

**San Francisco  
Municipal Transportation Agency**

**Semi-Annual Report to the  
SFMTA  
Bond Oversight Committee**

**July 1 to December 31, 2024**

(Fiscal Year 2024-2025, Quarter 1 & 2)

**Budget and Capital Finance**  
Finance & Information Technology Division

**March 12, 2025**



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## Table of Contents

Executive Summary.....	5
Bond Expenditures.....	7
Project Status Reports.....	14

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# Executive Summary

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Pursuant to Section 8.A.102(b)(13) of the Charter and Chapter 43 of the Administrative Code of the City and County of San Francisco, the SFMTA may issue revenue bonds and other debt instruments with the concurrence of the Board of Supervisors and the City and without voter approval, such bonds to be issued in accordance with State law or any procedure provided for by ordinance. As of December 31, 2024, the SFMTA had issued eight series of bonds: 2012A, 2012B, 2013, 2014, 2017, 2021A, 2021B, and 2021C. Of these series, three were refunding bonds (2012A, 2021A, and 2021B) and the remaining five series, summarized below, were new money bonds issued to fund projects of the SFMTA.

- 2012B generated \$25,700,000 in project funds and was issued to fund parking garages and parking meters. Following issuance of 2012B funds, additional programs were added including the Systemwide Transit Access and Reliability Program, the Muni Metro Sunset Tunnel Rail Rehabilitation Program, the Muni Metro Turnback Rehabilitation Program, the Muni Green Light Rail Facility Rehabilitation Program, the Muni System Radio Replacement Project, the Muni Metro System Public Announcement and Public Display System Replacement Project, and the Parking Garage Project.
- 2013 generated \$75,000,000 in project funds to fund Muni Transit Safety and Spot Improvements, Complete Street Capital Improvements, Facility Improvements, Transit Fixed Guideway Improvements, Pedestrian Safety and Traffic Signal Improvements and Muni Light Rail and Vehicle Procurement.
- 2014, which was issued as 2014-1 and 2014-2, generated \$75,000,000 in project funds to fund Muni Transit Safety and Spot Improvements, Street Capital Improvements, Facility Improvements, Transit Fixed Guideway, Pedestrian Safety and Traffic Signal Improvements and Muni Light Rail and Vehicle Procurement.
- 2017 generated \$190,000,000 in project funds and was issued to fund \$35,000,000 in improvements in Mission Bay, \$107,000,000 for Muni Light Rail Vehicle Procurement, and \$48,000,000 for the Van Ness Bus Rapid Transit project.
- 2021C generated \$118,000,000 in project funds and was issued to fund \$96,000,000 for Green Projects and \$22,000,000 for the Parking Meter Replacement project.

As shown in Table 1 of the Bond Expenditures section, as of Dec 31, 2024, \$432,208,710, or 89.4% of the authorized amount was expended, \$2,931,102, or 0.6% was encumbered, and \$48,560,188 or 10.0% remained to be expended or encumbered. The principal balance in series 2012B, 2013 and 2017 have been spent. SFMTA Capital Budget is reprogramming the \$9.4M cost savings from the Van Ness BRT project in 2021C series and the \$4.6M unallocated interest from all series. The analysis is ongoing to select the most suitable projects that have

funding needs and consistent cashflows to spend down the remaining balances.

This report to the San Francisco Municipal Transportation Agency (SFMTA) Bond Oversight Committee (BOC) covers the period through the second quarter of Fiscal Year 2024-2025, which ended on December 31, 2024.

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

# Bond Expenditures

The following Tables report, in order, the status of bond proceeds, interest earnings, and the grand totals of bond proceeds plus interest through December 31, 2024.

**Table 1.a. Bond Proceeds**

Series	Total Bond Proceeds	Total Programmed	Total Expended	Total Encumbered	Total Unencumbered	Total Unprogrammed & Unallocated
2012B	\$ 25,700,000	\$ 25,700,000	\$ 25,700,000	-	-	-
2013	\$ 75,000,000	\$ 75,000,000	\$ 75,000,000	-	-	-
2014	\$ 75,000,000	\$ 75,000,000	\$ 74,957,777	\$ 42,223	-	-
2017	\$ 190,000,000	\$ 190,000,000	\$ 190,000,000	-	-	-
2021C	\$ 118,000,000	\$ 118,000,000	\$ 66,550,933	\$ 2,888,879	\$ 48,560,188	-
<b>Total</b>	<b>\$ 483,700,000</b>	<b>\$ 483,700,000</b>	<b>\$ 432,208,710</b>	<b>\$ 2,931,102</b>	<b>\$ 48,560,188</b>	<b>-</b>

**Table 1.b. Interest**

Series	Total Interest Earned	Total Programmed	Total Expended	Total Encumbered	Total Unencumbered	Total Unprogrammed & Unallocated
2012B	\$ 324,182	\$ 324,036	\$ 324,036	-	-	\$ 146
2013	\$ 1,306,731	\$ 1,288,801	\$ 1,288,801	-	-	\$ 17,930
2014	\$ 2,267,705	\$ 2,200,647	\$ 2,200,647	-	-	\$ 67,058
2017	\$ 3,240,480	\$ 3,204,082	\$ 3,204,082	-	-	\$ 36,399
2021C	\$ 5,207,013	\$ 700,000	-	\$ 700,000	-	\$ 4,507,013
<b>Total</b>	<b>\$ 12,346,111</b>	<b>\$ 7,717,566</b>	<b>\$ 7,017,566</b>	<b>\$ 700,000</b>	<b>-</b>	<b>\$ 4,628,546</b>

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

Series	Total Bond Proceeds + Interest Earned	Total Programmed	Total Expended	Total Encumbered	Total Unencumbered	Total Unprogrammed & Unallocated
2012B	\$ 26,024,182	\$ 26,024,036	\$ 26,024,036	-	-	\$ 146
2013	\$ 76,306,731	\$ 76,288,801	\$ 76,288,801	-	-	\$ 17,930
2014	\$ 77,267,705	\$ 77,200,647	\$ 77,158,424	\$ 42,223	-	\$ 67,058
2017	\$ 193,240,480	\$ 193,204,082	\$ 193,204,082	-	-	\$ 36,399
2021C	\$ 123,207,013	\$ 118,700,000	\$ 66,550,933	\$ 3,588,879	\$ 48,560,188	\$ 4,507,013
<b>Total</b>	<b>\$ 496,046,111</b>	<b>\$ 491,417,566</b>	<b>\$ 439,226,276</b>	<b>\$ 3,631,102</b>	<b>\$ 48,560,188</b>	<b>\$ 4,628,546</b>

The following summary Table 2 reports the status of bond proceeds expenditures and encumbrances through December 31, 2024. Each series notes progress toward meeting 85% Expended plus Encumbered bond funds.

**Table 2. Bond Expenditures Encumbered %**

<b>Series</b>	<b>Total Bond Proceeds</b>	<b>Total Expended</b>	<b>Total Encumbered</b>	<b>Total Expended &amp; Encumbered</b>	<b>Total % Expended &amp; Encumbered</b>	<b>Total % Expended &amp; Encumbered &gt; 85%</b>
2012B	\$ 25,700,000	\$ 25,700,000	-	\$ 25,700,000	100.0%	Yes
2013	\$ 75,000,000	\$ 75,000,000	-	\$ 75,000,000	100.0%	Yes
2014	\$ 75,000,000	\$ 74,957,777	\$ 42,223	\$ 75,000,000	100.0%	Yes
2017	\$ 190,000,000	\$ 190,000,000	-	\$ 190,000,000	100.0%	Yes
2021C	\$ 118,000,000	\$ 66,550,933	\$ 2,888,879	\$ 69,439,812	58.8%	No
<b>Total</b>	<b>\$ 483,700,000</b>	<b>\$ 432,208,710</b>	<b>\$ 2,931,102</b>	<b>\$ 435,139,812</b>		



**Table 3.a. Bond Summary - FY2025 Q2 Expenditures: Programmed, Encumbered & Expended**

**Bond Issuance 2012B**

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

Issued on July 11, 2012

PROJECT	CIP ID	END Date	ORIGINAL PROGRAMMED	REVISED PROGRAMMED (A)	TOTAL PROGRAMMED (B)	EXPENDED IN FY25 Q1 (C1)	EXPENDED IN FY25 Q2 (C2)	EXPENDED IN FY25 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	BOND AMOUNT AVAILABLE (I) (=B-E-G)	REMAINING TO BE ALLOCATED BY PROGRAM (J) (=A-B)
Balboa Streetscape	ST011	11/1/2021			126,234	-	-	-	126,234	100.0%	-	0.0%	-	-
Bicycle Parking	Multiple	Multiple			750,000	-	-	-	750,000	100.0%	-	0.0%	-	-
Bicycle Strategy Capital Projects - Polk Street Northbound Separated Bikeway	ST06-CF	7/31/2019			481,267	-	-	-	481,267	100.0%	-	0.0%	-	-
Church and Duboce Project	Not in ES	Not in ES			37,466	-	-	-	37,466	100.0%	-	0.0%	-	-
Exploratorium Crosswalk	Not in ES	Not in ES			250,000	-	-	-	250,000	100.0%	-	0.0%	-	-
Franklin Street Bulbouts	CPKF50	Not in ES			48,508	-	-	-	48,508	100.0%	-	0.0%	-	-
Geary-Gough Peter Yorke Bulbout	CPKF86	6/30/2016			142,825	-	-	-	142,825	100.0%	-	0.0%	-	-
Systemwide Transit Access and Reliability Program	TOTAL		\$1,500,000	\$1,836,300	\$1,836,300	-	-	-	\$1,836,300	100.0%	-	0.0%	-	-
Muni Metro Sunset Tunnel Rail Rehabilitation	CPT658	10/23/2017			2,210,474	-	-	-	2,210,474	100.0%	-	0.0%	-	-
Muni Metro Sunset Tunnel Rail Rehabilitation	TOTAL		\$900,000	\$2,210,474	\$2,210,474	-	-	-	\$2,210,474	100.0%	-	0.0%	-	-
Muni Metro Turnback Rail Rehabilitation	CPT6681	7/24/2015			1,635,366	-	-	-	1,635,366	100.0%	-	0.0%	-	-
Muni Metro Turnback Water Intrusion Mitigation	CPT6661	12/18/2023			462,112	-	-	-	462,112	100.0%	-	0.0%	-	-
Muni Metro Turnback Rehabilitation	TOTAL		\$3,000,000	\$2,097,478	\$2,097,478	-	-	-	\$2,097,478	100.0%	-	0.0%	-	-
Muni Green Center Rail Rehabilitation	TF06-CF	12/22/2017			2,100,000	-	-	-	2,100,000	100.0%	-	0.0%	-	-
Muni Green Center Roof Rehabilitation	CPT6641	8/1/2014			6,218,051	-	-	-	6,218,051	100.0%	-	0.0%	-	-
Muni Green Light Rail Facility Rehabilitation	TOTAL		\$7,200,000	\$8,318,051	\$8,318,051	-	-	-	\$8,318,051	100.0%	-	0.0%	-	-
Muni System Radio Replacement Project	CPT5351	9/1/2017			62,197	-	-	-	62,197	100.0%	-	0.0%	-	-
Muni System Radio Replacement Project	TOTAL		\$1,600,000	\$62,197	\$62,197	-	-	-	\$62,197	100.0%	-	0.0%	-	-
C3 Integrated Systems Replacement	CI01-CF	6/14/2018			6,175,500	-	-	-	6,175,500	100.0%	-	0.0%	-	-
Muni Metro Public Announcement and Public Display System Replz	TOTAL		\$6,500,000	\$6,175,500	\$6,175,500	-	-	-	\$6,175,500	100.0%	-	0.0%	-	-
Parking Garage Projects - Condition Assessment, Waterproofing & Ventilation	Not in ES	Not in ES			5,000,000	-	-	-	5,000,000	100.0%	-	0.0%	-	-
Parking Garage Projects	TOTAL		\$5,000,000	\$5,000,000	\$5,000,000	-	-	-	\$5,000,000	100.0%	-	0.0%	-	-
<b>PROJECTS</b>			<b>\$25,700,000</b>	<b>\$25,700,000</b>	<b>\$25,700,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$25,700,000</b>	<b>100.0%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>

**Table 3.b. Bond Summary - FY2025 Q2 Interest Report: Earned, Encumbered & Expended**

PROJECT	CIP ID	END Date	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST PROGRAMMED (B)	EXPENDED IN FY25 Q1 (C1)	EXPENDED IN FY25 Q2 (C2)	EXPENDED IN FY25 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	INTEREST AVAILABLE (I) (=B-E-G)	REMAINING INTEREST TO BE ALLOCATED (J) (=A-B)
Procurement of Light Rail Vehicles	FT059	12/31/2025	-	NA	315,404	-	-	-	315,404	100.0%	-	0.0%	-	NA
L Taraval Track Rail & Overhead Rehab	TO068	7/20/2024	-	NA	8,632	5,745	2,887	8,632	8,632	100.0%	-	0.0%	-	NA
Projects Funded by Revenue Bond Interest	TOTAL		-	\$324,182	\$324,036	\$5,745	\$2,887	\$8,632	\$324,036	100.0%	-	0.0%	-	\$146

**Table 4.a. Bond Summary - FY2025 Q2 Expenditures: Programmed, Encumbered & Expended**

**Bond Issuance 2013**

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

Issued on November 13, 2013

PROJECT	CIP ID	END Date	ORIGINAL PROGRAMMED	REVISED PROGRAMMED (A)	TOTAL PROGRAMMED (B)	EXPENDED IN FY25 Q1 (C1)	EXPENDED IN FY25 Q2 (C2)	EXPENDED IN FY25 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	BOND AMOUNT AVAILABLE (I) (=B-E-G)	REMAINING TO BE ALLOCATED BY PROGRAM (J) (=A-B)
9th and Division Improvements	CPKH07	7/4/2017			100,000	-	-	-	100,000	100.0%	-	0.0%	-	-
Above Grade PCS & Signal Visibility Improvement	CPKG94	11/14/2016			421,718	-	-	-	421,718	100.0%	-	0.0%	-	-
Excelsior & South Bernal Areawides	CPKG88	1/29/2016			231,024	-	-	-	231,024	100.0%	-	0.0%	-	-
Gough Street Pedestrian Safety Improvements	CPKH36	10/30/2017			405,092	-	-	-	405,092	100.0%	-	0.0%	-	-
Lombard Street Safety Project	ST084	12/30/2022			434,913	-	-	-	434,913	100.0%	-	0.0%	-	-
Pedestrian Countdown Signals (Design)	Multiple	Multiple			510,933	-	-	-	510,933	100.0%	-	0.0%	-	-
Persia Triangle Street Improvements	Not in ES	6/29/2018			424,103	-	-	-	424,103	100.0%	-	0.0%	-	-
Safe Routes to School Projects - Alamo Elementary	Not in ES	3/12/2018			87,800	-	-	-	87,800	100.0%	-	0.0%	-	-
Safe Routes to School Projects - Denman	CPKH09	9/20/2021			30,292	-	-	-	30,292	100.0%	-	0.0%	-	-
Safe Routes to School Projects - Tenderloin	ST124	8/4/2017			275,266	-	-	-	275,266	100.0%	-	0.0%	-	-
Traffic Calming Improvements - Applications	ST22-CF	9/23/2019			238,364	-	-	-	238,364	100.0%	-	0.0%	-	-
Traffic Calming Improvements - Area Wide	Not in ES	Not in ES			796,981	-	-	-	796,981	100.0%	-	0.0%	-	-
Traffic Calming Improvements - Backlog Spot Improvements	ST104	3/30/2018			764,532	-	-	-	764,532	100.0%	-	0.0%	-	-
Traffic Calming Improvements - Site Specific	Not in ES	Not in ES			492,380	-	-	-	492,380	100.0%	-	0.0%	-	-
<b>Pedestrian Safety &amp; Traffic Signal Improvements TOTAL</b>			<b>\$5,000,000</b>	<b>\$5,213,399</b>	<b>\$5,213,399</b>	-	-	-	<b>\$5,213,399</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	-
C3 Blue Light Emergency Phone Replacement	CI051	10/3/2016			6,016,000	-	-	-	6,016,000	100.0%	-	0.0%	-	-
Radio Replacement	CPT5351	9/1/2017			2,000,000	-	-	-	2,000,000	100.0%	-	0.0%	-	-
Transit Spot Improvement - 24th Street & Castro Bus Bulb Construction	Not in ES	6/30/2016			273,954	-	-	-	273,954	100.0%	-	0.0%	-	-
Transit Spot Improvement - Columbus Bus Bulbs	Not in ES	6/30/2016			400,745	-	-	-	400,745	100.0%	-	0.0%	-	-
Transit Spot Improvement - Muni Forward – 5 Fulton Mid Route Phase I	TO07-CF	3/9/2018			455,055	-	-	-	455,055	100.0%	-	0.0%	-	-
Transit Spot Improvement - Muni Forward – 5 Fulton Outer	Not in ES	Not in ES			723,470	-	-	-	723,470	100.0%	-	0.0%	-	-
<b>Transit System Safety &amp; Other Transit Improvements TOTAL</b>			<b>\$11,000,000</b>	<b>\$9,869,225</b>	<b>\$9,869,225</b>	-	-	-	<b>\$9,869,225</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	-
Bicycle Strategy Capital Projects - Oak and Fell Bikeways Resurfacing	Not in ES	Not in ES			290,732	-	-	-	290,732	100.0%	-	0.0%	-	-
Bicycle Strategy Capital Projects - Polk Street Northbound Separated Bikeway	ST06-CF	7/31/2019			89,972	-	-	-	89,972	100.0%	-	0.0%	-	-
Bicycle Strategy Capital Projects - Wiggle Neighborhood Green Corridor	ST102	10/5/2021			267,972	-	-	-	267,972	100.0%	-	0.0%	-	-
Broadway Chinatown Streetscape	Not in ES	Not in ES			411,335	-	-	-	411,335	100.0%	-	0.0%	-	-
Masonic Avenue Streetscape	ST01-CF	9/20/2021			5,734,494	-	-	-	5,734,494	100.0%	-	0.0%	-	-
Van Ness Bus Rapid Transit Project	TO084	10/31/2022			2,250,879	-	-	-	2,250,879	100.0%	-	0.0%	-	-
Annual Traffic Calming Removal and Replacement	Multiple	Multiple			1,668	-	-	-	1,668	100.0%	-	0.0%	-	-
<b>Street Capital Improvements TOTAL</b>			<b>\$9,000,000</b>	<b>\$9,047,052</b>	<b>\$9,047,052</b>	-	-	-	<b>\$9,047,052</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	-
Islais Creek Phase II Improvements	FC053	5/4/2018			18,317,715	3,835	-	3,835	18,317,715	100.0%	-	0.0%	-	-
Operator Restrooms (Operator Convenience Facilities Phase I)	Not in ES	5/15/2016			1,529,751	-	-	-	1,529,751	100.0%	-	0.0%	-	-
Operator Restrooms (Operator Convenience Facilities Phase II)	FC02-CF	5/15/2019			1,139,184	-	-	-	1,139,184	100.0%	-	0.0%	-	-
Parking Garage Projects - Condition Assessment, Waterproofing & Ventilation	Not in ES	Not in ES			1,000,000	-	-	-	1,000,000	100.0%	-	0.0%	-	-
<b>Facility Improvements TOTAL</b>			<b>\$7,000,000</b>	<b>\$21,986,650</b>	<b>\$21,986,650</b>	<b>\$3,835</b>	-	<b>\$3,835</b>	<b>\$21,986,650</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	-
33 Stanyan Overhead Replacement Project Phase I	TO092	2/26/2021			1,892,852	-	-	-	1,892,852	100.0%	-	0.0%	-	-
L Taraval Track Rail & Overhead Rehab	TO068	7/20/2024			508,853,300	272,110	136,743	408,853	508,853,300	100.0%	-	0.0%	-	-
M Ocean View Track Replacement	TF050	8/6/2018			111,737	-	-	-	111,737	100.0%	-	0.0%	-	-
Muni Metro Sunset Tunnel Rail Rehabilitation	TF04-CF	10/23/2017			7,500,000	-	-	-	7,500,000	100.0%	-	0.0%	-	-
Muni Metro Twin Peaks Tunnel Rail Replacement	TF064	6/15/2021			4,706,041	-	-	-	4,706,041	100.0%	-	0.0%	-	-
<b>Transit Fixed Guideway Improvements TOTAL</b>			<b>\$30,500,000</b>	<b>\$14,719,484</b>	<b>\$14,719,484</b>	<b>\$272,110</b>	<b>\$136,743</b>	<b>\$408,853</b>	<b>\$14,719,484</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	-
Procurement of Light Rail Vehicles	FT059	12/31/2025			14,164,190	-	-	-	14,164,190	100.0%	-	0.0%	-	-
<b>MUNI Fleet TOTAL</b>			<b>\$12,500,000</b>	<b>\$14,164,190</b>	<b>\$14,164,190</b>	-	-	-	<b>\$14,164,190</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	-
<b>PROJECTS</b>			<b>\$75,000,000</b>	<b>\$75,000,000</b>	<b>\$75,000,000</b>	<b>\$275,945</b>	<b>\$136,743</b>	<b>\$412,688</b>	<b>\$75,000,000</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	-

**Table 4.b. Bond Summary - FY2025 Q2 Interest Report: Earned, Encumbered & Expended**

PROJECT	CIP ID	END Date	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST ALLOCATED (B)	EXPENDED IN FY25 Q1 (C1)	EXPENDED IN FY25 Q2 (C2)	EXPENDED IN FY25 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	INTEREST AVAILABLE (I) (=B-E-G)	REMAINING INTEREST TO BE ALLOCATED (J) (=A-B)
Procurement of Light Rail Vehicles	FT059	12/31/2025	-	NA	1,247,905	-	-	-	1,247,905	100.0%	-	0.0%	-	NA
L Taraval Track Rail & Overhead Rehab	TO068	7/20/2024	-	NA	40,896	27,218	13,678	40,896	40,896	100.0%	-	0.0%	0	NA
<b>Projects Funded by Revenue Bond Interest TOTAL</b>			-	<b>\$1,306,731</b>	<b>\$1,288,801</b>	<b>\$27,218</b>	<b>\$13,678</b>	<b>\$40,896</b>	<b>\$1,288,801</b>	<b>100.0%</b>	-	<b>0.0%</b>	<b>\$0</b>	<b>\$17,930</b>

**Table 5.a. Bond Summary - FY2025 Q2 Expenditures: Programmed, Encumbered & Expended**

**Bond Issuance 2014**

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

Issued on December 10, 2014

PROJECT	CIP ID	END Date	ORIGINAL PROGRAMMED	REVISED PROGRAMMED (A)	TOTAL PROGRAMMED (B)	EXPENDED IN FY25 Q1 (C1)	EXPENDED IN FY25 Q2 (C2)	EXPENDED IN FY25 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	BOND AMOUNT AVAILABLE (I) (=B-E-G)	REMAINING TO BE ALLOCATED BY PROGRAM (J) (=A-B)
9th and Division Improvements	Not in ES	1/2/2017			137,701	-	-	-	137,701	100.0%	-	0.0%	-	-
Broadway Chinatown Streetscape	Not in ES	NA			1,867,263	-	-	-	1,867,263	100.0%	-	0.0%	-	-
Columbus Ave. Streetscape Project	ST125	12/29/2017			744,925	-	-	-	744,925	100.0%	-	0.0%	-	-
Diamond Heights Boulevard Pedestrian Safety Improvements	ST121	12/29/2017			316,084	-	-	-	316,084	100.0%	-	0.0%	-	-
Geary BRT Phase I	TO080	6/30/2023			910,361	-	-	-	910,361	100.0%	-	0.0%	-	-
Lombard Street Safety Project	ST084	12/30/2022			890,986	-	-	-	890,986	100.0%	-	0.0%	-	-
Pedestrian Countdown Signals (Construction)	Various	NA			2,055,228	-	-	-	2,055,228	100.0%	-	0.0%	-	-
Polk Streetscape	ST06-CF	7/31/2019			2,841,837	-	-	-	2,841,837	100.0%	-	0.0%	-	-
Polk Street Signal Upgrade	Not in ES	12/1/2017			350,733	-	-	-	350,733	100.0%	-	0.0%	-	-
Safe Routes to School Projects - Denman	Not in ES	1/31/2017			456,207	-	-	-	456,207	100.0%	-	0.0%	-	-
Traffic Calming Improvements - Backlog Spot Improvements	ST104	10/21/2016			178,642	-	-	-	178,642	100.0%	-	0.0%	-	-
Traffic Calming Program Implementation	ST22-CF	3/29/2019			781,825	-	-	-	781,825	100.0%	-	0.0%	-	-
<b>Pedestrian Safety &amp; Traffic Signal Improvements</b>	<b>TOTAL</b>		<b>\$11,000,000</b>	<b>\$11,531,793</b>	<b>\$11,531,793</b>	-	-	-	<b>\$11,531,793</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	-
1 California: Laurel Village Transit Priority Project	TO09-CF	12/31/2019			174,276	-	-	-	174,276	100.0%	-	0.0%	-	-
19 Polk: Polk Street Transit Priority Project	TO13-CF	1/4/2018			430,000	-	-	-	430,000	100.0%	-	0.0%	-	-
C3 Blue Light Emergency Phone Replacement	CI051	10/3/2016			3,500,000	-	-	-	3,500,000	100.0%	-	0.0%	-	-
Mission and Silver Fast Track Transit Enhancements	Not in ES	NA			342,576	-	-	-	342,576	100.0%	-	0.0%	-	-
Radio Replacement	CPT5351	9/1/2017			11,000,000	-	-	-	11,000,000	100.0%	-	0.0%	-	-
Transit Spot Improvement - Columbus Bus Bulbs	Not in ES	NA			91,168	-	-	-	91,168	100.0%	-	0.0%	-	-
Transit Spot Improvement - Evans at Phelps	TO196	7/1/2020			57,408	-	-	-	57,408	100.0%	-	0.0%	-	-
Van Ness Bus Rapid Transit Project	TO084	10/31/2022			124,000	-	-	-	124,000	100.0%	-	0.0%	-	-
<b>Transit System Safety &amp; Spot Improvements</b>	<b>TOTAL</b>		<b>\$7,500,000</b>	<b>\$15,719,429</b>	<b>\$15,719,429</b>	-	-	-	<b>\$15,719,429</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	-
7th and 8th Street Streetscape	ST123	9/24/2018			366,751	-	-	-	366,751	100.0%	-	0.0%	-	-
Bicycle Strategy Capital Projects - Oak and Fell Bikeways Resurfacing	Not in ES	6/30/2017			56,536	-	-	-	56,536	100.0%	-	0.0%	-	-
Contract 64 Signals	SG059	6/24/2020			573,487	-	-	-	573,487	100.0%	-	0.0%	-	-
Masonic Avenue Streetscape	ST01-CF	12/14/2018			10,711,390	-	-	-	10,711,390	100.0%	-	0.0%	-	-
Mission Valencia Raised Cycletrack	ST165	No date listed			139,600	-	-	-	139,600	100.0%	-	0.0%	-	-
Safe Routes to School Projects - Tenderloin	ST124	8/4/2017			178,945	-	-	-	178,945	100.0%	-	0.0%	-	-
SFgo Van Ness Corridor Management	TO192	12/30/2022			2,024,784	-	-	-	2,024,784	100.0%	-	0.0%	-	-
<b>Street Capital Improvements</b>	<b>TOTAL</b>		<b>\$5,000,000</b>	<b>\$14,051,493</b>	<b>\$14,051,493</b>	-	-	-	<b>\$14,051,493</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	-
Elevator Safety & Reliability Project	TF202	10/31/2024			345,569	-	-	-	345,569	100.0%	-	0.0%	-	-
Islais Creek Phase II Improvements	FC053	5/4/2018			5,992,970	-	-	-	5,992,970	100.0%	-	0.0%	-	-
Operator Restrooms (Operator Convenience Facilities Phase II)	FC02-CF	5/15/2019			3,510,577	-	-	-	3,510,577	100.0%	-	0.0%	-	-
Parking Garage Projects - Condition Assessment, Waterproofing & Ventilation	Not in ES	NA			36,420.58	-	-	-	36,420.58	100.0%	-	0.0%	-	-
Parking Garage Project - Elevator Modernization Condition Assessment of 7 Garages	Not in ES	NA			389,076	-	-	-	389,076	100.0%	-	0.0%	-	-
Parking Garage Project - Ellis O'Farrell Seismic Upgrade	Not in ES	NA			174,316	-	-	-	174,316	100.0%	-	0.0%	-	-
Parking Garage Project - Golden Gateway Garage Ventilation	Not in ES	10/17/2016			2,741,064	-	-	-	2,741,064	100.0%	-	0.0%	-	-
Parking Garage Project - Japan Center Garage Ventilation	PK01-CF	5/1/2017			2,314,411	-	-	-	2,314,411	100.0%	-	0.0%	-	-
Parking Garage Project - Lombard Garage Waterproofing	PK054	3/29/2019			5,044,266	-	-	-	5,044,266	100.0%	-	0.0%	-	-
Parking Garage Project - Sutter Stockton Garage Ventilation	Not in ES	12/1/2015			1,725,231	-	-	-	1,725,231	100.0%	-	0.0%	-	-
PX Parcs Replacement -20 Garage	PK03-CF	7/31/2020			7,256,604	-	-	-	7,256,604	100.0%	-	0.0%	-	-
<b>Facility Improvements</b>	<b>TOTAL</b>		<b>\$39,000,000</b>	<b>\$29,530,504</b>	<b>\$29,530,504</b>	-	-	-	<b>\$29,530,504</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	-
Procurement of Light Rail Vehicles	FT059	12/31/2025			2,886,460	-	-	-	2,886,460	100.0%	-	0.0%	-	-
<b>MUNI Fleet</b>	<b>TOTAL</b>		<b>\$12,500,000</b>	<b>\$2,886,460</b>	<b>\$2,886,460</b>	-	-	-	<b>\$2,886,460</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	-
L Taraval Track Rail & Overhead Rehab	TO068	7/20/2024			1,280,321	162,377	1,075,721	1,238,098	1,238,098	96.7%	42,223	3.3%	0	-
<b>Transit Fixed Guideway Improvements</b>	<b>TOTAL</b>		-	<b>\$1,280,321</b>	<b>\$1,280,321</b>	<b>\$162,377</b>	<b>\$1,075,721</b>	<b>\$1,238,098</b>	<b>\$1,238,098</b>	<b>96.7%</b>	<b>\$42,223</b>	<b>3.3%</b>	<b>\$0</b>	-
<b>PROJECTS</b>			<b>\$75,000,000</b>	<b>\$75,000,000</b>	<b>\$75,000,000</b>	<b>\$162,377</b>	<b>\$1,075,721</b>	<b>\$1,238,098</b>	<b>\$74,957,777</b>	<b>99.9%</b>	<b>\$42,223</b>	<b>0.1%</b>	<b>\$0</b>	-

**Table 5.b. Bond Summary - FY2025 Q2 Interest Report: Earned, Encumbered & Expended**

PROJECT	CIP ID	END Date	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST ALLOCATED (B)	EXPENDED IN FY25 Q1 (C1)	EXPENDED IN FY25 Q2 (C2)	EXPENDED IN FY25 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	INTEREST AVAILABLE (I) (=B-E-G)	REMAINING INTEREST TO BE ALLOCATED (J) (=A-B)
Terry Francois Blvd Bikeway	ST169	6/1/2023	-	NA	123,225	-	-	-	123,225	100.0%	-	0.0%	-	NA
Procurement of Light Rail Vehicles	FT059	12/31/2025	-	NA	756,830	-	-	-	756,830	100.0%	-	0.0%	-	NA
Van Ness Bus Rapid Transit Project	TO084	10/12/2023	-	NA	427,130	-	-	-	427,130	100.0%	-	0.0%	-	NA
14 Mission: Mission Street and South Van Ness Avenue Transit Priority Project	TO06-CF	6/30/2023	-	NA	29,410	-	-	-	29,410	100.0%	-	0.0%	-	NA
SFgo Van Ness Corridor Management	TO192	12/30/2022	-	NA	331,274	-	-	-	331,274	100.0%	-	0.0%	-	NA
L Taraval Track Rail & Overhead Rehab	TO068	7/20/2024	-	NA	532,778	354,927	177,851	532,778	532,778	100.0%	-	0.0%	0	NA
<b>Projects Funded by Revenue Bond Interest</b>	<b>TOTAL</b>		-	<b>\$2,267,705</b>	<b>\$2,200,647</b>	<b>\$354,927</b>	<b>\$177,851</b>	<b>\$532,778</b>	<b>\$2,200,647</b>	<b>100.0%</b>	-	<b>0.0%</b>	<b>\$0</b>	<b>\$67,058</b>

**Table 6.a. Bond Summary - FY2025 Q2 Expenditures: Programmed, Encumbered & Expended**

**Bond Issuance 2017**

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

Issued on June 7, 2017

PROJECT	CIP ID	END DATE	ORIGINAL PROGRAMMED	REVISED PROGRAMMED (A)	TOTAL PROGRAMMED (B)	EXPENDED IN FY25 Q1 (C1)	EXPENDED IN FY25 Q2 (C2)	EXPENDED IN FY25 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	BOND AMOUNT AVAILABLE (I) (=B-E-G)	REMAINING TO BE ALLOCATED BY PROGRAM (J) (=A-B)
Procurement of Light Rail Vehicles	FT059	12/31/2025			128,000,000	-	-	-	128,000,000	100.0%	-	-	-	-
MUNI Fleet			\$107,000,000	\$128,000,000	\$128,000,000	-	-	-	\$128,000,000	100.0%	-	-	-	-
Van Ness Bus Rapid Transit Project	TO084	10/12/2023			48,000,000	-	-	-	48,000,000	100.0%	-	-	-	-
Van Ness Bus Rapid Transit Project			\$48,000,000	\$48,000,000	\$48,000,000	-	-	-	\$48,000,000	100.0%	-	-	-	-
UCSF Platform Extension	TO089	3/31/2022			7,445,000	-	-	-	7,445,000	100.0%	-	-	-	-
King Street Substation Upgrade	TO091	5/29/2024			6,555,000	-	197,663	197,663	6,555,000	100.0%	-	-	-	-
Mission Bay Transportation Improvements			\$35,000,000	\$14,000,000	\$14,000,000	-	\$197,663	\$197,663	\$14,000,000	100.0%	-	-	-	-
<b>PROJECTS</b>			<b>\$190,000,000</b>	<b>\$190,000,000</b>	<b>\$190,000,000</b>	<b>-</b>	<b>\$197,663</b>	<b>\$197,663</b>	<b>\$190,000,000</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**Table 6.b. Bond Summary - FY2025 Q2 Interest Report: Earned, Encumbered & Expended**

PROJECT	CIP ID	END DATE	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST ALLOCATED (B)	EXPENDED IN FY25 Q1 (C1)	EXPENDED IN FY25 Q2 (C2)	EXPENDED IN FY25 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	INTEREST AVAILABLE (I) (=B-E-G)	REMAINING INTEREST TO BE ALLOCATED (J) (=A-B)
Van Ness Bus Rapid Transit Project	TO084	10/12/2023	-	NA	2,869,518	-	-	-	2,869,518	100.0%	-	-	-	NA
Procurement of Light Rail Vehicles	FT059	12/31/2025	-	NA	133,133	-	-	-	133,133	100.0%	-	-	-	NA
14 Mission: Mission Street and South Van Ness Avenue Transit	TO06-CF	6/29/2023	-	NA	163,547	-	-	-	163,547	100.0%	-	-	-	NA
L Taraval Track Rail & Overhead Rehab	TO068	7/20/2024	-	NA	37,884	25,214	12,671	37,884	37,884	100.0%	-	-	(0)	NA
Projects Funded by Revenue Bond Interest			-	\$3,240,480	\$3,204,082	\$25,214	\$12,671	\$37,884	\$3,204,082	100.0%	-	-	(\$0)	\$36,399

**Table 7.a. Bond Summary - FY2025 Q2 Expenditures: Programmed, Encumbered & Expended**

**Bond Issuance 2021C**

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

Issued on February 23, 2021

PROJECT	CIP ID	END DATE	ORIGINAL PROGRAMMED	REVISED PROGRAMMED (A)	TOTAL PROGRAMMED (B)	EXPENDED IN FY25 Q1 (C1)	EXPENDED IN FY25 Q2 (C2)	EXPENDED IN FY25 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	BOND AMOUNT AVAILABLE (I) (=B-E-G)	REMAINING TO BE ALLOCATED BY PROGRAM (J) (=A-B)
<b>STANDARD PROJECTS</b>														
Parking Meter Replacement	PK057	12/31/2024			22,000,000	1,130,350	1,131,000	2,261,350	19,520,670	88.7%	1,799,130.84	8.2%	680,199	
<b>STANDARD PROJECTS SUB</b>					<b>\$22,000,000</b>	<b>\$1,130,350</b>	<b>\$1,131,000</b>	<b>\$2,261,350</b>	<b>\$19,520,670</b>	<b>88.7%</b>	<b>\$1,799,131</b>	<b>8.2%</b>	<b>\$680,199</b>	
<b>GREEN PROJECTS</b>														
1200 15th Street Renovation	FC066	6/4/2024			20,000,000	37,374	205,431	242,804	269,590	1.3%	655,126.62	3.3%	19,075,284	
Train Control System Upgrade	TF107	1/24/2034			30,139,703	724,335	870,543	1,594,878	10,301,925	34.2%	434,621.08	1.4%	19,403,156	
Central Subway	CS050	7/31/2025			27,655,650	-	-	-	27,647,947	99.97%	-	0.0%	7,703	
Van Ness Bus Rapid Transit Project	TO084	10/12/2023			18,204,647	-	-	-	8,810,801	48.4%	-	0.0%	9,393,846	
<b>GREEN PROJECTS SUB TOTAL</b>					<b>\$96,000,000</b>	<b>\$761,709</b>	<b>\$1,075,974</b>	<b>\$1,837,682</b>	<b>\$47,030,263</b>	<b>49.0%</b>	<b>\$1,089,748</b>	<b>1.1%</b>	<b>\$47,879,989</b>	
Transportation Infrastructure	TOTAL		<b>\$118,000,000</b>	<b>\$118,000,000</b>	<b>\$118,000,000</b>	<b>\$1,892,059</b>	<b>\$2,206,973</b>	<b>\$4,099,032</b>	<b>\$66,550,933</b>	<b>56.4%</b>	<b>\$2,888,879</b>	<b>2.4%</b>	<b>\$48,560,188</b>	<b>-</b>

**Table 7.b. Bond Summary - FY2025 Q2 Interest Report: Earned, Encumbered & Expended**

PROJECT	CIP ID	END DATE	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST ALLOCATED (B)	EXPENDED IN FY25 Q1 (C1)	EXPENDED IN FY25 Q2 (C2)	EXPENDED IN FY25 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	INTEREST AVAILABLE (I) (=B-E-G)	REMAINING INTEREST TO BE ALLOCATED (J) (=A-B)
Arbitrage Liability (actual as of 6/30/24)	N/A		-	NA	233,615	-	-	-	-	0.0%	233,615	0.0%	-	NA
Arbitrage Liability (future estimate)	N/A		-	NA	466,385	-	-	-	-	0.0%	466,385	0.0%	-	NA
Projects Funded by Revenue Bond Interest	TOTAL		-	<b>\$5,207,013</b>	<b>\$700,000</b>	-	-	-	-	<b>0.0%</b>	<b>\$700,000</b>	<b>0.0%</b>	-	<b>\$4,507,013</b>

# Project Status Reports

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

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

**Fiscal Year 2024-2025 Quarterly Project Status Report Quarter 1 & 2: 7/1/2024 to 12/31/2024**

**1200 -15th Street Renovation (Green)**

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

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

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

**ACCOMPLISHMENTS THIS PERIOD**

The BOA design team completed 100% Design Development on 10/25/24 & cost estimation was received by Clark Construction in December and the City's estimator will follow in January. Clark's estimate tracks the project as still over budget and the team is working to implement addition cost savings as they continue into Construction Documents. The structural engineers are preparing a separate package to be used by Clark Construction to hire a demolition and shoring contractor in a design-build capacity. DBI issued the Site Permit for the building scope of the project. A separate Site Permit application is under review with DBI for the site improvement scope. Two separate Site Permit packages were created to mitigate schedule impacts that may be the result of the SFPUC's sewer replacement project.

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

50% Construction Documents is scheduled for the end of February 2025.

**PROJECT CHALLENGES/AREAS OF CONCERN**

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

**FUNDING/SCHEDULE**

	APPROVED BUDGET	TOTAL FUNDING EXPENDED	TOTAL PROGRAMMED BONDS	TOTAL BOND EXPENDED TO DATE
<b>PROJECT TOTALS</b>	\$ 33,071,968	\$ 5,242,287	\$ 20,000,000	\$ 269,590

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

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

**Fiscal Year 2024-2025 Quarterly Project Status Report Quarter 1 & 2: 7/1/2024 to 12/31/2024**

**Parking Meter Replacement**

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

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

**ACCOMPLISHMENTS THIS PERIOD**

2,644 multi-space paystations and 9,492 new single-space meters were installed by 12/31/2024.

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

Meter Shop will need to install ~ 1,750 more single space meters.

**PROJECT CHALLENGES/AREAS OF CONCERN**

No issues

**FUNDING/SCHEDULE**

	APPROVED BUDGET	TOTAL FUNDING EXPENDED	TOTAL PROGRAMMED BONDS	TOTAL BOND EXPENDED TO DATE
<b>PROJECT TOTALS</b>	<b>\$ 22,000,000</b>	<b>\$ 19,520,670</b>	<b>\$ 22,000,000</b>	<b>\$ 19,520,670</b>

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

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



**Fiscal Year 2024-2025 Quarterly Project Status Report Quarter 1 & 2: 7/1/2024 to 12/31/2024**

**Train Control System Upgrade (Green)**

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

PROJECT INITIATION:	10/1/2017	CONTRACTOR:	Hitachi Rail GTS, USA
CURRENT PROJECT PHASE:	Planning	OTHER PROJECTS WITH CONTRACTOR:	TBD
SUBSTANTIAL COMPLETION DATE:	2/17/2031	CONTRACT AWARD DATE:	2/10/2025
PROJECT MANAGER:	Dan Howard	CONTRACT AWARD VALUE:	\$563,845,651

**ACCOMPLISHMENTS THIS PERIOD**

During this period, the train control supplier was selected and negotiations were completed with Hitachi Rail GTS USA. The consultant contract with WSP/PGH Wong Joint Venture and the supplier contract with Hitachi Rail GTS USA were both approved by the SFMTA Board and SF Board of Supervisors. Task Order No. 1 for the consultant contract was issued and project initiation work has begun in anticipation of design phase beginning in early 2025. The project was also awarded \$130 million in TIRCP funds.

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

The project team anticipates issuing the Notice to Proceed (NTP) to the system supplier, Hitachi Rail GTS, in early February 2025. Upon NTP issuance, the train control supplier will be fully integrated into the project organization. The combined project delivery team will then initiate the design phase, beginning with reviewing the schedule provided in the contractor's proposal for feasibility. Following this, the team will focus on advancing the design to the 10% completion milestone in preparation for the Conceptual Design Review (CDR) this spring.

**PROJECT CHALLENGES/AREAS OF CONCERN**

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

**FUNDING/SCHEDULE**

	APPROVED BUDGET	TOTAL FUNDING EXPENDED	TOTAL PROGRAMMED BONDS	TOTAL BOND EXPENDED TO DATE
<b>PROJECT TOTALS</b>	<b>\$ 699,697,340</b>		<b>\$ 30,139,703</b>	<b>\$ 10,301,925</b>

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

Project Phase	Start	Finish	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
<b>PLANNING</b>																		
	10/1/2017	2/9/2025																
<b>PRELIMINARY ENGINEERING</b>																		
	2/10/2025	5/27/2026																
<b>DETAIL DESIGN</b>																		
	5/28/2026	2/5/2031																
<b>CONSTRUCTION</b>																		
	11/19/2026	7/28/2032																