



MOTION ADOPTING THE SAN FRANCISCO COUNTY TRANSPORTATION  
AUTHORITY 2025 ANNUAL REPORT

Pursuant to Section 131303 of the California Public Utilities Code, the  
Transportation Authority hereby adopts the San Francisco County Transportation  
Authority 2025 Annual Report.

Attachment:

1. 2025 Annual Report

# 2025 ANNUAL REPORT



**BART Entrance**

Proof of payment required beyond this point



**San Francisco  
County Transportation  
Authority**

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**Draft Report: January 2026**

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# THE 2025 TRANSPORTATION AUTHORITY BOARD AND ITS COMMITTEES

## TRANSPORTATION AUTHORITY BOARD / TIMMA BOARD

Myrna Melgar, SFCTA CHAIR  
Danny Sauter, SFCTA VICE CHAIR  
Matt Dorsey, TIMMA CHAIR  
Rafael Mandelman, TIMMA VICE CHAIR  
Connie Chan  
Chyanne Chen  
Joel Engardio\*  
Jackie Fielder  
Bilal Mahmood  
Stephen Sherrill  
Shamann Walton  
Alan Wong\*

Tilly Chang, EXECUTIVE DIRECTOR

## PERSONNEL COMMITTEE

Myrna Melgar, CHAIR  
Danny Sauter, VICE CHAIR  
Rafael Mandelman

## TREASURE ISLAND MOBILITY MANAGEMENT AGENCY (TIMMA) COMMITTEE

Matt Dorsey, CHAIR  
Rafael Mandelman, VICE CHAIR  
Myrna Melgar

## COMMUNITY ADVISORY COMMITTEE

Kat Siegal, CHAIR  
Najuawanda Daniels, VICE CHAIR  
Sara Barz  
Phoebe Ford  
Zameel Imaduddin\*  
Sean Kim  
Jerry Levine  
Venecia Margarita  
Austin Milford-Rosales  
Sharon Ng\*  
Rachael Ortega

*\* served part of 2025*

### On the cover:

BART's Next Generation Fare Gates are deterring fare evasion and improving passenger safety and access through state of the art technology.

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.

DATE OF PUBLICATION: JANUARY 2026



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## ABBREVIATIONS USED IN THIS REPORT

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

**AV**

Autonomous Vehicle

**BART**

San Francisco Bay Area Rapid Transit District

**BATA**

Bay Area Toll Authority

**Caltrans**

California Department of Transportation

**CHSRA**

California High-Speed Rail Authority

**CMA**

Congestion Management Agency

**CPUC**

California Public Utility Commission

**CUCP**

California Unified Certification Program

**DBE**

Disadvantaged Business Enterprise

**DOT**

Department of Transportation

**LBE**

Local Business Enterprise

**MTC**

Metropolitan Transportation Commission

**NTP**

Neighborhood Transportation Program or  
Neighborhood Program

**Prop AA**

Proposition AA

**Prop K**

Proposition K

**Prop L**

Proposition L

**Public Works**

San Francisco Public Works

**SBE**

Small Business Enterprise

**San Francisco Environment**

San Francisco Environment Department

**SFMTA**

San Francisco Municipal Transportation Agency

**SFTP**

San Francisco Transportation Plan

**STA**

State Transit Assistance

**TDM**

Transportation Demand Management

**TFCA**

Transportation Fund for Clean Air

**TIDA**

Treasure Island Development Authority

**TIMMA**

Treasure Island Mobility Management Agency

**TJPA**

Transbay Joint Powers Authority

**TNC Tax**

Traffic Congestion Mitigation Tax (Prop D)

## 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 L ADMINISTRATOR

Prop L is the local sales tax for transportation approved by San Francisco voters in November 2022. Prop L continued the half-cent sales tax which the Transportation Authority has administered since 1990. The 30-year Expenditure Plan prioritizes \$2.6 billion (in 2020 dollars) and leverages another \$23 billion in federal, state, and other funds for transportation improvements.

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

### 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.

### 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.

### 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.

### 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.

# 2025 at a Glance

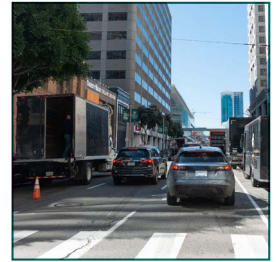
## Yerba Buena Island Roadway Projects

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The Transportation Authority Board adopted the Eco-friendly Deliveries Study

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Eco-Friendly Downtown Deliveries Study



Final Report: October 2025

## BART Next Generation Fare Gates Installed at all SF stations

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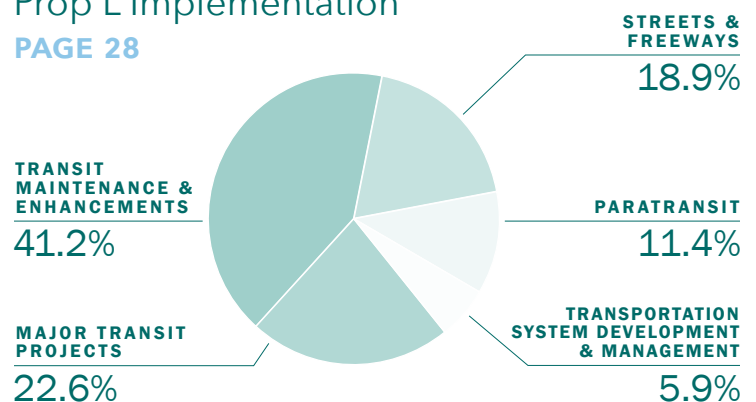
## Autonomous Vehicle Policy

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## Prop L Implementation

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# 2025 at a Glance

## Treasure Island Transportation Program

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## Continued to Expand the Neighborhood Program

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## Paratransit Program

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## The regional Transit Transformation Action Plan is helping to re-shape transit

PAGE 16



## The Transportation Authority continued to support Vision Zero

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## LETTER FROM THE CHAIR

In 2025, the Transportation Authority continued to have significant impact at the local and regional level, and beyond. As our city made steady strides in economic recovery, public transit also attracted record numbers of riders and public satisfaction ratings from the public. Transportation Authority investments in Muni, BART and Caltrain contributed to improved capacity, security and reliability for customers – from purchasing new vehicles and providing transit priority to funding next-generation fare gates.

These improvements will be essential as we work to stabilize transit operations in collaboration with the region through the auspices of Senators Scott Wiener and Jesse Arreguin’s SB 63 Connect Bay Area Act that was passed last year. We are grateful to them as well as to partners across the Bay Area who came together to shape a potential sales tax measure to bolster transit operations this fall, alongside a potential local San Francisco funding measure for Muni. As a member of the Metropolitan Transportation Commission, I was also pleased to work with our staff to help make transit more seamless across the region, with modernized wayfinding, improved transfers and convenient “tap-and-ride” fare payment for all operators.

Our other top priority, street safety, also made great progress through numerous planning studies and funding for capital projects in every district through the Transportation Authority’s popular Neighborhood Program and through a conceptual safety-focused permitting framework for autonomous vehicles that is gaining national attention. The SFMTA’s highly effective street safety camera pilot rolled out with Transportation Authority support, which has resulted in 72% reduction in speeding at 33 locations, significantly improving safety. Finally, I was proud to work with a dozen agencies and community groups to author the Safe Streets Act, which passed unanimously at the San Francisco Board of Supervisors and was recently supported by Mayor Lurie’s Executive Directive focused on implementation.

Thank you to my colleagues on the Transportation Authority Board, our outstanding staff and partners across the city and region for your support and collaboration. We look forward to making continued progress and realizing positive impacts toward our transportation goals in 2026.

Myrna Melgar

CHAIR

A stylized, handwritten signature in blue ink, appearing to read 'Myrna Melgar'.

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# 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. We lead long-range planning to establish San Francisco's transportation investment policies and priorities. We lead major capital projects and provide project delivery oversight and support.

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## INAUGURAL PROP L STRATEGIC PLAN ADOPTED

Whether you are a San Francisco resident, worker, or visitor, it is likely you have already experienced an improvement supported by half-cent sales tax transportation funding.

In November 2022, San Francisco voters approved Proposition L (Prop L), replacing the previous half-cent sales tax for transportation, Proposition K (Prop K), and approving a new 30-year Expenditure Plan identifying projects and programs to be funded by the sales tax. The Prop L Expenditure Plan prioritizes up to \$2.6 billion (in 2020 dollars) and leverages over \$20 billion in federal, state, and other local funds to help deliver safer, smoother streets, more reliable transit, continue paratransit services for seniors and persons with disabilities, reduce congestion, improve air quality, and more.

In April 2025, the Transportation Authority approved the Prop L Strategic Plan, a requirement of the voter-approved Expenditure Plan and the last step in standing up the new measure.

The Strategic Plan provides transparency and accountability about how we administer the sales tax and serves as a key financial planning tool for the measure. The Strategic Plan has three main elements – policies, revenues, and expenditures – that establish the amount of Prop L funds available on an annual basis over the 30-year program, with the next 5-year period reflecting the funding needs for projects recommended from the 5-Year Prioritization Programs (5YPPs). The Strategic Plan is how we ensure that projected sales tax revenues are sufficient to cover all program-related expenditures, including any financing needed to advance funds to delivery projects sooner than pay-as-you-go would allow. It also supports project delivery and leveraging of other funds by ensuring that sales tax funds are available when needed.

While the Strategic Plan is the long-range financial planning tool for the program, it is developed in concert with 5YPPs that are used to identify the specific projects to be funded in the next five years. Adoption of these documents is a prerequisite for allocation of funds from Prop L. We worked with project sponsors such as SFMTA, BART, and San Francisco Public Works (Public Works), with input from the public, to develop and adopt 5YPPs for 28 Prop L Expenditure Plan programs in 2023 and 2024 and the final Strategic Plan on April 22, 2025.

The 5YPP and Strategic Plan update process is repeated every 5 years over the life of the measure. These updates provide the opportunity to check in on delivery of the Prop L program, to update revenues and expenditures to reflect actuals to date, revise future forecasts, and reconfirm or revise the assumptions in the financial model.

Learn more at [sfcta.org/funding/half-cent-transportation-sales-tax](https://sfcta.org/funding/half-cent-transportation-sales-tax)





The half-cent transportation sales tax generates about \$100 million per year and has helped fund transportation projects across the city, small and large.





## TREASURE ISLAND TRANSPORTATION PROGRAM

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

Working with the San Francisco Bay Area Water Emergency Transportation Authority which operates SF Bay Ferry service, we advanced the business plan for electric ferry service, and sought to identify funding for the electric charging equipment that will enable the region's first fully electric ferry service. We received good news in December when the California Strategic Growth Council awarded a \$45 million Affordable Housing and Sustainable Communities grant, including \$7 million for future ferry operations, to the Treasure Island Development Authority (TIDA) and the John Stewart Company. We also finalized permits and procurement of a contractor to build the Treasure Island Ferry Terminal Enhancements project, which includes public restrooms and bus shelters at the ferry terminal. We look forward to project completion in 2026.

We supported SFMTA and TIDA's efforts to finalize on-street parking legislation for Treasure Island and Yerba Buena Island, in anticipation of SFMTA Board approval in early 2026. This legislation fulfills one of the core components of the Treasure Island Transportation Implementation Plan and facilitates enforcement of on-street regulations on the islands.

We were extremely disappointed last spring when our \$20 million Community Change Grant from the US Environmental Protection Agency was unlawfully terminated. We worked to identify and secure funds to replace a portion of the grant and deliver priority services such as the on-island shuttle and bike share. We also worked with the San Francisco City Attorney's Office and other entities across the country to pursue litigation to restore the grants.

We worked with TIDA, the Metropolitan Transportation Commission (MTC), Lyft and SFMTA to bring Bay Wheels bike share to Treasure Island. This involved securing funding from the developer for capital costs (e.g., new stations), and a Transportation Fund for Clean Air grant for two years of operating funds.

Learn more at [timma.org](https://timma.org)

## YERBA BUENA ISLAND ROADWAY PROJECTS

The Transportation Authority, in collaboration with TIDA, Caltrans, and the Bay Area Toll Authority (BATA) continues to enhance pedestrian and vehicular access to Yerba Buena Island and Treasure Island.

Construction progressed on the **West Side Bridges Retrofit Project**, which will rehabilitate or reconstruct eight bridge structures along Treasure Island Road. We advanced construction of the roadway and retaining walls and coordinated with the contractor to accommodate the Yerba Buena Island Multi-Use Pathway. We anticipate completing construction by the end of 2026.

Learn more at [sfcta.org/westsidebridges](https://sfcta.org/westsidebridges)

Construction nears completion on the **Hillcrest Road Improvement Project**, which aims to modernize and improve safety on Hillcrest Road. We advanced construction of the roadway and artist MUZAE began work on a mural for the retaining wall. We expect to complete construction in Spring 2026.

Learn more at [sfcta.org/projects/hillcrest-road-improvement-project](https://sfcta.org/projects/hillcrest-road-improvement-project)

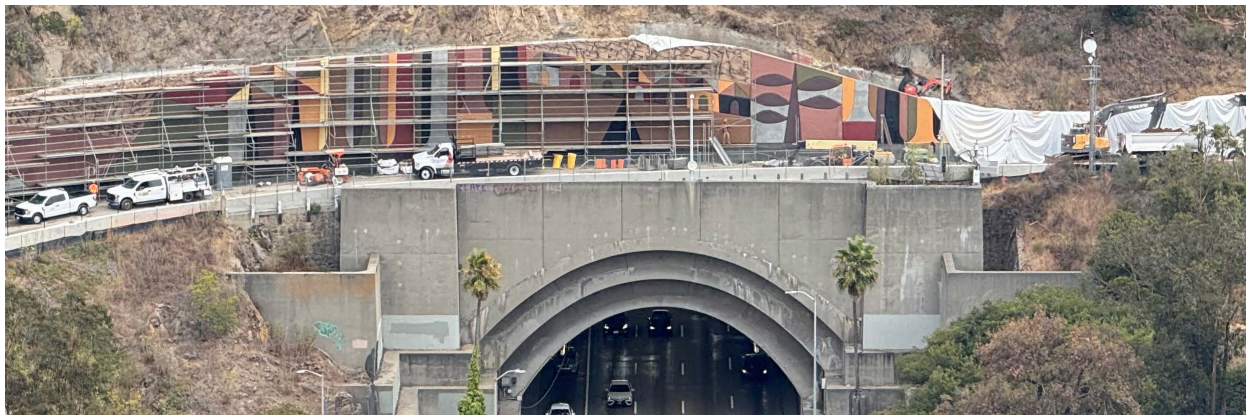
The **Yerba Buena Island Multi-Use Pathway** will connect the Bay Bridge with Treasure Island via a new pedestrian/bicycle path and transit lane. The

project is being delivered in four segments, two of which are under construction as part of the Hillcrest Road Improvements (segment 2) and West Side Bridges Retrofit (segment 3) projects. In 2025, we started detailed design contracts with two firms. Segment 1 design is in process and will be finalized in Summer 2027, while the team continues to seek funding for construction. Segment 4 design is near completion, with funding secured for construction, including \$3.3 million in developer funds, \$7.5 million in state Infill Infrastructure Grant funds, \$16.25 million in Regional Measure 3 funds, and \$1.774 million in state Local Partnership Program formula funds. We will build Segment 4 as part of the Treasure Island Road Improvements project expected to start construction in 2026.

Learn more at [sfcta.org/ybi-multi-use-pathway](https://sfcta.org/ybi-multi-use-pathway)

We also initiated construction activities for seismic retrofit and weatherproofing of YBI's Torpedo Building, graded the Bimla Rhinehart Parking Lot in preparation for paving, and collaborated with BATA staff to add a pedestrian and bicycle access path to the project. We expect to complete these projects in Spring 2026.

Learn more at [sfcta.org/projects/bimla-rhinehart-vista-point](https://sfcta.org/projects/bimla-rhinehart-vista-point)



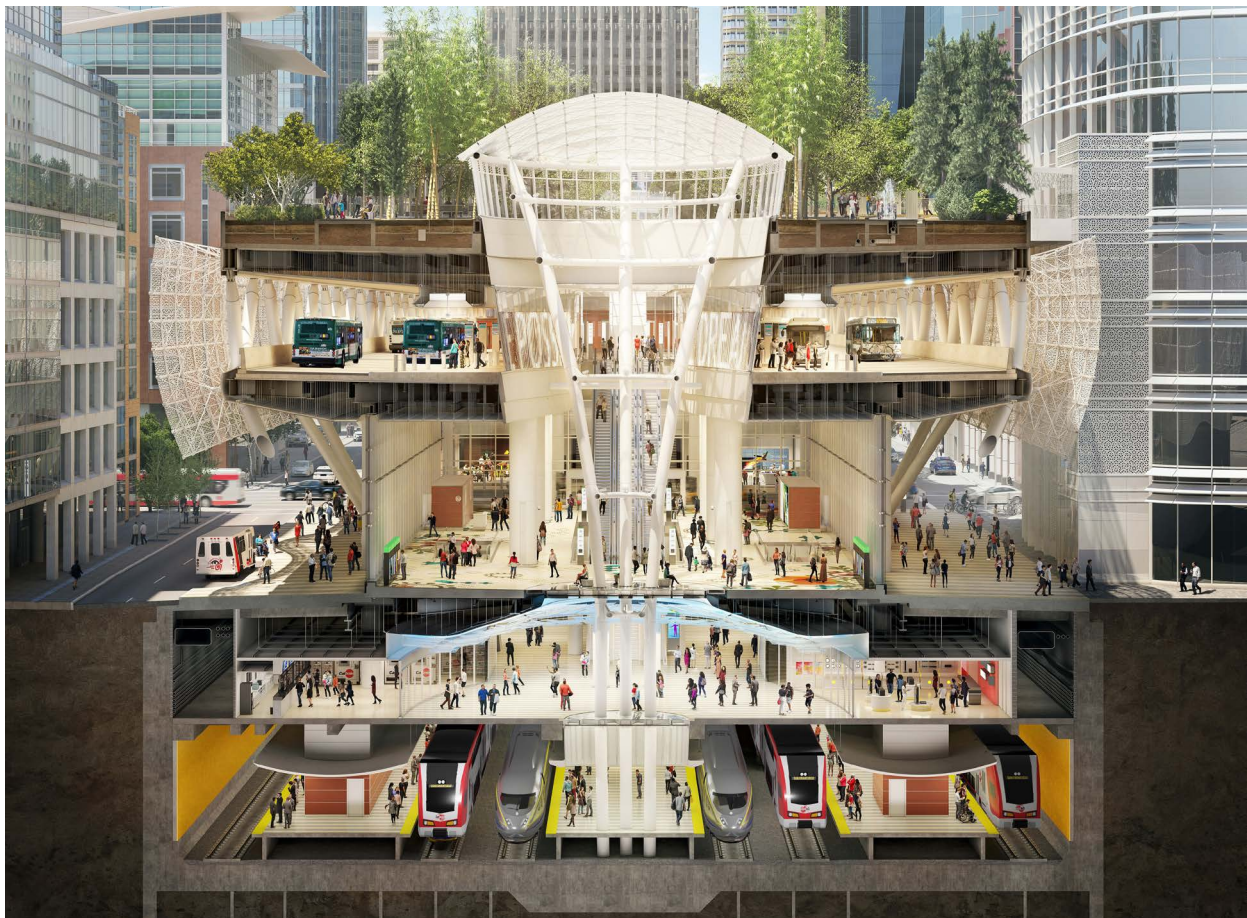


## ADVANCING CALTRAIN AND HIGH-SPEED RAIL

### The Portal (Downtown Rail Extension)

The Portal project (also known as the Downtown Rail Extension) will extend Caltrain underground from 4th and King streets to the Salesforce Transit Center in downtown San Francisco. The project is led by the Transbay Joint Powers Authority (TJPA). In addition to Caltrain, The Portal will serve future California High-Speed Rail and will be designed to enable future connectivity across the Bay. In January 2025, The Portal Project Implementation Memorandum of Understanding was fully executed, the culmination of governance efforts led by the Transportation Authority and the Metropolitan Transportation Commission. This agreement will facilitate ongoing multiagency partnership to deliver the project. The Transportation Authority continued to provide oversight of project development activities, including work to support TJPA in advancing the procurement process for The Portal's major contracts. We also continued to co-lead the project's capital funding strategy, in partnership with TJPA, and in September 2025 the state's Cap-and-Invest program was reauthorized and extended to 2045, enabling key state funding sources in the project's funding plan.

Learn more at [sfcta.org/projects/portal](https://sfcta.org/projects/portal)



### 4th and King Railyards and Pennsylvania Avenue Extension

The Transportation Authority continued to be an active participant 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, which is a critical location for Caltrain operations and for the construction of The Portal. In March 2025, the Railyards partners approved an amendment to the Memorandum of Understanding, including an updated work program of planning and project development activities for the site in the coming years.

The Transportation Authority also worked closely with the Railyards Working Group to prepare for the next phase of project planning for grade separation of the rail corridor near the Railyards site. The Pennsylvania Avenue Extension is a future project planned to eliminate surface rail crossings at Mission Bay Drive and 16th Street. In October 2025, we initiated the procurement process to identify a planning and engineering team to lead the Bridging Study, to further develop the project and coordinate with related projects.

Learn more at [sfcta.org/projects/pennsylvania-avenue-extension](https://sfcta.org/projects/pennsylvania-avenue-extension)

### Bayview Caltrain Station Location Study

The Bayview Caltrain Station Location Study will recommend a single new location for a Caltrain station in the Bayview and prepare the station for environmental approval. The Paul Avenue Caltrain Station closed in 2005. The new station will restore access to Caltrain and the regional transit network for the Bayview community and for travelers to and from the Bayview. Building on prior efforts, the Transportation Authority advanced work to design station alternatives, and undertook coordination with Caltrain and other agency partners to incorporate the latest design standards and inform the location and configuration of the station. In 2026, the study team will conduct further public engagement and will bring forward recommendations regarding next phases of design and environmental review.

Learn more at [sfcta.org/bayview-caltrain](https://sfcta.org/bayview-caltrain)

### California High-Speed Rail

California High-Speed Rail is the backbone of the State Rail Plan and is central to the state's climate goals. Phase 1 of the high-speed rail system will provide a one-seat ride between San Francisco and Los Angeles in less than three hours. The California High-Speed Rail Authority (CHSRA) is currently constructing the system's initial operating segment in the Central Valley. In September 2025, the state's Cap-and-Invest program was reauthorized, including dedication of \$1 billion in funding each year to CHSRA. As the Central Valley segment advances to completion, the Transportation Authority is continuing to support CHSRA's project development work for the system's Northern California connection, which is planned to follow the Central Valley segment. The Transportation Authority also continued to advocate for investment in high-speed rail bookend projects, including The Portal.

Learn more at [hsr.ca.gov](https://hsr.ca.gov)



## TRANSIT TRANSFORMATION ACTION PLAN AND SUSTAINABLE TRANSIT FUNDING

MTC's implementation of the 2021 Transit Transformation Action Plan is re-shaping the region's transit network to be more connected, customer-focused, and equitable. From the successful launch of Clipper 2.0, which enabled open payment for nearly two dozen Bay Area transit operators, to kicking off development of a Regional Transit Priority Network that will guide funding decisions for critical bus corridors, MTC and partner agencies have made significant progress towards delivery of the Action Plan.

San Francisco transit operators also made major strides towards ridership recovery. SFMTA ridership reached 82% of pre-pandemic levels this past September while Caltrain ridership grew 57% since the launch of its all-electric fleet in 2024. However, Bay Area ridership remains below pre-pandemic levels and three of the largest operators – BART, Caltrain, and SFMTA – anticipate a combined annual operating shortfall over \$700 million beginning in Fiscal Year 2026/27.

In response, Senators Scott Wiener and Jesse Arreguin authored and led the passage of Senate Bill 63 which authorizes placement of a regional sales tax measure on the November 2026 ballot in the counties of San Francisco, Alameda, Contra Costa, San Mateo and Santa Clara. We provided technical assistance to the Senators as they developed the measure's framework which, if approved by voters, would direct almost \$1 billion annually towards transit operations and capital improvements including \$45 million per year to support delivery of rider-focused initiatives. We also supported SFMTA and the office of Mayor Daniel Lurie in development of a parcel tax framework that would complement the regional measure to address Muni's fiscal cliff through participation in the Muni Funding Working Group and Local Measure Roundtable meetings.

Learn more at [mtc.ca.gov/planning/transportation/public-transit/transit-transformation-action-plan](https://mtc.ca.gov/planning/transportation/public-transit/transit-transformation-action-plan)



## PLAN BAY AREA AND TRANSIT 2050+



The Transportation Authority provided input on the development of Plan Bay Area 2050+, a focused update of the region's long-range transportation and land use plan, and Transit 2050+, a concurrent planning effort to develop a vision for a more user-friendly and better-connected transit network. We coordinated with partner agencies to advance the City's policy and project priorities in these efforts. We also participated in ongoing implementation of 2021's Plan Bay Area 2050, including efforts such as the development of the Transit Oriented Communities and Equity Priority Communities Policies.

Learn more at [planbayarea.org](https://planbayarea.org)

## VISION ZERO

San Francisco's Vision Zero policy aims to eliminate all traffic fatalities in the city. In September 2025, the Board of Supervisors passed the Street Safety Act resolution, recommitting the City to eliminating severe and fatal traffic crashes. Mayor Lurie's December 2025 Safe Streets Executive Directive supports this resolution and establishes the Street Safety Initiative as the next phase of San Francisco's roadway safety strategy by coordinating City departments responsible for the roadway and transportation system.

Enacted in October 2023, Assembly Bill 645 authorizes a speed safety camera pilot on high-injury corridors and in school zones in six cities, including San Francisco. The Transportation Authority previously allocated Prop L funds to SFMTA to support community engagement and planning for the speed camera pilot. SFMTA activated all speed cameras by June 2025 and data shows that they are contributing to speed reductions along the pilot corridors.

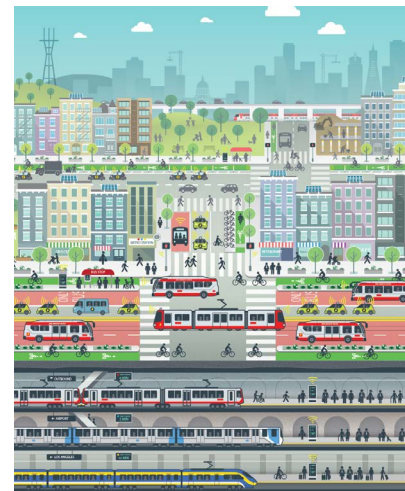
Learn more at [sfcta.org/policies/vision-zero](https://sfcta.org/policies/vision-zero)

## THE SAN FRANCISCO TRANSPORTATION PLAN

As San Francisco's CMA, the Transportation Authority prepares a long-range countywide transportation plan to guide development of the transportation sector. In December 2022, the Transportation Authority Board adopted the San Francisco Transportation Plan 2050 (SFTP 2050), consistent with the MTC's Plan Bay Area 2050, the long-range transportation plan for the nine-county Bay Area. This year, we progressed a minor update to our long-range plan, known as SFTP 2050+.

We updated existing conditions by analyzing results from the regional household travel diary survey and found significant changes to travel patterns driven by the pandemic. Last summer we reached out to the public through surveys and virtual and in-person meetings to solicit feedback on transportation investment priorities. Using that feedback, we formulated investment and vision plans in preparation for our next round of outreach in 2026. The SFTP 2050+ will compile and update major transportation and climate investments for the City with a recovery-oriented context. Meanwhile, we continued to implement key SFTP 2050 recommendations such as advancing The Portal, Geary/19th Subway and Regional Connections Study, and planning for a Bayview Caltrain station.

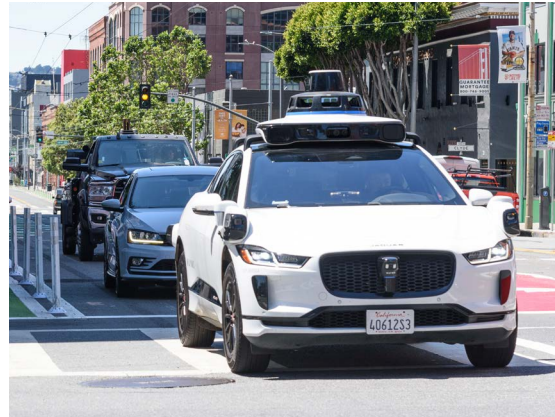
Learn more at [sfcta.org/projects/san-francisco-transportation-plan](https://sfcta.org/projects/san-francisco-transportation-plan)



## AUTONOMOUS VEHICLE POLICY

The autonomous vehicle (AV) landscape continued to develop in 2025. The Transportation Authority engaged state and federal regulatory agencies, industry, researchers, and community partners to advocate for policies that better align AV deployments with San Francisco's transportation policy goals. We contributed to regulatory proceedings at the California Public Utilities Commission (CPUC) and the Department of Motor Vehicles, and participated in legislative efforts addressing AV safety and reporting transparency. We also provided technical support to U.S. Representative Kevin Mullin in advance of his introduction of his new federal AV Safety Act, which would provide basic metrics needed for the public to evaluate the overall safety of this new technology.

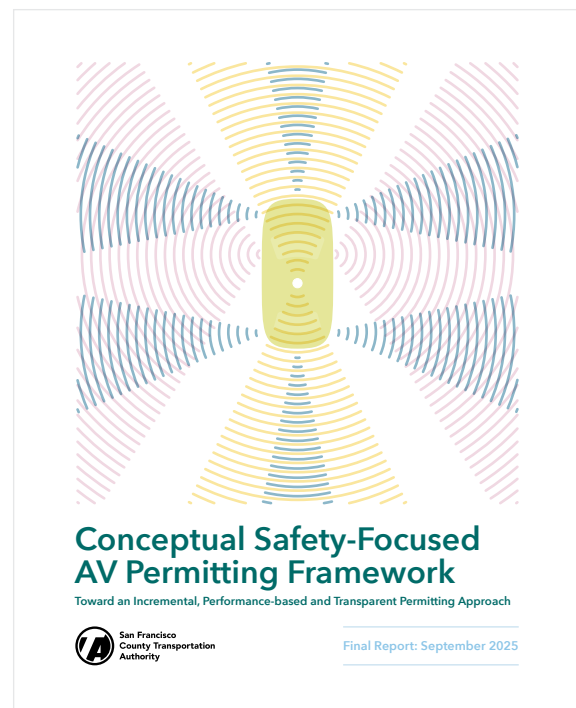
Learn more at [sfcta.org/policies/av](https://sfcta.org/policies/av)



## CONCEPTUAL SAFETY-FOCUSED AV PERMITTING FRAMEWORK

Last September, the Transportation Authority Board approved the Conceptual Safety-Focused AV Permitting Framework Report. The report proposes an incremental, performance-based approach to autonomous vehicle permitting that evaluates safety, enhances transparency, and better manages public risks associated with AV operations. Since its adoption, Transportation Authority staff have shared the framework and the report findings with public and private sector agencies and organizations throughout the country.

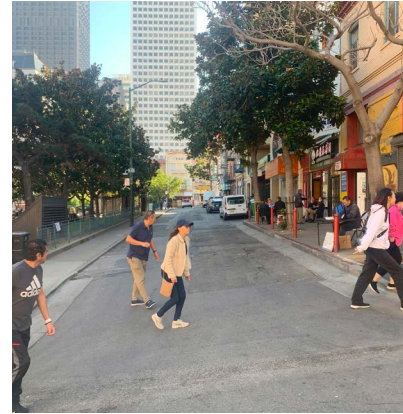
Learn more at [sfcta.org/reports/conceptual-safety-focused-av-permitting-framework](https://sfcta.org/reports/conceptual-safety-focused-av-permitting-framework)



## WALTER U LUM PLACE PUBLIC SPACE STUDY

The Walter U Lum Place Public Space Study, funded through the Neighborhood Transportation Program at the request of former Commissioner Aaron Peskin, advances recommendations from the Portsmouth Square Community Based Transportation Plan. The recommended design, refined with community input, features a widened and re-graded sidewalk, enhanced access to Portsmouth Square, and art and historical markers. The Transportation Authority Board approved the study in 2025.

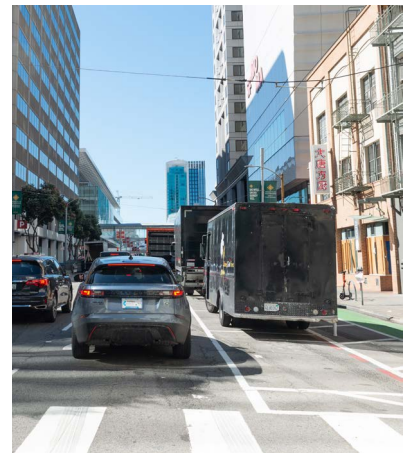
Learn more at [sfcta.org/walter-u-lum](https://sfcta.org/walter-u-lum)



## ECO-FRIENDLY DOWNTOWN DELIVERIES

The Eco-Friendly Downtown Deliveries Study is funded by a grant from the Carbon Neutral Cities Alliance and matching sales tax funds. With input from a working group of local business and community leaders in the downtown Equity Priority Communities, we identified two pilot projects (off-hours delivery program and logistics microhubs) and other recommendations to advance low- and zero-emissions deliveries in San Francisco. The Transportation Authority Board approved the study in 2025.

Learn more at [sfcta.org/projects/eco-friendly-downtown-delivery-study](https://sfcta.org/projects/eco-friendly-downtown-delivery-study)



## CONGESTION MANAGEMENT PROGRAM

As San Francisco's Congestion Management Agency, the Transportation Authority develops and adopts a Congestion Management Program biennially. We monitor performance of the transportation network that includes transit, bicycles, and pedestrians, in addition to autos, and also document San Francisco's congestion management efforts. Adopted in December, the 2025 report found that transportation system performance has begun to stabilize since COVID-era changes. Traffic speeds decreased slightly between 2024 and 2025. Transit speeds and transit travel time reliability stayed constant between 2023 and 2025, and transit ridership is continuing to recover.

Learn more at [sfcta.org/projects/congestion-management-program](https://sfcta.org/projects/congestion-management-program)

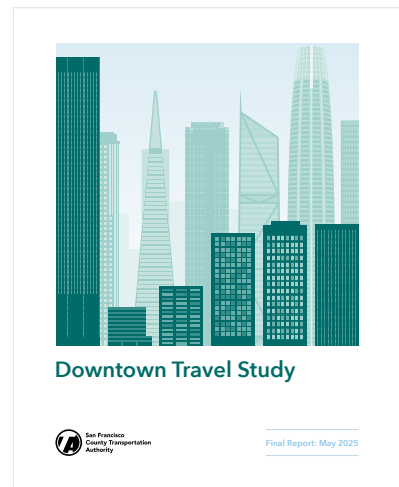




## HOUSEHOLD TRAVEL DIARY SURVEY AND DOWNTOWN TRAVEL STUDY

We completed the regional household travel diary survey project in partnership with MTC and the Santa Clara Valley Transportation Authority. This data informs SF-CHAMP model development, the Congestion Management Program, planning studies, and more. Adopted in May 2025, the Downtown Travel Study examines the impact of COVID on travel patterns in San Francisco with a focus on downtown in 2023-24. The study draws on numerous sources, including household travel diary surveys, to quantify changes in travel behavior, transportation system performance, population and demographics, and economy and employment of both downtown San Francisco and the city and county overall.

Learn more at [sfcta.org/projects/downtown-travel-study](https://sfcta.org/projects/downtown-travel-study)



## DISTRICT 2 SAFETY STUDY

The District 2 Safety Study will develop and apply a toolkit of recommendations to improve safety and access to places that attract vulnerable road users. We conducted outreach and developed a set of quick-build safety treatments (e.g., speed humps, painted safety zones) and longer-term recommendations at six locations in District 2. We expect to complete the study, which was funded through the Neighborhood Transportation Program at the request of former Commissioner Catherine Stefani, in early 2026.

Learn more at [sfcta.org/d2safety](https://sfcta.org/d2safety)



## DISTRICT 4 COMMUNITY SHUTTLE STUDY

The District 4 Community Shuttle Study is tasked with designing an on-demand shuttle service within District 4 and developing a potential funding and implementation strategy. In 2025, we completed both the technical analysis and community outreach efforts. We anticipate presenting the final report to the Transportation Authority Board for approval in early 2026. This work is supported by Neighborhood Program funds requested by former Commissioner Gordon Mar.

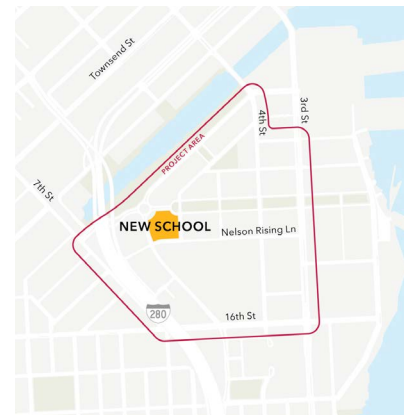
Learn more at [sfcta.org/projects/district-4-community-shuttle-study](https://sfcta.org/projects/district-4-community-shuttle-study)



## MISSION BAY SCHOOL ACCESS PLAN

The Mission Bay School Access Plan will recommend infrastructure improvements that make it safer to walk and bike to a new school that the San Francisco Unified School District is opening in Mission Bay. This year, we worked with community members to refine concepts to improve school access in anticipation of Board adoption of the plan in spring 2026. The plan is funded through the Neighborhood Transportation Program at the request of Commissioner Matt Dorsey.

Learn more at [sfcta.org/mission-bay-school](https://sfcta.org/mission-bay-school)



## BROTHERHOOD WAY SAFETY AND CIRCULATION PLAN

The Brotherhood Way Safety and Circulation Plan developed concepts to improve safety, circulation, and connectivity through the Brotherhood Way and Alemany Boulevard corridors, shared various alternatives with community members, and collected feedback. We anticipated completing the study in 2026. The work is funded by a Caltrans Sustainable Transportation Planning grant with local sales tax matching funds.

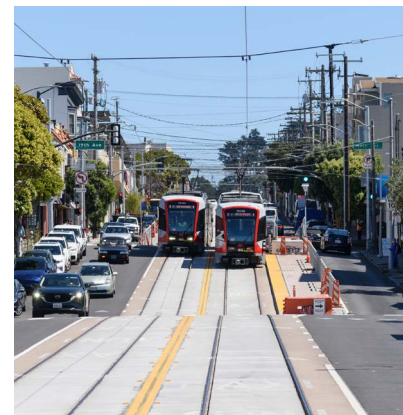
Learn more at [sfcta.org/brotherhood](https://sfcta.org/brotherhood)



## THE WESTSIDE NETWORK STUDY

The Westside Network Study will complete an area-wide transportation plan and vision, informed by San Francisco Transportation Plan 2050+, to respond to transportation needs in San Francisco's westside neighborhoods. We have engaged westside community members about their needs and are currently developing multimodal improvement concepts. We will seek feedback on potential projects from the public in early 2026. The work is funded by the Prop L sales tax.

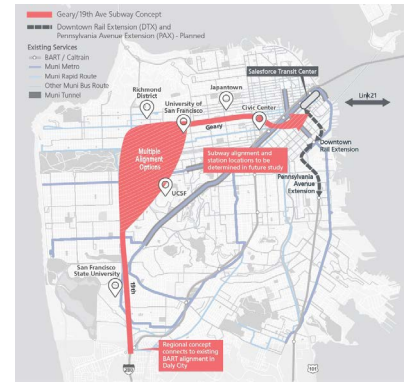
Learn more at [sfcta.org/projects/westside-network-study](https://sfcta.org/projects/westside-network-study)



## GEARY / 19TH AVENUE SUBWAY AND REGIONAL CONNECTIONS 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 San Francisco. In partnership with the SFMTA and San Francisco Planning Department, we are leading the first phase of project-specific planning work through the Geary / 19th Avenue Subway and Regional Connections Study. In 2025, the study team analyzed project design options, including identification of major decisions such as regional connectivity and train technology. We also evaluated project options with respect to project goals and metrics. We plan to complete the study in 2026, including additional public outreach and stakeholder engagement.

Learn more at [sfcta.org/Geary19th](https://sfcta.org/Geary19th)



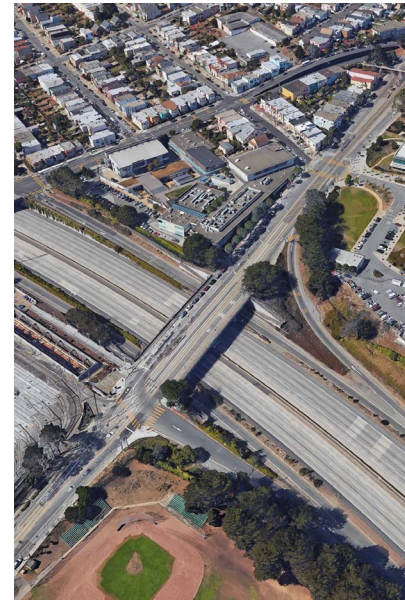
## I-280 INTERCHANGE UPGRADES AT BALBOA PARK

The **I-280 Ocean Avenue Off-Ramp project** will realign the southbound I-280 Ocean Avenue off-ramp to a signal-controlled intersection to enhance safety for vehicle traffic, pedestrians and bicyclists. The project team reached 95% design completion and collaborated closely with City agencies, Caltrans, and City College of San Francisco to advance the project. We anticipate completing the design phase by late 2026.

Learn more at [sfcta.org/projects/280-ocean-ave-ramp](https://sfcta.org/projects/280-ocean-ave-ramp)

In September 2024, the Board approved the **I-280 Northbound Geneva Avenue Off-Ramp Study**. The near-term signal timing and phasing changes were implemented and have improved overall ramp traffic circulation and pedestrian crossing conflicts. The project team has been seeking funding to allow continued work with Caltrans on the mid-term signal upgrade recommendations.

Learn more at [sfcta.org/projects/280-nb-geneva-avenue-ramp](https://sfcta.org/projects/280-nb-geneva-avenue-ramp)





## SAN FRANCISCO FREEWAY NETWORK MANAGEMENT STUDY

This study, funded by a Caltrans planning grant and matching sales tax funds, responds to growing post-pandemic freeway congestion. The study will analyze where managed lanes (e.g. high occupancy vehicle (HOV) ramps, carpool lanes, Express Lanes) could best support transportation goals and coordination with the regional express lanes network. We began technical analysis and convened a community working group and technical advisory committee.

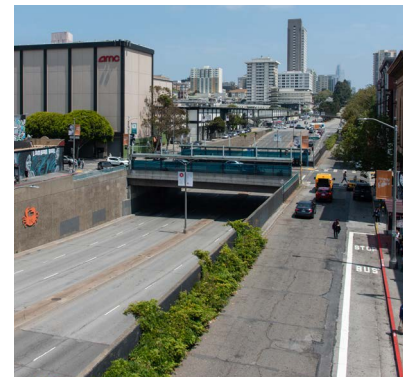
Learn more at [sfcta.org/projects/san-francisco-freeway-network-management-study](https://sfcta.org/projects/san-francisco-freeway-network-management-study)



## GEARY-FILLMORE UNDERPASS COMMUNITY PLANNING STUDY

The Geary-Fillmore Underpass Community Planning Study will develop transportation and land use concepts for Geary Boulevard which repair past harms and reconnect communities. This year, we established a Community Council composed of eight community-based organizations who will guide the project and support broader community engagement beginning in 2026.

Learn more at [sfcta.org/projects/geary-fillmore-underpass](https://sfcta.org/projects/geary-fillmore-underpass)



## VISION ZERO FREEWAY RAMPS STUDY

The Vision Zero Freeway Ramps Study builds on prior studies to improve safety at ramps in SoMa. This study developed draft recommendations for quick-build safety improvements based on outreach conducted this year at 11 freeway ramps across the south and southeast areas of the city. The study is funded by \$150,000 in Prop L sales tax funds and a \$360,000 grant from the Federal Safe Streets and Roads for All program.

Learn more at [sfcta.org/projects/vision-zero-freeway-ramps-study](https://sfcta.org/projects/vision-zero-freeway-ramps-study)



## INNER SUNSET TRANSPORTATION STUDY

This study was requested by Chair Melgar to improve safety and access within the commercial core of the neighborhood. Funded by \$350,000 in Neighborhood Transportation Program funds, the study will identify near- to long-term street design concepts to achieve these goals. The study team has developed and analyzed draft proposals for improvements and conducted outreach to gather community feedback. We expect a final report with recommendations in spring 2026.

Learn more at [sfcta.org/inner-sunset](https://sfcta.org/inner-sunset)



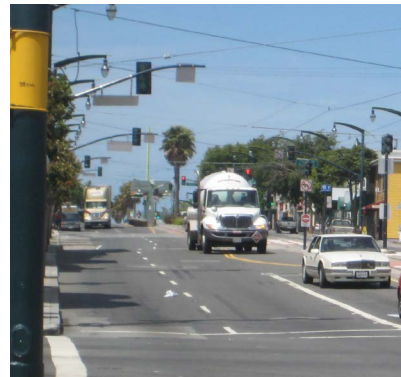
## TDM MARKET ANALYSIS AND TDM STRATEGIC PLAN

Transportation Demand Management (TDM) is a set of programs and policies that seeks to reduce solo-occupancy car trips by encouraging people to travel by transit, bicycling, walking, carpooling/vanpooling, or telecommuting. Through the TDM Market Analysis we have analyzed post-pandemic household travel survey data to identify travel markets for TDM programs for San Francisco's residents, workers, and students. Next, we will develop mode share targets and evaluation criteria. This work will inform the TDM Strategic Plan to guide TDM funding priorities. We expect to complete the market analysis in spring 2026 and the strategic plan by the end of 2026.

## BAYVIEW STREET SAFETY AND TRUCK RELIEF STUDY

The Bayview Street Safety and Truck Relief Study, funded through a Caltrans planning grant and matching sales tax funds, will develop recommendations to improve freight circulation and reduce freight conflicts in residential and commercial areas of the Bayview neighborhood. We began existing conditions analysis and expect to launch outreach in 2026.

Learn more at [sfcta.org/bayview-safety-truck-relief](https://sfcta.org/bayview-safety-truck-relief)



## 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. Prop L funds are programmed for design and for right-of-way acquisition to contribute to solving the project's funding shortfall and to help the San Francisco Public Utilities Commission in proceeding with the street vacation and utility easement and gathering the remaining funds needed for right-of-way acquisition. Upon completion of the street vacation, the City's Real Estate Division will move forward with right-of-way acquisition.

Learn more at [sfcta.org/projects/quint-jerrold-connector-road](https://sfcta.org/projects/quint-jerrold-connector-road)



## LAGUNA HONDA GONDOLA FEASIBILITY STUDY

In October 2024, the Transportation Authority appropriated \$170,000 in sales tax funds for the Laguna Honda Gondola Study. The study will assess the feasibility of a gondola system to provide vertical access for visitors arriving by transit at the Forest Hills Muni station to the nearby Laguna Honda Hospital site where a portion of its property is planning to create an affordable residential development located atop a steep hill. This study is underway with outreach anticipated in spring 2026.

## DOWNTOWN CONGESTION PRICING STUDY

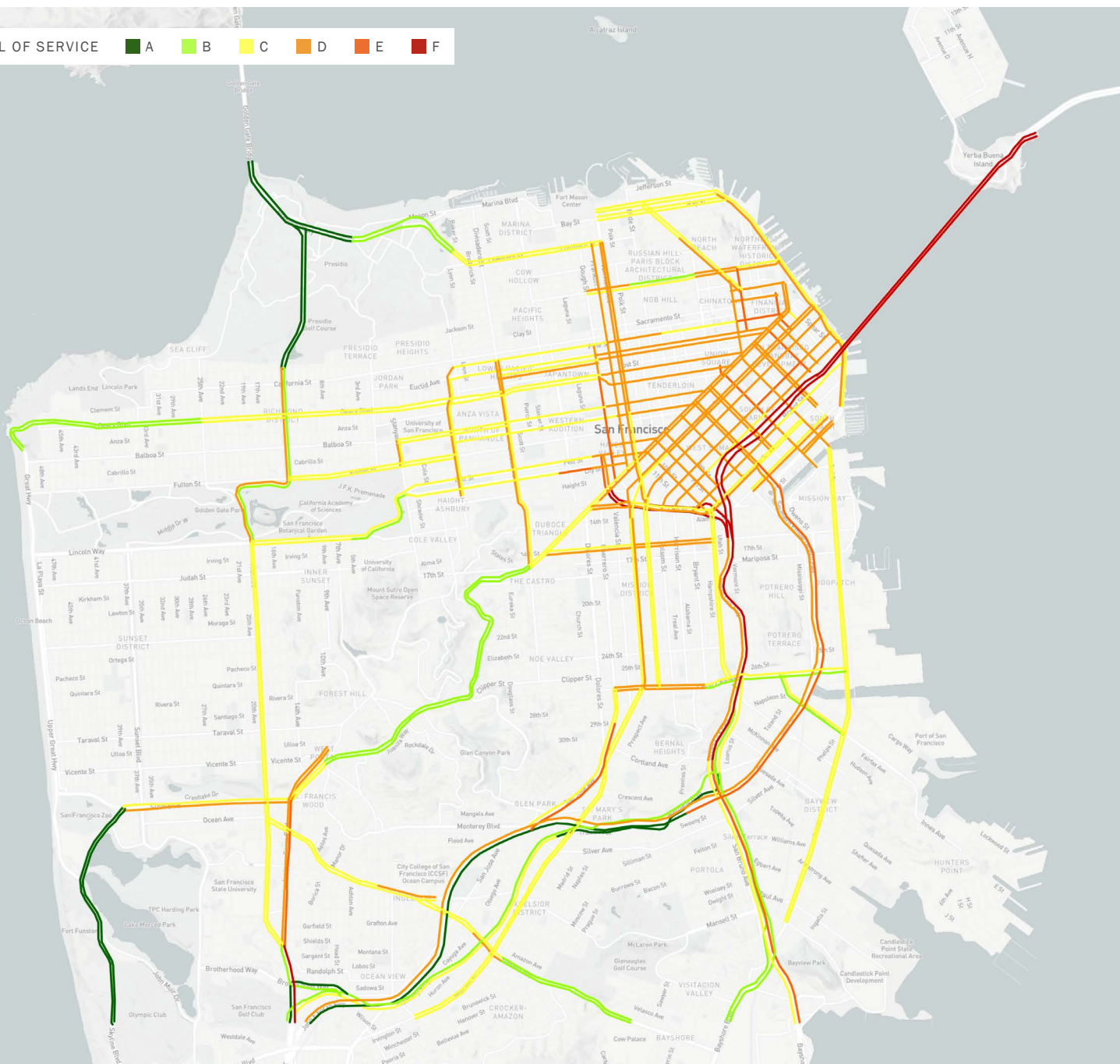
In 2021, we paused the Downtown San Francisco Congestion Pricing Study due to the fluid and changing conditions around COVID pandemic recovery. Given the study pause, we did not present congestion pricing policy recommendations to the Transportation Authority Board in 2021 as originally anticipated. Instead, the policy recommendations will be completed following the resumption of public outreach activities at a future date.

Learn more at [sfcta.org/downtown](https://sfcta.org/downtown)





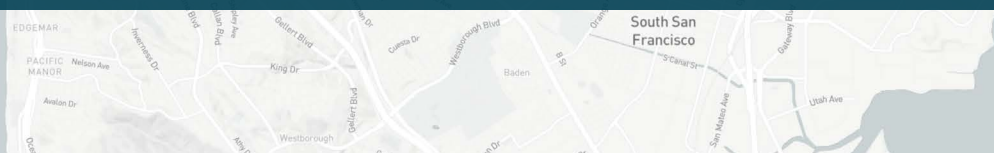
LEVEL OF SERVICE A B C D E F



## TRANSPORTATION DATA AND ANALYSIS

As congestion management agency for San Francisco, we monitor performance of the transportation network for all modes of travel – cars, transit, cycling, and walking, and adopt plans for mitigating traffic congestion in the city. This map shows vehicular congestion on the state highways and major arterials during the PM peak period. We observed the heaviest PM peak period congestion on freeways and on surface streets near and passing through downtown. Congestion also occurred outside of downtown but was more varied and generally less severe. This is just one example of how we map data to help policymakers and the public better understand the city's transportation network.

Explore more at [sfcta.org/tools-data/maps](https://sfcta.org/tools-data/maps)



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# 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.

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## LOCAL HALF-CENT TRANSPORTATION SALES TAX

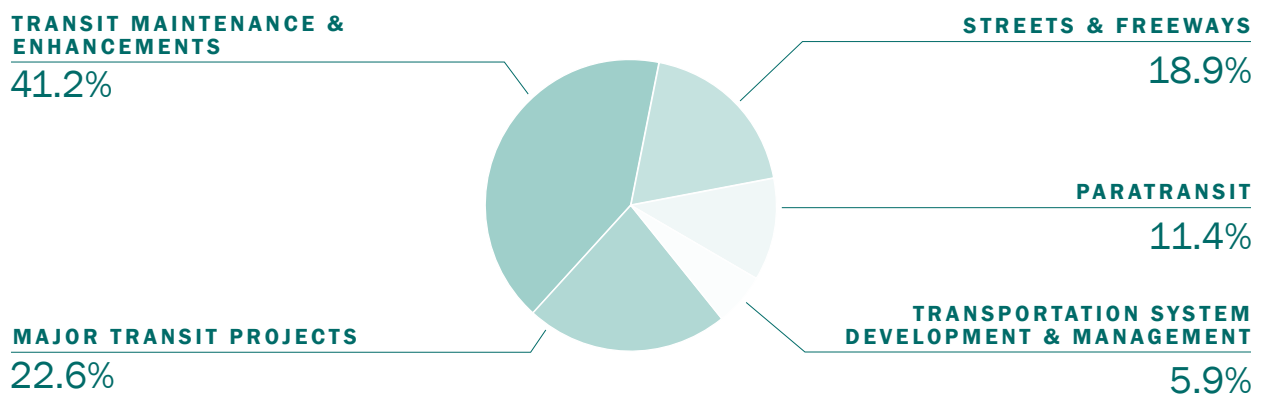
Approved by voters in November 2022, the Proposition L (Prop L) Expenditure Plan contains 28 programs, which include major capital projects like The Portal, bringing Caltrain to the Salesforce Transit Center, and BART's Core Capacity project, as well as programmatic categories, such as transit maintenance, rehabilitation and replacement; traffic signs and signals; and safer and complete streets, many of which were similarly included in Proposition K (Prop K), the prior sales tax measure. The Prop L Expenditure Plan also includes new programs, such as the Equity Priority Transportation Program, for local and citywide equity plans to help establish project priorities and attract matching funds, and the Transformative Freeway and Major Streets program, intended for early planning and community engagement for projects that reimagine existing highway infrastructure.

During the prior two years, the Transportation Authority developed and adopted 5-Year Prioritization Programs (5YPPs) for each Expenditure Plan program, identifying the specific projects to be funded over the 5-year period and setting the amount of sales tax funds available for each project. We prepared the 5YPPs working with project sponsors such as SFMTA and with input from the public. The 5YPPs also set expectations for leveraging other funds, which we assess when project sponsors are ready to seek allocation of sales tax funds.

In March, the Transportation Authority amended the Muni Maintenance, Rehabilitation, and Replacement 5YPP to reprogram \$46.9 in placeholder funds to specific projects in Fiscal Years 2024/25 to 2027/28. Projects include mid-life overhauls on portions of SFMTA bus, light rail, and historic streetcar fleets to keep vehicles operating safely and reliably and future replacement of paratransit vehicles when they reach the end of their useful life. We also adopted the inaugural Prop L Strategic in April, marking the last step in standing up the new measure (see Plan and Deliver section for more details). These documents guide day-to-day administration of the sales tax program as well as provide the long range financial planning necessary to support project delivery, leveraging of other funds by the sales tax, and transparency for the public.

Existing Prop K financial obligations, such as remaining balances on grants and paying back debt, were carried forward into Prop L. We continue to provide oversight and project delivery support for Prop K grants until they are closed out.

Visit [mystreetsf.sfcta.org](https://mystreetsf.sfcta.org) to see sales tax and other Transportation Authority-funded projects near you.





## SALES TAX ALLOCATIONS

The Transportation Authority allocated \$39.3 million in sales tax funds to pedestrian, bicycle, transit, and roadway projects in 2025 consistent with the Prop L voter-approved Expenditure Plan.

We approved over \$19.4 million for capital investments in our public transit system that will improve reliability, safety, and accessibility; speed up travel; reduce crowding; and improve the customer experience while supporting climate goals. This amount includes over \$12 million for the SFMTA to perform mid-life overhauls on its New Flyer motor coach fleet. Rehabilitation of the fleet improves vehicle reliability, reduces incidents of breakdowns, and prevents service interruptions and additional costly repairs.

We allocated \$2.9 million to SFMTA for cable car-related projects, including funds for geotechnical studies to prepare for much needed improvements to the historic Cable Car Barn and funds to restore and refurbish two cable cars. Lastly, for Caltrain, the Board allocated \$2.4 million to a new predictive arrival and departure system that offers increased flexibility in train operations and provides more accurate and versatile real-time train information to passengers.

SFMTA's Paratransit program for seniors and persons with disabilities remains a key feature of the sales tax program. SFMTA has recently requested allocation of the \$13.9 million in Fiscal Year 2025/26 Prop L funds that are set aside to support its Paratransit program; thus, this amount is not reflected in the allocation total for calendar year 2025.

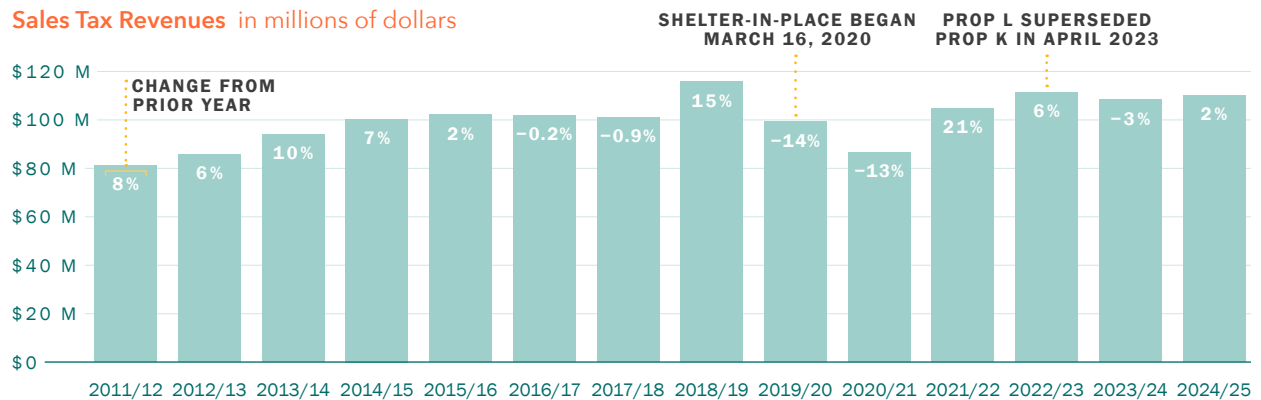
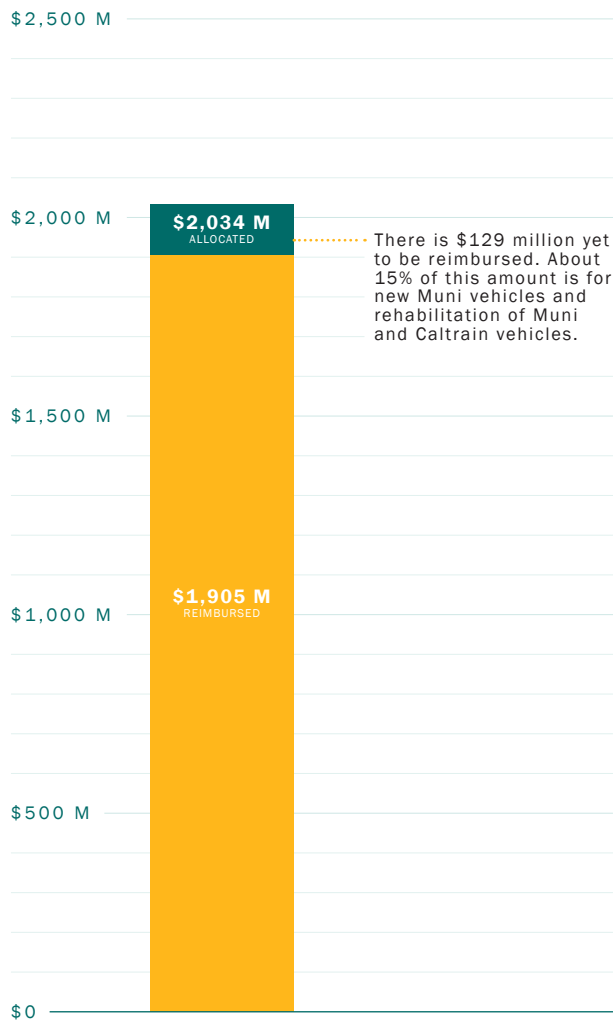
In support of safer San Francisco streets for cars, transit, pedestrians, and cyclists, the Transportation Authority allocated nearly \$12 million for various traffic calming and traffic signal visibility and hardware upgrades across the city, including \$5.35 million for Traffic Signal Upgrade Contract 35, \$2 million for SFMTA's School Traffic Calming, and \$1.1 million for New Signal Contract 66.

The Transportation Authority allocated \$5.4 million in sales tax funds for repair, maintenance, and upgrade of city streets. Projects funded include \$2.8 million for curb ramp construction at various locations in the city, \$400,000 to purchase a new asphalt utility truck to support San Francisco Public Works' (Public Works') paving crew, \$1.1 million for planting and establishment of 407 street trees, \$459,000 to maintain bicycle facilities, and \$586,000 to address approximately 200 sidewalk and curb repair requests at various locations throughout the city.

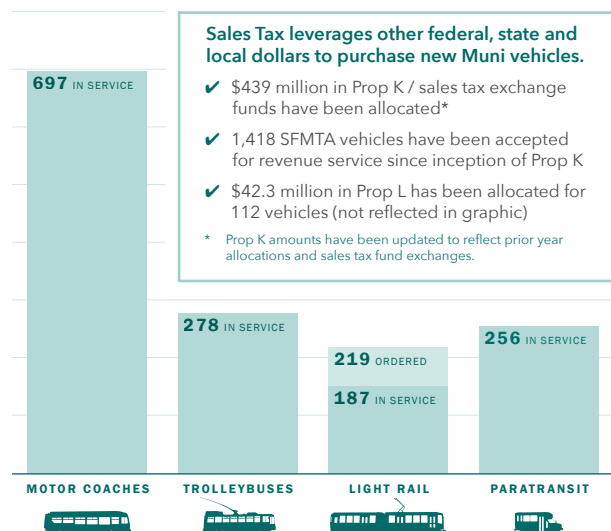
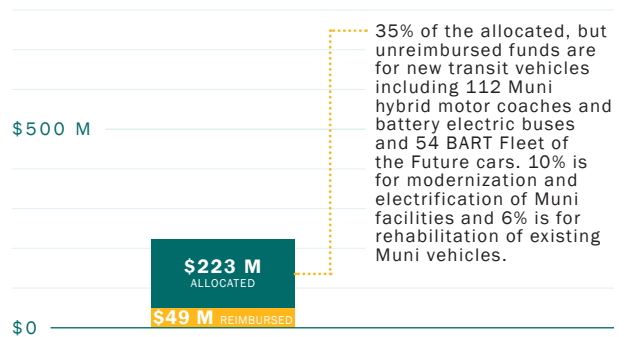
Smaller grants can also have outsized impacts. For instance, the Transportation Authority allocated \$150,000 to SFMTA as local match to a \$1.3 million state grant for the Embarcadero Mobility Resilience Plan. This plan will support development of alternatives for the various modes along The Embarcadero from China Basin to Aquatic Cove to ensure resiliency and connectivity for all major transportation modes and associated infrastructure. Finally, the Transportation Authority allocated nearly \$1.5 million for five new Neighborhood Program projects to plan, design, and/or implement community supported, neighborhood-scale projects in Districts 3, 4, 5, 7 and 8. See Neighborhood Program section for more information.



On average, every dollar of half-cent sales tax invested in San Francisco transportation projects is matched with \$4 to \$7 in federal, state, or other funds – multiplying our local dollars several times over.

**Sales Tax Revenues** in millions of dollars**Prop K – Allocated and Reimbursed**  
Inception to December 2025\*

\* Prop K allocations ended March 2023.

**Sales Tax Supports Purchase of New Muni Vehicles**  
Data as of December 20, 2025\*\***Prop L – Allocated and Reimbursed**  
Inception to December 2025

\*\* Prop L allocations began July 2023.

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## SALESFORCE TRANSIT CENTER AND THE PORTAL

### Advancing The Portal; Project progresses toward federal grant

The largest investment in both the Prop K and Prop L Expenditure Plans, the Transbay Transit Center and The Portal (also known as the Downtown Rail Extension), will transform downtown San Francisco and the regional and statewide transportation systems. The Transbay Program 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 Portal project is currently under project development, with completion scheduled for the mid 2030s, dependent upon funding. The Prop L Expenditure Plan includes \$300 million in sales tax funds for The Portal. These funds are in addition to the Transportation Authority's previous funding commitments to the Transbay Program, including more than \$230 million in Prop K sales tax as well as State Transportation Improvement Program and One Bay Area Grant funds.

### Phase One: Salesforce Transit Center

The Salesforce Transit Center connects eight Bay Area counties through nine transit systems, with The Portal to add 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: The Portal

Project development and procurement activities for The Portal continued in 2025. In December, the TJPA issued the Request for Proposals for the project's tunnel/civil contract to the contractor teams prequalified under the preceding Request for Qualifications phase completed in 2024.

The Transportation Authority and TJPA continued to work together to advocate for the project at a regional, state, and federal level. In March 2025, the Metropolitan Transportation Commission (MTC) elevated The Portal to Level 1 of its Major Project Advancement Policy framework, reflecting the highest level of regional priority for the project. In September 2025, California extended the state's cap-and-trade program, which will replenish critical funding sources which need to be accessed to complete the project's funding plan and secure committed federal funding.

Learn more at [tjpa.org/portaldtx](https://tjpa.org/portaldtx)





## BART TRANSBAY CORE CAPACITY PROGRAM

BART's Transbay Core Capacity Program is a package of strategic investments that will allow BART to operate up to 30 ten-car trains (300 cars) per hour in each direction through the existing Transbay Tube between San Francisco and Oakland, maximizing throughput in the most used part of its system. The program includes four elements: 306 additional rail cars, a new communications-based train control system, a new railcar storage yard at the Hayward Maintenance Complex, and additional traction power substations. In November 2023, the Transportation Authority allocated \$35 million in Prop L funds toward acquisition of 54 additional rail cars. Fleet delivery began this year, with 42 vehicles delivered and 40 cars placed into revenue service. The Transportation Authority is engaged in enhanced project delivery support and oversight of the BART Transbay Core Capacity Program.

Learn more at [bart.gov/about/projects/corecapacity](https://bart.gov/about/projects/corecapacity)

## MUNI FLEET – REHABILITATION, REPLACEMENT, AND EXPANSION

### Newer and well-maintained buses and trains improve reliability and safety, and reduce maintenance costs

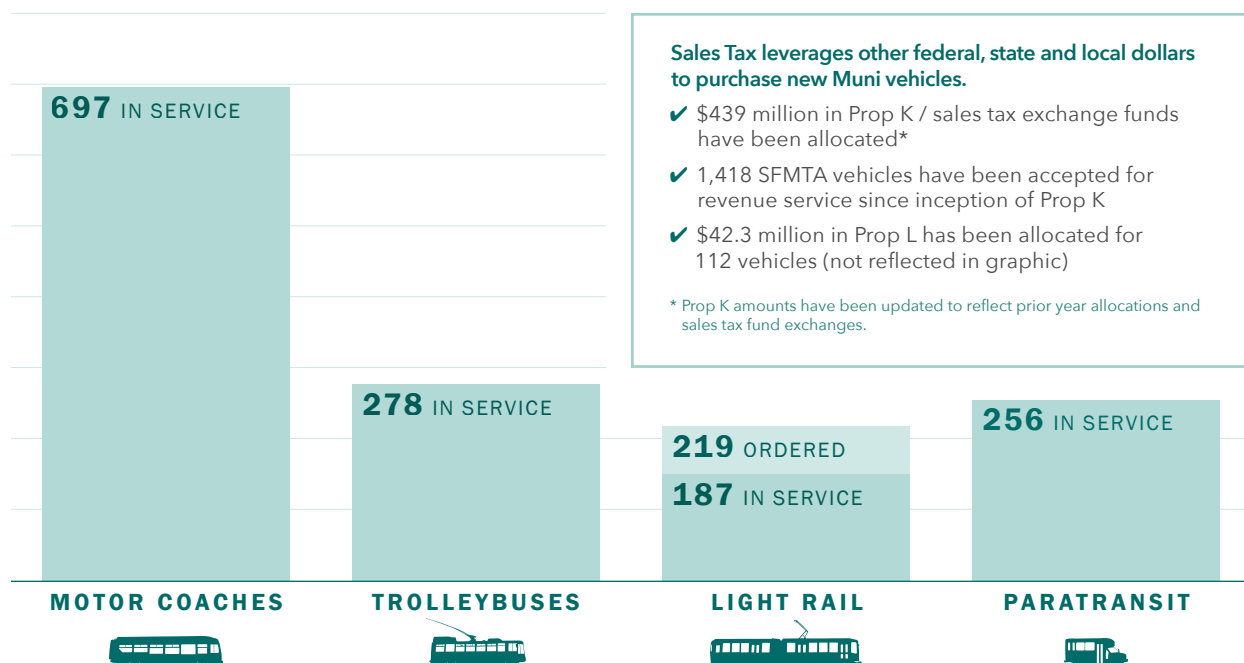
Sales tax funds provide critical local match funds to help replace Muni's bus and light rail vehicle fleets when they reach the end of their useful life, and support capital maintenance to keep vehicles running safely and reliably. Since 2003, the Transportation Authority has invested over \$481 million to purchase new Muni buses, trains, and paratransit vans. As shown in the graphic below, most of the new vehicles have been accepted and are in revenue service.

#### Buses

In 2021, the Transportation Authority allocated \$16 million in sales tax funds to replace the 30 shorter-frame 32-foot hybrid diesel motor coaches that serve community routes such as 35 Eureka, 36 Teresita, 37 Corbett, 39 Coit, and 56 Rutland. By September 2025, SFMTA had placed all of these new buses into revenue service.

In 2019, the Transportation Authority allocated \$18 million in sales tax funds for Phase I of SFMTA's effort to perform mid-life overhauls on 315 New Flyer motor coaches. Mid-life overhauls improve vehicle reliability, reduce the incidence of breakdowns and costly repairs, and prevent service interruptions. Thus far, SFMTA has returned 305 overhauled motor coaches to service and expects those remaining to be back in service in 2026.

This year, we allocated \$12.6 million in Prop L funds for Phase II of SFMTA's New Flyer Midlife Overhaul project, which will overhaul 221 motor coaches. SFMTA anticipates completing this work over the next three years.



## Light Rail Vehicles

SFMTA continues to make progress on procuring 151 new light rail vehicles to replace the Breda fleet that was officially retired in 2025. Thus far, SFMTA has placed 119 new light rail vehicles into revenue service, 37 of which were commissioned in 2025. These procurements are happening through a \$1.2 billion contract with Siemens for the purchase of new light rail vehicles, which also includes a 68-vehicle expansion of the light rail fleet that was completed in 2020. The Transportation Authority has contributed over \$192 million in sales tax funds for new light rail vehicles.

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.

## Paratransit Vehicles

In 2022, we allocated sales tax funds to SFMTA to procure 45 new paratransit vans to replace those that have exceeded their useful lives, including funding for the first electric paratransit vehicle as part of a pilot program to test their performance in San Francisco and to inform the future electrification of the paratransit vehicle fleet. SFMTA placed 38 new sales tax funded paratransit vehicles into service in 2025, completing this procurement. 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 AND EFFICIENCY IMPROVEMENTS

## 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. To date, the Transportation Authority has provided \$32 million in sales tax funds and \$2 million from the Prop AA vehicle registration fee to support this program.

This year, the SFMTA completed quick-build improvements for Phase 1 of the 29 Sunset Improvement Project as part of Public Works' Sunset Boulevard repaving project, building on prior design work fund by the Transportation Authority. These improvements include transit stop relocation and improvements along the 29 Sunset line. On the T Third Street surface route, the SFMTA implemented signal timing improvements (developed through the Transportation Authority-funded planning phase), resulting in travel time savings of up to 37 percent on 4th Street. SFMTA is also implementing quick-build improvements on the K Ingleside and M Oceanview lines which was informed by planning work funded by the Transportation Authority. These improvements include new or upgraded transit boarding islands, stop consolidation, traffic signal enhancements, and pedestrian safety upgrades.

To date, SFMTA has completed permanent construction on 22 Muni Forward project corridors, planned and designed travel time reduction improvements for three corridors that are now under construction, and finalized conceptual engineering work on six additional corridors that are now undergoing detailed design.

Learn more at [sfmta.com/projects/muni-forward](https://sfmta.com/projects/muni-forward)



## Transit Signal Priority

The Transportation Authority previously allocated \$7.7 million in sales tax funds to the SFMTA for installation of transit signal priority and bus transit signal priority equipment. Transit signal priority extends the green light when a bus is detected as approaching the intersection, decreasing the amount of time that transit vehicles idle at red lights. Transit signal priority projects typically include repair and replacement of transit signal priority equipment at signalized intersections that are reaching the end of their useful lives with newer radios, network switches and other equipment, higher bandwidth fiber optics, and controller equipment. This year, the SFMTA upgraded network software and traffic signal controller software at 11 intersections as a part of the Bus Transit Signal Priority project and an additional 11 intersections as a part of the Transit Signal Priority project.

## MUNI MAINTENANCE FACILITIES

### Modernizing Facilities, Preparing for an Electrified Fleet, and Advancing Joint Development

Since 2003, the sales tax has contributed \$97.5 million for expansion, repair, and upgrade of SFMTA's transit operations and maintenance facilities and stations. This year, the Transportation Authority allocated \$1.5 million to SFMTA to assess the condition of nine Muni Metro subway stations from Embarcadero to West Portal. This project will address deferred maintenance issues with each station's structural, mechanical, and electrical components. We also allocated \$2 million to SFMTA to complete the environmental review for rehabilitation of the Cable Car Barn. This project will complete a variety of critical capital improvements to improve working conditions at the facility and modernize the electrical infrastructure of the cable car fleet.

The SFMTA completed preliminary engineering of the renovation and upgrade of the Kirkland facility and yard to support the future deployment of battery electric buses. SFMTA also completed design and began construction of the Muni Metro East and 1399 Marin Interim Improvements project, which will develop these two sites to provide temporary storage and maintenance of Muni trolley coaches during redevelopment of Potrero Yard. The Muni Metro East site will eventually be re-developed to provide parking and maintenance infrastructure for an expanded light rail fleet. These projects are part of SFMTA's overall sustainable transportation plan that addresses climate change and environmental concerns.

SFMTA continued to advance the Potrero Yard Modernization Project to rebuild the existing 100+ year old transit facility to service an all-trolley bus electric transit fleet. The 4.4 acre site, located at 2500 Mariposa Street, services 153 forty-foot and sixty-foot trolley buses. This project is a partnership of SFMTA and other City agencies, in cooperation with a development partner that will build the facility. This year, SFMTA made changes to the proposed design to make the project feasible in a challenging fiscal environment while preserving up to 100 units of affordable housing and the core function of Potrero Yard as a bus maintenance facility. The Transportation Authority previously allocated \$18 million to this project.



SFMTA also advanced planning efforts for the modernization of the Presidio Yard maintenance facility. The new Presidio Yard facility will service over 215 battery electric buses. SFMTA envisions parallel development on an adjacent SFMTA-owned parcel with a mix of commercial uses and affordable and market rate housing to generate revenues for capital maintenance and transit service. The Transportation Authority allocated \$5 million in sales tax funds in 2023 to support pre-development planning, stakeholder engagement, community outreach, environmental review, and preparation of bids for a public-private-partnership development partner. This year, the project prepared conceptual designs and an early cost estimate for the transit facility, advanced conceptual designs for the mixed-use development, and presented a market analysis report of best practices for indoor electric bus facilities.

The Transportation Authority will continue to perform an enhanced level of oversight on the Potrero and Presidio projects due to the scale, complexity, and impact of both projects, as well as the alternative delivery methods anticipated for both projects.

## MUNI GUIDEWAYS PROJECTS

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

While often less visible to the public, maintaining and upgrading tracks, overhead lines, and other infrastructure and equipment that enable SFMTA's light rail, trolleybuses, and cable cars to operate safely and reliably is mission critical. This year, SFMTA rebuilt the cable car pulleys at 19 locations. This state of good repair effort to replace equipment at the end of its useful life will keep the cable car fleet running safely and reliably. SFMTA also identified a manufacturer for parts to maintain light rail track at the intersection of 19th Street and Holloway and at 6th Street and King.

The sales tax has contributed \$162 million for upgrade and replacement of track, communications, and other guideway improvements to support Muni's light rail, trolleybus, and cable car networks.

### **Muni Metro Core Capacity Study**

SFMTA's Muni Metro Capacity Study recommends investments over the next 10 – 15 years to address aging infrastructure, improve reliability, and prepare for future ridership growth. Recommended strategies include upgrading stations and track infrastructure to support three-car trains on the N Judah and M Ocean View lines, expanding transit priority, and advancing capacity-increasing state-of-good-repair improvements. Completion of the study prepares SFMTA to further develop a program of investment to compete for Federal Transit Administration Core Capacity funding.

The study was developed through a multi-year technical and outreach process, including technical analysis of program features, a Community Working Group, multilingual focus groups, and broad public engagement to shape draft recommendations. The final recommendations define a capital program aligned with the broader Muni Metro Modernization Program and the ConnectSF Transit Strategy that would expand capacity and renew the Muni rail system. The Transportation Authority supported the study with a \$1 million Prop K grant.

Learn more at [sfmta.com/projects/muni-metro-capacity-study](https://sfmta.com/projects/muni-metro-capacity-study)

## CALTRAIN MAINTENANCE, REHABILITATION, AND REPAIR

### Maintenance repairs and upgrades support safety and reliability

Since voter approval of Prop K in 2003, the transportation sales tax has been the primary funding source covering San Francisco's member share contribution to the Caltrain capital budget on behalf of SFMTA and the City. This member contribution is specifically for maintenance, rehabilitation, and repair of Caltrain to keep the system running safely and reliably.

In 2025, Caltrain performed track rehabilitation work, including rail replacement, bridge inspections, and fencing, switch tie, and cross tie installation. Caltrain maintained its fleet of trains by replacing batteries and overhauling car doors. Caltrain also completed its Bayshore Station Overpass Pedestrian Bridge Rehabilitation project, replaced visual messaging signs in stations, and continued construction of the Guadalupe River Bridge Replacement and Extension project. The Transportation Authority allocated \$2.4 million in sales tax funds toward a new predictive arrival and departure system to offer increased flexibility in train operations and provide more accurate real-time train information to passengers.

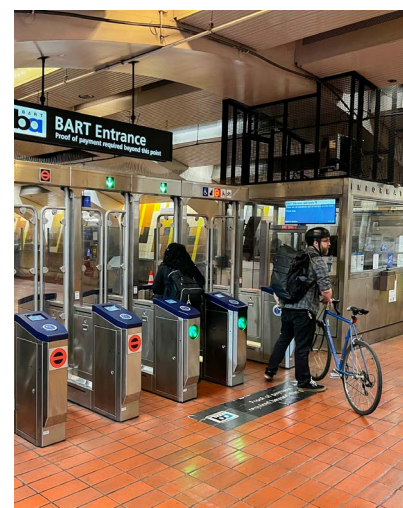
## CALTRAIN 22ND STREET STATION ADA ACCESS IMPROVEMENTS

In 2023, the Transportation Authority Board adopted the recommendations of the Caltrain 22nd Street Station ADA Access Improvements Study. This Caltrain-led study, which was initiated at the request of Transportation Authority Board Member Shamann Walton and was funded by Prop K sales tax funds, recommended design improvements at the station to provide universal access, compliant with the Americans with Disabilities Act (ADA). The Transportation Authority previously allocated sales tax funds to Caltrain to advance design for the recommended project and this work has confirmed the feasibility of the planned improvements. This year, Transportation Authority and Caltrain staff continued to work together to seek funding for final design and construction of these station access improvements.

## BART MAINTENANCE, REHABILITATION, AND REPAIR

### Improving the customer experience along with safety and reliability

We joined BART to celebrate completion of its Next Generation Fare Gate project, which installed new fare gates at all BART stations systemwide. The new fare gates feature swing-style doors with sensors to detect patrons, wheelchairs, children, luggage, and bicycles, and are designed to improve safety, customer experience, accessibility, reliability, and to deter fare evasion. The Transportation Authority provided \$12.5 million in sales tax funding for new fare gates at the eight San Francisco stations as part of the \$90 million systemwide project. This BART project is one of the first projects to be delivered using voter-approved Prop L transportation sales tax funds, benefiting residents, workers, and visitors across San Francisco and the region.





Work continued on sales tax funded efforts to complete design for replacement of the traction power substation at Powell Street Station (part of the Transbay Core Capacity Program); prepare for installation of new hearing loop equipment in station agent booths at all San Francisco stations; advance design to renovate elevators at Embarcadero, Powell Street and Civic Center Stations; and to evaluate project delivery strategies for a project to mitigate water intrusion into BART's tunnels in San Francisco.

## PARATRANSIT

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

The half-cent sales tax has supported the SFMTA's paratransit program since 1990, assisting persons with disabilities and seniors. 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. In 2025, SFMTA provided about 595,000 paratransit trips to approximately 11,000 ADA eligible paratransit riders and 8,000 individuals registered for other transportation services offered through SF Paratransit. See the Muni Fleet section of this report for information on paratransit vehicles funded by the sales tax.

The SFMTA also administers the Essential Trip Card program, funded in part with sales tax 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 October, over 9,600 individuals have enrolled in the program with over 458,000 trips provided.

## STREETS AND FREEWAYS

The 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, curb ramps, traffic calming, new traffic signals, bike lanes, and sidewalk repair. The sales tax also funds safety and operational improvements on our freeways and at locations where freeway ramps intersect city streets, as well as providing planning and early project development funds for transformative projects such as the Geary-Fillmore Underpass Community Planning Study.

### Street Repair and Reconstruction

Street repair and reconstruction projects provide smoother, safer pavement for motor vehicles, buses, pedestrians, and cyclists. Street reconstruction projects typically include rebuilt or repaired curbs and gutters, sidewalk repair, and accessible curb ramps, in addition to new roadway pavement and striping. Public Works substantially completed the Hunters Point, Central Waterfront, and Potrero Hill Area Streets Pavement Renovation (22 blocks), the 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation (39 blocks), the Sunset Boulevard Pavement Renovation (42 blocks), and the De Long St Pavement Renovation (1 block) projects. Public Works began construction of the Various Locations No. 62 and 68 Pavement Renovation projects (34 and 38 blocks, respectively), as well as the 8th St, Clay St, and Leavenworth St Pavement Renovation project (29 blocks), and advanced construction of the Mission and Geneva Pavement Reconstruction project (55 blocks). Additionally, we allocated \$2.4 million in Prop AA Vehicle Registration Fee funds to Public Works for a project that will renovate pavement at multiple locations around the city: Various Locations No. 90 (46 blocks).

### Street Repair and Cleaning Equipment

The Transportation Authority allocated \$400,000 in sales tax funds for one new full-sized street sweeper. The equipment will improve the efficiency of Public Works' street cleaning and repair work.

### Complete Streets

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. This year, SFMTA completed the sales tax funded 6th Street Pedestrian Safety project, implementing a series of treatments including widened sidewalks, new curb bulbs, upgraded traffic signals, new painted crosswalks and roadway striping, and new roadway and pedestrian lighting. The project improves street safety for all street users. SFMTA also broke ground on the sales tax funded 13th Street Safety project between Folsom and Valencia streets and advanced construction of the Folsom Streetscape project. Both projects are located on the High Injury Network and will improve transportation safety for users of the corridors.



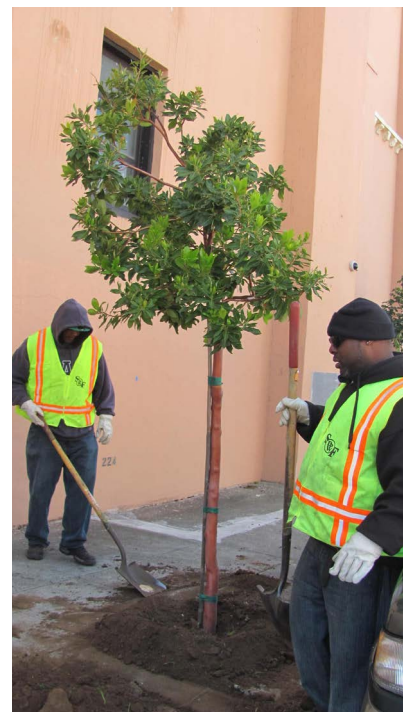
## Curb Ramps

Public Works and the SFMTA constructed 239 new curb ramps throughout the city as part of larger Transportation Authority-funded street improvement projects. Most curb ramps are constructed as part of larger projects, with a relatively small number constructed as stand-alone improvements or repairs. Sales tax dollars funded 112 curb ramps as part of the Various Locations No. 68 Pavement Renovation project; 59 curb ramps as part of the Western Addition Area Traffic Signal Upgrades Phase 1 project; 37 curb ramps as part of the Curb Ramps: Various Locations project; 17 curb ramps as part of the 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation project; eight curb ramps as part of the Various Locations No. 62 Pavement Renovation project; four curb ramps as part of the New Traffic Signal Contract 65 project; and two curb ramps for the De Long Pavement Renovation project. Additionally, the Transportation Authority Board allocated \$2.8 million in Prop L funding to Public Works for two projects that will construct 44 new curb ramps across five districts: Curb Ramps and Subsidewalk Basements No 3. and Curb Ramps Various Locations No. 18.



## Sidewalk Repair and Trees

As part of its Public Sidewalk Repair Program, Public Works used Prop L funds to repair non-tree related damage to sidewalks and curb damage at 180 locations in the public right-of-way, making sidewalks safer and easier to navigate particularly for seniors and people using wheelchairs. Also funded by Prop L, Public Works planted about 400 street trees in the public right-of-way (primarily in low-canopy neighborhoods) and helped establish street trees during the critical first three years after planting. The City takes over maintenance of these trees after establishment.



## Signals and Signs

In 2025, the Transportation Authority Board allocated \$6.3 million in Prop L funds for construction of traffic signal upgrades and \$1.6 million for design of new signals. The SFMTA activated new traffic signals at four intersections and replaced 30 traffic signal controllers installed as part of its Traffic Signal Hardware program. The SFMTA also installed 115 pedestrian countdown signals and 269 accessible (audible) pedestrian signals, 86 of which were part of the Western Addition Area Traffic Signal Upgrades project.

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



## Traffic Calming

The Transportation Authority has been supporting SFMTA's traffic calming efforts since their inception, including the Residential Traffic Calming Program, School Traffic Calming Program, and Vision Zero Quick Builds. Traffic calming is intended to help slow down speeding vehicles to make neighborhoods safer for everyone walking, biking, and driving.

The Transportation Authority is the primary funder of SFMTA's Residential Traffic Calming Program, which we support with sales tax and Traffic Congestion Mitigation Tax (TNC Tax) funds. Through this program, SFMTA evaluates community-initiated requests for locations that can benefit from slower traffic speeds through implementation of low-cost improvements such as speed humps. In June, SFMTA paused accepting applications to focus on delivery of the backlog from prior application cycles and the Transportation Authority allocated \$6.9 million in TNC Tax funds for this work. The SFMTA installed 62 devices through the application-based program. SFMTA expects to ramp up delivery in early 2026 with construction of approximately 220 devices.



In November, the Transportation Authority allocated \$2 million in sales tax funds for the SFMTA's School Traffic Calming Program, which includes the School Walk Audit Program. SFMTA staff implemented traffic calming measures, daylighting, loading zone improvements, and recommendations identified as priorities in previous school walk audits at Alvarado Elementary, Aptos Middle, Argonne Elementary, Bessie Carmichael Elementary, César Chávez Elementary, Charles Drew Elementary, Chinese Immersion School (Elementary), Claire Lilienthal (Elementary, Madison Campus), Commodore Sloat Elementary, Dianne Feinstein Elementary, Lawton Alternative (K-8), Mission Preparatory School, Monroe Elementary, Paul Revere (PreK-8), and Redding Elementary.

For the 2025-26 school year, SFMTA will conduct walk audits at the following schools: Abraham Lincoln High, Balboa High and James Denman Middle / Leadership Charter High (adjacent schools located on the same block), Bryant Early Education / Bryant Elementary, Chinese American International School, Fairmount Elementary / Preschool, Gordon J. Lau Elementary / Preschool, John O'Connell High, Junipero Serra Elementary, Presidio Middle, and Saint Brigid Academy. All K-12 schools, both public and private, may participate in the School Walk Audit Program.

The Transportation Authority supports SFMTA's Vision Zero Quick-Build Program with sales tax and TNC Tax funds. In 2025, the SFMTA completed the quick-build corridor project on Alemany Boulevard between Congdon and Ellsworth streets. Other quick-build projects are under construction on Beach Street between The Embarcadero and Polk Street, Lake Merced Boulevard between Skyline Boulevard and John Muir Drive, Oak Street / John F Kennedy Drive between Kezar Drive and Baker Street, and Winston Drive between Lake Merced Boulevard and Buckingham Way.

Quick-build projects are traffic safety improvements that can be installed relatively quickly and can be easily adjusted or, if necessary, reversed. They include parking and loading changes, roadway and

curb paint including daylighting, signs, transit boarding islands, and traffic signal timing updates. Safety improvements include adjustments to parking regulations, bike lanes, changes to the configuration of traffic 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, the SFMTA used sales tax and TNC Tax funds to complete the Alemany Boulevard Quick-Build project, which funded installation of a protected bikeway on Alemany Boulevard between Congden and Ellsworth streets.

SFMTA continued implementation of ongoing bicycle programs this year including offering over 40 bicycle safety education classes (e.g., learn-to-ride and skills classes); bicycle facility maintenance such as delineator replacement, refreshing striping, and replacing plastic traffic channelizers along buffered bikeway; and installing more than 1,000 on-street bike racks using Transportation Fund for Clean Air (TFCA) and sales tax funds. Approximately 28% of new bike racks have been installed within Equity Priority Communities over the last several years.

BART completed a stair channel at the 24th Street Station as part of ongoing bicycle parking and access improvements at four San Francisco stations.

### Transportation Demand Management

The sales tax program funds Transportation Demand Management (TDM) improvements intended to shift trips to sustainable modes like transit, biking, and walking, and shift travel to less congested times. In 2025, the Transportation Authority completed the Eco-Friendly Downtown Business Deliveries Study and advanced the TDM Market Analysis and TDM Strategic Plan, which are described in more detail in the Planning & Delivering section of this report.

San Francisco Environment continued to administer the TFCA-funded Emergency Ride Home Program, which provides free taxi rides home in emergencies to encourage employees to commute using sustainable modes like transit, biking, and ride sharing.



## 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 Program or NTP.

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. In 2025, the Board provided funding for five new Neighborhood Program projects. The map on the following page shows all current Neighborhood Program projects, including the five projects completed this year.

Learn more at [sfcta.org/policies/neighborhood-program](https://sfcta.org/policies/neighborhood-program)

### Neighborhood Program Projects Completed in 2025

In District 1, Public Works completed the **Clement Street & 6th Avenue Intersection Improvements Project** including new thermoplastic crosswalk designs to improve safety, walkability, and overall neighborhood awareness at this intersection which is close to many businesses, shops, cafes, restaurants, homes, and schools.

In District 3, Transportation Authority staff led the **Walter U Lum Place Public Space Study**, which considered various scenarios for a people-first Walter U Lum Place and to better connect the alleyway with other cultural destinations in Chinatown. The recommended design features a widened and re-graded sidewalk, enhanced access to Portsmouth Square, and art and historical markers.

In District 4, the **Ortega Street Improvements Project** is now complete, with SFMTA installing traffic calming improvements on Ortega Street between 19th and 47th avenues. The project included various traffic calming features to improve traffic safety, comfort, and calmness, and make the local street more inviting for neighborhood travel by walking and bicycling.

In District 10, Public Works completed the **Minnesota and 25th Streets Intersection Improvements Project**, constructing a new bulb-out and curb ramps on the eastern side of the Minnesota Street and 25th Street intersection to create a shorter, safer, and accessible crossing at this busy location. These pedestrian safety improvements are part of the larger Minnesota Streetscape Project that provides much needed street repair, new sidewalk, streetscape upgrades, and extension of the Minnesota Grove as recommended in the Central Waterfront / Dogpatch Public Realm Plan.



The **District 11 Traffic Calming Cycle 2 Project** implemented speed humps, speed cushions, speed tables, and raised crosswalks at various District 11 locations, with a focus on the Oceanview and Ingleside neighborhoods. SFMTA coordinated closely with the District 11 office to prioritize the locations for this proactive traffic calming project.

### **New Neighborhood Program Projects in 2025**

In District 3, the **West Broadway Tunnel Safety Project** aims to slow vehicle speeds and address pedestrian safety concerns through a series of improvements to roadway markings, signage, and existing traffic signals on Broadway between Polk and Powell streets. SFMTA will design and construct the improvements and work closely with the District 3 office to conduct outreach to the community throughout the project.

In District 4, **Lincoln Way Traffic Signals Project** will design new traffic signals at the intersections of Lincoln Way at 45th Avenue and at La Playa Street to improve safety while reducing vehicle and transit delays. This SFMTA project includes signal infrastructure such as new 12-inch signal heads and mast arms, signal poles, pedestrian countdown signals, accessible pedestrian signals, and curb ramps.

Through the **District 5 Daylighting Project** SFMTA will mark curbs at approximately 235 intersections in accordance with Assembly Bill 413, which prohibits vehicle parking within 20 feet of crosswalks. Daylighting is a proven safety treatment that improves visibility at intersections for people crossing the street. Neighborhood Program funds will enable District 5 to become the first fully daylit district in the City.

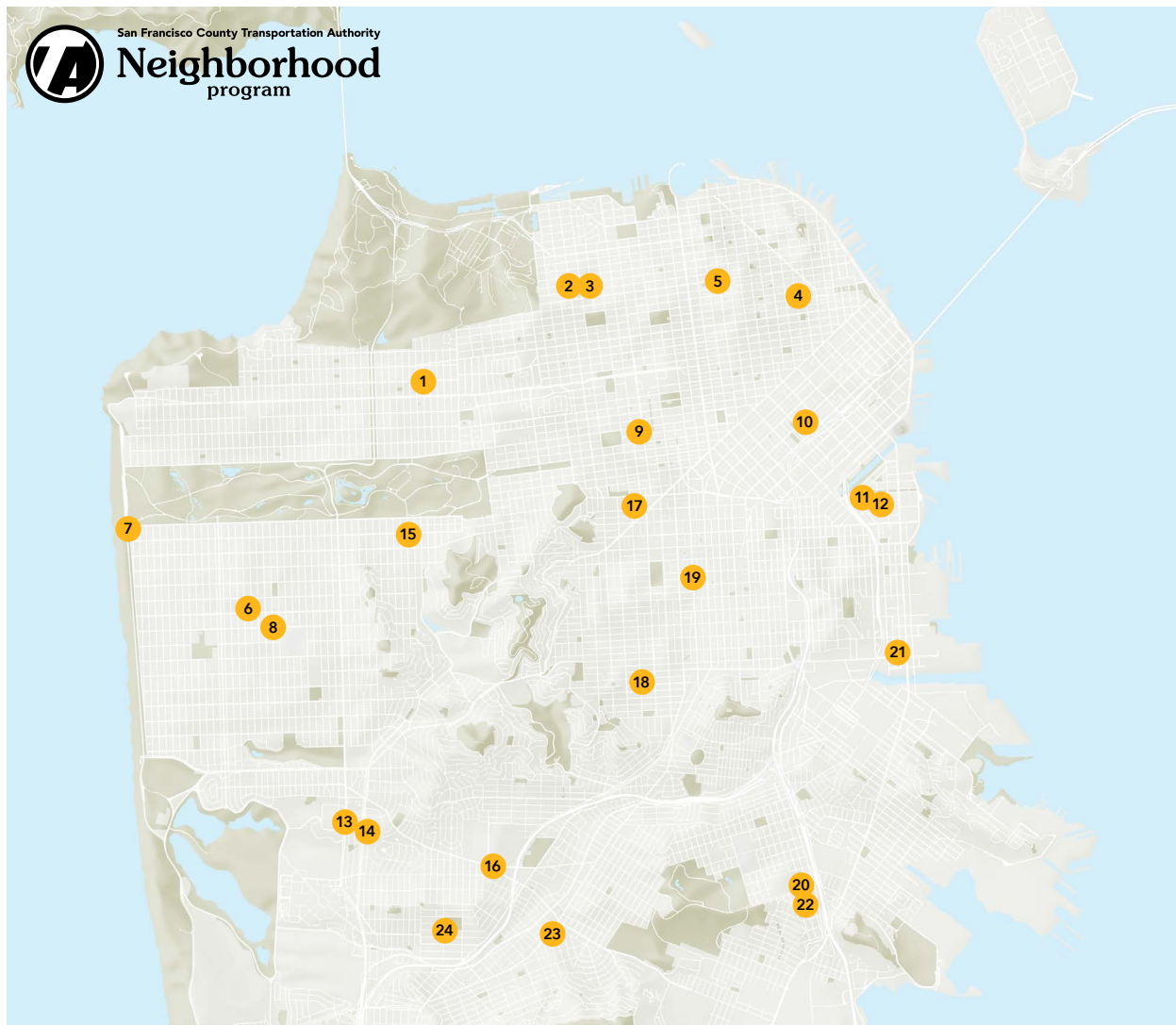
In District 7, the **Monterey Boulevard Pedestrian Safety Improvement Project** will design and construct a series of transportation improvements to address pedestrian safety on Monterey Boulevard between Acadia Street and San Anselmo Avenue. The SFMTA will implement the project which includes restriping for narrower vehicle travel lanes, construction of a flashing beacon, refreshing and installing new crosswalk markings, installing new painted safety zones, advance limit lines, and daylighting at intersections.

In District 8, the **Duboce Triangle Slow Streets Study** will examine opportunities for a more robust, safe, and comfortable north-south bicycle connection through the Duboce Triangle neighborhood and corresponding changes to traffic circulation. The SFMTA will lead this study and will explore the feasibility of converting existing Class III shared lane bikeways on Sanchez and Steiner streets into Slow Streets, possibly replacing or adding to the existing Noe Slow Street.

## CURRENT NEIGHBORHOOD PROGRAM PROJECTS

- |   |   |   |
|---|---|---|
| 1 Clement Street & 6th Avenue Intersection Improvements (District 1)* | 12 Mission Bay School Access Plan Implementation (District 6)   | 19 Valencia Long-Term Bikeway Study (District 9)  |
| 2 District 2 Safety Study   | 13 FY 2018/19 Participatory Budgeting Priorities (District 7)   | 20 Vision Zero Proactive Traffic Calming – Visitacion Valley and Portola Neighborhoods (District 9) |
| 3 District 2 Safety Study Implementation                              | 14 FY 2019/20 Participatory Budgeting Priorities (District 7)   | 21 Minnesota and 25th Streets Intersection Improvements (District 10)*                              |
| 4 Walter U Lum Place Public Space Study (District 3)*                 | 15 Inner Sunset Multimodal Safety and Access Study (District 7) | 22 Visitacion Valley & Portola Community Based Transportation Plan Implementation (District 10)     |
| 5 West Broadway Tunnel Safety (District 3)                            | 16 Ocean Avenue Safety & Bike Access (District 7)               | 23 District 11 Traffic Calming and Sideshow Deterrence  |
| 6 District 4 Community Shuttle Study                                  | 17 Duboce Triangle Slow Streets Study (District 8)              | 24 District 11 Traffic Calming Cycle 2*   |
| 7 Great Highway Gateway Study (District 4)                            | 18 Next Generation Sanchez Slow Street (District 8)             |   |
| 8 Ortega Street Improvements (District 4)*                            |   |   |
| 9 District 5 Daylighting  |   |   |
| 10 District 6 Traffic Calming & Sideshow Deterrence                   |   |   |
| 11 Mission Bay School Access Plan (District 6)                        |   |   |

\* Completed 2025



## 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. The Prop AA expenditure plan requires that the Transportation Authority approve a strategic plan to guide the day-to-day implementation of the program and to identify which projects will receive funds. The current strategic plan identifies projects to be funded in Fiscal Years 2022/23 through 2026/27.

As of December, 36 of the 50 projects funded from program inception to date are completed and open for use by the public. Ten more projects are under construction and four projects are in the design phase.

Five Prop AA projects opened for use in 2025:

- **23rd St, Dolores St, York St, and Hampshire St Pavement Renovation:** SFPW substantially completed street resurfacing of 40 blocks throughout the Mission, including new sidewalk construction, 61 new curb ramps, and other related work.

**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.

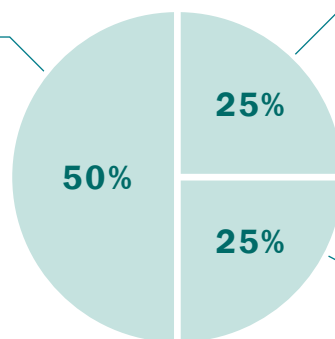
### STREET REPAIR AND RECONSTRUCTION

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



- Hunters Point, Central Waterfront, and Potrero Hill Area Streets Pavement Renovation:** SFPW substantially completed street resurfacing of 22 blocks throughout District 10, including new sidewalk construction, reconstruction and retrofit of 38 curb ramps, and other related work.
- Vision Zero Coordinated Pedestrian Safety Improvements:** SFPW completed construction of two bulb-outs and four new curb ramps (Jones & Ellis) and a raised crosswalk (8th & Minna) in District 6 along the High Injury Network, improving accessibility and reducing the likelihood of pedestrian collisions.
- Potrero Gateway Loop:** SFPW completed widened sidewalks, bulb-outs, protected bike lanes, local native trees, rain gardens, pedestrian lighting, and sculptural art by local artists to improve safety and accessibility as part of a community initiative to revitalize and reconnect the Potrero Hill neighborhood and improve the neglected space separated by U.S. 101 and under the freeway between San Bruno, Vermont, and 17th streets on the High Injury Network.
- Oakdale Lighting Improvements (Phase 1):** SFPW finished installing over two dozen new or upgraded roadway-scale streetlights to benefit pedestrians on Oakdale between 3rd and Phelps streets, making walking more inviting and safer along the important thoroughfare. Improving lighting along Oakdale Avenue was the highest-ranked priority in the Bayview Community Based Transportation Plan, adopted in 2020.

Learn more at [sfcta.org/funding/prop-aa-vehicle-registration-fee](https://sfcta.org/funding/prop-aa-vehicle-registration-fee)

| FUNDED IN 2025 (PROJECT SPONSOR)  | TOTAL PROJECT COST  | PROP AA ALLOCATED  | CURRENT PHASE        |
|---|---------------------|--------------------|----------------------|
| <b>STREET REPAIR AND RECONSTRUCTION</b>   |                     |                    |                      |
| Various Locations Pavement Renovation No. 90 (SFPW)   | \$6,120,000         | \$2,360,572        | Construction         |
| <b>PEDESTRIAN SAFETY</b>  |                     |                    |                      |
| Japantown Buchanan Mall Improvements (SFPW)   | \$9,910,000         | \$1,100,000        | Construction         |
| <b>2025 GRAND TOTAL</b>   | <b>\$16,030,000</b> | <b>\$3,460,572</b> |                      |
| OPEN FOR USE IN 2025 (PROJECT SPONSOR)  | TOTAL PROJECT COST  | PROP AA ALLOCATED  | CURRENT PHASE        |
| <b>STREET REPAIR AND RECONSTRUCTION</b>   |                     |                    |                      |
| 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation (SFPW)                   | \$4,400,245         | \$2,397,129        | Construction         |
| Hunters Point, Central Waterfront, and Potrero Hill Area Streets Pavement Renovation (SFPW) | \$6,511,000         | \$2,882,492        | Construction         |
| <b>PEDESTRIAN SAFETY</b>  |                     |                    |                      |
| Oakdale Lighting Improvements Phase 1 (SFPW)  | \$1,674,000         | \$1,274,000        | Design, Construction |
| Potrero Gateway Loop Pedestrian Safety Improvements (SFPW)                                  | \$2,700,500         | \$300,000          | Design, Construction |
| Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) (SFPW)           | \$2,126,229         | \$700,000          | Construction         |
| <b>OPEN FOR USE GRAND TOTAL</b>   | <b>\$17,411,974</b> | <b>\$7,553,621</b> |                      |

## TRAFFIC CONGESTION MITIGATION TAX (PROP D OR TNC TAX)

San Francisco voters passed the Traffic Congestion Mitigation Tax in November 2019. The measure, also referred to as the Transportation Network Company (TNC) Tax, is a surcharge on commercial ride-hail trips that originate in San Francisco for the portion of the trip within the city. 50% of the revenues are directed to the SFMTA for transit operations and improvements, and 50% comes to the Transportation Authority for safety improvements.

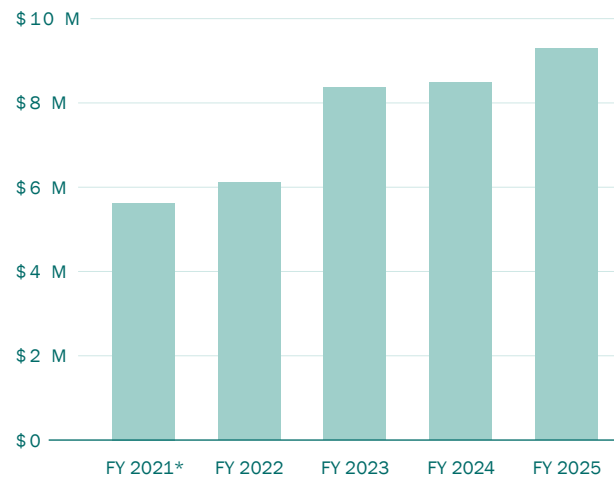
In 2025, the SFMTA installed 62 traffic calming measures such as speed humps through the Application-Based Residential Traffic Calming program and completed construction of a quick-build project on Alemany Boulevard from Congdon to Ellsworth streets with previously allocated TNC Tax and sales tax funds. The

Transportation Authority also allocated nearly \$6.9 million in TNC Tax funds to address the backlog of applications to the SFMTA's residential traffic calming program.

Since program inception, the Transportation Authority has allocated a total of \$34.8 million to SFMTA's Application-Based Residential Traffic Calming and Quick-Build programs.

Learn more at [sfcta.org/funding/tnc-tax](https://sfcta.org/funding/tnc-tax)

**TNC Tax Revenues** in millions of dollars



\* FY 2021 includes 18 months of revenue, from the onset of the program in January 2020 through FY 2021.

| FUNDED IN 2025 (PROJECT SPONSOR)  | TOTAL PROJECT COST  | TNC TAX FUND AMOUNT | CURRENT PHASE        |
|---|---------------------|---------------------|----------------------|
| Application-Based Residential Traffic Calming — FY21 Cycle Additional Funds (SFMTA) | \$5,518,261         | \$255,902           | Design, Construction |
| Application-Based Traffic Calming — FY22 Cycle (SFMTA)                              | \$10,035,750        | \$6,356,670         | Construction         |
| Application-Based Traffic Calming — FY23 Cycle (SFMTA)                              | \$2,843,824         | \$274,933           | Design               |
| <b>TOTAL</b>  | <b>\$18,397,835</b> | <b>\$6,887,505</b>  |                      |

## 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 \$681,485 in TFCA funds to four projects:

- SFMTA's Short Term Bike Parking project, which will fund siting and installation of 734 bike racks, providing 1,468 new parking spaces across the city.
- Treasure Island Mobility Management Agency's Treasure Island Bike Share Expansion project, which will support an estimated two years of bike share operation on Treasure Island and Yerba Buena Island, and is planned to be launched with five new stations and 60 bikes.
- San Francisco Environment's Emergency Ride Home program, which guarantees a ride home for commuters who normally take transit, walk, or bike to work.
- Project Open Hand's Fleet Electrification Infrastructure project, which will fund installation of charging infrastructure to support the electric vehicle fleet used to deliver meals to seniors and people with disabilities.



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

Project sponsors completed two previously funded TFCA projects listed in the table below, which resulted in the installation of 1,360 bike racks citywide and a year of guaranteed ride home availability.

Learn more at [sfcta.org/funding/transportation-fund-clean-air](https://sfcta.org/funding/transportation-fund-clean-air)

| FUNDED IN 2025 (PROJECT SPONSOR)                         | TOTAL PROJECT COST | TFCA FUND AMOUNT |
|--|--------------------|------------------|
| Short Term Bike Parking (SFMTA)                          | \$656,459          | \$415,120        |
| Treasure Island Bikeshare Expansion (TIMMA)              | \$445,000          | \$140,000        |
| Emergency Ride Home (SFE)                                | \$73,944           | \$73,944         |
| Fleet Electrification Infrastructure (Project Open Hand) | \$84,421           | \$52,421         |
| <b>TOTAL</b>   | <b>\$1,259,824</b> | <b>\$681,485</b> |

| COMPLETED IN 2025 (PROJECT SPONSOR) | TOTAL PROJECT COST | TFCA FUND AMOUNT |
|-------------------------------------|--------------------|------------------|
| Short Term Bike Parking (SFMTA)     | \$910,367          | \$847,113        |
| Emergency Ride Home (SFE)           | \$109,956          | \$109,956        |
| <b>TOTAL</b>                        | <b>\$1,020,323</b> | <b>\$957,069</b> |



## LOCAL PARTNERSHIP PROGRAM

The Senate Bill 1 Local Partnership Program rewards jurisdictions that have voter approved taxes or fees dedicated solely to transportation. As administrator of the voter approved transportation sales tax (formerly Prop K, now Prop L) and Prop AA vehicle registration fee, the Transportation Authority annually receives Local Partnership Program formula funds that may be used 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 improvements.

In 2025, the Transportation Authority programmed \$1.374 million in Local Partnership Program formula funds for construction of the Yerba Buena Island Multi-Use Pathway Segment 4 – Treasure Island Road Improvements project. These funds, along with \$400,000 in Local Partnership Program funds from the City and County of San Francisco as the taxing authority for the Prop D TNC Tax, will help fund a segment of a 1.2-mile multimodal, ADA-accessible path with a Class I separated bikeway between the existing multi-use path on the East span of the Bay Bridge and the new Treasure Island ferry terminal. This project is part of a series of transportation infrastructure projects on Yerba Buena Island that will support development on Treasure Island, including 8,000 housing units at full build out, with 27% of these units being affordable.

| FUNDED IN 2025 (PROJECT SPONSOR)   | CURRENT PHASE | COST OF REQUESTED PHASE | LOCAL PARTNERSHIP PROGRAM FORMULA FUND AMOUNT |
|--|---------------|-------------------------|---|
| Yerba Buena Island Multi-Use Pathway Segment 4 – Treasure Island Road Improvements (SFCTA) | Construction  | \$38,000,000            | \$1,374,000                                   |
| <b>TOTAL</b>   |               | <b>\$38,000,000</b>     | <b>\$1,374,000</b>                            |





SFMTA's Light Rail Vehicle procurement project is providing vehicles that are more reliable, safer, and more comfortable for operators and passengers.

## ONE BAY AREA GRANT PROGRAM

### Supporting growth with transportation investments

The MTC's One Bay Area Grant program funds 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 and focus transportation investments in support of Priority Development Areas.

As congestion management agency (CMA) for San Francisco, the Transportation Authority has recommended and MTC has approved over \$128 million in One Bay Area Grant funds to more than 20 San Francisco projects since the program's 2012 inception. In 2025, the Transportation Authority amended the One Bay Area Grant Cycle 2 project list to reflect the two-phase delivery of BART's New Northside Platform Elevator project at the Embarcadero BART Station. Phase 1 will modernize an existing elevator at the station to improve reliability and accessibility for BART riders, including people with disabilities, seniors, families with strollers, and people biking. Phase 2, which will install a new platform elevator, will proceed in the future, subject to funding availability. We also continued to support the delivery of projects such as the Yerba Buena Island Multi-Use Pathway final design phase; SFMTA's Light Rail Vehicles procurement project, which placed 37 new vehicles in service this year; and SFMTA's Safe Routes to School Non-Infrastructure program, which provides education and encouragement activities and events to motivate youth, families, and communities to walk, bike, roll, carpool, and take public transit to school.

We have also provided input to MTC to shape the next One Bay Area Grant funding cycle, which will cover Fiscal Years 2026/27 to 2029/30. We anticipate issuing a call for projects in early 2026 to identify projects to recommend to MTC.

Learn more at [sfcta.org/funding/one-bay-area-grant-program](https://sfcta.org/funding/one-bay-area-grant-program)

## STATE TRANSPORTATION IMPROVEMENT PROGRAM

As CMA for San Francisco, the Transportation Authority establishes biennial project priorities for San Francisco's share of funds from the State Transportation Improvement Program. This is one of the few fund sources we can use to match half-cent sales tax funds for major transit and roadway projects.

We have had long-standing commitments of future State Transportation Improvement Program funds to signature Prop K sales tax projects. The Board-adopted priorities include remaining commitments to the Central Subway (to be fulfilled by programming funds to other eligible SFMTA projects) and the Presidio Parkway Advance (to repay the MTC for advancing project funds).

This year, the Transportation Authority Board approved San Francisco's project priorities for \$9.4 million in new State Transportation Improvement Program funds toward repayment to MTC for the Presidio Parkway Advance. The California Transportation Commission is expected to approve the statewide program of projects in early 2026.

We continued oversight and project delivery support for SFMTA's New Flyer Midlife Overhaul project. Phase II of the project, which will overhaul 221 motor coaches by fall 2028, is funded by \$8 million in State Transportation Improvement Program funds and \$12.6 million in Prop L sales tax funds. We are also supporting SFMTA as it prepares to meet the timely use of funds requirements for an additional \$63.8 million in State Transportation Improvement Program funds for Phase III of the project, set to be allocated in Fiscal Year 2027/28. Performing midlife overhauls on the fleet significantly improves vehicle reliability through the end of its useful life, reduces the incidence of breakdowns, prevents service interruptions with additional costly repairs, and ensures consistency in systems deployed across SFMTA's 800+ buses.



State funds and local sales tax dollars will help SFMTA perform major capital maintenance on its New Flyer fleet to ensure the buses run safely and reliably to the end of their useful lives.



## STATE TRANSIT ASSISTANCE BLOCK GRANT PROGRAM

### Improving transportation access for Equity Priority Communities

The MTC established the State Transit Assistance (STA) County Block Grant program, combining funds that were previously distributed via a regional paratransit program and a regional Lifeline Transportation Program. As the CMA for San Francisco, the Transportation Authority is responsible for administering San Francisco's share of these funds. STA projects focus on Equity Priority Communities and improving mobility and accessibility in low-income communities.

The Transportation Authority awarded up to \$4.6 million in Fiscal Year 2025/26 STA County Block Grant funds to the following projects:

- SFMTA's Paratransit Program (\$3.3 million) provides transit services for seniors and persons with disabilities and includes the Essential Trip Card to help participants pay for essential trips in taxis.
- BART's Elevator Attendant Program (up to \$1.3 million) helps improve safety, mobility, and accessibility for BART and SFMTA customers who rely on the elevators to access the four downtown shared BART and SFMTA stations: Civic Center / UN Plaza, Powell Street, Montgomery Street, and Embarcadero.

In 2025, SFMTA provided paratransit services and BART provided the Elevator Attendant Program using previously awarded STA County Block Grant funds.

Learn more at [sfcta.org/funding/state-transit-assistance-county-block-grant](https://sfcta.org/funding/state-transit-assistance-county-block-grant)




Elevator attendant Jonae Green assists a transit rider. Elevator attendants ensure that BART and Muni Civic Center and Powell Street station elevators are clean and reliable.

| FUNDED IN 2025 (PROJECT SPONSOR)  | TOTAL<br>PROJECT COST | STA COUNTY BLOCK<br>GRANT AMOUNT           |
|-----------------------------------|-----------------------|--|
| Paratransit FY26 (SFMTA)          | \$31,200,000          | \$3,300,000                                |
| Elevator Attendant Program (BART) | \$4,646,727           | up to \$1,265,603 *                        |
| <b>TOTAL</b>                      | <b>\$35,846,727</b>   | <b>\$4,337,323<br/>UP TO \$4,565,603 *</b> |

\* Given the uncertainty of forecasting STA revenues, MTC recommends that CMAs initially program 95% of their county's estimated STA amount, allowing up to 100% should revenues meet expectations.

| COMPLETED IN 2025 (PROJECT SPONSOR) | TOTAL<br>PROJECT COST | STA COUNTY BLOCK<br>GRANT AMOUNT |
|-------------------------------------|-----------------------|----------------------------------|
| Paratransit FY25 (SFMTA)            | \$34,743,157          | \$3,300,000                      |
| Elevator Attendant Program (BART)   | \$6,785,272           | \$2,058,039                      |
| <b>TOTAL</b>                        | <b>\$41,528,429</b>   | <b>\$5,358,039</b>               |



**“We want to have more people travel downtown via Caltrain because that helps the neighborhood be less congested and allows more people to access the area without a car.”**

**Brian Shaw**  
on Caltrain electrification

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

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# TRANSPARENCY AND ACCOUNTABILITY

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

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## PROP L HIGHLIGHTS

Proposition L (Prop L) superseded the Proposition K (Prop K) measure on April 1, 2023, established a new voter-approved Expenditure Plan. The table below provides a snap shot of projects Prop L has delivered from inception through December 2025, with illustrative examples shown for each Prop L Expenditure Plan program. Projects listed are open for use or are completed planning efforts unless otherwise noted. Visit the MyStreetSF interactive project map at [mystreetsf.sfcta.org](https://mystreetsf.sfcta.org) to see half-cent sales tax and other Transportation Authority-funded projects near you.

### A. MAJOR TRANSIT PROJECTS

|  |  |
|--|--|
| i. Muni Reliability and Efficiency Improvements                  |  |
| ii. Muni Rail Core Capacity                                      |  |
| iii. BART Core Capacity  | 40 new Fleet of the Future cars in service |
| iv. Caltrain Service Vision: Capital System Capacity Investments |  |
| v. Caltrain Downtown Rail Extension and Pennsylvania Alignment   |  |

### B. TRANSIT MAINTENANCE AND ENHANCEMENTS

|   |  |
|---|--|
| i. Transit Maintenance, Rehabilitation, and Replacement |  |
| a. Muni   |  |
| b. BART   | Next Generation Fare Gates (all SF stations) |
| c. Caltrain   | Next Generation Visual Messaging Signs       |
| d. Ferry  |  |
| ii. Transit Enhancements                                |  |
| a. Transit Enhancements                                 |  |
| b. Bayview Caltrain Station                             |  |
| c. Mission Bay Ferry Landing                            |  |
| d. Next Generation Transit Enhancements                 |  |

### C. PARATRANSIT

|                |   |
|----------------|---|
| i. Paratransit | Approximately 1 million paratransit trips provided July 2024 through December 2025 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 |
|----------------|---|

### D. STREETS AND FREEWAYS

|  |  |
|--|--|
| i. Maintenance, Rehabilitation, and Replacement        |  |
| a. Street Resurfacing, Rehabilitation, and Maintenance | 1 street sweeper put into service  |
| b. Pedestrian and Bicycle Facilities Maintenance       | About 326 sidewalk locations repaired                                    |
| c. Traffic Signs and Signals Maintenance               | 17 upgraded traffic signals  |
| ii. Safer and Complete Streets                         |  |
| a. Safer and Complete Streets                          | Speed Safety Cameras education and communications                        |
| b. Curb Ramps  |  |
| c. Tree Planting                                       | About 800 trees planted, over 3,200 maintenance and establishment visits |
| iii. Freeway Safety and Operational Improvements       |  |
| a. Vision Zero Ramps                                   |  |
| b. Managed Lanes and Express Bus                       |  |
| c. Transformative Freeway and Major Streets Projects   |  |

### E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT

|  |   |
|--|---|
| i. Transportation Demand Management                      |   |
| ii. Transportation, Land Use, and Community Coordination |   |
| a. Neighborhood Transportation Program                   | Clement Street & 6th Avenue Intersection Improvements, Walter U Lum Place Study |
| b. Equity Priority Transportation Program                |   |
| c. Development-Oriented Transportation                   |   |
| d. Citywide/Modal Planning                               |   |

**PROP L HALF-CENT SALES TAX****Activity Detail for Calendar Year 2025**

|  | ALLOCATIONS*                            |                                     | EXPENDITURES                          |                                      |
|--|---|-------------------------------------|---------------------------------------|--------------------------------------|
|  | 2025<br>ALLOCATIONS<br>(DE-OBLIGATIONS) | INCEPTION<br>TO DATE<br>ALLOCATIONS | 2025<br>EXPENDITURES<br>(ADJUSTMENTS) | INCEPTION<br>TO DATE<br>EXPENDITURES |
| <b>A. MAJOR TRANSIT PROJECTS</b>                                 |   |                                     |                                       |                                      |
| i. Muni Reliability and Efficiency Improvements                  | \$ -                                    | \$ 7,700,000                        | \$ 1,226,226                          | \$ 1,226,226                         |
| ii. Muni Rail Core Capacity                                      | \$ -                                    | \$ -                                | \$ -                                  | \$ -                                 |
| iii. BART Core Capacity  | \$ -                                    | \$ 35,295,335                       | \$ 7,490,045                          | \$ 7,490,045                         |
| iv. Caltrain Service Vision: Capital System Capacity Investments | \$ -                                    | \$ -                                | \$ -                                  | \$ -                                 |
| v. Caltrain Downtown Rail Extension and Pennsylvania Alignment   | \$ -                                    | \$ 9,000,000                        | \$ 4,685,184                          | \$ 4,685,184                         |
| <b>TOTAL MAJOR TRANSIT PROJECTS</b>                              | <b>\$ -</b>                             | <b>\$ 51,995,335</b>                | <b>\$ 13,401,455</b>                  | <b>\$ 13,401,455</b>                 |
| <b>B. TRANSIT MAINTENANCE AND ENHANCEMENTS</b>                   |   |                                     |                                       |                                      |
| i. Transit Maintenance, Rehabilitation, and Replacement          | \$ 19,439,669                           | \$ 101,874,669                      | \$ 8,378,519                          | \$ 10,234,477                        |
| a. Muni  | \$ 17,040,000                           | \$ 79,348,000                       | \$ 232,552                            | \$ 1,543,553                         |
| b. BART  | \$ -                                    | \$ 12,525,000                       | \$ 5,615,211                          | \$ 6,160,168                         |
| c. Caltrain  | \$ 2,399,669                            | \$ 10,001,669                       | \$ 2,530,756                          | \$ 2,530,756                         |
| d. Ferry   | \$ -                                    | \$ -                                | \$ -                                  | \$ -                                 |
| ii. Transit Enhancements   | \$ -                                    | \$ -                                | \$ -                                  | \$ -                                 |
| a. Transit Enhancements  | \$ -                                    | \$ -                                | \$ -                                  | \$ -                                 |
| b. Bayview Caltrain Station                                      | \$ -                                    | \$ -                                | \$ -                                  | \$ -                                 |
| c. Mission Bay Ferry Landing                                     | \$ -                                    | \$ -                                | \$ -                                  | \$ -                                 |
| d. Next Generation Transit Enhancements                          | \$ -                                    | \$ -                                | \$ -                                  | \$ -                                 |
| <b>TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS</b>                | <b>\$ 19,439,669</b>                    | <b>\$ 101,874,669</b>               | <b>\$ 8,378,519</b>                   | <b>\$ 10,234,477</b>                 |
| <b>C. PARATRANSIT</b>  |   |                                     |                                       |                                      |
| i. Paratransit   | \$ -                                    | \$ 23,995,620                       | \$ 12,193,494                         | \$ 20,543,188                        |
| <b>TOTAL PARATRANSIT</b>   | <b>\$ -</b>                             | <b>\$ 23,995,620</b>                | <b>\$ 12,193,494</b>                  | <b>\$ 20,543,188</b>                 |
| <b>D. STREETS AND FREEWAYS</b>                                   |   |                                     |                                       |                                      |
| i. Maintenance, Rehabilitation, and Replacement                  | \$ 7,790,363                            | \$ 17,082,000                       | \$ 1,645,951                          | \$ 2,028,295                         |
| a. Street Resurfacing, Rehabilitation, and Maintenance           | \$ 400,000                              | \$ 4,615,000                        | \$ 9,862                              | \$ 389,862                           |
| b. Pedestrian and Bicycle Facilities Maintenance                 | \$ 1,045,000                            | \$ 2,114,000                        | \$ 518,000                            | \$ 518,000                           |
| c. Traffic Signs and Signals Maintenance                         | \$ 6,345,363                            | \$ 10,353,000                       | \$ 1,118,089                          | \$ 1,120,433                         |
| ii. Safer and Complete Streets                                   | \$ 9,574,000                            | \$ 19,012,000                       | \$ 1,911,064                          | \$ 1,911,064                         |
| a. Safer and Complete Streets                                    | \$ 5,644,000                            | \$ 13,032,000                       | \$ 1,158,714                          | \$ 1,158,714                         |
| b. Curb Ramps  | \$ 2,830,000                            | \$ 2,830,000                        | \$ -                                  | \$ -                                 |
| c. Tree Planting   | \$ 1,100,000                            | \$ 3,150,000                        | \$ 752,350                            | \$ 752,350                           |
| iii. Freeway Safety and Operational Improvements                 | \$ 650,000                              | \$ 3,401,000                        | \$ -                                  | \$ -                                 |
| a. Vision Zero Ramps   | \$ 650,000                              | \$ 1,800,000                        | \$ -                                  | \$ -                                 |
| b. Managed Lanes and Express Bus                                 | \$ -                                    | \$ 1,000,000                        | \$ -                                  | \$ -                                 |
| c. Transformative Freeway and Major Streets Projects             | \$ -                                    | \$ 601,000                          | \$ -                                  | \$ -                                 |
| <b>TOTAL STREETS AND FREEWAYS</b>                                | <b>\$ 18,014,363</b>                    | <b>\$ 39,495,000</b>                | <b>\$ 3,557,015</b>                   | <b>\$ 3,939,359</b>                  |
| <b>E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>       |   |                                     |                                       |                                      |
| i. Transportation Demand Management                              | \$ -                                    | \$ 148,000                          | \$ 13,247                             | \$ 13,247                            |
| ii. Transportation, Land Use, and Community Coordination         | \$ 1,827,925                            | \$ 5,171,960                        | \$ 612,571                            | \$ 612,571                           |
| a. Neighborhood Transportation Program                           | \$ 1,677,925                            | \$ 3,662,070                        | \$ 592,168                            | \$ 592,168                           |
| b. Equity Priority Transportation Program                        | \$ -                                    | \$ 139,890                          | \$ -                                  | \$ -                                 |
| c. Development-Oriented Transportation                           | \$ -                                    | \$ 420,000                          | \$ 20,403                             | \$ 20,403                            |
| d. Citywide/Modal Planning                                       | \$ 150,000                              | \$ 950,000                          | \$ -                                  | \$ -                                 |
| <b>TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>    | <b>\$ 1,827,925</b>                     | <b>\$ 5,319,960</b>                 | <b>\$ 625,818</b>                     | <b>\$ 625,818</b>                    |
| <b>GRAND TOTAL</b>   | <b>\$ 39,281,957</b>                    | <b>\$ 222,680,584</b>               | <b>\$ 38,156,301</b>                  | <b>\$ 48,744,297</b>                 |

\* Prop L allocations began in July 2023.

## PROP K HIGHLIGHTS

The table below provides a snap shot of projects Prop K has delivered from inception through December 2025, with illustrative examples shown for each Prop K Expenditure Plan line item. Projects listed are open for use or are completed planning efforts unless otherwise noted. Prop L took effect in April 2023, superseding Prop K. We continue to oversee remaining Prop K grants until they are closed out. Visit the MyStreetSF interactive project map at [mystreetsf.sfcta.org](https://mystreetsf.sfcta.org) to see half-cent sales tax and other Transportation Authority-funded projects near you.

### A. TRANSIT

|  |  |
|--|--|
| <b>i. Major Capital Projects</b>                                     |  |
| <b>a. Muni</b>   |  |
| Rapid Bus Network including Real Time Transit Information            | N Judah Transit Improvements, Mission-Geneva Transit and Pedestrian Improvements, Geary Rapid, Van Ness Bus Rapid Transit, 22 Fillmore Muni Forward  |
| Third Street Light Rail (Phase 1)                                    | Done   |
| Central Subway (Third Street Light Rail, Phase 2)                    | Done   |
| Geary Light Rail*  | *  |
| <b>b. Caltrain</b>   |  |
| Downtown Extension to a Rebuilt Transbay Terminal                    | Transbay Transit Center — Done; Downtown Extension in design   |
| Electrification  | Done   |
| Capital Improvement Program  | Train Departure Monitors at Terminal Stations, Right-of-Way Safety Fencing, Marin Street and Napoleon Street Bridges Rehabilitation, 22nd Street ADA Study   |
| <b>c. BART Station Access, Safety and Capacity</b>                   | 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 |
| <b>d. Ferry</b>  | Downtown Ferry Terminal Expansion, San Francisco Ferry Terminal Security Improvement   |
| <b>ii. Transit Enhancements</b>                                      |  |
| 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  |
| <b>iii. System Maintenance and Renovation</b>                        |  |
| <b>a. Vehicles</b>   |  |
| Transit Vehicle Replacement and Renovation                           | 1,418 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, mid-life overhaul of 305 New Flyer motor coaches   |
| Trolleybus Wheelchair-lift Incremental Operations and Maintenance    | Done   |
| F Line Historic Streetcar Incremental Operations and Maintenance     | Done   |
| <b>b. Facilities</b>   |  |
| Rehabilitation, Upgrade and Replacement of Existing Facilities       | New Muni Islais Creek Maintenance Facility, new Transportation Management Control Center, reconstructed 17 Muni escalators, renovated SFMTA's central parts warehouse at 1570 Burke Avenue, installed worker fall protection and safety and maintenance systems at 10 Muni facilities; Caltrain systemwide station improvements.     |
| Muni Metro Extension Incremental Operations and Maintenance          | Done   |
| <b>c. Guideways</b>  | 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, L Taraval transit enhancements, upgrades to overhead wires   |

\* The Expenditure Plan identified this as a Priority 3 project which would only receive funding under the most optimistic revenue forecast. Prop K revenue levels did not reach Priority 3.

**B. PARATRANSIT SERVICES**

|                             |  |
|-----------------------------|--|
| <b>Paratransit Services</b> | Approximately 8.9 million paratransit trips provided from June 2010 through June 2024 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**

|   |  |
|---|--|
| <b>i. Major Capital Projects</b>                                |  |
| <b>a. Doyle Drive</b>   | Done   |
| <b>b. New and Upgraded Streets</b>                              |  |
| 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 bulbouts, crosswalks, signal timing), Alemany Interchange Improvement, Fulton Street Safety Project   |
| <b>ii. System Operations, Efficiency and Safety</b>             |  |
| <b>a. New Signals and Signs</b>                                 | 76 new traffic signals, 1104 pedestrian countdown signals, 1122 audible pedestrian signals   |
| <b>b. Advanced Technology and Information Systems (SFgo)*</b>   | 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   |
| <b>iii. System Maintenance and Renovation</b>                   |  |
| <b>a. Signals and Signs</b>                                     | 547 upgraded traffic signals, over 9,640 traffic signs upgraded, 116 high visibility signal heads  |
| <b>b. Street Resurfacing, Rehabilitation, and Maintenance</b>   |  |
| Street Resurfacing and Reconstruction                           | 931 blocks paved — e.g.: Alemany, Anza, Balboa, Battery, Brannan, California, Clayton, Clipper, Kirkham, Golden Gate, Laguna, Page, Parkmerced / Twin Peaks / Mt Davidson Manor, Portola, Potrero, Sunset, Taraval   |
| Street Repair and Cleaning Equipment                            | 180 trucks and other equipment purchased for street cleaning and maintenance, such as brick mason's truck, street sweepers, dump trucks, asphalt grinders and a tunnel-washer truck  |
| Embarcadero Roadway Incremental Operations and Maintenance      | Done   |
| <b>c. Pedestrian and Bicycle Facility Maintenance</b>           | About 6,315 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  |
| <b>iv. Bicycle and Pedestrian Improvements</b>                  |  |
| <b>a. Traffic Calming</b>                                       | 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 Bulbouts, District 11 Traffic Calming, Quick builds at South Van Ness Ave, Evans Ave, and Jones St., school walk audits  |
| <b>b. Bicycle Circulation/Safety</b>                            | 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, Battery & Sansome bicycle connections, Central Embarcadero Quick-Build Two-Way Bikeway, Anza Street Bike Lanes, Ortega Street improvements   |
| <b>c. Pedestrian Circulation/Safety</b>                         | Continental Crosswalks, Bayshore / Cesar Chavez / Potrero Intersection Improvements, Wiggle Neighborhood Green Corridor, ER Taylor and Longfellow Elementary Safe Routes to School, Union Square Accessibility Improvements, Pedestrian Signals on Sunset Blvd., Lower Great Highway Pedestrian Improvements, Kearny/Jackson Intersection Improvements, Tenderloin Traffic Safety Improvements |
| <b>d. Curb Ramps</b>  | Over 1,190 curb ramps funded from this category (excludes curb ramps funded through other projects such as street resurfacing)   |
| <b>e. Tree Planting and Maintenance</b>                         | Over 9,500 trees planted, over 32,000 maintenance and establishment visits   |

**D. TRANSPORTATION SYSTEMS MANAGEMENT / STRATEGIC INITIATIVES**

|   |   |
|---|---|
| <b>i. Transportation Demand Management / Parking Management</b> | BART Travel Incentive Program; Bayview Moves van sharing pilot; Emergency Ride Home; Mobility, Access and Pricing Study; Walkfirst Investment Strategy  |
| <b>ii. Transportation / Land Use Coordination</b>               | Broadway Streetscape; Mansell Corridor Improvement; Second Street; Valencia Streetscape, Western Addition Community Based Transportation Plan; Pedestrian Safety in SoMa Youth and Family Zone Plan, Slow Duboce Triangle Study; Ocean Avenue Mobility Action Plan; Treasure Island Supplemental Transportation Study |

\* The Expenditure Plan identified this as a Priority 3 project which would only receive funding under the most optimistic revenue forecast. Prop K revenue levels did not reach Priority 3.



**PROP K HALF-CENT SALES TAX****Activity Detail for Calendar Year 2025****A. TRANSIT****i. Major Capital Projects****a. Muni**

|   |      |                |              |                |
|---|------|----------------|--------------|----------------|
| Rapid Bus Network including Real Time Transit Information | \$ - | \$ 290,642,073 | \$ 5,434,475 | \$ 280,150,061 |
| 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**

|   |             |                |              |                |
|---|-------------|----------------|--------------|----------------|
| Downtown Extension to a Rebuilt Transbay Terminal | \$ -        | \$ 233,436,395 | \$ 2,470,654 | \$ 227,058,704 |
| Electrification                                   | \$ (34)     | \$ 20,899,966  | \$ 165,259   | \$ 20,570,735  |
| Capital Improvement Program                       | \$ (10,348) | \$ 20,090,047  | \$ 214,169   | \$ 18,810,888  |

**c. BART Station Access, Safety, and Capacity**

|  |      |              |      |              |
|--|------|--------------|------|--------------|
|  | \$ - | \$ 8,197,809 | \$ - | \$ 7,097,809 |
|--|------|--------------|------|--------------|

**d. Ferry**

|  |      |              |            |              |
|--|------|--------------|------------|--------------|
|  | \$ - | \$ 3,097,715 | \$ 132,405 | \$ 3,097,715 |
|--|------|--------------|------------|--------------|

**Total Major Capital Projects**

|  |             |                |              |                |
|--|-------------|----------------|--------------|----------------|
|  | \$ (10,382) | \$ 576,364,005 | \$ 8,416,962 | \$ 556,785,912 |
|--|-------------|----------------|--------------|----------------|

**ii. Transit Enhancements**

|  |              |              |            |              |
|--|--------------|--------------|------------|--------------|
| Extension of Trolleybus Lines / Electrification of Motorcoach Routes | \$ -         | \$ -         | \$ -       | \$ -         |
| Extension of Streetcar Service (Fisherman's Wharf to Fort Mason)     | \$ (920,008) | \$ 6,092     | \$ 483     | \$ 6,092     |
| Purchase/Rehab of Historic Streetcars for New/Expanded Service       | \$ -         | \$ 374,809   | \$ 11,618  | \$ 91,599    |
| Balboa Park BART/Muni Station Access Improvements                    | \$ -         | \$ 4,886,999 | \$ 30,244  | \$ 4,819,748 |
| Relocation of Caltrain Paul Avenue Station to Oakdale Avenue         | \$ -         | \$ 2,735,689 | \$ -       | \$ 677,705   |
| Purchase of Additional Light Rail Vehicles for Muni Light Rail Lines | \$ -         | \$ 4,694,972 | \$ -       | \$ 4,598,311 |
| Other Transit Enhancements   | \$ (86,611)  | \$ 5,669,653 | \$ 306,488 | \$ 3,677,454 |

**Total Transit Enhancements**

|  |                |               |            |               |
|--|----------------|---------------|------------|---------------|
|  | \$ (1,006,619) | \$ 18,368,214 | \$ 348,833 | \$ 13,870,909 |
|--|----------------|---------------|------------|---------------|

**iii. System Maintenance and Renovation****a. Vehicles**

|   |             |                |               |                |
|---|-------------|----------------|---------------|----------------|
| Transit Vehicle Replacement and Renovation                        | \$ (55,427) | \$ 492,270,744 | \$ 20,830,543 | \$ 452,985,171 |
| 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**

|  |            |               |              |               |
|--|------------|---------------|--------------|---------------|
| Rehabilitation, Upgrade and Replacement of Existing Facilities | \$ (3,969) | \$ 98,113,305 | \$ 4,275,981 | \$ 87,686,562 |
| Muni Metro Extension Incremental Operations and Maintenance    | \$ -       | \$ 16,781,000 | \$ -         | \$ 16,781,000 |

**c. Guideways**

|  |          |                |              |                |
|--|----------|----------------|--------------|----------------|
|  | \$ (518) | \$ 212,600,135 | \$ 7,790,679 | \$ 195,230,480 |
|--|----------|----------------|--------------|----------------|

**Total System Maintenance and Renovation**

|  |             |                |               |                |
|--|-------------|----------------|---------------|----------------|
|  | \$ (59,914) | \$ 802,984,184 | \$ 32,897,203 | \$ 735,902,213 |
|--|-------------|----------------|---------------|----------------|

**TOTAL TRANSIT**

|  |                |                  |               |                  |
|--|----------------|------------------|---------------|------------------|
|  | \$ (1,076,915) | \$ 1,397,716,403 | \$ 41,662,998 | \$ 1,306,559,034 |
|--|----------------|------------------|---------------|------------------|

**B. PARATRANSIT SERVICES**

|                      |      |                |      |                |
|----------------------|------|----------------|------|----------------|
| Paratransit Services | \$ - | \$ 179,050,276 | \$ - | \$ 178,925,276 |
|----------------------|------|----------------|------|----------------|

**TOTAL PARATRANSIT SERVICES**

|  |      |                |      |                |
|--|------|----------------|------|----------------|
|  | \$ - | \$ 179,050,276 | \$ - | \$ 178,925,276 |
|--|------|----------------|------|----------------|

\* In April 2023, Prop L superseded Prop K. Subsequently, there have only been de-obligations and no new allocations from Prop K.

\*\* The Expenditure Plan identified this as a Priority 3 project which would only receive funding under the most optimistic revenue forecast. Prop K revenues did not reach Priority 3.

**PROP K HALF-CENT SALES TAX****Activity Detail for Calendar Year 2025**

|  | ALLOCATIONS*                            |                                     | EXPENDITURES                          |                                      |
|--|---|-------------------------------------|---------------------------------------|--------------------------------------|
|  | 2025<br>ALLOCATIONS<br>(DE-OBLIGATIONS) | INCEPTION<br>TO DATE<br>ALLOCATIONS | 2025<br>EXPENDITURES<br>(ADJUSTMENTS) | INCEPTION<br>TO DATE<br>EXPENDITURES |
| <b>C. STREETS AND TRAFFIC SAFETY</b>   |   |                                     |                                       |                                      |
| <b>i. Major Capital Projects</b>   |   |                                     |                                       |                                      |
| a. Doyle Drive   | \$ -                                    | \$ 69,084,362                       | \$ 3,688                              | \$ 68,849,022                        |
| b. New and Upgraded Streets  | \$ -                                    | \$ 8,815,199                        | \$ 2,069                              | \$ 8,279,794                         |
| Bernal Heights Street System Upgrading   | \$ -                                    | \$ 2,550,584                        | \$ -                                  | \$ 2,550,584                         |
| Great Highway Erosion Repair   | \$ -                                    | \$ 335,486                          | \$ -                                  | \$ 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)                            | \$ -                                    | \$ 2,548,477                        | \$ 2,069                              | \$ 2,013,072                         |
| <b>Total Major Capital Projects</b>  | \$ -                                    | \$ 77,899,561                       | \$ 5,757                              | \$ 77,128,816                        |
| <b>ii. System Operations, Efficiency, and Safety</b>                           |   |                                     |                                       |                                      |
| a. New Signals and Signs   | \$ (25,191)                             | \$ 24,754,931                       | \$ 445,250                            | \$ 24,389,769                        |
| b. Advanced Technology and Information Systems (SFgo)                          | \$ -                                    | \$ 10,872,552                       | \$ 613,892                            | \$ 9,908,843                         |
| <b>Total System Operations, Efficiency, and Safety</b>                         | \$ (25,191)                             | \$ 35,627,483                       | \$ 1,059,142                          | \$ 34,298,612                        |
| <b>iii. System Maintenance and Renovation</b>                                  |   |                                     |                                       |                                      |
| a. Signals and Signs   | \$ -                                    | \$ 51,834,486                       | \$ 2,343,616                          | \$ 48,165,124                        |
| b. Street Resurfacing, Rehabilitation, and Maintenance                         | \$ (443,658)                            | \$ 114,383,354                      | \$ 2,995,711                          | \$ 106,968,726                       |
| Street Resurfacing and Reconstruction  | \$ (443,658)                            | \$ 97,013,617                       | \$ 2,995,711                          | \$ 90,040,069                        |
| Street Repair and Cleaning Equipment   | \$ -                                    | \$ 15,220,092                       | \$ -                                  | \$ 14,779,012                        |
| Embarcadero Roadway Incremental Operations and Maintenance                     | \$ -                                    | \$ 2,149,645                        | \$ -                                  | \$ 2,149,645                         |
| c. Pedestrian and Bicycle Facility Maintenance                                 | \$ -                                    | \$ 12,275,152                       | \$ 192,051                            | \$ 12,170,060                        |
| <b>Total System Maintenance and Renovation</b>                                 | \$ (443,658)                            | \$ 178,492,992                      | \$ 5,531,378                          | \$ 167,303,910                       |
| <b>iv. Bicycle and Pedestrian Improvements</b>                                 |   |                                     |                                       |                                      |
| a. Traffic Calming   | \$ -                                    | \$ 57,918,576                       | \$ 3,584,022                          | \$ 48,276,193                        |
| b. Bicycle Circulation/Safety  | \$ (407)                                | \$ 24,730,710                       | \$ 1,717,301                          | \$ 20,581,118                        |
| c. Pedestrian Circulation/Safety   | \$ (203,056)                            | \$ 21,731,735                       | \$ 2,230,070                          | \$ 19,115,468                        |
| d. Curb Ramps  | \$ -                                    | \$ 15,232,268                       | \$ 101,964                            | \$ 11,189,803                        |
| e. Tree Planting and Maintenance   | \$ -                                    | \$ 21,757,632                       | \$ -                                  | \$ 21,757,632                        |
| <b>Total Bicycle and Pedestrian Improvements</b>                               | \$ (203,463)                            | \$ 141,370,921                      | \$ 7,633,357                          | \$ 120,920,214                       |
| <b>TOTAL STREETS AND TRAFFIC SAFETY</b>  | \$ (672,312)                            | \$ 433,390,957                      | \$ 14,229,634                         | \$ 399,651,552                       |
| <b>D. TRANSPORTATION SYSTEMS MANAGEMENT / STRATEGIC INITIATIVES</b>            |   |                                     |                                       |                                      |
| i. Transportation Demand Management / Parking Management                       | \$ -                                    | \$ 8,869,013                        | \$ 303,187                            | \$ 6,575,504                         |
| ii. Transportation / Land Use Coordination                                     | \$ -                                    | \$ 13,648,635                       | \$ 25,910                             | \$ 12,170,766                        |
| <b>TOTAL TRANSPORTATION SYSTEMS MANAGEMENT / STRATEGIC INITIATIVES</b>         | \$ -                                    | \$ 22,517,648                       | \$ 329,097                            | \$ 18,746,270                        |
| <b>ADDITIONAL ITEMS</b>  |   |                                     |                                       |                                      |
| FY2006 Cowcap Suspension Pool (Distribution to be based actual reimbursements) | \$ -                                    | \$ 112,345                          | \$ -                                  | \$ 112,345                           |
| CityBuild Program  | \$ -                                    | \$ 1,073,719                        | \$ -                                  | \$ 1,073,719                         |
| <b>GRAND TOTAL</b>   | \$ (1,749,227)                          | \$ 2,033,861,348                    | \$ 56,221,729                         | \$ 1,905,068,196                     |

\* In April 2023, Prop L superseded Prop K. Subsequently, there have only been de-obligations and no new allocations from Prop K.

\*\* The Expenditure Plan identified this as a Priority 3 project which would only receive funding under the most optimistic revenue forecast. Prop K revenues did not reach Priority 3.

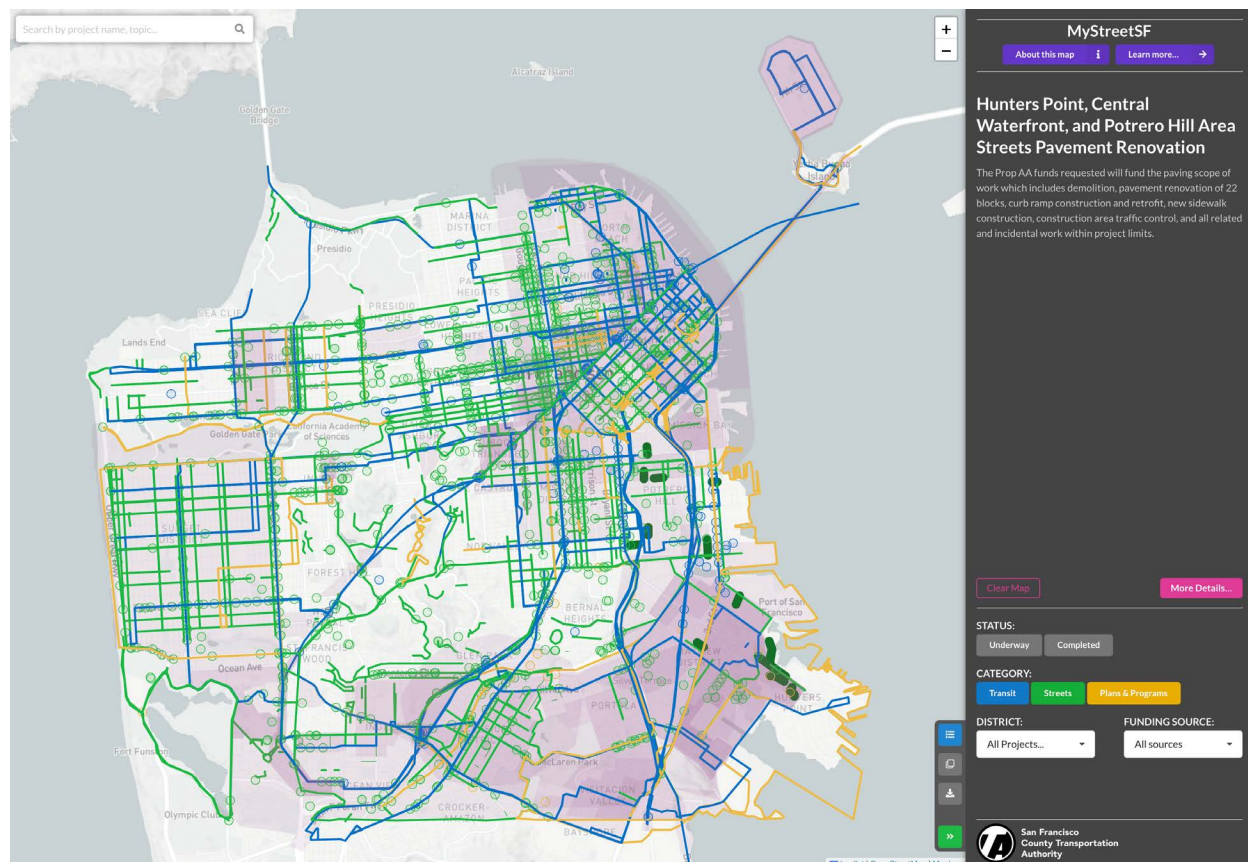
## MYSTREETSF

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, pedestrian safety to paving, the Transportation Authority funds 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 across San Francisco or in their own neighborhood.

Learn more at [mystreetsf.sfcta.org](https://mystreetsf.sfcta.org)



## PROP AA VEHICLE REGISTRATION FEE Activity Detail for Calendar Year 2025

|   | ALLOCATIONS                             |                                     | EXPENDITURES                          |                                      |
|---|---|-------------------------------------|---------------------------------------|--------------------------------------|
|   | 2025<br>ALLOCATIONS<br>(DE-OBLIGATIONS) | INCEPTION<br>TO DATE<br>ALLOCATIONS | 2025<br>EXPENDITURES<br>(ADJUSTMENTS) | INCEPTION<br>TO DATE<br>EXPENDITURES |
| Street Repair and Reconstruction              | \$ 2,360,572                            | \$ 32,806,950                       | \$ 3,315,784                          | \$ 25,682,714                        |
| Pedestrian Safety                             | \$ 748,293                              | \$ 16,327,688                       | \$ 1,914,848                          | \$ 14,164,351                        |
| Transit Reliability and Mobility Improvements | \$ (2,036)                              | \$ 15,481,654                       | \$ 778,628                            | \$ 10,918,545                        |
| <b>Grand Total</b>                            | <b>\$ 3,106,829</b>                     | <b>\$ 64,616,292</b>                | <b>\$ 6,009,260</b>                   | <b>\$ 50,765,610</b>                 |

## TNC TAX Activity Detail for Calendar Year 2025

|                                 | ALLOCATIONS                             |                                     | EXPENDITURES                          |                                      |
|---------------------------------|---|-------------------------------------|---------------------------------------|--------------------------------------|
|                                 | 2025<br>ALLOCATIONS<br>(DE-OBLIGATIONS) | INCEPTION<br>TO DATE<br>ALLOCATIONS | 2025<br>EXPENDITURES<br>(ADJUSTMENTS) | INCEPTION<br>TO DATE<br>EXPENDITURES |
| Vision Zero Quick-Build Program | \$ -                                    | \$ 23,635,543                       | \$ 4,060,154                          | \$ 11,120,185                        |
| Traffic Calming                 | \$ 6,887,505                            | \$ 11,157,505                       | \$ 145,560                            | \$ 463,440                           |
| <b>Grand Total</b>              | <b>\$ 6,887,505</b>                     | <b>\$ 34,793,048</b>                | <b>\$ 4,205,714</b>                   | <b>\$ 11,583,625</b>                 |

# ANNUAL INDEPENDENT AUDIT

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, 2025. In a concurrent review, the auditors also certified that the Transportation Authority complied with the requirements applicable to the use of federal funds. 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 and County of San Francisco (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 sales tax Expenditure Plan, and its debt capacity is separate and distinct from that of the City.





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## CAPITAL FINANCING AND INVESTMENT PROGRAM

The Transportation Authority maintains a credit rating with Fitch Ratings. In June, Fitch affirmed its highest AAA rating of the Transportation Authority's sales tax revenue bonds. The high rating reflects 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.

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, total outstanding bond principal balance was \$156.6 million. As of year-end, we had made cumulative payments of \$152.7 million, including principal payments of \$91.6 million and interest payments of \$61.1 million.

In October, the Transportation Authority entered into a new three-year Revolving Credit Agreement with U.S. Bank National Association for \$185,000,000. As of December, the revolving credit loan outstanding balance was \$65,000,000.

## 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.

The Transportation Authority is a member of the Business Outreach Committee, a multiagency consortium of approximately 27 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 2025, we participated in the Construction Management Association of America Northern California Chapter Owners' Night and two Business Outreach Committee-sponsored networking events. These events were designed to inform disadvantaged and small businesses on how to do business with public agencies and provide networking opportunities.

In January, the Transportation Authority, along with over a dozen Bay Area transit agencies and businesses, participated in the Equity in Infrastructure Project Pledge signing event, expanding our commitment to growing the participation and capacity of underutilized businesses in delivering transportation infrastructure. This project aims to increase the number, size and proportion of contracting opportunities going to Historically Underutilized Businesses in the infrastructure

space, helping to deliver better value for infrastructure investments and reduce wealth gaps. This is an important part of realizing the full community and economic development benefits of the Infrastructure Investment and Jobs Act and local funds that we bring to infrastructure delivery.

On October 3, 2025, the U.S. Department of Transportation (DOT) issued an Interim Final Rule dramatically modifying DOT's DBE regulations. The changes affected all federally funded projects, and included temporarily suspending DBE goals on pending procurements and existing contracts, and discontinuing the tracking of DBE participation, and eliminating the race- or gender-based presumptions previously used to establish firms' eligibility for DBE certification. We will continue to monitor and await further guidance from DOT and Caltrans regarding updates to the federal DBE Program and the Caltrans DBE Program Plan.

In evaluating DBEs and LBEs, the Transportation Authority has recognized certifications from the California Department of Transportation (Caltrans) California Unified Certification DBE Program (CUCP), the City and County of San Francisco LBE Program, and the California Department of General Services Small Business Enterprise (SBE) program. Due to the DOT Interim Final Rule discussed above, DBE participation certified by Caltrans CUCP are included up to September 30, 2025. For firms not already certified by the three agencies mentioned above, the Transportation Authority has adopted a streamlined DBE/LBE certification process.

DBE, LBE, and SBE performance for the Transportation Authority's Vendor Contracts during 2025 are shown in the table below.

|   | AMOUNT <sup>1</sup> | PERCENTAGE OF TOTAL INVOICES PAID |
|---|---------------------|-----------------------------------|
| <b>TOTAL INVOICES PAID</b>                                | <b>\$63,469,910</b> | <b>100.0%</b>                     |
| Total Paid to DBE firms <sup>2</sup>                      | \$6,923,297         | 10.9%                             |
| Total Paid to LBE firms                                   | \$5,709,799         | 9.0%                              |
| Total Paid to SBE firms                                   | \$8,734,682         | 13.8%                             |
| Total Paid to Female-owned Firms                          | \$5,464,248         | 8.6%                              |
| Total Paid to Hispanic-owned Firms <sup>3</sup>           | \$281,179           | 0.4%                              |
| Total Paid to African American-owned Firms <sup>3</sup>   | \$516,968           | 0.8%                              |
| Total Paid to Asian Pacific-owned Firms <sup>3</sup>      | \$663,726           | 1.0%                              |
| Total Paid to Subcontinent Asian-owned Firms <sup>3</sup> | \$211,667           | 0.3%                              |
| Total Paid to Native American-owned Firms <sup>3</sup>    | \$4,317,980         | 6.8%                              |

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

<sup>2</sup> DBE total excludes CUCP DBE invoices for services incurred after September 30, 2025.

<sup>3</sup> Ethnicity groups identified above represent groups as defined by the Caltrans DBE Program as structured prior to issuance of the Interim Final Rule; amounts for each group excludes invoices for services incurred after September 30, 2025.

## PROGRESS REPORT ON RACIAL EQUITY ACTION PLAN

The Transportation Authority is continuing the initiatives of its Racial Equity Working Group, which started in 2018. 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

Staff diversity has improved, aided by this year's broader outreach and recruitment to ensure a diverse range of applicants, and with efforts to raise our in-person visibility in the community. In addition, we've focused on the agency culture of inclusion and belonging through cultural awareness events, team activities, and office environment and audiovisual technology working groups led by staff.

### 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 for everyone, including communities of color. 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.

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# AGENCY HIGHLIGHTS

Agency staff in 2025 continue to be recognized for their outstanding work.

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## AWARDS & RECOGNITION

### Transportation Authority Maintains Highest Rating of AAA by Fitch Ratings

This is the fifth consecutive year that Fitch affirmed a AAA rating on the agency's sales tax revenue bonds placing the Transportation Authority among the highest rated organizations in California. The Transportation Authority repays the bonds using revenues from San Francisco's half-cent sales tax. The bonds are part of the agency's overall financial strategy to advance half-cent sales tax project delivery and allow benefits to the public to be realized sooner than would otherwise be possible.

### Certificate of Achievement for Excellence in Financial Reporting

The Government Finance Officers Association of the United States and Canada awarded the Certificate of Achievement for Excellence in Financial Reporting to the Transportation Authority for the eighth consecutive year. The awards recognizes the Transportation Authority's excellence in transparent reporting and stewardship of public funds as reflected in the Annual Comprehensive Financial Report for Fiscal Year 2023/24 (the annual financial audit report). This is the highest form of recognition in the area of governmental accounting and financial reporting.

### Yerba Buena Island / I-80 Southgate Road and Interchange Project Awards

The Yerba Buena Island / I-80 Southgate Road and Interchange Project earned two major honors recognizing its innovative design and contributions to transportation safety. The San Francisco Section of the American Society of Civil Engineers awarded the project the *Outstanding Roadway & Highway Project*. Additionally, the American Council of Engineering Companies presented the project with the *National 2025 Engineering Excellence Honor Award*, marking its fourth national-level recognition. The Yerba Buena Island / I-80 Southgate Project reconstructed the I-80 eastbound off-ramp to Yerba Buena Island with an innovative design that improved safety and circulation as part of a larger effort to replace and retrofit key roads and ramps connecting I-80 and the island.

### I-280 Northbound Geneva Avenue Off-Ramp Award

The California Chapter of the American Council of Engineering Companies has designated the I-280 Northbound Geneva Avenue Off-ramp project to receive a Engineering Excellence

Deputy Director for Capital Projects Carl Holmes accepts an award for Outstanding Roadway and Highway Project from the American Society of Civil Engineers for the Yerba Buena Island / I-80 Southgate Road and Interchange Project.



Merit Award. Working in partnership with Caltrans and the SFMTA, the Transportation Authority-led project team implemented signal timing and phasing changes that have improved overall ramp traffic circulation and pedestrian crossing conflicts. The signal changes were identified through the I-280 Northbound Geneva Avenue Study which was undertaken to address safety issues at the I-280 northbound Geneva off-ramp including vehicle queues extending to the freeway mainline and related collisions.

## SHAPING THE CONVERSATION

### Intelligent Transportation Society of America 2025 Policy Summit

In March, the Intelligent Transportation Society of America convened its 2025 Policy Summit to discuss ways federal policy can leverage transportation technology to advance safety, enhance infrastructure efficiency and promote economic competitiveness. Executive Director Tilly Chang spoke on a panel focused on reauthorization of the current federal surface transportation bill and Senior Public Policy Manager Amber Crabbe reported out on a Mobility on Demand Committee that she led.

### Equity in Motion summit

In April, Assistant Deputy Director for Planning Suany Chough participated in the New York City Department of Transportation's Equity in Motion summit, where she and Nella Goncalves from One Treasure Island, presented the Treasure Island Supplemental Transportation Study as a model of planning with, not for, equity communities.

### National Summit on Autonomous Vehicles Leadership Panel

In June, Executive Director Tilly Chang participated on the National Summit on Autonomous Vehicles Leadership Panel highlighting San Francisco's experience as a locus of autonomous vehicles (AV) deployment. She emphasized the need to modernize and expand federal reporting and permitting



Assistant Deputy Director for Planning Suany Chough speaks at the Second Annual Equity in Motion Summit hosted by New York City's Department of Transportation.



Executive Director Tilly Chang participates on the National Summit on Autonomous Vehicles Leadership panel highlighting San Francisco's experience as a locus of autonomous vehicles deployment.

requirements while involving all levels of government in shaping a federal AV framework that preserves local oversight and ensures accountability.

### CPUC Oversight Committee Hearing on Transportation Network Companies

Principal Planner Drew Cooper provided expert testimony at the California Public Utilities Commission (CPUC) Oversight Committee Hearing on Transportation Network Companies (TNCs, e.g., Uber) alongside CPUC staff, representatives from Uber and Lyft, and UC Berkeley researchers. Mr. Cooper testified about the lack of public access to TNC data reports and urged the CPUC to release timely, complete data to support informed policymaking.

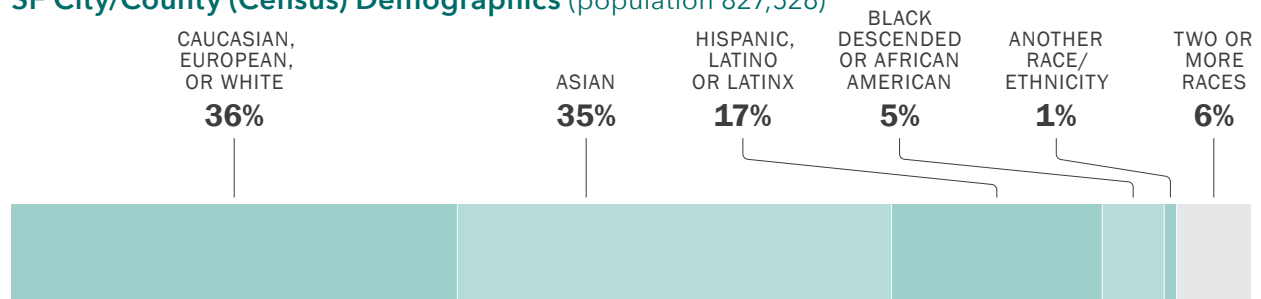
### Focus on the Future Conference

In November, San Francisco hosted the Focus on the Future Conference. Transportation Authority Chair Melgar provided the welcome address to attendees. Executive Director Tilly Chang and Senior Public Policy Manager Amber Crabbe spoke on panels. The agency also co-hosted two technical tours: the Presidio Parkway tour (showcasing California's significant public-private partnership infrastructure projects) and a bicycle tour through Golden Gate Park's JFK Promenade and Sunset Dunes multi-use paths.

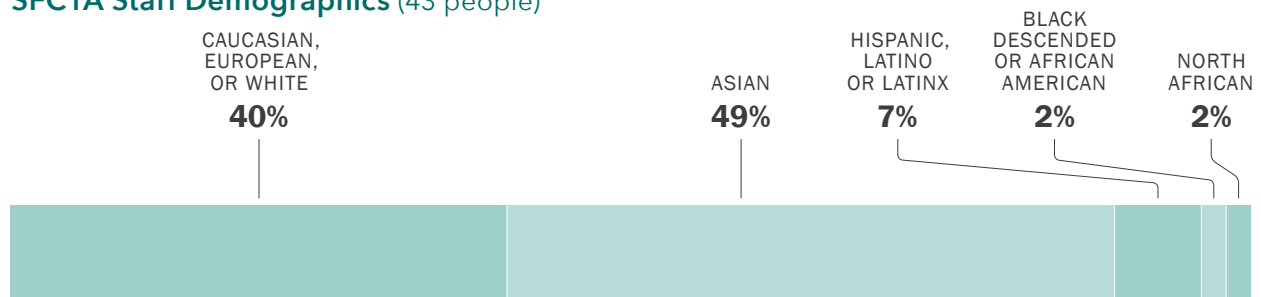


Transportation Authority Chair Myrna Melgar provides the welcome address to attendees at the Focus on the Future Conference in San Francisco.

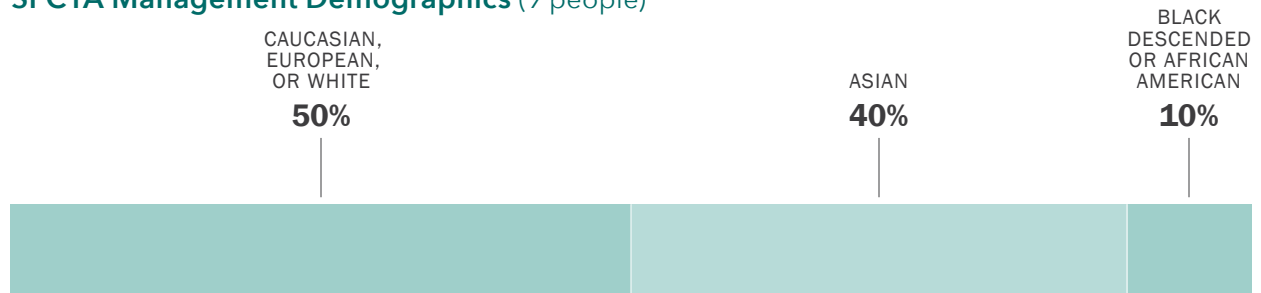
### SF City/County (Census) Demographics (population 827,526)



### SFCTA Staff Demographics (43 people)



### SFCTA Management Demographics (9 people)



### SFCTA Community Advisory Committee Demographics (10 people)



\* Totals may not sum to 100% due to rounding



## TRANSPORTATION AUTHORITY STAFF MEMBERS IN 2025

**TILLY CHANG** Executive Director  
**MARIA LOMBARD** Chief Deputy Director  
**STEPHEN CHUN** Director of Communications  
**DREW COOPER** Acting Co-Deputy Director for Technology, Data, & Analysis  
**CYNTHIA FONG** Deputy Director for Finance & Administration  
**RACHEL HIATT** Deputy Director for Planning  
**CARL HOLMES** Deputy Director for Capital Projects  
**ANNA LAFORTE** Deputy Director for Policy & Programming  
**DANIEL TISCHLER** Acting Co-Deputy Director for Technology, Data, & Analysis  
**JAVIER ALTAMIRANO** Controller, Finance & Administration Division  
**ABE BINGHAM** Senior Graphic Designer, Executive Division  
**BRITTANY CHAN** Communications Manager, Executive Division  
**NICOLETTE CHAN** Senior Transportation Planner, Policy & Programming Division  
**SUANY CHOUGH** Assistant Deputy Director for Planning, Planning Division  
**CHUN HO CHOW** Transportation Modeler, Technology, Data, & Analysis Division  
**AMBER CRABBE** Senior Public Policy Manager, Executive Division  
**JIANMIN FONG** Highway Program Manager, Capital Projects Division  
**ANDREW HEIDEL** Principal Transportation Planner, Planning Division  
**KALMAN HUI** Projects Reporting Manager, Executive Division  
**KAJOL JOSHI** Staff Accountant, Finance & Administration Division  
**JESSE KOEHLER** Rail Program Manager, Capital Projects Division  
**RONALD LEONG** Management Analyst, Finance & Administration Division  
**DAVID LONG** Senior Transportation Planner, Planning Division  
**YVETTE LOPEZ-JESSOP** Administrative Assistant, Finance & Administration Division  
**ALEXANDRA PAN** Transportation Planner, Planning Division  
**MIKE PICKFORD** Principal Transportation Planner, Policy & Programming Division  
**MARTIN REYES** Principal Transportation Planner, Government Affairs, Executive Division  
**DANIELA RIBLE** Senior Communications Manager, Executive Division  
**AMY SAEYANG** Clerk of the Transportation Authority, Executive Division  
**RACHEL SEIBERG** Transportation Planner, Policy & Programming Division  
**JENNIFER SHADER** Executive Administrative Assistant, Finance & Administration Division  
**ERIN SLICHTER** Transportation Planner, Policy & Programming Division  
**AHMED THLEIJI** Rail Program Principal Engineer, Capital Projects Division  
**CHRISTY TOU** Senior Accountant, Finance & Administration Division  
**ANGELA TSAO** Administrative Assistant, Finance & Administration Division  
**JEAN PAUL VELEZ** Principal Transportation Planner, Technology Policy, Technology, Data, & Analysis Division  
**YANA WALDMAN** Capital Projects Manager, Capital Projects Division  
**AMELIA WALLEY** Senior Program Analyst, Policy & Programming Division  
**LILY YU** Finance Manager, Finance & Administration Division  
**WINNIE ZHANG** Staff Accountant, Finance & Administration Division

### INTERNS:

Rebecca Banos Conde, Benjamin Chu, Claire Farrell, Frank Huang, Yazhu Jiang, Dawei Pang, Myles Smith, Jinpeng Yang

## Individuals Serving the Transportation Authority for Part of 2025

Joe Castiglione, Alexandria Florin, Aliza Paz, Nick Smith, Mike Tan, Amy Thomson

## CONSULTANTS ASSISTING THE TRANSPORTATION AUTHORITY IN 2025

**4TH AND KING RAILYARDS STUDY** Access Planning Ltd.

**ACCOUNTING SERVICES** Macias, Gini & O'Connell LLP; NBS Government Finance Group; Rael & Letson

**AUDIO & VIDEO EQUIPMENT** Conference Technologies, Inc.

**AUDIT SERVICES** Eide Bailly LLP

**BAYVIEW CALTRAIN STATION LOCATION STUDY** Fehr & Peers

**BAYVIEW STREET SAFETY AND TRUCK RELIEF STUDY** Kittelson & Associates Inc.

**BOND AND DISCLOSURE COUNSEL** Nixon Peabody LLP

**BROTHERHOOD WAY SAFETY AND CIRCULATION PLAN** Fehr & Peers

**CAPITAL DEBT PROGRAM** U.S. Bank National Association

**CONGESTION MANAGEMENT PROGRAM** Geotab USA, Inc.; WILTEC

**DISTRICT 2 SAFETY STUDY** Convey, Inc.; Kittelson & Associates, Inc.

**ECO-FRIENDLY DOWNTOWN DELIVERIES STUDY** Kittelson & Associates Inc.

**ENTERPRISE RESOURCE PLANNING SERVICES** CGI Technologies and Solutions Inc.

**FINANCIAL ADVISORY SERVICES** KNN Public Finance, LLC

**GEARY FILLMORE UNDERPASS COMMUNITY PLANNING STUDY** Peacock Partnerships LLC; SITELAB urban studio

**GEARY / 19TH AVENUE SUBWAY & REGIONAL CONNECTIONS STUDY** Convey, Inc.; Steer Davies & Gleave Inc.

**GENERAL COUNSEL** San Francisco Office of the City Attorney

**HILLCREST ROAD IMPROVEMENT PROJECT** Thompson Builders Corporation; WMH Corporation; WSP USA Inc.

**I-280 OCEAN AVENUE OFF-RAMP** Mark Thomas & Co, Inc.

**I-80 / YERBA BUENA ISLAND INTERCHANGE IMPROVEMENT PROJECT** GHD Inc.; GSB/OBAYASHI JV; PGH Wong Engineering Inc.; Thompson Builders Corporation; WMH Corporation; WSP USA Inc.

**INFORMATION TECHNOLOGY** Cast Iron Coding, Inc.; SPTJ Consulting, Inc.

**INNER SUNSET TRANSPORTATION STUDY** Fehr & Peers

**LAGUNA HONDA GONDOLA FEASIBILITY STUDY** Kimley-Horn and Associates, Inc.

**LEGISLATIVE ADVOCATES** Mark Watts Advocacy, LLC

**MODEL DEVELOPMENT SERVICES** Zephyr Foundation

**MUNI METRO CORE CAPACITY STUDY** Parametrix, Inc.

**POTRERO YARD MODERNIZATION** Parametrix, Inc.

**PRESIDIO YARD MODERNIZATION** Parametrix, Inc.

**PROJECT MANAGEMENT OVERSIGHT** Cole Management & Engineering, Inc.; Gray-Bowen-Scott; Mark Thomas & Co, Inc.; OLWIT Solutions, LLC

**SALES TAX REVENUE FORECAST SERVICES** Neumo MuniServices, LLC

**SAN FRANCISCO FREEWAY NETWORK MANAGEMENT STUDY** HNTB Corporation

**SOFTWARE SYSTEMS AND MAINTENANCE** Bentley Systems, Inc.; Carasoft Technology Corporation; Fix Your ERP LLC; OpenGov, Inc.

**STRATEGIC COMMUNICATIONS, MEDIA, AND COMMUNITY RELATIONS SERVICES** Civic Edge Consulting, LLC; Convey, Inc.

**STRATEGIC PLAN MODEL** PFM Financial Advisors, LLC

**THE PORTAL** Access Planning Ltd.; Gall Zeidler Consultants LLC

**TRAINING AND PROFESSIONAL DEVELOPMENT SERVICES** Left Lane Advisors, LLC; Orgmetrics LLC

**TRANSPORTATION AND SPECIAL COUNSEL** Fennemore LLP; Nossaman LLP; Redwood Public Law, LLP

**TRAVEL DEMAND MANAGEMENT MARKET ANALYSIS** Steer Davies & Gleave Inc.

**TREASURE ISLAND FERRY TERMINAL ENHANCEMENTS** Cole Management & Engineering, Inc; Dreyfuss + Blackford Architects;

**TREASURE ISLAND MOBILITY MANAGEMENT PROGRAM** HNTB Corporation

**VIDEO PRODUCTION SERVICES** San Francisco Department of Technology

**VISION ZERO FREEWAY RAMPS STUDY** Parametrix, Inc.

**WALTER U LUM PLACE PUBLIC SPACE STUDY** Chinatown Community Development Center, Inc.

**WEBSITE DEVELOPMENT** Mission Web Works

**YERBA BUENA ISLAND MULTI-USE PATHWAY** HNTB Corporation; Muzae Sesay; T.Y. Lin International; WMH Corporation; WSP USA Inc.

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**San Francisco  
County Transportation  
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