

2022

Annual Report



San Francisco
County Transportation
Authority

Draft Report: January 2023

THE 2022 TRANSPORTATION AUTHORITY BOARD AND ITS COMMITTEES

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Peter Tannen*
Sophia Tupuola*

** served part of 2022*

On the cover:

People board a 49 Van Ness / Mission Muni bus in front of City Hall, on the newly-opened Van Ness Bus Rapid Transit.

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 12 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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County Transportation
Authority**

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ACRONYMS USED IN THIS REPORT

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

BART

San Francisco Bay Area Rapid Transit District

Caltrans

California Department of Transportation

CaHSRA

California High-Speed Rail Authority

CMA

Congestion Management Agency

DBE

Disadvantaged Business Enterprise

LBE

Local Business Enterprise

NTIP

Neighborhood Transportation
Improvement Program

Prop AA

Proposition AA

Prop K

Proposition K

Prop L

Proposition L

Public Works

San Francisco Public Works

SBE

Small Business Enterprise

SFMTA

San Francisco Municipal Transportation Agency

SFTP

San Francisco Transportation Plan

TFCA

Transportation Fund for Clean Air

TIMMA

Treasure Island Mobility Management Agency

TJPA

Transbay Joint Powers Authority

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)

The Transportation Authority was 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. Develop and implement transit affordability program.

2022 at a Glance

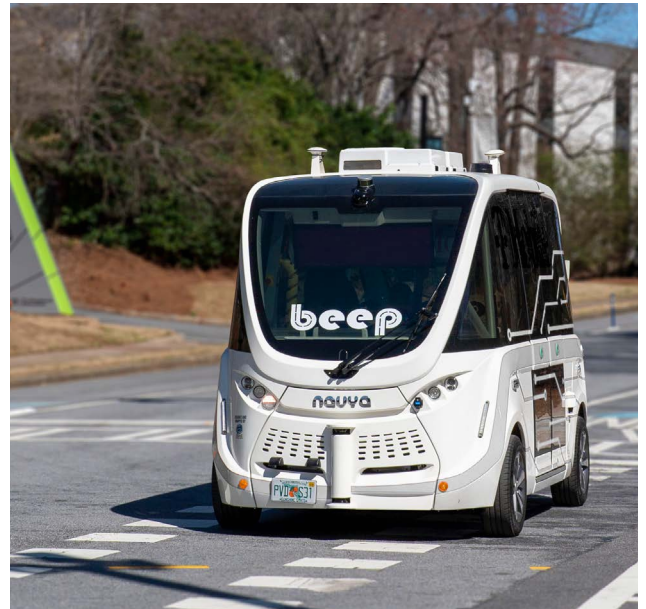
ConnectSF advanced with the completion of the Transit Strategy and Streets and Freeway Strategy.

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Treasure Island Autonomous Shuttle Pilot

PAGE 14



The Transportation Authority continued outreach and advanced development of the Treasure Island Transportation Plan

PAGE 14



The Transportation Authority continued to support Vision Zero

PAGE 19



The Golden Gate Park JFK Drive Access Equity Study examined the question of access from Districts 3, 10, and 11.

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Golden Gate Park, John F. Kennedy
Drive Access Equity Study

2022 at a Glance

Ocean Avenue Mobility Action Plan

PAGE 20



Voters approved Proposition L, the Sales Tax for Transportation Projects measure, that will direct \$2.6 billion in half-cent sales tax funds over 30 years.

PAGE 10



Octavia Improvements Study

PAGE 18



Our Board adopted the San Francisco Transportation Plan, the city's long-range investment and policy blueprint.

PAGE 12



697 ORDERED

673 IN SERVICE

Half-cent sales tax supports purchase of new Muni vehicles

PAGE 34

278 IN SERVICE

264 PLANNED

256 PLANNED

219 ORDERED

211 ORDERED

87 IN SERVICE

205 IN SERVICE

MOTOR COACHES

TROLLEYBUSES

LIGHT RAIL

PARATRANSIT



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San Francisco
County Transportation
Authority

PLANNING AND DELIVERING TRANSPORTATION PROJECTS

As San Francisco's congestion management agency, we monitor travel activity on our streets and adopt plans to reduce traffic congestion and improve sustainable travel options, such as the Treasure Island Transportation Program. We lead long-range planning to establish San Francisco's transportation investment policies and priorities through the San Francisco Transportation Plan. We lead major capital projects like the Yerba Buena Island Southgate Road Realignment, and provide project delivery oversight and support for projects like the Caltrain Electrification.

2022 TRANSPORTATION EXPENDITURE PLAN (PROPOSITION L)

In November, San Francisco voters approved Proposition L, the Sales Tax for Transportation Projects measure that will direct \$2.6 billion in half-cent sales tax funds over 30 years to help deliver safer, smoother streets, more reliable transit, continue paratransit services for seniors and persons with disabilities, reduce congestion, and improve air quality.

Prop L, which does not raise the city's sales tax level, required two-thirds majority approval, and will be administered by the Transportation Authority. Prop L will supersede the current half-cent sales tax on April 1, 2023.

To develop the 30-year Prop L Expenditure Plan, the Transportation Authority led extensive outreach with the public and an advisory committee of 27 community members representing neighborhood, business, labor, civic, and environmental groups, who met for six months to discuss investment priorities and policies.

The Prop L Expenditure Plan includes funding for:

- Neighborhood-level investments such as road repair, crosswalks, traffic calming, new and upgraded traffic signals, bicycle lanes, and Safe Routes to School programs.
- Citywide improvements like electrifying Muni's bus fleet, bus lanes and transit signal priority, maintaining buses and trains so they operate safely and reliably, and increasing the capacity of both Muni and BART systems.
- Implementing transportation improvements identified in community-based plans across the city and particularly in Equity Priority Communities.
- Major projects like the Downtown Rail Extension, which will extend Caltrain tracks to Salesforce Transit Center.

Learn more at sfcta.org/ExpenditurePlan

The Transportation Authority has administered San Francisco's transportation sales tax program since it was first approved by voters in 1989 and renewed by voters in 2003. Since 2003, the Transportation Authority has directed over \$2 billion in sales tax funding to transportation projects.

The half-cent transportation sales tax generates about \$100 million per year and has helped fund transportation projects across the city. Major capital investments have included the purchase of new Muni buses and light rail vehicles, Salesforce Transit Center, the electrification of Caltrain, Muni Central Subway, and reconstructing Doyle Drive, now known as Presidio Parkway.

The sales tax program also impacts people's lives through smaller projects like traffic calming, street repaving, paratransit service for seniors and persons with disabilities, bike lanes, new and upgraded signals, and during the pandemic, taxi rides home for essential workers.

See sfcta.org/stories for examples from everyday San Franciscans.



Proposition L will
direct \$2.6 billion
in half-cent
sales tax funds
over 30 years to
transportation
improvements.

CONNECTSF AND THE SAN FRANCISCO TRANSPORTATION PLAN

As San Francisco's Congestion Management Agency, the Transportation Authority develops a long-range countywide transportation plan to guide development of the transportation sector. In December, the Transportation Authority Board adopted a major update known as the San Francisco Transportation Plan (SFTP) 2050.

Updated every four years, the SFTP is the blueprint for the city's transportation system development and investment over the next 30 years. The plan analyzes all transportation options like transit, walking, driving, and biking to set investment priorities and advance the city's goal to build an effective, equitable, and sustainable transportation system. The SFTP also positions San Francisco projects for federal, state, and regional funds and it recommends policy changes to help us make the most of our investments.

The SFTP is part of the ConnectSF long-range transportation planning program and is consistent with the Metropolitan Transportation Commission's Plan Bay Area 2050, the long-range transportation plan for the nine-county Bay Area. ConnectSF is a multiagency effort of the Transportation Authority, the SFMTA, and the San Francisco Planning Department to build an effective, equitable, and sustainable transportation system for San Francisco's future.

ConnectSF has three phases. Phase 1, concluded in 2018, established a 50-year transportation vision for the City and established goals through extensive community engagement and technical work. Phase 2 defined the transportation needs, challenges, and strategies to move the city closer to its vision and goals. Phase 2 was completed in 2022 with finalization of two modal studies – the Transit Strategy and the Streets and Freeways Strategy – that define, evaluate, and recommend major long-range transportation concepts and policies for San Francisco's transit and street networks.

The SFTP draws from these previous phases of ConnectSF, community input, San Francisco's 2021 Climate Action Plan, and multiple neighborhood, citywide, and regional transportation plans. The priorities in the SFTP are informed by technical analyses, community input and interagency collaboration and build towards ConnectSF's goals around equity, economic vitality, environmental sustainability, and safety and livability.

The plan includes two financially constrained investment scenarios. The SFTP Investment Plan includes about \$80 billion in transportation funding (in constant 2020 dollars) through 2050. The Vision Plan imagines how to get closer towards achieving city goals with significant new revenue sources. The Vision Plan totals about \$95 billion dollars in revenue, which includes all the Investment Plan revenue plus an additional \$15 billion in potential new revenues.

The SFTP also includes policy initiatives to strengthen the impacts of investments on transportation goals. These include transit funding for transit operations and maintenance, regional transit coordination, street safety, personal security, neighborhood planning and equity, equity-focused pricing and incentives, capital project delivery, shared station development and improvements, new mobility and autonomous vehicles, and climate and resilience.

Learn more at sfcta.org/projects/san-francisco-transportation-plan

The SFTP makes San Francisco competitive for regional, state, and federal transportation funding and ensures that investments and advocacy are well coordinated and effective in achieving citywide goals.



TREASURE ISLAND TRANSPORTATION PROGRAM

We continued to advance the Treasure Island transportation program in our capacity as the Treasure Island Mobility Management Agency (TIMMA).

With the San Francisco Bay Area Water Emergency Transportation Authority, we secured a successful grant application for almost \$15 million for two new all-electric ferry vessels and charging infrastructure network to connect Treasure Island to downtown San Francisco. This grant supplements a prior \$3.4 million federal grant for another electric vessel. In addition, as part of the state's Solutions for Congested Corridors program, we applied for funding for a charging station at the Treasure Island terminal to complete the Treasure Island ferry capital program. We also participated in the Bay Area Council's re-launched Waterfront Committee and will be working to realize the vision of a ferry network that would connect waterfront locations in San Francisco from Fort Mason down to the Bayview, including Treasure Island, and integrate with Muni and other modes. Finally, we completed a draft Ferry Study and look forward to developing a business plan for Treasure Island service.

In early 2022, Caltrans District 4 signed the Environmental Justice assessment memorandum and revalidated the environmental approval for the Treasure Island Toll System and Program. This technical memorandum analyzes potential effects to equity priority communities as a result of the project and concludes that the congestion pricing program does not have disproportionate impacts on this community. The CEQA Addendum, the state's environmental document, was also approved, completing environmental approvals. We also gained approval of the Toll System Concept of Operations and the Systems Engineering Management Plan from the Federal Highway Administration.

Work continues on the toll and affordability program, with further analysis of the affordability measures approved by the TIMMA Committee in 2022. Based on Board feedback, we developed further discounts and exemptions and presented additional affordability options to the public, including at an in-person town hall with Board Member Matt Dorsey. This work will continue into 2023.

We updated the overall funding strategy for the TIMMA program, including delivery of the capital program and a comprehensive operations and maintenance budget for the early years. This work was based on financial modeling that tested the various toll and affordability program options and will be updated as implementation of the TIMMA program progresses.

Learn more at sfcta.org/treasure-island

TREASURE ISLAND AUTONOMOUS SHUTTLE PILOT

TIMMA is leading the planning and implementation of an autonomous vehicle shuttle pilot on Treasure Island, funded largely through federal grants and local half-cent sales tax. The autonomous shuttle will be operated by Beep, an autonomous vehicle



service provider selected through a competitive public procurement process. The pilot will offer free rides to the public with a multi-passenger, ADA-compliant vehicle operating on a fixed route on Treasure Island. The vehicle will have a human attendant present to monitor the vehicle and take control of the operation should the need arise. Following a 30-day test period without passengers, the pilot service is expected to begin Spring 2023 and continue for nine months through Winter 2023. We will complete an evaluation of the service, including public perceptions of riders and other road users, in 2024.

This will be the first autonomous shuttle pilot on public roads in California. The pilot will allow us to test autonomous shuttle service on a limited basis to better understand the technology and its capabilities. Ongoing community engagement is planned for the pilot and will include efforts to explore related workforce development, economic development, educational, and other opportunities to promote learnings and local participation in this emerging industry.

Learn more at sfcta.org/projects/treasure-island-autonomous-shuttle-pilot

YERBA BUENA ISLAND ROADWAY PROJECTS

The Transportation Authority is working jointly with the Treasure Island Development Authority, Caltrans, and the Bay Area Toll Authority on several projects to improve pedestrian and vehicular access to Yerba Buena Island and Treasure Island. The Transportation Authority-led Southgate Road Realignment project is nearly complete and is anticipated to open in Spring 2023, providing bicycle access to Macalla and Northgate roads. The West Side Bridges retrofit project will replace seven seismically deficient bridges and retrofit one bridge with a realigned roadway and retaining walls, a Class II bicycle facility, and a transit-only access on-ramp. The project secured several federal, state, and local grants in 2022 to complete the project funding plan. We are preparing to award the construction contract in Spring 2023. The Yerba Buena Island Multi-use Path project will improve safety by building a new pedestrian and bicycle path where none exists, along Treasure Island and Hillcrest Roads to connect the east span of the Bay Bridge to Treasure Island. We awarded a preliminary engineering contract in 2022 and expect to obtain environmental approval in Spring 2023. The Hillcrest Road Widening Project will upgrade Hillcrest Road to meet City safety standards between the Forest Road Intersection and the West Side Bridges. We awarded the design contract in 2022. Design is closely coordinated with the Multi-use Path project and is expected to be completed in 2024.



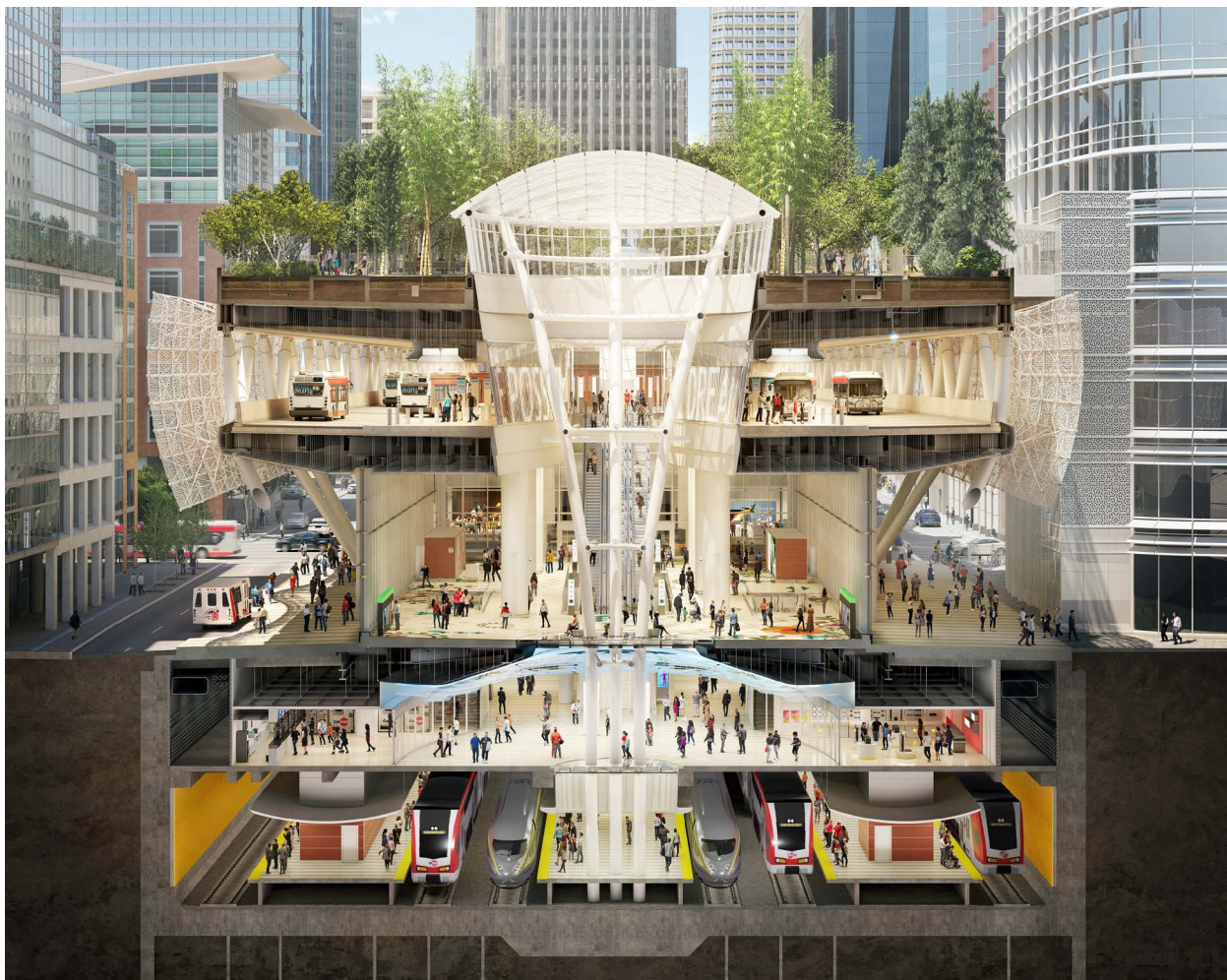
The Southgate Road Realignment project is nearly complete as of the end of 2022.

ADVANCING CALTRAIN AND HIGH-SPEED RAIL

Downtown Rail Extension

The Portal Downtown Rail Extension will extend Caltrain underground from 4th and King streets to the Salesforce Transit Center in downtown San Francisco. The project will be re-named The Portal in 2023, and it is led by the Transbay Joint Powers Authority. In addition to Caltrain, it will serve future California High-Speed Rail and will be designed to enable future connectivity across the Bay. During 2022, the multi-agency project team completed the preliminary design for the project and advanced other activities within the Federal Transit Administration's Project Development process. The Transportation Authority successfully led or co-led several of the project's work program tasks, including the funding plan, project delivery strategy, governance study, and ridership forecasting. These activities set the stage for the project to seek a multi-billion dollar federal Capital Investment Grant to advance into the construction phase.

Learn more at sfcta.org/projects/downtown-rail-extension



Pennsylvania Avenue Extension

The Pennsylvania Avenue Extension would extend the Caltrain corridor's tunneled alignment south from the Downtown Rail Extension to eliminate surface rail crossings at Mission Bay Drive and 16th Street. In 2022, the Transportation Authority completed the Project Initiation Study, which developed and evaluated a range of conceptual alignment alternatives. The upcoming Pre-Environmental Study will further refine potential alternatives and develop an organizational approach for the subsequent environmental review phase.

Learn more at sfcta.org/projects/pennsylvania-avenue-extension

4th and King Railyards

We continued to participate in the 4th and King Railyards Working Group, consisting of parties to the Railyards Memorandum of Understanding who are jointly working to plan for the future transportation needs and development opportunities of the site. In 2022, Caltrain and the site owner, in collaboration with the Railyards Working Group, began to develop and evaluate potential configurations for the station, storage and maintenance tracks, and potential initial land use options on the site of the railyards, which is a critical location for Caltrain operations and which will serve as the interface point of the Downtown Rail Extension and Pennsylvania Avenue Extension.

Southeast Rail Station Study

The San Francisco Planning Department completed the Southeast Rail Station Study which evaluated options for Caltrain station locations in Southeast San Francisco. Funded in part by Prop K, the study examined options in two areas: at or near the existing 22nd Street Station, considering the potential impact of the Pennsylvania Avenue Extension; and in the Bayview, in order to restore regional rail service that was lost due to the closure of the Paul Avenue Station in 2005. The study recommended that a new station be developed in the Bayview, in addition to the 22nd Street Station. The Transportation Authority appropriated \$800,000 in Prop K funds for the next phase of work in delivering the new Bayview station, and will lead follow-up planning and engagement activities starting in 2023, culminating in a recommended location and preliminary design for the station.

Learn more at sfplanning.org/serss

California High-Speed Rail

California High-Speed Rail is the backbone of the State Rail Plan and is central to the state's climate policies. Phase 1 will provide a one-seat ride between San Francisco and Los Angeles in approximately two-and-a-half hours. In April, the California High-Speed Rail Authority (CaHSRA) adopted its 2022 Business Plan, reaffirming the agency's commitment to complete an initial segment in the Central Valley, to be followed by a connection to the Bay Area. In June, the legislature appropriated \$4.2 billion in state bond funds for Phase 1 construction. In August, the CaHSRA Board certified the Final Environmental Impact Report/Statement for the San Francisco to San Jose segment of the project. The Transportation Authority provided support for CaHSRA's request for state bond funds for Phase 1 construction, and provided review and support for the 2022 Business Plan and environmental documents. We also continued to work with CaHSRA to advocate for investment in the project bookends including the Downtown Rail Extension.

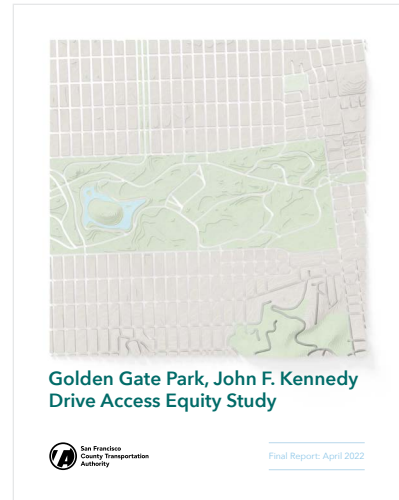
Learn more at hsr.ca.gov

GOLDEN GATE PARK – JOHN F. KENNEDY DRIVE ACCESS EQUITY STUDY

The Transportation Authority Board accepted the John F. Kennedy Drive Access Equity Study in April 2022. The study was requested by Board Member Shamann Walton in response to the full-time closure of JFK Drive to personal vehicles during the COVID-19 pandemic. Transportation Authority staff collected data through a statistically significant phone/email survey, focus groups, and an intercept survey to understand use of and barriers to access to the eastern portion of Golden Gate Park and JFK Drive from Equity Priority Communities in Districts 3, 10, and 11. The study also included an equity assessment of three alternatives for the future of JFK Drive proposed by the city.

The study found many trends in how people use and access the park, including that most people who visit the eastern area of the park live within two miles of the park, and few residents of Equity Priority Communities in Districts 3, 10 and 11 visited the park less often due to the closure of JFK Drive. The equity assessment found that the pre-COVID configuration of JFK Drive resulted in many barriers to accessing the area. All three alternatives proposed by the city had the potential to improve access. The Car-Free JFK alternative had the most impactful program combinations to address travel barriers.

Learn more at sfcta.org/GGP-JFK-equity



OCTAVIA IMPROVEMENTS STUDY

Octavia Boulevard and the neighborhood streets that serve as access routes continued to experience congestion. We completed technical and outreach work on the District 5 Octavia Improvements Study to prioritize strategies and actions. Funded through the Neighborhood Program, the study identifies improvements to address local safety and circulation issues near Octavia Boulevard. Given the broader goal of reducing overall vehicle usage along the boulevard, the study also includes potential concepts to shift longer-distance trips that use Octavia Boulevard and the Central Freeway and the regional traffic congestion on approach routes such as Oak Street. Draft improvements for local safety and circulation complement the quick-build strategies underway on parallel streets such as Page by focusing on Oak Street conflicts and conditions. In the mid- to long-run, strategies such as regional express buses and high occupancy vehicle priority can reduce the number of vehicles queuing in the neighborhood. We will bring the study to the Board for adoption in 2023.

Learn more at sfcta.org/projects/octavia-improvements-study



VISION ZERO

The goal of San Francisco's Vision Zero policy is to eliminate all traffic fatalities in the city by 2024. This year, the Transportation Authority's Vision Zero Committee staff provided guidance and support to city agencies and encouraged public engagement as we work to achieve Vision Zero. Among other grants, the Transportation Authority allocates Prop K and TNC Tax funds to quick-build projects on the High Injury Network and to the SFMTA's Slow Streets Program to ensure space for safe, socially distanced walking and biking.

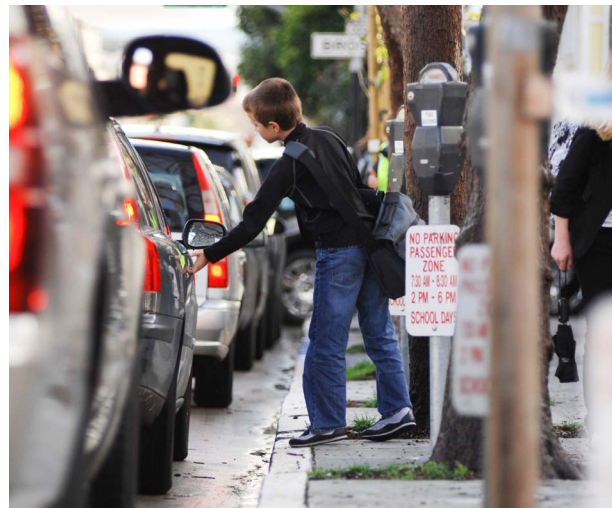
Learn more at sfcta.org/policies/vision-zero

SCHOOL ACCESS PLAN

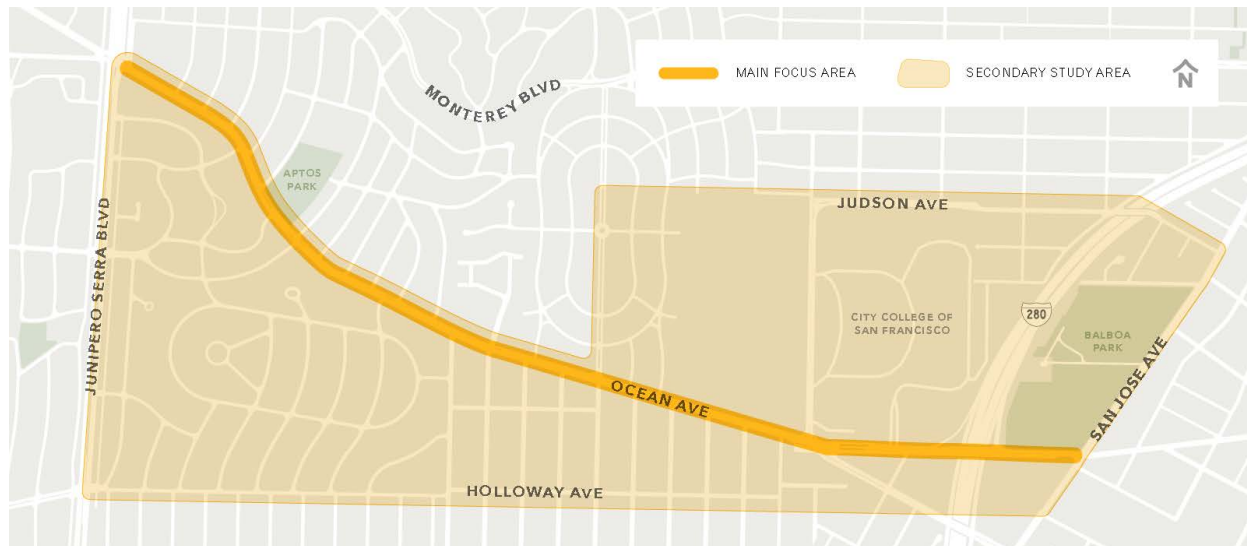
The School Access Plan is developing transportation solutions for kindergarten and elementary school students and their families who travel medium and long distances to school. This year, we held two rounds of public outreach to hear from students and caregivers about key challenges and solutions for the school commute. Outreach included focus groups, surveys, pop-up events, co-creation sessions, and town-halls in English, Spanish, and Cantonese. We used the feedback to develop a list of potential strategies the city could pursue including strategies to add or supplement yellow school buses with additional long-distance options; increase safety and security on school buses; address affordability; and promote more communication among parents and the school district. We are also working with the San Francisco Unified School District to identify ways to improve transportation options specifically for foster students and students experiencing homelessness.

In 2023, we will evaluate potential strategies and make recommendations about steps that San Francisco can take to improve long distance school transportation, especially for vulnerable and underserved youth. The School Access Plan follows our 2016 Child Transportation Survey which found that most parents drive their children to school and afterschool activities, that the school commute was challenging, and that most parents were interested in alternative travel options.

Learn more at sfcta.org/projects/school-access-plan



OCEAN AVENUE MOBILITY ACTION PLAN



The Ocean Avenue Mobility Action Plan, funded through the Neighborhood Program, will prioritize and identify funding for two to three small scale projects and one to two large projects previously identified through various past transportation planning processes – or new ideas – to address the Ocean Avenue corridor’s mobility challenges. Working with Board Members Myrna Melgar and Ahsha Safaí, the Transportation Authority convened a task force of residents, businesses, and community representatives to undertake the work and help conduct generalized community outreach during the process. We have held two rounds of public outreach to seek input and priorities from the public in addition to holding four of an anticipated five task force meetings to begin identifying projects to priorities for advancement. Thus far, the task force has identified a mixed-use path along Ocean Avenue and the K Ingleside Muni Forward project as large projects to advance. In addition, the task force has identified Ocean Avenue pedestrian safety improvements and Ocean Avenue speed management improvements as two small scale projects to advance. The Task Force is expected to identify a third small project to advance at the next task force meeting in early 2023.

Learn more at sfcta.org/projects/ocean-avenue-mobility-action-plan

BROTHERHOOD WAY SAFETY AND CIRCULATION PLAN

In 2022, we received a state Sustainable Communities Planning grant to develop safety, circulation, and connectivity improvements along Brotherhood Way, Alemany Boulevard, and St. Charles Avenue in southwestern San Francisco. We began early engagement through conversations with community groups to coordinate the upcoming study with related transportation and development projects in the area. The study officially will kick-off in early 2023 with a robust public engagement effort.

Learn more at sfcta.org/projects/brotherhood-way-safety-and-circulation-plan

AUTONOMOUS VEHICLE RULEMAKING

In 2021, the California Public Utilities Commission established a permitting program for autonomous commercial passenger service deployment on San Francisco streets. In February of 2022, the Commission issued driverless deployment permits for non-public passenger service to two companies, and in June it issued a permit for public passenger service. Transportation Authority and SFMTA staff have continued to participate in the Commission's autonomous vehicle rulemaking process, emphasizing the need for safe, accountable, and equitable deployment. At the federal level, we provided comments to the National Highway Traffic Safety Administration regarding safety standards for new autonomous vehicles and supported the development of the December 2022 San Francisco Board of Supervisors resolution that established San Francisco's first autonomous vehicle policies and asked federal regulators to address autonomous vehicle safety and traffic concerns. In addition, Transportation Authority staff have continued to provide policy input on federal autonomous vehicle legislation through our work with the industry group ITS America.

COVID-19 TRANSPORTATION RECOVERY WORK

The COVID-19 pandemic fundamentally changed people's commute and other travel patterns, impacting transit ridership, traffic congestion, and the economy overall. Transportation Authority staff updated the COVID-Era Congestion Tracker monthly and briefed business and labor groups on trends. We continued to work closely with agency partners to support transportation recovery planning, including regional implementation of the Transit Transformation Action Plan to help attract and retain transit riders and beginning to provide input to support development of a strategy to address the transit operating fiscal cliff that is on the horizon as federal COVID relief funds run out.



I-280 INTERCHANGE UPGRADES AT BALBOA PARK

The I-280 Ocean Avenue Off-Ramp project will realign the southbound I-280 Ocean Avenue off-ramp into a signal-controlled T-intersection to enhance safety for pedestrians and bicyclists. In Spring 2022, we awarded the design contract and coordinated with City College of San Francisco, SFMTA, and Caltrans to understand the current transportation circulation and the potential for coordinating with other Ocean Avenue improvements. The design phase is anticipated to last two years.

For the Geneva Avenue Off-Ramp Modification Feasibility Study, we analyzed traffic patterns and worked with Caltrans on signal timing changes to improve traffic circulation. We anticipate the feasibility study will conclude in 2023 and will implement further traffic signal changes at ramp intersections to increase capacity and improve safety.

Learn more at sfcta.org/projects/balboa-park



PLAN BAY AREA 2050 IMPLEMENTATION

Bay Area regional agencies have been focused on implementing Plan Bay Area 2050, the region's long-range transportation and land use plan. The Transportation Authority coordinates with partner agencies to ensure the City's priorities are represented in these efforts. This included adopting a Transit-Oriented Communities policy, advocating for state and federal transportation funding, and approving the Major Project Advancement Policy.

Learn more at planbayarea.org/implementation



QUINT-JERROLD CONNECTOR ROAD

The Quint-Jerrold Connector Road in the Bayview neighborhood will restore access from Quint Street to Jerrold Avenue, following closure of Quint Street in 2013. In 2022, the City's Real Estate Division continued to negotiate purchase of the property with the landowner and the project team coordinated activities among City departments in preparation for the purchase. These activities included utility right-of-way investigation, evaluating hazardous materials on the site, and coordination with utility companies.

Learn more at sfcta.org/projects/quint-jerrold-connector-road



101-280 MANAGED LANES AND BUS PROJECT

We continued preliminary engineering and environmental clearance of High Occupancy Vehicle lanes along the US 101-280 corridor between the San Mateo County line and Downtown San Francisco. The current phase of work includes coordination with San Mateo and Santa Clara Counties, which currently operate Express (High Occupancy Vehicle plus Toll) Lanes on US 101. Once completed, this managed lanes network will extend through the US 101 Peninsula corridor to support increased person throughput and reliability for carpool and transit riders during peak travel hours.

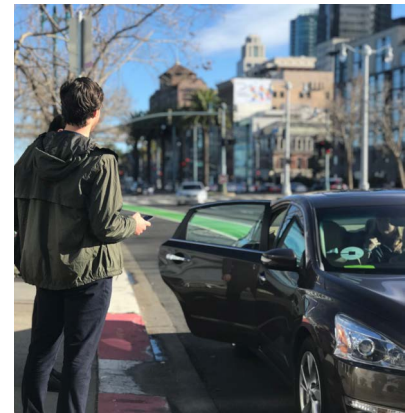
Learn more at sfcta.org/projects/101280-express-lanes-and-bus-project



TRAFFIC CONGESTION MITIGATION TAX OR TNC TAX

In 2022, TNC Tax revenues were up 112% over 2021 as the city recovers from the COVID-19 pandemic. The SFMTA implemented its Vision Zero Quick-Build Program with previously allocated funds for pedestrian and bicycle safety improvements on the High Injury Network and project evaluations. Revenues are generated by a voter-approved per-trip fee on Transportation Network Company (e.g., Uber, Lyft) trips originating in the City.

Learn more at sfcta.org/funding/tnc-tax



TRANSIT TRANSFORMATION ACTION PLAN

In 2021, the Metropolitan Transportation Commission's Blue Ribbon Transit Recovery Task Force completed a Transit Transformation Action Plan to guide the future of the Bay Area's transit network and help re-shape it into a more customer-focused, equitable, and seamless network. In 2022, work began to implement the plan's recommended actions and to study future regional network management options. Focus areas include integrated fares, customer information, and project investments. Transportation Authority staff provided input into these efforts.

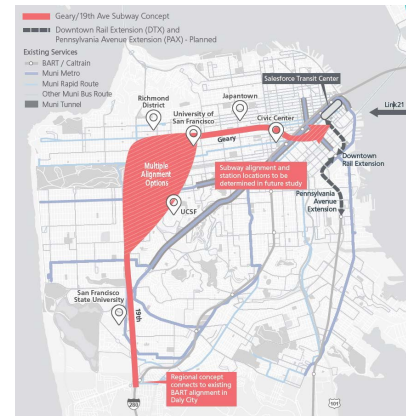
Learn more at mtc.ca.gov/planning/transportation/public-transit



GEARY / 19TH AVENUE SUBWAY CONCEPT STUDY

The ConnectSF Transit Strategy identified a new subway under Geary Boulevard and 19th Avenue as one of four high-priority, long-term major transit investments. In 2022, the Transportation Authority, in partnership with SFMTA and the San Francisco Planning Department, scoped the first phase of project-specific planning work. This study will develop this project's goals and objectives, explore strategic design and feasibility parameters, and identify required next steps for future planning, environmental, and implementation work.

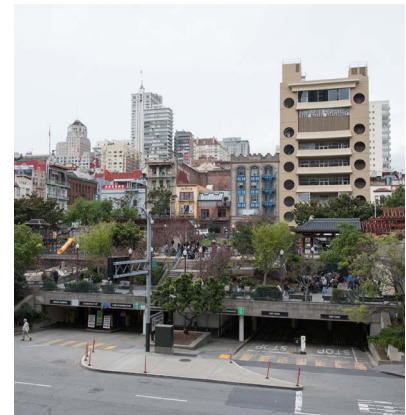
Learn more at sfcta.org/projects/geary19th-avenue-subway-concept-study



PORTSMOUTH SQUARE NTIP FOLLOW UP

In 2022, the Transportation Authority advanced recommendations from the Portsmouth Square Community Based Transportation Plan. We worked closely with the Recreation and Parks Department to develop safety and access improvements for people walking, including ADA-compliant sidewalks and curb ramps, sidewalk extensions at the entry and exit of the Portsmouth Square Garage, pedestrian lighting, and a raised crosswalk at Walter U Lum Place and Clay Street.

Learn more at sfcta.org/projects/portsmouth-square



BETTER MARKET STREET

The Better Market Street project will improve transit reliability and travel time, increase bicycle and pedestrian safety, and help revitalize the corridor between Octavia Boulevard and Steuart Street with streetscape enhancements. San Francisco Public Works awarded the Phase 1 construction in August. The work will include traffic signal upgrades, roadway repaving, ADA compliant curb ramps, bulb-outs, street tree replacement, and minor utility work. Construction, supported with Transportation Authority funding, is anticipated to start in 2023 and last two years.

Learn more at sfpublicworks.org/bettermarketstreet



DOWNTOWN CONGESTION PRICING STUDY

In 2021, we paused the Downtown San Francisco Congestion Pricing Study and extended its schedule due to the fluid and changing conditions around COVID pandemic recovery. Since the study's timeline was extended, congestion pricing policy recommendations were not presented to the Transportation Authority Board in 2021 as originally anticipated. Instead, the policy recommendations will be completed following the resumption of public outreach activities at a future date.

Learn more at sfcta.org/downtown



DISTRICT 4 MICROTRANSIT BUSINESS PLAN

Based on findings from the District 4 Mobility Study, and at the request of former Board Member Gordon Mar, we launched the development of a business plan for a proposed on-demand shuttle for District 4. The business plan will define the service and funding model and include community engagement. This work is supported by Neighborhood Program funds appropriated in Summer 2022.

Learn more at sfcta.org/projects/district-4-microtransit-business-plan



DISTRICT 1 MULTIMODAL TRANSPORTATION STUDY

The District 1 Multimodal Transportation Study, requested by Commissioner Connie Chan, will develop concepts to improve transit reliability and street safety and to support mode shift and reduce greenhouse gas emissions for trips that start and end within the district. Supported by Neighborhood Program funds appropriated in Fall 2022, the study will launch publicly in early 2023.

Learn more at sfcta.org/projects/district-1-multimodal-transportation-study





INVESTING IN SAN FRANCISCO'S TRANSPORTATION FUTURE

We fund projects to improve transit, reduce congestion, increase street safety, and improve travel choices. We oversee project implementation and provide project delivery support to our partner agencies like SFMTA, Public Works, and BART as they deliver transportation improvements across the city.

PROP K LOCAL HALF-CENT TRANSPORTATION SALES TAX

Over \$2 billion in Prop K sales tax invested citywide in projects large and small

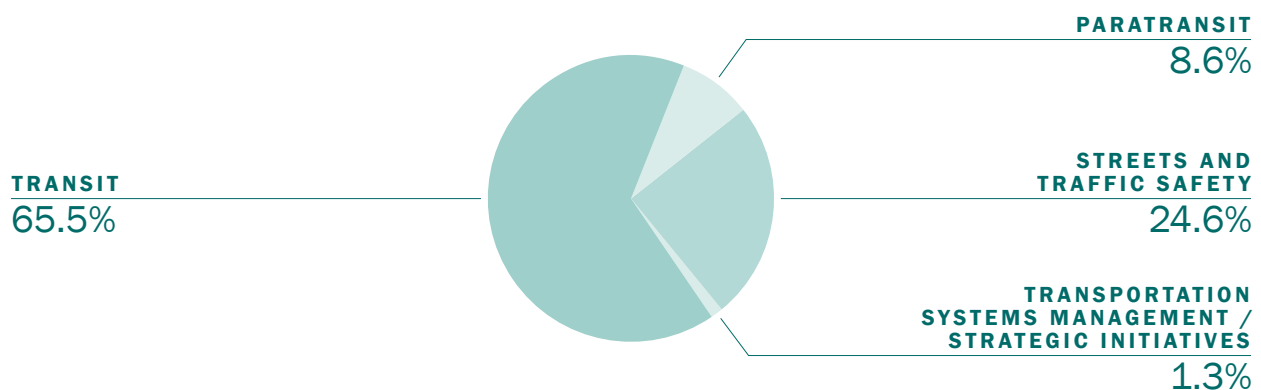
More than halfway through the voter-approved 30-year Expenditure Plan period, the Transportation Authority has allocated \$2.02 billion in local sales tax funds for transportation projects that make it easier and safer to get around the city. Whether we invest in smoother streets, traffic signals, new buses, new curb ramps, or bicycle lanes, we seek to stretch taxpayer dollars further by matching sales tax funds with federal, state, and other funds. The Prop K Expenditure Plan contains 21 programmatic categories such as transit vehicle replacement, new and upgraded signals, and traffic calming and major projects such as Central Subway and Presidio Parkway.

The Transportation Authority works with project sponsor agencies such as the SFMTA, Public Works, and Caltrain on a five-year cycle to update the program's Strategic Plan and 5-Year Prioritization Programs for the programmatic categories. The Strategic Plan is the 30-year financial plan for the sales tax, ensuring prudent stewardship of taxpayer funds and providing a solid financial basis for the issuance of debt needed to accelerate the delivery of projects and the associated benefits to the public faster than pay-as-you-go would allow. The 5-Year Prioritization Programs identify the specific projects to be funded with Prop K.

We last updated the Strategic Plan in late 2021 to account for the ways that the COVID-19 pandemic impacted San Francisco's sales tax receipts and disrupted travel patterns. We worked with project sponsors to prepare a mid-cycle update to address the decline in revenues and ensure there are sufficient funds to cover existing debt and grant obligations. The 2021 update also allowed us to make targeted programming changes to reflect current project priorities and position projects for discretionary funding.

Prop L will supersede the current Prop K measure on April 1, 2023, bringing a new Expenditure Plan and a 30-year extension of the half-cent sales tax. Existing Prop K financial obligations such as remaining balances on grants and paying back debt, will carry forward into Prop L. We will continue to provide oversight and project delivery support for Prop K grants until they are closed out.

Visit mystreetsf.sfcta.org to see Prop K and other Transportation Authority-funded projects near you.



PROP K ALLOCATIONS

The Transportation Authority allocated over \$65.8 million in 2022 in Prop K half-cent sales tax funds to pedestrian, bicycle, transit, and roadway projects citywide consistent with the voter-approved Expenditure Plan.

Prop K capital investments in the public transit system exceeded \$20 million last year. We allocated about \$6.6 million to design a temporary maintenance facility at 1399 Marin Street for electric trolleybuses while the SFMTA's Potrero Yard maintenance facility is completely rebuilt and modernized. We allocated \$1.3 million for design work to modernize elevators at the BART/Muni stations at Powell Street and Civic Center and \$3.1 million for other BART projects including replacing the traction power substation at the Powell Street Station, and repairs to mitigate water intrusion in the tunnels between Embarcadero Station and 24th/Mission Station.

We allocated nearly \$2 million for Caltrain's Guadalupe River Bridge project and \$1.15 million for the Muni Metro Core Capacity Study to identify a package of projects to provide much-needed capacity and reliability improvements for Muni Metro.

The Transportation Authority contributed \$13.3 million to support Muni's paratransit service operations, providing transportation for qualifying individuals who are unable to use Muni's fixed route transit service. The Transportation Authority also allocated over \$4 million to replace 45 paratransit vehicles that have reached the end of their useful life. These new vehicles will reduce maintenance costs and increase reliability.

In support of the City's Vision Zero policy, the agency allocated over \$13 million in sales tax funds, including \$4.5 million for safety and streetscape improvements on Howard Street, Folsom Street, and Sickles Avenue. Other street maintenance and safety investments included funds for traffic signal upgrades, traffic calming, and bicycle facility improvements.

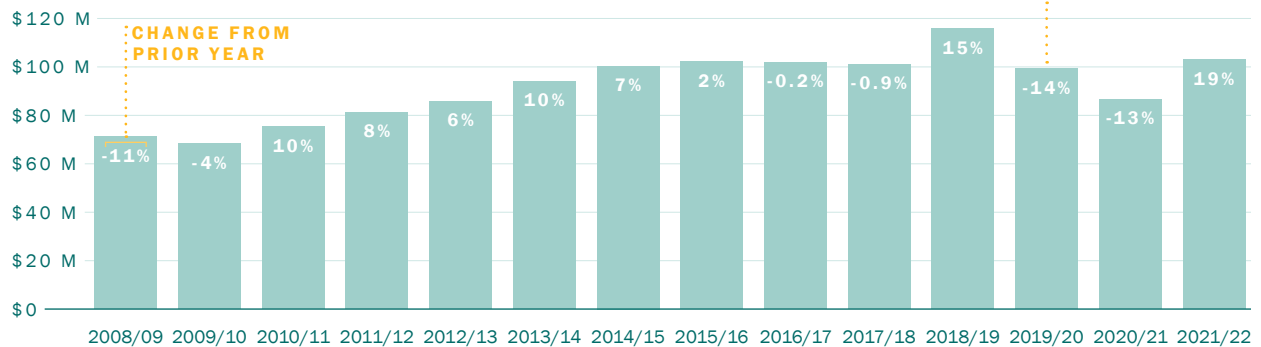
The Transportation Authority Board approved funding for construction of the Yerba Buena Island West Side Bridges Seismic Retrofit Project through a fund exchange of nearly \$15 million in One Bay Area Grant funds with an equal amount of Prop K funds. The Metropolitan Transportation Commission is expected to approve the One Bay Area Grant funding in January 2023. This fund exchange allows the project to award the construction contract in March, and is an example of the flexibility the sales tax offers in supporting project delivery.

Finally, the Transportation Authority allocated over \$715,000 for four new Neighborhood Program planning studies. See the Neighborhood Program section for more information.

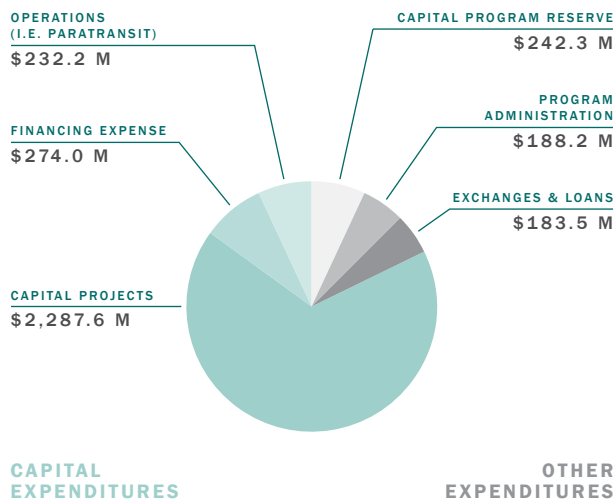


Every dollar of Prop K sales tax invested in San Francisco transportation projects is typically matched with \$4 to \$7 in federal, state, or other funds – multiplying our local dollars several times over.

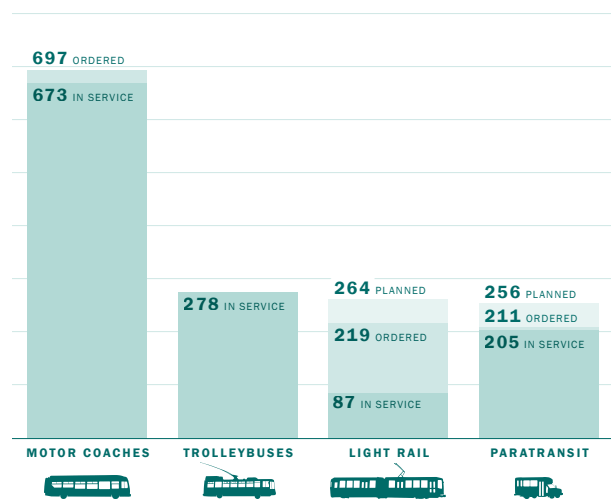
Prop K Sales Tax Revenues in millions of dollars



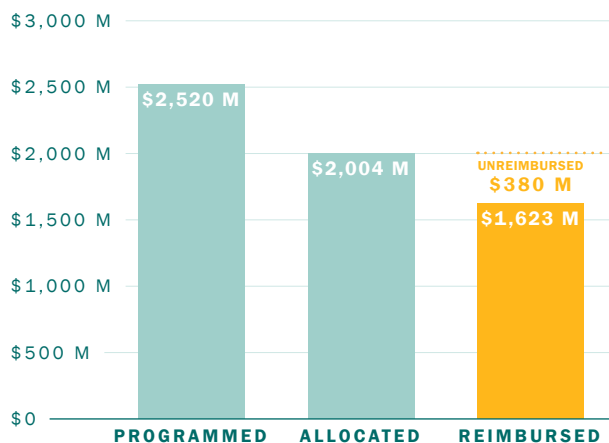
Prop K Strategic Plan Expenditures Year of Expenditure Dollars (Millions)



Prop K Sales Tax Supports Purchase of new Muni Vehicles Data as of December 20, 2022



Prop K Capital Program Summary Inception to December 2022



ABOUT 78% OF THE \$380 MILLION NOT YET REIMBURSED IS DUE TO THE FOLLOWING TYPES OF PROJECTS:

- \$116M** MUNI LIGHT RAIL VEHICLES
- \$30M** MUNI GUIDEWAYS
- \$22M** MUNI MOTOR COACHES AND TROLLEYBUSES
- \$22M** CALTRAIN STATE OF GOOD REPAIR
- \$21M** PARATRANSIT
- \$20M** TRAFFIC CALMING
- \$18M** MUNI FACILITIES IMPROVEMENTS
- \$17M** MUNI VEHICLE REHAB/OVERHAULS
- \$16M** BUS RAPID TRANSIT
- \$15M** SIGNALS, NEW AND UPGRADED

* Totals may not add up exactly due to rounding.

SALESFORCE TRANSIT CENTER AND THE DOWNTOWN RAIL EXTENSION

Advancing the Downtown Rail Extension; Project progresses toward federal grant

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 is led by the Transbay Joint Powers Authority (TJPA) and consists of three elements:

1. **Building a new transit terminal building;**
2. **Extending commuter rail service 1.3 miles** from its current terminus at 4th and King streets to the new terminal, designed to also serve future high-speed rail; and
3. **Creating a transit-friendly neighborhood** with housing (35% affordable), open space, and mixed-use commercial development.

The \$2.3 billion Salesforce Transit Center opened for passenger service in 2018. The Downtown Rail Extension is currently under project development, with the opening scheduled for the early 2030s, dependent upon funding. The Transportation Authority has committed over \$267 million to the project, including more than \$233 million in Prop K sales tax funds, in addition to State Transportation Improvement Program and One Bay Area Grant funds. The Prop L Expenditure Plan, approved by San Francisco voters in November, includes an additional \$300 million in sales tax funds for the project.

Phase One: Transbay Transit Center

The Salesforce Transit Center connects eight Bay Area counties and the State of California through nine transit systems with the Downtown Rail Extension to bring connections to Caltrain and future California High-Speed Rail. In addition to its transit hub functions, the Transit Center's rooftop park provides much needed recreational/leisure space for the growing neighborhood, while also serving as a regional destination.

Phase Two: Downtown Rail Extension

Project development for the Downtown Rail Extension continued in 2022, consistent with the Peninsula Rail Program Memorandum of Understanding executed in 2020 among project partners, including the Transportation Authority. In 2022, the project team completed an updated preliminary design for the project, conducted a comprehensive risk assessment, and initiated preparation of a revised capital cost estimate.

The Transportation Authority is serving as lead or co-lead agency for multiple activities under the Peninsula Rail Memorandum of Understanding, including the funding plan, project delivery strategy, governance review, and ridership forecasting. The TJPA Board approved initial recommendations for project delivery and governance, and work advanced on the funding plan and ridership forecast.

The Transportation Authority and TJPA advocated together for the project at the regional, state, and federal levels. In October, the Metropolitan Transportation Commission affirmed the Downtown Rail Extension as a regional priority for transit expansion through its Major Project Advancement Policy.

Learn more at tjpa.org/project/downtown-rail-extension



CENTRAL SUBWAY

Open for service

The Central Subway is one of the signature projects in the Prop K Expenditure Plan. It connects Chinatown in the North to Visitacion Valley in the South and provides a direct link between BART and Muni Metro at Powell Station and to Caltrain at 4th and King streets. The project includes underground stations at Chinatown, Union Square, Yerba Buena/Moscone, and a surface station at 4th and Brannan streets. By providing a direct, rapid transit link between downtown and the existing T Third route on 3rd Street, the Central Subway will vastly improve transportation to and from some of the city's busiest, most densely populated areas.

On November 19, 2022, SFMTA opened the Central Subway for free, limited weekend service, as part of the commissioning process. Full-revenue passenger service, from Visitacion Valley to Chinatown, began January 7, 2023 marked by a celebration with federal, state, and local dignitaries.

The Transportation Authority was a significant funding partner for the Central Subway, providing about \$175 million from a combination of the Prop B (approved 1989) and Prop K sales tax programs and other federal and state funds. The total project cost is \$1.9 billion.

Learn more at sfmta.com/projects/central-subway-project

CALTRAIN MODERNIZATION PROGRAM

First electric trains arrive on the peninsula

The Caltrain Modernization Program is a \$2.77 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 has three components: Positive Train Control, electrification of the Caltrain line between San Jose and San Francisco, and the purchase of electric multiple-unit trains to operate on the electrified railroad.

One of the signature projects in the Prop K Expenditure Plan, the Caltrain Modernization Program, will extend for 52 miles from San Francisco to San Jose. The program will also prepare the alignment for future High-Speed Rail service under a blended system.

The Positive Train Control project, completed in 2020, increases safety on the Caltrain corridor by preventing train-to-train collisions, overspeed derailments, movements through misaligned switches, and incursions through work zones.

As of November 30, 2022, the Peninsula Corridor Electrification Project (electrification from San Francisco to San Jose and vehicle procurement) was 78% complete. Electric vehicle fabrication is also progressing, with all 19 trains in various stages of assembly. To date, four seven-car trainsets have been delivered to the Caltrain Maintenance and Operations Facility, where they are undergoing testing. In September, Caltrain held a celebration at the 4th and King Station in San Francisco to commemorate the arrival of the first new electric trains.

The current program schedule is projecting substantial completion date for electrification of April 2024 and revenue service by September 2024.

Learn more at caltrain.com/projects/electrification



MUNI FLEET – REHABILITATION, REPLACEMENT, AND EXPANSION

Newer and well-maintained buses and trains are key for improving reliability and safety, and reducing maintenance cost

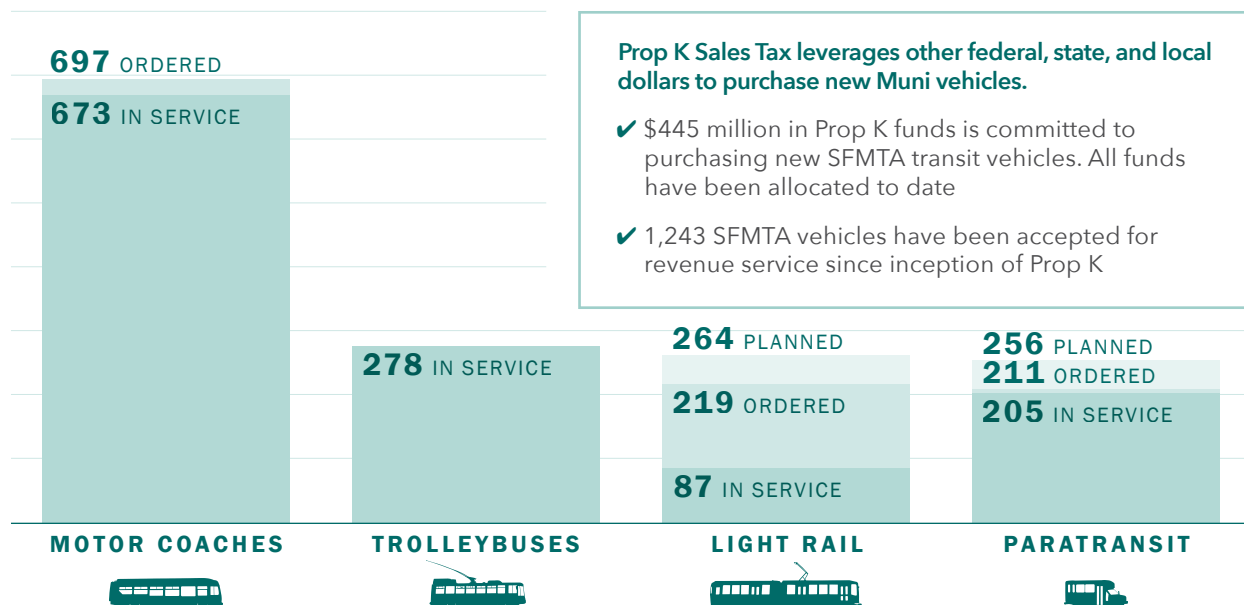
Prop K sales tax funds provide critical local match funds to help replace Muni's bus and light rail vehicle fleets when they reach the end of their useful life, while supporting capital maintenance to keep vehicles running safely and reliably.

Buses

From 2014 to 2017, the Transportation Authority provided \$193 million in Prop K sales tax funds for the SFMTA's \$1.3 billion replacement of its entire bus fleet. In 2019, the SFMTA completed replacement of its fleet of 424 standard (40-foot) and articulated (60-foot) diesel-electric hybrid buses, and early in 2020, completed replacement of its 278 electric trolley buses. In 2021, the Transportation Authority allocated \$16 million to replace the 30 shorter-frame 30-foot hybrid diesel motor coaches that SFMTA uses to serve community routes such as 35 Eureka, 36 Teresita, 37 Corbett, 39 Coit, and 56 Rutland. These are the oldest and last part of the bus fleet to be replaced. In 2022, 6 of the 30 buses were placed into revenue service.

Light Rail Vehicles

The SFMTA continues to replace and expand its light rail fleet despite some supply chain issues. The Breda light rail vehicles, purchased in 1997, are reaching the end of their useful lives and are experiencing increased breakdowns and greater maintenance challenges. While waiting for the new vehicles to arrive and be placed in revenue service, SFMTA is using \$6.6 million in Prop K funds to make targeted repairs and upgrades to the Breda vehicles to ensure that they are operational and reliable until replaced. In 2022, SFMTA continued the work to replace the vehicles' master controllers, redesigned units, and also install LED headlights.



In 2020, through a \$1.2 billion contract with Siemens for the purchase of new light rail vehicles, the SFMTA completed a 68-vehicle expansion of the light rail fleet. In 2022 SFMTA continued to retire its aging Breda vehicles, which are being replaced as the SFMTA receives the 151 new light rail vehicles and places them into revenue service. The first 19 of the 151 Siemens vehicles were placed into revenue service in 2022, and 11 more are on-site for inspection. SFMTA expects to receive 3 – 4 vehicles per month through 2023. The Prop K contribution toward procurement of the new light rail fleet totals nearly \$192 million.

The SFMTA continued to work closely with Siemens to resolve some performance issues and to incorporate design and systems modifications reflecting customer, transit operator, and maintenance staff input. The Transportation Authority is supporting this effort through a contract with T. Y. Lin to provide oversight and consultation services. Siemens has retrofitted the expansion vehicles and incorporated the modifications into the designs for the replacement vehicles currently under assembly.

Paratransit Vehicles

With the support of about \$1.2 million in sales tax funds, the SFMTA placed 22 paratransit vans in service, replacing vehicles that have exceeded their useful lives. In 2022, with the support of about \$4.1 million in sales tax funds, the SFMTA planned for the replacement of an additional 45 paratransit vehicles, including the first electric paratransit vehicle as part of a pilot program to test their performance in San Francisco. Each new van seats up to 14 passengers and provides space for up to four wheelchairs. These vans are a critical component of SFMTA's paratransit program that provides door-to-door service for seniors and persons with disabilities who are unable to use Muni's regular fixed route bus and rail service.

MUNI RELIABILITY, SPEED, AND SAFETY PROJECTS

Muni Forward and System Reliability

Muni Forward is a comprehensive program of improvements to enhance pedestrian and vehicle safety, limit overcrowding, reduce travel times, and increase reliability on Muni bus and rail lines. The Transportation Authority previously provided \$22.6 million from the Prop K sales tax for Muni Forward projects, and in 2022 provided \$1 million from the Prop AA vehicle registration fee for design of the 29 Sunset Improvements Phase 1 project.

Supported by sales tax and Prop AA funds, SFMTA has planned and/or designed travel time reduction improvements on 17 transit corridors, including the L Taraval, 22 Fillmore, 28 19th Avenue and 30 Stockton, and many more lines. SFMTA has worked on conceptual engineering work on four additional corridors, including the J Church, K Ingleside, M Ocean View, and other segments of the N Judah. Construction is complete on eight of the corridors (including the 9R San Bruno Rapid, 7 Haight-Noriega, and more) and the first phase of construction is complete on both the L Taraval and 22 Fillmore. Quick build improvements are complete on an additional three corridors. Improvements will include a range of transit reliability and service enhancements such as dedicated transit lanes, boarding islands, bus and pedestrian bulbs, traffic signals with transit priority, stop spacing changes, traffic lane changes, and route extensions.

In 2022, completed curb ramp, bus bulb, bus pad, and sewer installation work along the 22 Fillmore between Church and Utah Streets.



Van Ness Bus Rapid Transit opened for service in 2022.

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 more.

Van Ness Bus Rapid Transit Project

The Van Ness Bus Rapid Transit Project reached substantial completion in 2022 and SFMTA and Golden Gate Transit started bus operation along the new center-running red transit lanes in April. The dedicated transit lanes have resulted in improvement in speed in both the northbound direction and the southbound direction. SFMTA's 49 bus ridership increased 13% largely due to faster, more frequent, and more reliable service. The project also installed median islands along the corridor, bus pedestrian countdown signals, and bulb-outs which improved pedestrian safety for people crossing the six-lane avenue. New landscaping also improves the corridor experience. The Transportation Authority also completed a construction Environmental Monitoring Report for the Federal Transit Administration as part of the oversight of the project.

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. Construction of the core bus rapid transit project cost \$185.5 million.

The project includes \$38.5 million in Prop K sales tax funds and \$96.9 million in federal Capital Investment Grant funds.

Geary Bus Rapid Transit Project

The Geary Bus Rapid Transit Project will provide more efficient and reliable transit for many people by making bus service up to 24% faster. In 2021, the SFMTA, the San Francisco Public Utilities Commission, and Public Works completed 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. SFMTA completed side-running red bus-only lanes, bus stop upgrades, repaving, new signalized crosswalks, accessible pedestrian signals, traffic signal and striping work, and new trees. Preliminary evaluation from SFMTA's Geary Rapid Project Evaluation Report shows the 38R Rapid bus transit time between Park Presidio to Van Ness improved as much as 6% in the inbound direction and 18% in the outbound direction. The 38 Local bus showed improvement of 4% and 11% in the corresponding directions. Travel time reliability improved up to 37%. The dedicated transit lanes also reduced transit collisions by 2/3.

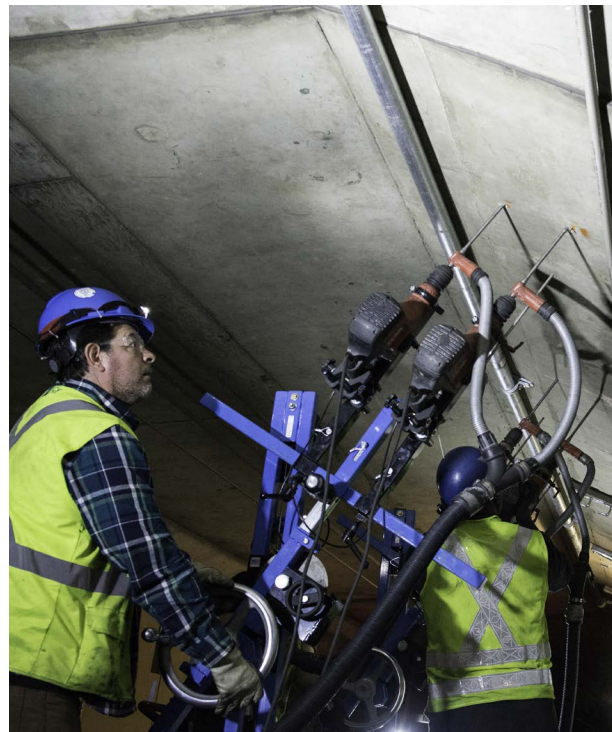
The project team continues working on the second phase which is called the Geary Boulevard Improvement Project. In 2022, the project team extended the side-running Phase 1 design to between Stanyan Street and 34th Avenue. The team also conducted extensive outreach and will seek project approval in early 2023. If approved, Quick-Build installation may start in 2023 while final design work advances.

MUNI RADIO REPLACEMENT

All Muni buses, historic streetcars, and light rail vehicles are operating on the new radio system

In 2009, the SFMTA embarked on a long-term effort to replace and modernize its 1970s-era radio communications system. The project achieved substantial completion in June 2018, and conversion of the final Breda manufactured light rail vehicles to the new radio system was completed in March 2019. The new system is being installed in the new Siemens light rail vehicles and other transit vehicles as they are manufactured. The project cost is approximately \$135 million, to which the Transportation Authority has contributed \$51.7 million in Prop K half-cent local transportation sales tax funds. SFMTA will close out the contract in June 2025 at the end of the maintenance and warranty period.

All of Muni's vehicles are now using a new radio system, enabling better communication.



MUNI CENTRAL CONTROL AND COMMUNICATIONS PROGRAM

SFMTA is consolidating and modernizing critical systems

The SFMTA's Central Control and Communications program is intended to modernize and expand its transportation central control capabilities.

The program has three main components and is now completed except for contract closeout:

1. Improvements to the existing Operations Control Center
2. A new Transportation Management Center
3. 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 (using about \$20 million from Prop K) in 2016, which expanded Operations Control Center capabilities and consolidated other command and control functions that were previously separated, such as the Security Division, SFgo Traffic Management Center, Power Control Center and the Automatic Train Control System Management Center.

In 2019, the SFMTA finished installation of the new on-board communications system through its Radio Replacement Project and the Transportation Management Center can now communicate directly and automatically with all buses, trains, and historic streetcars .

The Central Control and Communications Program provides a monitoring, communications, and control platform for subway and surface street operations, migrating the previous SFMTA central control functions to the new Transportation Management Center. It has also enabled the new Central Subway communications systems to plug in as a single integrated communication platform.

Phase I of the Integrated Systems Development project opened for use in June 2019. In 2022, the SFMTA completed contract closeout. Prop K sales tax funds provided nearly \$15.5 million of the \$53.2 million Phase I cost.

Supported by half-cent sales tax funds, the SFMTA is improving its Central Control and Communications Program.

MUNI MAINTENANCE FACILITIES AND STATIONS

Improving transit reliability and safety for Muni passengers and workers

Since its inception, Prop K has contributed \$72.4 million for upgrade, repair, and expansion of SFMTA's operations and maintenance facilities and stations. In 2022, the Transportation Authority allocated \$6.6 million



in sales tax funds for design of improvements at 1399 Marin Street, which will serve as an interim trolleybus maintenance facility while the Potrero facility is rebuilt. We also allocated \$1 million in sales tax funds to support the Muni Metro Core Capacity Study intended to identify a prioritized package of capacity and reliability improvement projects that would be competitive for a Federal Transit Administration grant from the Capital Investment Grant program.



SFMTA completed a Request for Proposals process for the Potrero Yard Modernization Project and selected Potrero Neighborhood Collective, LLC as the lead developer to modernize and redevelop the Potrero facility, which will service a battery-electric transit fleet and provide up to 575 affordable housing units. Relatedly, the Transportation Authority allocated about \$2.5 million in Prop K funds for SFMTA to develop storage capacity for buses displaced during the Potrero rebuild and the expansion of parking and, light rail vehicles at the Muni Metro East facility.

MUNI GUIDEWAYS PROJECTS

Track, overhead lines, and other guideway upgrades improve safety and reliability

The SFMTA advanced construction of light rail improvements along the L Taraval corridor from West Portal to Sunset Boulevard (Segment B) with approximately \$19 million in Prop K and Prop AA funds on the project. The comprehensive corridor improvements include pedestrian, signal, and turn lane improvements, platform and sidewalk extensions, passenger boarding islands, and overhead contact system and track replacement. The SFMTA also made progress on the Prop K funded construction phase of the 16th Street Transit Enhancements (22 Fillmore Phase 2). The contractor completed sewer installations; performed curb ramp, bulb-out, and bus pad work along 16th Street at Mission; and traffic signal and traction power work along 16th Street.

SFMTA advanced work on its Muni Metro Modernization Program, which encompasses several initiatives to maintain and upgrade subway and surface infrastructure on the Muni Metro system. Late this year, SFMTA initiated the Muni Metro Core Capacity Planning Study, funded by Prop K and Caltrans, which will develop a grant-ready program of projects for the Muni rail system. SFMTA also prepared to initiate the procurement of a new train control system, to modernize the current, aging infrastructure and enable expanded capacity through the Market Street subway.

Since inception of the program, Prop K has contributed \$162 million for the upgrade and replacement of the light rail and cable car track, catenary systems, and communications and control systems for Muni's light rail, trolleybus, and cable car networks. These funds typically provide needed local match to federal grants.

CALTRAIN MAINTENANCE, REHABILITATION, AND REPAIR

Maintenance repairs and upgrades support safety and reliability

Since the passage of the Prop K local half-cent sales tax in 2003, the Transportation Authority has provided San Francisco's member share contribution to the Caltrain capital budget on behalf of SFMTA and the City. This member contribution is specifically for capital maintenance, rehabilitation, and repair of the Caltrain system to keep it running safely and reliably. The Prop K sales tax has supported a wide variety of projects including but not limited to repairs and upgrades to trains; rehabilitating Caltrain stations, tunnels, and bridge structures; and communication system improvements.

In 2022, Caltrain performed track rehabilitation work including rail replacement, bridge inspections, tree trimming, and fencing and cross tie installation. Caltrain maintained its fleet of existing trains by replacing batteries and refurbishing car interiors, keeping them well maintained until the system is fully electrified and has a full complement of electric trains. Caltrain also completed the upgrade of 21 ticket vending machines at twelve stations and is preparing to upgrade another 27 as part of the Prop K funded Ticket Vending Machine Rehab Program.

CALTRAIN 22ND STREET STATION ADA ACCESS IMPROVEMENTS FEASIBILITY STUDY

Caltrain undertook a technical planning study to identify potential near-term improvements to the existing 22nd Street Station that would provide universal access, compliant with the Americans with Disabilities Act or ADA. The study, which was initiated at the request of Transportation Authority Board Member Shamann Walton and funded by Prop K sales tax funds, has identified feasible ramp and elevator alternatives for the northbound and southbound platforms. Caltrain plans to finalize the study in early 2023. We will work with Caltrain to advance design and develop a funding and implementation strategy for the recommended alternative.

BART MAINTENANCE, REHABILITATION, AND REPAIR

Improving the customer experience, safety, and reliability

In 2022, we allocated over \$4 million in sales tax funds to several BART maintenance, rehabilitation, and repair projects, including repairs to mitigate water intrusion into BART's tunnels in San Francisco, replacement of the traction power substation at Powell Street Station, replacement of hearing loop equipment in station agent booths in all San Francisco stations, and elevator renovation at Powell Street and Civic Center Stations.



In November, we congratulated BART on the completion of its Powell Street Station Modernization project, which improved the station's functionality, safety, security, capacity, sustainability, appearance, and customer experience. Prop K sales tax contributed \$1 million to the project. An external canopy, LED lighting, and illuminated ceiling art by San Francisco artist Stephen Galloway can now be found at this station which serves as a gateway for many tourists visiting the city. The project also included reopening public restrooms in the station, relocating ticket vending machines, and installing new wayfinding maps and fare gates.

PARATRANSIT

Providing essential door-to-door service for seniors and persons with disabilities

Since 2003, the Prop K sales tax has been a major funding source for the SFMTA's paratransit program. The SFMTA contracts with a broker to provide paratransit services through a suite of providers and resources, including 150 city-owned vehicles, as well as private taxis, group vans associated with community centers throughout the city, and inter-county paratransit services. The Transportation Authority also supports shopping and recreational shuttles operated as part of the paratransit program.

The SFMTA's paratransit program provided approximately 515,000 paratransit trips in 2022 to approximately 17,000 registered paratransit customers.

The pandemic has resulted in a decline in some of the fund sources that the SFMTA relies on for its paratransit program. To provide near-term funding stability for this essential program, the Transportation Authority increased the Prop K commitment from \$10.2 million to \$13.3 million starting in Fiscal Year 2022/2023 and continuing for three years.

The SFMTA continued to assist with the City's response to the pandemic with the Essential Trip Card program, funded in part with Prop K funds. Launched in 2020, this subsidized taxi program supplements core paratransit services by assisting persons with disabilities and seniors in completing essential trips. As of November, over 5,300 individuals have enrolled in the program with over 190,000 trips provided.

In 2022, the SFMTA placed 22 new Prop K funded paratransit vehicles in service. The Transportation Authority allocated funds for SFMTA to procure 45 additional new paratransit vehicles to replace vehicles that have exceeded their useful lives, including one electric paratransit vehicle for a pilot program to test their performance in San Francisco and inform the future electrification of the paratransit vehicle fleet.



19TH AVENUE COMBINED CITY PROJECT

Public Works, SFMTA and the Public Utilities Commission are working together to deliver this complete streets project which 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. In 2022, the construction team completed Segment 1 between Lincoln Way to Noriega Street and is nearing completion of Segment 2 between Noriega and Taraval streets. For Segment 3 between Taraval Street to Eucalyptus Drive, the construction team is finishing trench work and pavement restoration. For Segment 4 between Eucalyptus Drive and Holloway Avenue, the team is building new bus pads, sidewalks, and curb ramps. The Public Utilities Commission completed sewer installation but continues to install water main replacement. Public Works anticipates reaching substantial completion of the project in Summer 2023. SFMTA will also improve transit priority to increase safety and the frequency and reliability of service. Lastly, Caltrans will repave 19th Avenue after the Combined City Project is completed.



Half-cent sales tax funds supported planning and design of the 19th Avenue project.

BALBOA PARK UPPER YARD

Construction continued on 131 units of new affordable housing at the Balboa Park Upper Yard, a former rail car storage area. City agencies including the Mayor's Office of Housing and Community Development, SFMTA, and Public Works have been working together with BART to develop and deliver this project. The project includes a new public plaza, funded in part with over \$1 million in Prop K funds, linking the housing development with BART Balboa Park Station. The project also will reconfigure an auto-oriented passenger drop off zone to improve pedestrian safety and comfort. The State awarded \$30 million from its Affordable Housing Sustainable Communities grant program, including \$5 million for the plaza, \$3.3 million for new BART cars, and \$1.2 million for Ocean Avenue bike and pedestrian safety improvements. The state also awarded \$3.5 million from its Infill Infrastructure Grant program for plaza improvements. We are proud that the Transportation Authority's strategic commitment of local funds helped ensure that this project was competitive for outside grants.

Transportation Authority funding will help construct a new public plaza at BART's Balboa Park Station.



STREETS AND TRAFFIC SAFETY, TRANSPORTATION SYSTEM MANAGEMENT

The Prop K sales tax funds a wide variety of neighborhood scale street projects that improve the safety, efficiency, and user experience of city streets for all who travel on them. These projects include improvements such as street paving, new curb ramps, traffic calming, new or upgraded traffic signals, bike lanes, and transportation demand management efforts to encourage use of sustainable transportation options rather than single occupant vehicle travel. Many of the Prop K projects are also funded with Prop AA vehicle registration fee, TNC Tax, and TFCA grants awarded by the Transportation Authority. More information on these three fund programs is found later in this section of the Annual Report.

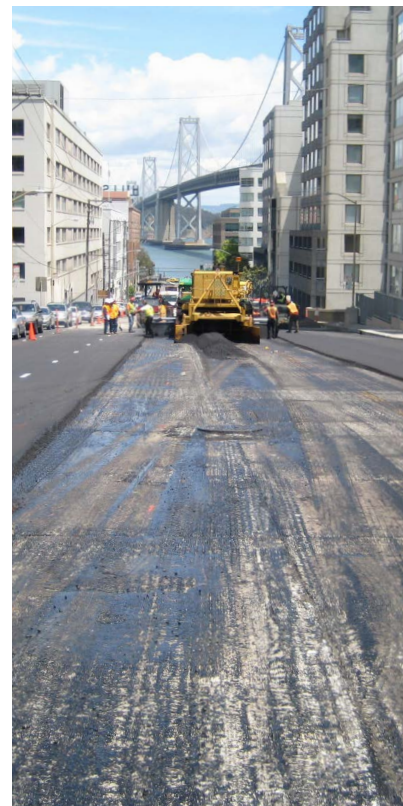
Street Reconstruction

Street repair and reconstruction projects provide smoother, safer pavement for pedestrians, cyclists, buses, and motor vehicles. Street reconstruction projects typically include rebuilt or repaired curbs and gutters, sidewalk repair, and accessible curb ramps in addition to new pavement and striping. This year Public Works started construction of the Golden Gate Avenue and Laguna Street Pavement Renovation project (36 blocks) and gave the contractor the green light to begin construction of the Mission and Geneva Pavement Reconstruction project (55 blocks).

Complete streets projects may include a wide variety of other features such as landscaping, new lane configurations, bike lanes, widened sidewalks at intersections, and other Vision Zero safety elements. In 2022, SFMTA started construction of the sales tax funded Safer Taylor project between Market and Sutter streets to improve transportation safety and livability for all users of this corridor. The Transportation Authority allocated \$3.2 million for construction of the Folsom Streetscape project, a transformative complete streets project that will improve traffic safety for pedestrians, bicyclists, and motorists who live and visit Folsom Street between 2nd and 11th streets. We also provided \$500,000 for design of the Howard Streetscape project between 4th and 11th streets to implement a series of safety treatments on this High Injury Network corridor.

Street Repair And Cleaning Equipment

Public Works placed two one-ton pick-up dump trucks in service as part of the Prop K funded Street Repair and Cleaning Equipment program. This year, the Transportation Authority allocated nearly \$1 million in Prop K funds to fund the purchase of one full size street sweeper, two full size electric pickup trucks, and one 10-wheel dump truck. This equipment will improve the efficiency of Public Works' street cleaning and repair work.



Curb Ramps

Public Works and the SFMTA constructed 95 new curb ramps throughout the city as part of larger Transportation Authority funded street improvement projects. Prop K sales tax funded 41 curb ramps as part of the Upper Market Street Safety Improvement project, 15 curb ramps along 19th Avenue as part of a signal upgrade project, 19 curb ramps as part of the Golden Gate Avenue and Laguna Street Pavement Renovation project, 12 curb ramps for the Mansell Street Curb Ramp project, 2 curb ramps as part of a Neighborhood Program project to improve pedestrian safety in District 3, and 6 curb ramps at various locations in Districts 5, 8, and 11.



Sidewalk Repair and Trees

As part of its Public Sidewalk Repair Program, Public Works used Prop K funds to repair non-tree related damage on sidewalk and curb damage at 144 locations in the public right-of-way. Also funded by Prop K, Public Works planted 1,155 street trees in public right-of-ways and helped establish street trees during the critical first five years after planting. At the time of writing this report, Public Works staff is very busy responding to tree maintenance needs with the series of heavy winter storms. We will receive the actual number of trees helped established after the emergency work is addressed.



Signals and Signs

We approved \$3 million in Prop K sales tax funds for design and construction of new traffic signals, traffic signal hardware, rapid flashing pedestrian crossing beacons, and visibility upgrades for existing signals. The SFMTA activated upgraded traffic signals at 47 intersections mostly along Van Ness Avenue. Several signal projects, including the Gough corridor and Arguello Boulevard, installed 172 pedestrian countdown signals and 276 accessible audible pedestrian signals. The SFMTA also upgraded two signals at 19th Avenue and Moraga and 19th Avenue and Wawona as part of a 19th Avenue Signals project. The SFMTA's Upper Market Street Safety Improvements project installed traffic signal upgrades and new traffic signals at thirteen intersections. Finally, SFMTA raised, replaced, and relocated a total of 164 signs across the city.

Signal upgrade projects typically include larger, brighter signal heads, curb ramps, controllers, pedestrian signals, signs, mast arms, and poles to improve traffic, and pedestrian and bicycle safety.

Traffic Calming

The Prop K local sales tax is the primary fund source for the SFMTA's Residential Traffic Calming Program. Through this program, the SFMTA evaluates community-initiated requests for locations that can benefit from slower traffic speeds that can be achieved through implementation of low cost improvements such as speed cushions. This year, the SFMTA implemented 170 traffic calming measures identified from this application-based program, including 88 speed humps, 77 speed cushions, 4 speed tables, and 1 raised crosswalk. The Transportation Authority allocated over \$3 million in sales tax funds for construction of traffic calming measures at 102 locations and detailed design for measures at 208 locations accepted into the program. The projects will consist of individual traffic calming measures, including speed humps, speed cushions, speed tables and raised crosswalks.

The Transportation Authority also supports the SFMTA's Schools Engineering Program and approved \$280,000 in sales tax funds for 5 walk audits and 30 measures recommended from the audits for the 2022 - 2023 program which serves all K - 12 schools in San Francisco (both public and private). The Schools Engineering is a program within San Francisco's Safe Routes to School program.

Since the launch of the TNC Tax in 2019, the Transportation Authority has allocated \$5.5 million in TNC tax funds and \$9 million in Prop K local sales tax funds for the SFMTA's Vision Zero Quick-Build Program. In 2022, the SFMTA completed four quick-build corridor projects for South Van Ness Avenue, Evans Avenue/Cesar Chavez/3rd Street, Jones Street, and Central Embarcadero.

Quick-build projects are reversible, adjustable traffic safety improvements that can be installed relatively quickly. They include parking and loading changes, transit boarding islands, traffic signal timing updates, signs, and roadway and curb paint. Safety improvements include changes to the configuration of traffic lanes, adjustments to parking regulations, bike lanes, and painted safety zones.

Bike Projects

The Transportation Authority invests in bicycle education, pilot studies, and planning, design, and construction of capital improvements to support safe, convenient cycling in the city.

This year, as part of the Embarcadero Enhancement Program, the SFMTA used sales tax funds to implement the Central Embarcadero Quick-Build safety project, including a two-way protected bikeway along the Embarcadero between Broadway and Mission streets. The bikeway includes bike traffic signals at intersections, signage, and bike parking. The SFMTA also constructed a new protected bike lane through the Evans Avenue Quick-Build project between Cesar Chavez and 3rd streets.



Ongoing bicycle projects this year included a new round of funding for youth and adult bicycle education classes; bicycle facility maintenance, including replacing safe hit posts, refreshing paint, and spot paving on bike lanes where pavement condition is an issue; supporting Bike to Wherever Day 2022 in place of a centralized Bike to Work Day, and providing TFCA and sales tax funds to install more than 1,300 on-street bike racks.



We are excited to see the future delivery of bike projects that received sales tax funding in 2022, including a permanent two-way bikeway on Beale Street between Market and Howard streets, and bicycle safety improvements on the Vision Zero High Injury Network including on Folsom Street between 2nd and 11th streets and on Howard Street between 4th and 11th streets.

Transportation Demand Management

Transportation Demand Management encompasses a set of low-cost tools and strategies to shift when and how people travel by increasing and encouraging sustainable transportation options – such as walking, biking, and taking transit. TDM efforts help to reduce vehicle miles traveled, congestion, and greenhouse gas emissions in support of the City's climate goals.

This year, the Transportation Authority allocated sales tax funds to the new Treasure Island Autonomous Shuttle Pilot project to better understand how such a service could meet the needs of people traveling on the island and connecting to mainland San Francisco. See the Treasure Island Transportation Program entry in the Planning and Delivering Transportation Projects section for more details.

Based on recommendations from the District 4 Mobility Improvements Study completed in 2021, we launched the District 4 Microtransit Business Plan to develop an on-demand microtransit shuttle service. Read more about this initiative in the Neighborhood Program section.

As part of transportation recovery work as pandemic related restrictions are lifted, the SFMTA completed outreach activities and started evaluating lessons learned for its Prop K-funded Business Transportation Demand Management project which is intended to encourage employees returning to the office to use sustainable commute modes. The SFMTA also completed a pilot of the Residential Transportation Demand Management Program in the Mission District, which used a points-based incentive program to encourage residents to use non-driving options for regular trips. Evaluation is now underway.

The San Francisco Department of the Environment administered its sales tax-funded Emergency Ride Home Program, which provides a free taxi ride home in cases of emergency for employees who use ride share, take transit, or bike to work. The Department of the Environment completed the Essential Worker Ride Home Program in February after nearly two years of providing taxi rides to essential workers whose normal transit commute service was reduced or eliminated due to the pandemic.

See the Planning and Delivering Transportation Improvements section for information on the Downtown Congestion Pricing Study and 101-280 Managed Lanes and Bus Project. Both efforts are considering pricing as a way to incentivize the use of sustainable modes like transit and ride sharing, while using revenues generated from pricing to enhance and expand sustainable alternatives to driving alone.

NEIGHBORHOOD PROGRAM



Supporting community-based planning and neighborhood-scale investments

The Transportation Authority developed the Neighborhood 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 Neighborhood Program is also referred to as the Neighborhood Transportation Improvement Program or NTIP.

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 projects in all 11 supervisorial districts. The Board considered the program a success and approved the second five-year cycle of funding, starting July 2019. In 2022, the Transportation Authority Board provided funding for 4 new planning projects. The map on the following page shows all current NTIP projects, including the 6 projects that were completed this year.

Learn more at sfcta.org/policies/neighborhood-program

Neighborhood Program Projects Completed in 2022

In District 5, the **Buchanan Mall Bulb-outs – Golden Gate and Turk** project implemented improvements recommended in the Western Addition Community Based Transportation Plan at the intersections of Buchanan Street and Golden Gate Avenue and Buchanan and Turk streets. These improvements, which include sidewalk widening, new bulb-outs with curb ramps, and utility and drainage relocation, enhance safety and connectivity for people walking to Buchanan Mall and the surrounding neighborhoods. Public Works led this project.

Also in District 5, the **Frederick/Clayton Traffic Calming** project designed and implemented crosswalk upgrades to increase visibility of pedestrians and improve pedestrian safety. The SFMTA also made improvements on Clayton between Waller and Parnassus, and on Frederick between Stanyan and Shrader streets, including speed humps, speed cushions, and signage.

In District 8, the **14th Street Road Diet** improved pedestrian visibility and facilitated safer turning movements by eliminating one eastbound lane on 14th Street between Castro and Sanchez streets, and implementing a left turn only lane and red zones to daylight at intersections. The SFMTA led this project in response to neighborhood concerns regarding traffic and pedestrian safety.

Also in District 8, the Duboce Triangle Neighborhood Association led the **Slow Duboce Triangle Study** to develop concept designs for the project area. Applying research done on the walkability, sustainability, and public space of the neighborhood, the project included workshops, surveys, and discussions with community members that informed the concept designs.

In District 10, the **Potrero Hill Pedestrian Safety and Transit Stop Improvements** completed implementation of safe routes to school improvements at multiple intersections in Potrero Hill. Traffic calming and pedestrian improvements, including signage, continental crosswalks, a raised crosswalk, bulb-outs, and striping at 23rd and Arkansas streets; 23rd, Dakota and Missouri streets; Missouri Street and Watchman Way; and Dakota, Texas and 25th streets, will help neighboring residents and students safely cross streets and navigate to nearby transit stops. We also supported this SFMTA-led project with funding from the Lifeline Transportation Program.

The **District 11 Near-Term Traffic Calming** project implemented quick and effective near-term traffic calming measures at locations throughout the district based on community feedback, Supervisor input, and proximity to parks and schools. Drawing on outreach from the Excelsior Neighborhood Traffic Calming Planning project and the Excelsior Neighborhood Strategy, the SFMTA constructed 44 traffic calming devices, including speed humps, speed tables, speed cushions, raised crosswalks and continental crosswalks.

New Neighborhood Program Projects in 2022

The **District 1 Multimodal Transportation Study** will engage the community to identify known mobility challenges and develop up to three near- to medium-term concepts to increase transit reliability, improve safety, and shift trips to sustainable modes. The study, led by the Transportation Authority, will also identify one high-level concept to support mode shift for trips that start and end within the district.

Building on the findings of the District 4 Mobility Study, the Transportation Authority will lead the **District 4 Microtransit Business Plan** to define an on-demand microtransit shuttle service within the district. The business plan will identify potential service models, establish operating requirements and costs, outline a funding strategy, and plan for a program pilot.

In District 8, Public Works is leading the **Jane Warner Plaza Renovation** project to improve pedestrian and bicycle safety at the plaza and the intersection at Castro and Market streets. Public Works and SFMTA staff will coordinate with stakeholders to develop schematics and consider adjustments to infrastructure that will allow the space to better serve the community.

The District 8 **Slow Duboce Triangle Study** was started and completed in 2022. See Neighborhood Program Projects Completed above for more information.

CURRENT NEIGHBORHOOD PROGRAM PROJECTS

PLANNING PROJECTS

- 1 District 1 Multimodal Transportation Study (District 1)
- 2 District 4 Microtransit Business Plan (District 4)
- 3 Octavia Improvements Study (District 5)
- 4 Treasure Island Supplemental Transportation Study (District 6)
- 5 Ocean Avenue Mobility Action Plan (District 7)
- 6 Slow Duboce Triangle Study (District 8)*
- 7 Jane Warner Plaza Renovation (District 8)
- 8 Alemany Realignment Study (District 9)

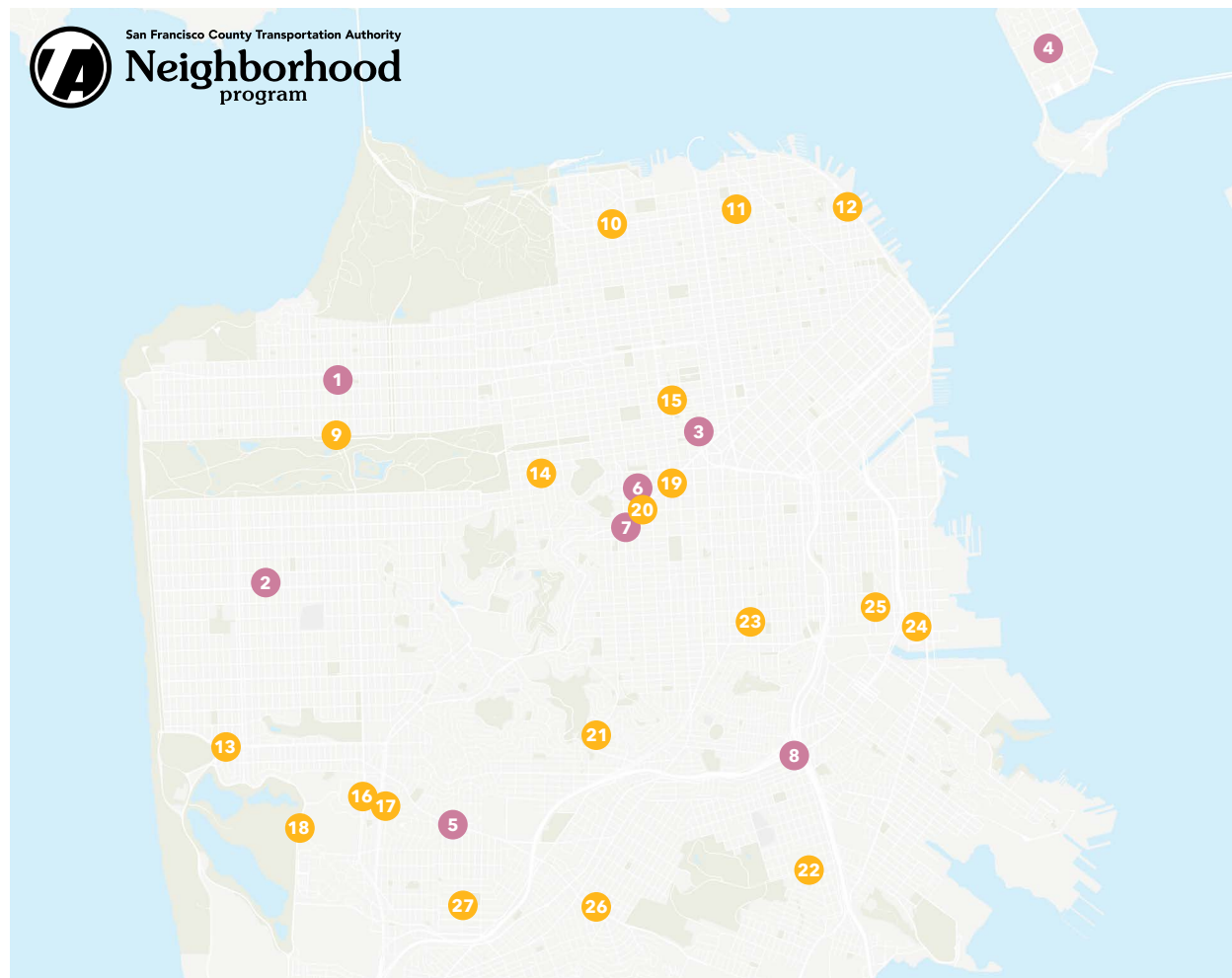
CAPITAL PROJECTS

- 9 Fulton Street Safety (District 1)
- 10 Lombard Street/US-101 Corridor Pedestrian Safety (District 2)

- 11 Lombard Crooked Street Reservation and Pricing System Development (District 2)
- 12 District 3 Pedestrian Safety Improvements (District 3)
- 13 Sloat/Skyline Intersection Alternatives Analysis (District 4)
- 14 Frederick/Clayton Traffic Calming (District 5)*
- 15 Buchanan Mall Bulb-outs – Golden Gate and Turk (District 5)*
- 16 FY19 Participatory Budgeting Priorities (District 7)
- 17 FY20 Participatory Budgeting Priorities (District 7)
- 18 Lake Merced Quick Build (District 7)
- 19 14th Street Road Diet (District 8)*
- 20 Upper Market Street Safety Improvements (District 8)

- 21 Elk Street at Sussex Street Pedestrian Safety Improvements (District 8)
- 22 Vision Zero Proactive Traffic Calming – Visitacion Valley and Portola Neighborhoods (District 9)
- 23 District 9 Traffic Calming (District 9)
- 24 Minnesota and 25th Streets Intersection Improvements (District 10)
- 25 Potrero Hill Pedestrian Safety and Transit Access (District 10)*
- 26 District 11 Traffic Calming Cycle 1 (District 11)*
- 27 District 11 Traffic Calming Cycle 2 (District 11)

* Projects completed in 2022



PROP AA VEHICLE REGISTRATION FEE

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. To that end, Prop AA only funds the final design and construction phases of projects. As of December, 25 of the 42 projects funded from program inception to date have been completed and are open for use by the public. 15 more projects are under construction and 5 projects are nearing completion of the design phase.

The voter approved expenditure plan requires that the Transportation Authority develop and periodically update a strategic plan to guide the day-to-day implementation of the Prop AA program and to identify which projects will receive funds. In 2022, we wrapped up the final year of the five-year programming period covered by the 2017 Prop AA Strategic Plan and worked with project sponsors to develop the 2022 Prop AA Strategic Plan covering Fiscal Years 2022/23 to 2026/27. In April the Board approved the 2022 Prop AA Strategic Plan, programming approximately \$23 million to 15 projects over the next five years.

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.

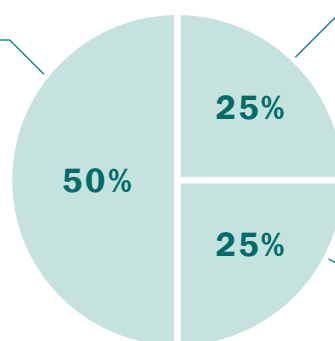
STREET REPAIR AND RECONSTRUCTION

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

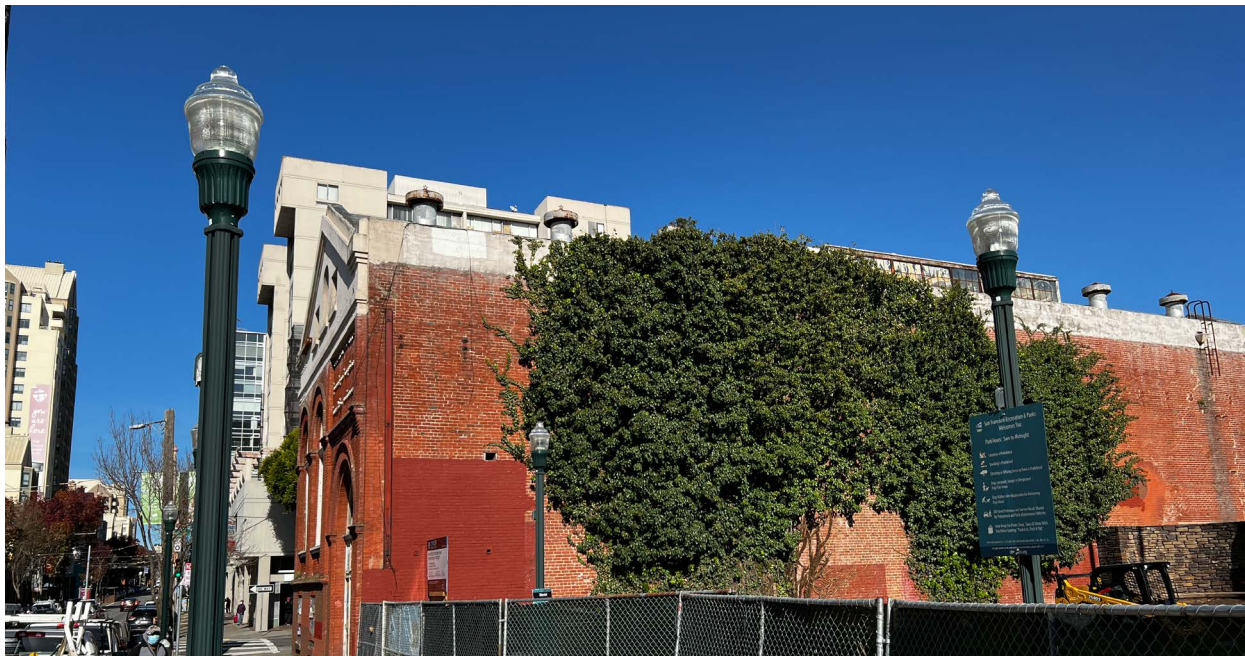
- Transit station/stop improvements
- Transit signal priority
- Travel information improvements
- Parking management pilots
- Transportation demand management

One Prop AA project opened for use in 2022 in the Western Addition, taking advantage of Prop AA as one of the few sources that can support pedestrian lighting improvements:

- **Western Addition Pedestrian Lighting:** Prop AA funds enabled the installation of 14 new pedestrian lights on McAllister Street, between Fillmore and Webster streets, and 13 lights on Fillmore Street, between Golden Gate Avenue and Turk Street. Led by Public Works, the project improved pedestrian safety, enhanced community connections to recreational spaces and the overall walkability of community-identified priority streets. The project implemented recommendations from the Western Addition Community Based Transportation Plan, funded in part through the Prop K Neighborhood Program.

FUNDED IN 2022 (PROJECT SPONSOR)	TOTAL PROJECT COST	PROP AA ALLOCATED	CURRENT PHASE
PEDESTRIAN SAFETY			
Oakdale Lighting Improvements Project Phase 1 (SFPW)	\$1,974,000	\$324,000	Design
TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS			
29 Sunset Improvement Project Phase 1 (SFMTA)	\$13,661,392	\$1,000,000	Design
2022 GRAND TOTAL	\$15,635,392	\$1,324,000	

OPEN FOR USE IN 2022 (PROJECT SPONSOR)	TOTAL PROJECT COST	PROP AA ALLOCATED	CURRENT PHASE
PEDESTRIAN SAFETY			
Western Addition Pedestrian Lighting (SFPW)	\$1,286,928	\$986,928	Design, Construction
OPEN FOR USE GRAND TOTAL	\$1,286,928	\$986,928	



TRANSPORTATION FUND FOR CLEAN AIR

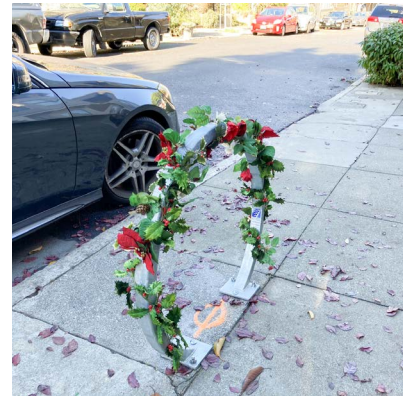
Improving air quality through reduced motor vehicle emissions

The Transportation Authority is the Program Manager for the Transportation Fund for Clean Air (TFCA) in San Francisco. This regional grant program is supported by a \$4 motor vehicle registration fee in the Bay Area, and is intended to fund projects that cost-effectively reduce motor vehicle emissions while improving mobility.

This year the Transportation Authority awarded \$935,315 in TFCA funds to two projects:

- 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.
- SFMTA's Short Term Bike Parking project, which will fund siting and installation of 1,360 bike racks, providing 2,720 new parking spaces across the city. This program is also funded with Prop K sales tax.

Project sponsors completed four previously funded TFCA projects listed in the table below.



TFCA-funded bike rack on Carmelita Street in the Lower Haight.

FUNDED IN 2022 (PROJECT SPONSOR)	TOTAL PROJECT COST	TFCA FUND AMOUNT
Short Term Bike Parking (SFMTA)	\$910,367	\$847,113
Emergency Ride Home (SFE)	\$88,202	\$88,202
TOTAL	\$998,569	\$935,315
COMPLETED IN 2022 (PROJECT SPONSOR)	TOTAL PROJECT COST	TFCA FUND AMOUNT
Alternative Fuel Taxicab Incentive Program (SFMTA)	\$202,700	\$202,700
Early Bird Express (BART)	\$693,500	\$175,000
Emergency Ride Home (SFE)	\$93,255	\$93,255
EV Chargers at Faith Institutions (California Interfaith Power & Light)	\$58,628	\$34,628
TOTAL	\$1,048,083	\$505,583

BART = San Francisco Bay Area Rapid Transit District,
 SFMTA = San Francisco Municipal Transportation Agency,
 SFE = San Francisco Environment

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.

The program distributes federal transportation dollars to reward 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 projects typically support transit, bicycling, and/or walking. As the Congestion Management Agency for San Francisco, the Transportation Authority has awarded \$77 million in One Bay Area Grant funds to over a dozen projects since the program's inception in 2012.



People Riding Train in the Central Subway on Opening Day (November 19, 2022).

In 2022, the Transportation Authority was responsible for nominating San Francisco's One Bay Area Grant Cycle 3 project priorities, up to a target amount based on population and housing production. Cycle 3 differs from prior cycles where we identified the projects to receive funding. For Cycle 3, we conducted a competitive call for projects and nominated seven new projects to receive up to \$52.76 million in One Bay Area Grant Cycle 3 funds over the program's four-year funding cycle. We also recommended \$7 million to continue supporting the SFMTA's Safe Routes to Schools Non-Infrastructure program. In September, we submitted San Francisco's project nominations to the Metropolitan Transportation Commission which will select projects in January 2023 from the regionwide candidate pool.

We continued to provide oversight and support to One Bay Area Grant project sponsors. We celebrated the opening of the SFMTA's Central Subway project which extended the Muni Metro T Third Line through some of the city's busiest, most densely populated areas, including SoMa, Union Square, and Chinatown. We also supported delivery of projects such as Caltrain Electrification, which advanced construction, and the SFMTA's Safe Routes to Schools Non-Infrastructure program.

Learn more at sfcta.org/funding/one-bay-area-grant-program

COMPLETED IN 2022 (PROJECT SPONSOR)	TOTAL PROJECT COST	OBAG FUND AMOUNT
Central Subway (SFMTA)	\$1,931,000,000	\$15,980,000
TOTAL	\$1,931,000,000	\$15,980,000

STATE TRANSPORTATION IMPROVEMENT PROGRAM



State funds and local sales tax dollars will help SFMTA replace its aging train control system, increasing the speed and reliability of Muni Metro.

In March, as recommended by the Transportation Authority, the California Transportation Commission approved \$10.6 million in state funds for SFMTA's Communications-Based Train Control Phase 3 N Judah project, which will improve transit reliability and safety by modernizing the train control system. This is one phase of a larger SFMTA effort to replace and expand the train control system for its entire light rail network.

As the Congestion Management Agency for San Francisco, the Transportation Authority establishes biennial project priorities for San Francisco's share of funds from the State Transportation Improvement Program. The agency has had long-standing commitments of future State Transportation Improvement Program funds to signature Prop K sales tax projects. As of the end of 2022, the Board-adopted priorities include about \$70.9 million in remaining commitments to three projects: Central Subway (\$19.0 million); Presidio Parkway Advance (\$34.0 million to repay the Metropolitan Transportation Commission for advancing project funds); and the Caltrain Downtown Extension (\$17.8 million). 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 honoring the commitment by programming funds to other eligible projects of SFMTA's choice such as the aforementioned train control project.

LOCAL PARTNERSHIP PROGRAM

State Rewards Jurisdictions with Voter-Approved Dedicated Transportation Taxes or Fees


The Senate Bill 1 Local Partnership Program rewards jurisdictions that have voter approved taxes or fees dedicated solely to transportation. As administrator of Prop K and Prop AA, the Transportation Authority receives state gas tax funds for capital projects that improve bicycle or pedestrian safety and mobility, the local road system, transit facilities, or the state highway system, among other transportation improvement projects. The City also receives these funds for the TNC Tax, which we help administer.

This year, we programmed \$4.056 million in Local Partnership Program formula funds to the Yerba Buena Island West Side Bridges Seismic Retrofit Project. This shovel-ready project is a critical piece of infrastructure for the Equity Priority Community on Treasure Island and Yerba Buena Island. This project will replace seven seismically deficient bridges and retrofit one bridge with a realigned roadway and retaining walls, a Class II bicycle facility, and a transit-only access on-ramp. It is one of a series of transportation infrastructure projects on Yerba Buena Island that are being constructed to support development on Treasure Island, which includes 8,000 units of housing at full build out, with 26% affordable.

FUNDED IN 2022 (PROJECT SPONSOR)	CURRENT PHASE	COST OF REQUESTED PHASE	LOCAL PARTNERSHIP PROGRAM FORMULA FUND AMOUNT
YBI West Side Bridges Seismic Retrofit Project (SFCTA)	Construction	\$113,700,000	\$4,056,000
TOTAL		\$113,700,000	\$4,056,000

* Sponsor abbreviations include: San Francisco County Transportation Authority (SFCTA)



A woman with dark hair, wearing a blue tank top with a pink floral pattern and blue jeans, stands in the foreground, smiling. She is on a city street with a pedestrian scramble. In the background, there are buildings with Chinese signs, a traffic light showing a red light, and other pedestrians crossing the street. The scene is set in Chinatown, San Francisco.

**"I love the convenience of
having scrambles and I think
they are efficient because
they help pedestrians get to
where they need to go faster."**

**Ana Santandreu
on the Chinatown pedestrian scramble**

See "Sales Tax Stories"
at sfcta.org/stories to learn
more about how people
across San Francisco benefit
from the half-cent sales tax
for transportation.

TRANSPARENCY AND ACCOUNTABILITY

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

PROP K HIGHLIGHTS

The table below provides a snap shot of the projects Proposition K (Prop K) has delivered from inception through December 2022, 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. Visit the MyStreetSF interactive project map at mystreetsf.sfcta.org 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, Geary Rapid (Geary BART Phase 1), Van Ness Bus Rapid Transit
Third Street Light Rail (Phase 1)	Done
Central Subway (Third Street Light Rail, Phase 2)	Done
Geary Light Rail	*
b. Caltrain	
Downtown Extension to a Rebuilt Transbay Terminal	Transbay Transit Center — DONE; Downtown Extension in design
Electrification	Under construction
Capital Improvement Program	Train Departure Monitors at Terminal Stations, Right-of-Way Safety Fencing, Marin Street and Napoleon Street Bridges Rehabilitation
c. BART Station Access, Safety and Capacity	16th Street BART Station NE Plaza Redesign, 24th Street/Mission Plaza and Pedestrian Improvements, Daly City Bus Circulation Improvements, bicycle parking at Balboa Park and Glen Park stations, wayfinding/ passenger information improvements at the 16th Street and 24th Street stations, Powell Street Station Modernization
d. Ferry	Downtown Ferry Terminal Expansion
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, Balboa Park Eastside Connections, Balboa Park Station Area and Plaza Improvements
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	1,243 new Muni transit vehicles (buses, light rail and paratransit vehicles), rehab of Caltrain locomotives, rebuilt 16 Muni historic streetcars, rehab of 60 articulated trolley buses
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, renovated SFMTA's central parts warehouse at 1570 Burke Avenue, installed worker fall protection and safety and maintenance systems at 7 Muni facilities; 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' rebuilt Cable Car Barn gearboxes, and upgrades to overhead wires, traffic signals, and other street improvements

* 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.

B. PARATRANSIT SERVICES**Paratransit Services**

Approximately 8.3 million paratransit trips provided from June 2010 through December 2022 for seniors and disabled persons, Ramp Taxi Incentives Program (20% increase in wheelchair trips), Essential Trip Card Program, Shop-a-Round and Van Gogh shuttles

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)

Visitation 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 pedestrian safety improvements (curb bulb-outs, crosswalks, signal timing), Alemany Interchange Improvement

ii. System Operations, Efficiency and Safety**a. New Signals and Signs**

72 new traffic signals, 932 pedestrian countdown signals, 785 audible pedestrian signals

b. Advanced Technology and Information Systems (SFgo)*

Variable message signs on Oak, Fell, and Third streets; connected Franklin and Gough traffic signals with Transportation Management Center; installed traffic cameras and transit system priority on Muni Rapid routes; rehab of variable message signs at City parking garages

iii. System Maintenance and Renovation**a. Signals and Signs**

482 upgraded traffic signals, over 8,964 traffic signs upgraded, 71 high visibility signal heads

b. Street Resurfacing, Rehabilitation, and Maintenance

Street Resurfacing and Reconstruction

787 blocks paved — examples: Alemany, Anza, Balboa, Battery, Brannan, California, Clayton, Clipper, Kirkham, Page, Parkmerced/Twin Peaks/Mt Davidson Manor, Portola, Potrero

Street Repair and Cleaning Equipment

172 trucks and other equipment purchased for street cleaning and maintenance, such as brick mason's truck, street sweepers, asphalt grinders and a tunnel-washer truck

Embarcadero Roadway Incremental Operations and Maintenance

Done

c. Pedestrian and Bicycle Facility Maintenance

About 6,150 sidewalk locations repaired; safe hit posts on Market, Fell and Oak streets; Division Street green bike lane; repaired automatic bike counters; re-painted bike lanes

iv. Bicycle and Pedestrian Improvements**a. Traffic Calming**

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, Buchanan Mall Bulb-outs, District 11 Traffic Calming, Quick builds at South Van Ness Ave, Evans Ave, and Jones Street

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, Valencia Street Bikeway Implementation Plan, Battery & Sansome bicycle connections, Central Embarcadero Quick-Build Two-Way Bikeway

c. Pedestrian Circulation/Safety

Continental Crosswalks, Bayshore/Cesar Chavez/Potrero Intersection Improvements, Wiggle Neighborhood Green Corridor, ER Taylor Safe Routes to School, Longfellow Elementary Safe Routes to School, Union Square Accessibility Improvements, Pedestrian Signals on Sunset Blvd., Lower Great Highway Pedestrian Improvements, Kearny/Jackson Intersection Improvements

d. Curb Ramps

Over 1,145 curb ramps funded from this category (excludes curb ramps funded through other projects such as street resurfacing)

e. Tree Planting and Maintenance

Over 8,155 trees planted, over 31,900 maintenance and establishment 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; Second Street; Persia Triangle Transit Improvements, Valencia Streetscape, Western Addition Community Based Transportation Plan; Pedestrian Safety in SOMA Youth and Family Zone Plan, Slow Duboce Triangle Study

* 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 2022****A. TRANSIT****i. Major Capital Projects**

	ALLOCATIONS		EXPENDITURES	
	2022 ALLOCATIONS (DE-OBLIGATIONS)	INCEPTION TO DATE ALLOCATIONS	2022 EXPENDITURES (ADJUSTMENTS)	INCEPTION TO DATE EXPENDITURES
a. Muni	\$ -	\$ 287,672,976	\$ 801,098	\$ 267,524,929
Rapid Bus Network including Real Time Transit Information	\$ -	\$ 69,111,701	\$ 801,098	\$ 49,366,802
Third Street Light Rail (Phase 1)	\$ -	\$ 92,561,275	\$ -	\$ 92,158,127
Central Subway (Third Street Light Rail Phase 2)	\$ -	\$ 126,000,000	\$ -	\$ 126,000,000
Geary Light Rail	\$ -	\$ -	\$ -	\$ -
b. Caltrain	\$ 272,818	\$ 258,207,160	\$ 6,865,360	\$ 248,388,311
Downtown Extension to a Rebuilt Transbay Terminal	\$ -	\$ 217,436,395	\$ 6,311,687	\$ 212,512,221
Electrification	\$ -	\$ 20,900,000	\$ 192,543	\$ 19,932,000
Capital Improvement Program	\$ 272,818	\$ 19,870,765	\$ 361,130	\$ 15,944,090
c. BART Station Access, Safety, and Capacity	\$ 150,000	\$ 8,197,809	\$ 281,324	\$ 6,717,508
d. Ferry	\$ 347,000	\$ 3,097,715	\$ -	\$ 2,750,715
Total Major Capital Projects	\$ 769,818	\$ 557,175,660	\$ 7,947,782	\$ 525,381,463

ii. Transit Enhancements

Extension of Trolleybus Lines/ Electrification of Motorcoach Routes	\$ -	\$ -	\$ -	\$ -
Extension of Streetcar Service (Fisherman's Wharf to Fort Mason)	\$ -	\$ 926,100	\$ -	\$ 5,609
Purchase/Rehab of Historic Streetcars for New/Expanded Service	\$ -	\$ 374,809	\$ -	\$ 25,441
Balboa Park BART/MUNI Station Access Improvements	\$ 250,000	\$ 4,886,999	\$ 92,550	\$ 4,556,603
Relocation of Caltrain Paul Avenue Station to Oakdale Avenue	\$ -	\$ 2,735,689	\$ 11,240	\$ 674,283
Purchase of Additional Light Rail Vehicles for Muni Light Rail Lines	\$ -	\$ 4,694,972	\$ -	\$ 4,598,311
Other Transit Enhancements	\$ 3,252,264	\$ 5,756,264	\$ 74,601	\$ 2,099,344
Total Transit Enhancements	\$ 3,502,264	\$ 19,374,833	\$ 178,391	\$ 11,959,591

iii. System Maintenance and Renovation

a. Vehicles	\$ 4,147,913	\$ 497,618,714	\$ 60,738,077	\$ 329,683,623
Transit Vehicle Replacement and Renovation	4,147,913	490,002,183	60,738,077	322,067,092
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	\$ 6,757,752	\$ 98,092,027	\$ 3,601,791	\$ 77,122,558
Rehabilitation, Upgrade and Replacement of Existing Facilities	\$ 6,757,752	\$ 81,311,027	\$ 3,601,791	\$ 60,341,558
Muni Metro Extension Incremental Operations and Maintenance	\$ -	\$ 16,781,000	\$ -	\$ 16,781,000
c. Guideways*	\$ (853,923)	\$ 212,000,415	\$ 3,408,826	\$ 155,596,598
Total System Maintenance and Renovation	\$ 10,051,742	\$ 807,711,156	\$ 67,748,694	\$ 562,402,779

TOTAL TRANSIT	\$ 14,323,824	\$1,384,261,649	\$ 75,874,867	\$ 1,099,743,833
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B. PARATRANSIT SERVICES

Paratransit Services	\$ 13,300,000	\$ 179,050,276	\$ 7,772,069	\$ 162,968,797
TOTAL PARATRANSIT SERVICES	\$ 13,300,000	\$ 179,050,276	\$ 7,772,069	\$ 162,968,797

* In 2022, there was more funding deobligated than allocated for this expenditure category

PROP K HALF-CENT SALES TAX**Activity Detail for Calendar Year 2022****C. STREETS AND TRAFFIC SAFETY****i. Major Capital Projects**

	ALLOCATIONS		EXPENDITURES	
	2022 ALLOCATIONS (DE-OBLIGATIONS)	INCEPTION TO DATE ALLOCATIONS	2022 EXPENDITURES (ADJUSTMENTS)	INCEPTION TO DATE EXPENDITURES
a. Doyle Drive	\$ -	\$ 69,094,362	\$ 62,519	\$ 68,805,258
b. New and Upgraded Streets*	\$ (17,085)	\$ 9,087,816	\$ 8,352	\$ 8,097,488
Bernal Heights Street System Upgrading	\$ -	\$ 2,550,584	\$ -	\$ 2,550,584
Great Highway Erosion Repair*	\$ (17,085)	\$ 425,652	\$ 1,186	\$ 335,486
Visitation Valley Watershed Area projects (San Francisco share)	\$ -	\$ 1,380,652	\$ -	\$ 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)	\$ -	\$ 2,730,928	\$ 7,166	\$ 1,830,766
Total Major Capital Projects	\$ (17,085)	\$ 78,182,178	\$ 70,871	\$ 76,902,746

ii. System Operations, Efficiency, and Safety

a. New Signals and Signs	\$ -	\$ 24,539,647	\$ 192,455	\$ 20,599,616
b. Advanced Technology and Information Systems (SFgo)	\$ -	\$ 10,872,552	\$ 1,900,843	\$ 7,815,725
Total System Operations, Efficiency, and Safety	\$ -	\$ 35,412,199	\$ 2,093,298	\$ 28,415,341

iii. System Maintenance and Renovation

a. Signals and Signs	\$ 2,898,333	\$ 50,898,085	\$ 1,040,458	\$ 42,389,301
b. Street Resurfacing, Rehabilitation, and Maintenance	\$ 669,012	\$ 111,745,181	\$ 3,028,051	\$ 93,376,466
Street Resurfacing and Reconstruction*	\$ (308,303)	\$ 94,357,275	\$ 1,349,689	\$ 78,640,471
Street Repair and Cleaning Equipment	\$ 977,315	\$ 15,238,261	\$ 1,678,362	\$ 12,586,350
Embarcadero Roadway Incremental Operations and Maintenance	\$ -	\$ 2,149,645	\$ -	\$ 2,149,645
c. Pedestrian and Bicycle Facility Maintenance	\$ 1,237,680	\$ 12,275,841	\$ 663,665	\$ 9,848,800
Total System Maintenance and Renovation	\$ 4,805,025	\$ 174,919,107	\$ 4,732,174	\$ 145,614,567

iv. Bicycle and Pedestrian Improvements

a. Traffic Calming	\$ 4,842,052	\$ 53,843,613	\$ 4,650,298	\$ 34,493,296
b. Bicycle Circulation/Safety	\$ 3,587,512	\$ 22,467,794	\$ 2,753,551	\$ 16,181,184
c. Pedestrian Circulation/Safety	\$ 897,538	\$ 20,615,053	\$ 707,825	\$ 13,989,640
d. Curb Ramps	\$ -	\$ 12,068,661	\$ 1,107,703	\$ 9,895,092
e. Tree Planting and Maintenance	\$ 1,548,980	\$ 21,757,632	\$ 869,670	\$ 18,443,103
Total Bicycle and Pedestrian Improvements	\$ 10,876,082	\$ 130,752,753	\$ 10,089,047	\$ 93,002,315

TOTAL STREETS AND TRAFFIC SAFETY \$ 15,664,022 \$ 419,266,237 \$ 16,985,390 \$ 343,934,969

D. TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES

i. Transportation Demand Management/Parking Management	\$ 329,282	\$ 8,462,602	\$ 596,155	\$ 5,905,502
ii. Transportation/Land Use Coordination	\$ 721,416	\$ 13,759,650	\$ 562,408	\$ 11,031,624

TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES \$ 1,050,698 \$ 22,222,252 \$ 1,158,563 \$ 16,937,126

ADDITIONAL ITEMS

FY2006 Cowcap Suspension Pool (Distribution to be based actual reimbursements)	\$ -	\$ 112,345	\$ -	\$ 112,345
CityBuild Program (Distribution methodology to established in subsequent Strategic Plan)	\$ -	\$ 1,073,719	\$ -	\$ 1,073,719

GRAND TOTAL \$ 44,338,544 \$ 2,005,986,478 \$ 101,790,889 \$ 1,624,770,789

* In 2022, there was more funding deobligated than allocated for this expenditure category

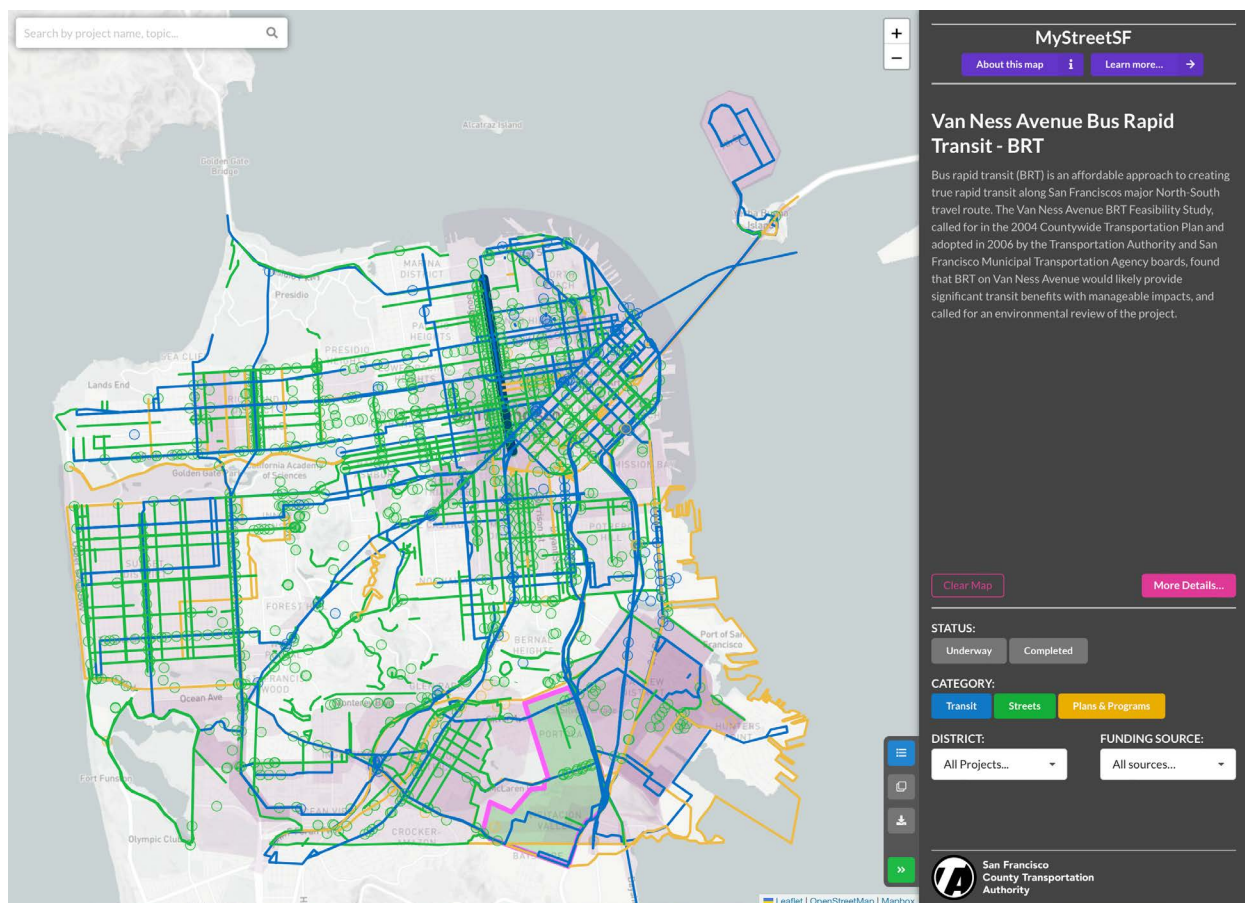
MYSTREETSF

The interactive MyStreetSF website 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, from pedestrian safety to paving, the Transportation Authority funds numerous improvement projects large and small 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 can find projects that we are supporting. 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, the high-injury network and Equity Priority Communities.

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

Learn more at mystreetsf.sfcta.org



PROP AA VEHICLE REGISTRATION FEE

Activity Detail for Calendar Year 2022

	ALLOCATIONS		EXPENDITURES	
	2022 ALLOCATIONS (DE-OBLIGATIONS)	INCEPTION TO DATE ALLOCATIONS	2022 EXPENDITURES (ADJUSTMENTS)	INCEPTION TO DATE EXPENDITURES
Street Repair and Reconstruction	\$ -	\$ 25,203,314	\$ 1,106,442	\$ 16,940,442
Pedestrian Safety	\$ 217,931	\$ 13,558,063	\$ 1,165,833	\$ 11,004,652
Transit Reliability and Mobility Improvements	\$ 1,000,000	\$ 13,001,756	\$ 145,496	\$ 5,726,554
Grand Total	\$ 1,217,931	\$ 51,763,133	\$ 2,417,771	\$ 33,671,648

TNC TAX

Activity Detail for Calendar Year 2022

	ALLOCATIONS		EXPENDITURES	
	2022 ALLOCATIONS (DE-OBLIGATIONS)	INCEPTION TO DATE ALLOCATIONS	2022 EXPENDITURES (ADJUSTMENTS)	INCEPTION TO DATE EXPENDITURES
Vision Zero Quick-Build Program	\$ -	\$ 5,505,686	\$ 1,076,306	\$ 1,324,274
Grand Total	\$ -	\$ 5,505,686	\$ 1,076,306	\$ 1,324,274

TRANSPARENCY AND ACCOUNTABILITY

The independent audit team of Eide Bailly, 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, 2022. 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 19th year in a row that independent auditors have issued clean audit reports for the Transportation Authority. 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, by statute, may issue debt 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 maintains credit ratings with Fitch Ratings and S&P Global Ratings. In June, Fitch affirmed its highest AAA rating of the Transportation Authority's sales tax revenue bonds, and the Transportation Authority continues to hold the AA+ rating with S&P. 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. The paper notes provided a low cost of funding, relative to other financing alternatives, and enabled the Transportation Authority to support faster delivery of sales tax expenditure plan projects sooner than we could on a pay-as-you-go basis. On October 7, 2021, the Transportation Authority entered into a new 3-year Revolving Credit Agreement with U.S. Bank National Association for \$125,000,000. As of December 31, 2022, the revolving credit loan did not have an outstanding balance.

In November 2017, the Transportation Authority issued Senior Sales Tax Revenue Bonds (Series 2017) with the total face amount of \$248,250,000 maturing in February 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. The Series 2017 Bonds were sold by way of competitive sale, and proceeds from the bond sale helped pay for projects in the Prop K half-cent sales tax Expenditure Plan, allowing project delivery to be advanced and benefits to the public to be realized sooner than if we operated on a pay-as-you-go basis. As of December 31, 2022, total outstanding bond principal and premium balance was \$224.1 million. As of year-end, we had made cumulative payments of \$78.1 million, including principal payments of \$39.9 million and interest payments of \$38.2 million.

New Muni vehicles were primary recipients of the bond proceeds



DISADVANTAGED BUSINESS ENTERPRISE AND LOCAL BUSINESS ENTERPRISE PROGRAMS

The Transportation Authority has a robust 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. Our 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 Caltrans' 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.

The Transportation Authority is a member of the Business Outreach Committee, a multi-agency consortium of approximately 26 Bay Area transportation agencies with a common goal to assist small, disadvantaged, and local firms doing business with Bay Area transit and transportation agencies. During 2022, we participated in two Business Outreach Committee-sponsored networking events, one Northern California Procurement Technical Assistance women-in-construction workshop, and one Caltrans-sponsored DBE workshop, both designed to inform disadvantaged and small businesses on how to do business with public agencies and provide a networking opportunity. Event topics included meeting public agencies, how to do business with public transportation agencies, and connecting small businesses to prime consultants and Bay Area public transportation agencies.

We increased our DBE subconsultant pool through new contracts for on-call transportation planning and on-call project management and engineering consultant benches with 80 DBE firms, a 57% increase over the 51 DBE firms on the previous on-call benches, including 46 women-owned businesses, a 171% increase over the 17 women-owned firms on the previous on-call benches.

DBE, LBE, and SBE Performance for the Transportation Authority's Vendor Contracts during 2022 are shown below:

	AMOUNT ¹	PERCENTAGE OF TOTAL INVOICES PAID
TOTAL INVOICES PAID	\$19,916,077	100%
Total Paid to DBE firms	\$4,080,784	20.5%
Total Paid to LBE firms	\$3,284,889	16.5%
Total Paid to SBE firms	\$3,719,680	18.7%
Total Paid to Female-owned Firms	\$1,221,947	6.1%
Total Paid to Hispanic-owned Firms ²	\$1,205,534	6.1%
Total Paid to African American-owned Firms ²	\$658,307	3.3%
Total Paid to Asian Pacific-owned Firms ²	\$550,628	2.8%
Total Paid to Subcontinent Asian-owned Firms ²	\$321,279	1.6%

¹ Amounts shown above exclude payments to other government agencies and non-profit organizations, as well as agency operating expenditures.

² Ethnicity groups identified above represent groups as defined by the California Department of Transportation's DBE Program.

PROGRESS REPORT ON RACIAL EQUITY ACTION PLAN

The Transportation Authority is continuing the initiatives of its Racial Equity Working Group, which started in 2018 and is composed of at least one staff person from each division. In 2022, the working group implemented strategies from the agency's Racial Equity Action Plan which was developed at the end of 2020 and serves as a strategic plan focused on advancing more equitable internal processes. The Racial Equity Action Plan is divided into seven different categories:

1. Hiring and Recruitment
2. Retention and Promotion
3. Discipline and Separation
4. Diverse and Equitable Leadership and Management
5. Mobility and Professional Development
6. Organizational Culture of Inclusion and Belonging
7. Boards and Commissions

During the year, we conducted salary surveys and updated job descriptions against peer agencies to ensure parity. A new position description was created to allow candidates to apply for the entry level transportation planner positions without a requirement of a graduate degree. This benefits the agency by helping to diversify our workforce. In addition, we utilized an equity-focused recruiter to provide a diverse and qualified candidate pool for the Deputy Director for Capital Projects position and successfully completed this recruitment in September 2022.

Our Commitment to Racial Equity

Racial segregation and systemic discrimination have resulted in inequitable policies and practices throughout transportation planning history. For people of color, this continues to mean higher rates of collisions and fatalities; exposure to higher rates of pollution and associated negative health impacts; fewer and oftentimes more expensive transportation options; and longer commute times. The work of the Transportation Authority must consider issues of race as they connect with other social categorizations such as income, nationality, language, gender and sexual identities, and ability. As an agency, our mission to make travel safer, healthier, and easier for all requires a commitment to designing transportation options that advance equity. It's our responsibility to partner with people of color and disproportionately impacted communities to define their needs as we plan, fund, and deliver transportation projects. We commit to putting the interests of these communities at the forefront of our work in order to improve their safety and health outcomes, economic mobility, and overall quality of life.

AGENCY HIGHLIGHTS

Agency staff in 2022 were recognized for their work as financial stewards and for transparency around accounting practices.

AWARDS & RECOGNITION

Transportation Authority Maintains Highest Rating for Sales Tax Bond Outlook

Fitch Ratings affirmed its highest AAA rating of the Transportation Authority's sales tax revenue bonds and a stable financial outlook. This AAA rating places the Transportation Authority among the highest rated organizations in California. The rating also reflects the agency's strong and resilient maintenance of the voter-approved half-cent sales tax for transportation and stable outlook.

Certificate of Achievement for Excellence in Financial Reporting

In October, the Government Finance Officers Association of the United States and Canada awarded a Certificate of Achievement for Excellence in Financial Reporting to the Transportation Authority for the fifth consecutive year. This award, covering the financial report for fiscal year ended June 30, 2021, is the highest form of recognition in governmental accounting and financial reporting.

Civic Equity Champion Award

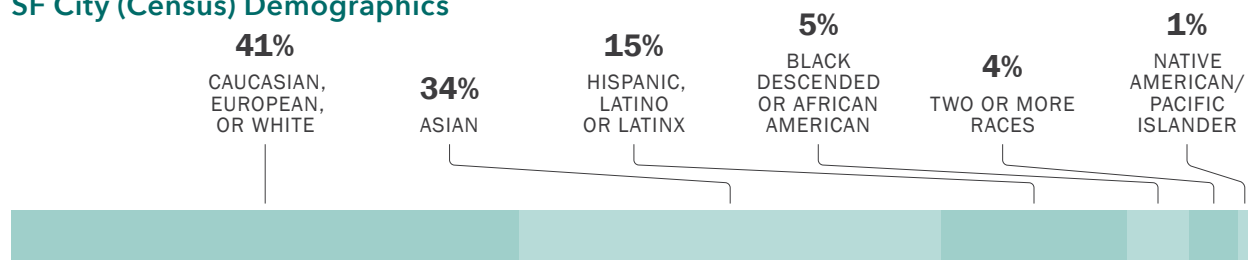
The Transportation Authority was the recipient of the 2022 Civic Equity Champion award from the Northern California chapter of the Conference of Minority Transportation Officials, the industry group dedicated to advancing equity in transportation. The 2022 voter-approved Proposition L expenditure plan development effort was an example of how equity played a leading role in the agency's work; and how equity was central to the outreach process, the prioritization of investments in the Expenditure Plan, and will guide implementation of the plan.

American Council of Engineering Companies Agency Recognition Award

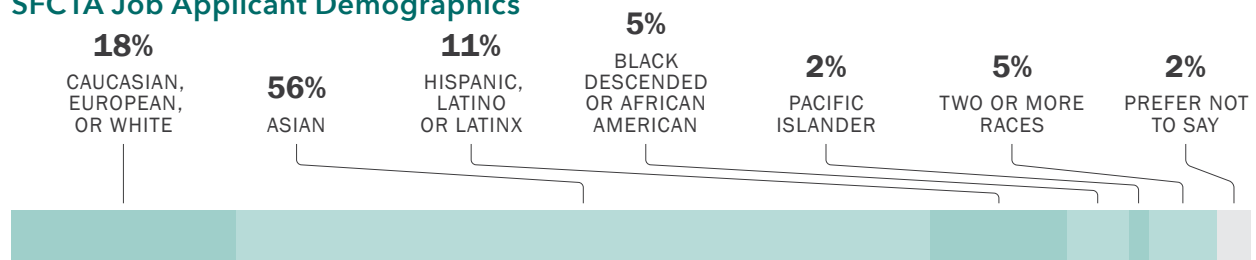
The Transportation Authority was the recipient of the Agency Recognition Award from the Bay Bridge chapter of the American Council of Engineering Companies. The award goes to agencies that "support, educate, connect, and advocate" for ACEC member firms to build a better California. Chapter President Jack Gerwick noted the Transportation Authority's participation in the chapter's luncheon lecture series and its outreach efforts to Disadvantaged Business Enterprises.



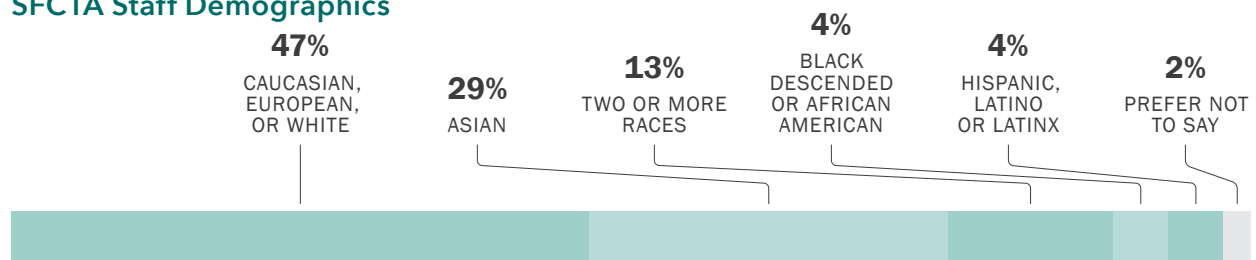
SF City (Census) Demographics



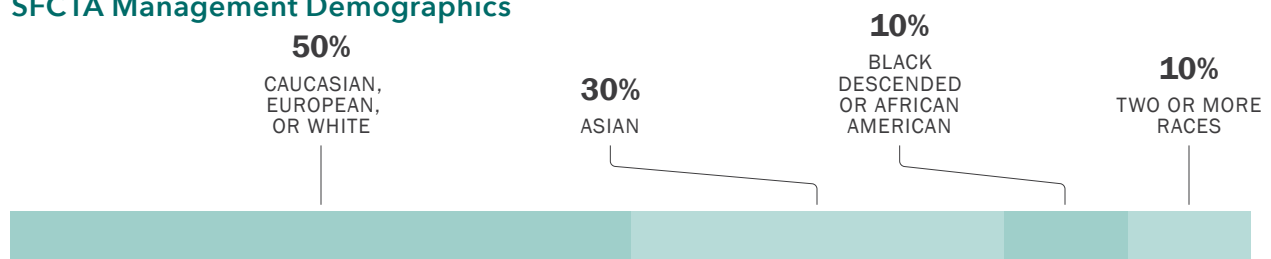
SFCTA Job Applicant Demographics



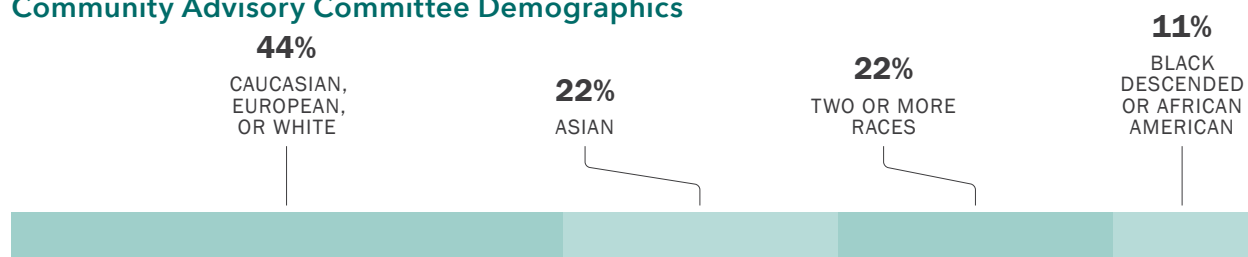
SFCTA Staff Demographics



SFCTA Management Demographics



Community Advisory Committee Demographics



* Totals may not sum to 100% due to rounding

TRANSPORTATION AUTHORITY STAFF MEMBERS IN 2022

TILLY CHANG EXECUTIVE DIRECTOR

MARIA LOMBARDI CHIEF DEPUTY DIRECTOR

CARL HOLMES DEPUTY DIRECTOR FOR CAPITAL PROJECTS

CYNTHIA FONG DEPUTY DIRECTOR FOR FINANCE & ADMINISTRATION

RACHEL HIATT DEPUTY DIRECTOR FOR PLANNING

ANNA LAFORTE DEPUTY DIRECTOR FOR POLICY & PROGRAMMING

JOE CASTIGLIONE DEPUTY DIRECTOR FOR TECHNOLOGY, DATA, & ANALYSIS

ERIC YOUNG DIRECTOR OF COMMUNICATIONS, EXECUTIVE DIVISION

MICHELLE BEAULIEU PRINCIPAL TRANSPORTATION PLANNER – GOVERNMENT AFFAIRS, POLICY & PROGRAMMING DIVISION

ABE BINGHAM SENIOR GRAPHIC DESIGNER, EXECUTIVE DIVISION

CAMILLE CAUCHOIS ASSISTANT TRANSPORTATION PLANNER, POLICY & PROGRAMMING DIVISION

BRITTANY CHAN COMMUNICATIONS MANAGER, EXECUTIVE DIVISION

SUANY CHOUGH ASSISTANT DEPUTY DIRECTOR FOR PLANNING, PLANNING DIVISION

DREW COOPER SENIOR TRANSPORTATION MODELER, TECHNOLOGY, DATA, & ANALYSIS DIVISION

AMBER CRABBE PUBLIC POLICY MANAGER, POLICY & PROGRAMMING DIVISION

ANDREW HEIDEL PRINCIPAL TRANSPORTATION PLANNER, PLANNING DIVISION

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RESIDENTIAL TRAVEL DEMAND MANAGEMENT PILOT Innovative Data Acquisitions LLC
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SALES TAX REAUTHORIZATION EMC Research Inc; Nelson\Nygaard Consulting Associates; Nossaman LLP
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SLOW DUBOCE TRIANGLE STUDY [NTIP] Duboce Triangle Neighborhood Association
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TREASURE ISLAND SUPPLEMENTAL TRANSPORTATION STUDY [NTIP] One Treasure Island
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YERBA BUENA ISLAND MULTI-USE PATH PROJECT Parisi Transportation Consulting; T.Y. Lin International

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