERN**

None.

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



Caltrain is installing an Advanced 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. Caltrain has successfully entered PTC Revenue Service Demonstration (RSD) since September of 2019 and achieved interoperability with all tenant railroads in February 2020. On December 2020, Caltrain has received certification of I-ETMS PTC system from the FRA. Caltrain resumed wireless crossing effort in early 2021 and implementation of the wireless crossing will be closely coordinated with PCEP signal and 2 speed check cutover schedule.

Caltrain is planning to complete crossing optimization work while supporting regular PTC operations. The Caltrain Crossing Optimization Project provides an advanced technology solution to improve grade crossing warning time performance. This will be accomplished by reducing crossing warning system activations and the amount of gate down time at grade crossings resulting from Through Move and scheduled Station Stop trains. This solution is integrated with the existing Caltrain PTC system which has been operational since September 2019 to reduce crossing gate downtime. Caltrain will configure and cutover remaining 43 at-grade crossings following the Electrification construction completion.

**PROJECT MANAGER:** Sherry Bullock  
**CURRENT PROJECT PHASE:** Construction  
**SUBSTANTIAL COMPLETION DATE:** 10/31/2024

**ACCOMPLISHMENTS THIS PERIOD**

- Completion of May 7th - 14th cutover of Groups 3-4-5.
- Completion of Wayside Software, PTC Subdiv File update and lab testing.
- Ongoing development of Slot Plan solution and update.
- Ongoing development of Schedule Management (nearside station stop) system.
- Progressed Wayside Software, PTC Subdiv File update and lab testing.
- Continued CPUC GO-88B submittal process & closeout for completed crossings.
- Developed and submitted SSWPs for remaining cutovers.
- Submitted CCR to CSMRC for remaining grade crossings.
- Developed Wireless Crossing with the EMU train Test plan.
- Continued track access coordination with PCEP and EMU burn in.
- Developed SSWP for Schedule Management cutover.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

- Planning for June 12th - 17th cutover of Groups 6 & 8.
- Planning for June 25th – July 2nd cutover of Groups 7-9-12.
- Planning for July 17th – July 23rd cutover of Groups 10 & 13.
- Progress remaining development activities.
- Schedule Management cutover.
- Slot Plan Deployment.
- Continued coordination meetings with support personnel including operations.
- Complete remaining GO-88B applications & start closeout for completed locations.
- Planning for Wireless Crossing Testing with the EMU trainset.

**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 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**

Electrification design builder achieved Substantial Completion on May 3rd.  
 12 of 16 EMU trainsets have been delivered.  
 Operations and Maintenance training for electrified service and signal systems.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

Soft launch of Electrified service with new EMUs to start on August 11th, with service ramping up until full electrified service. The Electrified Revenue Service is September 21, 2024.  
 The remaining EMU trainsets to be delivered.  
 Complete final inspection and finalize punchlist. Start contractual closeout.

**PROJECT CHALLENGES/AREAS OF CONCERN**

Completion of punch list items.  
 Timely contractual closeout.

**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:** Construction  
**SUBSTANTIAL COMPLETION DATE:** 5/3/2029

**ACCOMPLISHMENTS THIS PERIOD**

The contractor uncovered the micropiles and completed the related testing. Core drilling work was approved by BART and the contractor began drilling through the station walls to install elevator utilities.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

The contractor will soon complete the installation of waterproofing and complete the foundation concrete work. Once the foundation work is completed, the elevator steel may be installed.

**PROJECT CHALLENGES/AREAS OF CONCERN**

1) The wet weather over the winter months has caused a slowdown in the elevator excavation work. Continued wet weather may result in a time extension for the contract, as the total number of days may exceed the allowable amount as dictated by the construction contract. 2) The discovery of misaligned micropiles could become an issue, as the contractor is required to propose corrective action that may include installation of additional micropiles or modifications to the elevator foundation to maintain proper load support.

**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:** 2/15/2025

**ACCOMPLISHMENTS THIS PERIOD**

Construction continuing. Caltrans issued encroachment permit for Skyline/Sloat on 6/3/24.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

Activations expected to proceed.

**PROJECT CHALLENGES/AREAS OF CONCERN**

None.

**Geary Boulevard Improvement Project (Phase 2)**



The Geary Boulevard Improvement Project is a transit and safety project along Geary Boulevard between 34th Avenue and Stanyan Street in the Richmond district. Its goals are to improve transit speed and reliability for the >56,000 daily riders (pre-COVID) of the 38 Geary lines, and improve pedestrian safety along Geary, which is part of San Francisco's Vision Zero Network. Improvements include new side-running transit lanes (adjacent to on-street parking) and enhancements to existing transit lanes, optimized transit stop placements and new transit bulbs, various pedestrian safety and accessibility treatments, and upgraded traffic signal infrastructure including updated transit signal priority hardware and programming. Work will be coordinated with other City agencies to reduce construction impacts to the community.

**PROJECT MANAGER:** Daniel Mackowski  
**CURRENT PROJECT PHASE:** Detailed Design  
**SUBSTANTIAL COMPLETION DATE:** 12/31/2028

**ACCOMPLISHMENTS THIS PERIOD**

The Geary Boulevard Improvement Project includes transit reliability and traffic safety improvements between Stanyan Street and 34th Avenue in the Richmond. After a comprehensive public outreach process and refinements to the proposal, the project was approved by the SFMTA Board of Directors in August 2023. The Quick-Build phase, including new transit lanes, bus stop changes and safety treatments, was installed along the corridor in Fall 2023. The project team will evaluate these Quick-Build treatments this fall. In the meantime, detailed design work began on the remaining improvements such as bulbouts and traffic signal upgrades. Additionally, SFMTA continues to work with the Merchant Working Group on business support and with the community on finalizing a community enhancement element. SFMTA also continues to coordinate work with SFPUC's recently awarded sewer and water upgrades along the corridor, currently planned to begin in 2025.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

In Q1 FY2024/25, the project expects to begin work towards the 65% detailed design milestone. Final punchlist work on the Quick-Build implementation continues. The second round of public outreach for the Community Enhancement element is planned for August and September.

**PROJECT CHALLENGES/AREAS OF CONCERN**

Changes to the extent and timeline of coordinated water and sewer work will delay the implementation 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 sub-station that will power this and future substations while they are under construction. Existing traction power cables will be respliced and labelled ease future maintenance.

**PROJECT MANAGER:** Safa Mannah  
**CURRENT PROJECT PHASE:** Construction  
**SUBSTANTIAL COMPLETION DATE:** 3/26/2025

**ACCOMPLISHMENTS THIS PERIOD**

The Project team has completed negotiations with the contractor and is packaging a contract modification anticipating presentation at the September 2024 board meeting.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

The SFMTA Project team is working to receive approval for the final closeout contract modification and continue putting together a turnover package.

**PROJECT CHALLENGES/AREAS OF CONCERN**

The project team will need to resolve any outstanding change orders and complete a closeout contract modification for the project. The project team is currently working on quantifying any additional costs.



**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. Based on the latest existing condition assessment, Transit is requesting to add special trackwork in two locations: intersection of 46th Avenue and Taraval Street and on Taraval Street between 22nd and 23rd Avenues.

**PROJECT MANAGER:** Keanway Kyi  
**CURRENT PROJECT PHASE:** Construction  
**SUBSTANTIAL COMPLETION DATE:** 8/6/2024

**ACCOMPLISHMENTS THIS PERIOD**

Seg A: Continue to close out the Segment A construction contract.  
 Seg B: The project is substantial completed on August 6, 2024 after successful testing. Currently, the contract is working on punchlist items.

**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.  
 Segment B: Continue landscape work. Streetlight energization to be mid-September 2024. We are planning the revenue services on September 28, 2024.

**PROJECT CHALLENGES/AREAS OF CONCERN**

None

**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:** Construction  
**SUBSTANTIAL COMPLETION DATE:** 9/30/2026

**ACCOMPLISHMENTS THIS PERIOD**

Implementation of phase 2 of project (Mission Street btw Geneva Avenue and Russia Avenue).

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

Start of work on phases 3 and 4 (Mission Street btw Russia Avenue and Trumbull Street / I-280).

**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:** 12/31/2024

**ACCOMPLISHMENTS THIS PERIOD**

Design of bulb-outs is 95% complete. Full expenditure of funds expected by end of calendar year.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

SFPW continues detailed design work on all remaining locations. Expected completion date revised to 12/31/2024 due to delays restarting the contract with their design consultant. This funding is for design phase only however, the construction of several locations has been or is in the process of being coordinated with separate construction projects.

**PROJECT CHALLENGES/AREAS OF CONCERN**

None foreseen.

**Phelps Substation Upgrade**

Request for PG&E to evaluate and upgrade their power distribution system to increase the service electrical load demand from 0.575 MW to 4 MW for the Phelps Substation. The service electrical load demand will allow for a more reliable service increase of light rail along Third Street as the current Phelps Substation capacity is the constraint along the corridor at this time. Additionally, this upgrade will improve the resiliency of the traction power system as the Phelps Substation will be able to back up the Keith and Michigan substations.

**PROJECT MANAGER:** Tiffany Chin  
**CURRENT PROJECT PHASE:** Construction  
**SUBSTANTIAL COMPLETION DATE:** 3/31/2025

**ACCOMPLISHMENTS THIS PERIOD**

PG&E provided estimated construction durations for their portion of work. Project team continues to develop the JOC Task Order Package.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

Once the JOC Task Order Package is finalized, we will submit package to Contract Administrator for review, signature routing and approval.

**PROJECT CHALLENGES/AREAS OF CONCERN**

None

**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:** 11/30/2024

**ACCOMPLISHMENTS THIS PERIOD**

Execution of various change orders. Ongoing construction in sub sidewalk basements. Switchovers for new traffic signals.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

Resurfacing roadway. Final sub sidewalk basement repairs. Installation of decorative pavers, decorative asphalt and crosswalks, benches, trees, and other sidewalk amenities.

**PROJECT CHALLENGES/AREAS OF CONCERN**

Sum of proposed change orders are approaching 10% of contract costs.

**Transbay Transit Center Traction Power Upgrade**

This project is to upgrade the traction power system to support trolley coach service for the new Transbay Transit Center Bus Plaza. The work will consist of the following: provide adequate power for future additional transit lines to use the bus plaza; Equalizes the two D-17 branches so that overcurrent protection can be set to protect cables from annealing while reducing nuisance tripping; Co-mingled cables of different circuits will be re-assigned in separate ducts per code; Improvement to neighboring circuits D-14, D-16 and CC-16 necessary to separating D-17 in shared ducts; Infrastructure for a future tie-in between D-16 and CC-16 Provides a more reliable, robust, and safer operating system for trolley coach lines using the bus plaza as well as the trolley coach lines on lower Mission & Market Streets; Overhead contact system segment insulator modifications to match the new feeder circuit modifications. SFPW's excavation code required to upgrade about six ADA ramps to current compliance. Also required to do restoration of the pavements where we trenched for the permanent duct bank for the power cable conduits. The project has to comply the Maher Ordinance to dispose hazardous material.

**PROJECT MANAGER:** Steffi Gines  
**CURRENT PROJECT PHASE:** Construction  
**SUBSTANTIAL COMPLETION DATE:** 9/26/2025

**ACCOMPLISHMENTS THIS PERIOD**

The Contractor completed ductbank installation at 3rd Street/Mission; coring, patching, and fireproofing in all manholes along Mission between 3rd and 4th streets; and installing asphalt concrete (AC) pavement along Mission from Anthony Street to between 4th and 5th streets.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

The SFMTA will continue supporting the Contractor during final paving and electrical work. Project team is obtaining clearances needed for cable pulling.

**PROJECT CHALLENGES/AREAS OF CONCERN**

There may be a risk in power cut off coordination if the Better Market Street project work happens at the same time. For now, project schedule does not have a conflict, but project team will keep close in contact with the Better Market Street project team.

**UCSF Platform Extension and Crossover**

Construct a new light-rail center boarding platform in the vicinity of the UCSF Medical Center and the proposed Golden State Warriors Arena. The project will allow maximum operational flexibility to accommodate events at the proposed Arena, as well as to meet future growth in transit demand.

**PROJECT MANAGER:** Steffi Gines  
**CURRENT PROJECT PHASE:** Construction  
**SUBSTANTIAL COMPLETION DATE:** 9/26/2025

**ACCOMPLISHMENTS THIS PERIOD**

The Contractor completed ductbank installation at 3rd Street/Mission; coring, patching, and fireproofing in all manholes

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

The SFMTA will continue supporting the Contractor during final paving and electrical work. Project team is obtaining

**PROJECT CHALLENGES/AREAS OF CONCERN**

There may be a risk in power cut off coordination if the Better Market Street project work happens at the same time. For

**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:** 12/31/2025

**ACCOMPLISHMENTS THIS PERIOD**

Mast arm modification work pending availability of contractor due to other higher priority projects.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

Planning work for ped improvements at SVN/Mission and transit only lane paint in the northern section pending Paint Shop availability. 2nd location for the mast arm modification work is anticipated to be completed by the fall.

**PROJECT CHALLENGES/AREAS OF CONCERN**

None.



**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:** Parand Maleki  
**CURRENT PROJECT PHASE:** Construction  
**SUBSTANTIAL COMPLETION DATE:** 10/31/2022

**ACCOMPLISHMENTS THIS PERIOD**

All contract work has been completed in the Van Ness BRT project and turned over to the stakeholders, Maintenance of Way (MOW) on September 5, 2024.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

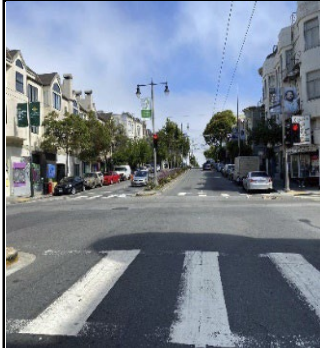
Remaining work outside of the contract includes some tree replacement along the corridor scheduled to be completed by the landscape contractor in Fall 2024, at no additional cost to the Agency.

The \$17M main contractor claim was paid with \$8.8M 2021C Revenue Bond and a combination of other fund sources. The \$3M subcontractor claim was paid with 2020B GO Bond. As the Van Ness BRT project is substantially complete, the remaining \$9.4M of 2021C Revenue Bond is no longer needed by this project.

**PROJECT CHALLENGES/AREAS OF CONCERN**

None

**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**

PGE energization has been completed at all intersections needing new power.

**UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)**

Signal switchovers expected to commence.

**PROJECT CHALLENGES/AREAS OF CONCERN**

None