



2018 ANNUAL REPORT



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

On the cover:
Chinatown Streetscape Improvements

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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TRANSPORTATION AUTHORITY CHAIR

AARON PESKIN



The Transportation Authority enjoyed a year of successful collaboration with our partners and the public to advance San Francisco's transportation goals.

We saw positive developments at the ballot box in 2018 thanks to voters in San Francisco and the region. Voters approved Regional Measure 3 bridge tolls and kept Senate Bill 1 funds in place, securing critical transportation dollars to repave our roads, create safer streets and improve transit. With the help of Assemblymember Phil Ting and support of the TNC industry, we also laid the groundwork for voters to consider a new tax on ride-hail trips this fall.

Meanwhile, the Transportation Authority Board distributed half-cent sales tax dollars to transportation projects citywide to improve safety and access while leveraging state and federal funds. With input from the public and other agencies, we laid out prioritized projects for our Prop K half-cent sales tax for the next five years.

Many notable sales tax funded projects broke ground this year, including new safety improvements and streetscapes for Masonic Avenue and Broadway, as well as passenger access and canopy facilities at downtown BART and Muni stations and at Balboa Park. Voter-approved funds also helped advance improvements for people walking and biking through the Alemany maze and "Hairball" along Potrero Avenue. The half-cent sales tax helped pay for new Muni buses and light rail vehicles. We also funded projects that are not as visible but make a big difference, such as Muni's first-in-a-generation Islais Creek Motor Coach Facility. That building will keep buses in good working order, and benefit maintenance crews and workers alike.

From new mobility evaluations and research on the public impacts of TNCs, we have led the policy conversation on emerging mobility with data-driven analyses and robust public engagement. We have also reinitiated the public policy discussion on congestion pricing, as cities around the world look at innovative ways to disincentive vehicle traffic. We reviewed our own agency's effectiveness, even as we oversaw the effectiveness of other projects and organizations that we are funding.

Finally, we unveiled a completely revamped and improved MyStreetSF.com website to make it easier for everyone to track the improvements we help deliver across the city.

I look forward to a productive 2019 when we will continue our collective efforts to improve the safety of our streets, protect and grow transportation funding, and deliver projects in every neighborhood.

A handwritten signature in black ink, appearing to read 'Aaron Peskin'.

AARON PESKIN
CHAIR

ACRONYMS USED IN THIS REPORT

In each major section of the report, the full name is spelled out in the first occurrence.

AC Transit

Alameda-Contra Costa Transit District

BART

Bay Area Rapid Transit

Caltrans

California Department of Transportation

CMA

Congestion Management Agency

DBE

Disadvantaged Business Enterprise

GGBHTD

Golden Gate Bridge, Highway & Transportation District

LBE

Local Business Enterprise

NTIP

Neighborhood Transportation Improvement Program

PROP AA

Proposition AA

PROP K

Proposition K

SamTrans

San Mateo County Transit District

SBE

Small Business Enterprise

SF-CHAMP

San Francisco Chained Activity Modeling Platform

SFE

San Francisco Department of the Environment

SFCTA

San Francisco County Transportation Authority

SFMTA

San Francisco Municipal Transportation Agency

SFPW

San Francisco Public Works

SFSU

San Francisco State University

SoMa

South of Market Area

TFCA

Transportation Fund for Clean Air

TIMMA

Treasure Island Mobility Management Agency

THE 2018 TRANSPORTATION AUTHORITY BOARD AND ITS COMMITTEES

TRANSPORTATION AUTHORITY BOARD /TIMMA BOARD

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Katy Tang, TA BOARD VICE CHAIR
Jane Kim, TIMMA BOARD CHAIR
Norman Yee, TIMMA BOARD VICE CHAIR
London Breed *
Vallie Brown *
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Hillary Ronen
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Jeff Sheehy *

Tilly Chang, EXECUTIVE DIRECTOR

VISION ZERO COMMITTEE

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Aaron Peskin

PERSONNEL COMMITTEE

Aaron Peskin, CHAIR
Katy Tang, VICE CHAIR
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TIMMA COMMITTEE

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Brian Larkin*
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Peter Tannen
Chris Waddling*
Shannon Wells-Mongioli*
Bradley Wiedmaier*
Rachel Zack*

*served part of 2018

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THE VOTERS' MANDATE

65.5% Transit

8.6% Paratransit

24.6% Streets and Traffic Safety

1.3% Transportation System Management and Strategic Initiatives

The 30-year Prop K Expenditure Plan, approved by San Francisco voters in November 2003, determines how funds generated by Prop K's half-cent local transportation sales tax must be spent. The Expenditure Plan includes specific projects and programs and stipulates the percentages of total revenues that must be spent on different kinds of improvements.



This Annual Report, prepared in fulfillment of statutory and Expenditure Plan requirements, details the Transportation Authority's progress in delivering the local transportation sales tax program and vehicle registration fee program over the previous twelve months. It also provides an overview of progress in delivering programs and projects paid for with other funds under the Transportation Authority's jurisdiction.

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OUR MISSION

The San Francisco County Transportation Authority's mission is to make travel safer, healthier, and easier for all. We plan, fund, and deliver local and regional projects to improve travel choices for residents, commuters, and visitors throughout the city.

OUR VALUES

At the San Francisco County Transportation Authority, our values guide staff in their work every day. We value:

Accountability: We are responsible for informing the public about the work we do and how we spend taxpayer funds.

Collaboration: We achieve our best work by engaging collectively with the community.

Data-driven analysis: Facts guide our work and our recommendations.

Equity: Everyone deserves high-quality transportation options.

Innovation: We strive to develop creative solutions that save time and money and lead to better outcomes.

Integrity: We believe in honest, straight-forward relationships both internally and outside our agency.

Respect: We value the diversity of views, identities, and experiences within our agency and throughout the broader San Francisco community.

OUR ROLE

WHAT WE DO

PROP K ADMINISTRATOR

Prop K is the local sales tax for transportation approved by San Francisco voters in November 2003. The 30-year Expenditure Plan prioritizes \$2.35 billion (in 2003 dollars) and leverages another \$9 billion in federal, state, and local funds for transportation improvements.

Administer the tax. Allocate funds to eligible projects. Monitor and expedite the delivery of Prop K projects. Prepare the Strategic Plan to guide the timing of Prop K expenditures and maximize leveraging. Advance project delivery through debt issuance and funding strategy.

CONGESTION MANAGEMENT AGENCY (CMA)

State legislation establishing Congestion Management Agencies was adopted in 1989. The Transportation Authority was designated as the CMA for San Francisco County in 1990.

Prepare the long-range Countywide Transportation Plan for San Francisco. Gauge the performance of the transportation system. Prioritize and recommend local projects for state and federal funding. Help local agencies compete for discretionary funds and support delivery.

TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM MANAGER

Funds come from a \$4 per year vehicle registration fee used for projects that help clean up the air by reducing motor vehicle emissions. The Transportation Authority was designated San Francisco program manager in 1992.

Prioritize projects for San Francisco's local share of TFCA funds. Help local agencies compete for regional discretionary TFCA funds. Oversee implementation of TFCA projects in San Francisco.

PROP AA ADMINISTRATOR

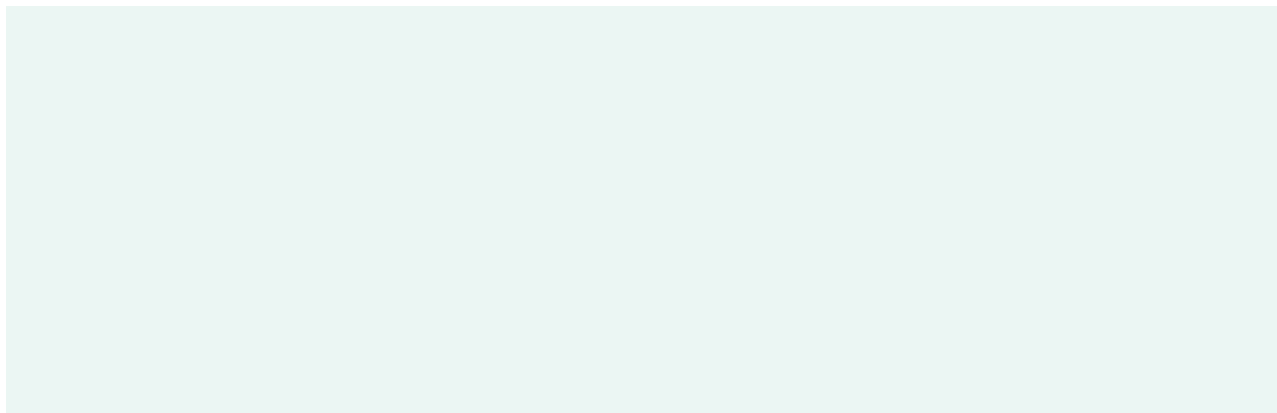
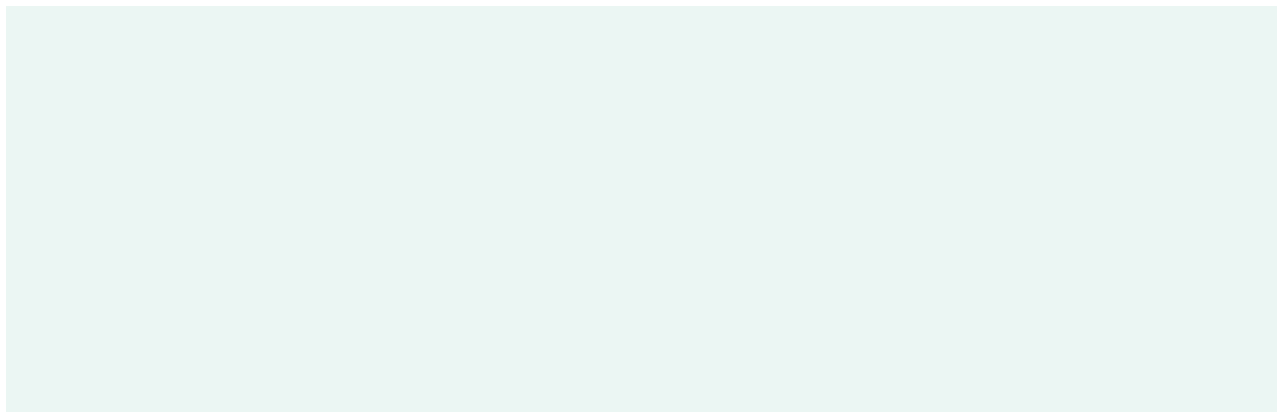
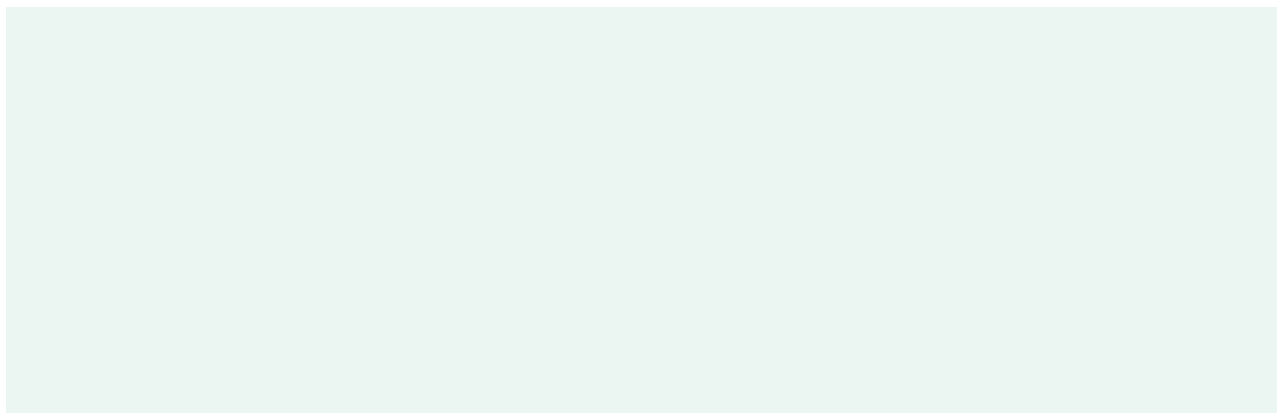
State legislation, adopted in 2009, enabled CMAs to establish up to a \$10 countywide vehicle registration fee to fund transportation projects having a relationship or benefit to the people paying the fee. San Francisco voters approved Prop AA in November 2010, designating the Transportation Authority as the administrator of the \$10 fee.

Administer the fee. Allocate funds to eligible projects. Monitor and expedite delivery of Prop AA projects. Prepare the Strategic Plan to guide the timing of Prop AA expenditures and maximize leveraging.

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY (TIMMA)

Designated Treasure Island Mobility Management Agency in 2014. State legislation, passed in 2008, enables TIMMA to implement congestion pricing on the island.

Plan for sustainable mobility on Treasure Island. Coordinate new ferry and regional bus service, on-island shuttle, bike share, and car share opportunities. Implement congestion pricing.



VISION ZERO

As a Vision Zero city, San Francisco vowed to eliminate all traffic-related deaths by 2024 through education, enforcement, and road infrastructure design. The City's road safety policy seeks to create a culture that prioritizes traffic safety and ensures that mistakes on our roadways don't result in serious injuries or death. As a city, we have been making progress, but still have a lot of work to do given 23 traffic fatalities in 2018.

The Transportation Authority, through its Vision Zero Committee, provides guidance to city departments, encourages public engagement, and supports advocacy efforts at the state and local level. We also play an important role in funding street safety projects through the administration of Prop K half-cent local transportation sales tax and Prop AA vehicle registration fee and leading planning studies in support of Vision Zero.

In support of Vision Zero, the Transportation Authority encourages public engagement, supports advocacy efforts at the state and local level, and plays an important role in funding street safety projects, such as the Masonic Avenue Streetscape Improvement Project.

In 2018, to support Vision Zero's data-driven approach, the Transportation Authority Board allocated funds to capital improvements along corridors on the City's High Injury Network, which represents 13 percent of street miles and accounts for 61 percent of severe and fatal injuries. Project locations include 16th Street, 19th Street, Alemany, Arguello, Taraval, and Bryant. And, because words matter, in November the Transportation Authority Board committed to using the terms "crash" or "collision" and not "accident" when referencing traffic injuries or fatalities, and urged media and others to do the same.



I-280 INTERCHANGE UPGRADES AT BALBOA PARK

RAMP CHANGES TO IMPROVE PEDESTRIAN AND BICYCLE SAFETY

The Transportation Authority is completing preliminary engineering and environmental studies work to realign the southbound I-280/Ocean Avenue off-ramp into a signal-controlled T-intersection. This modification will enhance safety for pedestrians and bicyclists as they cross auto traffic exiting the freeway. The current off-ramp geometry also includes providing additional storage capacity to avoid backups onto I-280.

Because the project involves a state highway, we have been working closely with Caltrans to prepare required technical documents and seek their approval. We are excited to report that Caltrans approved federal environmental clearance for the project in December. We expect to complete state environmental clearance requirements in spring 2019. With the detailed design and construction of the project each expected to last one year, the redesigned ramp could be in operation by 2021 pending funding availability.

We are working with the SFMTA and San Francisco Public Works to assess any potential impacts to transit operations and planned streetscape improvements on Ocean Avenue; with San Francisco Community College regarding their campus master planning efforts; and with the Balboa Park Station Area Community Advisory Committee and Ocean Avenue Association for community input.

Design work to realign the southbound I-280 Ocean Avenue off-ramp into a signal-controlled T-intersection will enhance safety for people walking and bicycling.



SOMA RAMP INTERSECTIONS SAFETY STUDY

STUDY IDENTIFIES IMPROVEMENTS
AT 10 SOMA FREEWAY RAMPS

Working with the public and other agencies, the Transportation Authority identified improvements to increase safety at SoMa intersections where freeway ramps intersect with city streets.



The Transportation Authority is wrapping up a study that recommends safety improvements at 10 South of Market intersections where freeway ramps intersect city streets. Many of these ramps are located close to public schools, single room occupancy hotels, and senior centers, resulting in increased pedestrian and bicycle volumes and the potential for severe injuries from traffic collisions.

Working in collaboration with SFMTA, Caltrans, and other agency partners, the study team identified common collision patterns at each intersection and corresponding treatments that can be implemented in the near term to improve pedestrian safety and access. Proposed improvements include curb bulb-outs to shorten pedestrian crossings, signal upgrades for better visibility, reopening closed crosswalks, and reducing the number of vehicle lanes in some locations to calm traffic and accommodate improvements for people walking, bicycling, and riding transit.

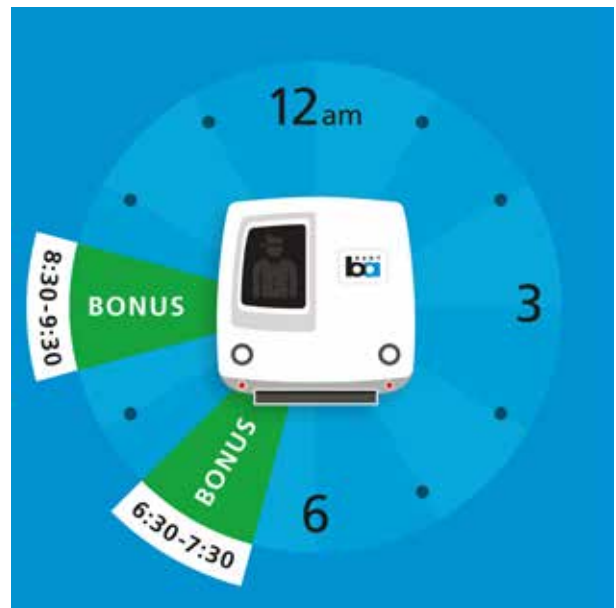
We received good input from a robust community engagement effort and are incorporating ideas from community members into the recommendations, planned for release in an early 2019 final report.

BART TRAVEL INCENTIVES

SUCCESSFUL BART PERKS PILOT LEADS BART TO LAUNCH ANOTHER TEST

In July, the Transportation Authority Board adopted the evaluation report for the BART Perks six-month test program. Working together, the Transportation Authority and BART sought to test whether offering riders small cash incentives for traveling outside of the morning peak hour could reduce crowding on BART. Nearly 18,000 participants enrolled in the program which ran from August 2016 to February 2017. Evaluation of the program demonstrated that incentives were effective at encouraging about 10 percent of participants who traveled during the most crowded hour to shift their commute times. In addition, some participants who shifted continued to commute outside of the peak hour even after the program ended. Based on lessons learned and recommendation from the initial program, BART has launched a second six-month test in December 2018, funded by the Federal Transit Administration.

The Transportation Authority partnered with BART on a first-of-its-kind incentive program.



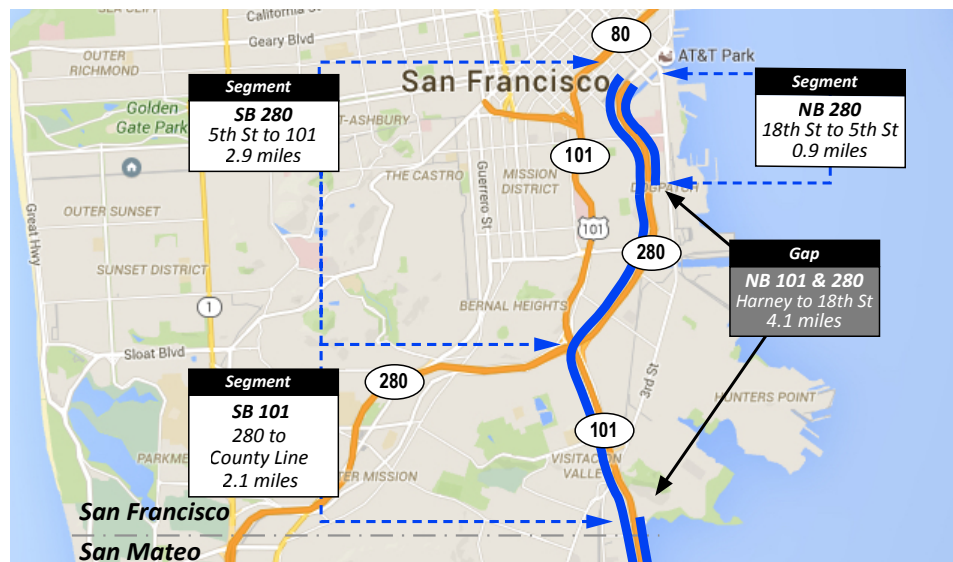
SAN FRANCISCO FREEWAY CORRIDOR MANAGEMENT STUDY

ADDRESSING CONGESTION ON SAN FRANCISCO'S FREEWAYS

The San Francisco Freeway Corridor Management Study explored strategies to manage travel on the U.S. 101 and I-280 corridors in San Francisco. These two heavily-traveled regional routes will see large increases in demand with projected jobs and housing growth. The study focused on applying technology and efficiency-related approaches to move more people safely and reliably through the existing facilities, including potential improvements such as express lanes for high-occupancy vehicles like carpools. Additionally, with the recognition that freeway travel in the Bay Area does not start and stop at county lines, we coordinated study efforts with agency partners in San Mateo and Santa Clara counties to plan for a continuous freeway management approach along the entire U.S. 101 corridor.

In 2018, we completed the initial planning phase, marked by Transportation Authority Board approval of the final report in November. The most promising alternative includes converting an existing lane on parts of U.S. 101 and I-280 to a High Occupancy Toll (HOT) or Express Lane requiring 3 or more people. The Transportation Authority Board has provided funding to advance the project to the Caltrans project development and environmental review processes, which will include other studies, such as an equity analysis and more detailed traffic impact analysis.

The study was funded by Prop K half-cent local transportation sales tax and the Caltrans Partnership Planning for Sustainable Transportation grant program and was a recommendation from the San Francisco Transportation Plan.



TREASURE ISLAND MOBILITY MANAGEMENT



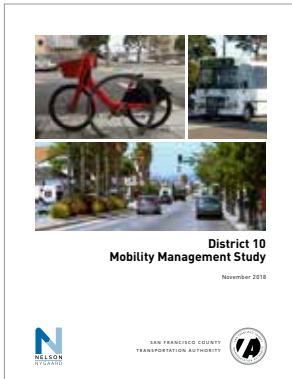
In 2018, the Transportation Authority, in its capacity as the Treasure Island Mobility Management Agency (TIMMA), continued its efforts to develop a sustainable transportation plan for the growing neighborhood planned for Treasure Island.

The TIMMA Committee, comprised of three members of the Transportation Authority Board, provided input on the transportation plan's transit pass, affordability program, and congestion toll policies. These three program components, in addition to bus, shuttle, and ferry transit service, are planned to launch in 2021 to align with the greater Treasure Island development plan. Staff conducted two major rounds of outreach with residents and businesses to solicit public input on potential policies for the transit pass, affordability program, and congestion toll and brought recommended policies to the TIMMA Committee for consideration. The TIMMA Committee recommended approval, but based on a lengthy discussion and public input at the TIMMA Board meeting, the Board has directed the team to look into refining some of the recommendations and encouraged staff to study downtown congestion pricing in tandem with the Treasure Island tolling policies. We are already following up on these recommendations.

Throughout the year, we also made progress advancing the transportation plan. We continued preliminary engineering work for toll system design and executed an agreement with the SFMTA for the federal Advanced Transportation and Congestion Management Technologies Deployment grant, which will fund toll system design and the testing of an autonomous on-island shuttle. We submitted a Pilot Trip Reduction grant application for on-off island vanpool services. Finally, we continued funding and policy negotiations with the Bay Area Toll Authority and the Water Emergency Transit Authority.

The Transportation Authority in 2018 continued public outreach and advanced development of the Treasure Island Transportation Plan.

DISTRICT 10 MOBILITY STUDY



In December, the Transportation Authority adopted the District 10 Mobility Management Study, which recommends non-infrastructure strategies to reduce vehicle miles of travel in the district through partnerships between community organizations, developers, and emerging mobility service providers. The study focused on near-term, lower-cost concepts that address travel demand in four non-infrastructure categories.

New Mobility Services and Technologies recommendations will expand sharing services in District 10, and pilot and coordinate microtransit shuttles. Mobility as a Service recommendations will increase access to transportation technology for underserved groups, and introduce services such as school carpool. Incentives and Rewards recommendations are to pilot mobile/web-based rewards trackers to encourage non-driving trips, and continue to assess managed lanes (eg. bus-only, carpool, or express lanes). Lastly, recommended Partnership Tools will establish programs to provide residents and workers with transportation and trip planning resources.

The top priority recommendations will be implemented through the city's Transportation Demand Management Working Group. We funded this project via the Prop K funded Neighborhood Transportation Improvement Program (see Fund section).

MANAGING ACCESS ON THE CROOKED STREET (NTIP)

To mitigate the impact of increasing traffic on the crooked part of Lombard Street, agency staff is studying a reservation and pricing system.



The Transportation Authority is studying a reservation and pricing system to better manage traffic flow on the crooked section of Lombard Street. The study will identify the physical and operational details, including user experience as well as determining the expected outcomes on automobile and pedestrian circulation

on the Crooked Street and the surrounding neighborhood. During August and September 2018, the Transportation Authority collected data on automobile and pedestrian volumes to understand existing conditions during the peak summer travel season and surveyed about 400 drivers on how they would respond to a reservation and pricing system. In 2019, the Board is expected to adopt the study with findings and recommendations for a proposed system. The project is funded with Prop K sales tax from the Neighborhood Transportation Improvement Program (see Fund section).

LATE NIGHT TRANSPORTATION STUDY

FINAL REPORT ADOPTED, KEY IMPROVEMENTS FUNDED

In February, the Late Night Transportation Working Group concluded the group's second phase of work by ratifying a final report summarizing progress to improve service, accessibility, reliability, and safety for people traveling after nightfall or before daybreak. The Transportation Authority and the Office of Economic and Workforce Development collaborated with partner agencies, including all-night transit operators SFMTA, AC Transit, and SamTrans to further recommendations from the working group's first phase of work. This included developing proposed improvements to the regional All-Nighter bus network. In July, the Metropolitan Transportation Commission awarded Lifeline Transportation Program funding to SFMTA to implement one of the report's recommendations, extending L Owl service from the Ferry Building to Fisherman's Wharf, providing a critical connection to jobs for workers in the area's hospitality and service industries. The funding also continues support for all-night service on other key routes providing access for low-income communities.



QUINT-JERROLD CONNECTOR ROAD DESIGN

In the Bayview, Caltrain completed replacement of the aging rail bridge over Quint Street with a berm, which closed Quint Street between Oakdale and Jerrold avenues, but will have the capability to accommodate a potential future Caltrain station platform. The Quint-Jerrold Connector Road will restore access on Quint Street by building a new road on former Union Pacific Railroad land. The Transportation Authority is working with San Francisco Public Works, the SFMTA, and the San Francisco Planning Department to advance conceptual design for the connector road. We are also coordinating the project with the Public Utilities Commission and SF Wholesale Produce Market, both of whom have projects nearby.

The project would restore access on Quint Street by building a new road on former Union Pacific Railroad land.

The Transportation Authority's consultant completed archaeological testing of the site in 2018. We subsequently developed and submitted the Archaeological Testing Report to the San Francisco Planning Department for their approval. Meanwhile, the San Francisco Real Estate Division is negotiating with the land owner on the purchase of the property.



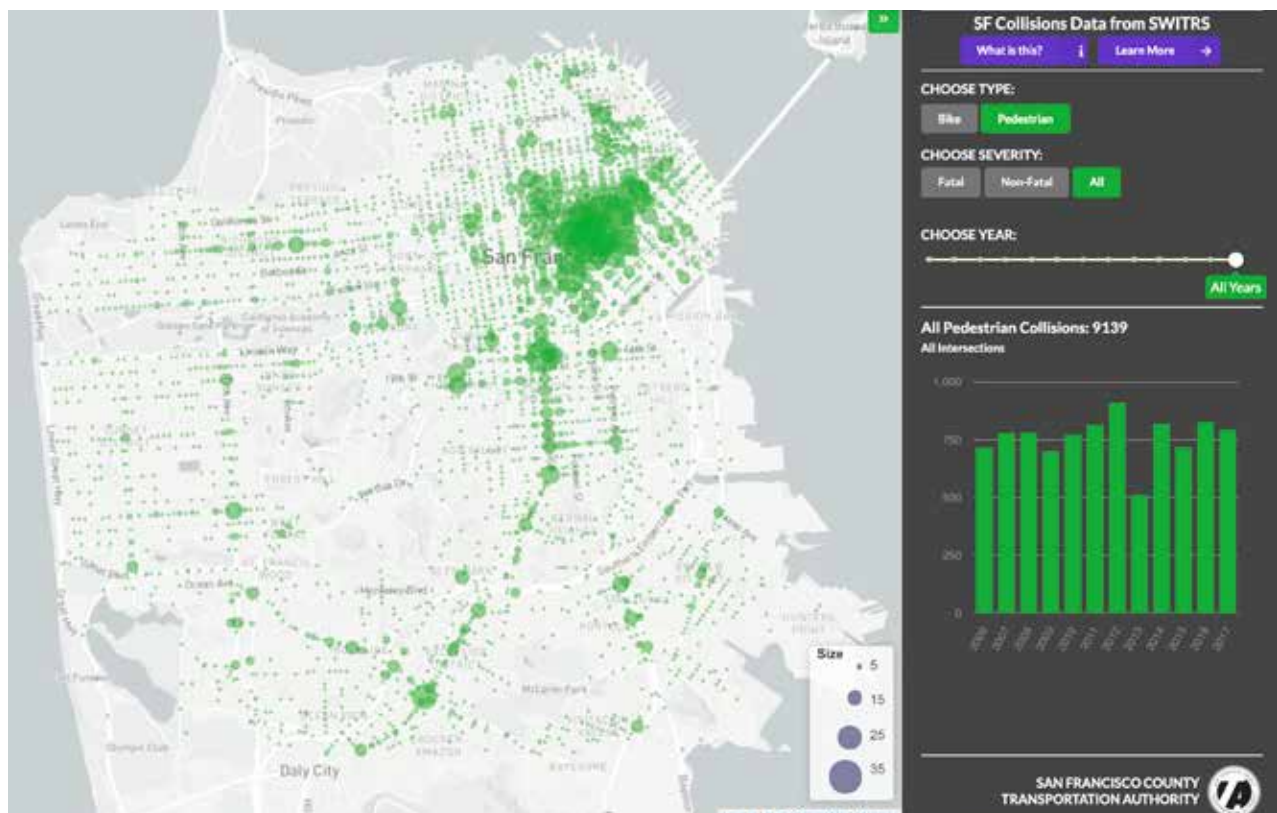
QUINT-JERROLD CONNECTOR ROAD DESIGN (CONTINUED)

We also updated local Bayview community groups on the status of the project over the course of the year. The road project is partially funded by \$4 million in Federal Transit Administration funds made available by Caltrain. The remainder of the estimated \$10 million cost will be funded by Prop K sales tax and other local funding sources, which we are actively seeking to secure.

CONGESTION MANAGEMENT PROGRAM

The Transportation Authority will continue to develop and expand the set of interactive, web-based visualizations of Congestion Management Program performance metrics.

In late 2018, the Transportation Authority launched the 2019 Congestion Management Program update effort and selected a consultant team to assist with collecting and analyzing multi-modal performance measures, including roadway and transit speeds and reliability. As part of this effort, we will explore the inclusion of additional performance metrics addressing non-motorized, transit, and emerging mobility modes. In addition, we will continue to develop and expand the set of interactive, web-based visualizations of Congestion Management Program performance metrics, such as trends in pedestrian and bicycle safety.





CONNECTSF AND SAN FRANCISCO TRANSPORTATION PLAN 2050

PLANNING PROCESS ASKS WHAT TRANSPORTATION FUTURE
WE WANT FOR SAN FRANCISCO AND HOW DO WE ACHIEVE IT

ConnectSF is a multi-agency collaboration to build an effective, equitable, and sustainable transportation system for San Francisco's future. ConnectSF defined a 50-year vision of San Francisco's future that represents our priorities, goals, and aspirations as a city within the larger Bay Area. That vision will guide plans for the city and its transportation system toward one collective goal.

In April, the Transportation Authority Board, along with the SFMTA Board and the San Francisco Planning Commission, accepted the 50-year vision that had been crafted with the help of thousands of San Franciscans. The ConnectSF Vision presents goals and objectives for the city's transportation system.

CONNECTSF GOALS

EQUITY San Francisco is an inclusive, diverse, and equitable city that offers high quality, affordable access to desired goods, services, activities, and destinations.

ECONOMIC VITALITY To support a thriving economy, people and businesses easily access key destinations for jobs and commerce in established and growing neighborhoods both within San Francisco and the region.

ENVIRONMENTAL SUSTAINABILITY The transportation and land use system support a healthy, resilient environment and sustainable choices for future generations.

SAFETY AND LIVABILITY People have attractive and safe travel options that improve public health, support livable neighborhoods, and address the needs of all users.

ACCOUNTABILITY AND ENGAGEMENT San Francisco agencies, the broader community, and elected officials work together to understand the City's transportation needs and deliver projects, programs, and services in a clear, concise, and timely fashion.

Since then, Transportation Authority staff has kicked off the process to update the San Francisco Transportation Plan, the city's long-range transportation plan. The first step has been a needs assessment, exploring what San Francisco's transportation system needs to meet the 50-year vision such as identifying key corridors where we need more transit capacity to accommodate

planned growth or better transit to improve travel time and reliability for existing residents. The next stage, just starting up, is to conduct two studies to define the next generation of transportation projects and policies needed to move the city toward the Vision — the Transit Corridors Study and the Streets and Freeways Study. Prop K sales tax is leveraging state and regional grants and other local funds to support these studies along with a coordinated ConnectSF public engagement plan. We anticipate the first round of outreach on these efforts to launch in spring 2019.

ConnectSF is a collaborative effort facilitated by the Transportation Authority, the San Francisco Planning Department, the SFMTA, the San Francisco Office of Economic and Workforce Development, and the Mayor's Office.

The Transportation Authority Board, along with the SFMTA Board and the San Francisco Planning Commission, accepted the 50-year vision that had been crafted with the help of thousands of San Franciscans.

HORIZON AND PLAN BAY AREA 2050

REGIONAL AGENCIES PREPARE FOR THE NEXT UPDATE
OF THE BAY AREA'S LONG-RANGE TRANSPORTATION AND
LAND USE PLAN



In February, the Metropolitan Transportation Commission and Association of Bay Area Governments kicked off their Horizon planning initiative as a precursor to Plan Bay Area 2050, the long-range regional transportation and land use plan. Horizon explores some challenging questions that traditionally have been outside the regional planning process, such as how new technologies, unexpected natural or manmade disasters, economic booms and busts, and political volatility may affect the Bay Area in the future. The Horizon process is engaging the public and other stakeholders in an effort to identify a suite of transportation, land use, economic development and resilience strategies to “win the future”, regardless of what happens over the next few decades.

The Transportation Authority is leading San Francisco agencies’ input to the Horizon effort, which is expected to conclude in late summer 2019. Horizon will inform Plan Bay Area 2050, which will detail the region’s transportation and land use plan through the year 2050. The Metropolitan Transportation Commission and Association of Bay Area Governments intend to adopt Plan Bay Area 2050 in 2021. Throughout the process we will continue to work closely with all our partners to ensure that the region’s long-range plans reflect San Francisco’s transportation and land use priorities.

The Transportation Authority is leading San Francisco agencies’ input to the Horizon effort, which will inform the region’s transportation and land use plan through the year 2050.

EMERGING MOBILITY SERVICES AND TECHNOLOGIES

FIRST-EVER COMPREHENSIVE EVALUATION OF EMERGING MOBILITY SECTOR

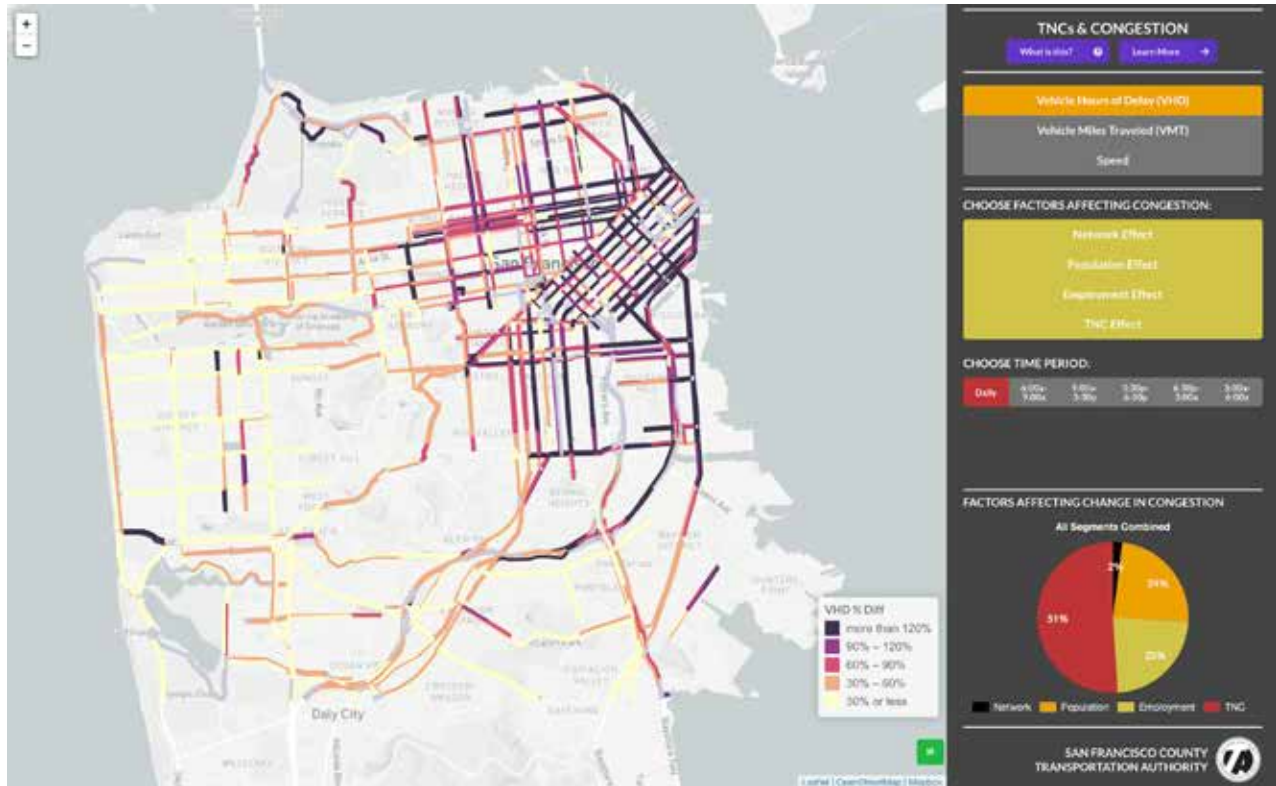
In May, the Transportation Authority released the “Emerging Mobility Evaluation Report,” the first comprehensive look at the rapidly evolving emerging mobility sector in San Francisco. Outlining the range of services operating in San Francisco, the report covers everything from ride-hail services to autonomous vehicles and microtransit to scooter sharing. In the report, we evaluate how these services and technologies align with the City’s 10 Guiding Principles related to collaboration, safety, transit, congestion, sustainability, equitable access, accountability, labor, disabled access, and financial impact.

Following the report’s findings, the Transportation Authority has begun developing a framework for future emerging mobility pilots to proactively partner with companies to address unmet transportation needs. We also launched a user study to understand who uses emerging mobility services and for what purposes. And the SFMTA, following one of the report’s recommendations, has started developing a curb management strategy to allocate curb space based on the City’s Emerging Mobility Guiding Principles.

Other recommendations included in the final evaluation report include: San Francisco public agencies should develop a data reporting and warehouse strategy; the SFMTA should harmonize permit programs related to emerging mobility; the City should continue to support the expansion of transit-priority facilities; and the SFMTA and the Police Department should increase enforcement of known conflict areas.



RIDE-HAIL SERVICES RESEARCH



Transportation Network Companies such as Uber and Lyft, also known as TNCs or ride-hailing companies, have an increasingly visible presence on San Francisco streets. However, there has been little objective information to help the public and policy-makers understand the impact these services are having on the city. The Transportation Authority is preparing a series of reports based on existing and new data that are intended to help provide answers to some key questions about ride-hail activity. Information on three of these reports is provided below.

TNCS & CONGESTION

Congestion in San Francisco worsened between 2010 and 2016. During this period, significant changes occurred in San Francisco, including roadway and transit networks changes, an increase of over 70,000 new residents and over 150,000 new jobs, and the arrival of vehicles associated with ride-hail services such as Uber and Lyft. The TNCs & Congestion report (<https://www.sfcta.org/tncsandcongestion>), released by the Transportation Authority in October, identified the extent to which ride-hail services contributed to increased roadway congestion in San Francisco, relative to other potential contributing

An interactive data visualization (<https://tncsandcongestion.sfcta.org>) allows the public and decision-makers to explore where, when, and why congestion changed on San Francisco streets between 2010 and 2016.

RIDE-HAIL SERVICES RESEARCH (CONTINUED)

factors. The report found that, when compared to employment and population growth and roadway network capacity changes, ride-hail services accounted for approximately 50 percent of the increase in congestion in San Francisco between 2010 and 2016, as indicated by three congestion measures: vehicle hours of delay, vehicle miles traveled, and average speeds.

TNCS & TRANSIT RIDERSHIP

Transportation Authority staff partnered with the University of Kentucky to develop a data-driven model to describe the many factors affecting changes in transit ridership in recent years, including the emergence of ride-hail services. Previous research found that factors like changes in population, employment, fuel prices, and transit service levels explained only part of the changes in San Francisco transit ridership, leaving a large portion unexplained over the same period of time that ride-hail services expanded rapidly. This research seeks to quantify whether and to what extent ride-hail services and other factors contribute to that unexplained trend. We anticipate releasing our findings in spring of 2019.

TNCS & EQUITY

The Transportation Authority contracted with a consultant to launch an app-based travel diary survey, with special consideration for collecting data on ride-hail users. This survey collects detailed travel data and socio-economic data that will allow us to analyze ride-hail services through an equity perspective. This data will also be useful for a variety of other Transportation Authority activities, including travel demand model estimation of ride-hail services as a mode choice, analysis of travel demand management strategies, and other analyses.

TRAVEL ANALYSIS TOOLS

The San Francisco Chained Activity Modeling Platform, also known as SF-CHAMP, is one of the key tools that we use to help forecast future travel demand and analyze impacts of potential projects and policies on travel to, through, and within San Francisco. This year we released SF-CHAMP version 6, a major update that lets us conduct more fine grained and sophisticated analyses. For instance, the model now includes significantly more spatial and temporal detail, increasing the number of zones from about 1000 to about 4000, and increasing the number of time periods from five to 48. The new model also includes ride-hail services as a mode choice, leveraging the Transportation Authority's "TNCS Today" dataset and research. Our staff estimated new coefficients for virtually all of the SF-CHAMP 6 components using the latest Bay Area observed travel survey data, making it the only model system in the region using coefficients based on actual Bay Area resident travel patterns. Finally, Authority staff concluded phase 1 of the "Fast-Trips" dynamic transit network assignment model development. This model is a multi-agency collaboration with the Metropolitan Transportation Commission and the Puget Sound Regional Council.



PROP K LOCAL HALF-CENT TRANSPORTATION SALES TAX

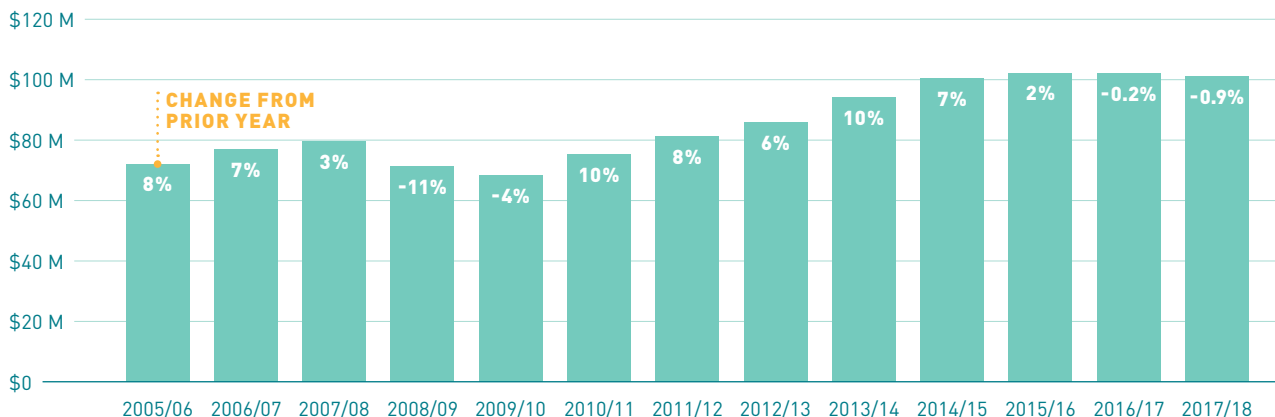
OVER \$1.7 BILLION IN PROP K SALES TAX INVESTED IN PEDESTRIAN, BICYCLE, TRANSIT AND ROADWAY PROJECTS CITYWIDE

In 2003, 75 percent of San Francisco voters approved Prop K, the half-cent local sales tax for transportation. Now halfway through the 30-year Expenditure Plan period, the Transportation Authority has allocated over \$1.7 billion to fund everything from signals to streetcars, bicycle lanes to boulevards, and pedestrian safety improvements to paving. That investment is multiplied several times over as Prop K funds provide local match to federal, state, and other funds, stretching our Prop K dollars farther. The voter-approved Expenditure Plan contains a combination of major projects such as the Central Subway and Presidio Parkway and 21 programmatic categories such as transit vehicle replacement, new and upgraded signals, and traffic calming.

In 2018, we updated the Prop K Strategic Plan. Which is where we match the timing of expected revenues with the schedule for when projects need those funds. The Strategic Plan also contains policies for the administration of the program to ensure prudent stewardship of taxpayer funds, and provides a solid financial basis for the issuance of debt as needed to accelerate project delivery. We also updated the 5-Year Prioritization Programs, identifying the specific projects that will receive half-cent sales tax funding over the next five years from the 21 programmatic categories.

We estimate \$2.54 billion in sales tax funds will be available to projects over the 30-year Expenditure Plan period, \$10 million higher than what was adopted in the 2014 Strategic Plan. In the 2019 update, we were able to accommodate significant advancement of funds to support priorities such

PROP K SALES TAX REVENUES in millions of dollars

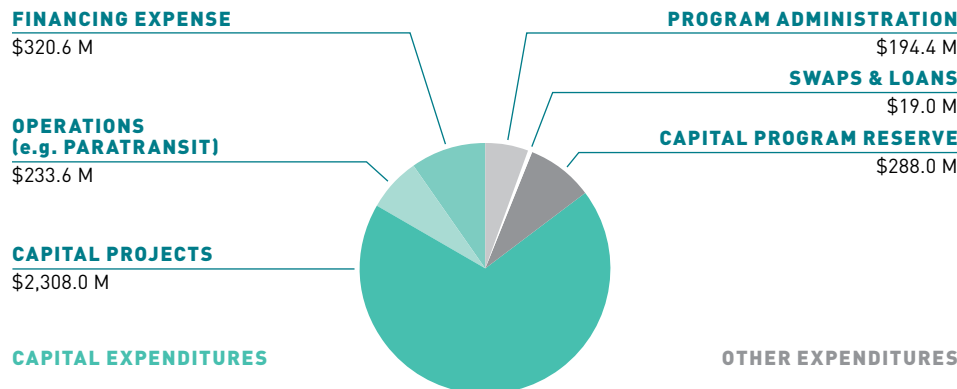


as the replacement of Muni’s aging light rail vehicle fleet, Vision Zero safety improvements, and fulfilling our funding commitment to the Central Subway.

Visit the MyStreetSF interactive project map at MyStreetSF.com to see Prop K half-cent sales tax and other Transportation Authority-funded projects near you.

PROP K STRATEGIC PLAN EXPENDITURES

Year of Expenditure Dollars (Millions)



PROP K ALLOCATIONS

In 2018 the Transportation Authority allocated over \$106 million in half-cent sales tax funds to pedestrian, bicycle, transit and roadway projects citywide. Consistent with the voter-approved Expenditure Plan, the majority of funds were directed to projects that maintain, upgrade and/or expand our transit system.

Nearly \$50 million in Prop K funds went to projects like L Taraval and 16th Transit Street Enhancements projects, Geary Bus Rapid Transit, and the Central Subway — all of which are designed to improve reliability, reduce travel time and improve the passenger experience. About \$25 million was for repair and upgrade our existing local and regional transit systems. This included projects such as repairing Muni’s cable car pulleys, overhead wire system and track replacement, including Twin Peaks Tunnel work; state of good repair work for Caltrain track, bridges, stations and communications systems; and rehabilitation and upgrade of gangways and piers at the ferry terminal.

We also contributed just over \$10 million in operations funding for Muni’s paratransit system, which provides transportation for qualifying individuals who are unable to use Muni’s fixed route transit service. And, in 2018, we allocated about \$1 million to buy 35 new paratransit vans.



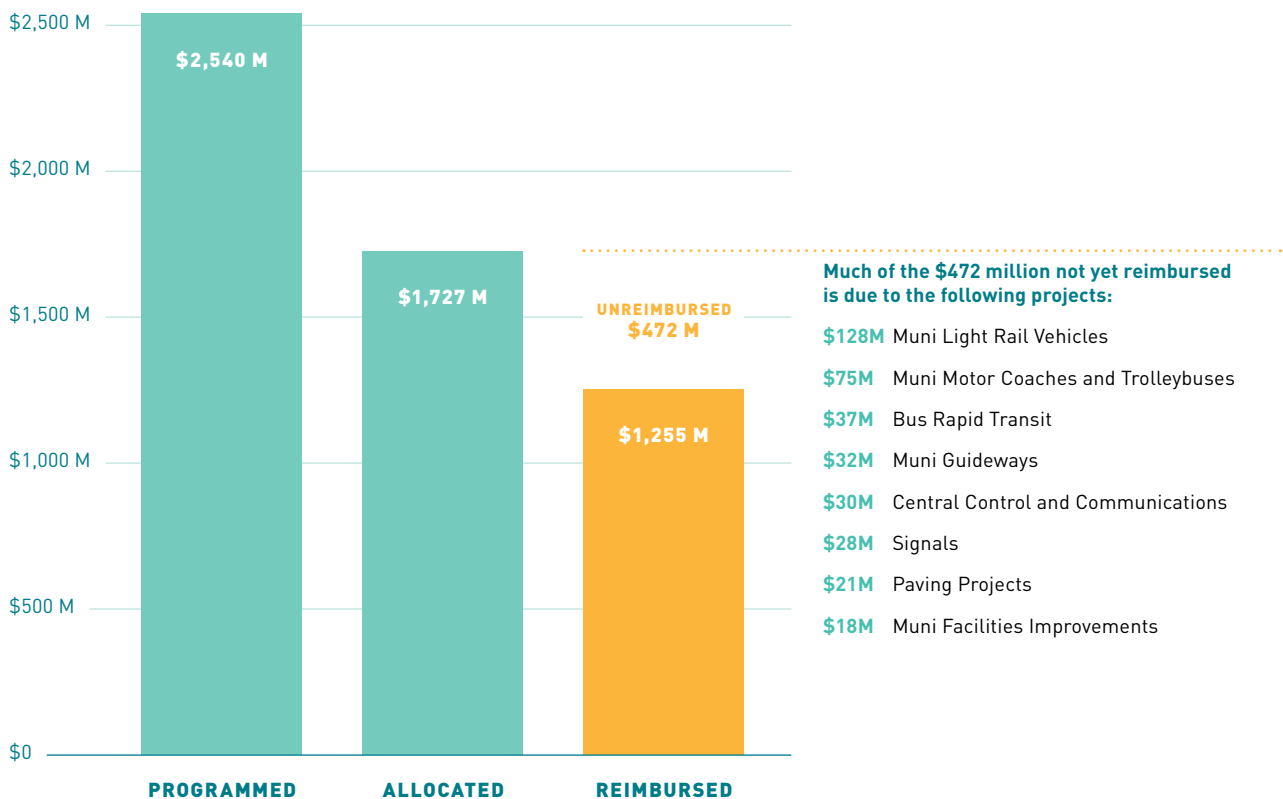
Every dollar of Prop K sales tax invested in San Francisco transportation projects is typically matched with \$4 to \$7 in federal, state or other funds — multiplying our local dollars several times over.

PROP K LOCAL HALF-CENT TRANSPORTATION SALES TAX (CONTINUED)

In support of the City's Vision Zero policy to eliminate traffic fatalities by 2024, the Transportation Authority funded more than 30 projects with nearly \$18 million for new and upgraded traffic signals, traffic calming and other pedestrian and bicycle safety improvements. In addition, nearly \$9 million in Prop K funds were allocated to paving projects, providing smoother streets for all. Over a million of these funds are intended for pedestrian safety and other improvements on Lower Great Highway.

We also made smaller, but equally important investments in Transportation Demand Management, which uses strategies involving education, encouragement and/or pricing to increase the use of sustainable travel choices like taking transit, ride-sharing, bicycling and walking. Last, but not least, we invested in planning efforts large and small. For example, the citywide ConnectSF Transit Corridor Study and Streets and Freeway Study will identify the transportation improvements required to address current needs and move us toward our desired long-range vision for San Francisco's transportation system, while Neighborhood Transportation Improvement Program (see next section) planning efforts like the District 11 Traffic Calming project are intended to identify near-term, neighborhood-scale improvements to address community needs.

PROP K CAPITAL PROGRAM SUMMARY *Inception to December 2018*



NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM

SUPPORTING COMMUNITY-BASED PLANNING AND NEIGHBORHOOD-SCALE INVESTMENTS

The Transportation Authority developed the Neighborhood Transportation Improvement Program in response to the San Francisco Transportation Plan's equity analysis finding that walking, biking, and transit reliability initiatives are important ways to address socio-economic and geographic disparities in San Francisco. The Transportation Authority Board and the public reinforced this finding through feedback that also placed an emphasis on investing in neighborhoods.

The purpose of the program is to build community awareness of, and capacity to provide input to the transportation planning process. The program is also designed to advance the delivery of community-supported, neighborhood-scale projects citywide by funding neighborhood planning efforts and providing matching capital funds to help deliver projects.

Since the program's inception in 2014, we have funded a diverse portfolio of planning projects in all 11 supervisorial districts, and capital projects in nine supervisorial districts. In the pages that follow we highlight projects that were completed in 2018 as well as newly funded projects.

In 2018, the Board approved funding to continue the program for another five years as part of the 2019 Prop K Five-Year Prioritization Programs adopted in fall 2018.

NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROJECTS COMPLETED IN 2018

The Transportation Authority Board accepted the final reports for four Neighborhood Transportation Improvement Program-funded plans in 2018 and one capital project opened for use. These are described below.

In District 4, the **66 Quintara Reconfiguration Study** evaluated reconfiguration of the 66 Quintara, an underutilized Muni route on the West Side, in order to improve route performance and strengthen the West Side's access to transit hubs. The community provided clear direction that

FUNDING

Based on the success of the first cycle of the Neighborhood Transportation Improvement Program, this fall the Board approved Prop K sales tax funds for a second cycle of the program starting July 1, 2019. For each supervisorial district, Prop K will provide \$100,000 for neighborhood-scale planning efforts and \$600,000 in local match funds for further project development and implementation of neighborhood-scale improvements.

NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM (CONTINUED)

the best way to address transit travel needs in the area would be to extend the 48 Quintara service west of West Portal from AM Peak through PM Peak (currently it only runs during peaks) and to only make small changes and improvements to the 66 Quintara.

In District 6, the **Vision Zero Ramp Intersection Study** analyzed and developed recommended safety improvements for five intersections with freeway on or off ramps that are located in the South of Market Youth and Family Zone. To improve safety at the target intersections quickly, the study

team focused on identifying improvements that could be implemented within five years, such as curb bulb-outs, leading pedestrian intervals for pedestrian crossing signals, and signal upgrades to reduce conflicts and improve visibility. The Transportation Authority and SFMTA are pursuing funding to implement the recommended improvements.

The Neighborhood Transportation Improvement Program was developed to address socio-economic and geographic disparities in San Francisco.

In District 7, the **Balboa Area Transportation Demand Management Framework** initiated collaboration between the City, City College of San Francisco, and surrounding neighborhoods in the effort to encourage sustainable transportation choices in the area. Led by the City's Planning Department, the framework includes recommended physical and operational measures

for the City, City College of San Francisco, and the future Balboa Reservoir site developments to consider as they move forward with their respective planning and project development efforts.

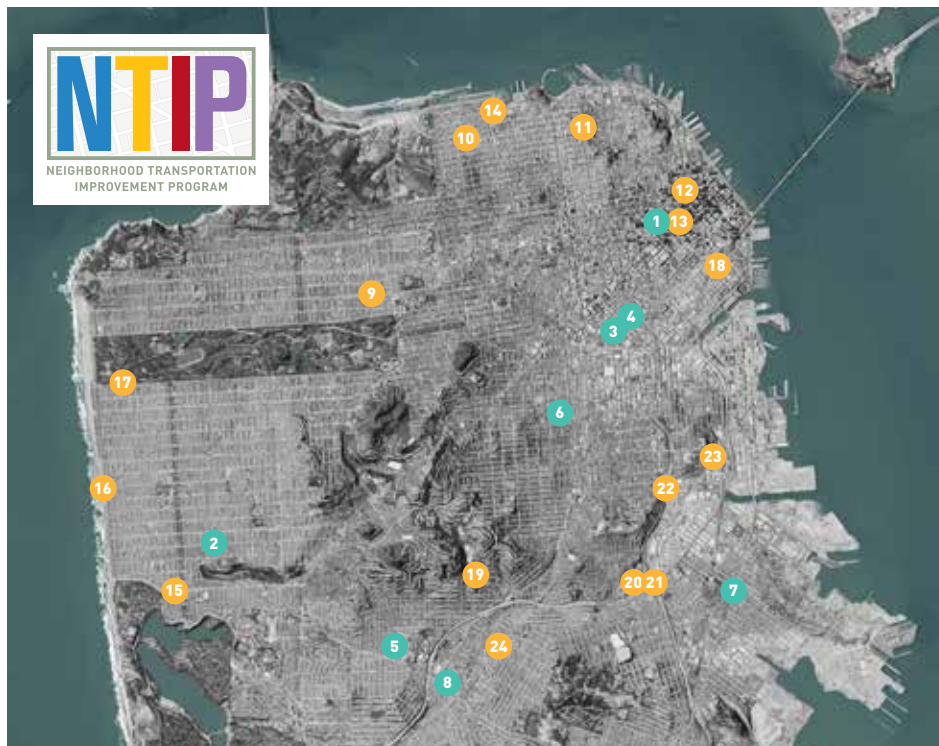
Led by the Transportation Authority, the **District 10 Mobility Management Study** (see Plan section) utilized a robust community engagement process to identify ways to leverage non-infrastructure strategies to improve transit services, maintain access, and mitigate congestion impacts, including those on climate and the environment, of anticipated new development in District 10.

City agencies also made progress on delivering the program's capital projects in 2018. San Francisco Public Works substantially completed the **South Park Traffic Calming** project in District 6. This project features traffic calming elements, including three bulbouts and special paving, at the gateway entrances to the park at Second and Third streets.

2018'S NEW NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROJECTS

The **Alemany Interchange Improvement Phase 2** project implements recommendations from the Alemany Interchange Improvement Study for improving safety and accessibility across and along Alemany Boulevard between Putman Street and Bayshore Boulevard where US 101, I-280, San Bruno Avenue, and Bayshore Boulevard intersect. The project includes a new multi-use path for pedestrians and bicyclists, connecting San Bruno Avenue to the Alemany Farmer's Market. Work will involve grading and drainage, new traffic signals and high visibility crosswalks. In 2018, we funded the design phase, which is underway, and in December, the California Transportation Commission awarded \$1.971 million from the state Active Transportation Program to San Francisco Public Works for construction of the project.

Battery and Sansome Bicycle Connections includes implementation of bike lanes and other traffic safety improvements along the Battery and Sansome corridors between and including The Embarcadero and Broadway, and along Vallejo and Davis streets south to Washington Street in District 3. These upgrades will result in a safe and attractive alternate route to The Embarcadero for bicycling trips between the Financial District and points south and the northeast waterfront, safer intersections along The Embarcadero, and a more accessible, comfortable walking environment within the Jackson Square and lower Telegraph Hill neighborhoods. The project is expected to be complete by the end of 2019.



CURRENT NTIP PROJECTS

PLANNING PROJECTS

- 1 Kearny Street Multimodal Implementation (District 3)
- 2 66 Quintara Reconfiguration Study (District 4)*
- 3 Pedestrian Safety in SOMA Youth and Family Zone; Folsom-Howard Streetscape Project (District 6)
- 4 Pedestrian Safety in SOMA Youth and Family Zone; Vision Zero Ramp Intersection Study (District 6)*
- 5 Balboa Area Transportation Demand Management Study (District 7)*
- 6 Valencia Street Bikeway Implementation Plan (District 8)
- 7 District 10 Mobility Management Study (District 10)*
- 8 Geneva-San Jose Intersection Study (District 11)

CAPITAL PROJECTS

- 9 Arguello Boulevard Improvements (District 1)
- 10 Lombard Street/US-101 Corridor Pedestrian Safety (District 2)
- 11 Lombard Crooked Street Reservation and Pricing System Development (District 2)
- 12 Battery and Sansome Bicycle Connections (District 3)
- 13 Kearny Street Multimodal Implementation Plan; Traffic Analysis (District 3)
- 14 Jefferson Street Improvements Phase 2 (District 3)
- 15 Sloat/Skyline Intersection Alternatives Analysis (District 4)
- 16 Lower Great Highway Pedestrian Improvements (District 4)
- 17 45th and Lincoln Intersection Improvements (District 4)
- 18 South Park Traffic Calming (District 6)*
- 19 Elk Street at Sussex Street Pedestrian Safety Improvements (District 8)
- 20 Alemany Interchange Improvement Phase 1 (District 9)
- 21 Alemany Interchange Improvement Phase 2 (District 9)
- 22 Bayshore Blvd/ Cesar Chavez St/Potrero Ave Intersection Improvements (Districts 9 & 10)
- 23 Potrero Hill Pedestrian Safety and Transit Access (District 10)
- 24 District 11 Near-Term Traffic Calming (District 11)

* Projects completed in 2018

NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM (CONTINUED)

In District 4, **45th and Lincoln Intersection Improvements** will improve pedestrian safety and accessibility into Golden Gate Park by converting a painted safety zone on the north side of the intersection of 45th Avenue and Lincoln Way into a raised concrete curb extension. This work will also construct 3 new curb ramps and relocate 1 catch basin. Once these features are in place, the SFMTA will install a new crosswalk on the east leg of the intersection, increasing access to the Boat Playground. Improvements are expected to be in place in spring 2019.



District 3's **Kearny Street Multimodal Implementation Plan** will explore traffic and pedestrian circulation around and to/from the Portsmouth Square Garage and analyze garage operations. Specific tasks include confirming goals and issues for Portsmouth Square garage circulation, assessing site conditions through multilingual intercept surveys of garage patrons and pedestrians, collecting and analyzing data, identifying potential improvement strategies, and developing recommendations and next steps.

In District 1, **Arguello Boulevard Improvements** will install a painted pedestrian safety zone at the Arguello/Cabrillo intersection and green paint treatments in the Class II bike lanes and bike boxes along Arguello Boulevard between Fulton Street and West Pacific Avenue following a Public Works paving project. Construction is expected to be complete in spring 2019.

Jefferson Street Improvements Phase 2 in District 3 will construct three blocks of streetscape improvements between Powell and Jones streets, completing the design developed from the 2010 Fisherman's Wharf Public Realm Plan. The project includes widened sidewalks, pedestrian scale lighting, bike parking, new landscaping, trees, public seating and construction of a narrowed roadway with geometrically patterned pavement. The project will improve safety along a street that sees more than 60,000 pedestrians per day on a typical summer weekend. Public Works expects to complete work by the end of 2020. Prop K funds are matching a state grant from the Senate Bill 1 Local Partnership Program.

For more information on the Neighborhood Transportation Improvement Program, please see our website www.sfcta.org/NTIP



District 11 Near-Term Traffic Calming will implement quick and effective near-term traffic calming measures at locations around the district. The SFMTA is determining specific locations and improvement types in collaboration with the District 11 Supervisor's Office, and based on technical factors such as feasibility, proximity to schools, and community

input. The SFMTA is drawing upon outreach being conducted as part of the Excelsior Neighborhood Traffic Calming Planning Project and the Excelsior Neighborhood Strategy. Design work is underway and construction is anticipated to be complete in mid-2019.

In Districts 9 and 10, **Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements** (The Hairball) will construct a wider, regraded path with adequate clearance at the Highway 101 overpass, and create a safe, shared bike and pedestrian path minimizing conflict between users of the path at the intersection's western entrance adjacent to westbound Cesar Chavez Street. Due to the necessary addition of a retaining wall to the project, construction has been delayed until additional funding is secured.

In District 4, the **Lower Great Highway Pedestrian Improvements** project includes community engagement, evaluation and implementation of traffic calming measures to improve conditions for people walking on the Lower Great Highway. Based on community engagement, SFMTA will implement a suite of improvements including measures that address traffic diversion from the Great Highway. SFMTA presented near-term measures at an open house in September and collected feedback on planned medium-term measures. The SFMTA anticipates implementation of near-term measures by the end of this winter and medium-term measures by Summer 2019.



PROP AA VEHICLE REGISTRATION FEE

\$10 VEHICLE FEE MAKES BIG IMPACT IN NEIGHBORHOODS CITYWIDE

In 2010, San Francisco voters approved Prop AA, authorizing the Transportation Authority to collect an additional \$10 annual vehicle registration fee on motor vehicles registered in San Francisco and to use the proceeds to fund transportation projects in the following categories:

Street repair and reconstruction

Pedestrian safety

Transit reliability and mobility improvements

Prop AA generates about \$5 million per year and it funds neighborhood-scale projects that can quickly deliver benefits to the public. Unlike the Prop K local half-cent sales tax funds, Prop AA only funds the final design and construction phases of projects. The expenditure plan requires that the Transportation Authority approve a strategic plan to guide the day-to-day implementation of the program and to identify which projects will receive funds.

Prop AA is living up to its promise of delivering tangible benefits quickly. As of December 2018, 18 of the 25 projects funded to date have been completed and are open for use by the public. Six more projects are under construction and one project is nearing completion of the design phase.

Prop AA funds only design and construction of neighborhood-scale projects consistent with a focus on delivering benefits quickly to the public.

WHAT DOES PROP AA FUND?

The voter-approved Prop AA Expenditure Plan allocates vehicle registration fee revenues to three types of projects in the percentage allocations seen below.

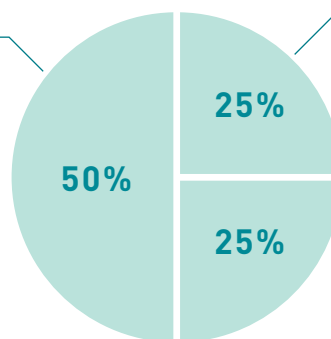
STREET REPAIR AND RECONSTRUCTION

Reconstruction of city streets with priority given to streets located on:

- Bicycle network
- Transit network

Priority to projects that include complete streets elements, including:

- Pedestrian improvements
- Traffic calming
- Bicycle infrastructure



PEDESTRIAN SAFETY

- Crosswalk maintenance
- Sidewalk repair and widening
- Sidewalk bulb-outs
- Pedestrian lighting, signals, and median islands

TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS

- Transit station/stop improvements
- Transit signal priority
- Travel information improvements
- Parking management pilots
- Transportation demand management

We are pleased to report that two Prop AA construction projects opened for use in 2018, allowing San Francisco residents and visitors to enjoy smoother pavement, increased pedestrian access and safety, enhanced transit access, and more attractive public spaces.

BROADWAY CHINATOWN STREETScape IMPROVEMENTS: A major effort, with funding from Prop AA, Prop K, and the One Bay Area Grant program, this project calmed traffic and made other safety improvements on a busy arterial frequented by school children and seniors. The project narrowed vehicular travel lanes and added new sidewalk bulb-outs, raised crosswalks, bus shelters, street trees, sharrows for bicycles, landscaping, benches and street lights.

WEBSTER STREET PEDESTRIAN SIGNALS: This project installed pedestrian countdown signals and other signal hardware improvements to enhance pedestrian safety at six intersections on Webster Street, five of which are on the Vision Zero High Injury Network. The projects was funded by Prop AA and Prop K.

FUNDED IN 2018 (PROJECT SPONSOR)	Total Project Cost	Prop AA Allocated	Current Phase
Pedestrian Safety			
Arguello Boulevard Traffic Signal Upgrade (SFMTA)	\$1,680,000	\$655,000	Construction
2018 Grand Total	\$1,680,000	\$655,000	

OPEN FOR USE IN 2018 (PROJECT SPONSOR)	Total Project Cost	Prop AA Allocated
Pedestrian Safety		
Broadway Chinatown Streetscape Improvements (SFPW)	\$15,000,000	\$1,679,839
Webster Street Pedestrian Signals (SFMTA)	\$1,945,000	\$401,794
Open for Use Grand Total	\$16,945,000	\$2,081,633

* Sponsor abbreviations include: San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW).



TRANSPORTATION FUND FOR CLEAN AIR

COST EFFECTIVE PROJECTS TO IMPROVE AIR QUALITY



TFCA-funded bike racks at Sanchez Elementary School. Providing secure bike parking helps encourage cycling, promotes healthy habits and can improve air quality by reducing motor vehicle emissions.

As the Transportation Fund for Clean Air Program Manager for San Francisco, the Transportation Authority awarded over \$750,000 in 2018 to projects intended to cost-effectively reduce motor vehicle emissions while improving mobility. The 2018 grants fund a mixture of new and proven projects, including a number of electric vehicle charger projects and bike improvements.

San Francisco State University will use TFCA funds to provide bike share memberships for Pell-grant eligible students, as the Ford GoBike system expands to areas near the campus in 2019.

The University will also use TFCA funds to construct a secure bike cage to encourage bicycling among staff and students.

The Transportation Authority awarded four grants that will result in over two dozen new electric vehicle chargers at various locations in the city. EVgo will install fast chargers in mixed-use buildings, where they can be used by residents, employees, or visitors, and will also install chargers dedicated for car share vehicles, supporting the City's only electric car share service. Grace Cathedral will install publicly-available fast chargers at its parking lot and California Interfaith Power and Light will install chargers at 10 faith institutions around the City.

We also funded Golden Gate Transit's Bike Racks on Buses project, which will purchase and install 3-bike capacity bike racks on commuter buses to support linked bike and bus travel in Golden Gate's 60-mile service corridor between Santa Rosa and San Francisco. And, we continued to support San Francisco Department of the Environment's Emergency Ride Home program, which guarantees a ride home for commuters who normally take transit, walk, or bike to work.

In 2018, we conducted oversight of previously funded projects and worked with our project sponsors to complete the two projects listed in the table below. We are particularly proud of the Gator Pass project which provides the first ever combined BART/Muni discount pass to San Francisco State University students.

FUNDED IN 2018
(PROJECT SPONSOR)

	Total Project Cost	TFCA Fund Amount
Bike Racks on Buses (GGBHTD)	\$482,400	\$182,140
Grace Cathedral DC Fast Chargers (Grace Cathedral)	\$170,000	\$170,000
Mixed Use Building Fast Charging in San Francisco (EVgo)	\$206,910	\$150,000
EV Chargers at Faith Institutions (California Interfaith Power and Light)	\$110,000	\$110,000
Ford GoBike memberships for SF State Students (SFSU)	\$56,500	\$56,500
Emergency Ride Home (SFE)	\$50,734	\$50,734
Bike Cage at SF State Thornton Hall (SFSU)	\$40,069	\$40,069
Off-Street Car Share Electrification (EVgo)	\$9,300	\$4,800
Total		\$764,243

COMPLETED IN 2018
(PROJECT SPONSOR)

	Total Project Cost	TFCA Fund Amount
Gator Pass Implementation Project (SFSU)	\$580,000	\$350,000
Emergency Ride Home (SFE)	\$30,925	\$30,925
Total		

* GGBHTD = Golden Gate Bridge Highway and Transportation District, SFE = San Francisco Department of the Environment, SFSU = San Francisco State University

ONE BAY AREA GRANT PROGRAM

SUPPORTING GROWTH WITH TRANSPORTATION INVESTMENTS

The Metropolitan Transportation Commission's One Bay Area Grant program supports projects that advance regional transportation priorities while also advancing the Bay Area's housing and land-use goals.

Through this program, the Commission provides Congestion Management Agencies like the Transportation Authority with federal transportation dollars through a formula that rewards jurisdictions that accept housing growth, have a good track record in housing production — particularly affordable housing — and focus transportation investments in support of locally-identified Priority Development Areas. Projects must be developed through an inclusive community planning effort and adhere to strict federal timely use-of-funds deadlines.

To date, the Transportation Authority has awarded \$77 million in One Bay Area Grant funds to over two dozen projects in two grant cycles (2012 and

**Broadway Chinatown
Streetscape Improvement
Project at the intersection of
Powell Street and Broadway
provides increased
pedestrian visibility in a
heavily traveled area.**



ONE BAY AREA GRANT PROGRAM (CONTINUED)

2017). In 2018, we continued to provide oversight and support local agency sponsors' advancement of One Bay Area Grant projects. We were excited to celebrate the openings of the Broadway Chinatown Streetscape Improvement Project in July and the Masonic Avenue Streetscape Improvement Project in August. Each of these involved major streetscape improvements designed to improved safety for all, with a particular emphasis on pedestrians and cyclists.

We also continued to support the SFMTA as it prepares to assume administration of a revised and expanded Safe Routes to School Non-Infrastructure program. The purpose of the program is to promote sustainable transportation choices and support safe walking and biking to school sites citywide through education, encouragement, and evaluation. It is complemented by a Prop K funded Safe Routes to School Infrastructure Program, that focuses on quick to implement traffic calming, safety and access improvements.

OPEN FOR USE IN 2018 (PROJECT SPONSOR)	Total Project Cost	OBAG Fund Amount
Masonic Avenue Streetscape Improvement Project (SFMTA)	\$26,000,000	\$10,227,540
Broadway Chinatown Streetscape Improvements Project (SFPW)	\$15,000,000	\$5,320,536
Total	\$41,000,000	\$15,548,076

* Sponsor abbreviations include: San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Works (SFPW).

LIFELINE TRANSPORTATION PROGRAM

IMPROVING TRANSPORTATION ACCESS FOR COMMUNITIES OF CONCERN

The Metropolitan Transportation Commission established the regional Lifeline Transportation Program to improve transportation access for low-income communities, many of whom are transit dependent. As the Congestion Management Agency for San Francisco, the Transportation Authority has been responsible for administering San Francisco's Lifeline funds and identifying the boundaries of San Francisco's Communities of Concern, which are areas in the city with concentrations of low income and minority populations. 2018 marks the last year of the regional Lifeline program and the transition to a new county-administered Lifeline program. The Metropolitan Transportation Commission will continue to fund the program using State Transit Assistance funds.

REGIONAL LIFELINE TRANSPORTATION PROGRAM

In 2018, the Transportation Authority approved Lifeline funding for the SFMTA's Expanding and Continuing Late Night Transit Service to Communities in Need project, which continues the overnight service on the 44 O'Shaughnessy and 48 Quintara bus routes. It also provides for new late night service for the L Owl line to Fisherman's Wharf, one of the recommendations of the Late Night Transportation Study (see Plan section). The Transportation Authority also programmed additional Lifeline funds to the SFMTA to enhance its Shop-a-Round and Van Gogh shuttle services for persons who have difficulty using standard fixed-route transit, and to establish an incentive program to help taxi drivers purchase and maintain wheelchair-accessible vehicles.



The Balboa Park Station Eastside Connections Project provides safer and more direct access for passengers to move between the east and west sides of the BART station, and between the BART and Muni stations.

In December 2018, the Transportation Authority celebrated the opening of the Balboa Park Station Eastside Connections project, which included a new entrance plaza, lighting, signage, and an accessible walkway across the BART tracks to the Muni Metro boarding area on the east side of the station.

SAN FRANCISCO LIFELINE TRANSPORTATION PROGRAM

In December, the Transportation Authority approved the framework for the first two years of the new San Francisco Lifeline Transportation Program. Forty percent or about \$2 million of available funds will support SFMTA's paratransit program providing curb-to-door help for qualifying individuals who have difficulty using Muni's standard fixed route service. The remaining sixty percent of the funds will be awarded to projects through a new San Francisco Lifeline Transportation Program modeled after the former regional program. We released a call for projects in January 2019 and anticipate approving about \$4.5 million for Lifeline projects in spring 2019.

FUNDED IN 2018 (PROJECT SPONSOR)

	Total Project Cost	Lifeline Fund Amount
Expanding and Continuing Late Night Transit Service to Communities in Need (SFMTA)	\$3,775,560	\$2,578,270
Wheelchair Accessible Taxi Incentive Program (SFMTA)	\$375,000	\$75,000
Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service (SFMTA)	\$562,500	\$32,462
Total	\$4,713,060	\$2,685,732

OPEN FOR USE IN 2018 (PROJECT SPONSOR)

	Total Project Cost	Lifeline Fund Amount
Balboa Park Station Eastside Connections Project (BART)	\$20,926,050	\$1,906,050
Balboa Park Station Eastside Connections Project (SFMTA)	\$7,772,087	\$1,083,277
Total	\$28,698,137	\$2,989,327

STATE TRANSPORTATION IMPROVEMENT PROGRAM

SENATE BILL 1 STABILIZES IMPORTANT STATE FUND SOURCE FOR MAJOR CAPITAL PROJECTS

As the Congestion Management Agency for San Francisco, every two years the Transportation Authority is responsible for establishing project priorities for San Francisco's share of funds from the State Transportation Improvement Program. This is one of the few fund sources which we can use to match Prop K local half-cent sales tax funds for new rail extensions and for freeway redesign projects.

The Transportation Authority has had long-standing commitments of future State Transportation Improvement Program funds to a small number of signature local half-cent sales tax projects: the Central Subway; the Presidio Parkway, also known as Doyle Drive; and the Caltrain Downtown Extension.

These commitments total just over \$92 million. Fulfilling the Central Subway commitment — now down to \$41 million — remains our top priority. State guidelines preclude us from programming additional State Transportation Improvement Program funds to the Central Subway since all the construction contracts have been awarded. Therefore, we are fulfilling our commitment by programming state funds to other SFMTA projects that can comply with the program guidelines, freeing up other funds that can be directed to the Central Subway.

Historically, State Transportation Improvement Program funding has been unreliable. Fortunately, the passage of Senate Bill 1, The Road Repair and Accountability Act of 2017, is expected to stabilize these state revenues and enable the Transportation Authority to fulfill existing commitments on a more predictable and, hopefully, faster timeline.





I-80/YERBA BUENA ISLAND INTERCHANGE IMPROVEMENT PROJECT

PHASE ONE

We celebrated the opening of the new Yerba Buena Island westbound on- and off-ramps in October 2016. The ramps are located on the east side of the island and connect it to the Bay Bridge. Funded with \$100 million from the Federal Highway Bridge Program, Proposition 1B Local Bridge Seismic Retrofit Account, and Treasure Island Development Authority local match funds, the new ramps significantly increase public safety for those traveling to and from the islands. These ramps are the first major capital project delivered by the Transportation Authority and provide vital transportation infrastructure for this emerging San Francisco neighborhood.

Since the opening of the new ramps in late 2016, we have continued working on the remaining elements of the project. The major accomplishment in 2018 was the completion of the excavation and demolition of the existing footings that remained from the San Francisco-Oakland Bay Bridge West Tie-in Structure (S-curve). This work was completed in late 2018.

The Transportation Authority is responsible for construction contract administration for the new ramps, which are being completed on-budget and on-time. In addition, our contractor for this project, Golden State Bridge, met the Disadvantaged Business Enterprise participation goal of 12.5 percent. We are proud of the work performed by our staff and our contracting partners and this work has attracted statewide recognition, earning the following outstanding achievement awards:

2018 Best Project, Highways/ Bridges category,
Engineering News-Record
California

2017 Interchange Project of the Year,
California Transportation
Foundation

2017 Transportation Project of the Year (over \$50M),
Construction Management
Association of America,
Northern California Chapter

2017 Merit Award,
American Council of
Engineering Companies

2017 Roadway & Highway Project of the Year,
American Society of Civil
Engineers (San Francisco Section)

2017 Outstanding Construction Project of the Year,
American Society of
Civil Engineers (Region 9)



PHASE TWO

We are also leading a coordinated effort with Caltrans, the Bay Area Toll Authority, and Treasure Island Development Authority to complete the **Southgate Road Realignment** as Phase Two of the Yerba Buena Island Interchange Improvement project. Southgate Road serves as the critical local road connection between the I-80/westbound and eastbound on- and off-ramps. In 2018, we successfully worked with Caltrans and the Bay Area Toll Authority to make significant progress, including on environmental clearance, right of way acquisition and final design. We expect to advertise for the construction phase work by early summer 2019. We anticipate Phase Two will cost \$49.4 million and are working on securing funds from the Federal Highway Bridge Program, the state, the Bay Area Toll Authority and the Treasure Island Development Authority.

New on- and off-ramps along westbound I-80 provide increased safety for people driving to and from Treasure Island and Yerba Buena Island.

PHASE THREE

Phase Three of the Yerba Buena Island Interchange Improvement project, the **Yerba Buena Island West-Side Bridges Retrofit** project, will include the seismic retrofit of five bridge structures and the replacement of three bridge structures along Treasure Island Road. In 2018, the Transportation Authority continued to make progress on the project, which included furthering preliminary engineering efforts. This phase of the project will improve seismic performance, simplify construction efforts, and minimize maintenance cost. We anticipate completing detailed design for the project by April 2020, starting construction in summer 2020 and finishing the project by December 2021.

I-80/YERBA BUENA ISLAND INTERCHANGE IMPROVEMENT PROJECT (CONTINUED)

We worked with Assemblyman David Chiu to secure state legislative authority to deliver Phase Three through an innovative implementation technique, Construction Management/General Contracting. In 2018, the Transportation Authority worked with the Federal Highway Administration and Caltrans to prepare agreements and develop procedures for implementing this delivery approach. We issued the Request for Qualifications for the Construction Manager/General Contractor in summer 2018 and selected Golden State Bridge/Obayashi Joint Venture in fall 2018.

Utilizing this method for delivering the project means that Golden State Bridge/Obayashi Joint Venture will participate during the design process to provide input regarding scheduling, pricing, phasing and constructability, resulting in a more constructible, cost effective project. Near design completion, we would negotiate a guaranteed maximum price for construction with the construction manager. If the price is acceptable to both parties, the Transportation Authority would execute an agreement with the construction manager to construct the improvements.

Similar to Phase Two, we anticipate funding Phase Three using the Federal Highway Bridge Program, the state, the Bay Area Toll Authority and the Treasure Island Development Authority. We estimated the cost of all the bridges retrofit work through construction to be about \$79 million.

PRESIDIO PARKWAY

SAN FRANCISCO'S GATEWAY IS OPEN; FINAL LANDSCAPING TO BE COMPLETED IN 2019

Originally built in 1936, Doyle Drive had reached the end of its useful life after over 75 years of use. This crucial link between the Golden Gate Bridge and the San Francisco city grid has been re-envisioned as the Presidio Parkway—a roadway

tucked into the natural contours of the Presidio and the Golden Gate National Recreation Area. With separate roadways for opposing lanes of traffic, two sets of short tunnels, safety shoulders, and a wide, landscaped median, the project was carefully designed to improve traffic safety and withstand the maximum credible earthquake for the region. Upon completion of construction and final landscaping in 2019, San Francisco's waterfront will have experienced its most dramatic improvement since the restoration of Crissy Field and the removal of the Embarcadero freeway. The Presidio Parkway project is jointly led by the Transportation Authority and Caltrans.



Presidio Parkway construction utilized a traditional design/bid/build approach for Phase One and a public-private partnership for delivery of Phase Two. The public-private partnership contracting method for Phase Two was key in ensuring the seismically safe roadway opened on time. The developer, Golden Link Concessionaire, will remain under contract for thirty years with performance requirements to ensure a high level of operations and maintenance and rehabilitation that will enhance the public's use of this important regional facility for years to come. Upon completion, a full evaluation of the different contracting methods will be done and should yield valuable information for future projects.

Presidio Parkway successfully opened to traffic on time in September 2015. This past year, the Transportation Authority and Caltrans concluded negotiations with the Presidio Trust to shift delivery of final landscaping aspects of the project to the Trust to better coordinate delivery of the Trust's Parklands landscape project and minimize impacts to the public. This settlement agreement was approved in spring of 2018 and final closeout of the Presidio Parkway project is anticipated in early 2019.

CALTRAIN MODERNIZATION PROGRAM

ALL THREE SCOPE ELEMENTS — POSITIVE TRAIN CONTROL, ELECTRIFICATION AND PURCHASE OF ELECTRIFIED VEHICLES ARE UNDER CONSTRUCTION

The Caltrain Modernization Program is a \$1.9 billion suite of projects that will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain commuter rail service, while improving air quality. The program, which is scheduled to be operational by 2022, has three components:

Positive Train Control

Electrification of the Caltrain line between San Jose and San Francisco

Purchase of electric multiple-unit vehicles to operate on the electrified railroad

The Caltrain Modernization Program will improve system performance with faster, more reliable service while minimizing equipment and operating costs, and is critical to the long-term financial sustainability of Caltrain. The program will extend for 52 miles from San Francisco to San Jose and will reduce air pollutants, noise, and vibration. The program will also prepare the

CALTRAIN MODERNIZATION PROGRAM (CONTINUED)

alignment for the future High-Speed Rail blended system. With the signing of the Full Funding Grant Agreement by the Federal Transit Administration in 2017, Caltrain issued a full notice-to-proceed to Balfour Beatty International for the design-build electrification contract and to Stadler US for the fabrication of the vehicles. To date the Transportation Authority has contributed over \$41 million towards the Caltrain Modernization Program, one of the signature projects in the Prop K Expenditure Plan.

With a budget of \$329.29 million, the Positive Train Control project was 66.8 percent complete as of November 30, 2018. As 2018 came to a close, Wabtec, the design/build contractor had completed on board installations, field integration tests, and other elements required by the Federal Railroad Administration for approval of an Alternative Schedule Request to achieve full system certification by December 2020.

As of November 30 2018, the \$1.98 billion electrification and vehicles project was 29.3 percent complete. During 2018 work on electrification was focused on installing pole foundations, poles and cantilever arms, and power substations. The first trainset has arrived at the manufacturing facility in Salt Lake City, Utah, and two more trainsets will arrive in January 2019. Revenue service is anticipated in 2022.



CENTRAL SUBWAY

CONSTRUCTION IS UNDERWAY; REVENUE SERVICE
ANTICIPATED BY DECEMBER 2019

The Central Subway Project will extend the Muni T third line north from Fourth and King streets to Chinatown. The route will move along Fourth Street, through a tunnel near Harrison Street, beneath Market Street, and under Stockton Street to the intersection of Stockton and Washington streets. With stops in the South of Market, Yerba Buena/ Moscone Center, Union Square, and Chinatown, Central Subway will greatly improve transit access for the residents of one of the most densely populated neighborhoods in the country, provide a rapid transit link to a burgeoning technology and digital-media hub, and improve access to a premier commercial district and tourist attraction.



The baseline budget for the project, led by the SFMTA, remains at \$1.578 billion. A joint venture of Barnard/Impregilo/Haley finished work on the \$233 million tunnels contract in 2015 on time and \$16 million under the baseline budget. Since then, the focus of construction shifted to the stations contract, which has experienced delays, and the systems contract. With 27 percent Disadvantaged Business Enterprise participation, contractor Tutor Perini is building three underground stations, one surface station, and the systems needed to support the subway extension. As of October 31, 2018 this contract was 76.3 percent complete while the overall project was 80.45 percent complete.

In 2018, we worked closely with the Metropolitan Transportation Commission and the SFMTA to develop a backfill funding plan for \$61 million in state funding that the Transportation Authority committed to the project, but hasn't been able to direct to the project due to delays in the availability of state funding. The three agencies found a workable solution with each agency contributing 1/3 of the needed funds primarily through dollar-for-dollar fund exchanges with other projects. We approved our portion of the funds through the 2019 Prop K 5-Year Prioritization Program updates this fall. (See State Transportation Improvement Program in Fund section).

The Transportation Authority has committed over \$215 million in Prop K half-cent local transportation sales tax funds, State Transportation Improvement Program funds, and other funds to the project. Transportation Authority staff and project delivery oversight consultants will continue to work closely with the SFMTA as the project continues through the construction phase.

TRANSBAY TRANSIT CENTER AND CALTRAIN DOWNTOWN EXTENSION

TRANSIT CENTER APPROACHING COMPLETION; LAYING THE GROUNDWORK FOR THE RAIL EXTENSION

The largest project in the Prop K Expenditure Plan — the Transbay Transit Center and Caltrain Downtown Extension — will transform downtown San Francisco and regional transportation well into the 21st Century. The project consists of three elements:

Building a new transit terminal building;

Extending commuter rail service 1.3 miles from its current terminus at Fourth and King streets to the new terminal with accommodations for future high-speed rail; and

Creating a transit-friendly neighborhood with 3,000 new homes (35 percent affordable) and mixed-use commercial development.

The total program budget is currently estimated at \$6.2 billion in year-of-expenditure dollars, of which the terminal is \$2.3 billion, and the downtown extension is \$3.9 billion. As of December 2018, the Transportation Authority allocated \$211 million in Prop K local half-cent sales tax funds to the project, in addition to State Transportation Improvement Program and One Bay Area Grant program funds.

TRANSBAY TRANSIT CENTER — PHASE ONE

The new transit center reached substantial completion in March 2018 and an opening celebration was held on August 10, 2018. On September 25, 2018, workers discovered a fissure on a girder spanning Fremont Street. The

The new Salesforce Transit Center is the first phase of a project that also includes extending Caltrain service to downtown and creating a transit-friendly neighborhood.



Transbay Joint Powers Authority immediately closed the transit center and inspected a parallel beam in the same location. They discovered a second, smaller fissure on the flange of this second beam. Since then, the Transbay Joint Powers Authority has conducted further inspections and advance testing and monitoring of similarly designed and constructed beams within the building. To date, no additional fissures have been found.

The Metropolitan Transportation Commission has convened an independent peer review panel to assess the site conditions, recommend a testing plan, and analyze the results to determine the root cause of the fractures. Once that determination has been made, the panel will also recommend the process by which the girders will be repaired. The estimated cost, who will pay for it, and when the transit center will reopen will not be known until the root cause and appropriate solutions are agreed upon. Meanwhile, the building remains closed and bus service is using the bus terminal at Main and Beale streets. Webcor is the Construction Manager/General Contractor for the terminal building.

CALTRAIN DOWNTOWN EXTENSION — PHASE TWO

As Phase One neared completion, attention shifted to Phase Two, the rail extension. Due to the significant socioeconomic impacts of cut-and-cover construction, the Transportation Authority Board requested that the Transbay Joint Powers Authority, together with Transportation Authority staff and consultants, conduct a tunnel options study to investigate alternatives to cut-and-cover. The study, completed in September 2017, concluded that it is possible to eliminate cut-and-cover between 4th and 2nd streets, as well as across Howard Street. Also, in 2018, the Transportation Authority Board and Mayor Breed endorsed the Pennsylvania alignment from the Planning Department's Railyard Alignment and Benefits Study, as the preferred approach for dealing with grade separations at the intersections of 16th / 7th streets and Mission Bay Drive/7th Street on the southern approach to the downtown extension. While not part of the downtown extension project scope, the decision provides needed city consensus on how to advance the rail extension.

In 2018, the Transportation Authority allocated Prop K funds to bring new and revised elements of the rail extension to 30 percent design. However, in light of the fissures found in the transit center, in October the Transportation Authority Board unanimously voted to suspend the funding agreement until the San Francisco City Controller's Office conducts an evaluation of Transbay Joint Powers Authority's management and delivery of the transit center and Transportation Authority staff performs a review of alternative oversight and governance models for the management and delivery of the downtown rail extension in addition to advising on project delivery methods. Both efforts are now underway and we anticipate presenting the findings to the Transportation Authority Board in the spring. On December 13, 2018 the TJPA board approved the Supplemental Environmental Impact Statement/Environmental Impact report for the project, a major milestone in project development.

MUNI FLEET, REPLACEMENT AND EXPANSION

FULL REPLACEMENT PROGRAM UNDERWAY FOR RUBBER-TIRE AND LIGHT RAIL FLEET

LIGHT RAIL VEHICLES

In 2018, San Franciscans began to experience the next generation of Muni light rail vehicles with 40 new vehicles now in revenue service. This next generation of trains brings more comfortable, safer, and reliable service. The SFMTA has a contract in place to replace its entire 151 light rail vehicle fleet, and plans to expand the fleet by an additional 68 vehicles. Prop K is helping to pay for replacement of the 151 light rail vehicles as well as helping to fund 24 of the expansion light rail vehicles. As of December, 50 of the fleet expansion vehicles had been delivered, 10 were undergoing testing, and the rest were already in service.

We have been working with the SFMTA and the Metropolitan Transportation Commission to help fill the funding gap and to explore the possibility of accelerating procurement of the 151 replacement light rail vehicles. The accelerated procurement would allow the public to enjoy more reliable service sooner, which is becoming increasingly attractive as the aging Breda vehicles are breaking down with greater frequency. Accelerating the procurement, however, requires having money in hand sooner and/or financing, which will be challenging. To support this effort, in November 2018 the Transportation Authority Board approved an additional \$35 million in Prop K sales tax funds and made the funds available sooner as part of the 2019 5-Year Prioritization Program updates for the accelerated project.

To date, the Transportation Authority has allocated \$131 million of a total \$189 million committed to the SFMTA's \$1.2 billion contract with Siemens for purchase of new light rail vehicles.



BUSES

With \$218 million in Prop K sales tax funds, the SFMTA is making significant progress on its \$1.3 billion effort to replace its diesel-electric hybrid motor coach buses and electric trolley buses through contracts with New Flyer, Inc. By the end of 2018 there were 528 new buses — both electric trolley buses and diesel electric hybrid buses serving Muni passengers citywide. More than 170 of these new buses hit the streets in 2018, nearly completing the procurement of the new motor coach fleet. The SFMTA anticipates replacing all 278 electric trolley buses by 2020.

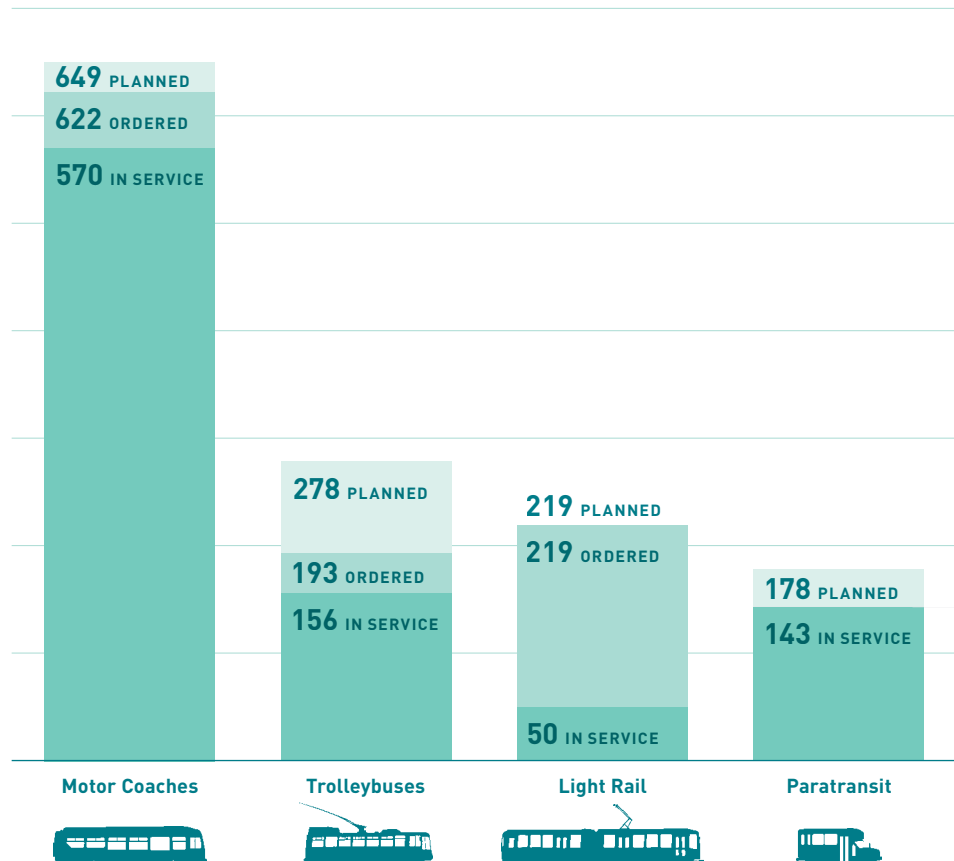


SFMTA is deferring procurement of thirty 30-foot buses serving neighborhood routes pending results of an upcoming pilot project to test a small fleet of battery-powered electric buses, which will inform the type of propulsion technology SFMTA will utilize for its next generation of buses. If the planned pilot is successful, the SFMTA may replace this last portion of its rubber tire fleet with battery-powered electric buses.

PROP K SALES TAX SUPPORTS PURCHASE OF NEW MUNI VEHICLES Data as of December 31, 2018

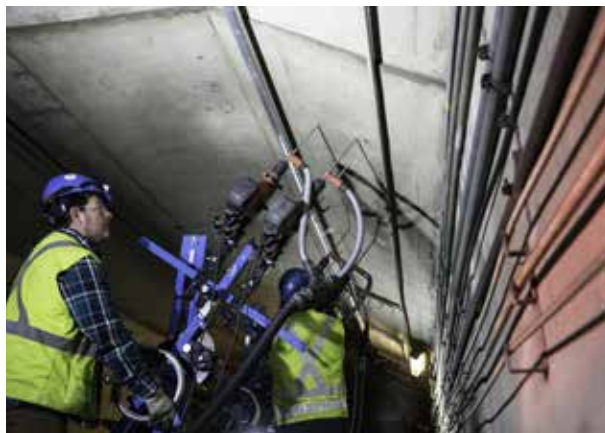
Prop K Sales Tax leverages other federal, state, and local dollars to fund new Muni vehicles.

- ✓ \$405 million in Prop K is available to buy new vehicles
- ✓ \$368 million in Prop K has been allocated to date
- ✓ 919 new vehicles have been placed in service since Prop K (2003)



MUNI RADIO REPLACEMENT

ALL MUNI BUSES, HISTORIC STREETCARS, AND NEW LIGHT RAIL VEHICLES ARE OPERATING ON THE NEW RADIO SYSTEM



Crews Installing brackets to carry communications cables in Twin Peaks Tunnel.

In 2009 the SFMTA embarked on a long-term effort to replace and modernize its radio communications system, some elements of which date back to the 1970s. Old radios are being replaced with new technology that allows for improved communications between bus and train operators and the supervisors that help manage service. This project is so complex in part because it integrates fifteen different vehicle information systems such as Automated Vehicle Location, Digital Vehicle Announcement System, Transit Signal Priority, Fare Collection, Video Surveillance, and more.

All Muni buses, historic streetcars and the new Siemens light rail vehicles are now successfully operating on the new radio system. The remaining 148 Breda light rail vehicles are in the process of being converted to the new radio system. SFMTA expects to complete this effort by the end of March 2019. SFMTA crews have also installed software and equipment to improve radio coverage at underground stations while testing and troubleshooting are ongoing.

The project cost is currently estimated at \$135 million, to which the Transportation Authority has contributed \$61.8 million in Prop K half-cent local transportation sales tax funds.

SFMTA's new Transportation Management Center expanded Operations Control Center capabilities and consolidated other command and control functions that were previously separated.



MUNI CENTRAL CONTROL AND COMMUNICATIONS PROGRAM

BEHIND THE SCENES, SFMTA IS CONSOLIDATING AND MODERNIZING CRITICAL SYSTEMS

The SFMTA's Central Control and Communications program is intended to expand and modernize its transportation central control capabilities. The program, which is now at 95 percent complete, links several Muni modernization efforts, including SFMTA's Radio Replacement and Automatic Train Control System projects, among others.

The program has three main components:

Improvements to the existing Operations Control Center

A new Transportation Management Center

An Integrated Systems Development project, which will provide a communications, monitoring, and control platform in the Muni Metro subway.

The SFMTA completed a new, \$32.1 million Transportation Management Center in 2016, which expanded Operations Control Center capabilities and consolidated other command and control functions that were previously separated, such as the Automatic Train Control System management center, Power Control Center, SFgo Traffic Management Center, and the Security Division.

As of 2018, the SFMTA had finished the installation of the new on-board communications system and through the Radio Replacement Project, installed new radios on all of its buses, historic streetcars, and new light rail vehicles. Now all buses, historic streetcars, and the new Siemens light rail vehicles can communicate directly and automatically with the Transportation Management Center.

The Central Control and Communications Program will provide a communications, monitoring, and control platform in the Muni Metro subway that will allow the existing SFMTA central control functions to be seamlessly migrated from their existing locations. It also will enable the future Central Subway communications systems to plug in as a single integrated communication platform.

Phase I of the Integrated Systems Development project was more than 90 percent complete in 2016. Technical difficulties with implementation of the data feed from the Advanced Train Control Systems Management Center, needed for the Platform Audio-Visual System, delayed completion. The SFMTA completed this final element of the project in early 2019. Prop K local half-cent sales tax funds have provided approximately \$15.5 million of the \$53.2 million Phase I cost.

MUNI MAINTENANCE FACILITIES

UPGRADES AND REPAIRS TO IMPROVE RELIABILITY AND SAFETY FOR MUNI PASSENGERS AND WORKERS

Using Prop K half-cent local transportation sales tax funds, the SFMTA advanced several facilities projects that will help to increase the safety, efficiency, and reliability of Muni service and operations for passengers and SFMTA employees.

The SFMTA continued work on its \$29 million program to modernize and replace 22 of the 28 escalators at its Muni Metro stations. As of December 2018, 13 escalators have been replaced, with four more under construction. This project was made possible with \$5 million in Prop K funds leveraging additional project funds.

In June the SFMTA celebrated the opening of a new \$127 million state-of-the-art Islais Creek motor coach maintenance facility. Prop K contributed \$9 million to this facility which adds critical capacity for maintenance of the 60-foot articulated motor coaches. In 2018 SFMTA also completed construction work to expand storage capacity at the Muni Metro East facility for ten additional light rail vehicles, following completion of the Prop K funded environmental and design phases in 2017. With Prop K support, the SFMTA will start planning for further capacity improvements at this site to



accommodate the planned expansion of its light rail vehicle fleet and to act as a temporary storage area while other Muni sites are upgraded or rebuilt.

The \$39 million renovation of SFMTA's central warehouse at 1570 Burke Avenue reached 60 percent completion in December 2018. The SFMTA's Overhead Lines Division will move to the renovated facility, which is expected to open for use in mid-2019. The project was funded by \$4.4 million from Prop K.

Other projects previously funded by Prop K progressed in 2018, including installation of worker fall protection and safety systems at six of eight SFMTA bus maintenance facilities as part of its \$15 million project entirely funded by Prop K. SFMTA's effort to replace fire safety systems at 6 maintenance facilities also progressed.

MUNI GUIDEWAYS PROJECTS

IMPROVEMENTS IN SAFETY AND RELIABILITY

In 2018 the SFMTA completed its facility upgrade at the Green Center light rail maintenance facility adjacent to the Balboa Park BART station. Prop K helped replace nearly 1 ½ miles of storage track, overhead contact wires, and related infrastructure improving the efficiency and safety of maintenance work. SFMTA also advanced projects to upgrade the infrastructure that supports cable car operations, and to replace overhead contact systems and construct traffic signal and street improvements for sections of the 33 Stanyan.

Several new guideways projects are gearing up with more than \$26 million in new Prop K allocations, including \$11.2 million to improve safety, reduce travel time, and improve reliability on the L Taraval between West Portal and Sunset Boulevard. Another new allocation of \$5.6 million will fund the replacement of overhead wires along the 22 Fillmore trolleybus line as part of a larger project to implement transit and pedestrian safety improvements along 16th Street.

The Transportation Authority allocated an additional \$5.3 million in Prop K local half-cent sales tax funds to cover higher than expected costs for extensive upgrades to the 100-year old Twin Peaks tunnel. The additional funds, along with \$4 million in previously allocated Prop K funds, allowed SFMTA to minimize tunnel closures in 2018 and accelerate the construction schedule. SFMTA expects to complete the project in early 2019.

In 2018, Prop K local half-cent sales tax supported the SFMTA's ongoing program to repair and replace work track at the end of its useful life with \$4.5 million for upgrades at 20 locations throughout the city.

MUNI RELIABILITY, SPEED AND SAFETY PROJECTS

MUNI FORWARD AND SYSTEM RELIABILITY

Muni Forward is a comprehensive program of improvements to increase reliability, reduce travel times, limit overcrowding, and enhance pedestrian and vehicle safety on Muni bus and rail lines. Since 2014, the SFMTA has advanced more than 40 miles of improvements, and delivered projects on multiple transit corridors, including the 5 Fulton, 9 San Bruno, and 14 Mission. The Transportation Authority has provided \$16.5 million from the Prop K local half-cent sales tax to support Muni Forward, including \$3.4 million allocated in 2018 to plan improvements on up to fifteen transit corridors including the 22 Fillmore and 30 Stockton.

BUS RAPID TRANSIT

Bus Rapid Transit represents a package of features that together create rapid and reliable, rail-like transit service for the benefit of passengers and at considerably less cost than rail. Bus rapid transit elements include dedicated bus lanes separated from regular traffic, low floor boarding, consolidated transit stops, high-quality stations with elevated platforms and canopies, transit signal priority, pedestrian safety enhancements and much more.



The **Van Ness Bus Rapid Transit** project continued construction in 2018 focused primarily on sewer and water upgrades, along with elements needed to support future upgrades to the overhead contact system for Muni buses. Where underground sewer and water upgrade work has been completed, the contractor replaced sidewalks, parking strips, curbs and street base. When the utility work is complete, traffic will move to the outside lanes, and construction crews will begin building the core bus rapid transit project which includes new boarding platforms and center-running transit-only lanes. Upon completion of the project in 2021, Van Ness Avenue Bus Rapid Transit aims to improve travel time by 32 percent, increase reliability up to 50 percent, increase boarding up to 35 percent, and reduce daily route operating costs by up to 30 percent.

Van Ness Bus Rapid Transit is part of a larger, unified Van Ness Improvement Project which includes several related, separately-funded projects that upgrade water, sewer, signals, and



streetlights and other streetscape elements. The SFMTA estimates that the core bus rapid transit project costs \$170 million. The project is nearly fully funded, including \$36 million in Prop K and \$75 million in federal Small Starts funds. The estimated cost for the unified Van Ness Improvement Project, including bus rapid transit, is \$222.6 million.

With more than 54,000 daily riders, the **Geary Bus Rapid Transit** Project will provide more efficient and reliable transit by making bus service up to 24 percent faster. Transportation Authority staff, working closely with the SFMTA, led the project to a major milestone in 2018 with the Federal Transit Administration's Record of Decision that determined the project satisfied federal environmental requirements.

In 2018, the SFMTA and Public Works began implementing the first phase of the bus rapid transit project, called Geary Rapid, between Market and Stanyan streets with funding from Prop K, One Bay Area Grant, and Prop A General Obligation Bonds. Geary Rapid includes side-running bus-only lanes, bus stop upgrades, repaving, traffic signal and striping work, and pedestrian crossing enhancements. Major construction and coordinated utility work will start in 2019 with expected completion in Spring 2021.

Prop K is also supporting the design for the more complex second phase of the project, known as the Geary Boulevard Improvement Project, including center bus-only lanes through the Richmond district.

With more than 54,000 daily riders, the Geary Bus Rapid Transit Project will provide more efficient and reliable transit by making bus service up to 24 percent faster.

PARATRANSIT

In 2018, the SFMTA provided approximately 750,000 paratransit trips to about 12,600 registered persons with disabilities who were unable to use Muni's regular fixed-route transit services. The SFMTA contracts with a broker to provide paratransit services through a diverse set of providers and resources, including 148 city-owned vehicles, private taxis, group vans associated with community centers throughout the city, and inter-county paratransit services. In addition, the SFMTA also provides shopping and recreational shuttle services for qualifying individuals who have difficulty using standard fixed-route transit for transporting groceries or accessing museums and other institutions. The Transportation Authority supports these shuttles with a combination of Prop K and Lifeline Transportation Program funds.



Since 2003, the Prop K local half-cent sales tax program has covered about half of the operating costs of the SFMTA's paratransit program. In 2015, we increased the annual amount from \$9.7 million to \$10.2 million to help cover the cost of operational changes that reduce passenger trip times for group vans. In 2018, with Prop K and Lifeline Transportation Program support, the

SFMTA expanded its Ramped Taxi Incentive program to cover the incremental costs of procuring, operating and maintaining a wheelchair-accessible, in addition to existing driver performance incentives.

Also in 2018, the SFMTA implemented a new online paratransit reservation system as part of its ongoing efforts to improve customer service. Again in 2018, paratransit passengers rated the SFMTA's paratransit program highly, with 95 percent of passengers very or somewhat satisfied with services.

19TH AVENUE COMBINED CITY PROJECT

CONSTRUCTION ANTICIPATED TO START MID-SUMMER 2019
ON MUNI FORWARD, VISION ZERO, AND UTILITY UPGRADES
COORDINATION EFFORT

This complete streets project includes bus and pedestrian bulb-outs to improve pedestrian safety; bus stop consolidation and relocation; water system replacement, new installation, and upgrades; wastewater system repair and replacement; and signal modifications and upgrades throughout the corridor. San Francisco

Public Works, the SFMTA, and the San Francisco Public Utilities Commission are working together to maximize coordination and minimize disruption to the community during the future construction phase of the project. They are also coordinating with Caltrans to get the local improvements done before Caltrans repaves 19th Avenue.

Design has taken longer than anticipated. Nevertheless, in 2018, Public Works reached a major milestone with the submission of final design documents to Caltrans for review. Public Works anticipates receiving Caltrans approvals in early 2019 and plans to start construction by mid-2019.

Planning and design of the project are funded by the Prop K half-cent local transportation sales tax and the Public Utilities Commission. Construction will be funded by Prop A General Obligation Bond funds and the Public Utilities Commission. Because the project had been initiated by the Transportation Authority as the 19th Ave Bulb-out Project, we have remained actively engaged in coordinating the Combined City Project through the Caltrans project initiation and approval phase.



BALBOA PARK STATION EASTSIDE CONNECTIONS

In November, the Transportation Authority celebrated the ribbon cutting for the BART Balboa Park Station Eastside Connections project with community and agency partners. The project provides safer and more direct access for passengers to move between the east and west sides of the BART station, and between the BART and Muni stations. The project was a multi-agency effort improve accessibility, convenience, safety, and security at the station. New lighting, ceilings, windows and a spectacular new glass head house have rejuvenated the station and brought about a welcomed increase in natural light. The Transportation Authority contributed over \$5.9 million to the project from both Prop K local sales tax and Lifeline Transportation Program funds. The Balboa Park Station is one of San Francisco's primary transit hubs and these investments reflect its importance, as well as prepare the station to accommodate continued growth in the surrounding area.



STREETS AND TRAFFIC SAFETY, AND TRANSPORTATION SYSTEM MANAGEMENT

In 2018, the Transportation Authority awarded Prop K local half-cent sales tax, Prop AA vehicle registration fees, and Transportation Fund for Clean Air funds to a wide variety of projects that improve the safety and efficiency of San Francisco's transportation system, and often improve the user experience, as well. The following summaries highlight projects funded from several Prop K local half-cent sales tax categories related to streets and traffic safety and transportation system management, as well as by the Prop AA and Transportation Fund for Clean Air programs. See the Fund section for additional details on the latter two programs listed that are administered by the Transportation Authority.

CURB RAMPS

In 2018 San Francisco Public Works and the SFMTA constructed nearly 263 new curb ramps throughout the city as part of larger Transportation Authority-funded street improvement projects. For instance, Prop K local half-cent sales tax funded paving projects built 85 curb ramps along Eureka Street, Grandview and Mangels avenues; 59 curb ramps on Filbert and Leavenworth streets; and 11 curb ramps along Ingalls and Industrial streets.

The SFMTA constructed 37 curb ramps as part of Prop K funded pedestrian improvement projects at various locations citywide. Public Works also built about 38 new curb ramps as stand-alone projects through its Curb Ramps program.

The Transportation Authority allocated Prop K local half-cent sales tax funds in 2018 for paving projects in the Parkmerced, Twin Peaks, and Mt Davidson Manor neighborhoods, and on Taraval Street and Alemany Boulevard. Public Works plans to construct and/or retrofit 203 curb ramps as part of these paving projects in 2019 and beyond.



STREET RECONSTRUCTION

In 2018 San Francisco Public Works completed pavement renovations along Eureka Street, Grandview and Mangels avenues, and along Potrero Avenue and Vermont Street with Prop K local half-cent sales tax funds, providing smoother, safer pavement for pedestrians, cyclists, buses and motor vehicles. Additionally, San Francisco Public Works completed the Broadway Chinatown Streetscape Improvement Project which featured numerous

pedestrian, bicycle, and streetscape improvements along with pavement renovations. We funded this project with Prop K, Prop AA, and One Bay Area Grant funding (see Fund section under One Bay Area Grant).

By the end of 2018, Public Works had significantly advanced construction on two other Prop K-funded paving projects. Specifically, a 31 block pavement renovation project on Ingalls and Industrial streets is over 75 percent complete and a 25 block pavement renovation project on Filbert and Leavenworth streets is over 70 percent complete.

Last year Public Works started construction of a Prop K funded pavement renovation project on Haight Street from Stanyan Street to Central Avenue and Masonic Avenue from Haight Street to Waller Street as part of a larger streetscape project funded with Prop AA funds. In addition, construction started on pavement renovation projects on Clayton Street, Clipper Street and Portola Drive funded by Prop K and on Brannan Street using Prop AA funds.

The Transportation Authority Board approved almost \$6 million in new Prop K allocation for street repair projects in 2018. The new funding will support pavement renovation for the Parkmerced, Twin Peaks, and Mt Davidson Manor neighborhoods, Taraval Street, and Alemany Boulevard. Construction of these projects is set to begin in 2019.

Street reconstruction projects typically include rebuilt or repaired curbs and gutters, sidewalk repairs, and accessible curb ramps in addition to new pavement and striping. Complete streets projects may include a wide variety of features such as landscaping, new lane configurations, bike lanes, widened sidewalks at intersections, and other Vision Zero safety elements.

STREET REPAIR AND CLEANING EQUIPMENT

In 2018, San Francisco Public Works took delivery of 3 street sweepers and 3 portable light towers to assist paving crews with visibility as part of the Prop K local half-cent sales tax funded Street Repair and Cleaning Equipment program. Using \$950,000 in Prop K funds, in 2019 Public Works will purchase 8 pieces of equipment that are California Air Resources Board compliant and rely on renewable diesel for fuel. The equipment will improve safety at the worksite and the efficiency of Public Work's street cleaning and repair work.



The Transportation Authority provides Prop K local half-cent sales tax funds to SF Public Works to support street repaving citywide.

SIDEWALK REPAIR AND TREES

In 2018, as part of its Public Sidewalk Repair Program, San Francisco Public Works repaired 386 sidewalk locations damaged by street trees in the public right-of-way. With a prior year Prop K sales tax funded grant, Public Works planted 562 street trees in public rights-of-way and helped to establish another 2,819 street trees.

With the passage of Proposition E in November of 2016, Public Works now has guaranteed funding for maintenance of street trees. As a result, Public Works used all its 2018 Prop K funds from the Tree Planting and Maintenance category to plant and establish new trees and will continue to do so in 2019 and beyond. Prop E also provides funding for repairing sidewalks damaged by street trees in the public right-of-way, which has enabled Public Works to use Prop K funds to repair damaged public sidewalks, curbs and gutters not due to street trees.



SIGNALS AND SIGNS

In 2018 the Prop K local half-cent sales tax funded the delivery of new and upgraded traffic signals at 7 intersections as well as 14 pedestrian countdown signals and 14 audible pedestrian signals at various locations throughout the city. New signal and signal upgrade projects typically include larger signal heads, poles, mast arms, signs, pedestrian signals, controllers and curb ramps to improve traffic, pedestrian, and bicycle safety.

The Transportation Authority allocated \$7.7 million in Prop K funds to the SFMTA in 2018 for construction of new traffic signals at 9 intersections and signal upgrades at 15 intersections citywide. Twelve of the new or upgraded signal locations are located on the Vision Zero High Injury Network.

ADVANCED TECHNOLOGY AND INFORMATION SYSTEMS (SFGO)

In 2018 2 allocations of Prop K local half-cent sales tax funds totaling \$2.2 million supported deployment of up to 138 traffic cameras and rehabilitation of up to 22 variable message signs deployed around the City. This equipment helps SFMTA monitor key locations and communicate to travelers real time information on traffic conditions, parking garage space availability, street closures and other alerts. It also helps reduce congestion and pollution and allows first responders easier access to areas that have been closed to traffic.

Another \$1.2 million Prop K allocation supported deployment of transit signal priority devices and communications equipment at between 20 and 100 intersections along local bus routes citywide. This technology

improves travel time reliability for SFMTA's public transit system, improves communication among traffic signals, and enables remote monitoring of the signal network. All of these projects are scheduled for completion by December 2019.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management encompasses a set of low-cost, tools and near-term strategies that encourage the use of sustainable transportation options such as walking, cycling and taking transit, while improving the efficiency of the transportation system and reducing crowding on transit.

New Prop K allocations last year include development of a tool to evaluate the effectiveness of the City's Transportation Sustainability Program which requires new developments to employ strategies such as providing bike parking and subsidized transit passes, to reduce vehicle miles traveled generated. We also provided Prop K funds to the SFMTA to develop a new program targeting newly relocated businesses within San Francisco to try and encourage employees to use sustainable modes of travel before commute habits are set. And, with the Transportation Fund for Clean Air, we funded another year of SF Environment's Emergency Ride Home Program, which provides a free ride home in cases of emergency for employees who rideshare, take transit or bike to work.

This past year, the SFMTA continued its New Resident Transportation Outreach project to establish an outreach and education program for residents who are new to San Francisco's transportation system to encourage them to take trips by sustainable modes including transit, walking, and cycling.

Details on transportation demand management strategies that the Transportation Authority is leading or activity involved in supporting are described in the Plan section. These include BART Perks, Late Night Transportation Study, Managing Access to the Crooked Street, and Treasure Island Mobility Management.

BIKING

This past year saw continued progress on delivery of projects citywide to improve San Francisco's bicycle infrastructure with new bike racks, green painted bike lanes, and continued rollout of new bicycle wayfinding signs. The SFMTA complemented these improvements through events such as Bike to Work Day 2018 and with safety classes offered to San Franciscans of all ages and bicycle abilities.

As described in the Neighborhood Transportation Improvement Program section, in 2018 the SFMTA significantly advanced designs to create a safer bicycle facility on Valencia Street between Market and Mission streets, and Battery and Sansome improvements will bring near-term improvements that



create a safer and attractive alternate bicycle route to The Embarcadero.

Newly funded efforts in 2018 included an appropriation of Prop K funds for initial planning of a proposed Yerba Buena Island Hillcrest Road/Treasure Island Road Bike Path which would provide a connection from the San Francisco Oakland Bay Bridge east span to a new Treasure Island Ferry Terminal. We also provided \$550,000 in Prop K funds to BART to install additional bike parking and access improvements such as stair channels at 16th Street Mission, 24th Street Mission, Civic Center, and Embarcadero stations.

TRAFFIC CALMING

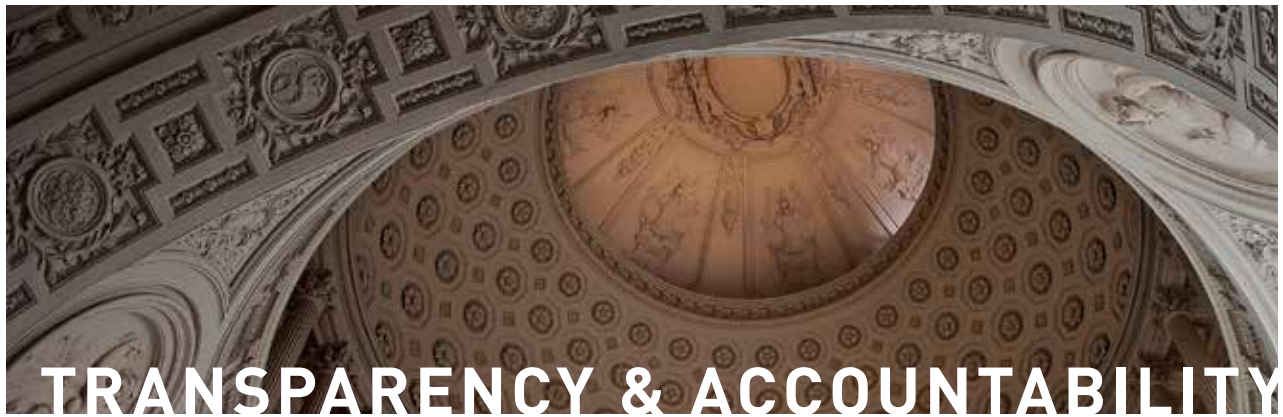
Prop K local half-cent sales tax annually funds the SFMTA's Residential Traffic Calming Program to evaluate community-initiated requests for locations that can benefit from slower speeds and to implement cost-effective traffic calming devices such as speed humps. Last year the Transportation Authority allocated over \$1.2 million in Prop K funds to evaluate 103 applications received in June 2018 and to construct the measures identified in the 51 applications accepted into the program in the 2017 cycle.



In 2018 the Transportation Authority also allocated nearly \$1.1 million in Prop K funds to the SFMTA for the revamped Schools Engineering Program within San Francisco's Safe Routes to School Program. This new program will improve traffic operations with upgraded signage and pavement/ curb markings near 35 school sites citywide, as well as install traffic calming measures on up to 15 local, residential streets where school loading zones are present. Also included in the

new program is funding for walk audits at up to 5 schools where parents, administrators, and city staff can engage in a collaborative planning process to identify needed safety improvements.

In 2018, the SFMTA implemented 30 traffic calming measures as recommended in the Buena Vista, Dewey, and Jordan Park areawide plans, including 11 new traffic islands, 13 speed humps and cushions, and 6 other measures including crosswalks striping.



TRANSPARENCY & ACCOUNTABILITY

PROP K HIGHLIGHTS

The table below provides a snap shot of the projects Prop K has delivered through December 2018, with a few illustrative examples of projects completed by Expenditure Plan line. Projects shown are open for use or are completed planning efforts unless otherwise noted. If no project is listed, no funds have yet been allocated from that line item. Visit the MyStreetSF interactive project map at MyStreetSF.com to see Prop K half-cent sales tax and other Transportation Authority-funded projects near you.

A. TRANSIT

i. Major Capital Projects

a. MUNI

Rapid Bus Network including Real Time Transit Information	N-Judah Transit Improvements, Mission-Geneva Transit and Pedestrian Improvements, Market Street Calm the Safety Zone, North Point Transit Improvements
Third Street Light Rail (Phase 1)	Done
Central Subway (Third Street Light Rail, Phase 2)	Under construction
Geary Light Rail	*

b. Caltrain

Downtown Extension to a Rebuilt Transbay Terminal	Transbay Transit Center - Under construction, Downtown Extension in design
Electrification	Under construction
Capital Improvement Program	Train Departure Monitors at Terminal Stations, Right-of-Way Safety Fencing

c. BART Station Access, Safety and Capacity

	16th Street BART Station NE Plaza Redesign, 24th Street/ Mission Plaza and Pedestrian Improvements
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d. Ferry

	Downtown Ferry Terminal Expansion environmental clearance, Pier 1/2 Demolition
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ii. Transit Enhancements

Extension of Trolleybus Lines/Electrification of Motorcoach Routes	
Extension of Streetcar Service (Fisherman's Wharf to Fort Mason)	
Purchase/Rehab of Historic Streetcars for New/Expanded Service	
Balboa Park BART/MUNI Station Access Improvements	Balboa Park Real Time Transit Information (d11), Balboa Park Eastside Connections
Relocation of Caltrain Paul Avenue Station to Oakdale Avenue	Oakdale Ridership Study
Purchase of Additional Light Rail Vehicles for Muni Light Rail Lines	24 new light rail vehicles in service
Other Transit Enhancements	Sloat Boulevard Pedestrian Improvements, Glen Park Community Plan Implementation Phase 1; Southwest Subway (19th Avenue/M Ocean View) Pre-environmental support

iii. System Maintenance and Renovation

a. Vehicles

Transit Vehicle Replacement and Renovation	893 new Muni vehicles placed into service (buses, light rail, and paratransit vehicles), Caltrain locomotives overhauls
Trolleybus Wheelchair-lift Incremental Operations and Maintenance	Done
F-Line Historic Streetcar Incremental Operations and Maintenance	Done

b. Facilities

Rehabilitation, Upgrade and Replacement of Existing Facilities	New MUNI Islais Creek Maintenance Facility, new Transportation Management Control Center, Reconstructed 13 Muni escalators; BART: Replace Platform Edge Tiles and Stair Treads, Caltrain systemwide station improvements
Muni Metro Extension Incremental Operations and Maintenance	Done

c. Guideways

	California Street Cable Car Infrastructure Improvements, Green Light Rail Center Track Replacement, Market and Haight Street Transit and Pedestrian Improvements
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B. PARATRANSIT SERVICES

Paratransit Services	Over 6 million paratransit trips provided from June 2010 through December 2017 for seniors and disabled persons
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C. STREETS AND TRAFFIC SAFETY

i. Major Capital Projects	
a. Doyle Drive	Done
b. New and Upgraded Streets	
Bernal Heights Street System Upgrading	Done
Great Highway Erosion Repair	Great Highway Reroute Project (planning)
Visitacion Valley Watershed Area Projects (San Francisco share)	Leland Avenue Streetscape, Geneva-Harney Bus Rapid Transit Feasibility Study
Illinois Street Bridge	Done
Traffic Study to Reduce Impacts of SR1 in Golden Gate Park	-
Upgrades to Major Arterials (including 19th Avenue)	19th Avenue Median Improvements, Lombard Street Near Term Improvements
ii. System Operations, Efficiency and Safety	
a. New Signals and Signs	52 new traffic signals, 404 pedestrian countdown signals, 92 audible pedestrian signals
b. Advanced Technology and Information Systems (SFgo)*	Variable message signs on Oak, Fell and Third streets, integration of signals on Franklin and Gough streets with SFMTA's Transportation Management Center
iii. System Maintenance and Renovation	
a. Signals and Signs	349 upgraded traffic signals, 160 audible pedestrian signals, over 8,800 traffic signs upgraded
b. Street Resurfacing, Rehabilitation, and Maintenance	
Street Resurfacing and Reconstruction	612 blocks paved - examples Potrero, California, Balboa, Kirkham, Page, Portola, Anza
Street Repair and Cleaning Equipment	Prop K funds have purchased more than 150 trucks and other equipment for street maintenance, including everything from a brick mason's truck to street sweepers, asphalt grinders and a specialized tunnel-washer truck.
Embarcadero Roadway Incremental Operations and Maintenance	Done
c. Pedestrian and Bicycle Facility Maintenance	Nearly 5,000 sidewalk locations repaired. Safe hit posts on Market, Fell and Oak Sts., painted Division Street Green Bike Lane, repaired automatic bike counters
iv. Bicycle and Pedestrian Improvements	
a. Traffic Calming	Local Application-Based Traffic Calming Program (speed humps) (citywide), Safe Routes to School projects (e.g. Sunset Elementary, John Yehall Chin, West Portal, Balboa-Denman), South Park Traffic Calming, Golden Gate Park Traffic Safety
b. Bicycle Circulation/Safety	Marina Green Bicycle Trail, circulation improvements at the "Hairball", JFK Drive parking buffered bikeway, Civic Center BART/MUNI bike station, Arguello Blvd. Near Term Improvements
c. Pedestrian Circulation/Safety	Continental Crosswalks, Bayshore/Cesar Chavez/Potrero Intersection Improvements, Wiggle Neighborhood Green Corridor, ER Taylor Safe Routes to School, Union Square Accessibility Improvements, Pedestrian Signals on Sunset Blvd.
d. Curb Ramps	Over 1,000 curb ramps funded from this category (excludes curb ramps funded through other projects such as street resurfacing)
e. Tree Planting and Maintenance	Over 4,700 trees planted, over 28,000 maintenance visits

D. TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES

i. Transportation Demand Management/Parking Management	BART Travel Incentive Program; Bayview Moves Van Sharing Pilot; Emergency Ride Home; Mobility, Access and Pricing Study; Walkfirst Investment Strategy
ii. Transportation/Land Use Coordination	Broadway Streetscape; Mansell Corridor Improvement; Persia Triangle Transit Improvements, Valencia Streetscape; Western Addition Community Based Transportation Plan

*The Expenditure Plan identified this as a Priority 3 project which would only receive funding under the most optimistic revenue forecast. We do not expect revenue levels to reach Priority 3.

PROP K HALF-CENT SALES TAX ACTIVITY DETAIL FOR CALENDAR YEAR 2018

A. TRANSIT

i. Major Capital Projects

	ALLOCATIONS		EXPENDITURES	
	2018 ALLOCATIONS (DE-OBLIGATIONS)	INCEPTION TO DATE ALLOCATIONS	2018 EXPENDITURES (ADJUSTMENTS)	INCEPTION TO DATE EXPENDITURES
a. MUNI	\$ 7,166,329	\$ 289,658,178	\$ 1,599,815	\$ 254,559,980
Rapid Bus Network including Real Time Transit Information	5,585,213	71,096,903	1,294,051	37,366,821
Third Street Light Rail (Phase 1)	356,148	92,561,275	45,764	92,158,127
Central Subway (Third Street Light Rail, Phase 2)	1,224,968	126,000,000	260,000	125,035,032
Geary Light Rail	-	-	-	-
b. Caltrain	\$ 11,396,017	\$ 243,239,644	\$ 14,986,186	\$ 223,780,424
Downtown Extension to a Rebuilt Transbay Terminal	10,458,903	206,490,018	9,622,625	194,696,079
Electrification	-	20,900,000	3,219,515	17,858,958
Capital Improvement Program	937,114	15,849,626	2,144,046	11,225,387
c. BART Station Access, Safety and Capacity	\$ 327,024	\$ 6,424,834	\$ 2,352,893	\$ 5,593,873
d. Ferry	\$ 150,000	\$ 2,586,620	\$ 440,000	\$ 1,776,620
Total Major Capital Projects	\$ 19,039,370	\$ 541,909,276	\$ 19,378,894	\$ 485,710,897

ii. Transit Enhancements

Extension of Trolleybus Lines/Electrification of Motorcoach Routes	\$ -	\$ -	\$ -	\$ -
Extension of Streetcar Service (Fisherman's Wharf to Fort Mason)	-	-	-	-
Purchase/Rehab of Historic Streetcars for New/Expanded Service	-	-	-	-
Balboa Park BART/MUNI Station Access Improvements	700,000	4,636,999	478,666	2,952,824
Relocation of Caltrain Paul Avenue Station to Oakdale Avenue	-	2,735,689	19,834	579,479
Purchase of Additional Light Rail Vehicles for Muni Light Rail Lines	-	4,598,311	-	3,098,311
Other Transit Enhancements	(54,600)	4,253,358	224,834	1,851,750
Total Transit Enhancements	\$ 645,400	\$ 16,224,357	\$ 723,334	\$ 8,482,364

iii. System Maintenance and Renovation

a. Vehicles	\$ 4,605,156	\$ 409,861,245	\$ 30,179,392	\$ 199,526,058
Transit Vehicle Replacement and Renovation	4,605,156	402,244,714	30,179,392	191,909,527
Trolleybus Wheelchair-lift Incremental Operations and Maintenance	-	2,448,531	-	2,448,531
F-Line Historic Streetcar Incremental Operations and Maintenance	-	5,168,000	-	5,168,000
b. Facilities	\$ 4,185,361	\$ 80,811,454	\$ 16,345,495	\$ 58,659,862
Rehabilitation, Upgrade and Replacement of Existing Facilities	4,185,361	64,030,454	16,345,495	41,878,862
Muni Metro Extension Incremental Operations and Maintenance	-	16,781,000	-	16,781,000
c. Guideways	\$ 36,895,658	\$ 189,139,636	\$ 16,958,527	\$ 104,352,045
Total System Maintenance and Renovation	\$ 45,686,175	\$ 679,812,335	\$ 63,483,414	\$ 362,537,965

TOTAL TRANSIT **\$ 65,370,945** **\$ 1,237,945,968** **\$ 83,585,642** **\$ 856,731,226**

B. PARATRANSIT SERVICES

Paratransit Services	\$ 9,754,279	\$ 140,993,583	\$ 6,814,622	\$ 129,907,941
TOTAL PARATRANSIT SERVICES	\$ 9,754,279	\$ 140,993,583	\$ 6,814,622	\$ 129,907,941

PROP K HALF-CENT SALES TAX ACTIVITY DETAIL FOR CALENDAR YEAR 2018

C. STREETS AND TRAFFIC SAFETY

	ALLOCATIONS		EXPENDITURES	
	2018 ALLOCATIONS (DE-OBLIGATIONS)	INCEPTION TO DATE ALLOCATIONS	2018 EXPENDITURES (ADJUSTMENTS)	INCEPTION TO DATE EXPENDITURES
i. Major Capital Projects				
a. Doyle Drive	\$ 1,999,009	\$ 69,842,746	\$ 574,629	\$ 66,371,884
b. New and Upgraded Streets	\$ 1,922,310	\$ 11,136,663	\$ 644,948	\$ 7,314,842
Bernal Heights Street System Upgrading	-	2,550,584	-	2,550,584
Great Highway Erosion Repair	1,397,310	1,782,506	81,744	251,858
Visitation Valley Watershed Area Projects (San Francisco share)	-	2,641,380	402,844	1,380,652
Illinois Street Bridge	-	2,000,000	-	2,000,000
Traffic Study to Reduce Impacts of SR1 in Golden Gate Park	-	-	-	-
Upgrades to Major Arterials (including 19th Avenue)	525,000	2,162,193	160,360	1,131,748
Total Major Capital Projects	\$ 3,921,319	\$ 80,979,409	\$ 1,219,577	\$ 73,686,726
ii. System Operations, Efficiency and Safety				
a. New Signals and Signs	\$ 5,479,722	\$ 21,020,680	\$ 33,988	\$ 14,560,890
b. Advanced Technology and Information Systems (SFgo)*	\$ 3,006,612	\$ 7,201,669	\$ -	\$ 3,811,697
Total System Operations, Efficiency and Safety	\$ 8,486,334	\$ 28,222,349	\$ 33,988	\$ 18,372,587
iii. System Maintenance and Renovation				
a. Signals and Signs	\$ 1,943,680	\$ 45,160,827	\$ 1,870,252	\$ 27,975,000
b. Street Resurfacing, Rehabilitation, and Maintenance	\$ 6,935,719	\$ 94,929,848	\$ 6,812,451	\$ 72,537,832
Street Resurfacing and Reconstruction	5,999,000	81,565,578	5,263,939	60,312,697
Street Repair and Cleaning Equipment	936,719	11,214,625	1,548,512	10,075,490
Embarcadero Roadway Incremental Operations and Maintenance	-	2,149,645	-	2,149,645
c. Pedestrian and Bicycle Facility Maintenance	\$ 586,957	\$ 8,988,632	\$ 158,760	\$ 7,774,002
Total System Maintenance and Renovation	\$ 9,466,356	\$ 149,079,307	\$ 8,841,463	\$ 108,286,834
iv. Bicycle and Pedestrian Improvements				
a. Traffic Calming	\$ 2,850,274	\$ 22,151,902	\$ 1,037,490	\$ 13,730,520
b. Bicycle Circulation/Safety	\$ 1,155,624	\$ 11,936,697	\$ 275,092	\$ 9,899,171
c. Pedestrian Circulation/Safety	\$ 2,258,663	\$ 12,973,615	\$ 688,598	\$ 9,681,974
d. Curb Ramps	\$ -	\$ 9,654,372	\$ 605,120	\$ 8,478,572
e. Tree Planting and Maintenance	\$ 1,192,519	\$ 15,874,811	\$ 410,909	\$ 13,694,570
Total Bicycle and Pedestrian Improvements	\$ 7,457,080	\$ 72,591,397	\$ 3,017,209	\$ 55,484,807
TOTAL STREETS AND TRAFFIC SAFETY	\$ 29,331,089	\$ 330,872,462	\$ 13,112,237	\$ 255,830,954

D. TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES

i. Transportation Demand Management/Parking Management	\$ 763,000	\$ 5,638,320	\$ 257,756	\$ 4,244,020
ii. Transportation/Land Use Coordination	\$ 774,764	\$ 10,163,233	\$ 543,737	\$ 6,795,254
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES	\$ 1,537,764	\$ 15,801,553	\$ 801,493	\$ 11,039,274

ADDITIONAL ITEMS

FY2006 Cowcap Suspension Pool	\$ -	\$ 112,345	\$ -	\$ 112,345
CityBuild Program	\$ -	\$ 1,073,719	\$ -	\$ 1,073,719
GRAND TOTAL	\$ 105,994,077	\$ 1,726,799,630	\$ 104,313,994	\$ 1,254,695,459

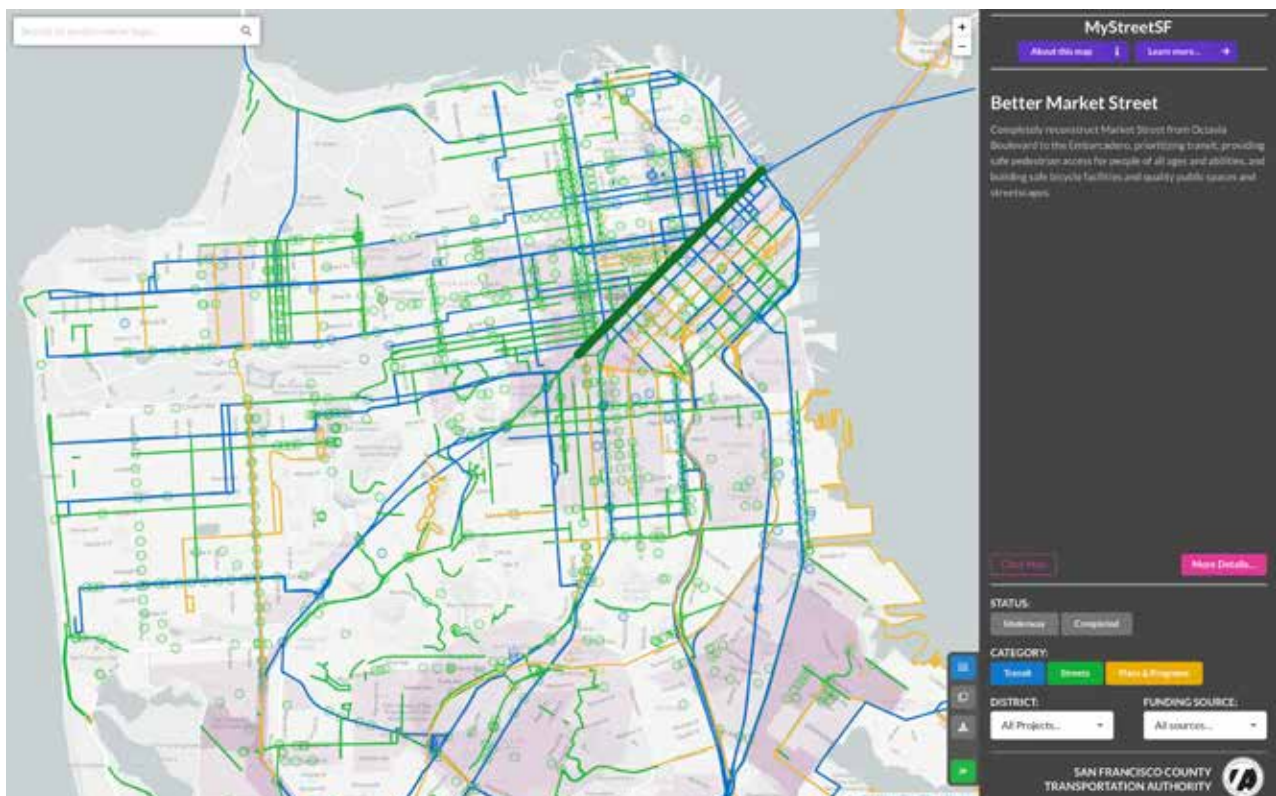
* Prior year amounts have been adjusted to reflect current to date balances.

MYSTREETSF

In 2018, the Transportation Authority released an updated MyStreetSF website (mystreetsf.sfcta.org), which provides access to up-to-date information on transportation projects funded by the Transportation Authority, as well as those for which our agency is responsible for some level of oversight acting as the Congestion Management Agency for San Francisco. From signals to streetcars, bicycles to boulevards, and pedestrian safety to paving, the Transportation Authority funds numerous improvement projects across the city. Users can track how their local taxes are helping to deliver critical transportation improvements in San Francisco via MyStreetSF, which provides transparency and accountability appropriate for administration of taxpayer funds.

By entering an address or search term, users will find a list of projects that are completed or underway. Unique features of the map allow users to browse a given area, zoom, and select project information, then download and share it easily. The site also has helpful layers to designate the city's supervisorial district boundaries, high-injury network and Communities of Concern.

MyStreetSF is a resource for anyone who wants to learn about the myriad transportation improvement projects happening all across San Francisco — or in their own neighborhood.



PROP AA VEHICLE REGISTRATION FEE ACTIVITY DETAIL FOR CALENDAR YEAR 2018

	ALLOCATIONS		EXPENDITURES	
	2018 ALLOCATIONS (DE-OBLIGATIONS)	INCEPTION TO DATE ALLOCATIONS	2018 EXPENDITURES (ADJUSTMENTS)	INCEPTION TO DATE EXPENDITURES
Street Repair and Reconstruction *	\$ -	\$ 13,127,115	\$ -	\$ 10,515,194
Pedestrian Safety	\$ 655,000	\$ 10,124,867	\$ 500,878	\$ 5,847,746
Transit Reliability and Mobility Improvements	\$ -	\$ 7,000,121	\$ 60,277	\$ 4,157,607
Grand Total	\$ 655,000	\$ 30,252,103	\$ 561,155	\$ 20,520,547

* Inception to date allocations adjusted to reflect reclassification for proper expenditure line. No change to overall accumulated allocations. In addition, prior year expenditure amounts have been adjusted to reflect current to date balances.

TRANSPARENCY AND ACCOUNTABILITY

The independent audit team of Vavrinek, Trine, Day & Co., LLP issued an unmodified (also known as a clean /unqualified) audit opinion for the Transportation Authority's financial statements for the fiscal year ended June 30, 2018. In a concurrent review, the auditors also certified that the Transportation Authority complied with the requirements applicable to the use of federal funds. This marks the fifteenth year in a row that independent auditors have issued clean audit reports. Pursuant to Government Accounting Standards Board Statement No. 14, the financial statements of the Transportation Authority are included in basic financial statements of the City; however, the Transportation Authority operates as a special purpose government agency under state law. The Transportation Authority is empowered by statute to issue debt in order to finance transportation projects in the voter-approved Prop K Expenditure Plan, and its debt capacity is separate and distinct from that of the City.

CAPITAL FINANCING AND INVESTMENT PROGRAM

The Transportation Authority continues to hold credit ratings with Fitch Ratings and S&P Global Ratings. Fitch issued a rating of AAA, its highest and Standard & Poor's issued a rating of AA+. The high ratings reflect the strength and diversity of the economic base that generates San Francisco's half-cent sales tax for transportation, the primary revenue source overseen by the Transportation Authority. The ratings also reflect the Transportation Authority's strong financial position.

The Transportation Authority had commercial paper notes in place starting in 2004. They provided a low cost of funding, relative to other financing alternatives, and enabled us to support faster delivery of sales tax expenditure plan projects sooner than we could on a pay-as-you-go basis. In June 2015, the Transportation Authority substituted its \$200,000,000 commercial paper notes (Limited Tax Bonds), Series A and B, with a \$140,000,000 tax-exempt revolving credit loan agreement, which has resulted in lower financing costs. As of December 31, 2018, the revolving credit loan does not have an outstanding balance.

On November 2, 2017, the Transportation Authority issued Senior Sales Tax Revenue Bonds (Series 2017) with the total face amount of \$248,250,000 maturing on February 1, 2034, with interest rates ranging from 3.0% to 4.0%. The Series 2017 Bonds marked the inaugural issuance of long-term Sales Tax Revenue Bonds by the Transportation Authority and allows project delivery and benefits to the public to be realized sooner than would otherwise be possible. The Series 2017 Bonds were sold by way of competitive sale, and proceeds from the bond sale primarily help pay for new Muni buses and light rail vehicles. The funds also pay for new Muni communications equipment, in addition to other projects in the Prop K half-cent sales tax Expenditure Plan. The Series 2017 Bonds will be repaid through sales tax collection in subsequent years. Since the issuance of the bond, the Transportation Authority paid \$88,073,222 of Prop K capital projects expenditures with bond proceeds. As of December 31, 2018, \$115,930,036 of bond proceeds remain to be spent.

DISADVANTAGED BUSINESS ENTERPRISE AND LOCAL BUSINESS ENTERPRISE PROGRAMS

The Transportation Authority has a strong Disadvantaged Business Enterprise (DBE) program and demonstrated commitment to providing DBEs with the maximum feasible opportunity to participate in the performance of contracts funded with federal, state, and local dollars. The Transportation Authority's Local Business Enterprise (LBE) program encourages businesses to locate and remain in San Francisco.

In evaluating DBEs and LBEs, the Transportation Authority recognizes certifications from the California Unified Certification DBE Program, the City and County of San Francisco LBE Program, and the California Department of General Services Small Business Enterprise (SBE) program. For firms not already certified by the three agencies mentioned above, the Transportation Authority has adopted a streamlined DBE/LBE certification process.

In February 2018, we hosted our annual DBE/LBE Opportunity Overview and Networking Event. Approximately 66 attendees from 63 companies — consisting of DBE, LBE, other small business firms, prime consultants and contractors, attended to learn about upcoming contracting opportunities with the Transportation Authority, Treasure Island Mobility Management Agency, the SFMTA, San Francisco Public Works, the Metropolitan Transportation Commission, and the San Mateo County Transit District/Caltrain. The Transportation Authority's opportunities included the fields of construction, tolling system integration, and various professional services. Following the presentation, prime consultants and sub-consultants discussed projects with staff from the various agencies, as well as networked with other firms.

In March 2018, the Transportation Authority joined the Business Outreach Committee, a multi-agency consortium of approximately 23 Bay Area transportation agencies with a common goal to assist small, disadvantaged and local firms doing business with Bay Area transit and transportation agencies. The Business Outreach Committee meets on a monthly basis to discuss outreach practices and plan for regional networking events and buyers forums, and publishes a quarterly newsletter of upcoming agency procurements and events. During the year, we participated in several networking events that brought public agencies together with prime consultants and contractors to network and learn about upcoming contracting opportunities.

DBE, LBE, and SBE performance for the Transportation Authority's vendor contracts during 2018 are shown below:

	AMOUNT*	PERCENTAGE OF TOTAL INVOICES PAID
Total Invoices Paid	\$6,618,939	100%
Total Paid to DBE firms	\$2,103,243	31.8%
Total Paid to LBE firms	\$1,839,378	27.8%
Total Paid to SBE firms	\$1,502,607	22.7%

*Amounts shown above exclude payments to other government agencies and non-profit organizations, as well as agency operating expenditures.

TRANSPORTATION AUTHORITY STAFF MEMBERS IN 2018

TILLY CHANG, Executive Director
MARIA LOMBARDO, Chief Deputy Director
ERIC CORDOBA, Deputy Director for Capital Projects
CYNTHIA FONG, Deputy Director for Finance & Administration
JEFF HOBSON, Deputy Director for Planning
ANNA LAFORTE, Deputy Director for Policy & Programming
JOE CASTIGLIONE, Deputy Director for Technology, Data & Analysis
PRIYOTI AHMED, Transportation Planner, Planning
MICHELLE BEAULIEU, Senior Transportation Planner, Policy & Programming
ABE BINGHAM, Graphic Designer, Executive
DREW COOPER, Senior Transportation Planner, Technology, Data & Analysis
AMBER CRABBE, Public Policy Manager, Policy & Programming
COLIN DENTEL-POST, Senior Transportation Planner, Planning
KRISTA GAN, Staff Accountant, Finance & Administration
CAMILLE GUIRIBA, Transportation Planner, Planning
ANNA HARVEY, Senior Engineer, Capital Projects
ANDREW HEIDEL, Senior Transportation Planner, Planning
RACHEL HIATT, Principal Transportation Planner, Planning
KALMAN HUI, Controller, Finance & Administration
WARREN LOGAN, Senior Transportation Planner, Planning
YVETTE LOPEZ-JESSOP, Administrative Assistant, Finance & Administration
LINDA MECKEL, Senior Transportation Planner, Planning
PAIGE MILLER, Communications Officer, Executive
HENRY PAN, Staff Accountant, Finance & Administration
MIKE PICKFORD, Senior Transportation Planner, Policy & Programming
LINA PLOTNIKOFF, Staff Accountant, Finance & Administration
ALBERTO QUINTANILLA, Clerk of the Authority, Executive
OSCAR QUINTANILLA, Transportation Planner, Policy & Programming
ERIC REEVES, Senior Program Analyst, Policy & Programming
STEVE REHN, Senior Transportation Planner, Policy & Programming
BHARGAVA SANA, Transportation Planner, Technology, Data & Analysis
JEN SHADER, Executive Assistant, Executive
APRILE SMITH, Senior Transportation Planner, Policy & Programming
STEVE STAMOS, Management Analyst, Finance & Administration
MIKE TAN, Administrative Engineer, Capital Projects
DANIEL TISCHLER, Senior Transportation Planner, Technology, Data & Analysis
ANGELA TSAO, Administrative Assistant, Finance & Administration
ERIC YOUNG, Senior Communications Officer, Executive
LILY YU, Principal Management Analyst, Finance & Administration

INTERNS: Yiming Cai, Donald Chung, Kevin Horng, Kyle Morales, Nathaniel Redmond, Sneha Roy, John Rumpel, Zachary Storm, Kaya Tollas

INDIVIDUALS SERVING THE TRANSPORTATION AUTHORITY FOR PART OF 2018

BRIDGET SMITH

CONSULTANTS ASSISTING THE TRANSPORTATION AUTHORITY IN 2018

19TH AVENUE COMBINED CITY PROJECT: Associated Right of Way Services, Inc.; HNTB Corporation

ACCOUNTING SERVICES: Macias, Gini & O'Connell LLP; Rael & Letson; Yano Accountancy Corporation

AUDITORS: Sjoberg Evashenk Consulting, Inc.; Vavrinek, Trine, Day & Co., LLP

BOND AND DISCLOSURE COUNSEL: Nixon Peabody LLP

CALTRAIN DOWNTOWN EXTENSION: Brierley Associates Corporation; Jacobs Engineering Group, Inc.; T.Y. Lin International; The Elliott Consulting Group, Inc.; Zurinaga Associates

CAPITAL DEBT PROGRAM: Chapman and Cutler LLP; State Street Bank and Trust Corporation; U.S. Bank

CONGESTION MANAGEMENT PROGRAM: Iteris, Inc.

CONNECTSF / SAN FRANCISCO TRANSPORTATION PLAN: Civic Edge Consulting; WSP USA Inc.

DISTRICT 9 FREEWAY IMPROVEMENTS STUDY: Parisi Transportation Consulting

DISTRICT 10 MOBILITY MANAGEMENT STUDY [NTIP]: Civic Edge Consulting; Nelson\Nygaard Consulting Associates; Reflex Design Collective LLC

ECONOMIC ANALYSIS SERVICES: Beacon Economics, LLC

EMERGING MOBILITY SERVICES & TECHNOLOGY: WSP USA Inc.

ENTERPRISE RESOURCE PLANNING SERVICES: Tyler Technologies, Inc.

FINANCIAL ADVISORY SERVICES: KNN Public Finance, LLC

GEARY CORRIDOR BUS RAPID TRANSIT PROJECT: Arup N. America

GENERAL COUNSEL: San Francisco Office of the City Attorney

HUMAN RESOURCES SERVICES: The Pendolino Group

I-280 INTERCHANGE MODIFICATIONS AT BALBOA PARK: AECOM

I-80/YERBA BUENA ISLAND INTERCHANGE IMPROVEMENT PROJECT: AECOM; Golden State Bridge, Inc.; Golden State Bridge/Obayashi Joint Venture; HDR Engineering; MNS Engineers, Inc.; WMH Corporation; WSP USA Inc.; Zurinaga Associates

INFORMATION TECHNOLOGY: Citilabs, Inc.; RaddOnline; SPTJ Consulting

KEARNY STREET MULTIMODAL IMPLEMENTATION PLAN [NTIP]: Parisi Transportation Consulting

LOMBARD STREET / US-101 CORRIDOR PEDESTRIAN SAFETY PROJECT: Associated Right of Way Services, Inc.; HNTB Corporation

LOMBARD CROOKED STREET RESERVATIONS AND PRICING STUDY: Arup N. America; Nelson\Nygaard Consulting Associates; WSP USA Inc.

MODEL DEVELOPMENT SERVICES: Association of Metropolitan Planning Organizations Research Foundation; John L. Bowman

MYSTREETSF: Because LLC

PRESIDIO PARKWAY: Arup/PB Joint Venture; Pendergast Consulting Group; University System of Maryland Foundation, Inc.

PROJECT MANAGEMENT OVERSIGHT: Zurinaga Associates

QUINT-JERROLD CONNECTOR ROAD: Far Western Anthropological Research Group, Inc.

SACRAMENTO LEGISLATIVE ADVOCATES: Smith, Watts & Hartmann

SAN FRANCISCO FREEWAY CORRIDOR MANAGEMENT STUDY: Fehr & Peers

SOMA RAMP INTERSECTIONS SAFETY STUDY, PHASE 2: Civic Edge Consulting; Nelson\Nygaard Consulting Associates

STRATEGIC COMMUNICATIONS, MEDIA, AND COMMUNITY RELATIONS SERVICES: Civic Edge Consulting; Davis & Associates Communications, Inc.

STRATEGIC HIGHWAY RESEARCH PROGRAM 2 IMPLEMENTATION: Arup N. America

STRATEGIC PLAN AND 5-YEAR PRIORITIZATION PROGRAMS UPDATE: Davis & Associates Communications; PFM Financial Advisors LLC

TRAINING SERVICES: Left Lane Advisors, LLC; Moore Iacofano Goltsman, Inc.

TRANSPORTATION AND SPECIAL COUNSEL: Nossaman LLP; Wendel, Rosen, Black & Dean LLP

TRANSPORTATION NETWORK COMPANY RESEARCH: University of Kentucky Research Foundation

TREASURE ISLAND MOBILITY MANAGEMENT PROGRAM: Arup N. America; Civic Edge Consulting; Davis & Associates Communications, Inc.; HNTB Corporation; Nelson\Nygaard Consulting Associates; Stantec Consulting Services Inc.; WSP USA Inc.; Zurinaga Associates

U.S. 101 / I-280 MANAGED LANES PROJECT: Davis & Associates Communications, Inc.; WMH Corporation

VAN NESS AVENUE BUS RAPID TRANSIT: Parsons Transportation Group

VIDEO PRODUCTION SERVICES: San Francisco Department of Technology

WEBSITE DEVELOPMENT: Civic Edge Consulting; lowercase productions; Mission Web Works

PHOTO CREDITS

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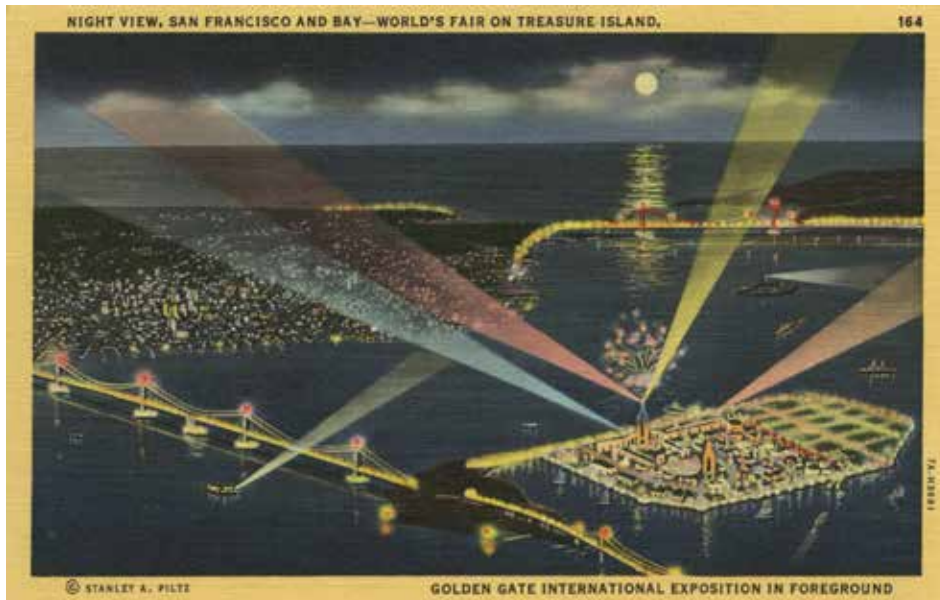
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Treasure Island was built in San Francisco Bay for the 1939 Golden Gate International Exposition. The site of a former Navy base as well as film stages, Treasure Island in the next several years will see more housing and commercial space developed. The Transportation Authority is working on a Treasure Island Transportation Plan to serve the growing neighborhood.



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