

**San Francisco
Municipal Transportation Agency**

**Quarterly Report to the SFMTA Bond
Oversight Committee**

April 1 to June 30, 2024

(Fiscal Year 2023-2024, Quarter 4)

Budget and Capital Finance
Finance & Information Technology Division

October 2, 2024



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Executive Summary

Pursuant to Section 8.A.102(b)(13) of the Charter and Chapter 43 of the Administrative Code of the City and County of San Francisco, the SFMTA may issue revenue bonds and other debt instruments with the concurrence of the Board of Supervisors and the City and without voter approval, such bonds to be issued in accordance with State law or any procedure provided for by ordinance. As of June 30, 2024, the SFMTA had issued eight series of bonds: 2012A, 2012B, 2013, 2014, 2017, 2021A, 2021B, and 2021C. Of these series, three were refunding bonds (2012A, 2021A, and 2021B) and the remaining five series, summarized below, were new money bonds issued to fund projects of the SFMTA.

- 2012B generated \$25,700,000 in project funds and was issued to fund parking garages and parking meters. Following issuance of 2012B funds, additional programs were added including the Systemwide Transit Access and Reliability Program, the Muni Metro Sunset Tunnel Rail Rehabilitation Program, the Muni Metro Turnback Rehabilitation Program, the Muni Green Light Rail Facility Rehabilitation Program, the Muni System Radio Replacement Project, and the Muni Metro System Public Announcement and Public Display System Replacement Project.
- 2013 generated \$75,000,000 in project funds to fund Muni Transit Safety and Spot Improvements, Complete Street Capital Improvements, Facility Improvements, Transit Fixed Guideway Improvements, Pedestrian Safety and Traffic Signal Improvements and Muni Light Rail and Vehicle Procurement.
- 2014, which was issued as 2014-1 and 2014-2, generated \$75,000,000 in project funds to fund Muni Transit Safety and Spot Improvements, Street Capital Improvements, Facility Improvements, Transit Fixed Guideway, Pedestrian Safety and Traffic Signal Improvements and Muni Light Rail and Vehicle Procurement.
- 2017 generated \$190,000,000 in project funds and was issued to fund \$45,000,000 in improvements in Mission Bay and \$162,000,000 for Muni Transit Safety and Spot Improvements, Street Capital Improvements, Facility Improvements, Transit Fixed Guideway, Pedestrian Safety and Traffic Signal Improvements and Muni Light Rail Vehicle Procurement.
- 2021C generated \$118,000,000 in project funds and was issued to fund approximately \$76,000,000 for transit improvements and \$42,000,000 for street improvements.

As shown in Table 1 of the Bond Expenditures section, as of June 30, 2024, \$426,261,229, or 88.1% of the authorized amount was expended, \$6,377,400, or 1.3% was encumbered, and \$51,061,371, or 10.6% remained to be expended or encumbered. The principal balance in 2012B has been spent. Since the last BOC meeting of May 29, 2024, the remaining principal balances of

2013 and 2014 bonds were reallocated to the L-Taraval Track Rail Overhead Rehabilitation project. Those funds are expected to be spent by Q3 of FY25.

This report to the San Francisco Municipal Transportation Agency (SFMTA) Bond Oversight Committee (BOC) covers the period through the fourth quarter of Fiscal Year 2023-2024, which ended on June 30, 2024.

San Franciscans, and others interested, can track progress on the projects and programs supported by these funds at <https://www.sfmta.com/committees/sfmta-bond-oversight-committee-boc>. Previous reports are available at this site.

Bond Expenditures

The following Tables report, in order, the status of bond proceeds, interest earnings, and the grand totals of bond proceeds plus interest through June 30, 2024.

Table 1.a. Bond Proceeds

	Total Bond Proceeds	Total Programmed	Total Expended	Total Encumbered	Total Unencumbered	Total Unprogrammed & Unallocated
2012B	\$ 25,700,000	\$ 25,700,000	\$ 25,700,000	-	-	-
2013	\$ 75,000,000	\$ 75,000,000	\$ 74,587,312	\$ 408,853	\$ 3,835	-
2014	\$ 75,000,000	\$ 75,000,000	\$ 73,719,679	\$ 244,487	\$ 1,035,834	-
2017	\$ 190,000,000	\$ 190,000,000	\$ 189,802,337	\$ 2,713	\$ 194,950	-
2021C	\$ 118,000,000	\$ 118,000,000	\$ 62,451,901	\$ 5,721,347	\$ 49,826,752	-
Total	\$ 483,700,000	\$ 483,700,000	\$ 426,261,229	\$ 6,377,400	\$ 51,061,371	-

Table 1.b. Interest

	Total Interest Earned	Total Programmed	Total Expended	Total Encumbered	Total Unencumbered	Total Unprogrammed & Unallocated
2012B	\$ 324,182	\$ 324,036	\$ 315,404	\$ 8,632	-	\$ 146
2013	\$ 1,306,731	\$ 1,298,530	\$ 1,247,905	\$ 40,896	\$ 9,729	\$ 8,201
2014	\$ 2,267,705	\$ 2,234,551	\$ 1,667,869	\$ 532,778	\$ 33,904	\$ 33,154
2017	\$ 3,240,480	\$ 3,222,444	\$ 3,166,198	\$ 37,884	\$ 18,362	\$ 18,036
2021C	\$ 5,207,013	-	-	-	-	\$ 5,207,013
Total	\$ 12,346,111	\$ 7,079,561	\$ 6,397,376	\$ 620,190	\$ 61,995	\$ 5,266,550

Table 1.c. Grand Total: Bond Proceeds Plus Interest

	Total Bond Proceeds + Interest Earned	Total Programmed	Total Expended	Total Encumbered	Total Unencumbered	Total Unprogrammed & Unallocated
2012B	\$ 26,024,182	\$ 26,024,036	\$ 26,015,404	\$ 8,632	-	\$ 146
2013	\$ 76,306,731	\$ 76,298,530	\$ 75,835,217	\$ 449,749	\$ 13,564	\$ 8,201
2014	\$ 77,267,705	\$ 77,234,551	\$ 75,387,548	\$ 777,265	\$ 1,069,738	\$ 33,154
2017	\$ 193,240,480	\$ 193,222,444	\$ 192,968,535	\$ 40,597	\$ 213,312	\$ 18,036
2021C	\$ 123,207,013	\$ 118,000,000	\$ 62,451,901	\$ 5,721,347	\$ 49,826,752	\$ 5,207,013
Total	\$ 496,046,111	\$ 490,779,561	\$ 432,658,605	\$ 6,997,590	\$ 51,123,366	\$ 5,266,550

The following summary Table 2 reports the status of bond proceeds expenditures and encumbrances through June 30, 2024. Each series notes progress toward meeting 85% Expended plus Encumbered bond funds.

Table 2. Bond Expenditures Encumbered %

Series	Total Bond Proceeds	Total Expended	Total Encumbered	Total Expended & Encumbered	Total % Expended & Encumbered	Total % Expended & Encumbered > 85%
2012B	\$ 25,700,000	\$ 25,700,000	-	\$ 25,700,000	100.0%	Yes
2013	\$ 75,000,000	\$ 74,587,312	\$ 408,853	\$ 74,996,165	100.0%	Yes
2014	\$ 75,000,000	\$ 73,719,679	\$ 244,487	\$ 73,964,166	98.6%	Yes
2017	\$ 190,000,000	\$ 189,802,337	\$ 2,713	\$ 189,805,050	99.9%	Yes
2021C	\$ 118,000,000	\$ 62,451,901	\$ 5,721,347	\$ 68,173,248	57.8%	No
Total	\$ 483,700,000	\$ 426,261,229	\$ 6,377,400	\$ 432,638,629		

Table 3.a. Bond Summary - FY2024 Q4 Expenditures: Programmed, Encumbered & Expended

Bond Issuance 2012B

Data Sources: CIP IDs and End Dates from SFMTA's EcoSys ("ES") system. Financial Data from SF PeopleSoft System.

Issued on July 11, 2012

PROJECT	CIP ID	END Date	ORIGINAL PROGRAMMED	REVISED PROGRAMMED (A)	TOTAL PROGRAMMED (B)	EXPENDED IN FY24 Q3 (C3)	EXPENDED IN FY24 Q4 (C4)	EXPENDED IN FY24 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	BOND AMOUNT AVAILABLE (I) (=B-E-G)	REMAINING TO BE ALLOCATED BY PROGRAM (J) (=A-B)
Balboa Streetscape	ST011	11/1/2021			126,234	-	-	-	126,234	100.0%	-	0.0%	-	
Bicycle Parking	Multiple	Multiple			750,000	-	-	-	750,000	100.0%	-	0.0%	-	
Bicycle Strategy Capital Projects - Polk Street Northbound Separated Bikeway	ST06-CF	7/31/2019			481,267	-	-	-	481,267	100.0%	-	0.0%	-	
Church and Duboce Project	Not in ES	Not in ES			37,466	-	-	-	37,466	100.0%	-	0.0%	-	
Exploratorium Crosswalk	Not in ES	Not in ES			250,000	-	-	-	250,000	100.0%	-	0.0%	-	
Franklin Street Bulbouts	CPKF50	Not in ES			48,508	-	-	-	48,508	100.0%	-	0.0%	-	
Geary-Gough Peter Yorke Bulbout	CPKF86	6/30/2016			142,825	-	-	-	142,825	100.0%	-	0.0%	-	
Systemwide Transit Access and Reliability Program	TOTAL		\$1,500,000	\$1,836,300	\$1,836,300	-	-	-	\$1,836,300	100.0%	-	0.0%	-	-
Muni Metro Sunset Tunnel Rail Rehabilitation	CPT658	10/23/2017			2,210,474	-	-	-	2,210,474	100.0%	-	0.0%	-	
Muni Metro Sunset Tunnel Rail Rehabilitation	TOTAL		\$900,000	\$2,210,474	\$2,210,474	-	-	-	\$2,210,474	100.0%	-	0.0%	-	-
Muni Metro Turnback Rail Rehabilitation	CPT6681	7/24/2015			1,635,366	-	-	-	1,635,366	100.0%	-	0.0%	-	
Muni Metro Turnback Water Intrusion Mitigation	CPT6661	12/18/2023			462,112	-	-	-	462,112	100.0%	-	0.0%	-	
Muni Metro Turnback Rehabilitation	TOTAL		\$3,000,000	\$2,097,478	\$2,097,478	-	-	-	\$2,097,478	100.0%	-	0.0%	-	-
Muni Green Center Rail Rehabilitation	TF06-CF	12/22/2017			2,100,000	-	-	-	2,100,000	100.0%	-	0.0%	-	
Muni Green Center Roof Rehabilitation	CPT6641	8/1/2014			6,218,051	-	-	-	6,218,051	100.0%	-	0.0%	-	
Muni Green Light Rail Facility Rehabilitation	TOTAL		\$7,200,000	\$8,318,051	\$8,318,051	-	-	-	\$8,318,051	100.0%	-	0.0%	-	-
Muni System Radio Replacement Project	CPT5351	9/1/2017			62,197	-	-	-	62,197	100.0%	-	0.0%	-	
Muni System Radio Replacement Project	TOTAL		\$1,600,000	\$62,197	\$62,197	-	-	-	\$62,197	100.0%	-	0.0%	-	-
C3 Integrated Systems Replacement	CI01-CF	6/14/2018			6,175,500	-	-	-	6,175,500	100.0%	-	0.0%	-	
Muni Metro Public Announcement and Public Display System Repla	TOTAL		\$6,500,000	\$6,175,500	\$6,175,500	-	-	-	\$6,175,500	100.0%	-	0.0%	-	-
Parking Garage Projects - Condition Assessment, Waterproofing & Ventilation	Not in ES	Not in ES			5,000,000	-	-	-	5,000,000	100.0%	-	0.0%	-	
Parking Garage Projects	TOTAL		\$5,000,000	\$5,000,000	\$5,000,000	-	-	-	\$5,000,000	100.0%	-	0.0%	-	-
PROJECTS			\$25,700,000	\$25,700,000	\$25,700,000	-	-	-	\$25,700,000	100.0%	-	0.0%	-	-

Table 3.b. Bond Summary - FY2024 Q4 Interest Report: Earned, Encumbered & Expended

PROJECT	CIP ID	END Date	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST PROGRAMMED (B)	EXPENDED IN FY24 Q3 (C3)	EXPENDED IN FY24 Q4 (C4)	EXPENDED IN FY24 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	INTEREST AVAILABLE (I) (=B-E-G)	REMAINING INTEREST TO BE ALLOCATED (J) (=A-B)
Procurement of Light Rail Vehicles	FT059	12/31/2025	-	NA	315,404	-	-	246,167	315,404	100.0%	-	0.0%	-	NA
L Taraval Track Rail & Overhead Rehab	TO068	7/20/2024	-	NA	8,632	-	-	-	-	0.0%	8,632	100.0%	-	NA
Projects Funded by Revenue Bond Interest	TOTAL		-	\$324,182	\$324,036	-	-	\$246,167	\$315,404	97.3%	\$8,632	2.7%	-	\$146

Interest Earned (A) is interest generated through the end of the reporting period, Interest Available (I) is the remaining interest left to the project, and Remaining Interest to be Allocated (J) is unassigned.

Table 4.a. Bond Summary - FY2024 Q4 Expenditures: Programmed, Encumbered & Expended

Bond Issuance 2013

Data Sources: CIP IDs and End Dates from SFMTA's EcoSys ("ES") system. Financial Data from SF PeopleSoft System.

Issued on November 13, 2013

PROJECT	CIP ID	END Date	ORIGINAL PROGRAMMED	REVISED PROGRAMMED (A)	TOTAL PROGRAMMED (B)	EXPENDED IN FY24 Q3 (C3)	EXPENDED IN FY24 Q4 (C4)	EXPENDED IN FY24 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	BOND AMOUNT AVAILABLE (I) (=B-E-G)	REMAINING TO BE ALLOCATED BY PROGRAM (J) (=A-B)
9th and Division Improvements	CPKH07	7/4/2017			100,000	-	-	-	100,000	100.0%	-	0.0%	-	-
Above Grade PCS & Signal Visibility Improvement	CPKG94	11/14/2016			421,718	-	-	-	421,718	100.0%	-	0.0%	-	-
Excelsior & South Bernal Areawides	CPKG88	1/29/2016			231,024	-	-	-	231,024	100.0%	-	0.0%	-	-
Gough Street Pedestrian Safety Improvements	CPKH36	10/30/2017			405,092	-	-	-	405,092	100.0%	-	0.0%	-	-
Lombard Street Safety Project	ST084	12/30/2022			434,913	-	-	-	434,913	100.0%	-	0.0%	-	-
Pedestrian Countdown Signals (Design)	Multiple	Multiple			510,933	-	-	-	510,933	100.0%	-	0.0%	-	-
Persia Triangle Street Improvements	Not in ES	6/29/2018			424,103	-	-	-	424,103	100.0%	-	0.0%	-	-
Safe Routes to School Projects - Alamo Elementary	Not in ES	3/12/2018			87,800	-	-	-	87,800	100.0%	-	0.0%	-	-
Safe Routes to School Projects - Denman	CPKH09	9/20/2021			30,292	-	-	-	30,292	100.0%	-	0.0%	-	-
Safe Routes to School Projects - Tenderloin	ST124	8/4/2017			275,266	-	-	-	275,266	100.0%	-	0.0%	-	-
Traffic Calming Improvements - Applications	ST22-CF	9/23/2019			238,364	-	-	-	238,364	100.0%	-	0.0%	-	-
Traffic Calming Improvements - Area Wide	Not in ES	Not in ES			796,981	-	-	-	796,981	100.0%	-	0.0%	-	-
Traffic Calming Improvements - Backlog Spot Improvements	ST104	3/30/2018			764,532	-	-	-	764,532	100.0%	-	0.0%	-	-
Traffic Calming Improvements - Site Specific	Not in ES	Not in ES			492,380	-	-	-	492,380	100.0%	-	0.0%	-	-
Pedestrian Safety & Traffic Signal Improvements TOTAL			\$5,000,000	\$5,213,399	\$5,213,399	-	-	-	\$5,213,399	100.0%	-	0.0%	-	-
C3 Blue Light Emergency Phone Replacement	CI051	10/3/2016			6,016,000	-	-	-	6,016,000	100.0%	-	0.0%	-	-
Radio Replacement	CPT5351	9/1/2017			2,000,000	-	-	-	2,000,000	100.0%	-	0.0%	-	-
Transit Spot Improvement - 24th Street & Castro Bus Bulb Construction	Not in ES	6/30/2016			273,954	-	-	-	273,954	100.0%	-	0.0%	-	-
Transit Spot Improvement - Columbus Bus Bulbs	Not in ES	6/30/2016			400,745	-	-	-	400,745	100.0%	-	0.0%	-	-
Transit Spot Improvement - Muni Forward - 5 Fulton Mid Route Phase I	TO07-CF	3/9/2018			455,055	-	-	-	455,055	100.0%	-	0.0%	-	-
Transit Spot Improvement - Muni Forward - 5 Fulton Outer	Not in ES	Not in ES			723,470	-	-	-	723,470	100.0%	-	0.0%	-	-
Transit System Safety & Other Transit Improvements TOTAL			\$11,000,000	\$9,869,225	\$9,869,225	-	-	-	\$9,869,225	100.0%	-	0.0%	-	-
Bicycle Strategy Capital Projects - Oak and Fell Bikeways Resurfacing	Not in ES	Not in ES			290,732	-	-	-	290,732	100.0%	-	0.0%	-	-
Bicycle Strategy Capital Projects - Polk Street Northbound Separated Bikeway	ST06-CF	7/31/2019			89,972	-	-	-	89,972	100.0%	-	0.0%	-	-
Bicycle Strategy Capital Projects - Wiggle Neighborhood Green Corridor	ST102	10/5/2021			267,972	-	-	-	267,972	100.0%	-	0.0%	-	-
Broadway Chinatown Streetscape	Not in ES	Not in ES			411,335	-	-	-	411,335	100.0%	-	0.0%	-	-
Masonic Avenue Streetscape	ST01-CF	9/20/2021			5,734,494	-	-	-	5,734,494	100.0%	-	0.0%	-	-
Van Ness Bus Rapid Transit Project	TO084	10/31/2022			2,250,879	-	-	-	2,250,879	100.0%	-	0.0%	-	-
Annual Traffic Calming Removal and Replacement	Multiple	Multiple			1,668	-	-	-	1,668	100.0%	-	0.0%	-	-
Street Capital Improvements TOTAL			\$9,000,000	\$9,047,052	\$9,047,052	-	-	-	\$9,047,052	100.0%	-	0.0%	-	-
Islais Creek Phase II Improvements*	FC053	5/4/2018			18,317,715	-	(3,835)	(3,835)	18,313,880	100.0%	-	0.0%	3,835	-
Operator Restrooms (Operator Convenience Facilities Phase I)	Not in ES	5/15/2016			1,529,751	-	-	-	1,529,751	100.0%	-	0.0%	-	-
Operator Restrooms (Operator Convenience Facilities Phase II)	FC02-CF	5/15/2019			1,139,184	-	-	-	1,139,184	100.0%	-	0.0%	-	-
Parking Garage Projects - Condition Assessment, Waterproofing & Ventilation	Not in ES	Not in ES			1,000,000	-	-	-	1,000,000	100.0%	-	0.0%	-	-
Facility Improvements TOTAL			\$7,000,000	\$21,986,650	\$21,986,650	-	(\$3,835)	(\$3,835)	\$21,982,815	100.0%	-	0.0%	\$3,835	-
33 Stanyan Overhead Replacement Project Phase I	TO092	2/26/2021			1,892,852	-	-	-	1,892,852	100.0%	-	0.0%	-	-
L Taraval Track Rail & Overhead Rehab	TO068	7/20/2024			508,853	-	-	-	100,000	19.7%	408,853	80.3%	-	-
M Ocean View Track Replacement	TF050	8/6/2018			111,737	-	-	-	111,737	100.0%	-	0.0%	-	-
Muni Metro Sunset Tunnel Rail Rehabilitation	TF04-CF	10/23/2017			7,500,000	-	-	-	7,500,000	100.0%	-	0.0%	-	-
Muni Metro Twin Peaks Tunnel Rail Replacement	TF064	6/15/2021			4,706,041	-	-	-	4,706,041	100.0%	-	0.0%	-	-
Transit Fixed Guideway Improvements TOTAL			\$30,500,000	\$14,719,484	\$14,719,484	-	-	-	\$14,310,630	97.2%	\$408,853	2.8%	-	-
Procurement of Light Rail Vehicles	FT059	12/31/2025			14,164,190	-	-	-	14,164,190	100.0%	-	0.0%	-	-
MUNI Fleet TOTAL			\$12,500,000	\$14,164,190	\$14,164,190	-	-	-	\$14,164,190	100.0%	-	0.0%	-	-
PROJECTS			\$75,000,000	\$75,000,000	\$75,000,000	-	(\$3,835)	(\$3,835)	\$74,587,312	99.4%	\$408,853	0.5%	\$3,835	-

Table 4.b. Bond Summary - FY2024 Q4 Interest Report: Earned, Encumbered & Expended

PROJECT	CIP ID	END Date	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST ALLOCATED (B)	EXPENDED IN FY24 Q3 (C3)	EXPENDED IN FY24 Q4 (C4)	EXPENDED IN FY24 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	INTEREST AVAILABLE (I) (=B-E-G)	REMAINING INTEREST TO BE ALLOCATED (J) (=A-B)
Procurement of Light Rail Vehicles	FT059	12/31/2025	-	NA	1,247,905	-	-	973,967	1,247,905	100.0%	-	0.0%	-	NA
L Taraval Track Rail & Overhead Rehab	TO068	7/20/2024	-	NA	50,625	-	-	-	-	0.0%	40,896	80.8%	9,729	NA
Projects Funded by Revenue Bond Interest TOTAL			-	\$1,306,731	\$1,298,530	-	-	\$973,967	\$1,247,905	96.1%	\$40,896	3.1%	\$9,729	\$8,201

Interest Earned (A) is interest generated through the end of the reporting period, Interest Available (I) is the remaining interest left to the project, and Remaining Interest to be Allocated (J) is unassigned.

* Reversion of overstated retention & expenditure amount of \$3,834.93, will be programmed to another facility project. This will not be reflected in the Project Status Reports section.

Table 5.a. Bond Summary - FY2024 Q4 Expenditures: Programmed, Encumbered & Expended

Bond Issuance 2014

Data Sources: CIP IDs and End Dates from SFMTA's EcoSys ("ES") system. Financial Data from SF PeopleSoft System.

Issued on December 10, 2014

PROJECT	CIP ID	END Date	ORIGINAL PROGRAMMED	REVISED PROGRAMMED (A)	TOTAL PROGRAMMED (B)	EXPENDED IN FY24 Q3 (C3)	EXPENDED IN FY24 Q4 (C4)	EXPENDED IN FY24 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	BOND AMOUNT AVAILABLE (I) (=B-E-G)	REMAINING TO BE ALLOCATED BY PROGRAM (J) (=A-B)
9th and Division Improvements	Not in ES	1/2/2017			137,701	-	-	-	137,701	100.0%	-	0.0%	-	
Broadway Chinatown Streetscape	Not in ES	NA			1,867,263	-	-	-	1,867,263	100.0%	-	0.0%	-	
Columbus Ave. Streetscape Project	ST125	12/29/2017			744,925	-	-	-	744,925	100.0%	-	0.0%	-	
Diamond Heights Boulevard Pedestrian Safety Improvements	ST121	12/29/2017			316,084	-	-	-	316,084	100.0%	-	0.0%	-	
Geary BRT Phase I	TO080	6/30/2023			910,361	-	-	-	910,361	100.0%	-	0.0%	-	
Lombard Street Safety Project	ST084	12/30/2022			890,986	-	-	-	890,986	100.0%	-	0.0%	-	
Pedestrian Countdown Signals (Construction)	Various	NA			2,055,228	-	-	-	2,055,228	100.0%	-	0.0%	-	
Polk Streetscape	ST06-CF	7/31/2019			2,841,837	-	-	-	2,841,837	100.0%	-	0.0%	-	
Polk Street Signal Upgrade	Not in ES	12/1/2017			350,733	-	-	-	350,733	100.0%	-	0.0%	-	
Safe Routes to School Projects - Denman	Not in ES	1/31/2017			456,207	-	-	-	456,207	100.0%	-	0.0%	-	
Traffic Calming Improvements - Backlog Spot Improvements	ST104	10/21/2016			178,642	-	-	-	178,642	100.0%	-	0.0%	-	
Traffic Calming Program Implementation	ST22-CF	3/29/2019			781,825	-	-	-	781,825	100.0%	-	0.0%	-	
Pedestrian Safety & Traffic Signal Improvements TOTAL			\$11,000,000	\$11,531,793	\$11,531,793	-	-	-	\$11,531,793	100.0%	-	0.0%	-	-
1 California: Laurel Village Transit Priority Project	TO09-CF	12/31/2019			174,276	-	-	-	174,276	100.0%	-	0.0%	-	
19 Polk: Polk Street Transit Priority Project	TO13-CF	1/4/2018			430,000	-	-	-	430,000	100.0%	-	0.0%	-	
C3 Blue Light Emergency Phone Replacement	CIO51	10/3/2016			3,500,000	-	-	-	3,500,000	100.0%	-	0.0%	-	
Mission and Silver Fast Track Transit Enhancements	Not in ES	NA			342,576	-	-	-	342,576	100.0%	-	0.0%	-	
Radio Replacement	CPT5351	9/1/2017			11,000,000	-	-	-	11,000,000	100.0%	-	0.0%	-	
Transit Spot Improvement - Columbus Bus Bulbs	Not in ES	NA			91,168	-	-	-	91,168	100.0%	-	0.0%	-	
Transit Spot Improvement - Evans at Phelps	TO196	7/1/2020			57,408	-	-	-	57,408	100.0%	-	0.0%	-	
Van Ness Bus Rapid Transit Project	TO084	10/31/2022			124,000	-	-	-	124,000	100.0%	-	0.0%	-	
Transit System Safety & Spot Improvements TOTAL			\$7,500,000	\$15,719,429	\$15,719,429	-	-	-	\$15,719,429	100.0%	-	0.0%	-	-
7th and 8th Street Streetscape	ST123	9/24/2018			366,751	-	-	-	366,751	100.0%	-	0.0%	-	
Bicycle Strategy Capital Projects - Oak and Fell Bikeways Resurfacing	Not in ES	6/30/2017			56,536	-	-	-	56,536	100.0%	-	0.0%	-	
Contract 64 Signals	SG059	6/24/2020			573,487	-	-	-	573,487	100.0%	-	0.0%	-	
Masonic Avenue Streetscape	ST01-CF	12/14/2018			10,711,390	-	-	-	10,711,390	100.0%	-	0.0%	-	
Mission Valencia Raised Cycletrack	ST165	No date listed			139,600	-	-	-	139,600	100.0%	-	0.0%	-	
Safe Routes to School Projects - Tenderloin	ST124	8/4/2017			178,945	-	-	-	178,945	100.0%	-	0.0%	-	
SFgo Van Ness Corridor Management	TO192	12/30/2022			2,024,784	-	40,980	40,980	2,024,784	100.0%	-	0.0%	-	
Street Capital Improvements TOTAL			\$5,000,000	\$14,051,493	\$14,051,493	-	\$40,980	\$40,980	\$14,051,493	100.0%	-	0.0%	-	-
Elevator Safety & Reliability Project	TF202	10/31/2024			345,569	-	-	-	345,569	100.0%	-	0.0%	-	
Islais Creek Phase II Improvements	FC053	5/4/2018			5,992,970	-	-	-	5,992,970	100.0%	-	0.0%	-	
Operator Restrooms (Operator Convenience Facilities Phase II)	FC02-CF	5/15/2019			3,510,577	-	-	-	3,510,577	100.0%	-	0.0%	-	
Parking Garage Projects - Condition Assessment, Waterproofing & Ventilation	Not in ES	NA			36,420.58	-	-	-	36,420.58	100.0%	-	0.0%	-	
Parking Garage Project - Elevator Modernization Condition Assessment of 7	Not in ES	NA			389,076	-	-	-	389,076	100.0%	-	0.0%	-	
Parking Garage Project - Ellis O'Farrell Seismic Upgrade	Not in ES	NA			174,316	-	-	-	174,316	100.0%	-	0.0%	-	
Parking Garage Project - Golden Gateway Garage Ventilation	Not in ES	10/17/2016			2,741,064	-	-	-	2,741,064	100.0%	-	0.0%	-	
Parking Garage Project - Japan Center Garage Ventilation	PK01-CF	5/1/2017			2,314,411	-	-	-	2,314,411	100.0%	-	0.0%	-	
Parking Garage Project - Lombard Garage Waterproofing	PK054	3/29/2019			5,044,266	-	-	-	5,044,266	100.0%	-	0.0%	-	
Parking Garage Project - Sutter Stockton Garage Ventilation	Not in ES	12/1/2015			1,725,231	-	-	-	1,725,231	100.0%	-	0.0%	-	
PX Parcs Replacement -20 Garage	PK03-CF	7/31/2020			7,256,604	-	-	-	7,256,604	100.0%	-	0.0%	-	
Facility Improvements TOTAL			\$39,000,000	\$29,530,504	\$29,530,504	-	-	-	\$29,530,504	100.0%	-	0.0%	-	-
Procurement of Light Rail Vehicles	FT059	12/31/2025			2,886,460	-	-	-	2,886,460	100.0%	-	0.0%	-	
MUNI Fleet TOTAL			\$12,500,000	\$2,886,460	\$2,886,460	-	-	-	\$2,886,460	100.0%	-	0.0%	-	-
L Taraval Track Rail & Overhead Rehab	TO068	7/20/2024			1,280,321	-	-	-	-	0.0%	244,487	19.1%	1,035,834	
Transit Fixed Guideway Improvements TOTAL			-	\$1,280,321	\$1,280,321	-	-	-	-	0.0%	\$244,487	19.1%	\$1,035,834	-
PROJECTS			\$75,000,000	\$75,000,000	\$75,000,000	-	\$40,980	\$40,980	\$73,719,679	98.3%	\$244,487	0.3%	\$1,035,834	-

Table 5.b. Bond Summary - FY2024 Q4 Interest Report: Earned, Encumbered & Expended

PROJECT	CIP ID	END Date	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST ALLOCATED (B)	EXPENDED IN FY24 Q3 (C3)	EXPENDED IN FY24 Q4 (C4)	EXPENDED IN FY24 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	INTEREST AVAILABLE (I) (=B-E-G)	REMAINING INTEREST TO BE ALLOCATED (J) (=A-B)
Terry Francois Blvd Bikeway	ST169	6/1/2023	-	NA	123,225	-	-	-	123,225	100.0%	-	0.0%	-	NA
Procurement of Light Rail Vehicles	FT059	12/31/2025	-	NA	756,830	-	-	590,691	756,830	100.0%	-	0.0%	-	NA
Van Ness Bus Rapid Transit Project	TO084	10/12/2023	-	NA	427,130	-	-	-	427,130	100.0%	-	0.0%	-	NA
14 Mission: Mission Street and South Van Ness Avenue Transit Priority Project	TO06-CF	6/30/2023	-	NA	29,410	-	-	-	29,410	100.0%	-	0.0%	-	NA
SFgo Van Ness Corridor Management	TO192	12/30/2022	-	NA	331,274	-	-	-	331,274	100.0%	-	0.0%	-	NA
L Taraval Track Rail & Overhead Rehab	TO068	7/20/2024	-	NA	566,682	-	-	-	-	0.0%	532,778	94.0%	33,904	NA
Projects Funded by Revenue Bond Interest TOTAL			-	\$2,267,705	\$2,234,551	-	-	\$590,691	\$1,667,869	74.6%	\$532,778	23.8%	\$33,904	\$33,154

Interest Earned (A) is interest generated through the end of the reporting period, Interest Available (I) is the remaining interest left to the project, and Remaining Interest to be Allocated (J) is unassigned.

Table 6.a. Bond Summary - FY2024 Q4 Expenditures: Programmed, Encumbered & Expended

Bond Issuance 2017

Data Sources: CIP IDs and End Dates from SFMTA's EcoSys ("ES") system. Financial Data from SF PeopleSoft System.

Issued on June 7, 2017

PROJECT	CIP ID	END DATE	ORIGINAL PROGRAMMED	REVISED PROGRAMMED (A)	TOTAL PROGRAMMED (B)	EXPENDED IN FY24 Q3 (C3)	EXPENDED IN FY24 Q4 (C4)	EXPENDED IN FY24 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	BOND AMOUNT AVAILABLE (I) (=B-E-G)	REMAINING TO BE ALLOCATED BY PROGRAM (J) (=A-B)
Procurement of Light Rail Vehicles	FT059	12/31/2025			128,000,000	-	883,904	883,904	128,000,000	100.0%	-	0.0%	-	-
MUNI Fleet			\$107,000,000	\$128,000,000	\$128,000,000	-	\$883,904	\$883,904	\$128,000,000	100.0%	-	0.0%	-	-
Van Ness Bus Rapid Transit Project	TO084	10/12/2023			48,000,000	-	-	-	48,000,000	100.0%	-	0.0%	-	-
Van Ness Bus Rapid Transit Project			\$48,000,000	\$48,000,000	\$48,000,000	-	-	-	\$48,000,000	100.0%	-	0.0%	-	-
UCSF Platform Extension	TO089	3/31/2022			7,445,000	-	-	-	7,445,000	100.0%	-	0.0%	-	-
King Street Substation Upgrade	TO091	5/29/2024			6,555,000	-	-	-	6,357,337	97.0%	2,713	0.0%	194,950	-
Mission Bay Transportation Improvements			\$35,000,000	\$14,000,000	\$14,000,000	-	-	-	\$13,802,337	98.6%	\$2,713	0.0%	\$194,950	-
PROJECTS			\$190,000,000	\$190,000,000	\$190,000,000	-	\$883,904	\$883,904	\$189,802,337	99.9%	\$2,713	0.0%	\$194,950	-

Table 6.b. Bond Summary - FY2024 Q4 Interest Report: Earned, Encumbered & Expended

PROJECT	CIP ID	END DATE	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST ALLOCATED (B)	EXPENDED IN FY24 Q3 (C3)	EXPENDED IN FY24 Q4 (C4)	EXPENDED IN FY24 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	INTEREST AVAILABLE (I) (=B-E-G)	REMAINING INTEREST TO BE ALLOCATED (J) (=A-B)
Van Ness Bus Rapid Transit Project	TO084	10/12/2023	-	NA	2,869,518	-	-	-	2,869,518	100.0%	-	0.0%	-	NA
Procurement of Light Rail Vehicles	FT059	12/31/2025	-	NA	133,133	-	-	103,907	133,133	100.0%	-	0.0%	-	NA
14 Mission: Mission Street and South Van Ness Avenue Transit	TO06-CF	6/29/2023	-	NA	163,547	-	-	-	163,547	100.0%	-	0.0%	-	NA
L Taraval Track Rail & Overhead Rehab	TO068	7/20/2024	-	NA	56,246	-	-	-	-	0.0%	37,884	67.4%	18,362	NA
Projects Funded by Revenue Bond Interest			-	\$3,240,480	\$3,222,444	-	-	\$103,907	\$3,166,198	98.3%	\$37,884	1.2%	\$18,362	\$18,036

Interest Earned (A) is interest generated through the end of the reporting period, Interest Available (I) is the remaining interest left to the project, and Remaining Interest to be Allocated (J) is unassigned.

Table 7.a. Bond Summary - FY2024 Q4 Expenditures: Programmed, Encumbered & Expended

Bond Issuance 2021C

Data Sources: CIP IDs and End Dates from SFMTA's ES system. Financial Data from SF PeopleSoft System.

Issued on February 23, 2021

PROJECT	CIP ID	END DATE	ORIGINAL PROGRAMMED	REVISED PROGRAMMED (A)	TOTAL PROGRAMMED (B)	EXPENDED IN FY24 Q3 (C3)	EXPENDED IN FY24 Q4 (C4)	EXPENDED IN FY24 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	BOND AMOUNT AVAILABLE (I) (=B-E-G)	REMAINING TO BE ALLOCATED BY PROGRAM (J) (=A-B)
STANDARD PROJECTS														
Parking Meter Replacement	PK057	12/31/2024			22,000,000	565,595	2,980,783	4,531,693	17,259,320	78.5%	4,626,205.40	21.0%	114,474	
STANDARD PROJECTS SUB					\$22,000,000	\$565,595	\$2,980,783	\$4,531,693	\$17,259,320	78.5%	\$4,626,205	21.0%	\$114,474	
GREEN PROJECTS														
1200 15th Street Renovation	FC066	6/4/2024			20,000,000	26,785	-	26,785	26,785	0.1%	710,642.06	3.6%	19,262,573	
Train Control System Upgrade	TF107	1/24/2034			30,139,703	1,518,202	984,832	3,849,432	8,707,047	28.9%	384,499.70	1.3%	21,048,156	
Central Subway	CS050	7/31/2025			27,655,650	270,970	-	270,970	27,647,947	99.97%	-	0.0%	7,703	
Van Ness Bus Rapid Transit Project*	TO084	10/12/2023			18,204,647	-	-	(604,608)	8,810,801	48.4%	-	0.0%	9,393,846	
GREEN PROJECTS SUB TOTAL					\$96,000,000	\$1,815,957	\$984,832	\$3,542,579	\$45,192,581	47.1%	\$1,095,142	1.1%	\$49,712,277	
Transportation Infrastructure	TOTAL		\$118,000,000	\$118,000,000	\$118,000,000	\$2,381,552	\$3,965,614	\$8,074,273	\$62,451,901	52.9%	\$5,721,347	4.8%	\$49,826,752	-

Table 7.b. Bond Summary - FY2024 Q4 Interest Report: Earned, Encumbered & Expended

PROJECT	CIP ID	END DATE	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST ALLOCATED (B)	EXPENDED IN FY24 Q3 (C3)	EXPENDED IN FY24 Q4 (C4)	EXPENDED IN FY24 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	INTEREST AVAILABLE (I) (=B-E-G)	REMAINING INTEREST TO BE ALLOCATED (J) (=A-B)
TBD Projects	TBD		-	NA	-	-	-	-	-	0.0%	-	0.0%	-	TBD
Projects Funded by Revenue Bond Interest	TOTAL		-	\$5,207,013	-	-	-	-	-	0.0%	-	0.0%	-	\$5,207,013

Interest Earned (A) is interest generated through the end of the reporting period, Interest Available (I) is the remaining interest left to the project, and Remaining Interest to be Allocated (J) is unassigned.

*For Van Ness BRT, \$9,415,409 was an expense accrued to cover contractor and subcontractor claims. Through FY24 Q4, funds were only paid to the contractor, but not the subcontractors, leaving a negative \$604,608 (increased revenue) shown as expended in FY24.

Project Status Reports

This section presents bond-funded implementation and financials statuses. “Total Programmed Bonds” captures all revenue bonds allocated to projects, even if projects received funding from more than one bond series. No project report is provided for scope components that have fully expended revenue bonds or are pending closeout or have been closed in the City’s financial system for this fund source.

There are four key dates to track project completion: Project Initiation Date, Substantial Completion Date, Current Start and Current End Dates. Project Initiation and Substantial Completion Dates have been approved by the Transportation Capital Committee (TCC). The Project Initiation Date is the TCC-approved project launch date. The Substantial Completion Date is the date that most of the work is finished, and, in some cases, the facility is open for use. However, the project is active, and the contractor is completing punch list items before the Final Invoice is paid and the project is closed. Current Start and End Dates (shown in the bar chart timelines at the bottom of each Project Status Report) are under review and not yet approved by the TCC. If the TCC has not yet approved schedule changes, there may be discrepancies between the Project Initiation Date and Substantial Completion Date and the Current Start and End Dates.

Fiscal Year 2023-2024 Quarterly Project Status Report Quarter 4: 4/1/2024 to 6/30/2024

1200 -15th Street Renovation (Green)

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.

PROJECT INITIATION:	2/1/2018	CONTRACTOR:	Clark Construction
CURRENT PROJECT PHASE:	Detail Design	OTHER PROJECTS WITH CONTRACTOR:	None
SUBSTANTIAL COMPLETION DATE:	8/1/2027	CONTRACT AWARD DATE:	11/3/2023
PROJECT MANAGER:	Paul Bignardi	CONTRACT AWARD VALUE:	\$34,853,942

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.

FUNDING/SCHEDULE

	APPROVED BUDGET	TOTAL FUNDING EXPENDED	TOTAL PROGRAMMED BONDS	TOTAL BOND EXPENDED TO DATE
PROJECT TOTALS	\$ 33,071,968	\$ 4,932,004	\$ 20,000,000	\$ 26,785

Funding Series Detail: \$0 (2012); \$0 (2013); \$0 (2014); \$0 (2017), \$20,000,000 (2021)

Project Phase	Start	Finish	2024				2025				2026				2027			
			JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC
PLANNING																		
	2/27/2018	3/6/2023																
DETAIL DESIGN																		
	6/5/2023	6/1/2025																
CONSTRUCTION																		
	8/1/2025	8/1/2027																

R

Fiscal Year 2023-2024 Quarterly Project Status Report Quarter 4: 4/1/2024 to 6/30/2024

King Street Substation Upgrade

The main objective of this project is to upgrade the existing King Street 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. More service risks overloading the existing electrical feeder circuits. This project will address this issue by upgrading the electrical distribution circuits and create a spare electrical circuit for future needs. 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 to reduce future maintenance.

PROJECT INITIATION:	05/02/2016	CONTRACTOR:	DMZ Builders
CURRENT PROJECT PHASE:	Construction Closeout	OTHER PROJECTS WITH CONTRACTOR:	None
SUBSTANTIAL COMPLETION DATE:	3/26/2025	CONTRACT AWARD DATE:	4/17/2018
PROJECT MANAGER:	Safa Mannah	CONTRACT AWARD VALUE:	\$11,398,450

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.

FUNDING/SCHEDULE

	APPROVED BUDGET	TOTAL FUNDING EXPENDED	TOTAL PROGRAMMED BONDS	TOTAL BOND EXPENDED TO DATE
PROJECT TOTALS	\$32,134,922	\$30,305,943	\$ 6,555,000	\$ 6,357,337

Funding Series Detail: \$0 (2012); \$0 (2013); \$0 (2014); \$6,555,000 (2017), \$0 (2021), \$0 (2021)

Project Phase	Start	Finish	2023				2024				2025				2026			
			JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC
CONCEPTUAL ENGINEERING																		
	5/2/2016	11/9/2016																
DETAIL DESIGN																		
	8/15/2016	6/11/2018																
CONSTRUCTION																		
	6/12/2018	3/26/2025																

Fiscal Year 2023-2024 Quarterly Project Status Report Quarter 4: 4/1/2024 to 6/30/2024

L Taraval Rail and Overhead Rehab

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 INITIATION:	12/1/2021	CONTRACTOR:	NTK Construction Inc.
CURRENT PROJECT PHASE:	Construction	OTHER PROJECTS WITH CONTRACTOR:	None
SUBSTANTIAL COMPLETION DATE:	8/6/2024	CONTRACT AWARD DATE:	10/5/2021
PROJECT MANAGER:	Keanway Kyi	CONTRACT AWARD VALUE:	\$57,264,139

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.

FUNDING/SCHEDULE

	APPROVED BUDGET	TOTAL FUNDING EXPENDED	TOTAL PROGRAMMED BONDS	TOTAL BOND EXPENDED TO DATE
PROJECT TOTALS	\$ 112,197,874	\$83,990,800	\$ 2,471,360	\$ 100,000

Funding Series Detail: \$8,632 (2012); \$559,478 (2013); \$1,804,780 (2014); \$56,247 (2017) , \$0 (2021)

Project Phase	Start	Finish	2021				2022				2023				2024			
			JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC
CONCEPTUAL ENGINEERING																		
DETAIL DESIGN																		
CONSTRUCTION																		
	12/1/2021	9/30/2024																

Fiscal Year 2023-2024 Quarterly Project Status Report Quarter 4: 4/1/2024 to 6/30/2024

Parking Meter Replacement

Replacement of 26,000 metered spaces in the City with updated equipment, due to end-of-life issues and need to update to current wireless technology. SFMTA is planning to install approximately 12,000 single-space meters and 2,365 multi-space paystations; each hardware type will cover approximately 50% of metered spaces in the City.

PROJECT INITIATION:	1/3/2022	CONTRACTOR:	MacKay Meters
CURRENT PROJECT PHASE:	Construction	OTHER PROJECTS WITH CONTRACTOR:	Meter Maintenance
SUBSTANTIAL COMPLETION DATE:	4/30/2025	CONTRACT AWARD DATE:	10/1/2021
PROJECT MANAGER:	Rob Malone	CONTRACT AWARD VALUE:	\$70,557,894

ACCOMPLISHMENTS THIS PERIOD

2,522 multi-space paystations and 7,551 new single-space meters were installed by 08/31/2024.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Meter Shop will continue to install new single-space parking meters at an approximate rate of 700 per month.

PROJECT CHALLENGES/AREAS OF CONCERN

No issues

FUNDING/SCHEDULE

	APPROVED BUDGET	TOTAL FUNDING EXPENDED	TOTAL PROGRAMMED BONDS	TOTAL BOND EXPENDED TO DATE
PROJECT TOTALS	\$ 22,000,000	\$ 17,259,320	\$ 22,000,000	\$ 17,259,320

Funding Series Detail: \$0 (2012); \$0 (2013); \$0 (2014); \$0 (2017), \$22,000,000 (2021)

Project Phase	Start	Finish	2022				2023				2024				2025			
			JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC
CONCEPTUAL ENGINEERING																		
	NA	NA																
DETAIL DESIGN																		
	NA	NA																
CONSTRUCTION																		
	1/3/2022	4/30/2025																

Fiscal Year 2023-2024 Quarterly Project Status Report Quarter 4: 4/1/2024 to 6/30/2024

Procurement of Light Rail Vehicles (LRV4)

To procure up to 264 light rail vehicles (LRVs). The project scope includes the design, manufacture, delivery and test of LRVs. Also included are spare parts, special tools, training, documentation, and associated services. This procurement is comprised of two phases, each with additional vehicle options. Phase I consists of the 24 expansion vehicles for Central Subway, 40 expansion vehicles for anticipated ridership growth, and 4 expansion vehicles in support of Chase Arena operations. Phase II will comprise of 151 LRVs to replace the existing fleet and an option for up to an additional 45 vehicles. All but the final option for 45 expansion vehicles are funded in the approved budget

PROJECT INITIATION:	07/01/2014	CONTRACTOR:	Siemens Industry
CURRENT PROJECT PHASE:	Construction	OTHER PROJECTS WITH CONTRACTOR:	None
SUBSTANTIAL COMPLETION DATE:	2/24/2026	CONTRACT AWARD DATE:	9/19/2014
PROJECT MANAGER:	Janet Gallegos	CONTRACT AWARD VALUE:	\$1,192,651,577

ACCOMPLISHMENTS THIS PERIOD

Phase 2 production continues with 149 Phase 2 cars now delivered on site. Car 2149 is the most recently delivered. 139 Phase 2 cars are conditionally accepted and in revenue service.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Phase 2 production schedule continues at the Siemens plant in Sacramento. Expectations are for 3 to 4 car deliveries per month for the remainder of 2024 and into 2025. Vehicle deliveries are becoming very regular with no major production issues at this time.

PROJECT CHALLENGES/AREAS OF CONCERN

Focus remains on vehicle availability and reliability which is increasing contract requirement levels except for the brakes system. While there are no safety concerns, issues related to the brake system's maintenance and durability are impacting vehicle availability and will require future brake-related FMI's at vendor expense.

FUNDING/SCHEDULE

	APPROVED BUDGET	TOTAL FUNDING EXPENDED	TOTAL PROGRAMMED BONDS	TOTAL BOND EXPENDED TO DATE
PROJECT TOTALS	\$ 1,126,931,244	\$795,866,781	\$ 147,503,921	\$ 147,503,921

Funding Series Detail: \$315,404 (2012); \$15,412,095 (2013); \$3,643,289 (2014); \$128,133,133 (2017) , \$0 (2021)

Project Phase	Start	Finish	2023				2024				2025				2026			
			JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC
CONCEPTUAL ENGINEERING																		
DETAIL DESIGN																		
CONSTRUCTION																		
	7/1/2014	12/31/2026																

Fiscal Year 2023-2024 Quarterly Project Status Report Quarter 4: 4/1/2024 to 6/30/2024

Train Control System Upgrade (Green)

Plan, design, procure and install the next-generation Communications-Based Train Control (CBTC) System for the rail network, including surface and subway alignments. Investing in a new CBTC System will bring the train control system into a state of good repair and will result in a more efficient, reliable, and safe way to manage LRV traffic. The CBTC System will improve transit service by reducing congestion-related delays, providing more consistent travel times, reducing headways and improve overall system safety for all Muni Metro LRV lines.

PROJECT INITIATION:	10/1/2017	CONTRACTOR:	TBD
CURRENT PROJECT PHASE:	Planning	OTHER PROJECTS WITH CONTRACTOR:	TBD
SUBSTANTIAL COMPLETION DATE:	2/17/2031	CONTRACT AWARD DATE:	TBD
PROJECT MANAGER:	Dan Howard	CONTRACT AWARD VALUE:	TBD

ACCOMPLISHMENTS THIS PERIOD

For the consultant contract, the evaluation panel scored the written proposals in April. The project team conducted interviews with the evaluation panel and selected the highest-ranked proposer in May, then concluded negotiations with the selected proposer in June. For the supplier contract, the project team received the written proposals for Best and Final Offers (BAFOs) on June 3, 2024. The evaluation panel scored the BAFO proposals, and the project team selected the highest-ranked proposer at the end of June. Additionally, the project team continued to advertise the job postings for engineering positions.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

The project team will finalize the contract agreement for the consultant to sign in July. The project team is also preparing for the supplier contract to enter negotiations in summer, and to present both contracts to the MTA Board and Board of Supervisors for approval this Fall.

PROJECT CHALLENGES/AREAS OF CONCERN

The project team continues to be concerned about attracting and hiring qualified candidates with train control engineering skills and experience. The project has had to address issues where the City’s minimum qualifications for engineer positions excluded desirable candidates from consideration. The majority of experienced train control engineers are likely to be international candidates; however the City minimum qualifications for engineers require a CA engineer’s license, which these candidates are unlikely to have. The project team worked with the SFMTA HR department to repost these senior engineering positions in a different classification (Special Assistant) to sidestep this problem. These updated job postings have been posted and advertised using industry survey and HR guidance. In addition, the project team will rely on the consultant contract to make up for any gaps in technical staff that the SFMTA cannot hire. SFMTA will leave these positions open until filled. Long term, the project team will consider creating new job classifications to support the train control system so that the SFMTA maintains an experienced workforce.

FUNDING/SCHEDULE

	APPROVED BUDGET	TOTAL FUNDING EXPENDED	TOTAL PROGRAMMED BONDS	TOTAL BOND EXPENDED TO DATE
PROJECT TOTALS	\$ 606,653,812	\$11,288,963	\$ 30,139,703	\$ 8,707,047

Funding Series Detail: \$0 (2012); \$0 (2013); \$0 (2014); \$0 (2017), \$30,139,703 (2021)

Project Phase	Start	Finish	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
PLANNING																		
	10/1/2017	1/15/2025																
PRELIMINARY ENGINEERING																		
	1/16/2025	5/27/2026																
DETAIL DESIGN																		
	5/28/2026	2/5/2031																
CONSTRUCTION																		
	11/19/2026	7/28/2032																

Fiscal Year 2023-2024 Quarterly Project Status Report Quarter 4: 4/1/2024 to 6/30/2024

Van Ness Bus Rapid Transit

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 INITIATION:	7/31/2015	CONTRACTOR:	Walsh
CURRENT PROJECT PHASE:	Construction	OTHER PROJECTS WITH CONTRACTOR:	None
SUBSTANTIAL COMPLETION DATE:	10/31/2022	CONTRACT AWARD DATE:	7/7/2015
PROJECT MANAGER:	Parand Maleki	CONTRACT AWARD VALUE:	\$193,827,555

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.

FUNDING/SCHEDULE

	APPROVED BUDGET	TOTAL FUNDING EXPENDED	TOTAL PROGRAMMED BONDS	TOTAL BOND EXPENDED TO DATE
PROJECT TOTALS	\$ 235,495,544	\$217,171,171	\$ 71,876,174	\$ 62,482,328

Funding Series Detail: \$0 (2012); \$2,250,879 (2013); \$551,130 (2014); \$50,869,518 (2017) , \$18,204,647 (2021)

Project Phase	Start	Finish	2021				2022				2023				2024			
			JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC
CONCEPTUAL ENGINEERING																		
DETAIL DESIGN																		
CONSTRUCTION																		
	7/31/2015	12/30/2024																