

An aerial, black and white photograph of a busy city street intersection. Several pedestrians are crossing the street at a crosswalk. Two buses are visible: one on the left side of the frame and another on the right. A person is riding a bicycle across the intersection. The scene is captured from a high angle, showing the layout of the roads and the movement of people and vehicles.

# 2014 TRANSPORTATION AND ROAD IMPROVEMENT GENERAL OBLIGATION BOND

Quarterly Report to the Citizen's General  
Obligation Bond Oversight Committee  
Meeting of June 10, 2024

Quarter 2 Fiscal Year 2023-2024



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**SFMTA**

## 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 December 31, 2023, \$332.8 million (66.6%) of \$500 million bond proceeds was expended, \$61.4 million (12.3%) was encumbered, and \$105.8 million (21.1%) 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](https://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 December 2023, the second 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 and, for example, \$500M is shown. Full dollar amounts are shown in financial tables.

## BOND ALLOCATIONS

Chart 1: \$500M Bond Appropriated

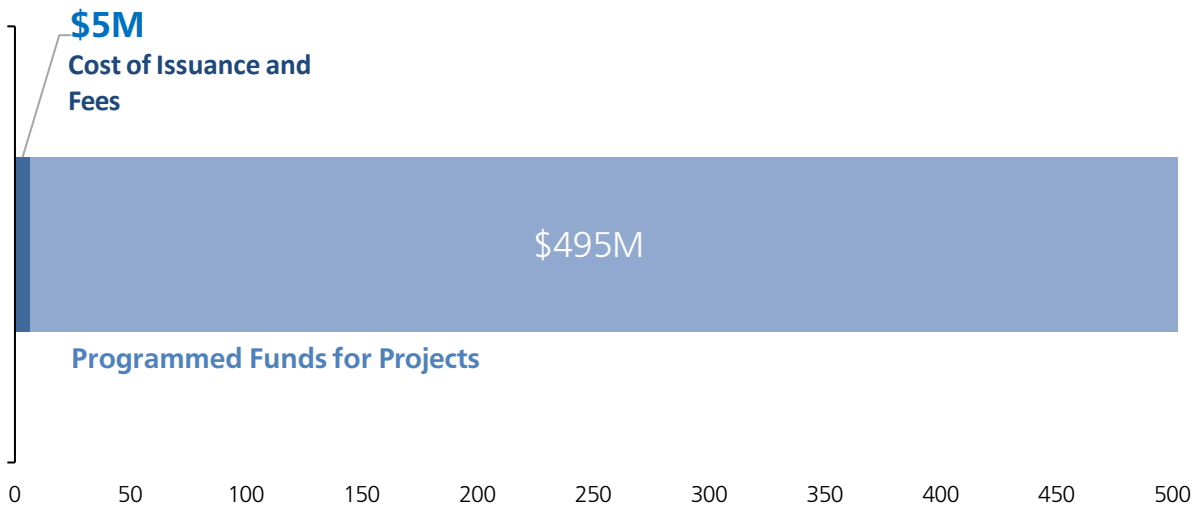
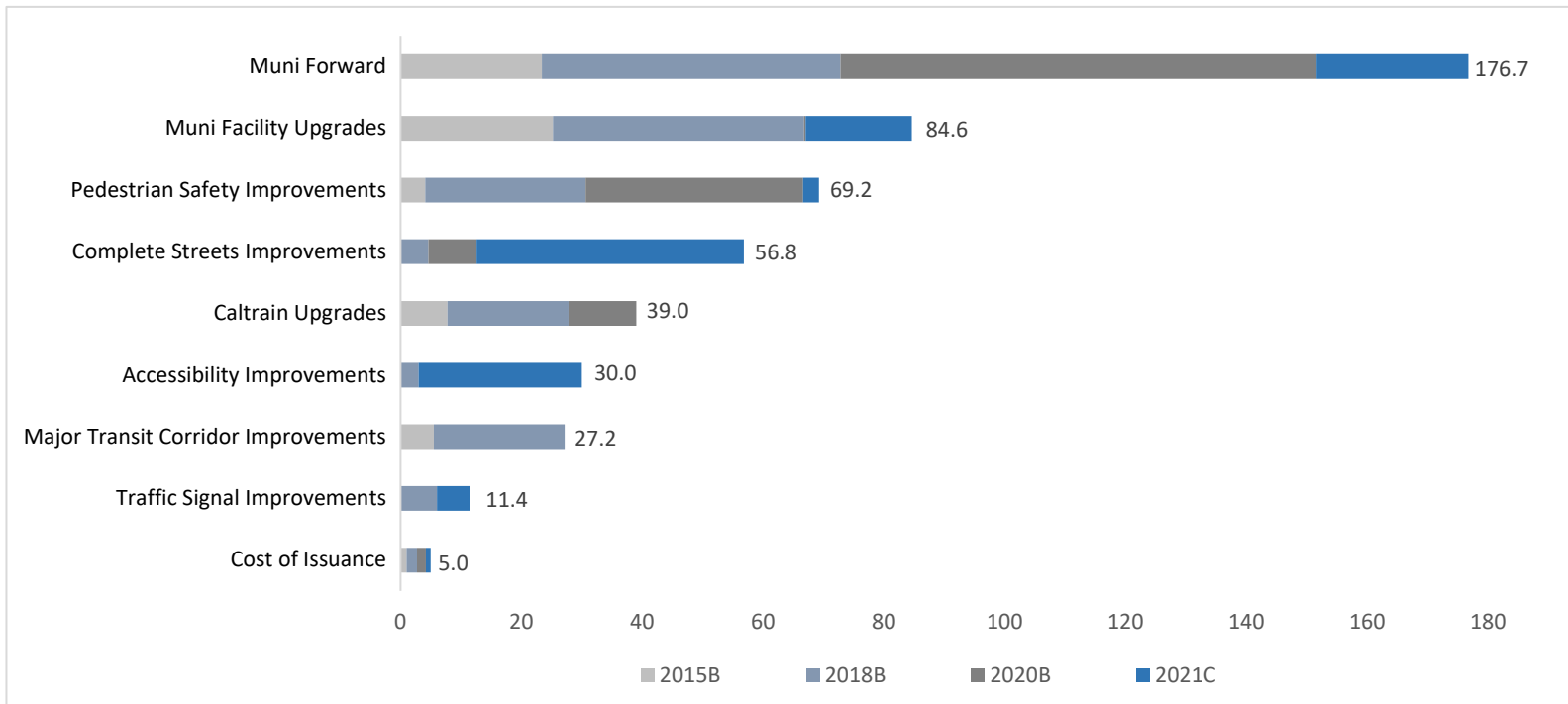


Chart 2: Bond Appropriation by Program



## 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	49,369,705	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%	4,979,264
<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 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, 78.8% 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	64,078,099	1,003,467	65,081,566	97.1%	38,540	0.1%	97.2%	\$1,884,894	Yes
2018B	\$174,445,000	161,878,178	1,702,000	163,580,178	93.8%	2,359,286	1.4%	95.1%	8,505,537	Yes
2020B	\$135,765,000	84,468,931	1,465,000	85,933,931	63.3%	20,759,908	15.3%	78.6%	29,071,162	No
2021C	\$122,785,000	17,358,970	808,798	18,167,767	14.8%	38,286,458	31.2%	46.0%	66,330,774	No
<b>Total</b>	<b>\$500,000,000</b>	<b>\$327,784,177</b>	<b>\$4,979,264</b>	<b>\$332,763,441</b>	<b>66.6%</b>	<b>\$61,444,192</b>	<b>12.3%</b>	<b>78.8%</b>	<b>\$105,792,367</b>	<b>No</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	118,556,319	16,173,965	41,983,434	67.1%	76.2%
Muni Facility Upgrades	84,609,881	66,468,362	8,030,345	10,111,175	78.6%	88.0%
Pedestrian Safety Improvements	69,243,881	48,955,795	13,895,069	6,393,017	70.7%	90.8%
Complete Streets Improvements	56,827,641	20,132,094	20,051,507	16,644,040	35.4%	70.7%
Caltrain Upgrades	39,000,000	37,712,898	877,184	409,918	96.7%	98.9%
Accessibility Improvements	30,000,000	2,913,810	86,190	27,000,000	9.7%	10.0%
Major Transit Corridor Improvements	27,185,931	26,932,296	5,722	247,913	99.1%	99.1%
Traffic Signal Improvements	11,439,682	6,112,602	2,324,210	3,002,870	53.4%	73.8%
Cost of Issuance	4,979,264	4,979,264	-	-	100.0%	100.0%
<b>Total</b>	<b>\$500,000,000</b>	<b>\$332,763,441</b>	<b>\$61,444,192</b>	<b>\$105,792,367</b>	<b>66.6%</b>	<b>78.8%</b>

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 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 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 FY24 Q1	EXPENDED FY24 Q2	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	12/29/2023	1,560,917	-	-	1,227,625	78.6%	-	0.0%	333,292
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%	5,709
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	-	-	1,213,828	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	3,236,125	-	-	3,236,125	100.0%	-	0.0%	-
8) 14 Mission: Division to Randall (Inner) Rapid Project	TO053	2/14/2024	1,159,543	2,122	20,425	1,003,020	86.5%	-	0.0%	156,523
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	10/31/2022	1,350,544	-	-	1,077,995	79.8%	-	0.0%	272,549
12) 22 Fillmore Extension to Mission Bay	TO057	7/22/2023	2,532,379	-	-	2,511,219	99.2%	-	0.0%	21,160
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			47,074	-	-	-	0.0%	-	0.0%	47,074
<b>Total Muni Forward</b>			<b>23,414,342</b>	<b>2,122</b>	<b>20,425</b>	<b>22,219,601</b>	<b>94.9%</b>	<b>-</b>	<b>0.0%</b>	<b>1,194,742</b>
<b>Caltrain Upgrades</b>										
1) CBOSS - San Francisco Contribution		9/30/2024	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.

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## 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 FY24 Q1	EXPENDED FY24 Q2	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	7/8/2022	10,079,730	1,788	-	9,965,853	98.9%	-	0.0%	113,877
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	-	-	8,441,683	99.3%	-	0.0%	56,783
5) MT Escalator Replacement Ph 2	FC060	12/30/2021	911,039	-	-	886,268	97.3%	24,771	2.7%	-
6) Cable Car Barn Rehabilitation	FC077	11/4/2024	400,495	-	-	-	0.0%	-	0.0%	400,495
<b>Total Muni Facility Upgrades</b>			<b>25,246,450</b>	<b>1,788</b>	<b>-</b>	<b>24,650,524</b>	<b>97.6%</b>	<b>24,771</b>	<b>0.1%</b>	<b>571,155</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%	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%	18,652
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	12/31/2021	609,448	-	-	609,448	100.0%	-	0.0%	-
<b>Total Pedestrian Safety Improvements</b>			<b>4,080,741</b>	<b>-</b>	<b>-</b>	<b>3,964,819</b>	<b>97.2%</b>	<b>-</b>	<b>0.0%</b>	<b>115,921</b>
<b>Total Municipal Transportation Agency (MTA)</b>			<b>60,501,533</b>	<b>3,911</b>	<b>20,425</b>	<b>58,581,176</b>	<b>96.8%</b>	<b>38,540</b>	<b>0.1%</b>	<b>1,881,818</b>
<b>Department of Public Works (DPW)</b>										
<b>Major Transit Corridor Improvements</b>										
1) Better Market Street	TO078	10/24/2024	5,500,000	-	-	5,496,924	99.9%	-	0.0%	3,076
<b>Total Major Transit Corridor Improvements</b>			<b>5,500,000</b>	<b>-</b>	<b>-</b>	<b>5,496,924</b>	<b>99.9%</b>	<b>-</b>	<b>0.0%</b>	<b>3,076</b>
<b>Total Department of Public Works (DPW)</b>			<b>5,500,000</b>	<b>-</b>	<b>-</b>	<b>5,496,924</b>	<b>99.9%</b>	<b>-</b>	<b>0.0%</b>	<b>3,076</b>
<b>Cost of Issuance</b>			<b>1,003,467</b>			<b>1,003,467</b>				
<b>Total 2015B</b>			<b>\$67,005,000</b>	<b>\$3,911</b>	<b>\$20,425</b>	<b>\$65,081,567</b>	<b>97.1%</b>	<b>\$38,540</b>	<b>0.1%</b>	<b>\$1,884,893</b>

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 FY24 Q1	EXPENDED FY24 Q2	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	12/29/2023	6,766,975	-	-	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	26,105	572	1,884,433	95.1%	-	0.0%	97,650
4) 30 Stockton: East of Van Ness Ave Transit Priority Project	TO062	12/29/2023	675,000	-	-	66,726	9.9%	-	0.0%	608,274
5) 14 Mission: Division to Randall (Inner) Rapid Project	TO053	2/14/2024	627,151	10,473	27,163	361,235	57.6%	31,113	5.0%	234,803
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	4,342	-	1,608,234	80.4%	-	0.0%	391,766
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	7/20/2024	3,512,407	-	-	3,512,407	100.0%	-	0.0%	-
10) 8 Bayshore: San Bruno	TO073	9/1/2020	1,300,000	3,265	-	848,397	65.3%	-	0.0%	451,603
11) 19 Polk: Polk Street Transit Priority Project	TO13-CF	3/6/2023	74,000	-	-	31,270	42.3%	-	0.0%	42,730
12) 1 California: Laurel Village	TO09-CF	5/17/2024	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	10/31/2022	2,317,072	235,290	60,265	1,410,145	60.9%	62,179	2.7%	844,748
15) UCSF Platforms	TO089	5/31/2024	6,408,625	-	-	6,408,625	100.0%	-	0.0%	-
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	32,917	19,803	2,434,529	92.7%	-	0.0%	192,621
18) Bus Transit Signal Priority	TO198	11/17/2028	1,357,040	-	-	1,261,693	93.0%	-	0.0%	95,347
20) L Taraval Track Rail & OH	TO068	7/20/2024	15,888	-	-	-	0.0%	-	0.0%	15,888
<b>Total Muni Forward</b>			<b>49,369,705</b>	<b>312,392</b>	<b>107,803</b>	<b>45,636,441</b>	<b>92.4%</b>	<b>100,638</b>	<b>0.2%</b>	<b>3,632,625</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 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 FY24 Q1	EXPENDED FY24 Q2	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	-	10,065	2,913,810	97.1%	86,190	2.9%	-
<b>Total Accessibility Improvements</b>			<b>3,000,000</b>	<b>-</b>	<b>10,065</b>	<b>2,913,810</b>	<b>97.1%</b>	<b>86,190</b>	<b>2.9%</b>	<b>-</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	248,366	283,955	1,336,594	27.9%	1,644,771	34.3%	1,812,512
<b>Total Muni Facility Upgrades</b>			<b>41,522,343</b>	<b>248,366</b>	<b>283,955</b>	<b>38,065,060</b>	<b>91.7%</b>	<b>1,644,771</b>	<b>4.0%</b>	<b>1,812,512</b>
<b>Major Transit Corridor Improvements</b>										
1) King Street Substation	TO091	9/30/2022	10,002,337	104,755	-	9,996,615	99.9%	5,722	0.1%	-
2) L-Taraval Transit Improvements*	TO068	7/20/2024	4,993,316	-	-	4,748,480	95.1%	-	0.0%	244,836
3) Better Market Street	TO078	10/24/2024	6,690,278	22,379	-	6,690,278	100.0%	-	0.0%	-
<b>Total Major Transit Corridor Improvements</b>			<b>21,685,931</b>	<b>127,133</b>	<b>-</b>	<b>21,435,373</b>	<b>98.8%</b>	<b>5,722</b>	<b>0.0%</b>	<b>244,836</b>
<b>Traffic Signal Improvements</b>										
1) Better Market Street	TO078	10/24/2024	6,000,000	1,657	(7,644)	5,469,402	91.2%	343,636	5.7%	186,962
<b>Total Traffic Signal Improvements</b>			<b>6,000,000</b>	<b>1,657</b>	<b>(7,644)</b>	<b>5,469,402</b>	<b>91.2%</b>	<b>343,636</b>	<b>5.7%</b>	<b>186,962</b>
<b>Complete Streets Improvement</b>										
1) Walkfirst Painted Safety Zone Conversion	ST115	12/31/2023	300,349	-	-	230,620	76.8%	32,561	10.8%	37,168
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	-	-	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	681	13,021	93,071	51.8%	-	0.0%	86,493
7) Elevator Modernization	PK06-CF	5/29/2020	3,122,417	-	-	2,928,300	93.8%	-	0.0%	194,117
<b>Total Complete Streets Improvement</b>			<b>4,607,184</b>	<b>681</b>	<b>13,021</b>	<b>4,204,628</b>	<b>91.3%</b>	<b>32,561</b>	<b>0.7%</b>	<b>369,995</b>

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 FY24 Q1	EXPENDED FY24 Q2	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	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	3,654	7,863	6,749,742	91.2%	19,220	0.3%	631,038
5) 6th Street Streetscape	ST053	5/23/2024	3,235,000	27,912	3,336	2,784,791	86.1%	126,549	3.9%	323,660
6) Lombard Streetscape	ST084	12/28/2023	4,777,312	-	-	4,765,713	99.8%	-	0.0%	11,599
7) 4th Street I-80 Vision Zero Improvements	ST051	12/29/2023	960,000	44,187	51,122	509,078	53.0%	-	0.0%	450,922
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	-	-	1,317,817	97.7%	-	0.0%	31,377
10) Add PCS to High Injury Corridors (18 locations) Phase I	SG074	12/31/2021	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	-	-	1,002,112	99.8%	-	0.0%	1,888
12) Contract 64	SG059	3/6/2023	898,247	-	-	888,492	98.9%	-	0.0%	9,755
13) Contract 65	SG061	9/29/2023	716,764	118,333	41,442	661,606	92.3%	-	0.0%	55,158
14) Walk First Rectangular Rapid Flashing Beacons**	ST122	6/13/2023	497,036	-	-	434,678	87.5%	-	0.0%	62,358
15) Van Ness BRT: SFGO	TO192	10/31/2022	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) Geneva Avenue Traffic Signals (Improvements)	ST201	6/30/2023	297,753	-	-	-	0.0%	-	0.0%	297,753
18) Elevator Modernization	PK06-CF	5/29/2020	820,000	-	-	769,022	93.8%	-	0.0%	50,978
<b>Total Pedestrian Safety Improvements</b>			<b>26,537,837</b>	<b>194,086</b>	<b>103,762</b>	<b>24,133,463</b>	<b>90.9%</b>	<b>145,769</b>	<b>0.5%</b>	<b>2,258,605</b>
<b>Cost of Issuance</b>										
			<b>1,702,000</b>			<b>1,702,000</b>				
<b>Total 2018B</b>			<b>\$174,445,000</b>	<b>\$884,315</b>	<b>\$510,963</b>	<b>\$163,580,178</b>	<b>93.8%</b>	<b>\$2,359,286</b>	<b>1.4%</b>	<b>\$8,505,537</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 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 FY24 Q1	EXPENDED FY24 Q2	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	301,008	156,014	19,269,470	91.3%	347,646	1.6%	1,487,884
2) 22 Fillmore Extension	TO057	7/22/2023	13,543,069	223,151	249,689	12,073,555	89.1%	40,078	0.3%	1,429,437
3) L-Taraval Transit Improvement Project	TO068	7/20/2024	22,664,760	11,092	6,123,028	10,111,942	44.6%	7,109,810	31.4%	5,443,008
4) Van Ness BRT	TO084	10/31/2022	4,848,685	5,619	10,406	1,080,534	22.3%	276,846	5.7%	3,491,306
5) King Street Substation	TO091	9/30/2022	3,284,922	21,994	30,757	3,175,009	96.7%	13,898	0.4%	96,014
6) Better Market Street	TO078, 094, 231	11/28/2025	9,629,129	256,042	345,280	3,204,780	33.3%	627,364	6.5%	5,796,985
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	30.2%	-	0.0%	1,464,865
<b>Total Muni Forward</b>			<b>78,825,565</b>	<b>818,905</b>	<b>6,915,175</b>	<b>49,550,425</b>	<b>62.9%</b>	<b>8,415,641</b>	<b>10.7%</b>	<b>20,859,499</b>
<b>Caltrain Upgrades</b>										
1) Caltrain Electrification	TF123	12/31/2024	11,220,000	-	-	9,946,666	88.7%	863,416	7.7%	409,918
<b>Total Caltrain Upgrades</b>			<b>11,220,000</b>	<b>-</b>	<b>-</b>	<b>9,946,666</b>	<b>88.7%</b>	<b>863,416</b>	<b>7.7%</b>	<b>409,918</b>
<b>Pedestrian Safety Improvements</b>										
1) Better Market Street	TO078, TO093	10/24/2024	8,024,767	-	-	8,024,767	100.0%	-	0.0%	-
2) Western Addition	SG089	11/19/2024	1,693,259	106,439	23,846	1,127,906	66.6%	139,696	8.3%	425,657
3) Taylor Street	ST094	8/31/2024	14,992,170	906,600	782,835	5,129,672	34.2%	7,178,295	47.9%	2,684,203
4) Van Ness: BRT SFG0	TO192	10/31/2022	4,744,668	-	-	4,744,668	100.0%	-	0.0%	-
5) Illinois Street Sidewalk	FC105	8/8/2023	625,000	8,376	2,276	416,505	66.6%	-	0.0%	208,495
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	-	-	1,413,995	27.2%	3,786,005	72.8%	-
<b>Total Pedestrian Safety Improvements</b>			<b>35,980,000</b>	<b>1,021,415</b>	<b>808,957</b>	<b>20,857,513</b>	<b>58.0%</b>	<b>11,103,996</b>	<b>30.9%</b>	<b>4,018,491</b>
<b>Complete Streets Improvement</b>										
1) Better Market Street	TO078	10/24/2024	8,000,000	285,997	65,054	4,114,326	51.4%	102,420	1.3%	3,783,255
<b>Total Complete Streets Improvement</b>			<b>8,000,000</b>	<b>285,997</b>	<b>65,054</b>	<b>4,114,326</b>	<b>51.4%</b>	<b>102,420</b>	<b>1.3%</b>	<b>3,783,255</b>
<b>Muni Facility Upgrades</b>										
1) New Castro Station Elevator	FC050	1/26/2024	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>1,465,000</b>				
<b>Total 2020B</b>			<b>\$135,765,000</b>	<b>\$2,126,318</b>	<b>\$7,789,186</b>	<b>\$85,933,931</b>	<b>63.3%</b>	<b>\$20,759,908</b>	<b>15.3%</b>	<b>\$29,071,162</b>

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 FY24 Q1	EXPENDED FY24 Q2	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED
<b>Municipal Transportation Agency (MTA)</b>										
<b>Muni Forward</b>										
1) Better Market Street - Traction Power Upgrade	TO231	4/30/2025	5,660,257	-	-	-	0.0%	56,723	1.0%	5,603,534
2) Better Market Street Phase 1 - 5th to 8th Street	TO093	12/10/2023	4,346,665	-	-	-	0.0%	4,346,665	100.0%	-
3) Geary Blvd Improvement Project (Phase 2)	TO081	12/31/2026	11,577,937	266,696	555,627	1,149,852	9.9%	460,181	4.0%	9,967,904
4) L-Taraval Improvement Project	TO068	7/20/2024	725,130	-	-	-	0.0%	-	0.0%	725,130
5) Transbay Transit Center Traction Power Upgrades	TO227	7/8/2024	2,794,117	-	-	-	0.0%	2,794,117	100.0%	-
<b>Total Muni Muni Forward</b>			<b>25,104,106</b>	<b>266,696</b>	<b>555,627</b>	<b>1,149,852</b>	<b>4.6%</b>	<b>7,657,686</b>	<b>30.5%</b>	<b>16,296,568</b>
<b>Traffic Signal Improvements</b>										
1) Better Market Street	TO078	10/24/2024	2,815,908	-	-	-	0.0%	-	0.0%	2,815,908
2) Western Addition Area - Traffic Signal Upgrades	SG089	11/19/2024	1,882,578	-	68,000	68,000	3.6%	1,814,578	96.4%	-
3) Contract 65 New Traffic Signals	SG061	9/29/2023	741,196	-	575,200	575,200	77.6%	165,996	22.4%	-
<b>Total Traffic Signal Improvements</b>			<b>5,439,682</b>	<b>-</b>	<b>643,200</b>	<b>643,200</b>	<b>11.8%</b>	<b>1,980,574</b>	<b>36.4%</b>	<b>2,815,908</b>
<b>Accessibility Improvements</b>										
1) BART Canopies / Market Street Entrance Modernization	FC088	6/30/2027	27,000,000	-	-	-	0.0%	-	0.0%	27,000,000
<b>Total Accessibility Improvements</b>			<b>27,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>0.0%</b>	<b>27,000,000</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	12/10/2023	23,765,386	1,344,625	4,362,865	7,989,458	33.6%	13,215,130	55.6%	2,560,798
2) BART Canopies / Market Street Entrance Modernization	FC088	6/30/2027	15,000,000	-	607,984	2,818,609	18.8%	5,206,470	34.7%	6,974,921
3) 6th Street Improvements	ST053	5/23/2024	3,108,706	395,181	140,405	1,005,073	32.3%	1,494,927	48.1%	608,706
4) Mission Street Excelsior	ST158	9/30/2026	2,346,365	-	-	-	0.0%	-	0.0%	2,346,365
<b>Total Complete Streets Improvement</b>			<b>44,220,457</b>	<b>1,739,806</b>	<b>5,111,253</b>	<b>11,813,140</b>	<b>26.7%</b>	<b>19,916,527</b>	<b>45.0%</b>	<b>12,490,790</b>
<b>Muni Facility Upgrades</b>										
1) San Jose Substation Upgrades	TF071	9/30/2024	1,233,858	58,622	51,472	346,692	28.1%	-	0.0%	887,166
2) UCSF Platform Extension and Crossover	TO089	5/31/2024	1,785,605	2,189	10,376	197,055	11.0%	14,039	0.8%	1,574,511
3) 1200 15th Street	FC066	12/30/2024	5,265,831	-	-	-	0.0%	-	0.0%	5,265,831
4) New Castro Station Elevator	FC050	1/26/2024	9,281,359	410,500	2,410,280	3,209,030	34.6%	6,072,329	65.4%	-
<b>Total Muni Facility Upgrades</b>			<b>17,566,653</b>	<b>471,311</b>	<b>2,472,129</b>	<b>3,752,777</b>	<b>21.4%</b>	<b>6,086,368</b>	<b>34.6%</b>	<b>7,727,508</b>
<b>Cost of Issuance</b>			<b>808,798</b>			<b>808,798</b>				
<b>Total 2021C</b>			<b>\$122,785,000</b>	<b>\$2,477,813</b>	<b>\$8,782,209</b>	<b>\$18,167,767</b>	<b>14.8%</b>	<b>\$38,286,458</b>	<b>31.2%</b>	<b>\$66,330,774</b>

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 **\$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 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 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.

### 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 **\$84.6M**

#### *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: 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.

## 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: 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: 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.

## **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.

FY 23-24 Quarterly Project Status Report		Quarter 2: 9/1/2023 - 12/31/2023
5 Fulton: Arguello to 25th Ave Rapid Project		
<p>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.</p>		
PROJECT MANAGER:		Kevin Shue
CURRENT PROJECT PHASE:		Construction
SUBSTANTIAL COMPLETION DATE:		6/30/2026
ACCOMPLISHMENTS THIS PERIOD		
Achieved 100% design, move to construction phase.		
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)		
Complete 100% packaging and conduct bid and advertise.		
PROJECT CHALLENGES/AREAS OF CONCERN		
Finalizing granite curb order with PW and coordinating an MOU with City Distribution Division regarding water meters.		

**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**

- 1.) All traffic signal work completed except for modifications at Minna St. east corner per RFI #118, #148.
  - 2.) Preparation of sidewalk accent areas for interpretive plaque install.
  - 3.) All CDD Water work completed with only punch list items and proposed extra work at Folsom/Harrison remaining.
  - 4.) Restoration of all open trenches with temporary/permanent pavement in preparation for APEC and Holiday Moratorium.
- The construction phase is now 79.7% complete and proceeding on schedule.

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

- 1.) Unforeseen Basement repairs at 6 -10 6th St., and 22-24 6th St.
- 2.) Traffic Signal modification at Minna St. east corner per RFI #118, #148, and install pushbuttons.
- 3.) Interpretive plaques installation (pending plaque mock-up approval and fabrication).
- 4.) Textured asphalt and crosswalk impressions layout approval and installation.
- 5.) Minor potholing for (1) water service relocation near 6th St. and Stevenson.
- 6.) Terrazzo paving.
- 7.) PCOs for Folsom and Harrison St. intersection improvements.
- 8.) Granite tree wells.
- 9.) Planting and site furnishings.
- 10.) Punch list.

**PROJECT CHALLENGES/AREAS OF CONCERN**

We are working on unforeseen basement repairs at two locations due to incomplete records. Additionally, modifications to the signal foundation at 6th and Minna is proceeding due to unforeseen utility conflicts. These issues will be able to be resolved within schedule and budget.

**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: 2/14/2024

**ACCOMPLISHMENTS THIS PERIOD**

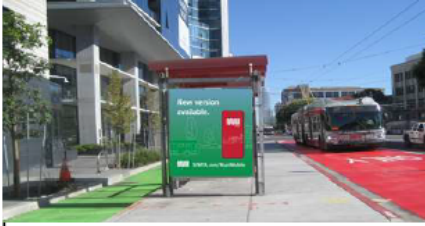
Construction started. The 18th/Mission pedestrian bulb-out and the 20th/Mission southwest corner bus bulb-out were substantially completed. Signal modifications as part of the 20th/Mission bulb-out work were also completed.

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

Complete the 20th/Mission northeast corner bus bulb and any remaining sidewalk work to fully complete project.

**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.



FY 23-24 Quarterly Project Status Report		Quarter 2: 9/1/2023 - 12/31/2023
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.	
	<p>PROJECT MANAGER:</p> <p>CURRENT PROJECT PHASE:</p> <p>SUBSTANTIAL COMPLETION DATE:</p>	<p>Parand Maleki</p> <p>Contract Closeout</p> <p>7/22/2023</p>
ACCOMPLISHMENTS THIS PERIOD		
<p>Phase I: Project reached final completion. Final payment was made and the contract was closed.</p> <p>Phase II: The team is working on punchlist items.</p>		
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)		
<p>Phase I: The project team is working towards closing the project.</p> <p>Phase II: Complete punch list work.</p>		
PROJECT CHALLENGES/AREAS OF CONCERN		
<p>Phase I: None.</p> <p>Phase II: None.</p>		

FY 23-24 Quarterly Project Status Report		Quarter 2: 9/1/2023 - 12/31/2023
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 is 99% complete. Substantial completion was issued December 15th. The only remaining traffic signal to be switched over is at 19th Ave and Sloat schedule for 1/3/24.		
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)		
Traffic signal pushed out to the beginning of February due to weather and sick personnel.		
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:** 6/30/2027

**ACCOMPLISHMENTS THIS PERIOD**

- On-going coordination with project stakeholders, including SFMTA.
- Canopy 11 at Montgomery Station and Canopy 15 at Powell Station were opened to the public in October.
- Continued construction at Canopy 6 at Embarcadero Station.

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

Construction at Canopy 6 at Embarcadero will continue, and the expected completion date is March 2023.

- Construction at Canopy 2 at Embarcadero and 9 at Montgomery will continue. The expected completion date for Canopies 2 and 9 is May 2024.

**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, including glass wall panels, two glass entry doors, and illuminated handrail.
- 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.
- JC Decaux Kiosk Relocation: JC Decaux was notified by City of San Francisco to remove and relocate a couple of its kiosks by January 2024. JC Decaux has advised that they will not meet the January date and that mid to late February is more likely since they need PG&E to de-energize the feed to the kiosk. If the removal does not happen, the kiosk will be in the way of 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](http://www.bettermarketstreetsf.org).

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

**ACCOMPLISHMENTS THIS PERIOD**


Better Market Street Phase I – 5th to 8th Street: The contractor installed all traffic signal conduits across Market Street and replaced the trackway at the crossings. Some traffic signal poles and foundations were also installed.

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

Better Market Street Phase I – 5th to 8th Street: The contractor is scheduled to complete remaining work including completing installation of all pole foundations, traffic signals, OCS poles, paving, curb ramps and pedestrian bulbs after.

**PROJECT CHALLENGES/AREAS OF CONCERN**

None.

FY 23-24 Quarterly Project Status Report		Quarter 2: 9/1/2023 - 12/31/2023						
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.							
<table><tr><td>PROJECT MANAGER:</td><td>Sherry Bullock</td></tr><tr><td>CURRENT PROJECT PHASE:</td><td>Construction</td></tr><tr><td>SUBSTANTIAL COMPLETION DATE:</td><td>9/30/2024</td></tr></table>			PROJECT MANAGER:	Sherry Bullock	CURRENT PROJECT PHASE:	Construction	SUBSTANTIAL COMPLETION DATE:	9/30/2024
PROJECT MANAGER:	Sherry Bullock							
CURRENT PROJECT PHASE:	Construction							
SUBSTANTIAL COMPLETION DATE:	9/30/2024							
ACCOMPLISHMENTS THIS PERIOD								
<ul style="list-style-type: none"><li>• Completion of Wayside Software, PTC Subdiv File update and lab testing.</li><li>• Ongoing development of Slot Plan solution and update.</li><li>• Ongoing development of Schedule Management (nearside station stop) system.</li><li>• Wayside Software, PTC Subdiv File update and lab testing for group #8 &amp; #11.</li><li>• Continued CPUC GO-88B submittal process &amp; closeout for completed crossings.</li><li>• Completed Cutover for Group #11</li></ul>								
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)								
<p>For the next quarter, the project team has set the following goals:</p> <ul style="list-style-type: none"><li>• Planning for April 16-23rd cutover of Groups 3-4-5.</li><li>• Progress remaining development activities.</li><li>• Submit SSWP to confirm track access.</li><li>• Start coordination meetings with support personnel including operations.</li><li>• Review remaining group cutover schedule and coordinate with Rail Operations and PCEP.</li><li>• Complete remaining GO-88B applications &amp; start closeout for completed locations.</li></ul>								
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**

- Awarded 2SC Signal and Crossing cutovers milestone incentive for early completion of 2SC.
- Completed all mainline OCS regulation work.
- Completed path to completion schedule effort and established remaining quantity tracker for OCS regulation and testing.
- Continued to connect LV permanent power and coordinate remaining low voltage power drop applications with PG&E and utilizing generators to support project testing.
- Continued asphalt cover implementation, anti-theft cable procurement for impedance bonds to mitigate theft impact.
- Commence bus bridge planning effort for Live Runs planned for 2024.
- Held Monthly CMB meeting for program status and change order approval.
- Held FTA Quarterly Progress Meeting in December 2023.
- Continued safety special task force working group, including TASI, Rail Operations and PCEP to address communications, process, and procedure improvements.
- Continued providing PCEP progress updates to funding partners, leadership, elected officials, citizens, and business community.
- Continued support TIRCP audit performed by the State.
- Since October 2nd, 2023, TASI has been performing isolation and protection service for the Milestone 1 limits.
- Finalized short circuit test sequence and test dates with PG&E support.
- Continued with project close out efforts and tracked all punch list items in a centralized database.
- Complete Programmatic Agreement (PA) amendment and finalize burial agreement and treatment plan.
- Received Temporary Use Permit (TUP) for Milestone 1 limits (Diridon to San Antonio) and Drill Track, Caltrain completed three EMU burn in acceptance Test on mainline.
- Commenced Caltrain broadband equipment on board installation prototype, and remaining EMU delivery schedule was revised to incorporate broadband equipment installation work.
- Continued Rail Activation Effort and held RAC risk workshop.
- Complete EMU revenue service maintenance program, EMU storage plan, diesel fleet exit plan, and fleet management plan.
- There are a total of 6 EMU trainsets on Caltrain property.
- Completed Guadalupe OCS wire Installation. regulation and testing will be completed early 2024.

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

- Complete all OCS Regulations for SF Station.
- Complete Segments 1 and 2 Sectionalization Testing.
- Complete double traction Testing with two EMUs.
- Complete power pull aways testing.
- Perform the remaining 5 short circuit testing with support from PG&E.
- Complete Guadalupe OCS test and perform live run south of Diridon.
- Continue to coordinate with Broadband Project, work with vehicle manufacturer and monitor EMU production schedule that includes broadband equipment installation.
- Continue bi-weekly project completion road map meeting with Design- Build Contractor Executives to address path to substantial completion.
- Continue operations planning, ambassador, and rail service planning minor issues efforts for Segment 1 and 2 live runs.
- Continue to coordinate with PG&E on low voltage power drop applications, and distribution line de-energization work.
- Perform all joint punch list walks for all remaining work.
- Hold Monthly CMB meeting for program status and change order approval.
- Continue EMU acceptance testing (burn in).
- Two more EMUs will be delivered in February 2024 and the remaining will be delivered in 2nd and 3rd quarter of 2024 to support September Revenue Service.
- Complete end to end full corridor live runs prior to substantial completion.
- Finalize Substantial Completion and Final Acceptance C

**PROJECT CHALLENGES/AREAS OF CONCERN**

ROW Theft has been creating challenges for the project, since copper cables were stolen south of Diridon and it impacted project testing.



**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 work is underway with major demolition and excavation work. Micropile drilling is anticipated to be completed in December 2023. The contractor is going to continue work with shoring installation and elevator pit excavation.

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

Construction substantial completion is scheduled for February 8, 2025.

**PROJECT CHALLENGES/AREAS OF CONCERN**

The unforeseen I-beams caused a delay in the micropile drilling work and while micropile drilling is almost completed, the I-beams will still need to be removed. A change order is anticipated for the removal work, but it will not be fully understood until contractor completes the shoring installation and begins the elevator pit excavation.

**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 ongoing. Skyline/Sloat change order approved for project.

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

Construction continuing.

**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 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 team presented two options to the SFMTA Board of Directors for consideration. The Board unanimously approved the project and directed staff to proceed with Quick-Build implementation in Fall 2023. New transit lanes, bus stop changes and safety treatments were installed along the corridor in October 2023.

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

The project team will evaluate these Quick-Build treatments in 2024. In the meantime, detailed design work begins on the remaining improvements such as bulbouts and traffic signal upgrades. SFMTA also continues to coordinate work with SFPUC's upcoming sewer and water upgrades along the corridor, currently planned to begin in 2025.

**PROJECT CHALLENGES/AREAS OF CONCERN**

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

FY 23-24 Quarterly Project Status Report		Quarter 2: 9/1/2023 - 12/31/2023
<b>Illinois Street Sidewalk</b>		
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
<b>ACCOMPLISHMENTS THIS PERIOD</b>		
No activities.		
<b>UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)</b>		
The project team is currently working on cost reconciliation for Interdepartmental Service Agreements (ISAs) with SFPUC and SFPW. Additionally, SF Port is managing the coordination of parking meter installation with SFMTA Traffic Engineering, which is not within the project's scope.		
<b>PROJECT CHALLENGES/AREAS OF CONCERN</b>		
None.		

**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:	9/30/2022

**ACCOMPLISHMENTS THIS PERIOD**

The contractor has completed the paving work and ADA improvements and off haul of the mobile substation. Building and ADA inspections have been completed and signed off, awaiting special inspections for final signoff.

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

The SFMTA Project team and Contractor are reviewing a list of outstanding change orders. Additionally, the contractor needs to submit an As-Built Schedule for review.

**PROJECT CHALLENGES/AREAS OF CONCERN**

The project team will need to resolve any outstanding change orders and complete a closeout CMOD 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.

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 installing new water (98%) and sewer lines (97%), pouring OCS (Overhead Catenary System) pole foundations (97%), constructing curb ramps (45%), and installing Vehicle Tagging System (VTS) conduits (97%), traffic signal conduits (90%), rail installation (70%), Boarding Island (10%), Traction Power (15%), roadbase reconstruction along Taraval Street (7%).

**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.

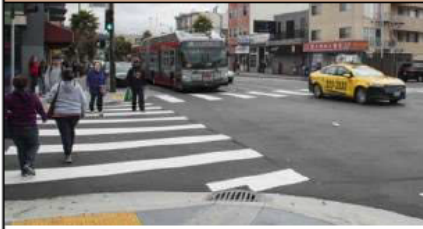
Segment B: Sewer, water, curb ramps, and OCS pole foundation, rail installation and Boarding Island work is ongoing. PG&E continues to relocate shallow gas lines under roadways.

**PROJECT CHALLENGES/AREAS OF CONCERN**

Segment A: None.

Segment B: PG&E shallow gas lines in the roadway.



**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**

Construction in progress on Phase 2 (Mission Street)

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

On-going construction on Phase 2 (Mission Street)

**PROJECT CHALLENGES/AREAS OF CONCERN**

None.

FY 23-24 Quarterly Project Status Report		Quarter 2: 9/1/2023 - 12/31/2023
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: 8/31/2024

**ACCOMPLISHMENTS THIS PERIOD**

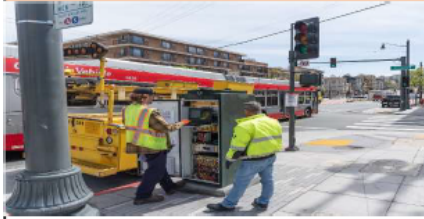
PUC has approved design exceptions for custom catch basin designs.

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

Substantial completion anticipated as early as June 2024.

**PROJECT CHALLENGES/AREAS OF CONCERN**

111 Taylor subsidewalk basement requires minor redesign of slab roof.

**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: 10/31/2022

**ACCOMPLISHMENTS THIS PERIOD**


Reviewed as-builts as part of close-out process.

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

Complete close-out as part of the overall Van Ness Improvement Project.

**PROJECT CHALLENGES/AREAS OF CONCERN**

None.

FY 23-24 Quarterly Project Status Report		Quarter 2: 9/1/2023 - 12/31/2023
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.		
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:** Peter Gabancho  
**CURRENT PROJECT PHASE:** Construction  
**SUBSTANTIAL COMPLETION DATE:** 10/31/2022

**ACCOMPLISHMENTS THIS PERIOD**

Construction phase is approximately 100% complete. Remaining punchlist items are have been dealt with, though there is some warranty work to be done. Ongoing landscape maintenance continues (2-year contract). A claims settlement in principle was reached with the landscaping and paving contractor. Negotiations with the subcontractors are ongoing.

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

It appears that the last remaining items of work is the streetlight lighting levels. These must be confirmed so that SFPUC Lighting and Power can take ownership of the new streetlights. Water Department must accept ownership new water and AWSS lines. SFMTA must negotiate settlements with the subcontractors.

**PROJECT CHALLENGES/AREAS OF CONCERN**

The contractor claim true up claim has been settled. SFMTA will negotiate settlements with the subcontractors. The final budget is undetermined until the claim is resolved.



**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**

Project has started underground work along Fulton as well as along Golden Gate.

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

Continuing underground work along Golden Gate as well as completing underground work along Fulton.

**PROJECT CHALLENGES/AREAS OF CONCERN**

The project has encountered numerous underground conflicts. The Project team has been working with the contractor to work through the conflicts.