



Quarterly Report to the SFMTA Bond Oversight Committee

July – September 2018 (Q1)

San Francisco Municipal Transportation Agency



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Overview

This report to the San Francisco Municipal Transportation Agency (SFMTA) Bond Oversight Committee (BOC) covers the period through the first quarter of fiscal year 2018/19, which ended on September 30, 2018.

All financial data is current through September 30, 2018. However, due to conversion issues to the new city-wide financial system, financial data are estimates derived from the city's legacy financial system, FAMIS, and the city's new financial system, FSP. Further, because the financial data are estimates, remaining project balances cannot be fully shifted to other projects until exact balances are ready. Therefore, the Series 2013 and Series 2014 SFMTA Revenue Bond has small remaining balances that will be shifted and spent by bond-eligible projects when exact balances are known.

Additionally, several bond-funded projects are delivered by San Francisco Public Works (SFPW) which has had significant conversion issues to the new city-wide financial system. Due to these conversion issues, there are small remaining balances with SFPW that remain to be spent and bond-funded projects that have incurred expenditures but have not yet posted to the Revenue Bond in the new financial system.

The following Series' numbers reflect estimated transactions through September 30, 2018.

| SERIES 2012B SFMTA REVENUE BOND RECAP | | % of Total |
|----------------------------------------------|--------------|-------------------|
| TOTAL AMOUNT BONDS PAID TO DATE | \$25,709,398 | 100% |
| AMOUNT ENCUMBERED | \$0 | 0% |
| REMAINING BALANCE ¹ | (\$9398) | 0% |
| GRAND TOTAL | \$25,700,000 | 100% |

Date of full expenditure: October 2016

| SERIES 2013 SFMTA REVENUE BOND RECAP | | % of Total |
|---------------------------------------------|--------------|-------------------|
| TOTAL AMOUNT BONDS PAID TO DATE | \$74,516,354 | 99% |
| AMOUNT ENCUMBERED | \$101,703 | 0% |
| REMAINING BALANCE | \$381,941 | 1% |
| GRAND TOTAL | \$75,000,000 | 100% |

| SERIES 2014 SFMTA REVENUE BOND RECAP | | % of Total |
|---------------------------------------------|--------------|-------------------|
| TOTAL AMOUNT BONDS PAID TO DATE | \$58,446,160 | 78% |
| AMOUNT ENCUMBERED | \$6,193,188 | 8% |
| REMAINING BALANCE | \$10,360,652 | 14% |
| GRAND TOTAL | \$75,000,000 | 100% |

| SERIES 2017 SFMTA REVENUE BOND RECAP | | % of Total |
|---------------------------------------------|---------------|-------------------|
| TOTAL AMOUNT BONDS PAID TO DATE | \$145,127,322 | 76% |
| AMOUNT ENCUMBERED | \$40,813,780 | 21% |
| REMAINING BALANCE | \$4,058,898 | 2% |
| GRAND TOTAL | \$190,000,000 | 100% |

¹ DPW charged \$9,398 to 2012B Revenue Bond fund code, CPT678 project which is not approved fund. DPW has been notified and cleanup will be done later.

Bond Expenditures

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Bond Summary - September 2018 Expenditures

Series 2012B Bonds

Issued on July 11, 2012

The purpose of this Interim Quarterly Report is to update the Bond Oversight Committee (BOC) on SFMTA Revenue Bond quarterly expenditures. As a provisional solution to FSP conversion issues, figures have been derived from multiple sources: both BI and Interim Reports.

| PROJECT | ORIGINAL AMOUNT | REVISED AMOUNT ¹ [A] | BOND FUNDING ALLOCATED [B] | ESTIMATED BONDS PAID JULY-SEPTEMBER 2018 [C] | TOTAL BONDS PAID [D] | ENCUMBERED [E] | BOND AMOUNT AVAILABLE [F] (=B-D-E) | REMAINING TO BE ALLOCATED BY PROGRAM ³ [G] (=A-B) | Project Budget | | | Project Expenditures | | | TOTAL PROJECT BALANCE [N] (=J-M) | | |
|------------------------------------------------------------------------------|-----------------|------------------------------------|-------------------------------|-------------------------------------------------|-------------------------|---------------------|------------------------------------------|--------------------------------------------------------------------|-----------------------------------|----------------------|------------------------|-----------------------------------|----------------------|------------------------|----------------------------------------|---------------------|--|
| | | | | | | | | | SERIES 2012B BONDS [H] (=B) | OTHER FUNDING [I] | TOTAL [J] (=H+I) | SERIES 2012B BONDS [K] (=D) | OTHER FUNDING [L] | TOTAL [M] (=K+L) | | | |
| Balboa Streetscape | | | 126,234 | - | 126,234 | - | - | | 126,234 | | 126,234 | 126,234 | - | 126,234 | - | | |
| Bicycle Parking | | | 750,000 | - | 750,000 | - | - | | 750,000 | - | 750,000 | 750,000 | - | 750,000 | - | | |
| Bicycle Strategy Capital Projects – Polk Street Northbound Separated Bikeway | | | 481,267 | - | 481,267 | - | - | | 481,267 | 723,972 | 1,205,239 | 481,267 | 721,497 | 1,202,764 | 2,476 | | |
| Church and Duboce Project | | | 37,466 | - | 37,466 | - | - | | 37,466 | 241,043 | 278,509 | 37,466 | 241,043 | 278,509 | - | | |
| Exploratorium Crosswalk | | | 250,000 | - | 250,000 | - | - | | 250,000 | - | 250,000 | 250,000 | - | 250,000 | - | | |
| Franklin Street Bulbouts | | | 48,508 | - | 48,508 | - | - | | 48,508 | 250,000 | 298,508 | 48,508 | 83,392 | 131,900 | 166,609 | | |
| Geary-Gough Peter Yorke Bulbout | | | 142,825 | - | 142,825 | - | - | | 142,825 | - | 142,825 | 142,825 | - | 142,825 | - | | |
| Systemwide Transit Access and Reliability Program | TOTAL | \$1,500,000 | \$1,836,300 | \$1,836,300 | \$4,512 | \$1,840,812 | - | (\$4,512) | - | \$1,836,300 | \$1,215,015 | \$3,051,315 | \$1,836,300 | \$1,045,931 | \$2,882,231 | \$169,084 | |
| Muni Metro Sunset Tunnel Rail Rehabilitation | | | 2,210,474 | - | 2,210,474 | - | - | | 2,210,474 | 30,902,377 | 33,112,851 | 2,210,474 | 30,653,751 | 32,864,225 | 248,626 | | |
| Muni Metro Sunset Tunnel Rail Rehabilitation | TOTAL | \$900,000 | \$2,210,474 | \$2,210,474 | - | \$2,210,474 | - | - | - | \$2,210,474 | \$30,902,377 | \$33,112,851 | \$2,210,474 | \$30,653,751 | \$32,864,225 | \$248,626 | |
| Muni Metro Turnback Rail Rehabilitation | | | 1,635,366 | - | 1,635,366 | - | - | | 1,635,366 | 97,199 | 1,732,565 | 1,635,366 | 97,199 | 1,732,565 | - | | |
| Muni Metro Turnback Water Intrusion Mitigation | | | 462,112 | - | 462,112 | - | - | | 462,112 | 233,819 | 695,931 | 462,112 | 233,819 | 695,931 | - | | |
| Muni Metro Turnback Rehabilitation | TOTAL | \$3,000,000 | \$2,097,478 | \$2,097,478 | - | \$2,097,478 | - | - | - | \$2,097,478 | \$331,018 | \$2,428,496 | \$2,097,478 | \$331,018 | \$2,428,496 | - | |
| Muni Green Center Rail Rehabilitation | | | 2,100,000 | - | 2,100,000 | - | - | | 2,100,000 | 42,951,907 | 45,051,907 | 2,100,000 | 41,820,802 | 43,920,802 | 1,131,105 | | |
| Muni Green Center Roof Rehabilitation | | | 6,218,051 | - | 6,218,051 | - | - | | 6,218,051 | 544,203 | 6,762,254 | 6,218,051 | 544,203 | 6,762,254 | - | | |
| Muni Green Light Rail Facility Rehabilitation | TOTAL | \$7,200,000 | \$8,318,051 | \$8,318,051 | - | \$8,318,051 | - | - | - | \$8,318,051 | \$43,496,110 | \$51,814,161 | \$8,318,051 | \$42,365,004 | \$50,683,055 | \$1,131,105 | |
| Muni System Radio Replacement Project | | | 62,197 | - | 62,197 | - | - | | 62,197 | 132,603,673 | 132,665,870 | 62,197 | 107,758,396 | 107,820,593 | 24,845,278 | | |
| Muni System Radio Replacement Project | TOTAL | \$1,600,000 | \$62,197 | \$62,197 | - | \$62,197 | - | - | - | \$62,197 | \$132,603,673 | \$132,665,870 | \$62,197 | \$107,758,396 | \$107,820,593 | \$24,845,278 | |
| C3 Integrated Systems Replacement | | | 6,175,500 | - | 6,175,500 | - | - | | 6,175,500 | 33,209,645 | 39,385,145 | 6,175,500 | 29,759,519 | 35,935,019 | 3,450,126 | | |
| Muni Metro System Public Announcement and Public Display Sys | TOTAL | \$6,500,000 | \$6,175,500 | \$6,175,500 | - | \$6,175,500 | - | - | - | \$6,175,500 | \$33,209,645 | \$39,385,145 | \$6,175,500 | \$29,759,519 | \$35,935,019 | \$3,450,126 | |
| Parking Garage Projects - Condition Assessment, Waterproofing & Ventilation | | | 5,000,000 | 4,887 | 5,004,887 | - | (4,887) | | 5,000,000 | 1,736,485 | 6,736,485 | 5,004,887 | 1,016,152 | 6,021,038 | 715,447 | | |
| Parking Garage Projects | TOTAL | \$5,000,000 | \$5,000,000 | \$5,000,000 | 4,887 | \$5,004,887 | - | (\$4,887) | - | \$5,000,000 | \$1,736,485 | \$6,736,485 | \$5,004,887 | \$1,016,152 | \$6,021,038 | \$715,447 | |
| PROJECTS | | \$25,700,000 | 25,700,000 | \$25,700,000 | 9,399 | \$25,709,398 | - | (\$9,398) | - | \$25,700,000 | \$243,494,323 | \$269,194,323 | \$25,704,887 | \$212,929,771 | \$238,634,658 | \$30,559,666 | |
| TOTAL (Allocated + To Be Allocated) | | | \$25,700,000 | | | | | | | | | | | | | | |

| SERIES 2012B SFMTA REVENUE BOND RECAP | |
|---------------------------------------|---------------------|
| TOTAL AMOUNT BONDS PAID TO DATE | \$25,709,398 |
| AMOUNT ENCUMBERED | - |
| REMAINING BALANCE ³ | (\$9,398) |
| GRAND TOTAL | \$25,700,000 |

| | |
|----------------------------------------------------------------------|------------------|
| TRANSIT INTEREST EARNED through September 30, 2018 ² | \$215,430 |
| SSD & GARAGE INTEREST EARNED through September 30, 2018 ² | \$83,702 |
| TOTAL INTEREST EARNED through September 30, 2018² | \$299,132 |

¹ Revised Amounts based on 05/16/2016 Memo to the SFMTA Board (6th Reallocation of Series 2012B Proceeds)² Interest earned includes both FY17 and FY18³ DPW charged \$9,398 to 2012B Revenue Bond fund code, CPT678 project which is not approved fund. DPW has been notified and cleanup will be done later.

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Bond Summary - September 2018 Expenditures (F\$P) ¹

The purpose of this Interim Quarterly Report is to update the Bond Oversight Committee (BOC) on SFMTA Revenue Bond quarterly expenditures. As a provisional solution to F\$P conversion issues, figures have been derived from multiple sources: both BI and Interim Reports.

| PROJECT | ORIGINAL AMOUNT | REVISED AMOUNT ² [A] | BOND FUNDING ALLOCATED [B] | ESTIMATED BONDS PAID ¹ JULY-SEPTEMBER 2018 [C] | TOTAL ESTIMATED BONDS PAID ¹ [D] | ENCUMBERED ¹ [E] | BOND AMOUNT AVAILABLE [F] (=B-D-E) | REMAINING TO BE ALLOCATED BY PROGRAM [G] (=A-B) | Project Budget | | | Project Expenditures | | | TOTAL PROJECT BALANCE [N] (=J-M) |
|------------------------------------------------------------------------------|---------------------|---------------------------------|----------------------------|-----------------------------------------------------------|---------------------------------------------|-----------------------------|------------------------------------|-------------------------------------------------|----------------------------|----------------------|----------------------|----------------------------|----------------------|----------------------|----------------------------------|
| | | | | | | | | | SERIES 2013 BONDS [H] (=B) | OTHER FUNDING [I] | TOTAL [J] (=H+I) | SERIES 2013 BONDS [K] (=D) | OTHER FUNDING [L] | TOTAL [M] (=K+L) | |
| 9th and Division Improvements | | | 100,000 | - | 100,000 | - | - | | 100,000 | 147,426 | 247,426 | 100,000 | 137,701 | 237,701 | 9,725 |
| Above Grade PCS & Signal Visibility Improvement | | | 421,718 | - | 421,718 | - | 0 | | 421,718 | - | 421,718 | 421,718 | - | 421,718 | 0 |
| Excelsior & South Bernal Area Wides | | | 328,627 | | 280,627 | - | 48,000 | | 328,627 | 2,631 | 331,258 | 280,627 | 2,934 | 283,560 | 47,698 |
| Gough Street Pedestrian Safety Improvements | | | 427,587 | | 405,092 | - | 22,495 | | 427,587 | - | 427,587 | 405,092 | - | 405,092 | 22,495 |
| Lombard Street Safety Project | | | 435,223 | 46,283 | 501,932 | - | (66,709) | | 435,223 | 1,666,430 | 2,101,653 | 501,932 | 1,424,384 | 1,926,315 | 175,337 |
| Pedestrian Countdown Signals (Design) | | | 500,000 | 1,153 | 505,792 | - | (5,792) | | 500,000 | 2,000,000 | 2,500,000 | 505,792 | 1,809,879 | 2,315,671 | 184,329 |
| Persia Triangle Street Improvements | | | 448,808 | 3,308 | 444,315 | - | 4,493 | | 448,808 | 1,003,419 | 1,452,227 | 444,315 | 863,093 | 1,307,408 | 144,819 |
| Safe Routes to School Projects - Alamo Elementary | | | 87,800 | - | 87,800 | - | - | | 87,800 | 690,533 | 778,333 | 87,800 | 687,032 | 774,832 | 3,501 |
| Safe Routes to School Projects - Denman | | | 30,292 | - | 30,292 | - | - | | 30,292 | 1,509,960 | 1,540,252 | 30,292 | 1,539,569 | 1,569,861 | (29,609) |
| Safe Routes to School Projects - Tenderloin | | | 287,922 | - | 275,266 | - | 12,656 | | 287,922 | 1,014,754 | 1,302,676 | 275,266 | 949,415 | 1,224,681 | 77,995 |
| Traffic Calming Improvements - Applications | | | 238,364 | - | 238,364 | - | 0 | | 238,364 | - | 238,364 | 238,364 | - | 238,364 | 0 |
| Traffic Calming Improvements - Area Wide | | | 777,700 | 9,306 | 790,072 | - | (12,372) | | 777,700 | - | 777,700 | 790,072 | - | 790,072 | (12,372) |
| Traffic Calming Improvements - Backlog Spot Improvements | | | 785,890 | - | 785,890 | - | (0) | | 785,890 | 186,375 | 972,265 | 785,890 | 171,759 | 957,650 | 14,615 |
| Traffic Calming Improvements - Site Specific | | | 497,728 | 1,997 | 499,726 | - | (1,998) | | 497,728 | - | 497,728 | 499,726 | - | 499,726 | (1,998) |
| Pedestrian Safety & Traffic Signal Improvements TOTAL | \$5,000,000 | \$5,369,496 | \$5,367,659 | \$62,047 | \$5,366,885 | - | \$774 | \$1,837 | \$5,367,659 | \$8,221,527 | \$13,589,187 | \$5,366,885 | \$7,585,765 | \$12,952,651 | \$636,536 |
| C3 Blue Light Emergency Phone Replacement | | | 6,016,000 | - | 6,016,000 | - | - | | 6,016,000 | 18,089,533 | 24,105,533 | 6,016,000 | 16,606,909 | 22,622,909 | 1,482,624 |
| Radio Replacement | | | 2,000,000 | - | 2,000,000 | - | - | | 2,000,000 | 130,665,871 | 132,665,871 | 2,000,000 | 105,820,593 | 107,820,593 | 24,845,278 |
| Transit Spot Improvement - 24th Street & Castro Bus Bulb Construction | | | 273,954 | - | 273,954 | - | (0) | | 273,954 | - | 273,954 | 273,954 | - | 273,954 | (0) |
| Transit Spot Improvement - Columbus Bus Bulbs | | | 400,745 | - | 400,745 | - | - | | 400,745 | 191,168 | 591,914 | 400,745 | 191,168 | 591,914 | - |
| Transit Spot Improvement - Muni Forward - 5 Fulton Mid Route Phase I | | | 455,055 | - | 455,055 | - | 0 | | 455,055 | - | 455,055 | 455,055 | - | 455,055 | 0 |
| Transit Spot Improvement - Muni Forward - 5 Fulton Outer | | | 925,000 | 4,800 | 680,160 | 17,655 | 227,185 | | 925,000 | 165,690,431 | 166,615,431 | 680,160 | 78,749,122 | 79,429,282 | 87,186,149 |
| Transit System Safety & Other Transit Improvements TOTAL | \$11,000,000 | \$10,070,755 | \$10,070,754 | \$4,800 | \$9,825,915 | \$17,655 | \$227,185 | \$1 | \$10,070,754 | \$314,637,003 | \$324,707,757 | \$9,825,915 | \$201,367,792 | \$211,193,707 | \$113,514,050 |
| Bicycle Strategy Capital Projects - Oak and Fell Bikeways Resurfacing | | | 290,732 | - | 290,732 | - | (0) | | 290,732 | 351,575 | 642,307 | 290,732 | 351,575 | 642,307 | (0) |
| Bicycle Strategy Capital Projects - Polk Street Northbound Separated Bikeway | | | 89,972 | - | 89,972 | - | (0) | | 89,972 | 1,115,267 | 1,205,239 | 89,972 | 1,112,791 | 1,202,764 | 2,475 |
| Bicycle Strategy Capital Projects - Wiggle Neighborhood Green Corridor | | | 228,400 | - | 218,369 | - | 10,031 | | 228,400 | 1,446,880 | 1,675,280 | 218,369 | 1,312,093 | 1,530,462 | 144,818 |
| Broadway Chinatown Streetscape | | | 425,936 | 4,577 | 406,114 | - | 19,822 | | 425,936 | 1,484,064 | 1,910,000 | 406,114 | 87,459 | 493,572 | 1,416,428 |
| Masonic Avenue Streetscape | | | 5,726,171 | 8,015 | 5,853,448 | - | (127,277) | | 5,726,171 | 14,163,063 | 19,889,234 | 5,853,448 | 8,822,281 | 14,675,729 | 5,213,505 |
| Van Ness BRT | | | 2,250,879 | - | 2,250,879 | - | 0 | | 2,250,879 | - | 2,250,879 | 2,250,879 | - | 2,250,879 | 0 |
| Traffic Calming Backlog Implementation | | | 46,000 | - | - | - | 46,000 | | 46,000 | - | 46,000 | - | - | - | 46,000 |
| Annual Traffic Calming Removal and Replacement | | | 10,000 | - | - | - | 10,000 | | 10,000 | - | 10,000 | - | - | - | 10,000 |
| Street Capital Improvements TOTAL | \$9,000,000 | \$9,068,091 | \$9,068,090 | \$12,592 | \$9,109,514 | - | (\$41,424) | (\$0) | \$9,012,090 | \$18,560,849 | \$27,628,939 | \$9,109,514 | \$11,686,199 | \$20,795,713 | \$6,833,226 |
| Islais Creek Phase II Improvements | | | 18,339,763 | | 18,276,744 | 50,296 | 12,723 | | 18,339,763 | 43,148,350 | 61,488,113 | 18,276,744 | 42,167,861 | 60,444,604 | 1,043,509 |
| Operator Restrooms (Operator Convenience Facilities Phase I) | | | 1,528,504 | | 1,529,751 | - | (1,247) | | 1,528,504 | 1,908,661 | 3,437,165 | 1,529,751 | 1,908,661 | 3,438,412 | (1,247) |
| Operator Restrooms (Operator Convenience Facilities Phase II) | | | 1,099,569 | 5,806 | 1,131,566 | - | (31,997) | | 1,099,569 | 3,510,898 | 4,610,467 | 1,131,566 | 2,308,360 | 3,439,927 | 1,170,540 |
| Parking Garage Projects - Condition Assessment, Waterproofing & Ventilation | | | 1,000,000 | 4,567 | 1,009,034 | - | (9,034) | | 1,000,000 | 5,736,537 | 6,736,537 | 1,009,034 | 5,020,985 | 6,030,018 | 706,519 |
| Facility Improvements TOTAL | \$7,000,000 | \$21,967,836 | \$21,967,836 | \$10,373 | \$21,947,094 | \$50,296 | (\$29,555) | - | \$21,967,836 | \$54,304,446 | \$76,272,282 | \$21,947,094 | \$51,405,867 | \$73,352,961 | \$2,919,321 |
| 33 Stanyan Overhead Replacement Project Phase I | | | 1,892,852 | - | 1,892,852 | - | (0) | | 1,892,852 | 18,240,427 | 20,133,279 | 1,892,852 | 15,715,949 | 17,608,801 | 2,524,479 |
| L Taraval Track Rail & Overhead Rehab | | | 100,000 | - | 100,000 | - | - | | 100,000 | 5,243,915 | 5,343,915 | 100,000 | 6,570,779 | 6,670,779 | (1,326,864) |
| M Ocean View Track Replacement | | | 112,000 | - | 111,737 | - | 263 | | 112,000 | 9,872,944 | 9,984,944 | 111,737 | 4,815,460 | 4,927,197 | 5,057,747 |
| Muni Metro Sunset Tunnel Rail Rehabilitation | | | 7,500,000 | 18,016 | 7,500,000 | - | 0 | | 7,500,000 | 25,612,851 | 33,112,851 | 7,500,000 | 25,382,241 | 32,882,241 | 230,610 |
| Muni Metro Twin Peaks Tunnel Rail Replacement | | | 4,754,780 | | 4,706,169 | 33,752 | 14,859 | | 4,754,780 | 60,947,828 | 65,702,608 | 4,706,169 | 44,439,828 | 49,145,997 | 16,556,611 |
| Transit Fixed Guideway Improvements TOTAL | \$30,500,000 | \$14,359,632 | \$14,359,632 | \$18,016 | \$14,310,759 | \$33,752 | \$15,121 | - | \$14,359,632 | \$119,917,965 | \$134,277,597 | \$14,310,759 | \$96,924,256 | \$111,235,014 | \$23,042,583 |
| Procurement of Light Rail Vehicles | | | 14,164,190 | 133,631 | 13,956,187 | - | 208,003 | | 14,164,190 | 329,441,421 | 343,605,611 | 13,956,187 | 155,100,926 | 169,057,113 | 174,548,497 |
| MUNI Fleet TOTAL | \$12,500,000 | \$14,164,190 | \$14,164,190 | \$133,631 | \$13,956,187 | - | \$208,003 | - | \$14,164,190 | \$329,441,421 | \$343,605,611 | \$13,956,187 | \$155,100,926 | \$169,057,113 | \$174,548,497 |
| PROJECTS | \$75,000,000 | \$75,000,000 | \$74,998,162 | \$241,460 | \$74,516,354 | \$101,703 | \$380,105 | \$1,837 | \$74,942,162 | \$845,083,211 | \$920,081,373 | \$74,516,354 | \$524,070,805 | \$598,587,160 | \$321,494,214 |

TOTAL (Allocated + To Be Allocated) \$75,000,000

| SERIES 2013 SFMTA REVENUE BOND RECAP | |
|---------------------------------------------|---------------------|
| TOTAL AMOUNT - ESTIMATED BONDS PAID TO DATE | \$74,516,354 |
| AMOUNT ENCUMBERED | \$101,703 |
| REMAINING BALANCE | \$381,941 |
| GRAND TOTAL | \$75,000,000 |

| | |
|----------------------------------------------------------------------|--------------------|
| TRANSIT INTEREST EARNED through September 30, 2018 ¹ | \$906,078 |
| SSD & GARAGE INTEREST EARNED through September 30, 2018 ¹ | \$252,642 |
| TOTAL INTEREST EARNED through September 30, 2018 ¹ | \$1,158,720 |

¹ Due to F\$P Conversion issues, please note that -
a) Bond figures as of FY2019 are from BI report.
b) Other fundings figures as of FY2019 are from interim report. Total expenditures include FY2019 Estimated Overhead Costs under MTA work-related Projects
c) Encumbered amounts from F\$P BI Report were used
d) Interest Earned includes both FY17 & FY18
² Revised Amounts based on 05/30/2018 Memo to the SFMTA Board (8th Reallocation of Series 2013 Proceeds)

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Bond Summary - September 2018 Expenditures (F\$P) ¹

The purpose of this Interim Quarterly Report is to update the Bond Oversight Committee (BOC) on SFMTA Revenue Bond quarterly expenditures. As a provisional solution to F\$P conversion issues, figures have been derived from multiple sources: both BI and Interim Reports.

| PROJECT | ORIGINAL AMOUNT | REVISED AMOUNT ² [A] | BOND FUNDING ALLOCATED [B] | ESTIMATED BONDS PAID ¹ JULY-SEPTEMBER 2018 [C] | TOTAL ESTIMATED BONDS PAID ¹ [D] | ENCUMBERED ¹ [E] | BOND AMOUNT AVAILABLE [F] (=B-D-E) | REMAINING TO BE ALLOCATED BY PROGRAM [G] (=A-B) | Project Budget | | | Project Expenditures | | | TOTAL PROJECT BALANCE [N] (=J-M) |
|-----------------------------------------------------------------------------------|---------------------|---------------------------------|----------------------------|-----------------------------------------------------------|---------------------------------------------|-----------------------------|------------------------------------|-------------------------------------------------|----------------------------|----------------------|----------------------|----------------------------|----------------------|----------------------|----------------------------------|
| | | | | | | | | | SERIES 2014 BONDS [H] (=B) | OTHER FUNDING [I] | TOTAL [J] (=H+I) | SERIES 2014 BONDS [K] (=D) | OTHER FUNDING [L] | TOTAL [M] (=K+L) | |
| 9th and Division Improvements | | | 147,426 | - | 137,701 | - | 9,725 | | 147,426 | 100,000 | 247,426 | 137,701 | 100,000 | 237,701 | 9,725 |
| Broadway Chinatown Streetscape | | | 1,484,064 | 50,403 | 1,575,882 | 9,426 | (101,243) | | 1,484,064 | 425,936 | 1,910,000 | 1,575,882 | 410,303 | 1,986,184 | (76,184) |
| Columbus Ave. Streetscape Project | | | 1,059,524 | 5,688 | 650,138 | 1,333 | 408,053 | | 1,059,524 | 353,562 | 1,413,086 | 650,138 | 593,550 | 1,243,688 | 169,398 |
| Diamond Heights Boulevard Pedestrian Safety Improvements | | | 315,000 | 2,469 | 313,379 | - | 1,621 | | 315,000 | - | 315,000 | 313,379 | - | 313,379 | 1,621 |
| Geary BRT Phase I | | | 700,000 | 781 | 653,659 | 34,784 | 11,556 | | 700,000 | 14,100 | 714,100 | 653,659 | 13,791 | 667,450 | 46,650 |
| Lombard Street Safety Project | | | 891,725 | 7,384 | 835,901 | 30,729 | 25,095 | | 891,725 | 1,209,928 | 2,101,653 | 835,901 | 1,025,747 | 1,861,649 | 240,004 |
| Pedestrian Countdown Signals (Construction) | | | 2,000,000 | 16,604 | 1,859,525 | 30,927 | 109,548 | | 2,000,000 | 500,000 | 2,500,000 | 1,859,525 | 496,376 | 2,355,900 | 144,100 |
| Polk Streetscape | | | 2,733,339 | 100,483 | 1,911,174 | 727,572 | 94,593 | | 2,733,339 | - | 2,733,339 | 1,911,174 | - | 1,911,174 | 822,165 |
| Polk Street Signal Upgrade | | | 352,000 | - | 287,388 | 32,612 | 32,000 | | 352,000 | 2,493,395 | 2,845,395 | 287,388 | 2,543,355 | 2,830,743 | 14,652 |
| Safe Routes to School Projects - Denman | | | 462,100 | 12,537 | 453,477 | - | 8,623 | | 462,100 | 1,078,152 | 1,540,252 | 453,477 | 1,131,460 | 1,584,937 | (44,685) |
| Traffic Calming Improvements - Backlog Spot Improvements | | | 185,000 | 3,137 | 158,148 | - | 26,852 | | 185,000 | 787,265 | 972,265 | 158,148 | 788,612 | 946,760 | 25,505 |
| Traffic Calming Program Implementation | | | 912,725 | 2,549 | 732,783 | - | 179,942 | | 912,725 | 203,569 | 1,116,294 | 732,783 | 203,569 | 936,353 | 179,942 |
| Pedestrian Safety & Traffic Signal Improvements TOTAL | \$11,000,000 | \$11,242,903 | \$11,242,903 | \$202,034 | \$9,569,155 | \$867,383 | \$806,366 | (\$0) | \$11,242,903 | \$7,165,907 | \$18,408,811 | \$9,569,155 | \$7,306,764 | \$16,875,919 | \$1,532,892 |
| 1 California: Laurel Village Transit Priority Project | | | 186,000 | 10,143 | 107,567 | - | 78,433 | | 186,000 | - | 186,000 | 107,567 | - | 107,567 | 78,433 |
| 19 Polk: Polk Street Transit Priority Project | | | 540,000 | 6,830 | 276,553 | 46,301 | 217,146 | | 540,000 | - | 540,000 | 276,553 | - | 276,553 | 263,447 |
| C3 Blue Light Emergency Phone Replacement | | | 3,500,000 | - | 3,500,000 | - | - | | 3,500,000 | 20,605,533 | 24,105,533 | 3,500,000 | 19,122,909 | 22,622,909 | 1,482,624 |
| Mission and Silver Fast Track Transit Enhancements | | | 342,576 | - | 342,576 | - | (0) | | 342,576 | - | 342,576 | 342,576 | - | 342,576 | (0) |
| Radio Replacement | | | 11,000,000 | - | 11,000,000 | - | - | | 11,000,000 | 121,665,871 | 132,665,871 | 11,000,000 | 96,820,593 | 107,820,593 | 24,845,278 |
| Transit Spot Improvement - Columbus Bus Bulbs | | | 91,168 | - | 91,168 | - | (0) | | 91,168 | 500,745 | 591,913 | 91,168 | 500,745 | 591,914 | (0) |
| Transit Spot Improvement - Evans at Phelps | | | 71,000 | 344 | 35,845 | - | 35,155 | | 71,000 | - | 71,000 | 35,845 | - | 35,845 | 35,155 |
| Van Ness Bus Rapid Transit Project | | | 124,000 | - | 124,000 | - | - | | 124,000 | 167,817,310 | 167,941,310 | 124,000 | 80,876,001 | 81,000,001 | 86,941,309 |
| Transit System Safety & Spot Improvements TOTAL | \$7,500,000 | \$15,886,000 | \$15,854,744 | \$17,316 | \$15,477,709 | \$46,301 | \$330,734 | \$31,256 | \$15,854,744 | \$310,589,459 | \$326,444,203 | \$15,477,709 | \$197,320,249 | \$212,797,958 | \$113,646,245 |
| 7th and 8th Street Streetscape | | | 300,000 | (294) | 263,503 | - | 36,497 | | 300,000 | 1,280,928 | 1,580,928 | 263,503 | 665,113 | 928,617 | 652,312 |
| Bicycle Strategy Capital Projects - Oak and Fell Bikeways Resurfacing | | | 54,169 | - | 56,536 | - | (2,367) | | 54,169 | 588,138 | 642,307 | 56,536 | 588,138 | 644,674 | (2,367) |
| Contract 64 Signals | | | 573,487 | 7,568 | 451,640 | - | 121,847 | | 573,487 | 397,732 | 971,219 | 451,640 | 54,723 | 506,363 | 464,856 |
| Masonic Avenue Streetscape | | | 13,746,693 | 873,224 | 9,363,104 | 1,175,296 | 3,208,293 | | 13,746,693 | 6,142,541 | 19,889,234 | 9,363,104 | 6,126,637 | 15,489,741 | 4,399,493 |
| Mission Valencia Raised Cycletrack | | | 147,189 | - | 151,484 | - | (4,295) | | 147,189 | - | 147,189 | 151,484 | - | 151,484 | (4,295) |
| Safe Routes to School Projects - Tenderloin | | | 163,099 | - | 178,945 | - | (15,846) | | 163,099 | 1,139,577 | 1,302,676 | 178,945 | 1,045,179 | 1,224,124 | 78,552 |
| Street Capital Improvements TOTAL | \$5,000,000 | \$14,984,637 | \$14,984,637 | \$880,497 | \$10,465,211 | \$1,175,296 | \$3,344,129 | \$0 | \$14,984,637 | \$9,548,916 | \$24,533,553 | \$10,465,211 | \$8,479,790 | \$18,945,002 | \$5,588,551 |
| Elevator Safety & Reliability Project | | | 345,569 | - | 236,190 | - | 109,379 | | 345,569 | 2,604,431 | 2,950,000 | 236,190 | - | 236,190 | 2,713,810 |
| Islais Creek Phase II Improvements | | | 6,137,000 | - | 5,900,800 | - | 236,200 | | 6,137,000 | 55,351,113 | 61,488,113 | 5,900,800 | 54,543,804 | 60,444,604 | 1,043,509 |
| Operator Restrooms (Operator Convenience Facilities Phase II) | | | 3,517,431 | 20,741 | 2,243,611 | 725,481 | 548,339 | | 3,517,431 | 1,108,570 | 4,626,001 | 2,243,611 | 1,083,013 | 3,326,624 | 1,299,377 |
| Parking Garage Projects - Condition Assessment, Waterproofing & Ventilation | | | 51,630 | - | - | - | 51,630 | | 51,630 | 6,684,907 | 6,736,537 | - | 6,021,074 | 6,021,074 | 715,463 |
| Parking Garage Project - Elevator Modernization Condition Assessment of 7 Garages | | | 417,000 | 3,936 | 360,721 | 5,606 | 50,673 | | 417,000 | 11,613,844 | 12,030,844 | 360,721 | - | 360,721 | 11,670,123 |
| Parking Garage Project - Ellis O'Farrell Seismic Upgrade | | | 1,770,000 | - | 174,316 | - | 1,595,684 | | 1,770,000 | - | 1,770,000 | 174,316 | - | 174,316 | 1,595,684 |
| Parking Garage Project - Golden Gateway Garage Ventilation | | | 3,517,000 | - | 2,741,375 | - | 775,625 | | 3,517,000 | - | 3,517,000 | 2,741,375 | - | 2,741,375 | 775,625 |
| Parking Garage Project - Japan Center Garage Ventilation | | | 3,140,000 | - | 2,302,047 | - | 837,953 | | 3,140,000 | - | 3,140,000 | 2,302,047 | - | 2,302,047 | 837,953 |
| Parking Garage Project - Lombard Garage Waterproofing | | | 5,045,000 | 563,075 | 2,928,385 | 1,734,702 | 381,913 | | 5,045,000 | - | 5,045,000 | 2,928,385 | - | 2,928,385 | 2,116,615 |
| Parking Garage Project - Sutter Stockton Garage Ventilation | | | 2,061,400 | - | 1,725,231 | - | 336,169 | | 2,061,400 | - | 2,061,400 | 1,725,231 | - | 1,725,231 | 336,169 |
| PX Parcs Replacement -20 Garage | | | 3,997,970 | (231,464) | 1,434,948 | 1,638,420 | 924,602 | | 3,997,970 | 23,209,694 | 27,207,664 | 1,434,948 | 9,647,787 | 11,082,735 | 16,124,929 |
| Facility Improvements TOTAL | \$39,000,000 | \$30,000,000 | \$30,000,000 | \$356,287 | \$20,047,624 | \$4,104,208 | \$5,848,167 | - | \$26,002,030 | \$100,572,559 | \$126,574,589 | \$18,612,676 | \$71,295,678 | \$80,260,568 | \$39,229,257 |
| Procurement of Light Rail Vehicles | | | 2,886,460 | 614,000 | 2,886,460 | - | - | | 2,886,460 | 340,719,151 | 343,605,611 | 2,886,460 | 166,759,557 | 169,646,017 | 173,959,594 |
| MUNI Fleet TOTAL | \$12,500,000 | \$2,886,460 | \$2,886,460 | \$2,070,134 | \$2,886,460 | - | - | - | \$2,886,460 | \$340,719,151 | \$343,605,611 | \$2,886,460 | \$166,759,557 | \$169,646,017 | \$173,959,594 |
| PROJECTS | \$75,000,000 | \$75,000,000 | \$74,968,744 | \$3,526,268 | \$58,446,160 | \$6,193,188 | \$10,329,396 | \$31,256 | \$70,970,774 | \$768,595,993 | \$839,566,767 | \$57,011,212 | \$451,162,038 | \$498,525,463 | \$333,956,540 |

TOTAL (Allocated + To Be Allocated) \$75,000,000

| SERIES 2014 SFMTA REVENUE BOND RECAP | |
|---------------------------------------------|---------------------|
| TOTAL AMOUNT - ESTIMATED BONDS PAID TO DATE | \$58,446,160 |
| AMOUNT ENCUMBERED | \$6,193,188 |
| REMAINING BALANCE | \$10,360,652 |
| GRAND TOTAL | \$75,000,000 |

| | |
|----------------------------------------------------------------------|--------------------|
| TRANSIT INTEREST EARNED through September 30, 2018 ¹ | \$381,767 |
| SSD & GARAGE INTEREST EARNED through September 30, 2018 ¹ | \$1,189,324 |
| TOTAL INTEREST EARNED through September 30, 2018 ¹ | \$1,571,091 |

¹ Due to F\$P Conversion issues, please note that -
a) Bond figures as of FY2019 are from BI report.
b) Other fundings figures as of FY2019 are from interim report. Total expenditures include FY2019 Estimated Overhead Costs under MTA work-related Projects
c) Encumbered amounts from F\$P BI Report were used
d) Interest Earned includes both FY17 & FY18
² Revised Amounts based on 5/30/2018 Memo to the SFMTA Board (3rd Reallocation of Series 2014 Proceeds)

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Bond Summary - September 2018 Expenditures (F\$P) ¹

Series 2017 Bonds

Issued on June 7, 2017

The purpose of this Interim Quarterly Report is to update the Bond Oversight Committee (BOC) on SFMTA Revenue Bond quarterly expenditures. As a provisional solution to F\$P conversion issues, figures have been derived from multiple sources: both BI and Interim Reports.

| PROJECT | ORIGINAL AMOUNT | REVISED AMOUNT ² [A] | BOND FUNDING ALLOCATED [B] | ESTIMATED BONDS PAID ¹ JULY-SEPTEMBER 2018 [C] | TOTAL ESTIMATED BONDS PAID ¹ [D] | ENCUMBERED ¹ [E] | BOND AMOUNT AVAILABLE [F] (=B-D-E) | REMAINING TO BE ALLOCATED BY PROGRAM [G] (=A-B) | Project Budget | | | Project Expenditures | | | TOTAL PROJECT BALANCE [N] (=J-M) |
|-------------------------------------------------|----------------------|---------------------------------|----------------------------|-----------------------------------------------------------|---------------------------------------------|-----------------------------|------------------------------------|-------------------------------------------------|----------------------------|----------------------|----------------------|----------------------------|----------------------|----------------------|----------------------------------|
| | | | | | | | | | SERIES 2017 BONDS [H] (=B) | OTHER FUNDING [I] | TOTAL [J] (=H+I) | SERIES 2017 BONDS [K] (=D) | OTHER FUNDING [L] | TOTAL [M] (=K+L) | |
| Procurement of Light Rail Vehicles | | | 128,000,000 | 8,197,659 | 106,032,190 | 18,097,833 | 3,869,976 | | 128,000,000 | 215,605,611 | 343,605,611 | 106,032,190 | 70,231,672 | 176,263,862 | 167,341,749 |
| MUNI Fleet | \$107,000,000 | \$128,000,000 | \$128,000,000 | \$8,197,659 | \$106,032,190 | \$18,097,833 | \$3,869,976 | - | \$128,000,000 | \$215,605,611 | \$343,605,611 | \$106,032,190 | \$70,231,672 | \$176,263,862 | \$167,341,749 |
| Van Ness Bus Rapid Transit Project | | | 48,000,000 | 679,774 | 33,254,037 | 14,745,963 | - | | 48,000,000 | 119,941,310 | 167,941,310 | 33,254,037 | 48,425,738 | 81,679,774 | 86,261,536 |
| Van Ness Bus Rapid Transit Project | \$48,000,000 | \$48,000,000 | \$48,000,000 | \$679,774 | \$33,254,037 | \$14,745,963 | - | | \$48,000,000 | \$119,941,310 | \$167,941,310 | \$33,254,037 | \$48,425,738 | \$81,679,774 | \$86,261,536 |
| Mission Bay Transportation Capital Improvements | | | 14,000,000 | 3,315,828 | 5,841,095 | 7,969,983 | 188,922 | | 14,000,000 | 6,533,364 | 20,533,364 | 5,841,095 | 4,499,933 | 10,341,028 | 10,192,335 |
| Mission Bay Transportation Capital Improvements | \$35,000,000 | \$14,000,000 | \$14,000,000 | \$3,315,828 | \$5,841,095 | \$7,969,983 | \$188,922 | - | \$14,000,000 | \$6,533,364 | \$20,533,364 | \$5,841,095 | \$4,499,933 | \$10,341,028 | \$10,192,335 |
| PROJECTS | \$190,000,000 | \$190,000,000 | \$190,000,000 | \$12,193,260 | \$145,127,322 | \$40,813,780 | \$4,058,898 | - | \$190,000,000 | \$342,080,284 | \$532,080,284 | \$145,127,322 | \$123,157,343 | \$268,284,665 | \$263,795,620 |

TOTAL (Allocated + To Be Allocated) \$190,000,000

| SERIES 2017 SFMTA REVENUE BOND RECAP | |
|---------------------------------------------|----------------------|
| TOTAL AMOUNT - ESTIMATED BONDS PAID TO DATE | \$145,127,322 |
| AMOUNT ENCUMBERED | \$40,813,780 |
| REMAINING BALANCE | \$4,058,898 |
| GRAND TOTAL | \$190,000,000 |

TRANSIT INTEREST EARNED through September 30, 2018¹ \$2,179,089

¹ Due to F\$P Conversion issues, please note that -

a) Bond figures as of FY2019 are from BI report.

b) Other fundings figures as of FY2019 are from interim report. Total expenditures include FY2019 Estimated Overhead Costs under MTA work-related Projects

c) Encumbered amounts from F\$P BI Report were used

d) Interest Earned includes both FY17 & FY18.

² \$21M for the 4 LRV'S are a sub component of the Mission Bay project.

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Project Status Reports¹³¹

¹ One project report is provided for each scope component, even if the project receives funding from more than one bond series. No project report is provided for scope components that have fully expended revenue bonding.

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1 California: Laurel Village Transit Priority Project

As part of Muni Forward, and in conjunction with the San Francisco Department of Public Works (SFPD) California Laurel Village Streetscape Project, a proposal has been developed to improve transit safety and reliability, as well as reduce travel time on the 1 California Muni line from Spruce Street to Laurel Street. The proposal includes four (4) bus bulbs, three (3) stop optimizations and two (2) traffic signal upgrades. By implementing this proposal, transit riders will benefit from faster and more reliable trips and experience enhanced transit safety and overall effectiveness.

PROJECT INITIATION: 12/01/2015
 CURRENT PROJECT PHASE: Construction
 SUBSTANTIAL COMPLETION DATE: 03/12/2019
 PROJECT MANAGER: Ventura, Liliana

CONTRACTOR: Bauman Landscape Construction
 CONTRACT AWARD DATE: 01/05/2018
 CONTRACT AWARD VALUE: \$4,139,000

ACCOMPLISHMENTS THIS PERIOD:

All four transit bulbs included in the project have been completed and are now in service.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Paving and street furniture installation is scheduled for mid-October.

PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|------------------|--------------------|------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$120,000 | \$196,000 | \$186,000 |
| CONSTRUCTION | \$680,000 | \$1,200,000 | \$0 |
| PROJECT TOTALS | \$800,000 | \$1,396,000 | \$186,000 |

Funding Series Detail: \$0 (2012); \$0 (2013); \$186,000 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 12/01/2015 | 04/10/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 12/01/2015 | 12/31/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 12/01/2015 | 03/31/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 04/11/2016 | 12/31/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 07/30/2018 | 03/12/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 02/13/2017 | 08/17/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 01/01/2017 | 11/30/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

19 Polk: Polk Street Transit Priority Project

Design and implementation of three bus bulbs along Polk Street at Union, Broadway, and Sutter Streets as part of the larger Public Works Polk Streetscape Project.

PROJECT INITIATION: 05/14/2015

CONTRACTOR: M Squared Construction, Inc.

CURRENT PROJECT PHASE: Construction

CONTRACT AWARD DATE: 05/11/2016

SUBSTANTIAL COMPLETION DATE: 01/01/2020

CONTRACT AWARD VALUE: \$13,180,740

PROJECT MANAGER: Ventura, Liliana

ACCOMPLISHMENTS THIS PERIOD:

No updates at this time.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Continue with paving work; Bus stop relocations and removals will be implemented after paving is completed and approved.

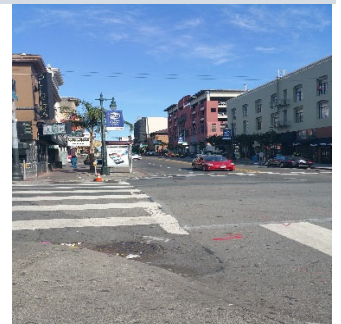
PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|------------------|------------------|------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$86,250 | \$0 | \$540,000 |
| CONSTRUCTION | \$453,750 | \$614,000 | \$0 |
| PROJECT TOTALS | \$540,000 | \$614,000 | \$540,000 |

Funding Series Detail: \$0 (2012); \$0 (2013); \$540,000 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 08/01/2016 | 01/01/2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 02/13/2017 | 01/04/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 06/01/2016 | 12/30/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

7th and 8th Street Streetscape

Implement bicycle and pedestrian improvements along 7th and 8th Street, between Harrison Street and Market Street, aligned with the Eastern Neighborhoods Transportation Implementation Planning Study (ENTRIPS). The scope will include a concrete buffered bike lane, concrete boarding islands, potential alley traffic signals, sidewalk bulbs, new striping, traffic lane reduction, safe hit posts, and possibly a limited amount of paving.

PROJECT INITIATION: 04/01/2015

CONTRACTOR: Force Account - City Labor

CURRENT PROJECT PHASE: Complete

CONTRACT AWARD DATE:

SUBSTANTIAL COMPLETION DATE: 12/31/2018

CONTRACT AWARD VALUE: \$389,264

PROJECT MANAGER: Uy, Alan

ACCOMPLISHMENTS THIS PERIOD:

Accounting must resolve.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Waiting to close out San Francisco Public Works (SFPW) Interdepartmental Service Agreement (ISA). SFPW Accounting must resolve.

PROJECT CHALLENGES / AREAS OF CONCERN:

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|--------------------|--------------------|------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$165,585 | \$226,273 | \$0 |
| CONSTRUCTION | \$1,227,746 | \$1,167,058 | \$300,000 |
| PROJECT TOTALS | \$1,393,331 | \$1,393,331 | \$300,000 |

Funding Series Detail: \$0 (2012); \$0 (2013); \$300,000 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 08/01/2016 | 12/31/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 08/01/2016 | 01/31/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 08/01/2016 | 01/31/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 01/03/2017 | 12/31/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 01/31/2017 | 06/30/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 01/31/2017 | 06/30/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Broadway Chinatown Streetscape

The project will be environmentally cleared, designed and constructed as part of the San Francisco Department of Public Works' (SFPDW) larger Broadway Chinatown Streetscape project, an interagency effort led by the San Francisco Planning Department in partnership with the Chinatown Community Development Center, SFPDW, and the San Francisco Municipal Transportation Agency (SFMTA). The project area is along Broadway from Columbus Avenue to the Broadway Tunnel. The funding and schedule information provided reflects the SFMTA portion of the project. The goal is to improve pedestrian safety and access crossing Broadway and Powell St. and to clearly channelize traffic on Broadway fronting Jean Parker Elementary School.

PROJECT INITIATION: 01/01/2014
 CURRENT PROJECT PHASE: Construction
 SUBSTANTIAL COMPLETION DATE: 09/30/2018
 PROJECT MANAGER: Carr, Nick

CONTRACTOR: Mitchell Engineering
 CONTRACT AWARD DATE: 02/01/2016
 CONTRACT AWARD VALUE: \$5,858,436

ACCOMPLISHMENTS THIS PERIOD:

Broadway is open for use.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Final signal timing implementation and final striping drawings adjustments.

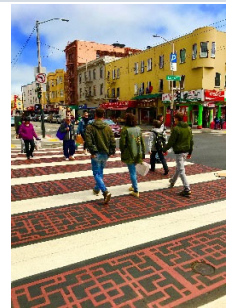
PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|--------------------|--------------------|--------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$1,910,000 | \$1,831,092 | \$1,910,000 |
| PROJECT TOTALS | \$1,910,000 | \$1,831,092 | \$1,910,000 |

Funding Series Detail: \$0 (2012); \$425,936 (2013); \$1,484,064 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 01/01/2014 | 04/01/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 01/01/2014 | 06/04/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 01/01/2014 | 06/30/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 08/01/2016 | 09/30/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 01/02/2014 | 05/31/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 01/01/2014 | 01/01/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Contract 64 Signals

The scope of Contract 64 is to design and construct new traffic signals at nine locations. New traffic signals will be installed at 7th Street/Minna Street, 15th Street/Dolores Street, Alemany Boulevard & Foote Avenue, Bryant Street & Sterling Street, Campus Way & Owens Street, Ellis Street & Webster Street, Highland Avenue & Mission Street, Leavenworth Street & Washington Street, and Mariposa Street & Pennsylvania Avenue. Revenue bonds funded the intersections of Alemany & Foote and Ellis & Webster.

PROJECT INITIATION: 02/01/2017
 CURRENT PROJECT PHASE: Detail Design
 SUBSTANTIAL COMPLETION DATE: 12/30/2019
 PROJECT MANAGER: De Leon, Geraldine

CONTRACTOR: Bay Area Lightworks
 CONTRACT AWARD DATE: 7/16/2018
 CONTRACT AWARD VALUE:

ACCOMPLISHMENTS THIS PERIOD:

Construction contract awarded to Bay Area Lightworks, 7/16/18. Submitted Caltrans responses to Caltrans' comments to our Encroachment Permit application for Bryant & Sterling 7/30/18.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Awaiting Notice to Proceed (NTP).

PROJECT CHALLENGES / AREAS OF CONCERN:

The escalation of bid prices (32% over estimate) continues to be a concern. Additional fund sources must be identified. At the end of September, still awaiting a response from Caltrans on the status of our Encroachment Permit.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|------------------|--------------------|------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$700,001 | \$700,001 | \$573,487 |
| CONSTRUCTION | \$0 | \$6,064,040 | \$0 |
| PROJECT TOTALS | \$700,001 | \$6,764,041 | \$573,487 |

Funding Series Detail: \$0 (2012); \$0 (2013); \$573,486 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|--------------------------------------------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 02/01/2017 | 12/30/2019 | [Gantt chart bars for Conceptual phase] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 02/01/2017 | 12/30/2019 | [Gantt chart bars for Conceptual phase] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 07/01/2016 | 10/01/2019 | [Gantt chart bars for Conceptual phase] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 02/01/2017 | 09/28/2018 | [Gantt chart bars for Detail Design phase] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 02/01/2017 | 03/30/2018 | [Gantt chart bars for Detail Design phase] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 02/02/2017 | 03/30/2018 | [Gantt chart bars for Detail Design phase] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 01/01/2019 | 12/30/2019 | [Gantt chart bars for Construction phase] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 06/18/2018 | 12/30/2019 | [Gantt chart bars for Construction phase] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 10/01/2018 | 10/01/2019 | [Gantt chart bars for Construction phase] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Diamond Heights Boulevard Pedestrian Safety Improvements

This project will install a mid-block crosswalk, curb ramps, median pass-through, and a rectangular rapid flash beacon (RRFB) on Diamond Heights Blvd between Duncan Street and Gold Mine Drive. Total Design Cost of \$62,000 includes the detailed design of 2 bulb-outs and 1 median cut through on Diamond Heights Blvd between Duncan St and Gold Mine Drive.

PROJECT INITIATION: 09/14/2016
 CURRENT PROJECT PHASE: Construction
 SUBSTANTIAL COMPLETION DATE: 12/31/2018
 PROJECT MANAGER: Louie, Philip

CONTRACTOR: Hoseley Corporation
 CONTRACT AWARD DATE: 09/14/2016
 CONTRACT AWARD VALUE: \$3,479,500

ACCOMPLISHMENTS THIS PERIOD:

Rectangular rapid flash beacon (RRFBs) activated. Crosswalk installed.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Memorialize additional wiring work.

PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|------------------|------------------|------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$315,000 | \$315,000 | \$315,000 |
| PROJECT TOTALS | \$315,000 | \$315,000 | \$315,000 |

Funding Series Detail: \$0 (2012); \$0 (2013); \$315,000 (2014); \$0 (2017)

| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|--------------|---|---|---|---|---|---|---|---|---|---|---|--------------|---|---|---|---|---|---|---|---|---|---|---|--------------|---|---|---|---|---|---|---|---|---|---|---|--------------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 09/14/2016 | 12/31/2018 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| Approved | 09/14/2016 | 12/29/2017 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| Baseline | 09/14/2016 | 12/29/2017 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 09/14/2016 | 12/31/2018 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| Approved | 09/14/2016 | 12/29/2017 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| Baseline | 09/14/2016 | 12/29/2017 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 09/14/2016 | 12/31/2018 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| Approved | 09/14/2016 | 12/29/2017 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| Baseline | 09/14/2016 | 12/29/2017 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |

Elevator Safety & Reliability Project

The elevators in the joint-use stations of the Muni Metro Subway, which provide critical access to the platform, station and street levels, have not been upgraded since the system was built in the 1970s. Elevators have high failure rates as a result, which have led to several recent breakdowns and entrapments. This project will replace several components that are most prone to failure, including door operators, landing doors, cab doors, door tracks, sills and sill angles, extending their useful lives and improving reliability. The work is proposed for the following stations: Van Ness (2 elevators); Church (3 elevators); Castro (3 elevators) and Forest Hill (4 elevators).

PROJECT INITIATION: 06/01/2012

CONTRACTOR: Schindler

CURRENT PROJECT PHASE: Construction

CONTRACT AWARD DATE: 06/01/2017

SUBSTANTIAL COMPLETION DATE: 05/06/2020

CONTRACT AWARD VALUE: \$635,950

PROJECT MANAGER: Scott Broder

ACCOMPLISHMENTS THIS PERIOD:

Modernization to the Van Ness Platform Elevator was completed by Schindler Elevator at the end of November 2017. Church Station Elevator PO was awarded to ThyssenKrupp on 1/17/18. Fabrication of three cabs for Church Station is complete. Project and installation to begin in November.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

ThyssenKrupp Elevator will begin installation of the new cabs at Church Station starting early November.

PROJECT CHALLENGES / AREAS OF CONCERN:

Starting date at Church Station was delayed due to the Twin Peak Tunnel Project. Church Station modernization is currently impacted by The Divider Carl 11 Project which requires a trench excavation on the sidewalk of Church Street from Market to mid-block. There is no exact date for the completion of the project but should be complete in early November. Our project will be scheduled around the Divider Carl 11 project.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|------------------|--------------------|------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$750,000 | \$3,700,000 | \$345,569 |
| PROJECT TOTALS | \$750,000 | \$3,700,000 | \$345,569 |

Funding Series Detail: \$0 (2012); \$0 (2013); \$345,569 (2014); \$0 (2017)

| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
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| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 10/09/2017 | 05/06/2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 10/09/2017 | 05/06/2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 03/01/2017 | 03/31/2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Excelsior and South Bernal Areawides

This project consists of construction of traffic calming elements to be coordinated with paving projects in the Excelsior and South Bernal Heights neighborhoods. The bulb-outs from this project have been legislated and are ready for implementation. The bulb-outs were originally scoped and contracted through Fiscal Year 2009/2010 Traffic Calming, but contractors were unable to receive notices to proceed (NTP) from the San Francisco Department of Public Works (SFPDW) as a result of failing to meet paperwork requirements. As a result, these bulb-outs have been combined with two SFPDW paving contracts, 2269J and 2183J.

PROJECT INITIATION: 08/01/2014

CONTRACTOR: Force Account - City Labor

CURRENT PROJECT PHASE: Project Closeout

CONTRACT AWARD DATE:

SUBSTANTIAL COMPLETION DATE: 12/18/2015

CONTRACT AWARD VALUE: \$569,255

PROJECT MANAGER: Curtis, Damon

ACCOMPLISHMENTS THIS PERIOD:

None.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Pending budget revision next quarter.

PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|------------------|-------------------|------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$568,255 | -\$240,000 | \$328,627 |
| PROJECT TOTALS | \$568,255 | -\$240,000 | \$328,627 |

Funding Series Detail: \$0 (2012); \$328,626 (2013); \$0 (2014); \$0 (2017)

| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 03/09/2015 | 12/18/2015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 03/09/2015 | 01/29/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 04/06/2015 | 10/31/2015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Geary Bus Rapid Transit (BRT) Phase I

This project funds near-term improvements to the Geary corridor before the larger Geary Rapid Project (formerly Geary Bus Rapid Transit Phase 1). Specifically, it funds traffic signal upgrades and new pedestrian bulb-outs at Baker Street, which is being coordinated with Kaiser's project in that area. This project will improve pedestrian conditions for residents, Muni customers using the local bus stops, local employees, and visitors. The work will be constructed through the Muni Forward As-Needed construction contract.

PROJECT INITIATION: 10/01/2014

CONTRACTOR: A. Ruiz

CURRENT PROJECT PHASE: Contract Closeout

CONTRACT AWARD DATE: 01/08/2018

SUBSTANTIAL COMPLETION DATE: 05/18/2018

CONTRACT AWARD VALUE: \$593,511

PROJECT MANAGER: Mackowski, Daniel

ACCOMPLISHMENTS THIS PERIOD:

Public Works contract closeout continues.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Finish project closeout.

PROJECT CHALLENGES / AREAS OF CONCERN:

Contract closeout is taking longer than normal.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|------------------|------------------|------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$700,000 | \$700,000 | \$700,000 |
| PROJECT TOTALS | \$700,000 | \$700,000 | \$700,000 |

Funding Series Detail: \$0 (2012); \$0 (2013); \$700,000 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 10/01/2014 | 05/18/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 10/01/2014 | 09/01/2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 03/01/2016 | 12/01/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Gough Street Pedestrian Improvements

As part of the San Francisco Department of Public Works' (SFPW) paving of Gough St, the San Francisco Municipal Transportation Agency (SFMTA) identified four intersections for pedestrian improvements. The intersections of Gough/Turk, Gough/Grove, Gough/Hayes, and Gough/Fell will have pedestrian bulb-outs implemented as part of the repaving project. These bulb-outs will reduce pedestrian crossing distances and improve pedestrian visibility to drivers.
 To realize cost efficiencies and to accommodate the five year excavation moratorium, additional utilities work was added to the scope of the project managed by SFPW. SFMTA costs have not changed but the schedule has been extended. Note: Contract Value only reflects SFMTA costs for this scope.

PROJECT INITIATION: 12/01/2012

CONTRACTOR: M Squared Construction Inc.

CURRENT PROJECT PHASE: Project Closeout

CONTRACT AWARD DATE: 01/13/2014

SUBSTANTIAL COMPLETION DATE: 10/30/2017

CONTRACT AWARD VALUE: \$514,000

PROJECT MANAGER: Grownney, Maurice

ACCOMPLISHMENTS THIS PERIOD:

Working with San Francisco Public Works (SFPW) to complete contract closeout.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Complete closeout.

PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|------------------|-----------------|------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$514,000 | \$0 | \$427,587 |
| PROJECT TOTALS | \$514,000 | \$0 | \$427,587 |

Funding Series Detail: \$0 (2012); \$427,587 (2013); \$0 (2014); \$0 (2017)

| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 07/01/2014 | 10/30/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 07/01/2014 | 10/27/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 04/01/2013 | 06/30/2014 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Islais Creek Phase II Improvements

Construct a 65,000 square-foot motor coach maintenance and operations building including light and heavy maintenance bays, warehouse space, operations and maintenance offices, showers, a gilley room, locker rooms and training space.

PROJECT INITIATION: 10/29/2012

CONTRACTOR: S.J. Amoroso Construction Inc.

CURRENT PROJECT PHASE: Contract Closeout

CONTRACT AWARD DATE: 06/09/2015

SUBSTANTIAL COMPLETION DATE: 08/22/2019

CONTRACT AWARD VALUE: \$45,777,000

PROJECT MANAGER: Mau, Robert

ACCOMPLISHMENTS THIS PERIOD:

Contractor resolved the data recording issue with the underground fuel tanks. The data recording system issue was resolved and recertified. On September 4, 2018, Department of Building Inspection (DBI) issued Certificate of Final Completion and Occupancy. Contractor completed most of the punch list and corrective actions.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Continue to complete the signature approval for supplemental schedule and budget. Work with finance group for additional budget request for detail design.

PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|---------------------|---------------------|---------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$0 | \$9,687,429 | \$0 |
| CONSTRUCTION | \$32,000,000 | \$57,808,438 | \$24,476,763 |
| PROJECT TOTALS | \$32,000,000 | \$67,495,867 | \$24,476,763 |

Funding Series Detail: \$0 (2012); \$18,339,763.05 (2013); \$6,137,000 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 10/29/2012 | 09/25/2015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 09/01/2011 | 10/01/2015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 09/01/2011 | 10/01/2015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 09/28/2015 | 08/22/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 10/01/2015 | 08/01/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 03/30/2015 | 06/30/2015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

King Street Substation Upgrade

Install upgrades and additional power capacity at the King Street Power Substation to provide capacity to support light rail vehicles along the Embarcadero. Additional capacity is needed to accommodate planned system growth as well as to support special event service associated with AT&T Park and the proposed Warriors Arena.

PROJECT INITIATION: 05/02/2016

CONTRACTOR: DMZ Builders

CURRENT PROJECT PHASE: Construction

CONTRACT AWARD DATE:

SUBSTANTIAL COMPLETION DATE: 07/14/2020

CONTRACT AWARD VALUE:

PROJECT MANAGER: Hennessy, Cathal

ACCOMPLISHMENTS THIS PERIOD:

Notice to Proceed was issued June. DMZ Builders started and completed necessary seismic restraints connections to the mobile unit. Working around the SFGiants schedule, DMZ began the installation of the electrical conduits, however PG&E halted the direction boring activity across King Street until the box sewer was videotaped. The project team is working with San Francisco Public Utilities Commission (SFPUC) to understand the requirement and coordinate the work. City approved City roll-over budget meaning the remaining project funds could be booked such that the project can now be fully certified. Mobile Procurement Staff attended the Factory Acceptance Testing (FAT) of the mobile trailer in Utah and the unit was trucked to the project site. It arrived Aug 10th. SSD traffic signal group removed and reinstalled a traffic signal pole providing the truck sufficient space to maneuver the truck into the project site.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

DMZ completed as much work as possible, but the project is facing delays until PG&E clears the site for boring across King Street. DMZ to re-sequence work and start the installation of traction power cables on 4th Street. This requires the coordination and cooperation of the Central Subway team and Contractor. Activation of the mobile trailer is on hold until power issues with PG&E are resolved.

PROJECT CHALLENGES / AREAS OF CONCERN:

Cooperation for the Central Subway contractor is unknown at this time. Clearance from PG&E to bore across King street continues to impact progress.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|--------------------|---------------------|--------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$1,500,000 | \$1,500,000 | \$1,700,000 |
| CONSTRUCTION | \$0 | \$21,500,000 | \$4,855,000 |
| PROJECT TOTALS | \$1,500,000 | \$23,000,000 | \$6,555,000 |

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



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 05/02/2016 | 11/09/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 05/02/2016 | 11/08/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 05/02/2016 | 11/08/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 08/15/2016 | 06/11/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 11/08/2016 | 05/30/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 11/08/2016 | 12/07/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 06/12/2018 | 07/14/2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 06/01/2018 | 06/30/2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 12/08/2017 | 11/07/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

M Ocean View Track Replacement

Replace curved tracks crossing 19th Avenue (Caltrans) and Rossmoor Drive and additional tangent track up to Monte Vista Drive; replace two concrete OCS poles; upgrade traffic signal and install train detection to fully actuate the intersection; accessibility upgrades at track crossing including curb ramps crossing Rossmoor; safety and accessibility upgrades for the north crosswalk at Junipero Serra Blvd which includes a relocation of the pedestrian refuge area and signal modification.

PROJECT INITIATION: 02/17/2015
 CURRENT PROJECT PHASE: Contract Closeout
 SUBSTANTIAL COMPLETION DATE: 09/24/2019
 PROJECT MANAGER: Hennessy, Cathal

CONTRACTOR: Proven Management Inc.
 CONTRACT AWARD DATE: 03/07/2017
 CONTRACT AWARD VALUE: \$3,362,648

ACCOMPLISHMENTS THIS PERIOD:

19th and Rossmoor:
 Construction Management and Contractor to continue the construction contract close out process. Bureau of Street and Sewer repair to repave Southbound 19th Avenue from Eucalyptus to Winston. SFMTA Paint shop to restripe the lanes.

19th and Junipero Serra Blvd:
 Contractor to schedule the replacement of truncate domes with regular concrete.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

19th and Rossmoor:

PROJECT CHALLENGES / AREAS OF CONCERN:

None at this time.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|--------------------|--------------------|------------------|
| CONCEPTUAL | \$298,000 | \$349,064 | \$0 |
| DETAIL DESIGN | \$1,001,000 | \$1,000,936 | \$112,000 |
| CONSTRUCTION | \$7,480,000 | \$6,970,392 | \$0 |
| PROJECT TOTALS | \$8,779,000 | \$8,320,392 | \$112,000 |

Funding Series Detail: \$0 (2012); \$112,000 (2013); \$0 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 02/17/2015 | 10/26/2015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 02/17/2015 | 10/02/2015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 05/04/2015 | 10/26/2015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 08/14/2015 | 04/28/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 10/20/2015 | 01/20/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 10/26/2015 | 01/23/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 05/01/2017 | 09/24/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 01/23/2017 | 08/07/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 01/23/2017 | 11/20/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Masonic Avenue Streetscape

The Masonic Avenue Complete Streetscape project's goal is to increase safety and accessibility for all modes of travel on Masonic Avenue, from Fell Street to Geary Boulevard (an eight block segment that is about 2/3 of a mile). Masonic Ave. is a major north-south arterial in San Francisco, and is also the chief bike and transit route through the area. The street is auto-dominated, and has had a high rate of pedestrian and bicycle collisions. This project will re-allocate space to calm traffic, provide dedicated space for people on bicycles, and provide pedestrian enhancements, such as median refuge islands, bus boarding islands, and sidewalk landscaping. Note: Conceptual Engineering completed as a multiple-department planning effort (San Francisco Municipal Transportation Agency contributed \$35,364). Project Initiation reflects Detail Design.

PROJECT INITIATION: 01/01/2014
 CURRENT PROJECT PHASE: Construction
 SUBSTANTIAL COMPLETION DATE: 12/14/2018
 PROJECT MANAGER: Growney, Maurice
 CONTRACTOR: Shaw Pipelines
 CONTRACT AWARD DATE: 03/10/2016
 CONTRACT AWARD VALUE: \$18,300,000

ACCOMPLISHMENTS THIS PERIOD:

Continued Punch-List items.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Project Close Out.

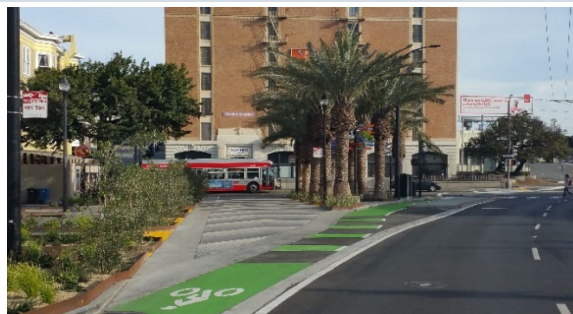
PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|---------------------|---------------------|---------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$2,340,000 | \$165,235 | \$2,044,688 |
| CONSTRUCTION | \$27,000,000 | \$17,676,161 | \$17,428,176 |
| PROJECT TOTALS | \$29,340,000 | \$17,841,396 | \$19,472,864 |

Funding Series Detail: \$0 (2012); \$5,726,171. (2013); \$13,746,693 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 10/15/2015 | 12/14/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 10/15/2015 | 12/14/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 05/01/2016 | 12/31/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Mission Valencia Raised Cycletrack

Funds will pay for the construction management, meter and sign work portion of the Mission Valencia Green Gateway (MVGG) Project, Public Utilities Commission (PUC) led green infrastructure project on Valencia Street between Cesar Chavez and Mission Streets.

PROJECT INITIATION: 04/01/2013
 CURRENT PROJECT PHASE: Contract Closeout
 SUBSTANTIAL COMPLETION DATE: 11/14/2018
 PROJECT MANAGER: Ream, Charles

CONTRACTOR: Anvil Builders (Public Utilities Commission contra
 CONTRACT AWARD DATE: 01/29/2016
 CONTRACT AWARD VALUE: \$63,415

ACCOMPLISHMENTS THIS PERIOD:

Open for use.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Project close out.

PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|------------------|------------------|------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$142,066 | \$142,066 | \$147,188 |
| PROJECT TOTALS | \$142,066 | \$142,066 | \$147,188 |

Funding Series Detail: \$0 (2012); \$0 (2013); \$147,188.2 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 01/14/2015 | 11/14/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 01/01/2016 | 02/01/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 03/15/2016 | 01/01/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Muni Metro Twin Peaks Tunnel Rail Replacement

Conduct rail upgrades to bring the Twin Peaks tunnel into a state of good repair. Project includes: replacing track with 115RE rail, composite ties, ballast, and new rail plates and fasteners; replacing the crossover between West Portal and Forest Hill Stations; replacing turnouts; replacing electrified switch machines and track switch controllers and providing a spare switch machine; replacing tie and ballast tracks with direct fixation embedded track; repairing damaged drain line; installing flood lighting; and adding seismic upgrades.

PROJECT INITIATION: 01/02/2013

CONTRACTOR: Shimmick/Con-Quest JointVenture

CURRENT PROJECT PHASE: Construction

CONTRACT AWARD DATE: 02/06/2018

SUBSTANTIAL COMPLETION DATE: 11/30/2019

CONTRACT AWARD VALUE: \$40,980,000

PROJECT MANAGER: Huang, Wen

ACCOMPLISHMENTS THIS PERIOD:

Contractor:

Completed trackwork on Track Left and Track Right. Restored brickwork on sidewalk in front of West Portal Station. Installed and tested deluge system at Forest Hill Station. Installed automatic train control system (ATCS) cable, which was later terminated and tested by Thales. Installed switch machines at Eureka shoofly turnouts. Installed fireproofing at Eureka. Tested switch machines and castings at West Portal Half Grand Union. Repaired cracks and spalls on tunnel ceiling and walls. Cleaned and demobilized the jobsite. SFMTA performed proof tests and automatic train control system (ATCS) testing. The tunnel was returned to service in the morning of Saturday, August 25, 2018.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Contractor will cutover traction power cable between Eureka and Castro Crossover and continue installing fire alarm and pigeon abatement at West Portal outbound platforms. Contractor will install pigeon abatement at Eureka and will complete duct bank work at West Portal Ave and Ulloa Street. Contractor will also perform punch list work.

PROJECT CHALLENGES / AREAS OF CONCERN:

- 1) West Portal axle counter disturbed automatic train control system (ATCS) block: MOW Signal is still troubleshooting.
- 2) Replacement of damaged fiber optic cable for secondary communication channel at Eureka.
- 3) Resolve ballast gradation issue with California Public Utilities Commission (CPUC) and Shimmick/Co-Quest Joint Venture (SCJV).

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|---------------------|---------------------|--------------------|
| CONCEPTUAL | \$997,920 | \$754,699 | \$0 |
| DETAIL DESIGN | \$4,866,780 | \$2,964,262 | \$2,756,758 |
| CONSTRUCTION | \$40,965,300 | \$57,972,419 | \$1,998,022 |
| PROJECT TOTALS | \$46,830,000 | \$61,691,380 | \$4,754,780 |

Funding Series Detail: \$0 (2012); \$4,754,780 (2013); \$0 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 01/02/2013 | 10/07/2013 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 01/02/2013 | 10/07/2013 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 01/02/2013 | 03/31/2013 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 09/30/2013 | 03/06/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 09/30/2013 | 03/23/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 05/16/2016 | 11/30/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 05/16/2016 | 06/01/2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 08/02/2014 | 08/01/2015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Operator Restrooms (Operator Convenience Facilities Phase II)

Design and construct a minimum of nine operator convenience facilities at various locations in the city.

PROJECT INITIATION: 08/01/2014
 CURRENT PROJECT PHASE: Construction
 SUBSTANTIAL COMPLETION DATE: 12/31/2018
 PROJECT MANAGER: Mau, Robert

CONTRACTOR: TriNet (for Daly City BART site)
 CONTRACT AWARD DATE: 05/01/2016
 CONTRACT AWARD VALUE: \$2,400,000

ACCOMPLISHMENTS THIS PERIOD:

Construction work at 20th & Buckingham and Fulton & 7th sites are completed. Both facilities are in service.
 For Rivera & Lower Great Highway site, project team conducted Pre-construction meeting with PG&E and contractor. SFPW issued excavation permit and contractor started construction on September 25, 2018.
 For 2056 Sunnydale site, contractor completed the bulbout, curb ramp, utilities and road paving work.
 For Van Ness & North Point site, project team presented the design to UESF and reviewed the Joint Use Agreement.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Van Ness & North Point: Fully execute the Joint Use Agreement and start excavation work.
 2056 Sunnydale Ave: San Francisco Recreation and Parks Department to install metal fence around the units. Conduct final walk-through with contractor.
 48th & Rivera: Install new sewer and water laterals and electrical conduit.

PROJECT CHALLENGES / AREAS OF CONCERN:

Due to San Francisco Unified School District's (SFUSD) new permitting process, construction schedule is delayed.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|--------------------|--------------------|--------------------|
| CONCEPTUAL | \$445,000 | \$444,999 | \$445,000 |
| DETAIL DESIGN | \$705,000 | \$718,218 | \$718,219 |
| CONSTRUCTION | \$4,000,000 | \$3,453,781 | \$3,453,781 |
| PROJECT TOTALS | \$5,150,000 | \$4,616,998 | \$4,617,000 |

Funding Series Detail: \$0 (2012); \$1,099,569 (2013); \$3,517,431 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 08/01/2014 | 05/06/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 08/01/2014 | 05/06/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 08/01/2014 | 01/31/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 10/26/2015 | 11/17/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 10/26/2015 | 11/17/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 02/01/2015 | 04/30/2015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 10/30/2017 | 12/31/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 10/30/2017 | 12/31/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 05/01/2015 | 09/02/2015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Parking Garage Project - Ellis O'Farrell Seismic Upgrade

Detail Design Phase for the seismic strengthening of the Ellis O'Farrell Garage.

PROJECT INITIATION: 09/28/2016

CONTRACTOR: To Be Determined - Project In Development

CURRENT PROJECT PHASE: Detail Design

CONTRACT AWARD DATE:

SUBSTANTIAL COMPLETION DATE: 03/23/2020

CONTRACT AWARD VALUE:

PROJECT MANAGER: Malone, Rob

ACCOMPLISHMENTS THIS PERIOD:

Project is on indefinite hold.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

None.

PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|--------------------|--------------------|--------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$1,770,000 | \$1,770,000 | \$1,770,000 |
| CONSTRUCTION | \$0 | \$0 | \$0 |
| PROJECT TOTALS | \$1,770,000 | \$1,770,000 | \$1,770,000 |

Funding Series Detail: \$0 (2012); \$0 (2013); \$1,770,000 (2014); \$0 (2017)

| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
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| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 09/28/2016 | 03/23/2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 09/28/2016 | 09/30/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 11/01/2016 | 09/30/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 08/13/2018 | 03/23/2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 04/02/2018 | 09/30/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 04/02/2018 | 09/30/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Parking Garage Project - Golden Gateway Garage Ventilation

The mechanical and electrical upgrades and replacement of the ventilation system (air handling units, exhaust fans, supply air, ducts, louvers), carbon monoxide monitoring systems and controls, and associated electrical support for the Golden Gateway parking garage.

PROJECT INITIATION: 04/30/2014

CONTRACTOR: CLW Builders Inc.

CURRENT PROJECT PHASE: Contract Closeout

CONTRACT AWARD DATE: 03/01/2015

SUBSTANTIAL COMPLETION DATE: 10/17/2016

CONTRACT AWARD VALUE: \$2,631,000

PROJECT MANAGER: Malone, Rob

ACCOMPLISHMENTS THIS PERIOD:

The project is in closeout.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

The project is in closeout.

PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|--------------------|-----------------|--------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$3,517,000 | \$0 | \$3,517,000 |
| PROJECT TOTALS | \$3,517,000 | \$0 | \$3,517,000 |

Funding Series Detail: \$0 (2012); \$0 (2013); \$3,517,000 (2014); \$0 (2017)

| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 10/17/2016 | 10/17/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 10/17/2016 | 10/17/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 08/01/2015 | 07/01/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Parking Garage Project - Lombard Garage Waterproofing

This project will replace the facade of the Lombard Parking Garage, repair the concrete spall at the top deck and 2nd floor and apply waterproofing.

PROJECT INITIATION: 12/05/2015
 CURRENT PROJECT PHASE: Construction
 SUBSTANTIAL COMPLETION DATE: 03/29/2019
 PROJECT MANAGER: Malone, Rob

CONTRACTOR: EF Brett
 CONTRACT AWARD DATE: 11/27/2017
 CONTRACT AWARD VALUE: \$3,642,000

ACCOMPLISHMENTS THIS PERIOD:

Construction work continues and is 80% complete. Substantial Completion expected around 11/1.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

None.

PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|--------------------|--------------------|--------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$926,000 | \$926,000 | \$0 |
| CONSTRUCTION | \$3,000,000 | \$3,000,000 | \$5,045,000 |
| PROJECT TOTALS | \$3,926,000 | \$3,926,000 | \$5,045,000 |

Funding Series Detail: \$0 (2012); \$0 (2013); \$5,045,000 (2014); \$0 (2017)



LOMBARD STREET PHOTOMONTAGE - SCHEME A

| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 10/01/2015 | 04/01/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 10/01/2015 | 04/01/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 12/05/2015 | 04/15/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 05/02/2016 | 10/03/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 05/02/2016 | 10/03/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 04/15/2016 | 01/15/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 11/28/2017 | 03/29/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 03/01/2017 | 03/29/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 01/15/2017 | 12/30/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Parking Garage Project - Sutter Stockton Garage Ventilation

The mechanical and electrical upgrades and replacement of the ventilation system (air handling units, exhaust fans, supply air, ducts, louvers), carbon monoxide monitoring systems and controls, and associated electrical support for the Sutter Stockton parking garage.

PROJECT INITIATION: 05/30/2014

CONTRACTOR: CLW Builders Inc.

CURRENT PROJECT PHASE: Contract Closeout

CONTRACT AWARD DATE: 06/18/2015

SUBSTANTIAL COMPLETION DATE: 10/11/2016

CONTRACT AWARD VALUE: \$1,483,000

PROJECT MANAGER: Malone, Rob

ACCOMPLISHMENTS THIS PERIOD:

The project is in closeout.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

The project is in closeout.

PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|--------------------|-----------------|--------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$2,061,400 | \$0 | \$2,061,400 |
| PROJECT TOTALS | \$2,061,400 | \$0 | \$2,061,400 |

Funding Series Detail: \$0 (2012); \$0 (2013); \$2,061,400 (2014); \$0 (2017)

| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 12/01/2015 | 10/11/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 12/01/2015 | 10/11/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 08/19/2015 | 07/31/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Pedestrian Countdown Signals Design and Construction

This project will design pedestrian countdown signals (PCS) at 11 intersections and accessible pedestrian signals (APS) at an additional 8 intersections. Of the 11 intersections where PCS will be added, three will also have APS added. PCS locations are prioritized using factors such as collision history, inclusion in a Walk First corridor, proximity to schools and commercial districts, and requests from the public. Most of these intersections will involve a full signal upgrade with new conduits, pullboxes, poles, larger signal heads, controllers, etc. A small number of locations have conduits that are in satisfactory condition such that pedestrian signals can be added using existing signal infrastructure. Note: Conceptual work prior to project initiation.

PROJECT INITIATION: 04/01/2014

CONTRACTOR: Bay Area Lightworks

CURRENT PROJECT PHASE: Construction

CONTRACT AWARD DATE: 05/05/2016

SUBSTANTIAL COMPLETION DATE: 12/31/2018

CONTRACT AWARD VALUE: \$1,208,583

PROJECT MANAGER: De Leon, Geraldine

ACCOMPLISHMENTS THIS PERIOD:

All Construction completed.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Public Works Construction management to close out project.

PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|--------------------|-----------------|--------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$500,000 | \$0 | \$470,000 |
| CONSTRUCTION | \$2,500,000 | \$0 | \$2,030,000 |
| PROJECT TOTALS | \$3,000,000 | \$0 | \$2,500,000 |

Funding Series Detail: \$0 (2012); \$500,000 (2013); \$2,000,000 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 11/09/2015 | 12/31/2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 11/09/2015 | 12/29/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 08/01/2015 | 11/01/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Persia Triangle Street Improvements

Vision Zero improvements identified through Walk First include a new pedestrian bulb-out at the northwest corner of Mission and Ocean, extension of the pedestrian bulb at the southwest corner of Mission and Ocean, and signal upgrades on Mission/Ocean, Alemany/Ocean, and Mission/Persia. The project also includes a pilot phase that involved painted bulb-outs.

PROJECT INITIATION: 03/01/2010
 CURRENT PROJECT PHASE: Project Closeout
 SUBSTANTIAL COMPLETION DATE: 12/30/2016
 PROJECT MANAGER: Lim, Robert

CONTRACTOR: Precision Engineering, Inc. (PEI)
 CONTRACT AWARD DATE: 12/10/2014
 CONTRACT AWARD VALUE: \$1,257,389

ACCOMPLISHMENTS THIS PERIOD:

Project is completed and closed.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Revise balances to be reprogrammed.

PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|--------------------|------------------|------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$323,030 | \$0 | \$0 |
| CONSTRUCTION | \$1,257,389 | \$450,000 | \$448,808 |
| PROJECT TOTALS | \$1,580,419 | \$450,000 | \$448,808 |

Funding Series Detail: \$0 (2012); \$448,807.82 (2013); \$0 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 03/01/2010 | 08/01/2014 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 11/26/2014 | 12/30/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 11/26/2014 | 01/02/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 03/01/2015 | 03/01/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Traffic Calming Program Implementation

Design engineering, legislation, environmental clearance, neighborhood balloting, and construction of 18 traffic calming projects that were accepted as part of the 2014/2015 traffic calming program.

PROJECT INITIATION: 08/01/2014

CONTRACTOR: Force Account - City Labor

CURRENT PROJECT PHASE: Complete

CONTRACT AWARD DATE:

SUBSTANTIAL COMPLETION DATE: 04/13/2017

CONTRACT AWARD VALUE:

PROJECT MANAGER: Hildreth, Casey

ACCOMPLISHMENTS THIS PERIOD:

None.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Revise bond balances to be reprogrammed.

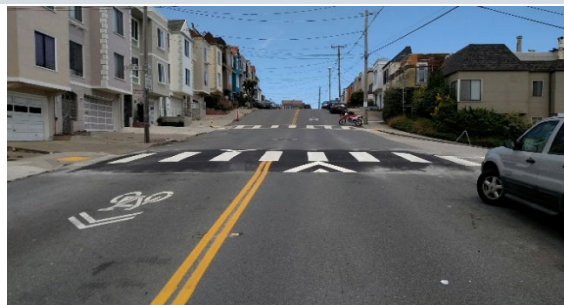
PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|------------------|------------------|------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$172,000 | \$172,000 | \$172,000 |
| CONSTRUCTION | \$400,000 | \$228,000 | \$43,000 |
| PROJECT TOTALS | \$572,000 | \$400,000 | \$215,000 |

Funding Series Detail: \$0 (2012); \$0 (2013); \$215,000 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 08/03/2015 | 05/20/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 08/03/2015 | 05/20/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 08/03/2015 | 05/20/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 02/01/2016 | 04/13/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 02/01/2016 | 10/04/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 03/01/2016 | 03/03/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Transit Spot Improvement - Muni Forward - 5 Fulton Outer Route

This project will implement engineering changes to reduce travel time and improve reliability on the 5 Fulton corridor along Fulton between 25th Avenue and the Great Highway. The 5 Fulton is a Rapid Network route and an important connector between the Richmond District and Downtown. The route's reliability and travel time are hampered in this segment by closely spaced stops and all-way stop signs.
 Project to be delivered as part of the San Francisco Department of Public Works (SFPW) paving renovation contract.

PROJECT INITIATION: 09/12/2013
 CURRENT PROJECT PHASE: Contract Closeout
 SUBSTANTIAL COMPLETION DATE: 02/28/2019
 PROJECT MANAGER: Hennessy, Cathal

CONTRACTOR: Esquivel Grading and Paving
 CONTRACT AWARD DATE: 06/25/2015
 CONTRACT AWARD VALUE: \$1,038,792

ACCOMPLISHMENTS THIS PERIOD:

No update. Funding in limbo due to FSP (Accounting Software).

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

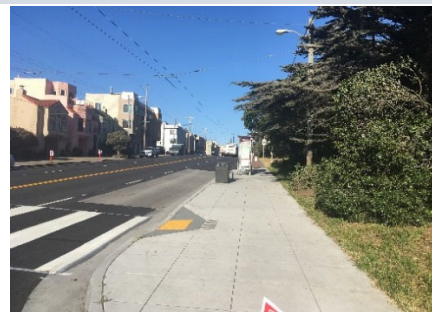
Resolve closeout issue with FSP.

PROJECT CHALLENGES / AREAS OF CONCERN:

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|------------------|--------------------|------------------|
| CONCEPTUAL | \$0 | \$0 | \$0 |
| DETAIL DESIGN | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$905,000 | \$1,055,000 | \$925,000 |
| PROJECT TOTALS | \$905,000 | \$1,055,000 | \$925,000 |

Funding Series Detail: \$0 (2012); \$924,999.7 (2013); \$0 (2014); \$0 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 08/01/2015 | 02/28/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 08/01/2015 | 05/22/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 09/01/2013 | 06/01/2015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

UCSF Platform Extension and Crossover Track

This project will extend the University of California, San Francisco (UCSF) northbound platform by approximately 160 feet and potentially the southbound platform. The work will require matching of existing platform finishes, railing, and lights. Work will also include replacement of the trackway due to existing trackway grades and platform. Further, work will include modifying the overhead catenary system tangent span, feeder span, poles and adjustments. Potentially work may include sewer and Muni duct bank work. The construction of new track cross overs.

PROJECT INITIATION: 07/17/2015

CONTRACTOR: Balfour Beatty Infrastructure, Inc.

CURRENT PROJECT PHASE: Construction

CONTRACT AWARD DATE: 03/06/2018

SUBSTANTIAL COMPLETION DATE: 07/10/2020

CONTRACT AWARD VALUE: \$33,249,065

PROJECT MANAGER: Hennessy, Cathal

ACCOMPLISHMENTS THIS PERIOD:

Balfour Beatty Infrastructure, Inc (BBI) completed the installation of Overhead Contact System (OCS) foundation and pole infrastructure. Guy wires were transferred from temporary OCS to permanent OCS poles.
 BBI continue with the installation of the sewer and other utility infrastructure working from the sidewalk to the track way.
 Project team are coordinating with Transit Operations and planning the first weekend T-Third motorization which will occur at the end of November. During this weekend, the contractor will demolish the existing platforms, install the signal cross over and tracks across the intersection of 16th and 3rd Streets.
 Both PG&E and SFPUC requesting coordination for the installation of underground electrical infrastructure when the track way is being replaced.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

BBI will continue with the sewer and other utility infrastructure working from the sidewalk to the track way.

PROJECT CHALLENGES / AREAS OF CONCERN:

None.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|---------------------|---------------------|--------------------|
| CONCEPTUAL | \$515,000 | \$515,000 | \$0 |
| DETAIL DESIGN | \$6,270,000 | \$6,270,000 | \$0 |
| CONSTRUCTION | \$21,880,000 | \$21,880,000 | \$7,445,000 |
| PROJECT TOTALS | \$28,665,000 | \$28,665,000 | \$7,445,000 |

Funding Series Detail: \$0 (2012); \$0 (2013); \$0 (2014); \$7,445,000 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|--------------|---|---|---|---|---|---|---|---|---|---|---|--------------|---|---|---|---|---|---|---|---|---|---|---|--------------|---|---|---|---|---|---|---|---|---|---|---|--------------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 07/17/2015 | 04/07/2017 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| Approved | 07/17/2015 | 04/07/2017 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| Baseline | 01/01/2016 | 07/01/2019 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 02/17/2017 | 06/29/2018 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| Approved | 02/17/2017 | 05/10/2018 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| Baseline | 07/01/2016 | 12/29/2017 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 04/09/2018 | 07/10/2020 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| Approved | 05/11/2018 | 07/10/2020 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |
| Baseline | 01/01/2016 | 07/01/2019 | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | | [Gantt bars] | | | | | | | | | | | |

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 INITIATION: 09/17/2012

CONTRACTOR: Walsh Construction

CURRENT PROJECT PHASE: Construction

CONTRACT AWARD DATE: 10/17/2016

SUBSTANTIAL COMPLETION DATE: 07/31/2023

CONTRACT AWARD VALUE: \$193,027,555

PROJECT MANAGER: Gabancho, Peter

ACCOMPLISHMENTS THIS PERIOD:

Required approval of the traffic control plans by both the City traffic engineer and Caltrans for the Phase 1b are underway. In Phase 1A most of the sewer and Water work have been completed, and the sidewalk work is progressing. Two contract Modifications (CMOD) were issued to the contractor addressing street light modifications and sewer/water scope changes. Currently in the process of executing the Three-Party DRB agreement.

UPCOMING PROJECT MILESTONES: (3 MONTH LOOK-AHEAD)

Continue work on the Phase 1A sidewalk work, Phase 1 sewer work and water work to complete the Phase 1 A. Continue on Phase 1B sewer/water work. Several Phase 1B slip lining intersections are identified for design approval. Meeting are scheduled to discuss various potential options to recover schedule. Stay ahead of utility conflicts and any design resolutions to keep the project moving forward.

PROJECT CHALLENGES / AREAS OF CONCERN:

Water and sewer work continue to be a concern to the Project due to utility conflicts that are being identified, an unfamiliarity with working on an urban right of way, and poor planning by the contractor.

FUNDING/SCHEDULE

| PROJECT PHASE | BASELINE BUDGET | APPROVED BUDGET | BOND FUNDING |
|-----------------------|----------------------|----------------------|---------------------|
| CONCEPTUAL | \$8,880,058 | \$16,286,342 | \$0 |
| DETAIL DESIGN | \$10,228,000 | \$14,424,861 | \$0 |
| CONSTRUCTION | \$135,366,942 | \$148,178,261 | \$50,374,879 |
| PROJECT TOTALS | \$154,475,000 | \$178,889,464 | \$50,374,879 |

Funding Series Detail: \$0 (2012); \$2,250,879.27 (2013); \$124,000 (2014); \$48,000,000 (2017)



| Project Phase | Start | Finish | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | |
|----------------------|------------|------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| CONCEPTUAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 09/17/2012 | 08/08/2014 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 09/17/2012 | 08/08/2014 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 11/26/2012 | 08/08/2014 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DETAIL DESIGN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 06/09/2014 | 12/16/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 06/09/2014 | 12/08/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 06/09/2014 | 12/08/2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forecast/Actual | 10/27/2016 | 07/31/2023 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approved | 10/24/2016 | 12/15/2022 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baseline | 10/17/2016 | 07/30/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Appendix 1 – Fully Expended Revenue Bond Projects

| 2012B Projects | Total Expenditures |
|------------------------------------------------------------------------------|---------------------------|
| Balboa Streetscape | \$126,234 |
| Bicycle Parking | \$750,000 |
| Bicycle Strategy Capital Projects – Polk Street Northbound Separated Bikeway | \$481,267 |
| C3 Integrated Systems Replacement | \$6,175,500 |
| Church and Duboce Project | \$37,466 |
| Exploratorium Crosswalk | \$250,000 |
| Franklin Street Bulbouts | \$48,508 |
| Geary-Gough Peter Yorke Bulbout | \$142,825 |
| Muni Metro Sunset Tunnel Rail Rehabilitation | \$2,210,474 |
| Muni System Radio Replacement Project | \$62,197 |
| Muni Metro Turnback Rail Rehabilitation | \$1,635,366 |
| Muni Metro Turnback Water Intrusion Mitigation | \$462,112 |
| Muni Green Center Rail Rehabilitation | \$2,100,000 |
| Muni Green Center Roof Rehabilitation | \$6,218,051 |
| Parking Garage Projects – Condition Assessment, Waterproofing & Ventilation | \$5,000,000 |

2013 Projects**Total Expenditures**

| | |
|------------------------------------------------------------------------------|-------------|
| 33 Stanyan Overhead Replacement Project Phase I | \$1,892,852 |
| 9 th and Division Improvements | \$100,000 |
| Above Grade PCS & Signal Visibility Improvement | \$421,718 |
| Bicycle Strategy Capital Projects - Oak and Fell Bikeways Resurfacing | \$290,732 |
| Bicycle Strategy Capital Projects – Polk Street Northbound Separated Bikeway | \$89,972 |
| Bicycle Strategy Capital Projects - Wiggle Neighborhood Green Corridor | \$267,971 |
| C3 Blue Light Emergency Phone Replacement | \$6,016,000 |
| L Taraval Track Rail & Overhead Rehab | \$100,000 |
| Lombard Street Safety Project | \$455,649 |
| Muni Metro Sunset Tunnel Rail Rehabilitation | \$7,500,000 |
| Operator Restrooms (Operator Convenience Facilities Phase I) | \$1,528,504 |
| Pedestrian Countdown Signals Design and Construction | \$504,639 |
| Radio Replacement | \$2,000,000 |
| Safe Routes to School Projects – Alamo Elementary | \$87,800 |
| Safe Routes to School Projects – Denman | \$30,292 |
| Traffic Calming Improvements – Applications | \$238,364 |
| Traffic Calming Improvements - Area Wide | \$780,765 |
| Traffic Calming Improvements – Backlog Spot Improvements | \$785,890 |
| Traffic Calming Improvements – Site Specific | \$497,728 |
| Transit Spot Improvement – 24th Street & Castro Bus Bulb Construction | \$273,954 |
| Transit Spot Improvement – Columbus Bus Bulbs | \$400,745 |
| Transit Spot Improvement – Muni Forward – 5 Fulton Mid Route Phase I | \$455,055 |
| Van Ness BRT | \$2,250,880 |

| 2014 Projects | Total Expenditures |
|-----------------------------------------------------------------------------------|---------------------------|
| Broadway Chinatown Streetscape | \$1,525,479 |
| Bicycle Strategy Capital Projects - Oak and Fell Bikeways Resurfacing | \$54,169 |
| C3 Blue Light Emergency Phone Replacement | \$3,500,000 |
| Mission and Silver Fast Track Transit Enhancements | \$342,576 |
| Radio Replacement | \$11,000,000 |
| Safe Routes to School Projects - Tenderloin | \$178,945 |
| Transit Spot Improvement - Columbus Bus Bulbs | \$91,468 |
| Parking Garage Project - Elevator Modernization Condition Assessment of 7 Garages | \$250,119 |
| Parking Garage Project - Japan Center Garage Ventilation | \$5,034,804 |
| Procurement of Light Rail Vehicles | \$2,272,460 |
| Van Ness BRT | \$124,000 |

[End Report]



Prepared By:
Finance and Information Technology
San Francisco Municipal Transportation Agency

