

**San Francisco  
Municipal Transportation Agency**

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

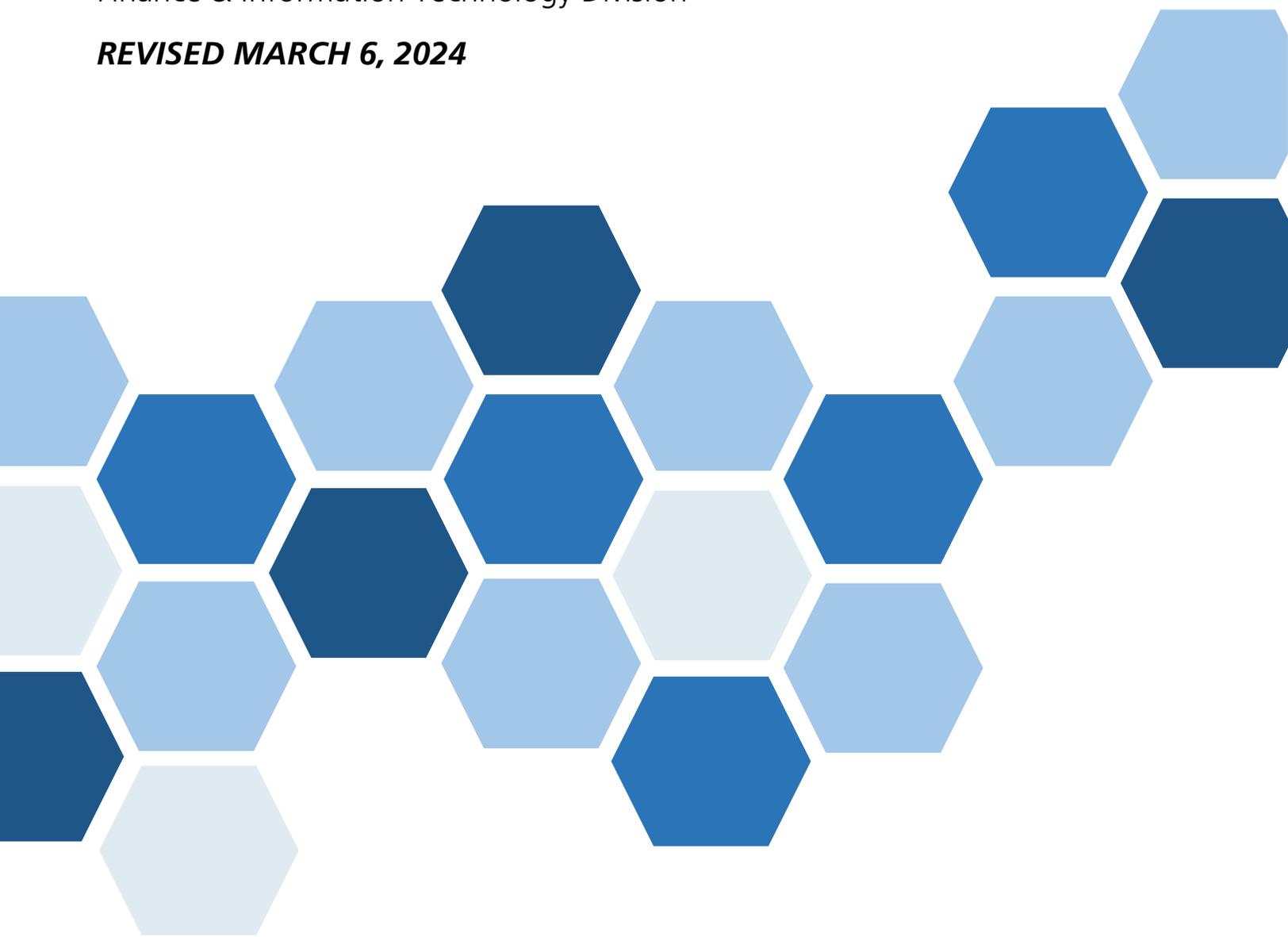
**July 1 to September 30, 2023**

(Fiscal Year 2023-2024, Quarter 1)

**Budget, Financial Planning, and Analysis**

Finance & Information Technology Division

***REVISED MARCH 6, 2024***



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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 September 30, 2023, the SFMTA had issued eight series of bonds: 2012A, 2012B, 2013, 2014, 2017, 2021A, 2021B, and 2021C. Of these series, three were refunding bonds (2012A, 2021A, and 2021B) and the remaining five series, summarized below, were new money bonds issued to fund projects of the SFMTA.

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

As shown in Table 1.a. of the Bond Expenditures section, as of September 30, 2023, \$417,337,361, or 86.3% of the authorized amount was expended, \$10,418,912, or 2.2% was encumbered, and \$54,353,529, or 11.2% remained to be expended or encumbered. Details of project expenditures are contained in this report.

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

Continuing from the FY 2022-2023 Quarter 4 report, staff has taken steps to provide consistency between the SFMTA's revenue bond reports and reports prepared and submitted by the SFMTA to the San Francisco Citizens' General Obligation Bond Oversight Committee. To that end, many of the header titles in this report's Bond Expenditure Tables were changed. Also, project-specific Capital Improvement Program ID numbers and approved project end dates are provided for all series, as well as quarter over quarter expenditures for the most recent two quarters.

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 September 30, 2023.

**Table 1.a. Bond Proceeds**

Series	Total Bond Proceeds	Total Programmed	Total Expended	Total Encumbered	Total Unencumbered	Remaining to Be Allocated
2012B	\$25,700,000	\$25,700,000	\$25,700,000	-	-	-
2013	\$75,000,000	\$75,000,000	\$74,591,146	-	\$30,019	\$378,835
2014	\$75,000,000	\$75,000,000	\$73,678,698	-	\$109,939	\$1,211,363
2017	\$190,000,000	\$190,000,000	\$188,918,433	\$2,713	\$1,078,854	-
2021C	\$118,000,000	\$118,000,000	\$54,449,084	\$10,416,199	\$53,134,717	-
<b>Total</b>	<b>\$483,700,000</b>	<b>\$483,700,000</b>	<b>\$417,337,361</b>	<b>\$10,418,912</b>	<b>\$54,353,529</b>	<b>\$1,590,198</b>

**Table 1.b. Interest**

Series	Total Interest Earned	Total Programmed	Total Expended	Total Encumbered	Total Unencumbered	Remaining to Be Allocated
2012B	\$322,137	\$315,404	\$315,404	-	-	\$6,733
2013	\$1,284,278	\$1,247,905	\$1,247,905	-	-	\$36,373
2014	\$2,200,646	\$1,667,868	\$1,667,868	-	-	\$532,778
2017	\$3,204,082	\$3,166,198	\$3,166,198	-	-	\$37,884
2021C	\$2,958,443	-	-	-	-	\$2,958,443
<b>Total</b>	<b>\$9,969,586</b>	<b>\$6,397,375</b>	<b>\$6,397,375</b>	<b>-</b>	<b>-</b>	<b>\$3,572,211</b>

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

Series	Total Bond Proceeds + Interest Earned	Total Programmed	Total Expended	Total Encumbered	Total Unencumbered	Remaining to Be Allocated
2012B	\$26,022,137	\$26,015,404	\$26,015,404	-	-	\$6,733
2013	\$76,284,278	\$76,247,905	\$75,839,051	-	\$30,019	\$415,208
2014	\$77,200,646	\$76,667,868	\$75,346,566	-	\$109,939	\$1,744,141
2017	\$193,204,082	\$193,166,198	\$192,084,631	\$2,713	\$1,078,854	\$37,884
2021C	\$120,958,443	\$118,000,000	\$54,449,084	\$10,416,199	\$53,134,717	\$2,958,443
<b>Total</b>	<b>\$493,669,586</b>	<b>\$490,097,375</b>	<b>\$423,734,736</b>	<b>\$10,418,912</b>	<b>\$54,353,529</b>	<b>\$5,162,409</b>

The following summary Table 2 reports the status of bond proceeds expenditures and encumbrances through September 30, 2023. 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	\$74,591,146	-	\$74,591,146	99.5%	Yes
2014	\$75,000,000	\$73,678,698	-	\$73,678,698	98.2%	Yes
2017	\$190,000,000	\$188,918,433	\$2,713	\$188,921,146	99.4%	Yes
2021C	\$118,000,000	\$54,449,084	\$10,416,199	\$64,865,283	55.0%	No
<b>Total</b>	<b>\$483,700,000</b>	<b>\$417,337,361</b>	<b>\$10,418,912</b>	<b>\$427,756,273</b>		

**Table 3.a. Bond Summary - FY2024 Q1 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 FY23 Q4 (C)	EXPENDED IN FY24 Q1 (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 Replace	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>\$25,700,000</b>	<b>100.0%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>

**Table 3.b. Bond Summary - FY2024 Q1 Interest Report: Earned, Encumbered & Expended**

PROJECT	CIP ID	END Date	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST PROGRAMMED (B)	EXPENDED IN FY23 Q4 (C)	EXPENDED IN FY24 Q1 (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	15,736	246,167	315,404	100.0%	-	0.0%	-	NA
Projects Funded by Revenue Bond Interest	TOTAL		-	\$322,137	\$315,404	\$15,736	\$246,167	\$315,404	100.0%	-	0.0%	-	\$6,733

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

**Table 4.a. Bond Summary - FY2024 Q1 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 FY23 Q4 (C)	EXPENDED IN FY24 Q1 (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>\$5,242,680</b>	<b>\$5,213,399</b>	-	-	<b>\$5,213,399</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	<b>\$29,281</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>\$10,028,481</b>	<b>\$9,869,225</b>	-	-	<b>\$9,869,225</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	<b>\$159,256</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			2,280,898	-	-	2,250,879	98.7%	-	0.0%	30,019	
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>\$9,196,318</b>	<b>\$9,077,071</b>	-	-	<b>\$9,047,052</b>	<b>99.7%</b>	-	<b>0.0%</b>	<b>\$30,019</b>	<b>\$119,247</b>
Islais Creek Phase II Improvements	FC053	5/4/2018			18,317,715	-	-	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			1,139,185	-	-	1,139,185	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>\$22,008,699</b>	<b>\$21,986,650</b>	-	-	<b>\$21,986,650</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	<b>\$22,049</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			100,000	-	-	100,000	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>\$14,359,632</b>	<b>\$14,310,630</b>	-	-	<b>\$14,310,630</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	<b>\$49,002</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>\$74,621,166</b>	-	-	<b>\$74,591,146</b>	<b>100.0%</b>	-	<b>0.0%</b>	<b>\$30,019</b>	<b>\$378,835</b>

**Table 4.b. Bond Summary - FY2024 Q1 Interest Report: Earned, Encumbered & Expended**

PROJECT	CIP ID	END Date	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST ALLOCATED (B)	EXPENDED IN FY23 Q4 (C)	EXPENDED IN FY24 Q1 (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	62,259	973,967	1,247,905	100.0%	-	0.0%	-	NA
<b>Projects Funded by Revenue Bond Interest TOTAL</b>			-	<b>\$1,284,278</b>	<b>\$1,247,905</b>	<b>\$62,259</b>	<b>\$973,967</b>	<b>\$1,247,905</b>	<b>100.0%</b>	-	<b>0.0%</b>	-	<b>\$36,373</b>

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

\*Expenditure rounds to 100%. The value to hundredths is 99.96%. Remaining to be allocated funds of \$378,835 will likely be programmed to Procurement of Light Rail Vehicles or Van Ness BRT.

**Table 5.a. Bond Summary - FY2024 Q1 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 FY23 Q4 (C)	EXPENDED IN FY24 Q1 (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			1,867,262	-	-	1,867,262	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 TOTAL</b>			<b>\$11,000,000</b>	<b>\$11,531,792</b>	<b>\$11,531,792</b>	<b>-</b>	<b>-</b>	<b>\$11,531,792</b>	<b>100.0%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>
1 California: Laurel Village Transit Priority Project	TO09-CF	12/31/2019			186,000	4,165	-	174,276	93.7%	-	0.0%	11,724	-
19 Polk: Polk Street Transit Priority Project	TO13-CF	1/4/2018			454,980	-	-	430,000	94.5%	-	0.0%	24,980	-
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			71,000	-	-	57,408	80.9%	-	0.0%	13,592	-
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 TOTAL</b>			<b>\$7,500,000</b>	<b>\$15,769,724</b>	<b>\$15,769,724</b>	<b>\$4,165</b>	<b>-</b>	<b>\$15,719,429</b>	<b>99.7%</b>	<b>-</b>	<b>0.0%</b>	<b>\$50,295</b>	<b>-</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			2,036,593	-	-	1,983,804	97.4%	-	0.0%	52,789	-
<b>Street Capital Improvements TOTAL</b>			<b>\$5,000,000</b>	<b>\$15,274,666</b>	<b>\$14,063,301</b>	<b>-</b>	<b>-</b>	<b>\$14,010,512</b>	<b>99.6%</b>	<b>-</b>	<b>0.0%</b>	<b>\$52,789</b>	<b>\$1,211,365</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			3,517,431	-	-	3,510,577	99.8%	-	0.0%	6,854	-
Parking Garage Projects - Condition Assessment, Waterproofing & Ventilation	Not in ES	NA			36,421	-	-	36,421	100.0%	-	0.0%	-	-
Parking Garage Project - Elevator Modernization Condition Assessment of 7	Not in ES	NA			389,076	-	-	389,076	100.0%	-	0.0%	-	-
Parking Garage Project - Ellis O'Farrell Seismic Upgrade	Not in ES	NA			174,316	-	-	174,316	100.0%	-	0.0%	-	-
Parking Garage Project - Golden Gateway Garage Ventilation	Not in ES	10/17/2016			2,741,064	-	-	2,741,064	100.0%	-	0.0%	-	-
Parking Garage Project - Japan Center Garage Ventilation	PK01-CF	5/1/2017			2,314,411	-	-	2,314,411	100.0%	-	0.0%	-	-
Parking Garage Project - Lombard Garage Waterproofing	PK054	3/29/2019			5,044,266	-	-	5,044,266	100.0%	-	0.0%	-	-
Parking Garage Project - Sutter Stockton Garage Ventilation	Not in ES	12/1/2015			1,725,231	-	-	1,725,231	100.0%	-	0.0%	-	-
PX Parcs Replacement -20 Garage	PK03-CF	7/31/2020			7,256,604	-	-	7,256,604	100.0%	-	0.0%	-	-
<b>Facility Improvements TOTAL</b>			<b>\$39,000,000</b>	<b>\$29,537,358</b>	<b>\$29,537,358</b>	<b>-</b>	<b>-</b>	<b>\$29,530,504</b>	<b>100.0%</b>	<b>-</b>	<b>0.0%</b>	<b>\$6,854</b>	<b>-</b>
Procurement of Light Rail Vehicles	FT059	12/31/2025			2,886,460	-	-	2,886,460	100.0%	-	0.0%	-	-
<b>MUNI Fleet TOTAL</b>			<b>\$12,500,000</b>	<b>\$2,886,460</b>	<b>\$2,886,460</b>	<b>-</b>	<b>-</b>	<b>\$2,886,460</b>	<b>100.0%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>
<b>PROJECTS*</b>			<b>\$75,000,000</b>	<b>\$75,000,000</b>	<b>\$73,788,635</b>	<b>\$4,165</b>	<b>-</b>	<b>\$73,678,698</b>	<b>99.9%</b>	<b>-</b>	<b>0.0%</b>	<b>\$109,939</b>	<b>\$1,211,365</b>

**Table 5.b. Bond Summary - FY2024 Q1 Interest Report: Earned, Encumbered & Expended**

PROJECT	CIP ID	END Date	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST ALLOCATED (B)	EXPENDED IN FY23 Q4 (C)	EXPENDED IN FY24 Q1 (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	756,829	37,759	590,691	756,829	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
<b>Projects Funded by Revenue Bond Interest TOTAL</b>			<b>-</b>	<b>\$2,200,646</b>	<b>\$1,667,868</b>	<b>\$37,759</b>	<b>\$590,691</b>	<b>\$1,667,868</b>	<b>100.0%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>\$532,778</b>

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

\*Remaining to be allocated is \$2 high because of rounding. Remaining to be allocated funds of \$1,211,365 will likely be programmed to Procurement of Light Rail Vehicles or Van Ness BRT.

**Table 6.a. Bond Summary - FY2024 Q1 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 FY23 Q4 (C)	EXPENDED IN FY24 Q1 (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	-	-	127,116,096	99.3%	-	0.0%	883,904	
MUNI Fleet	TOTAL		\$107,000,000	\$128,000,000	\$128,000,000	-	-	\$127,116,096	99.3%	-	0.0%	\$883,904	-
Van Ness Bus Rapid Transit Project	TO084	10/12/2023			48,000,000	-	-	48,000,000	100.0%	-	0.0%	-	
Van Ness Bus Rapid Transit Project	TOTAL		\$48,000,000	\$48,000,000	\$48,000,000	-	-	\$48,000,000	100.0%	-	0.0%	-	-
UCSF Platform Extension*	TO089	3/31/2022			7,445,000	(130,043)	-	7,445,000	100.0%	-	0.0%	-	
King Street Substation Upgrade	TO091	5/29/2024			6,555,000	-	-	6,357,337	97.0%	2,713	0.0%	194,950	
Mission Bay Transportation Improvements	TOTAL		\$35,000,000	\$14,000,000	\$14,000,000	(\$130,043)	-	\$13,802,337	98.6%	\$2,713	0.0%	\$194,950	-
<b>PROJECTS</b>			<b>\$190,000,000</b>	<b>\$190,000,000</b>	<b>\$190,000,000</b>	<b>(\$130,043)</b>	<b>-</b>	<b>\$188,918,433</b>	<b>99.4%</b>	<b>\$2,713</b>	<b>0.0%</b>	<b>\$1,078,854</b>	<b>-</b>

**Table 6.b. Bond Summary - FY2024 Q1 Interest Report: Earned, Encumbered & Expended**

PROJECT	CIP ID	END DATE	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST ALLOCATED (B)	EXPENDED IN FY23 Q4 (C)	EXPENDED IN FY24 Q1 (D)	TOTAL EXPENDED TO DATE (E)	% EXPENDED (F)	TOTAL ENCUMBERED TO DATE (G)	% ENCUMBERED (H)	INTEREST AVAILABLE (I) (=B-E-G)	REMAINING INTEREST TO BE ALLOCATED (J) (=A-B)
Van Ness Bus Rapid Transit Project	TO084	10/12/2023	-	NA	2,869,518	-	-	2,869,518	100.0%	-	0.0%	-	NA
Procurement of Light Rail Vehicles	FT059	12/31/2025	-	NA	133,133	6,642	103,907	133,133	100.0%	-	0.0%	-	NA
14 Mission: Mission Street and South Van Ness Avenue Transit	TO06-CF	6/29/2023	-	NA	163,547	-	-	163,547	100.0%	-	0.0%	-	NA
Projects Funded by Revenue Bond Interest	TOTAL		-	<b>\$3,204,082</b>	<b>\$3,166,198</b>	<b>\$6,642</b>	<b>\$103,907</b>	<b>\$3,166,198</b>	<b>100.0%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>\$37,884</b>

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

\* This project had overhead expenses collected based on a rate that was subsequently lowered based on the Federal Transit Administration's approval of a new overhead rate for transit projects. As a result, this project had funds credited back to it (i.e., negative expenses).

**Table 7.a. Bond Summary - FY2024 Q1 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 FY23 Q4 (C)	EXPENDED IN FY24 Q1 (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	2,520,452	37,500	12,765,127	58.0%	9,120,399	41.5%	114,473	
<b>STANDARD PROJECTS SUB TOTAL</b>					<b>\$22,000,000</b>	<b>\$2,520,452</b>	<b>\$37,500</b>	<b>\$12,765,127</b>	58.0%	<b>\$9,120,399</b>	41.5%	<b>\$114,473</b>	
<b>GREEN PROJECTS</b>													
1200 15th Street Renovation	FC066	6/4/2024			20,000,000	-	-	-	0.0%	-	0.0%	20,000,000	
Train Control System Upgrade*	TF107	1/24/2034			30,139,703	(82,447)	638,563	5,496,178	18.2%	1,295,800	4.3%	23,347,725	
Central Subway	CS050	7/31/2025			27,655,650	27,376,977	-	27,376,977	99.0%	-	0.0%	278,673	
Van Ness Bus Rapid Transit Project**	TO084	10/12/2023			18,204,647	9,415,409	(604,608)	8,810,801	48.4%	-	0.0%	9,393,846	
<b>GREEN PROJECTS SUB TOTAL</b>					<b>\$96,000,000</b>	<b>\$36,709,940</b>	<b>\$33,955</b>	<b>\$41,683,957</b>	43.4%	<b>\$1,295,800</b>	1.3%	<b>\$53,020,243</b>	
Transportation Infrastructure TOTAL			<b>\$118,000,000</b>	<b>\$118,000,000</b>	<b>\$118,000,000</b>	<b>\$39,230,392</b>	<b>\$71,455</b>	<b>\$54,449,084</b>	46.1%	<b>\$10,416,199</b>	8.8%	<b>\$53,134,717</b>	-

**Table 7.b. Bond Summary - FY2024 Q1 Interest Report: Earned, Encumbered & Expended**

PROJECT	CIP ID	END DATE	ORIGINAL AMOUNT	INTEREST EARNED (A)	TOTAL INTEREST ALLOCATED (B)	EXPENDED IN FY23 Q4 (C)	EXPENDED IN FY24 Q1 (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)
No Projects Allocated Yet	TBD	NA	-	NA	-	-	-	-	0.0%	-	0.0%	-	TBD
Projects Funded by Revenue Bond Interest TOTAL			-	<b>\$2,958,443</b>	-	-	-	-	0.0%	-	0.0%	-	<b>\$2,958,443</b>

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

\* This project had overhead expenses collected based on a rate that was subsequently lowered based on the Federal Transit Administration's approval of a new overhead rate for transit projects. As a result, this project had funds credited back to it (i.e., negative expenses).

\*\*For Van Ness BRT, \$9,415,409 was a Q4 FY 23 expense accrued to cover contractor and subcontractor claims. Through Q1, funds were only paid to the contractor, but not the subcontractors, leaving a negative \$604,608 (increased revenue) shown as expended in FY 24 Q1.

# Project Status Reports

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

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

**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:	TBD
CURRENT PROJECT PHASE:	Planning	OTHER PROJECTS WITH CONTRACTOR:	TBD
SUBSTANTIAL COMPLETION DATE:	12/31/2024	CONTRACT AWARD DATE:	TBD
PROJECT MANAGER:	Jonathan Rewers	CONTRACT AWARD VALUE:	TBD

**ACCOMPLISHMENTS THIS PERIOD**

The RFP to secure a contractor for the project was released in July by the PW Project Manager in coordination with the SFMTA Project Manager. Four contractors submitted proposals. After interviews in August, Clark Construction's was selected as the winning bid. Another team challenged the process. There were no changes to the estimated \$17 million dollar funding gap in the overall project budget. Funding for the remainder of FYs 24 and 25 is secure and committed. SFMTA has committed to work to reduce and close the funding gap prior to FY 26.

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

During the 2nd quarter of FY 23-24, the challenge is expected to be resolved without impacting the selection of Clark Construction for this project. Once onboard the first task for Clark will be to perform its own analysis of the construction plans, costs, and schedule developed by the PW team as part of their work on the project. The analysis will determine if savings in costs and reduction in schedule can be realized.

**PROJECT CHALLENGES/AREAS OF CONCERN**

The aforementioned funding gap is a primary concern. We are evaluating multiple options to address it. SFPUC and SFMTA are meeting on this project and an adjacent sewer replacement project with overlapping schedules to coordinate schedules. Clark Construction will now be part of the development of plans, costs and schedule concerning that work issue. PW and SFMTA have to a plan to separate the building work at 1200 15th Street and exterior work into two parallel scopes.

**FUNDING/SCHEDULE**

	APPROVED BUDGET	TOTAL FUNDING EXPENDED	TOTAL PROGRAMMED BONDS	TOTAL BOND EXPENDED TO DATE
<b>PROJECT TOTALS</b>	\$ 33,658,400	\$ 2,893,318	\$ 20,000,000	\$ -

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

Project Phase	Start	Finish	2023				2024				2025				2026			
			JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC
<b>PLANNING</b>																		
	2/27/2018	3/6/2023																
<b>DETAIL DESIGN</b>																		
	3/6/2023	11/30/2024																
<b>CONSTRUCTION</b>																		
	12/1/2024	12/1/2026																

**King Street Substation Upgrade**

The main objective of this project is to upgrade the existing King Street substation to provide sufficient electrical power for the light rail vehicles. Due to anticipated housing development and projects in the surrounding area, including the Central Subway, and the proposed Warriors Arena, Light Rail Service is expected to increase. More service risks overloading the existing electrical feeder circuits. This project will address this issue by upgrading the electrical distribution circuits and create a spare electrical circuit for future needs. It will also procure a mobile electrical 12KV sub-station that will power this and future substations while they are under construction. Existing traction power cables will be respliced and labelled to reduce future maintenance.

PROJECT INITIATION:	05/02/2016	CONTRACTOR:	DMZ Builders
CURRENT PROJECT PHASE:	Construction	OTHER PROJECTS WITH CONTRACTOR:	None
SUBSTANTIAL COMPLETION DATE:	9/30/2022	CONTRACT AWARD DATE:	4/17/2018
PROJECT MANAGER:	Safa Mannah	CONTRACT AWARD VALUE:	\$11,398,450

**ACCOMPLISHMENTS THIS PERIOD**

PG&E has energized the permanent substation and the permanent King Substation has been fully cutover and commissioned. The mobile Substation has been relocated to Burke facility.

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

Completing site restoration work.

**PROJECT CHALLENGES/AREAS OF CONCERN**

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

**FUNDING/SCHEDULE**

	APPROVED BUDGET	TOTAL FUNDING EXPENDED	TOTAL PROGRAMMED BONDS	TOTAL BOND EXPENDED TO DATE
<b>PROJECT TOTALS</b>	<b>\$30,684,922</b>	<b>\$28,977,236</b>	<b>\$ 6,555,000</b>	<b>\$ 6,357,337</b>

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

Project Phase	Start	Finish	2021				2022				2023				2024			
			JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC
<b>CONCEPTUAL ENGINEERING</b>																		
	5/2/2016	11/9/2016																
<b>DETAIL DESIGN</b>																		
	8/15/2016	6/11/2018																
<b>CONSTRUCTION</b>																		
	6/12/2018	3/12/2024																

**Fiscal Year 2023-2024 Quarterly Project Status Report    Quarter 1: 7/1/2023 to 9/30/2023**

**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:	12/31/2024	CONTRACT AWARD DATE:	10/1/2021
PROJECT MANAGER:	Rob Malone	CONTRACT AWARD VALUE:	\$70,557,894

**ACCOMPLISHMENTS THIS PERIOD**

Single space meter installations have begun with first 500 installed by 11/15/2023.

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

Installation of single space meters begins in October of 2023 at a rate of 800 units per month. Planning to install 1,500 new single-space meters by the end of the year (12/31/2023).

**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>\$ 11,588,762</b>	<b>\$ 22,000,000</b>	<b>\$ 12,765,127</b>

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

Project Phase	Start	Finish	2021				2022				2023				2024			
			JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC	JAN to MAR	APR to JUN	JUL to SEP	OCT to DEC
<b>CONCEPTUAL ENGINEERING</b>																		
	NA	NA																
<b>DETAIL DESIGN</b>																		
	NA	NA																
<b>CONSTRUCTION</b>																		
	1/3/2022	12/31/2024																

**Fiscal Year 2023-2024 Quarterly Project Status Report    Quarter 1: 7/1/2023 to 9/30/2023**

**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.

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

**ACCOMPLISHMENTS THIS PERIOD**

Due to robust proposer engagement and requests for additional time, the project team extended the final Supplier proposal due date to October 10th and is preparing for the selection process.

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

None

**PROJECT CHALLENGES/AREAS OF CONCERN**

The Train Control Upgrade Project continues to have difficulty attracting and hiring qualified train control engineers to serve on the project staff. Additionally, there is a significant chance that the contract price and delivery schedule will change based on negotiations with the Supplier. The project team is working on assessing that risk and incorporating it into a future update to the project schedule and budget.

**FUNDING/SCHEDULE**

	APPROVED BUDGET	TOTAL FUNDING EXPENDED	TOTAL PROGRAMMED BONDS	TOTAL BOND EXPENDED TO DATE
<b>PROJECT TOTALS</b>	<b>\$ 606,653,812</b>	<b>\$7,394,353</b>	<b>\$ 30,139,703</b>	<b>\$ 5,496,178</b>

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

Project Phase	Start	Finish	2029				2030				2031				2032			
			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>	10/1/2017	2/12/2024																
<b>PRELIMINARY ENGINEERING</b>	2/1/2021	6/22/2025																
<b>DETAIL DESIGN</b>	3/1/2024	3/3/2030																
<b>CONSTRUCTION</b>	8/1/2026	2/6/2032																

**Fiscal Year 2023-2024 Quarterly Project Status Report    Quarter 1: 7/1/2023 to 9/30/2023**

**Procurement of Light Rail Vehicles (LRV4)**

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

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

**ACCOMPLISHMENTS THIS PERIOD**

Phase 2 production continues with 60 Phase 2 cars now on site. Car 2128 is the most recently delivered. The first 48 Phase 2 cars are conditionally accepted and in revenue service.

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

Phase 2 production schedule continues at the Siemens plant in Sacramento, but SFMTA has once again requested a pause in vehicle shipments while Siemens confirms a plan to manage long-term cut-in of new brake system parts.

**PROJECT CHALLENGES/AREAS OF CONCERN**

Focus is on vehicle availability and reliability. While there are no safety concerns, issues related to the brake system's maintenance and durability are being address through long-term planning for a brake system updates through Field modification of newer vehicles, and part of upcoming schedules overhauls for Phase 1 vehicles.

Multiple vehicle shipments during May were rejected by SFMTA because Siemens is routinely causing wheel flats in production and SFMTA requires appropriate compensation to perform corrective action after delivery. This negotiation was completed in June and shipments have resumed

**FUNDING/SCHEDULE**

	APPROVED BUDGET	TOTAL FUNDING EXPENDED	TOTAL PROGRAMMED BONDS	TOTAL BOND EXPENDED TO DATE
<b>PROJECT TOTALS</b>	<b>\$1,113,375,000</b>	<b>\$612,079,864</b>	<b>\$145,050,650</b>	<b>\$144,166,746</b>

Funding Series Detail: \$0 (2012); \$14,164,190 (2013); \$2,886,460 (2014); \$128,000,000 (2017) , \$0 (2021)

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