

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

2014 TRANSPORTATION AND ROAD IMPROVEMENT GENERAL OBLIGATION BOND

Annual Report to the Citizen's General
Obligation Bond Oversight Committee
Meeting of October 26, 2026

Fiscal Year 2025-2026



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SFMTA

EXECUTIVE SUMMARY

In November 2014, voters passed the San Francisco Transportation and Road Improvement General Obligation Bond (Bond) to make critical investments on the city's transportation system. The \$500¹ million bond was intended to make Muni less crowded and more dependable and improve safety for everyone getting around San Francisco. The Bond was the first component of a long-term plan developed by the Mayor's Transportation Task Force in 2013 to raise up to \$3 billion by 2030 to improve and enhance the city's existing transportation system and expand it for the future.

The first issuance of the bond occurred in June 2015 appropriating \$67 million of proceeds from general obligation bonds. The second issuance of the bond occurred in February 2018 appropriating \$174.4 million. Subsequently, the third issuance of the bond occurred in September 2020 appropriating \$135.8 million. Finally, the fourth issuance of the bond occurred in August 2021 appropriating \$122.8 million. In total \$500 million, including cost of issuance, has been appropriated to support transportation related investments.

The Bonds were issued to fund eight crucial SFMTA programs below:

- Muni Forward
- Muni Facility Upgrades
- Pedestrian Safety Improvements
- Complete Streets Improvements
- Caltrain Upgrades
- Accessibility Improvements
- Major Transit Corridor Improvements
- Traffic Signal Improvements

As of June 30, 2026, \$464.1 million (92.8%) of \$500 million of bond proceeds was expended, \$1.3 million (0.3%) was encumbered, and \$34.6 million (6.9%) remain to be either expended or encumbered.

San Franciscans can track progress on the projects and programs supported by these funds at sf.gov/departments-citizens-general-obligation-bond-oversight-committee. All detailed reports to the Citizen's General Obligation Bond Oversight Committee are publicly available there as well. This report covers project progress and expenditures through the end of June 30, 2026, the fourth quarter of Fiscal Year 2025-26.

¹ Total GO Bond Issuances are \$500,000,000. This Report's rounding convention is to the hundred thousand in the narrative sections so, for example, \$500.0 million is shown. Full dollar amounts are shown in financial tables.

BOND ALLOCATIONS

Chart 1: \$500M Bond Appropriated

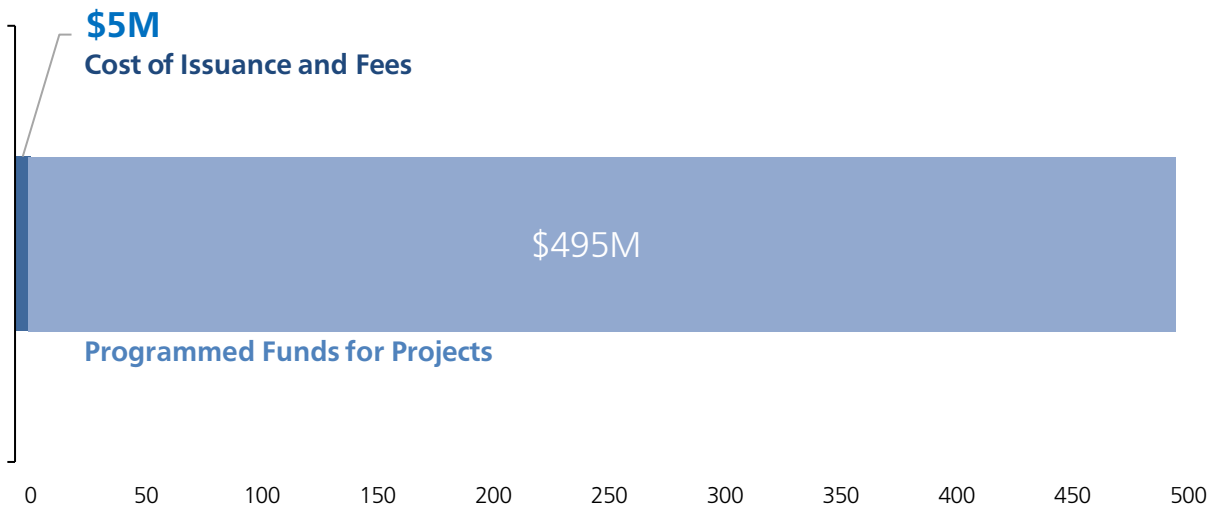
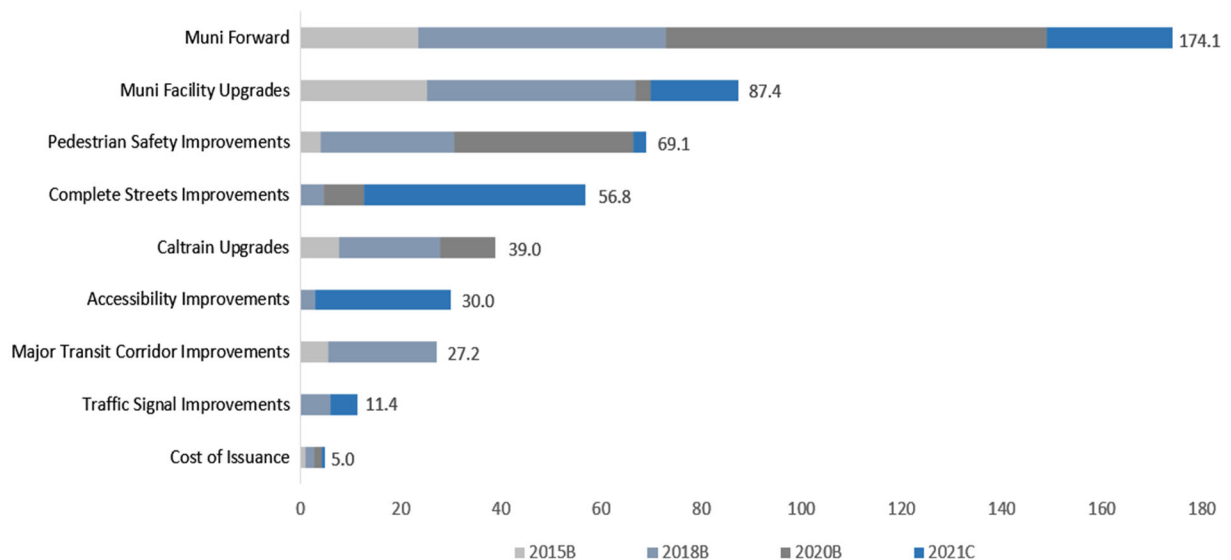


Chart 2: Bond Appropriation by Program



BOND PROGRAMS AND EXPENDITURES

Muni Forward is the program with the largest allocation at \$174.1 million (34.8%), and Traffic Signal Improvement is the program with the smallest allocation at \$11.4 million (2.3%).

Table 1: Bond Allocation by Program

Program	2015B	2018B	2020B	2021C	% Allocated	Total
Muni Forward	23,419,249	49,394,222	76,179,023	25,104,106	34.8%	174,096,600
Muni Facility Upgrades	25,246,450	41,522,343	3,110,132	17,566,653	17.5%	87,445,578
Pedestrian Safety Improvements	4,080,741	26,537,837	35,790,845	2,645,304	13.8%	69,054,726
Complete Streets Improvements	-	4,607,184	8,000,000	44,220,457	11.4%	56,827,641
Caltrain Upgrades	7,760,000	20,020,000	11,220,000	-	7.8%	39,000,000
Accessibility Improvements	-	3,000,000	-	27,000,000	6.0%	30,000,000
Major Transit Corridor Improvements	5,500,000	21,661,414	-	-	5.4%	27,161,414
Traffic Signal Improvements	-	6,000,000	-	5,439,682	2.3%	11,439,682
Cost of Issuance	998,560	1,702,000	1,465,000	808,798	1.0%	4,974,358
Total	\$67,005,000	\$174,445,000	\$135,765,000	\$122,785,000	100.0%	\$500,000,000

For tax-exempt bonds, the IRS mandates that 85% of bond proceeds have a reasonable expectation of expenditure within the first three years of issuance to retain their tax-exempt status. All four bond series have now expended more than 85% of their proceeds. SFMTA will evaluate existing needs to select the most suitable projects to which to reallocate unexpended and unencumbered funds and will continue monitoring to ensure timely expenditure. Overall, 93.1% of bond proceeds have been expended or encumbered.

Table 2: Bonds Expended and Encumbered by Amount and Percent by Bond Series

Bond Issuance	Total Bond Proceeds (A)	Expended on Projects (B)	Cost of Issuance (C)	Total Bonds Expended (D) = (B) + (C)	% Total Expended	Total Encumbered	% Encumbered	Expended & Encumbered %	Remaining Bond Balance	>85%
2015B	67,005,000	64,838,065	998,560	65,836,625	98.3%	400,782	0.6%	98.9%	767,593	Yes
2018B	174,445,000	170,194,382	1,702,000	171,896,382	98.5%	95,798	0.1%	98.6%	2,452,821	Yes
2020B	135,765,000	118,061,067	1,465,000	119,526,067	88.0%	192,150	0.1%	88.2%	16,046,783	Yes
2021C	122,785,000	106,052,465	808,798	106,861,263	87.0%	603,387	0.5%	87.5%	15,320,351	Yes
Total	\$500,000,000	\$459,145,979	\$4,974,358	\$464,120,337	92.8%	\$1,292,116	0.3%	93.1%	\$34,587,547	Yes

Expenditure is dollars spent. Encumbrances are dollars committed by the signing of an agreement, such as a construction contract, but not yet expended. As the contractor completes work and submits invoices, encumbered dollars are paid. The amount paid moves from the Total Encumbered column to the Total Expended column.

Table 3: GO Bond Program Expenditures

Program	Total Bond Proceeds	Total Expended	Total Encumbered	Balance after Expenditure & Encumbrance	Total % Expended	Total Encumbered & Expended
Muni Forward	174,096,600	158,544,878	117,282	15,434,440	91.1%	91.1%
Muni Facility Upgrades	87,445,578	78,733,699	400,495	8,311,384	90.0%	90.5%
Pedestrian Safety Improvements	69,054,726	66,752,197	110,870	2,191,659	96.7%	96.8%
Complete Streets Improvements	56,827,641	51,560,664	534,955	4,732,022	90.7%	91.7%
Caltrain Upgrades	39,000,000	38,871,486	128,514	-	99.7%	100.0%
Accessibility Improvements	30,000,000	29,657,399	-	342,601	98.9%	98.9%
Major Transit Corridor Improvements	27,161,414	26,716,341	-	445,074	98.4%	98.4%
Traffic Signal Improvements	11,439,682	8,309,316	-	3,130,366	72.6%	72.6%
Cost of Issuance	4,974,358	4,974,358	-	-	100.0%	100.0%
Total	\$500,000,000	\$464,120,337	\$1,292,116	\$34,587,545	92.8%	93.1%

As shown in the table above, by percentages, Caltrain Upgrades, Accessibility Improvements, and Major Transit Corridor Improvements are almost fully expended, while Traffic Signal Improvements is the least expended program through the end of the reporting period.

Whereas previous Tables 1, 2, and 3 present aggregate GO Bond data, Tables 4 through 7 that follow contain expenditures for all GO Bond funded projects by series and then by GO Bond Program, e.g., Muni Forward, Caltrain Upgrades, etc.

For each project, the CIP ID is the SFMTA Capital Improvement Program identifier. Project End Date is a project's substantial completion date as approved by the SFMTA's Transportation Capital Committee (TCC). For those 12 projects compiled in Appendix 2's Project Status Reports, project managers were polled for updated substantial completion dates, which are shown for consistency in the Expenditure tables and in the Project Status Reports. Where a project manager provided dates that are inconsistent with TCC-approved dates, such schedule differences will be taken to TCC for its evaluation and action.

The SFMTA reviews unexpended and unencumbered balances for completed or slow-spending projects, defined as no expenditure in the last two quarters, for reprogramming to faster-spending projects. The "Unexpended and Unencumbered" column shows the dollar value available for reallocation. The final column, titled "Available for Reallocation," notes if funds have been reallocated.

- "Yes" followed by a BR number: A Budget Revision (BR) to reallocate the funds has been submitted but is incomplete as of as of June 30, 2026.
- Dollar amount without a BR number: Funds are not yet reallocated.
- Blank: Funds are not available for reprogramming at this time.

Unexpended and unencumbered balances for some projects that are past their Project End Date may be ineligible for reprogramming because 1) the projects are not fully complete and an updated Project End Date is needed, 2) the project is substantially complete but has outstanding punch list items or billing activity, 3) the projects plan to use savings from the current phase to fund a future phase.

Table 4a: Series 2015B FY26 Expenditure by Project - Muni Forward and Caltrain Upgrades

Series 2015B Bonds, Issued on June 18, 2015

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY26	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED	AVAILABLE FOR REALLOCATION
Municipal Transportation Agency (MTA)										
Muni Forward										
1) 7 Haight- Noriega: Haight Street Rapid Project	TO066	12/31/2026	1,560,917	16,422	1,521,603	97.5%	-	0.0%	39,314	
2) 10 Townsend: Sansome Contraflow Signals	TO14- CF	1/30/2026	1,665,839	15,863	1,645,640	98.8%	-	0.0%	20,199	Yes - BR5094
3) 9 San Bruno: 11th St and Bayshore Blvd Rapid Project	TO15- CF	6/30/2026	2,152,883	-	2,152,082	100.0%	-	0.0%	801	Yes - BR5094
4) 5 Fulton: East of 6th Ave (Inner) Rapid Project	TO07- CF	3/6/2020	2,582,424	-	2,582,424	100.0%	-	0.0%	-	
5) N Judah: Arguello to 9th Ave Rapid Project	TO069	9/30/2026	1,213,828	-	1,146,904	94.5%	-	0.0%	66,923	
6) 30 Stockton: East of Van Ness Ave Transit Priority Project	TO062	6/30/2027	465,071	-	329,079	70.8%	-	0.0%	135,993	
7) 30 Stockton: Chestnut St (W of VN) Transit Priority Project	TO060	6/28/2024	3,236,125	-	3,236,125	100.0%	-	0.0%	-	
8) 14 Mission: Division to Randall (Inner) Rapid Project	TO053	12/31/2026	1,169,357	(18,475)	1,102,802	94.3%	-	0.0%	66,555	
9) 22 Fillmore: OCS on Church/Duboce (overhead lines)	TO058	3/31/2023	80,000	-	80,000	100.0%	-	0.0%	-	
10) 28 19th Avenue: 19th Ave Rapid Project	TO059	6/30/2027	13,631	-	13,631	100.0%	-	0.0%	-	
11) 14 Mission: Mission & S Van Ness Transit Priority Project	TO06- CF	6/30/2027	1,350,544	48,416	1,143,908	84.7%	-	0.0%	206,637	
12) 22 Fillmore Extension to Mission Bay	TO057	8/24/2026	2,532,379	-	2,511,219	99.2%	-	0.0%	21,160	Yes - BR5094
13) L- Taraval Transit Improvement Project	TO068	11/30/2027	4,335,627	-	4,335,627	100.0%	-	0.0%	-	
14) Mission Bay Loop GOB	TO087	1/18/2027	1,013,549	546,536	1,013,550	100.0%	-	0.0%	-	
15) Contingency			47,074	-	-	0.0%	-	0.0%	47,074	Yes - BR5094
Total Muni Forward			23,419,249	608,763	22,814,592	97.4%	-	0.0%	604,656	-
Caltrain Upgrades										
1) CBOSS - San Francisco Contribution		10/31/2024	7,760,000	13,482	7,759,713	100.0%	287	0.0%	-	
Total Caltrain Upgrades			7,760,000	13,482	7,759,713	100.0%	287	0.0%	-	-

Table 4b: Series 2015B FY26 Expenditure by Project - Facility, Pedestrian Safety, and Major Transit Corridor

Series 2015B Bonds, Issued on June 18, 2015

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY26	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED	AVAILABLE FOR REALLOCATION
Municipal Transportation Agency (MTA)										
Muni Facility Upgrades										
1) 1570 Burke Facility	FC057	10/9/2024	9,968,562	-	9,968,562	100.0%	-	0.0%	-	
2) Underground Storage Tanks	FC055	12/31/2021	1,300,000	-	1,300,000	100.0%	-	0.0%	-	
3) Muni Metro East Phase II	FC058	3/31/2022	4,056,720	-	4,056,720	100.0%	-	0.0%	-	
4) Islais Creek Phase II	FC053	5/30/2025	8,498,466	56,783	8,498,466	100.0%	-	0.0%	-	
5) Escalator Replacement Ph 2	FC060	12/30/2021	886,268	-	886,268	100.0%	-	0.0%	-	
6) Cable Car Barn Rehabilitation	FC077	2/23/2028	400,495	-	-	0.0%	400,495	100.0%	-	
7) Bus Simulator project	FC078	5/9/2024	75,939	-	75,939	100.0%	-	0.0%	-	
8) Contingency			60,000	-	-	0.0%	-	0.0%	60,000	60,000
Total Muni Facility Upgrades			25,246,450	56,783	24,785,956	98.2%	400,495	1.6%	60,000	60,000
Pedestrian Safety Improvements										
1) Mission Street & Trumbull Street Intersection Upgrade	ST140	3/31/2023	193,166	-	193,166	100.0%	-	0.0%	-	
2) Potrero Avenue Roadway Improvements	TO092	5/17/2024	392,634	-	392,634	100.0%	-	0.0%	-	
3) 8th & Market Street Transit Boarding Island	ST143	9/16/2024	335,800	-	274,382	81.7%	-	0.0%	61,418	Yes- BR5094
4) Add PCS to High Injury Corridors (18 locations) Phase I	SG074	8/29/2025	470,827	-	456,226	96.9%	-	0.0%	14,601	14,601
5) Geary Pedestrian Improvements	TO080	12/31/2026	2,051,506	18,562	2,051,416	100.0%	-	0.0%	90	
6) Arguello Boulevard Traffic Signals Upgrade	SG065	3/6/2023	6,111	-	6,111	100.0%	-	0.0%	-	
7) New Signals on High Injury Corridors (10 intersections)	SG077	9/16/2024	609,448	-	595,182	97.7%	-	0.0%	14,266	Yes- BR5094
8) Citywide New Accessible Pedestrian Signals	SG099	9/16/2024	11,015	-	11,015	100.0%	-	0.0%	-	
9) Western Addition Area - Traffic Signal Upgrades	SG089	11/19/2024	1,249	-	1,249	100.0%	-	0.0%	-	
10) MS Traffic Signal Modification	SG063	12/31/2026	8,985	-	-	0.0%	-	0.0%	8,985	
Total Pedestrian Safety Improvements			4,080,741	18,562	3,981,380	97.6%	-	0.0%	90,375	14,601
Total Municipal Transportation Agency (MTA)			60,506,440	697,590	59,341,641	98.1%	400,782	0.7%	755,031	74,601
Department of Public Works (DPW)										
Major Transit Corridor Improvements										
1) Better Market Street	TO078	7/1/2027	5,500,000	-	5,496,424	99.9%	-	0.0%	3,576	
Total Major Transit Corridor Improvements			5,500,000	-	5,496,424	99.9%	-	0.0%	3,576	-
Total Department of Public Works (DPW)			5,500,000	-	5,496,424	99.9%	-	0.0%	3,576	-
Cost of Issuance			998,560	-	998,560	100.0%	-	0.0%	-	
Total 2015B			\$67,005,000	\$ 697,590	\$65,836,625	98.3%	\$400,782	0.6%	\$767,593	\$74,601

Table 5a: Series 2018B FY26 Expenditure by Project - Muni Forward and Caltrain Upgrades

Series 2018B Bonds, Issued on January 30, 2018

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY26	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED	AVAILABLE FOR REALLOCATION
Municipal Transportation Agency (MTA)										
Muni Forward										
1) 7 Haight- Noriega: Haight Street Rapid Project	TO066	12/31/2026	6,766,975	12,253	6,636,428	98.1%	-	0.0%	130,547	
2) 5 Fulton: East of 6th Ave (Inner) Rapid Project	TO07- CF	3/6/2020	244,000	-	244,000	100.0%	-	0.0%	-	
3) N Judah: Arguello to 9th Ave Rapid Project	TO069	9/30/2026	1,982,083	-	1,707,099	86.1%	-	0.0%	274,984	
4) 30 Stockton: East of Van Ness Ave Transit Priority Project	TO062	6/30/2027	182,997	108,696	177,409	96.9%	-	0.0%	5,588	
5) 14 Mission: Division to Randall (Inner) Rapid Project	TO053	12/31/2026	627,151	20,317	529,778	84.5%	-	0.0%	97,373	
6) 22 Fillmore: OCS on Church/Duboce (overhead lines)	TO058	3/31/2026	803,294	-	803,294	100.0%	-	0.0%	-	
7) 28 19th Avenue: 19th Ave Rapid Project	TO059	6/30/2027	2,000,000	241,797	1,863,069	93.2%	-	0.0%	136,931	
8) 22 Fillmore Extension to Mission Bay (16th St Improvement)	TO057	7/22/2023	13,649,871	-	13,649,871	100.0%	-	0.0%	-	
9) L- Taraval Transit Improvements*	TO068	11/30/2027	3,512,407	-	3,512,407	100.0%	-	0.0%	-	
10) 8 Bayshore: San Bruno	TO073	6/28/2027	1,465,000	33,434	1,304,336	89.0%	-	0.0%	160,664	
11) 19 Polk: Polk Street Transit Priority Project	TO13- CF	8/30/2024	74,000	-	72,510	98.0%	-	0.0%	1,490	Yes - BR5094
12) 1 California: Laurel Village	TO09- CF	9/16/2024	1,184,112	-	1,181,817	99.8%	-	0.0%	2,295	2,295
13) Lombard Streetscape	ST084	12/28/2023	2,024,104	-	2,024,104	100.0%	-	0.0%	-	
14) Van Ness BRT Associated Improvements	TO192	9/1/2026	1,939,431	25,530	1,929,956	99.5%	-	0.0%	9,475	
15) UCSF Platforms	TO089	6/30/2025	6,408,625	-	6,408,625	100.0%	-	0.0%	-	
16) Mission Bay Loop	TO087	1/18/2027	1,477,227	14,041	1,472,425	99.7%	-	0.0%	4,802	
17) Muni Roadway Elevation Improvements	TO194	12/31/2026	2,627,150	2,000	2,625,963	100.0%	-	0.0%	1,187	
18) Bus Transit Signal Priority	TO198	11/17/2028	2,385,390	997,170	2,354,210	98.7%	-	0.0%	31,180	
20) L Taraval Track Rail & OH	TO068	1/27/2028	40,405	-	-	0.0%	-	0.0%	40,405	
Total Muni Forward			49,394,222	1,455,236	48,497,300	98.2%	-	0.0%	896,921	2,295
Caltrain Upgrades										
1) Caltrain Electrification	TF123	12/31/2024	20,020,000	-	20,020,000	100.0%	-	0.0%	-	
Total Caltrain Upgrades			20,020,000	-	20,020,000	100.0%	-	0.0%	-	-

Table 5b: Series 2018B FY26 Expenditure by Project - Accessibility, Facility, Major Transit Corridor, Traffic Signal and Complete Street

Series 2018B Bonds, Issued on January 30, 2018

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY26	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED	AVAILABLE FOR REALLOCATION
Municipal Transportation Agency (MTA)										
Accessibility Improvements										
1) BART Canopies	FC088	6/30/2027	3,000,000	(3,391)	2,954,337	98.5%	-	0.0%	45,663	
Total Accessibility Improvements			3,000,000	(3,391)	2,954,337	98.5%	-	0.0%	45,663	-
Muni Facility Upgrades										
1) 1570 Burke Facility	FC057	10/9/2024	32,149,319	-	32,149,319	100.0%	-	0.0%	-	
2) Underground Storage Tanks	FC055	12/31/2021	500,000	-	500,000	100.0%	-	0.0%	-	
3) Muni Metro East Phase II	FC058	3/31/2022	1,679,147	-	1,679,147	100.0%	-	0.0%	-	
4) MME HVAC & Boiler Improvement	FC067	5/9/2022	2,400,000	-	2,400,000	100.0%	-	0.0%	-	
5) Castro Station Accessibility Improvement	FC050	5/3/2029	4,793,877	150,1535	4,685,583	97.7%	-	0.0%	108,295	
Total Muni Facility Upgrades			41,522,343	1,501,535	41,414,049	99.7%	-	0.0%	108,295	-
Major Transit Corridor Improvements										
1) King Street Substation	TO091	9/30/2022	10,002,337	-	10,002,337	100.0%	-	0.0%	-	
2) L- Taraval Transit Improvements*	TO068	1/27/2028	4,968,799	-	4,748,480	95.6%	-	0.0%	220,319	
3) Better Market Street	TO078	7/1/2027	6,690,278	-	6,469,100	96.7%	-	0.0%	221,178	
Total Major Transit Corridor Improvements			21,661,414	-	21,219,917	98.0%	-	0.0%	441,497	-
Traffic Signal Improvements										
1) Better Market Street	TO078	7/1/2027	6,000,000	(550)	5,685,541	94.8%	-	0.0%	314,459	
Total Traffic Signal Improvements			6,000,000	(550)	5,685,541	94.8%	-	0.0%	314,459	-
Complete Streets Improvement										
1) Walkfirst Painted Safety Zone Conversion	ST115	6/30/2025	300,349	(64)	269,904	89.9%	-	0.0%	30,445	30,445
2) Geneva Avenue Traffic Signals (Improvements)	ST201	9/16/2024	500,000	-	500,000	100.0%	-	0.0%	-	
3) Walk First Rectangular Rapid Flashing Beacons**	ST122	6/29/2029	77,964	-	68,183	87.5%	-	0.0%	9,781	
4) Beale Street Bikeway Improvements	ST193	10/1/2024	240,000	-	237,849	99.1%	-	0.0%	2,151	2,151
5) Alemany Interchange Improvement Project - Phase I	ST142	9/16/2024	186,890	-	185,280	99.1%	-	0.0%	1,610	1,610
6) Application-based Residential St Traffic Calming FY16/17	ST055	10/4/2024	179,564	-	103,321	57.5%	-	0.0%	76,243	76,243
7) Elevator Modernization	PK06-CF	9/16/2024	3,122,417	-	2,928,300	93.8%	-	0.0%	194,117	194,117
Total Complete Streets Improvement			4,607,184	(64)	4,292,837	93.2%	-	0.0%	314,347	304,566

*L Taraval Improvements expenditures are being allocated between Major Transit Corridor & Muni Forward Rapid Network programs proportionate to their budgets

**Walk First Rectangular Rapid Flashing Beacons expenditures are being allocated between Pedestrian Safety & Complete Streets programs proportionate to their budgets.

Table 5c: Series 2018B FY26 Expenditure by Project - Pedestrian Safety

Series 2018B Bonds, Issued on January 30, 2018

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY26	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED	AVAILABLE FOR REALLOCATION
Municipal Transportation Agency (MTA)										
Pedestrian Safety Improvements										
1) Mission Street & Trumbull Street Intersection Upgrade	ST140	3/31/2023	70,000	-	-	0.0%	-	0.0%	70,000	Yes - BR5094
2) Potrero Avenue Roadway Improvements	TO092	12/31/2026	461,984	68,425	454,966	98.5%	-	0.0%	7,018	
3) 8th & Market Street Transit Boarding Island	ST143	3/6/2023	186,000	-	186,000	100.0%	-	0.0%	-	
4) Geary Pedestrian Improvements (BRT)	TO080	6/16/2026	6,857,153	36,629	6,857,153	100.0%	-	0.0%	-	
5) 6th Street Streetscape	ST053	8/5/2027	3,235,000	293,126	3,138,666	97.0%	1,998	0.1%	94,336	
6) Lombard Streetscape	ST084	12/31/2026	4,777,312	4,736	4,770,449	99.9%	-	0.0%	6,863	
7) 4th Street I-80 Vision Zero Improvements	ST051	9/16/2024	960,000	61,534	866,200	90.2%	93,800	9.8%	-	
8) Gough (Signals)	SG058	9/16/2024	243,889	-	241,948	99.2%	-	0.0%	1,941	Yes - BR5094
9) New Signals on High Injury Corridors (10 intersections)	SG077	9/16/2024	1,349,194	-	1,332,083	98.7%	-	0.0%	17,111	Yes - BR5094
10) Add PCS to High Injury Corridors (18 locations) Phase I	SG074	9/16/2024	1,268,658	-	1,268,650	100.0%	-	0.0%	8	Yes - BR5094
11) Western Addition Area - Traffic Signal Upgrades	SG089	11/19/2024	1,004,000	-	1,004,000	100.0%	-	0.0%	-	
12) Contract 64	SG059	9/16/2024	898,247	-	888,492	98.9%	-	0.0%	9,755	Yes - BR5094
13) Contract 65	SG061	6/30/2025	857,144	-	857,144	100.0%	-	0.0%	-	
14) Walk First Rectangular Rapid Flashing Beacons**	ST122	6/29/2029	497,036	-	434,678	87.5%	-	0.0%	62,358	
15) Van Ness BRT: SFGO	TO192	3/18/2024	352,000	3,143	352,000	100.0%	-	0.0%	-	
16) 7 Haight- Noriega: Haight Street Rapid Project	TO066	12/31/2026	1,921,431	54,802	1,910,162	99.4%	-	0.0%	11,270	
17) Geneva Avenue Traffic Signals (Improvements)	ST201	9/16/2024	157,373	-	157,373	100.0%	-	0.0%	-	
18) Elevator Modernization	PK06- CF	9/16/2024	820,000	-	769,022	93.8%	-	0.0%	50,978	50,978
19) Bus Transit Signal Priority	TO198	11/17/2028	621,416	621,416	621,416	100.0%	-	0.0%	-	
Total Pedestrian Safety Improvements			26,537,837	1,143,809	26,110,400	98.4%	95,798	0.4%	331,638	50,978
Cost of Issuance			1,702,000	-	1,702,000	100.0%	-	0.0%	-	
Total 2018B			\$174,445,000	\$4,096,576	\$171,896,381	98.5%	\$95,798	0.1%	\$2,452,821	\$357,839

Table 6: Series 2020B FY26 Expenditure by Project – All Programs

Series 2020B Bonds, Issued on September 30, 2020

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY26	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED	AVAILABLE FOR REALLOCATION
Municipal Transportation Agency (MTA)										
Muni Forward										
1) 28 19th Avenue: 19th Ave Rapid Project	TO059	6/30/2027	21,105,000	697,834	20,710,395	98.1%	-	0.0%	394,605	
2) 22 Fillmore Extension*	TO057	9/16/2024	11,944,277	(3,599,301)	7,795,367	65.3%	-	0.0%	4,148,911	
3) L- Taraval Transit Improvement Project	TO068	1/27/2028	20,977,901	1,407,329	18,601,105	88.7%	48,850	0.2%	2,327,946	
4) Van Ness BRT	TO084	4/1/2027	4,848,685	292,495	4,724,692	97.4%	-	0.0%	123,993	
5) King Street Substation	TO091	12/31/2026	4,734,922	20,753	4,730,811	99.9%	-	0.0%	4,111	
6) Better Market Street	TO078, 094, 231	7/1/2027	8,319,446	151,325	7,448,324	89.5%	-	0.0%	871,122	
11) Phelps Substation Upgrade	TF143	6/30/2027	1,800,000	27,056	851,581	47.3%	-	0.0%	948,419	
12) Mission Bay Transit	TO087	1/18/2027	650,000	328,343	610,125	93.9%	-	0.0%	39,875	
13) UCSF OCS Improvement	TO252	7/18/2029	1,598,792	885,713	885,713	55.4%	-	0.0%	713,079	
14) Market Street Trackway Paving	TF204	12/1/2028	200,000	50,693	50,693	25.3%	-	0.0%	149,307	
Total Muni Forward			76,179,023	262,239	66,408,805	87.2%	48,850	0.1%	9,721,366	-
Caltrain Upgrades										
1) Caltrain Electrification	TF123	12/31/2024	11,220,000	735,188	11,091,773	98.9%	128,227	1.1%	-	
Total Caltrain Upgrades			11,220,000	735,188	11,091,773	98.9%	128,227	1.1%	-	-
Pedestrian Safety Improvements										
1) Better Market Street	TO078, TO093	7/1/2027	8,024,767	30,355	7,980,006	99.4%	-	0.0%	44,761	
2) Western Addition	SG089	10/21/2026	1,693,259	12,168	1,150,572	68.0%	-	0.0%	542,687	
3) Taylor Street	ST094	12/8/2026	14,992,170	753,657	13,839,840	92.3%	-	0.0%	1,152,330	
4) Van Ness: BRT SFGO	TO192	12/31/2024	4,744,668	-	4,744,668	100.0%	-	0.0%	-	
5) Illinois Street Sidewalk	FC105	3/31/2025	435,845	-	435,845	100.0%	-	0.0%	-	
6) 5 Fulton: Arguello to 25th Ave Rapid Project	TO209	6/30/2027	700,136	7,609	679,255	97.0%	-	0.0%	20,881	
7) Mission Street Excelsior	ST158	9/30/2026	5,200,000	3,621,201	5,184,928	99.7%	15,072	0.3%	-	
Total Pedestrian Safety Improvements			35,790,845	4,424,990	34,015,113	95.0%	15,072	0.0%	1,760,659	-
Complete Streets Improvement										
1) Better Market Street	TO078	7/1/2027	8,000,000	-	6,270,942	78.4%	-	0.0%	1,729,058	
Total Complete Streets Improvement			8,000,000	-	6,270,942	78.4%	-	0.0%	1,729,058	-
Muni Facility Upgrades										
1) Castro Station Accessibility Improvement	FC050	5/3/2029	274,435	274,435	274,435	100.0%	-	0.0%	-	
2) Powell Station Elevator	FC115	9/26/2029	2,646,542	-	-	0.0%	-	0.0%	2,646,542	
3) 1200 15th Street	FC066	10/31/2029	189,155	-	-	0.0%	-	0.0%	189,155	
Total Muni Facility Upgrades			3,110,132	274,435	274,435	8.8%	-	0.0%	2,835,697	-
Cost of Issuance										
			1,465,000	-	1,465,000	100.0%	-	0.0%	-	
Total 2020B			\$135,765,000	\$5,696,852	\$119,526,067	88.0%	\$192,150	0.1%	\$16,046,783	\$0

*GO Bond expenditures for the 22 Fillmore Extension Project were abated to the IPIC Fund. The GO Bond funds will be transferred to the UCSF OCS Improvement Project, which is not eligible for IPIC funding.

Table 7: Series 2021C FY26 Expenditure by Project – All Programs

Series 2021C1,2 Bonds, Issued on August 5, 2021

PROJECT	CIP ID	PROJECT END DATE	TOTAL BOND PROCEEDS	EXPENDED FY26	TOTAL EXPENDED TO DATE	% EXPENDED	TOTAL ENCUMBERED TO DATE	% ENCUMBERED	UNEXPENDED AND UNENCUMBERED	AVAILABLE FOR REALLOCATION
Municipal Transportation Agency (MTA)										
Muni Forward										
2) Better Market Street Phase 1- 5th to 8th Street	TO093	10/6/2027	10,006,922	1,229,124	7,273,260	72.7%	50,380	0.5%	2,683,282	
3) Geary Blvd Improvement Project (Phase 2)	TO081	1/11/2030	8,876,647	2,339,635	8,751,139	98.6%	18,051	0.2%	107,456	
4) L- Taraval Improvement Project	TO068	1/27/2028	725,130	629,387	629,387	86.8%	-	0.0%	95,743	
5) Transbay Transit Center Traction Power Upgrades	TO227	5/24/2027	2,794,117	-	2,269,104	81.2%	-	0.0%	525,013	
6) UCSF Platform Extension and Crossover	TO089	6/30/2025	1,901,290	-	1,901,290	100.0%	-	0.0%	-	
7) UCSF OCS Improvement	TO252	7/18/2029	800,000	-	-	-	-	0.0%	800,000	
Total Muni Forward			25,104,106	4,198,146	20,824,180	83.0%	68,432	0.3%	4,211,494	-
Traffic Signal Improvements										
1) Better Market Street	TO078	7/1/2027	2,815,908	-	-	0.0%	-	0.0%	2,815,908	
2) Western Addition Area - Traffic Signal Upgrades	SG089	5/19/2025	1,882,578	-	1,882,578	100.0%	-	0.0%	-	
3) Contract 65 New Traffic Signals	SG061	6/30/2025	741,196	-	741,196	100.0%	-	0.0%	-	
Total Traffic Signal Improvements			5,439,682	-	2,623,774	48.2%	-	0.0%	2,815,908	-
Accessibility Improvements										
1) BART Canopies / Market Street Entrance Modernization *	FC088	10/1/2027	27,000,000	(204,847)	26,703,061	98.9%	-	0.0%	296,939	
Total Accessibility Improvements			27,000,000	(204,847)	26,703,061	98.9%	-	0.0%	296,939	-
Pedestrian Safety Improvements										
1) Western Addition Area - Traffic Signal Upgrades	SG089	5/19/2025	2,645,304	-	2,645,304	100.0%	-	0.0%	-	
Total Pedestrian Safety Improvements			2,645,304	-	2,645,304	100.0%	-	0.0%	-	-
Complete Streets Improvement										
1) Better Market Street Phase 1- 5th to 8th Street	TO093	10/6/2027	23,765,386	60,447	22,906,207	96.4%	-	0.0%	859,179	
2) BART Canopies / Market Street Entrance Modernization	FC088	6/30/2027	15,000,000	-	15,000,000	100.0%	-	0.0%	-	
3) 6th Street Improvements	ST053	8/5/2027	3,108,706	137,841	2,388,129	76.8%	534,955	17.2%	185,622	
4) Mission Street Excelsior	ST158	12/31/2027	2,346,365	501,601	702,550	29.9%	-	0.0%	1,643,815	
Total Complete Streets Improvement			44,220,457	699,889	40,996,886	92.7%	534,955	1.2%	2,688,616	-
Muni Facility Upgrades										
1) San Jose Substation Upgrades	TF071	5/6/2027	1,233,858	2,278	1,220,693	98.9%	-	0.0%	13,165	
2) UCSF Platform Extension and Crossover	TO089	10/30/2026	1,785,605	60,759	1,695,016	94.9%	-	0.0%	90,588	
3) 1200 15th Street	FC066	10/31/2029	5,265,831	62,192	62,192	1.2%	-	0.0%	5,203,640	
4) Castro Station Accessibility Improvement	FC050	5/3/2029	9,281,359	83,297	9,281,359	100.0%	-	0.0%	-	
Total Muni Facility Upgrades			17,566,653	208,525	12,259,260	69.8%	-	0.0%	5,307,393	-
Cost of Issuance			808,798	-	808,798	100.0%	-	0.0%	-	
Total 2021C			\$122,785,000	\$4,901,713	\$106,861,263	87.0%	\$603,387	0.5%	\$15,320,351	\$0

*Correct voucher payment chartfields from Bart Canopies Project to BART Joint Use Capital Improvement Project (PO# 513135)

APPENDIX 1: PROGRAM DELIVERY HIGHLIGHTS & CHANGES

This Appendix summarizes the Transportation & Road Improvement General Obligation (GO) Bond's individual programs. Because GO Bond projects may be funded from more than one GO Bond program, the example projects may be listed in more than one program below. But only one project status report is shown for each example project in Appendix 2.

Improved Transit: Muni Forward Rapid Network Improvements **\$174.1M**

Program Overview

Developed through the extensive Transit Effectiveness Project planning effort, which included several years of data collection, intensive assessment, and public outreach efforts, the Muni Forward Rapid Network Improvement projects will restructure transit service on Muni's high ridership lines to improve efficiency and connectivity.

Among the Muni Forward Rapid Network projects, segments are prioritized for Bond funding in each issuance based on project readiness and coordination opportunities so that SFMTA work occurs in concert with other construction projects. Improved Transit: Muni Forward Rapid Network Improvements projects include:

- 7 Haight-Noriega: Haight Street Rapid Project
- 14 Mission: Inner Mission Transit Priority Project
- 14 Mission: Mission & S Van Ness Transit Priority Project
- 28 19th Avenue: 19th Ave Transit Priority Project
- 30 Stockton: East of Van Ness Ave Transit Priority Project
- Better Market Street
- Geary Boulevard Improvement Project (Phase 2)
- King Street Substation Upgrade
- L Taraval Transit Improvements
- Mission Bay Loop
- Muni Roadway Elevation Improvements
- Phelps Substation Upgrade
- Transbay Transit Center Traction Power Upgrade
- UCSF OCS Improvement
- UCSF Platform Extension and Crossover
- Van Ness Bus Rapid Transit (VN BRT)
- Van Ness Bus Rapid Transit Associated Improvements

Improved Transit: Caltrain Upgrades

\$39.0M

Program Overview

Caltrain operates commuter rail passenger service throughout the Peninsula Corridor, from San Francisco through San Mateo and Santa Clara Counties to Gilroy. The northern terminal is at 4th and King streets in San Francisco where there are local connections to Muni bus and rail services. As one of the three counties served by Caltrain, the City and County of San Francisco contributes funding to major projects on the system. Caltrain Upgrades projects include:

- Caltrain Communications-Based Overlay Signal System Positive Train Control Project (CBOSS-PTC)
- Caltrain Electrification

Improved Transit: Accessibility Improvements

\$30.0M

Program Overview

This program is intended to fund improvements such as new elevators, escalators, and boarding islands, which improve the safety and accessibility of transit stations and stops. They allow for level boarding for people with mobility impairments. Transit system accessibility improvements are also included in other Bond programs, including Facilities and Muni Forward Rapid Network Improvements. Improved Transit: Accessibility Improvements projects include:

- BART Canopies

Improved Transit: Muni Facility Upgrades

\$87.4M

Program Overview

This program funds the initial design and construction of projects that are needed to optimize operations and accommodate fleet needs at Muni's operations and maintenance facilities. These projects may include replacement of existing structures, reconfiguration of materials and parts storage, upgraded and expanded washing and fueling stations, and other structural modifications. Improved Transit: Muni Facility Upgrades projects include:

- 1200 15th Street Renovation
- Cable Car Barn Rehabilitation
- Castro Station Accessibility Improvements Project
- Powell Station Elevator
- UCSF Platform Extension and Crossover

Improved Transit: Major Transit Corridor Improvements

\$27.2M

Program Overview

The Major Transit Corridor Improvement Program upgrades the streets that anchor the transit system to increase transit speed and reliability and to ensure that people can safely and efficiently move

around the city. The focus of this program is to fund corridor-wide projects that encourage street interconnectivity to create a comprehensive, integrated, efficient, safe, and connected network for all modes. Improved Transit: Major Transit Corridor Improvements projects include:

- Better Market Street
- King Street Substation Upgrade
- L Taraval Transit Improvements

Safer Streets: Pedestrian Safety Improvements

\$69.1M

Program Overview

WalkFirst is a data-driven effort to improve pedestrian safety in San Francisco by combining public engagement with analysis of where and why pedestrian collisions occur and knowledge about the effectiveness and costs of various engineering improvements. This program will use the WalkFirst toolbox of treatments to construct capital improvements on San Francisco's neighborhood streets to create a safer, more welcoming environment for walking, as part of San Francisco's commitment to achieving its Vision Zero goal of reducing serious traffic injuries and fatalities to zero by 2024. Capital projects will be designed and built to most effectively address the specific safety issues present at the most dangerous intersections or corridors in San Francisco. Safer Streets: Pedestrian Safety Improvements projects include:

- 5 Fulton: Arguello to 25th Ave Rapid Project
- 6th Street Streetscape
- 7 Haight-Noriega: Haight Street Rapid Project
- Better Market Street
- Contract 65: New Traffic Signals
- Geary Pedestrian Improvements
- Mission Street Excelsior
- Taylor Safer Street
- WalkFirst Rectangular Rapid Flashing Beacons
- Western Addition Area - Traffic Signal Upgrades

Safer Streets: Traffic Signal Improvements

\$11.4M

Program Overview

To manage traffic congestion more effectively in the city and improve the overall reliability of the transit system, the city must replace obsolete and deteriorating traffic signal infrastructure. The goal of this program is to update traffic signals and operations to improve the visibility of signals and the overall safety and efficiency of the roadway. The installation of pedestrian countdown signals (PCS) and audible pedestrian signals (APS) in conjunction with upgraded traffic signals is expected to dramatically improve safety for people walking in San Francisco. Safer Streets: Traffic Signal Improvements projects

include:

- Better Market Street
- Contract 65: New Traffic Signals
- Western Addition Area - Traffic Signal Upgrades

Safer Streets: Complete Streets

\$56.8M

Program Overview

The passage of the 2011 Road Repaving and Street Safety Bond allowed San Francisco to begin implementation of the Complete Street projects called for in the Better Streets Plan. City agencies worked together with neighborhoods to identify opportunities to make improvements, such as restriping bicycle lanes, re-opening closed crosswalks, adding underground conduit for Pedestrian Countdown Signals, and streetscape beautification as part of repaving projects. This program funds coordinated projects to minimize disturbances to neighborhoods and save taxpayer dollars by avoiding the need for a second construction contract to add walking or bicycle enhancements. Safer Streets: Complete Streets projects include:

- 6th Street Streetscape
- Better Market Street
- Mission Street Excelsior
- WalkFirst Painted Safety Zone Conversion
- WalkFirst Rectangular Rapid Flashing Beacons

APPENDIX 2: PROJECT STATUS REPORTS

This section presents a broad sample of active GO Bond-funded projects' implementation status. No project report is provided for GO Bond-funded components that have fully expended their bonds, are pending closeout, have been closed in the city's financial system for this fund source, or with unspent GO Bond balance less than \$500,000.

The key date to track project progress and completion is the Substantial Completion Date, which has been approved by the SFMTA's Transportation Capital Committee (TCC). The Substantial Completion Date is the date that most of the work is finished, and, in many cases, the facility is open for use.

During the development of this report, project managers were polled, and they provided substantial completion dates. When different from TCC-approved dates, the project manager-provided date is displayed instead. Differences between TCC-approved dates and those presented by project managers need to be presented to and deliberated on by the TCC.

Projects are listed under their program categories. Within each program category, projects are sorted alphabetically.

Improved Transit: Muni Forward Rapid Network Improvements

FY26 Project Status Report	
28 19th Avenue: 19th Ave Transit Priority Project	
	Implement traffic engineering changes and related improvements on 19th Avenue for the 28 19th Avenue and 28R 19th Avenue Rapid lines. The project will improve reliability, travel times and pedestrian safety by implementing various enhancements throughout the corridor, including 21 transit bulbs and 33 pedestrian bulbs on 19th Avenue between Lincoln Way and Holloway Avenue.
	PROJECT MANAGER: Darcie Alaba CURRENT PROJECT PHASE: Construction SUBSTANTIAL COMPLETION DATE: 6/30/2027
ACCOMPLISHMENTS THIS PERIOD	
PW working on closing out the project to send back unused funds. MTA working on implementing timing changes along 19th Ave to improve 28 line.	
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)	
Signal timing changes between Sloat and Holloway to estimated to be sent by the beginning of February.	
PROJECT CHALLENGES/AREAS OF CONCERN	
None.	

FY26 Project Status Report

L-Taraval Transit Improvements



Replace approximately 23,000 track feet of existing tie and ballast paved track along the L Taraval between Forrest Side Avenue near West Portal to La Playa with a new direct fixation track, new rails and fastening systems. Replace worn Overhead Catenary System special work, trolley wire and trolley poles west of 15th Avenue/Taraval Street. Based on the latest existing condition assessment, Transit is requesting to add special trackwork in two locations: intersection of 46th Avenue and Taraval Street and on Taraval Street between 22nd and 23rd Avenues.

PROJECT MANAGER: Steffi Octaviano
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 11/30/2027

ACCOMPLISHMENTS THIS PERIOD

Seg A: Continued administrative cleanup activities to support budget reconciliation.

Seg B: Completed punch list items and continued landscape maintenance activities. Advanced review of outstanding change orders to support development of the closeout modification and keep the contract on track for closeout.

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Seg A: Continue administrative cleanup and budget reconciliation activities.

Seg B: Continue landscape maintenance and review of outstanding change orders in preparation for the closeout modification.

PROJECT CHALLENGES/AREAS OF CONCERN

None.

FY26 Project Status Report	
Phelps Substation Upgrade	
Request for PG&E to evaluate and upgrade their power distribution system to increase the service electrical load demand from 0.575 MW to 4 MW for the Phelps Substation. The service electrical load demand will allow for a more reliable service increase of light rail along Third Street as the current Phelps Substation capacity is the constraint along the corridor at this time. Additionally, this upgrade will improve the resiliency of the traction power system as the Phelps Substation will be able to back up the Keith and Michigan substations.	
PROJECT MANAGER:	Tiffany Chin
CURRENT PROJECT PHASE:	Construction
SUBSTANTIAL COMPLETION DATE:	6/30/2027
ACCOMPLISHMENTS THIS PERIOD	
JOC Contractors were able to pass/clear new infrastructure installed at Galvez Ave for PG&E construction. Approximately 80% complete with JOC Construction.	
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)	
Continue JOC Construction of physical infrastructure. Remaining work is joint PG&E and SFMTA work. PG&E is performing upgrade work that they are responsible for before regrouping for joint work with SFMTA. PG&E is preparing a schedule to perform upgrade work of their own infrastructure. Once that work is complete, they will then circle back and coordinate interception of the work performed by SFMTA's JOC contractor into PG&E's existing infrastructure. Preliminary schedule of joint PG&E and SFMTA work - August 2026.	
PROJECT CHALLENGES/AREAS OF CONCERN	
During mandrel of conduits at Galvez Ave, mandrel was stuck outside of JOC Contractors work limits. PG&E to repair/replace conduit run as required from existing pullbox/manhole locations. PG&E has since rectified and JOC contractor can backfill this location.	

FY26 Project Status Report	
Transbay Transit Center Traction Power Upgrade	
This project is to upgrade the traction power system to support trolley coach service for the new Transbay Transit Center Bus Plaza. The work will consist of the following: provide adequate power for future additional transit lines to use the bus plaza; Equalizes the two D-17 branches so that overcurrent protection can be set to protect cables from annealing while reducing nuisance tripping; Co-mingled cables of different circuits will be re-assigned in separate ducts per code; Improvement to neighboring circuits D-14, D-16 and CC-16 necessary to separating D-17 in shared ducts; Infrastructure for a future tie-in between D-16 and CC-16 Provides a more reliable, robust, and safer operating system for trolley coach lines using the bus plaza as well as the trolley coach lines on lower Mission & Market Streets; Overhead contact system segment insulator modifications to match the new feeder circuit modifications. SFPW's excavation code required to upgrade about six ADA ramps to current compliance. Also required to do restoration of the pavements where we trenched for the permanent duct bank for the power cable conduits. The project has to comply the Maher Ordinance to dispose hazardous material.	
PROJECT MANAGER:	Safe Mannah
CURRENT PROJECT PHASE:	Construction
SUBSTANTIAL COMPLETION DATE:	5/24/2027
ACCOMPLISHMENTS THIS PERIOD	
Prepared final contract modification for SFMTA board.	
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)	
Complete contract mod and close contract.	
PROJECT CHALLENGES/AREAS OF CONCERN	
None	

FY26 Project Status Report	
UCSF OCS Improvement	
This project is to reduce the Overhead Contact System (OCS) sag by increasing the tension and raising the height of the OCS and replacing poles that exhibit excessive deflection. Low contact wire height was observed in the field and prompted further assessment of the existing system, revealing that the tension falls below standard threshold. Further examination of the OCS infrastructure in the area indicated that some poles are leaning excessively due to diminished capacity. The replacement poles will have decorative streetlight to match existing, replacement feeder combo poles will have related traction power work. This project will address safety and longevity issues related to the OCS system and poles.	
PROJECT MANAGER: Safa Mannah CURRENT PROJECT PHASE: Detail Design SUBSTANTIAL COMPLETION DATE: 6/1/2027	
ACCOMPLISHMENTS THIS PERIOD	
Continued working towards 100% design.	
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)	
To complete 100% design.	
PROJECT CHALLENGES/AREAS OF CONCERN	
Working with transit planning to confirm 10-day shutdown.	

Improved Transit: Muni Facility Upgrades

FY26 Project Status Report	
1200 -15th Street Renovation	
	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 MANAGER: Chris Lazaro CURRENT PROJECT PHASE: Detailed Design SUBSTANTIAL COMPLETION DATE: 4/17/2029	
ACCOMPLISHMENTS THIS PERIOD	
95% Construction Documents (CDs) reconciliation of estimates is complete. 100% Construction Documents estimates are in progress and are expected from Clark Construction and the City's estimator in July. Fund transfers to DPW for construction are in progress.	
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)	
Clark Construction and city's estimator (M. Lee) are developing estimates for the 100% CDs, which are expected in July 2026. Project Manager will request DPW Commission to approve an increase to Clark's construction amount in July. MTA is currently transferring funds into the project and to DPW to cover Clark's contract and achieve NTP for construction by fall 2026.	
PROJECT CHALLENGES/AREAS OF CONCERN	
Due to fiscal year close, budget revisions have been delayed which, in turn, delay ISAs to Public Works for construction. This is anticipated to be resolved by August but risks delaying the start of construction.	

FY26 Project Status Report	
Powell Station Elevator	
Install a new three-stop elevator in the Powell Street Station. The top level of the elevator will be located in the paid portion of the Muni Station. The second stop will be located at the Muni platform and the third stop will be located at the BART platform. The new elevator will integrate with the existing structural, architectural, and electrical framework of the station.	
PROJECT MANAGER:	Christian Kalinowski
CURRENT PROJECT PHASE:	Detail Design
SUBSTANTIAL COMPLETION DATE:	6/29/2028
ACCOMPLISHMENTS THIS PERIOD	
The SFMTA and BART are in ongoing negotiations regarding the project cost share agreement.	
UPCOMING PROJECT MILESTONES	
There has been no formal agreement, so the Project Manager prepared strategic funding options to be reviewed and approved up through the Director of Transportation. Once an option is selected, the project team will immediately proceed.	
PROJECT CHALLENGES/AREAS OF CONCERN	
1) Utility relocation will be a major undertaking within an operating station. Site investigation and non-revenue hour work will be needed by the contractor prior to any demolition activities. 2) Delays to finalizing a cost share agreement immediately delay the project.	

Improved Transit: Major Transit Corridor Improvements

FY26 Project Status Report	
Better Market Street	
	A comprehensive program to re-envision the City's premier cultural, civic and commercial corridor, the Better Market Street project will implement capital improvements along Market Street from Steuart Street to Octavia Boulevard. The project will increase core transit capacity along the region's most important transit street, in addition to improving street design and re-invigorating public life along the corridor. The work will include complete repaving of Market Street, including the transit and mixed-use lanes, sidewalks, and a protected bike facility. This work would also replace Muni traction power duct banks, rail, support structures over BART vents and overhead lines, as well as constructing new transit stations/stops and boarding islands. For more information, visit www.bettermarketstreetsf.org.
	PROJECT MANAGER: Parand Maleki CURRENT PROJECT PHASE: Construction SUBSTANTIAL COMPLETION DATE: 9/13/2026
ACCOMPLISHMENTS THIS PERIOD	
Public Works continued punchlist work with the contractor.	
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)	
Public Works will continue punchlist work with the contractor. Complete contract closeout activities.	
PROJECT CHALLENGES/AREAS OF CONCERN	
None	

Safer Streets: Pedestrian Safety Improvement

FY26 Project Status Report	
Taylor Safer Street	
	Working with Taylor Street residents, workers, local community groups and advocacy organizations, develop a new vision for Taylor Street that meets the city's Vision Zero goals of ending traffic fatalities for all road users. Solutions developed through this effort will immediately enter the engineering design phase to make the project ready for full implementation and will serve as a model on how to end traffic-related fatalities through streetscape improvements. The project will likely extend from Market Street to Sutter Street.
PROJECT MANAGER: Gabriel Ho CURRENT PROJECT PHASE: Construction SUBSTANTIAL COMPLETION DATE: 1/2/2025	
ACCOMPLISHMENTS THIS PERIOD	
All change orders and punch list items completed. Closeout in progress.	
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)	
Close out the project.	
PROJECT CHALLENGES/AREAS OF CONCERN	
N/A	

Safer Streets: Traffic Signal Improvements

FY26 Project Status Report	
Western Addition Area - Traffic Signal Upgrades	
	Construct pedestrian countdown signals (PCS), accessible pedestrian signals (APS) and/or signal visibility improvements at 12 intersections, new signals at 2 intersections, and pedestrian-activated flashing beacons at 2 intersections in the Western Addition area. Phase 1 locations have been prioritized to coordinate with Public Works paving projects. These locations have been selected primarily to improve traffic safety for all roadway users including pedestrians, bicyclists, and motorists. Signal improvements will install PCS, APS, larger 12 inch signals and mast arms to enhance signal visibility, and upgraded curb ramps. Signal hardware improvements include new poles, conduits, detection, controller cabinets, and signal interconnect as needed. Beacon improvements will include upgraded curb ramps and speed feedback signs at selected locations. New signals will be installed at: Buchanan Street/Golden Gate Avenue and Golden Gate Avenue/Octavia Street. Pedestrian activated flashing beacons will be installed at Buchanan Street/Turk Street and Buchanan Street/Fulton Street.
PROJECT MANAGER:	Geraldine de Leon
CURRENT PROJECT PHASE:	Construction
SUBSTANTIAL COMPLETION DATE:	10/1/2026
ACCOMPLISHMENTS THIS PERIOD	
Contractor has completed punchlist items for SFPUC and SFMTA.	
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)	
Contractor to complete punchlist items for SFPW.	
PROJECT CHALLENGES/AREAS OF CONCERN	
None	

Safer Streets: Complete Streets

FY26 Project Status Report							
6th Street Streetscape							
	Improve street safety and create a more inviting pedestrian environment on 6th Street from Market Street to Brannan Street by removing one lane of vehicle travel in each direction. A broad scope of streetscape improvements will be implemented, including: sidewalk widening, pedestrian safety bulb-outs, raised crosswalks at alleyways, new traffic signals, landscaping, and other improvements to the pedestrian environment. This project will also remove peak-hour tow-away lanes on 6th Street, and install a class II bike lane on 6th Street from Market Street to Folsom Street to connect to the existing bike network.						
<table><tr><td>PROJECT MANAGER:</td><td>Daniel Carr</td></tr><tr><td>CURRENT PROJECT PHASE:</td><td>Construction</td></tr><tr><td>SUBSTANTIAL COMPLETION DATE:</td><td>8/5/2027</td></tr></table>		PROJECT MANAGER:	Daniel Carr	CURRENT PROJECT PHASE:	Construction	SUBSTANTIAL COMPLETION DATE:	8/5/2027
PROJECT MANAGER:	Daniel Carr						
CURRENT PROJECT PHASE:	Construction						
SUBSTANTIAL COMPLETION DATE:	8/5/2027						
ACCOMPLISHMENTS THIS PERIOD							
SFPW team have completed the punch list, acquired as-built plans from the contractor, and performed final inspections. SFMTA staff have drafted signal records for the project based on as-builts. SFPW completed final inspection of electrical scope at 6th and Folsom, where a construction site had been blocking access to some pull boxes. SFMTA staff completed drafting final signal drawings for the project and worked with finance staff to prepare the project for closeout. Additionally worked with the grants team to prepare for closeout of our CalTrans ATP grant.							
UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)							
Initiate project closeout.							
PROJECT CHALLENGES/AREAS OF CONCERN							
None.							

FY26 Project Status Report

Mission Street Excelsior



Study, plan and propose improvements for Mission Street between Geneva Avenue and Alemany Boulevard, and Geneva Avenue between Mission and Moscow streets to 1) provide safer, more comfortable walking and biking environments on Mission and Geneva, with upgrades along city guidelines, as well as programmatic and appropriate counter measures; 2) provide a safe, more predictable driving environment on Mission and Geneva, with appropriate measures; and 3) improve transit reliability for the Rapid network buses on Mission and Geneva.

PROJECT MANAGER: Mark Dreger
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 7/15/2026

ACCOMPLISHMENTS THIS PERIOD

Construction on Phase 4 (Mission Street, Theresa Street to Trumbull Street / I-280).

UPCOMING PROJECT MILESTONES (3 MONTH LOOK-AHEAD)

Substantial completion and punch-list items.

PROJECT CHALLENGES/AREAS OF CONCERN

None.