

2024 ANNUAL REPORT



San Francisco
County Transportation
Authority

Final Report: January 2025

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** served part of 2024*

On the cover:
Crowds turn out to celebrate the launch of electrified Caltrain service

This Annual Report, prepared in fulfillment of statutory and Expenditure Plan requirements, details the Transportation Authority's progress in delivering the local transportation sales tax program and vehicle registration fee program over the previous 12 months. It also provides an overview of progress in delivering programs and projects paid for with other funds under the Transportation Authority's jurisdiction.

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County Transportation
Authority**

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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

DBE

Disadvantaged Business Enterprise

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

TFCA

Transportation Fund for Clean Air

TIMMA

Treasure Island Mobility Management Agency

TJPA

Transbay Joint Powers Authority

TNC Tax

Traffic Congestion Mitigation Tax (Prop D)

WETA

Water Emergency Toll Authority

Our Mission

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

Our Values

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

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

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

DATA-DRIVEN ANALYSIS: Facts guide our work and our recommendations.

EQUITY: Everyone deserves high-quality transportation options.

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

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

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

Our Role

What We Do

PROP 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.

CONGESTION MANAGEMENT AGENCY (CMA)

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

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

TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM MANAGER

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

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

PROP AA ADMINISTRATOR

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

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

TREASURE ISLAND MOBILITY MANAGEMENT AGENCY (TIMMA)

The Transportation Authority was designated Treasure Island Mobility Management Agency in 2014. State legislation, passed in 2008, enables TIMMA to implement congestion pricing on the island.

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

2024 at a Glance

Yerba Buena Island Roadway Projects

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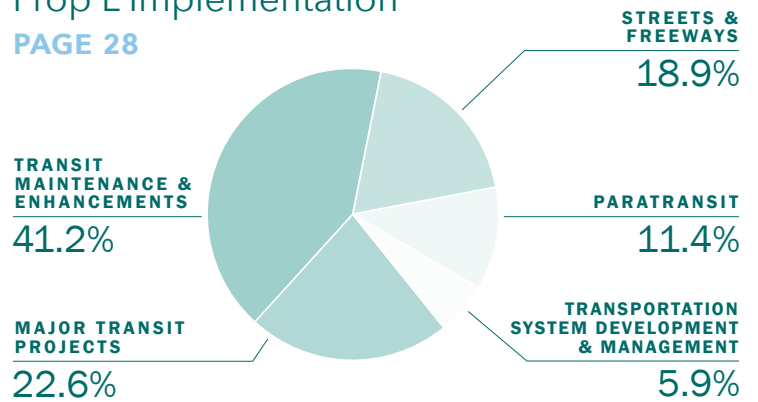
Treasure Island Transportation Program

PAGE 12



Prop L Implementation

PAGE 28



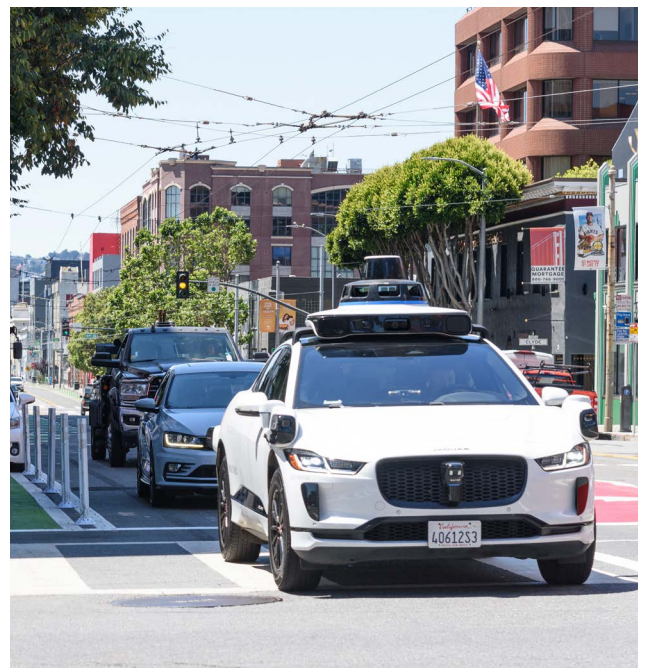
The regional Transit Transformation Action Plan is helping to re-shape transit

PAGE 16



Autonomous Vehicle Policy

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2024 at a Glance



The Transportation Authority continued to support Vision Zero

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Continued to Expand the Neighborhood Program

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BART Next Generation Fare Gates Installed at four SF stations

PAGE 38

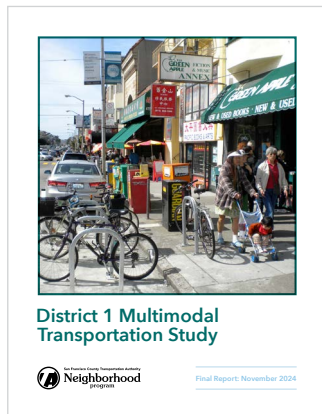


Paratransit Program

PAGE 38

The Transportation Authority Board adopted the District 1 Multimodal Transportation Study

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District 1 Multimodal Transportation Study

Neighborhood program

Final Report: November 2024

LETTER FROM THE CHAIR

2024 marked the 35th anniversary of the Transportation Authority's creation through the approval of the first Proposition B transportation sales tax program by San Francisco voters in November 1989. This milestone capped an eventful year which saw many notable accomplishments for the Transportation Authority, and progress on important efforts that we undertook in collaboration with our local and regional partners.



Foremost among these was addressing the anticipated transit operating shortfalls for our Bay Area transit systems – the largest of which, Muni and BART, face significant deficits as post-pandemic federal aid runs out over the coming years. While we continue to work locally and regionally on economic recovery, we are grateful for the support of Senator Wiener and other members of the state legislature, the Metropolitan Transportation Commission (MTC) and Bay Area Partnership of transit operators and county transportation agencies, as well as advocates and other stakeholders, for coming together to support the MTC's Transportation Revenue Measure Select Committee as they consider regional approaches to stabilize transit funding. We also joined with the Mayor's Office and the San Francisco Municipal Transportation Agency to convene a Muni Funding Working Group to look at local solutions, and all of this important work continues into 2025.

Other highlights from 2024 include:

- Adoption of a dozen Prop L transportation sales tax 5-year programs and allocation of \$122 million in sales tax and other funds for transportation projects across the city;
- A \$3.4 billion commitment from the US Federal Transit Administration for the Transbay Joint Powers Authority's Portal project;
- A \$20 million grant from the Environmental Protection Agency's Community Change grant program to us as the Treasure Island Mobility Management Agency, for an exciting program of clean transit improvements for Treasure Island;
- A \$2 million federal Reconnecting Communities grant to help repair past harm by examining ways to re-imagine the design of the Geary Boulevard/Fillmore Street underpass, in partnership with communities most impacted by the facility;
- Completion by Caltrain of its Caltrain Electrification project, a long-time signature investment in our transportation sales tax program;
- Groundbreaking for our Yerba Buena Island Hillcrest Road improvement project as well as Project of the Year honors for our YBI Southgate Road project, the third in a 5-project program of infrastructure improvements on the Island
- Completed our Loop AV Shuttle Pilot on Treasure Island and supported Assemblymember Ting's seminal AV legislation (Assembly Bill 1777) governing emergency operating protocols; and finally,

Thank you to our SFCTA Board, Community Advisory Committee, sponsors and staff for their ongoing partnership and support, and we look forward to a rewarding new year together in 2025.

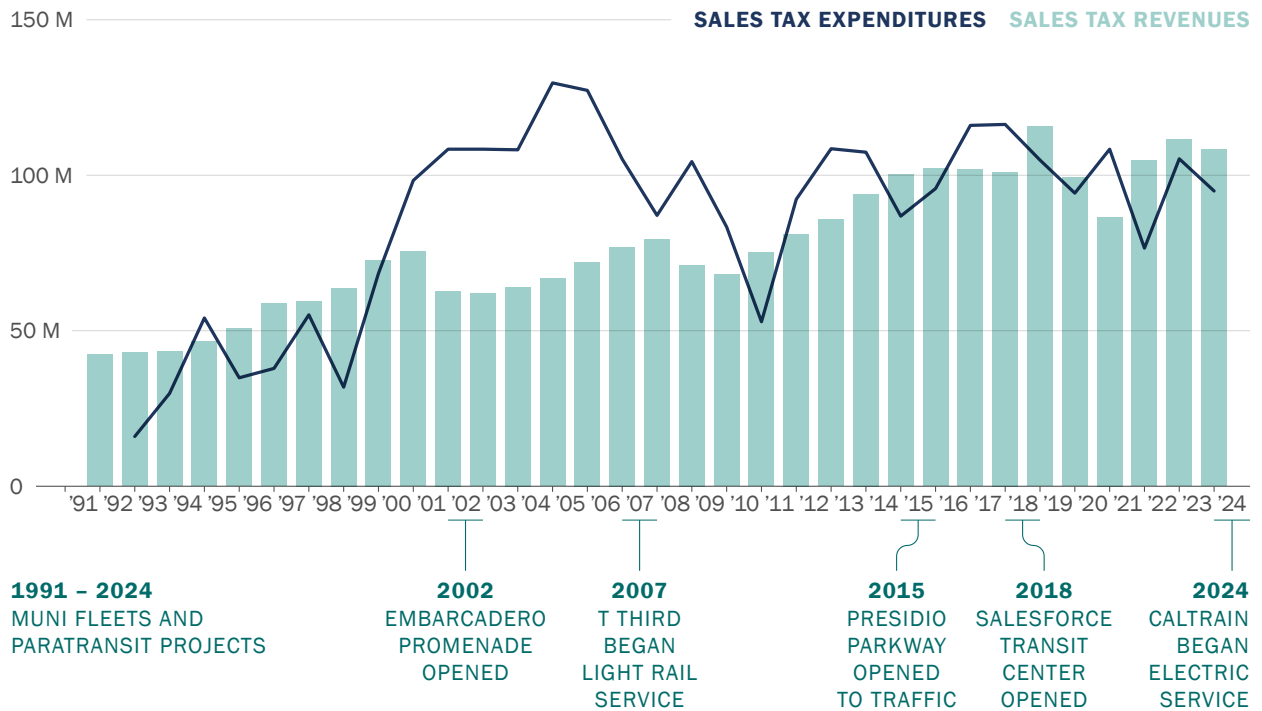
A handwritten signature in black ink, appearing to read 'Rafael Mandelman'.

Rafael Mandelman
CHAIR

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.

HALF-CENT TRANSPORTATION SALES TAX CELEBRATES 35TH ANNIVERSARY



The November 2024 election marked the 35th anniversary of the San Francisco County Transportation Authority. In 1989, city voters passed Proposition B (Prop B), approving the first half-cent transportation sales tax expenditure plan and creating the Transportation Authority, to administer the sales tax program. In 1990, the first dollar flowed to the agency to implement the 20-year Prop B sales tax program. Following early delivery of Prop B investments, voters reauthorized the sales tax for 30 years with approval of a new expenditure plan in November 2003 (Proposition K (Prop K), 75% approval), and did so again in 2022 with the passage of Proposition L (Prop L) (71% approval).

The November 2022 passage of Prop L superseded the Prop K measure and included a new 30-year Expenditure Plan identifying \$2.4 billion in projects and programs to be funded by the local sales tax. The Expenditure Plan was guided by a 27-member Expenditure Plan Advisory Committee, and is estimated to leverage billions in federal, state, and other local funds to help deliver projects like The Portal (downtown rail extension), Muni fleet and facilities, BART station improvements, safer, smoother streets, more reliable transit, paratransit services and more.

Among other improvements, Prop L half-cent sales tax funds are directed towards:

- Safety and access investments in every district such as road repair and resurfacing, crosswalks, traffic calming, new and upgraded traffic signals, bicycle lanes, and Safe Routes to School programs.

- Citywide transit capital improvements like electrifying Muni's bus fleet, bus lanes and transit signal priority, maintaining buses and trains so they operate safely and reliably, and increasing the capacity of both Muni and BART systems.
- Paratransit services and neighborhood improvements identified in community-based plans across the city and particularly in Equity Priority Communities.
- Major projects like Muni, BART, and Caltrain system modernization and The Portal, which will extend electrified Caltrain service, and eventual California high speed rail, to Salesforce Transit Center.

Since 1990, the Transportation Authority has allocated more than \$3.2 billion in half-cent sales tax funding citywide. The half-cent transportation sales tax generates about \$110 million per year and has helped fund transportation projects across the city, small and large. On average, each dollar of local sales tax leverages \$4 to \$7 in other federal, state, and local funds.

Over the past three decades, major capital investments have included the re-built Embarcadero promenade and historic trolley line, Muni Metro upgrades and new Muni buses and light rail vehicles, the Presidio Parkway, Muni Third Street Light Rail and Central Subway, Salesforce Transit Center, and electrification and modernization of Caltrain. Other significant projects include Van Ness and Geary Bus Rapid Transit and Muni Forward projects citywide, 19th Avenue and Lombard Street signals, Balboa Park BART station area safety and access upgrades, Mansell roadway and bicycle/pedestrian path improvements, and the Yerba Buena Island multi-use path. The sales tax program also enhances our transportation system through smaller projects like traffic calming, street repaving, bike lanes, new traffic signals, and sidewalk repair.

The Transportation Authority is proud to celebrate this special anniversary with San Francisco voters and thank them for entrusting us with stewardship of the half-cent sales tax program and other public funds we manage. We look forward to continued successful leveraging and delivery of these critical transportation investments to benefit our city's economic recovery, sustain well-paying jobs, and to advance San Francisco's safety, climate, and equity goals for many years to come.



Bus travel time and reliability significantly improved on Van Ness Avenue following opening of the Van Ness Bus Rapid Transit project, supported by sales tax funds.



TREASURE ISLAND TRANSPORTATION PROGRAM

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

In December, the U.S. Environmental Protection Agency awarded a \$20 million Community Change Grant to TIMMA to implement several priority recommendations from the 2023 Supplemental Transportation Study. Working with One Treasure Island, SFMTA, the Water Emergency Transportation Authority (WETA), and the Treasure Island Development Authority (TIDA), we will deliver a microtransit service pilot, free on-island shuttle, bike share, electric ferry charging infrastructure, enhanced Muni service, and Transportation Resource Center.

We supported WETA in their successful grant application for \$55 million for electrical charging infrastructure at the San Francisco Ferry Building and completion of the Mission Bay ferry landing, both of which help facilitate enhanced zero-emission service to Treasure Island.

Building on the ferry service planning study completed in 2022, we began development of a business plan for Treasure Island electric ferry service. This business plan will identify the service plan, estimate operating and maintenance costs as well as revenues, propose a fare policy, and document a funding plan for the initial years of operations. Concurrently, we prepared the Treasure Island Ferry Terminal Enhancements project, which includes the construction of public restrooms and other improvements at the ferry terminal, for federal procurement in anticipation of construction in 2025.

We supported the Treasure Island Development Authority and the City in amending the Disposition and Development Agreement with the master developer of Treasure Island. This amendment updated the developer's obligations with regard to transportation investments, providing greater flexibility in the use of developer subsidies. We worked with SFMTA to secure an extension of our Advanced Transportation and Congestion Management Technologies Deployment Program grant, thus safeguarding the core funding to implement the Treasure Island transit, toll, and affordability program.

Learn more at sfcta.org/treasure-island

YERBA BUENA ISLAND ROADWAY PROJECTS

The Transportation Authority, in collaboration with the Treasure Island Development Authority, 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 also secured \$10 million in federal Housing Incentive Pool funds and BATA toll revenues (via a Senate Bill 1 Local Partnership Program fund exchange) to construct retaining walls to accommodate the future Yerba Buena Island Multi-Use Path.

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

The **Hillcrest Road Improvement Project** aims to modernize and improve safety on Hillcrest Road.

We awarded the construction contract in April and broke ground in September.

[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. In 2024, we awarded a detailed design contract and secured \$4.9 million in state construction funds.

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

We also completed design and awarded construction contracts for two historic projects: commemorating the historic east span of the Bay Bridge at Pier E-2 park and weatherproofing the historic Torpedo Building.

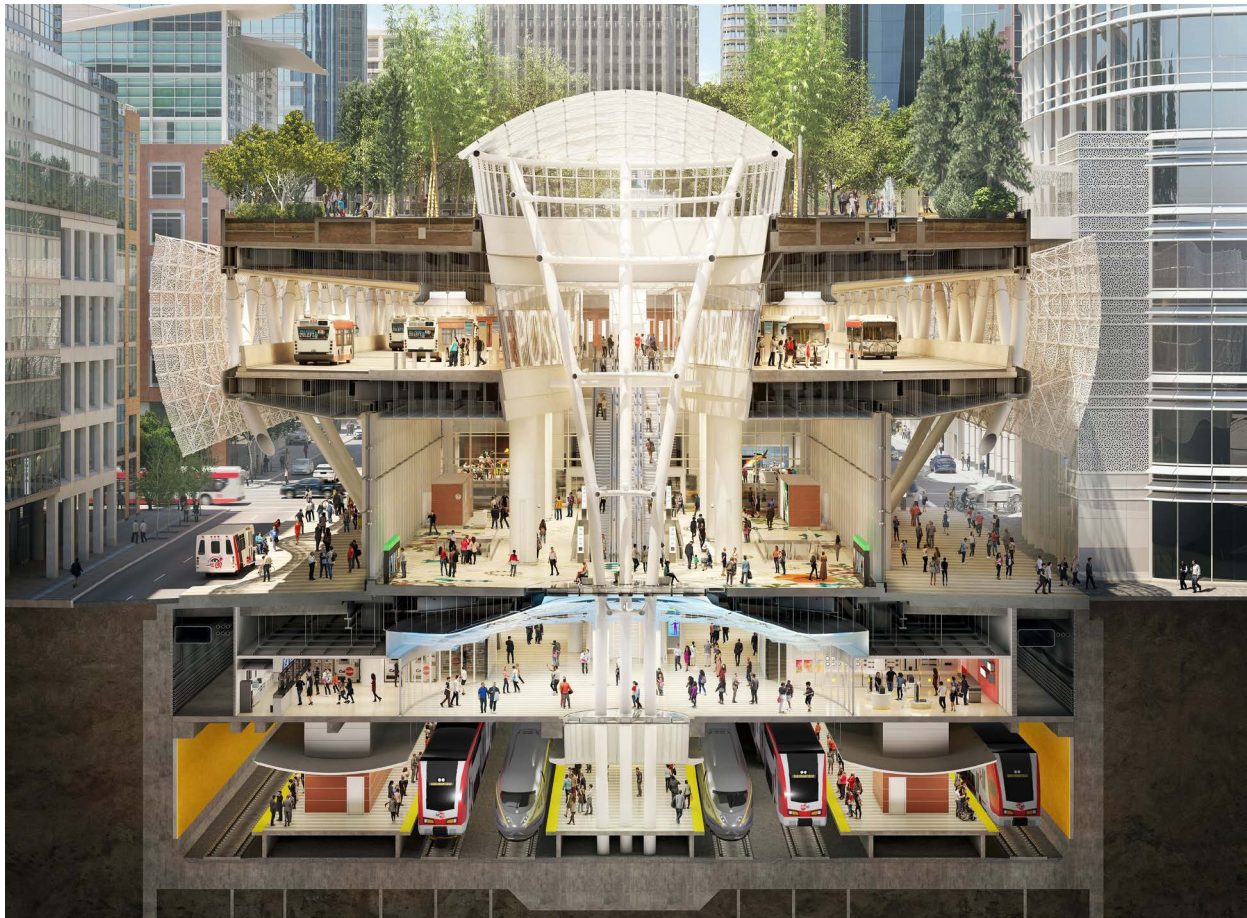


ADVANCING CALTRAIN AND HIGH-SPEED RAIL

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 2024, The Portal continued to make progress in the Federal Transit Administration grant process, and in May, the Federal Transit Administration established its funding share of \$3.38 billion. The Transportation Authority and the Metropolitan Transportation Commission (MTC) co-lead work to prepare The Portal Implementation Memorandum of Understanding, which provides for the cooperation of six partner agencies in the delivery of the project. Execution of the agreement by all of The Portal partner agencies is expected to be completed by early 2025. In 2024, the Transportation Authority also continued to lead or co-lead other project tasks, including ridership forecasting and development of the project's funding plan.

Learn more at 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. Caltrain and the site owner, in collaboration with the Railyards Working Group, completed the Railyards Preliminary Business Case phase of study, which analyzed potential configurations for rail infrastructure and site land use, including a phased approach to development over time.

The Transportation Authority also worked closely with the Railyards Working Group to prepare for the next phase of project planning for grade separations 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. We continued scoping for the next phase of project planning. We also worked with the TJPA to modify the design of the planned connection between the Pennsylvania Avenue Extension and The Portal, to reduce the cost of The Portal project.

Learn more at 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 to the Bayview community and travelers to and from the Bayview. Building on prior efforts, in 2024 the Transportation Authority advanced work to design station alternatives and undertook coordination with Caltrain and other agency partners to inform the location and configuration of the station. In 2025, the study team will conduct more public engagement and will bring forward recommendations regarding further design and environmental review.

Learn more at 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 Transportation Authority supported the California High-Speed Rail Authority's (CHSRA) completion of its 2024 Business Plan, which includes a focus on the construction of the system's initial operating segment in the Central Valley. As this segment advances to completion, the Transportation Authority is continuing to support CHSRA's project development work for the system's Northern California connection, which will follow the Central Valley segment. The Transportation Authority also continued to advocate for investment in high-speed rail bookends, including The Portal project. These investments and others were highlighted as significant projects to support key strategies in the updated 2024 State Rail Plan.

Learn more at hsr.ca.gov

VISION ZERO

San Francisco's Vision Zero policy aims to eliminate all traffic fatalities in the city. The Transportation Authority Board provided guidance and support to City agencies and stakeholders and encouraged public engagement for Vision Zero. Among other grants, the Transportation Authority allocates sales tax and Traffic Congestion Mitigation Tax (TNC Tax) funds to quick-build projects on the High Injury Network and traffic calming projects. The passage of Assembly Bill 645 (Friedman) authorizing a pilot of speed safety cameras on streets with the highest crash rates and in school zones in six cities, including San Francisco, represents a significant Vision Zero win after years of advocacy. The Transportation Authority has allocated Prop L funds to SFMTA to support community engagement and planning for the speed camera pilot that will begin in 2025.

Learn more at sfmta.com/getting-around/walk/vision-zero-sf

TRANSIT TRANSFORMATION ACTION PLAN AND SUSTAINABLE TRANSIT FUNDING

Implementation of the MTC-led regional Transit Transformation Action Plan is helping to re-shape transit into a more customer-focused, equitable, and connected network. Regional wayfinding and mapping prototypes are being tested and quick-build transit priority projects have been funded in support of transformative transit.

However, ridership is still below pre-pandemic levels and San Francisco transit agencies are expecting major operating deficits in the coming years. Three of the largest Bay Area transit agencies – BART, Caltrain, and SFMTA – could see a combined shortfall of almost \$750 million annually beginning in Fiscal Year 2026/27. Without new, ongoing funding streams, these operators may have to make drastic cuts to transit services.

We supported efforts led by Senator Scott Wiener and MTC to develop legislation for a regional transportation revenue measure that could sustain transit services and support transportation improvements across the Bay Area. Lacking sufficient consensus, the bill was pulled and interested parties regrouped to continue planning for the next legislative session. We also participated in the Muni Funding Working Group, led by SFMTA, to help identify solutions for Muni's fiscal emergency.

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



PLAN BAY AREA AND TRANSIT 2050+

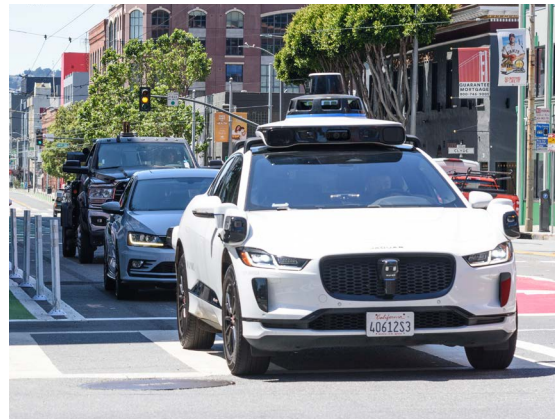


Bay Area regional agencies provided input on the development of Plan Bay Area 2050+, a focused update of the region's long-range transportation and land use plan, and Transit 2050+, a concurrent planning effort to rethink the region's transit system and develop a vision for a more user-friendly and better connected network. The Transportation Authority coordinates with partner agencies to ensure the City's policy and project priorities are represented in these efforts and participates in the implementation of the current regional plan. We participated in ongoing implementation of 2021's Plan Bay Area 2050 including efforts such as the Major Project Advancement Policy, the Transit Oriented Communities Policy, and the Equity Priority Communities Policy.

Learn more at planbayarea.org

AUTONOMOUS VEHICLE POLICY

The autonomous vehicle (AV) landscape continued to develop in 2024. Throughout the year, the Transportation Authority engaged with state and federal regulatory agencies, industry, researchers, and community partners to advocate for policies that better align AV deployments with San Francisco's broader transportation policy goals. This included engaging in legislative efforts addressing AV safety and reporting transparency by providing technical support in the development of two state bills: Assemblymember Phil Ting's Assembly Bill (AB) 1777 and Assemblymember Matt Haney's AB 3061. AB 1777 was signed into law. AB 3061 was vetoed, but influenced subsequent regulatory proposals by the California Department of Motor Vehicles and the California Public Utilities Commission.



Additionally, Transportation Authority staff developed an AV safety metrics and standards concept paper that outlines a safety-oriented framework for the deployment of AVs, to inform upcoming rulemaking efforts by the California Department of Motor Vehicles. In partnership with the SFMTA, we secured funding for the development of an AV Resource Portal that will increase transparency about AV operations, permitting, and regulations.

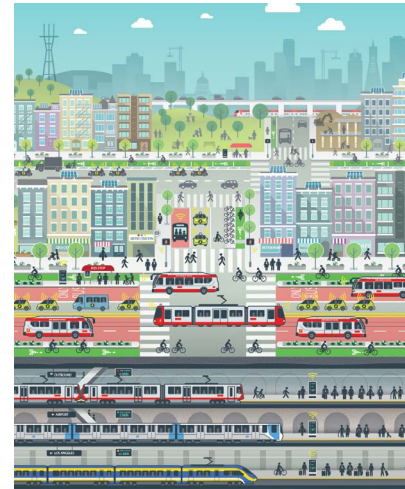
THE SAN FRANCISCO TRANSPORTATION PLAN

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, and based on ConnectSF, a multiagency effort of the Transportation Authority, SFMTA, and San Francisco Planning Department to build an effective, equitable, and sustainable transportation system for San Francisco's future.

We continued to implement key SFTP 2050 recommendations such as advancing Geary/19th Subway and Regional Connections Study and planning for a Bayview Caltrain station. SFTP 2050 and ConnectSF priorities also informed programming of the first five years of Prop L funds.

We also initiated a minor update to the long-range plan, known as SFTP 2050+, to incorporate post-pandemic travel patterns, lowered revenue projections, and revised land-use allocation; and to refine SFTP investment strategies and recommendations. SFTP 2050+ will compile and update major transportation and climate investments for the City with a recovery-oriented context.

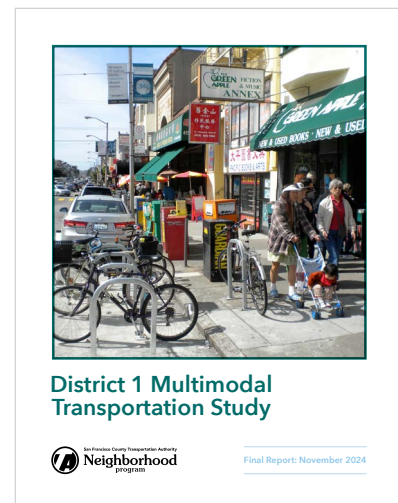
Learn more at sfcta.org/projects/san-francisco-transportation-plan



DISTRICT 1 MULTIMODAL TRANSPORTATION STUDY

The District 1 Multimodal Transportation Study was funded through the Neighborhood Transportation Program at the request of Commissioner Connie Chan. The plan focuses on resident trip making and recommends near-term circulation and safety improvements and long-term emission reduction and mode shift concepts for trips that start and end within District 1. We held two rounds of outreach to identify transportation challenges and priorities and to gather feedback on draft concepts. Outreach included popup events, community presentations, townhall meetings, and surveys, with a focus on receiving feedback from youth and older adults. The recommendations include circulation and safety improvements on Cabrillo, Balboa, Fulton, and Geary streets and long-term efforts for north-south express bus service to the Peninsula; curb management strategies on commercial corridors; and mobility hubs at three priority locations. The Transportation Authority Board approved the study in 2024.

Learn more at sfcta.org/D1-study



BROTHERHOOD WAY SAFETY AND CIRCULATION PLAN

The Brotherhood Way Safety and Circulation Plan will develop near- and long-term concepts to improve safety, circulation, and connectivity through the Brotherhood Way and Alemany Boulevard corridors and on surrounding streets. We convened a Community Working Group to discuss learnings from our first round of outreach, then developed three alternative long-range concepts to address identified community needs. We made substantial progress on concept evaluations which will help the public and other interested parties understand benefits and tradeoffs of the various ideas. The plan is funded by a Caltrans Sustainable Transportation Planning grant and sales tax matching funds.

Learn more at sfcta.org/brotherhood



MISSION BAY SCHOOL ACCESS PLAN

The Mission Bay School Access Plan, funded through the Neighborhood Transportation Program at the request of Commissioner Matt Dorsey, 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 identify key barriers to school access, and developed concepts to address those barriers.

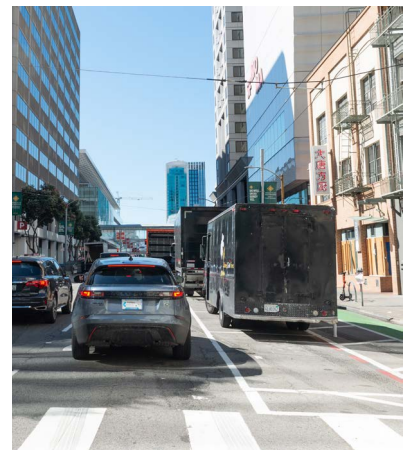
Learn more at sfcta.org/mission-bay-school



ECO-FRIENDLY DOWNTOWN DELIVERIES

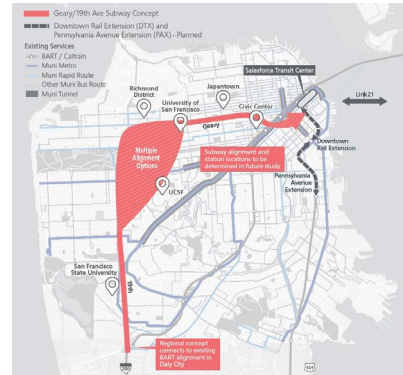
The Eco-Friendly Downtown Deliveries Study is funded by a grant from the Carbon Neutral Cities Alliance and matching sales tax funds allocated by the Transportation Authority. In 2024, we convened a working group of local business and community leaders in the downtown Equity Priority Communities to explore strategies to reduce emissions from delivery vehicles. In 2025, we will continue to refine potential strategies and recommend promising pilot opportunities in a final report.

Learn more at sfcta.org/projects/eco-friendly-downtown-delivery-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. The study team developed project goals and objectives, explored strategic design and feasibility parameters for the range of alternatives, and identified potential next steps for future planning, environmental, and implementation phases. We convened two virtual town hall meetings and also met with interested parties and community organizations. In November, the California State Transportation Agency published the 2024 State Rail Plan, which identified rail on the Geary-19th corridor as a long-term recommended investment. We plan to complete the study in 2025.



Learn more at sfcta.org/Geary19th

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 for a people-first alleyway and improved connections to other Chinatown destinations. We conducted two rounds of outreach and prepared draft concept designs. We expect to complete the study in Spring 2025.

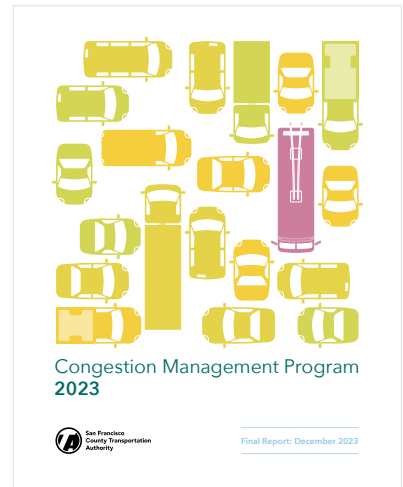


Learn more at sfcta.org/walter-u-lum

CONGESTION MANAGEMENT PROGRAM

As the Congestion Management Agency for San Francisco, the Transportation Authority is responsible for developing and adopting a Congestion Management Program every two years. We conduct performance monitoring of the transportation network that includes transit, bicycles, and pedestrians in addition to autos. We initiated data collection for the 2025 Congestion Management Program and maintained and expanded public-facing data visualizations such as the Congestion Tracker.

Learn more at sfcta.org/projects/congestion-management-program

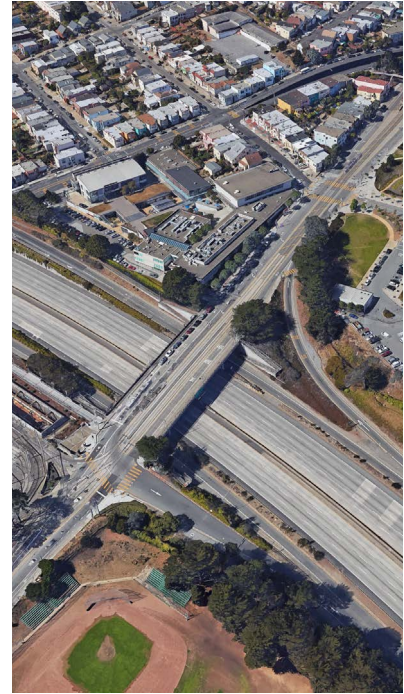


I-280 INTERCHANGE UPGRADES AT BALBOA PARK

The I-280 Ocean Avenue Off-Ramp project will realign the southbound I-280 Ocean Avenue off-ramp into a signal-controlled T-intersection to enhance safety for pedestrians and bicyclists. The project team reached 65% design completion and collaborated closely with City agencies, Caltrans, and City College of San Francisco to advance the project. The design phase of the project is anticipated to be completed by Summer 2025.

The Transportation Authority Board approved the I-280 Northbound Geneva Avenue Off-Ramp Study. We worked with Caltrans and SFMTA to implement signal timing and phasing changes that improved overall ramp traffic circulation and a pedestrian crossing conflict. The project team is working with Caltrans on the preliminary engineering and environmental approval of the study's mid-term traffic signal upgrade recommendation. The signal upgrade will also enhance pedestrian safety by improving street lighting and installing high-visibility traffic striping and signage, pending funding and Caltrans approval.

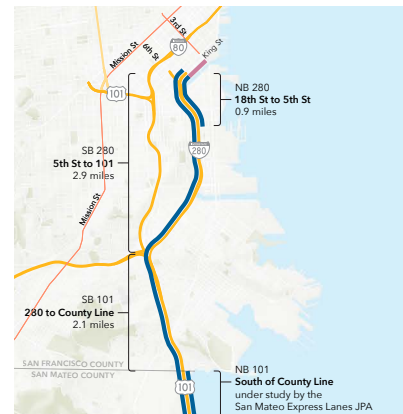
Learn more at sfcta.org/projects/balboa-park



SAN FRANCISCO FREEWAY NETWORK MANAGEMENT STUDY

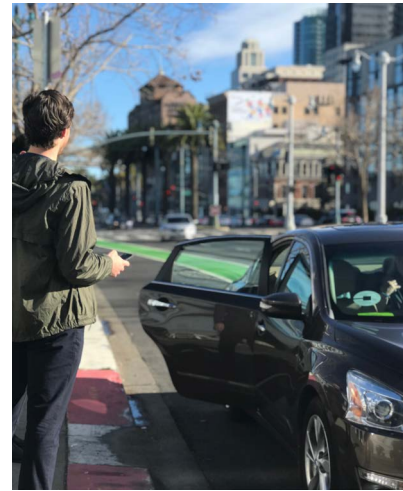
Following technical analysis, community outreach, and board direction, we redirected the 101/280 Express Lanes and Bus Projects to the San Francisco Freeway Network Management Study. This study will take a comprehensive look at all freeways in the city to consider how to develop San Francisco's freeway system to be more efficient and effective, including how to coordinate with the regional express lane network. We secured a \$500,000 Caltrans planning grant and matching sales tax funds to complete this study.

Learn more at sfcta.org/projects/san-francisco-freeway-network-management-study



TRAFFIC CONGESTION MITIGATION TAX (TNC TAX)

The Transportation Authority allocated \$7.7 million to the SFMTA Quick-Build program for spot improvements, including daylighting at approximately 300 intersections, speed limit reduction on approximately 70 safety corridors, and bikeway hardening for approximately 200 medians along existing bikeways, as well as safety improvements along six corridors around the city. Revenues are generated by a voter-approved per-trip fee on Transportation Network Company (e.g., Uber, Lyft) trips originating in the city.



BETTER MARKET STREET

The Better Market Street project will improve transit reliability and travel time, increase bicycle and pedestrian safety, and upgrade the corridor with streetscape enhancements. Construction of Phase 1 of the project, between 5th and 8th streets, continued in 2024 with new traffic signal upgrades, curb lane repavement, new Americans with Disabilities Act-compliant curb ramps, new bulb-outs, and sidewalk replacements. The project team also repaired deficiencies in the center track lanes, installed catch basins to improve drainage, and planted new trees to beautify Market Street. Phase 1 is anticipated to reach final completion by Spring 2025.

Learn more at sfpublicworks.org/bettermarketstreet



DISTRICT 4 COMMUNITY SHUTTLE STUDY

We continued the technical analysis and service plan development for the District 4 Community Shuttle Study, and used our findings to support broader conversations with the SFMTA about on-demand services in San Francisco. The project, which will be completed in 2025, will assess the viability of a proposed on-demand microtransit service from the community, technical, and financial perspectives. This work is supported by Neighborhood Program funds requested by former Commissioner Gordon Mar.

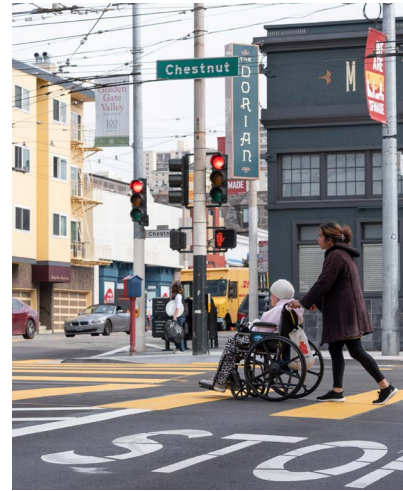
Learn more at sfcta.org/projects/district-4-community-shuttle-study



DISTRICT 2 SAFETY STUDY

The District 2 Safety Study, funded through the Neighborhood Transportation Program at the request of former Commissioner Catherine Stefani, will develop and apply a toolkit of recommendations to improve safety and access to places that attract vulnerable road users. We conducted outreach to identify priority locations for near-term improvements and drafted initial design concepts. We expect to complete the study in Summer 2025.

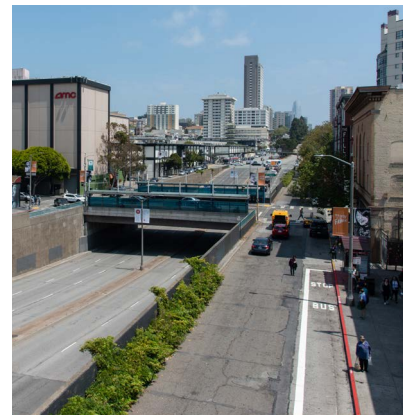
Learn more at sfcta.org/d2safety



GEARY-FILLMORE UNDERPASS COMMUNITY PLANNING STUDY

The Geary-Fillmore Underpass Community Planning Study will develop transportation and land use concept designs that rethink the urban renewal-era Geary Expressway and advance a high-quality, mixed-use, transit-oriented area to connect the Japantown and Fillmore/Western Addition neighborhoods. In 2024, we secured a \$2 million Federal Reconnecting Communities Grant and Prop L sales tax funding for this study, and began recruiting for members of the Community Council that will guide each step of the study. We expect to complete the study in Summer 2027.

Learn more at 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 will develop recommendations for quick-build safety improvements at 11 freeway ramps across the south and southeast areas of the city using \$135,000 in Prop L sales tax funds and a \$500,000 grant from the Federal Safe Streets and Roads for All program.

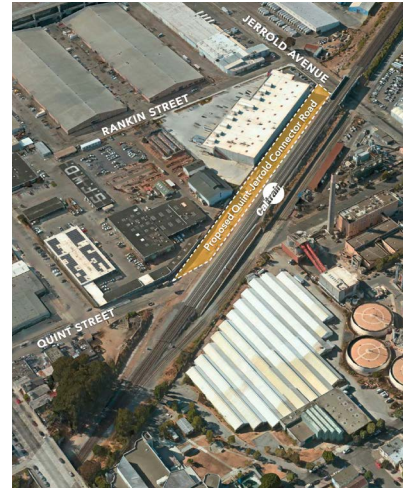
Learn more at sfcta.org/projects/vision-zero-freeway-ramps-study



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



HOUSEHOLD TRAVEL DIARY SURVEY AND DOWNTOWN TODAY

The Transportation Authority collected and analyzed travel diary surveys from over 8,000 households to support studies such as Downtown Today (to be completed in early 2025), which looks at the impacts of the COVID pandemic and shifts in commuting patterns on downtown San Francisco by profiling changes in both travel markets and travelers, as well as to support development of the next generation demand forecasting tools (SF-CHAMP travel model).

TDM MARKET ANALYSIS

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. The TDM Market Analysis will use post-pandemic household travel survey data to understand travel markets in San Francisco and then will develop mode share targets, as well criteria for evaluating the effectiveness of TDM programs. The study will inform an updated TDM Strategic Plan that will guide TDM funding priorities through 2030.

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



INNER SUNSET TRANSPORTATION STUDY

The Inner Sunset Transportation Study was requested by Commissioner Myrna Melgar to improve safety and access within the commercial core of the neighborhood. Funded through the Neighborhood Transportation Program, the study will identify near- to long-term street design concepts to achieve these goals. We began technical work in 2024 and conducted the first round of study outreach.

Learn more at sfcta.org/Inner-Sunset



BAYVIEW STREET SAFETY AND TRUCK RELIEF STUDY

The Bayview Street Safety and Truck Relief Study advances a recommendation from the Streets and Freeway Strategy with a \$525,000 Caltrans planning grant and \$140,000 in Prop L sales tax funds. The study will develop recommendations to improve freight circulation and reduce conflicts between large vehicles and residential and commercial areas in the Bayview.

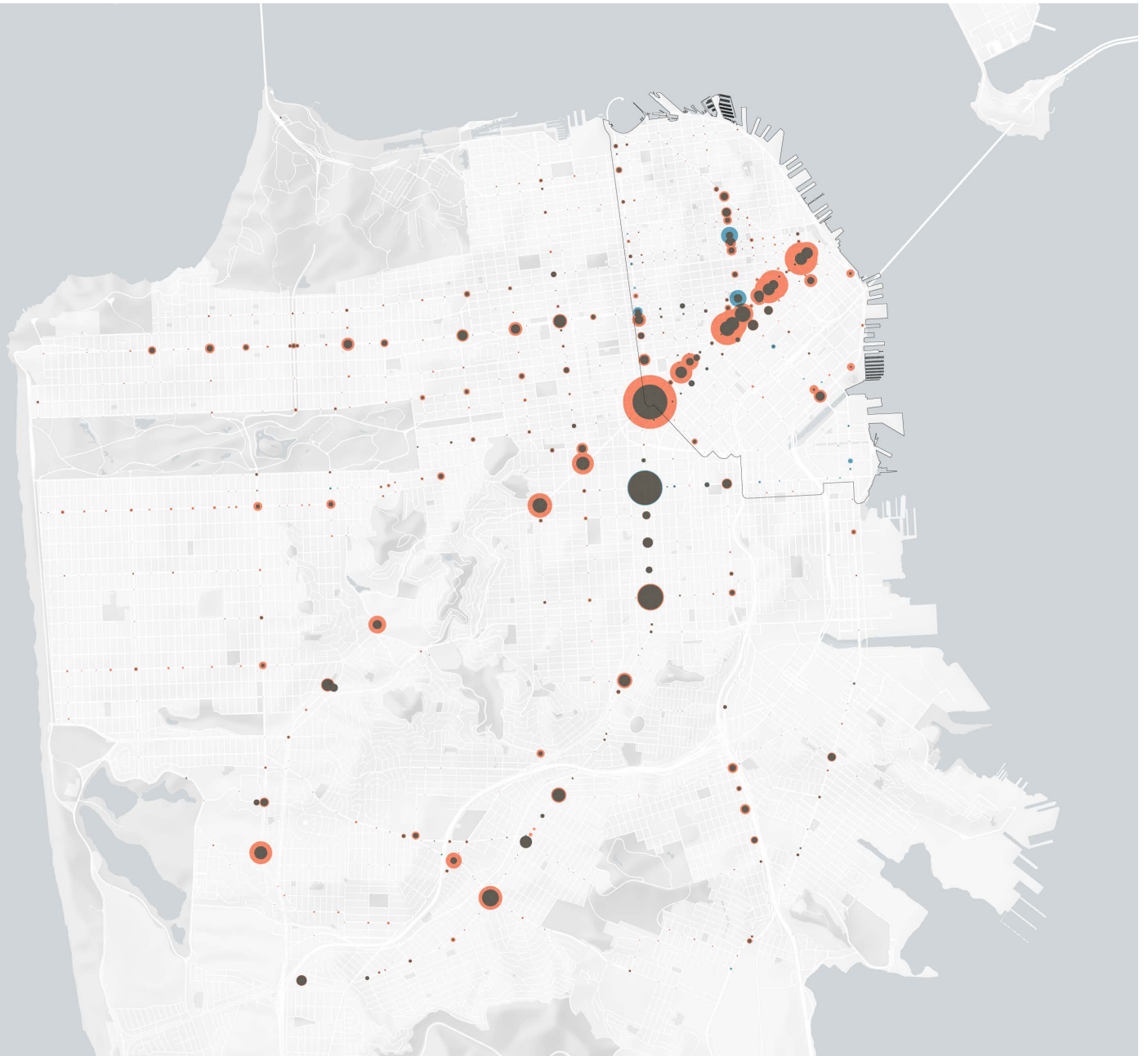


LAGUNA HONDA GONDOLA FEASIBILITY STUDY

In October, 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 which is partially being planned for affordable residential development and located atop a steep hill. Transportation Authority staff have advanced more detailed scoping for the study, with technical work and public outreach planned for 2025.

WEST SIDE NETWORK STUDY

In December 2024, the Transportation Authority appropriated \$250,000 in sales tax funds for the West Side Network Study. Through the study, SFCTA, SF Planning, and SFMTA will analyze the expected performance of the planned multimodal west side transportation network in the context of the San Francisco Transportation Plan 2050+ expected growth, and recommend improvements. The study will result in an area-wide transportation plan and vision, informed by outreach, to support future transportation needs.



TRANSPORTATION DATA AND ANALYSIS

Few cities were as impacted by the COVID-19 pandemic as San Francisco, and no part of the city was more affected than downtown San Francisco. The under development "Downtown Today" report shows how downtown, and the city overall, have changed in the five years since the start of the pandemic in terms of demographics, economics, travel behaviors, and transportation system changes. This map illustrates changes in Muni boardings by the nearest intersection and shows both significant ridership loss in the Market Street corridor, as well as resilient transit ridership along the Mission, Geary, Van Ness, Stockton, and other corridors. Red indicates losses in ridership, blue indicates gains in ridership, and gray indicates no change. 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

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.

LOCAL HALF-CENT TRANSPORTATION SALES TAX

Transportation Authority Board Adopts Remaining 12 5-Year Prioritization Programs Committing \$142.9 million for new projects thru June 2028

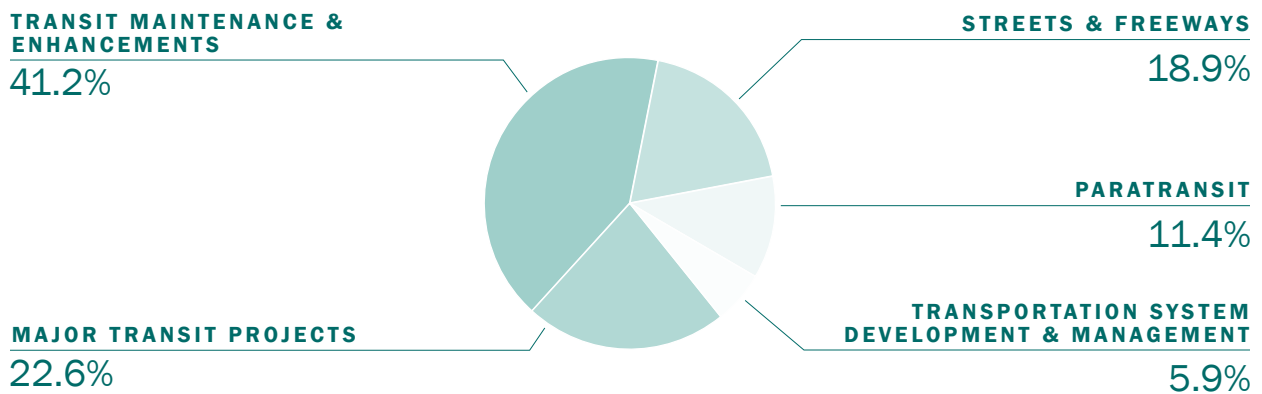
Prop L superseded the Prop K measure on April 1, 2023, establishing a new voter-approved Expenditure Plan and a 30-year extension of the half-cent sales tax. This year we focused our efforts on continuing to stand up the new program by working with project sponsors to develop the remaining project lists for the first five years of Prop L, identifying which projects will be funded from each of the Prop L Expenditure Plan programs and how much sales tax will be set aside for those projects. The Transportation Authority Board adopted 15 of the 5-Year Prioritization Programs, which include the 5-year project lists, in 2023. By July 2024, the board adopted the remaining 12 5-Year Prioritization Programs, committing \$142.9 million for new projects through June 2028.

Working with project sponsors to ensure projects have funding plans that stretch taxpayer dollars further by matching sales tax funds with federal, state, and other funds is a focus of our efforts both during the 5-year project list development and again when the project sponsors are ready to seek allocation of funds from the Transportation Authority. (See next page for allocations made in 2024).

The last step in standing up Prop L will be adoption of the final Strategic Plan in early 2025. Like its predecessor, Prop L requires that the Transportation Authority adopt a 30-year Strategic Plan that establishes policies for Prop L administration; forecasts sales tax revenues and expenditures, including setting programming and cash flow by fiscal year for each of the 28 Prop L Expenditure Plan programs; and estimating debt needs to advance project delivery faster than pay-as-you go revenues would allow. In June 2023, we adopted the Strategic Plan Baseline. Now that all of the 5-Year Prioritization Programs are adopted, we can incorporate the projects and their revenue and expenditure assumptions into the final Strategic Plan. Transportation Authority Board adoption of these documents is a prerequisite for allocation of funds from Prop L.

Existing Proposition K (Prop K) financial obligations such as remaining balances on grants and paying back debt, 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 to see Prop L and other Transportation Authority-funded projects near you.



SALES TAX ALLOCATIONS

The Transportation Authority allocated \$108.2 million in sales tax funds to pedestrian, bicycle, transit, and roadway projects in 2024 consistent with the voter-approved Prop L Expenditure Plan.

Capital investments in our public transit system exceeded \$64 million last year with projects that will improve reliability, safety, and accessibility; speed up travel; reduce crowding; and improve the customer experience while supporting climate goals. Most of the transit allocations to SFMTA were for projects that support the modernization and electrification of Muni fleet and facilities, including over \$42 million to support replacement of 112 Muni motor coaches at the end of their useful life, and \$2.3 million to design battery electric bus charging infrastructure and related charging equipment at two SFMTA bus yards. We allocated \$5 million to plan for the next generation of Muni Forward corridor projects which feature a variety of enhancements such as bus bulbs, pedestrian bulbs, transit boarding islands, queue jump lanes, traffic lane and signal changes, and stop optimizations. We also allocated \$2.6 million for bus transit signal priority equipment citywide, and \$1.2 million to design transit priority and safety improvements on Mission Street between Beale Street and South Van Ness Avenue.

For Caltrain, we directed over \$3 million to state of good repair work systemwide, including right-of-way fencing and track equipment crucial to the maintenance of guideways.

We continued to support development of The Portal (Downtown Rail Extension) with \$9 million in sales tax funds for design engineering activities.

SFMTA's Paratransit program for seniors and persons with disabilities remains a key feature of the sales tax program. The Transportation Authority allocated nearly \$24 million for SFMTA's Paratransit program, which provides about 800,000 passenger trips for approximately 14,000 registered clients on an annual basis. This funding supported services in Fiscal Years 2023/24 and 2024/25.

The Transportation Authority allocated over \$5.4 million in sales tax funds for repair, maintenance, and upgrade of city streets. This includes \$3.4 million for pavement renovation at various locations, \$435,000 to purchase a new asphalt utility truck, \$1.1 million for planting and establishment of 408 trees, and \$551,000 to address approximately 200 sidewalk and curb repair requests.

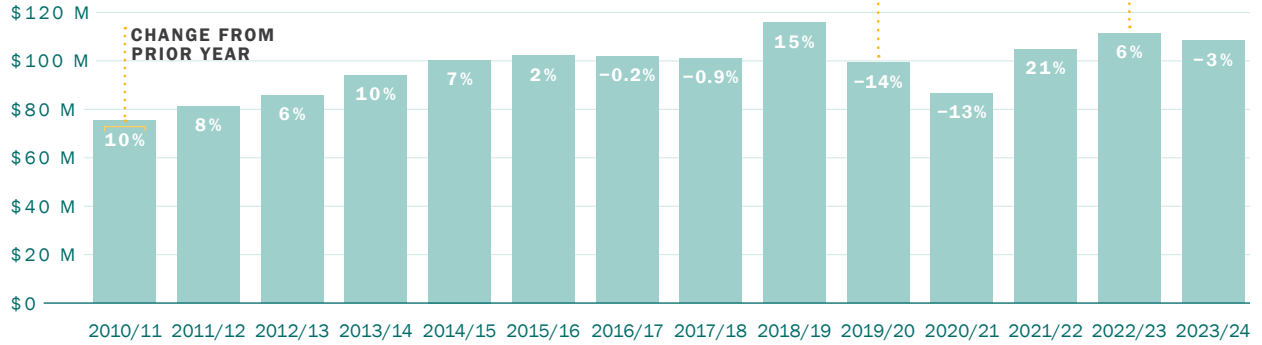
In support of the City's Vision Zero policy, the Transportation Authority allocated nearly \$9 million for safety and accessibility projects, including \$3.4 million for the SFMTA's 13th Street Safety Project, \$2 million for School Traffic Calming, \$466,000 for the Safe Routes To School Non-Infrastructure Program, and \$1.7 million to implement traffic-signal related upgrades at 14 locations.

Finally, the Transportation Authority awarded several grants for major planning studies as well as smaller grants to advance neighborhood-scale projects. For instance, the Board approved \$1 million for the San Francisco Freeway Network Management Study, \$601,000 for the Geary-Fillmore Underpass Planning Study, and \$1 million for three new Neighborhood Transportation Program projects.

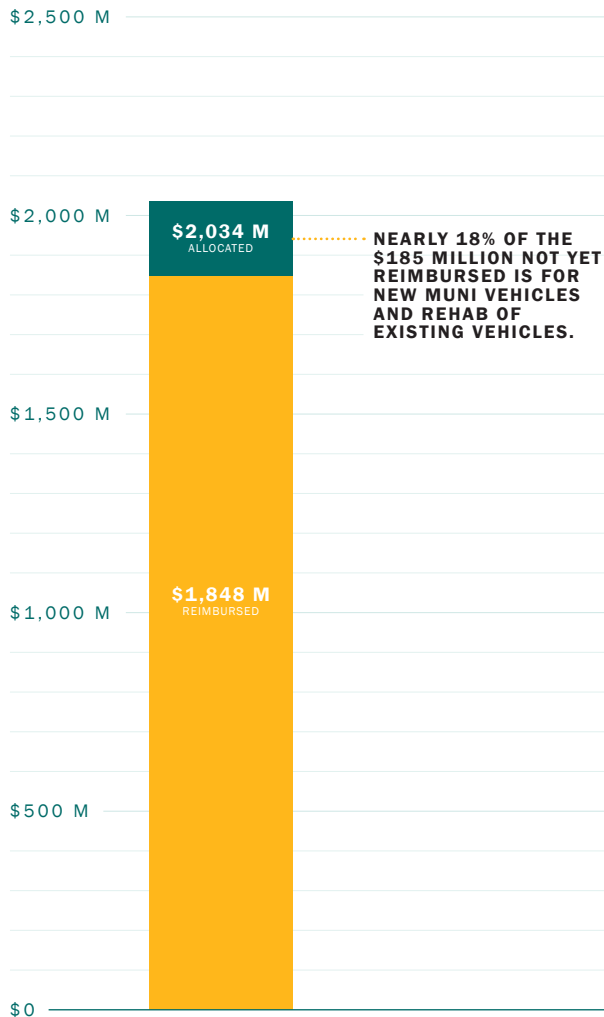


On average, every dollar of half-cent sales tax invested in San Francisco transportation projects is matched with \$4 to \$7 in federal, state, or other funds – multiplying our local dollars several times over.

Sales Tax Revenues in millions of dollars

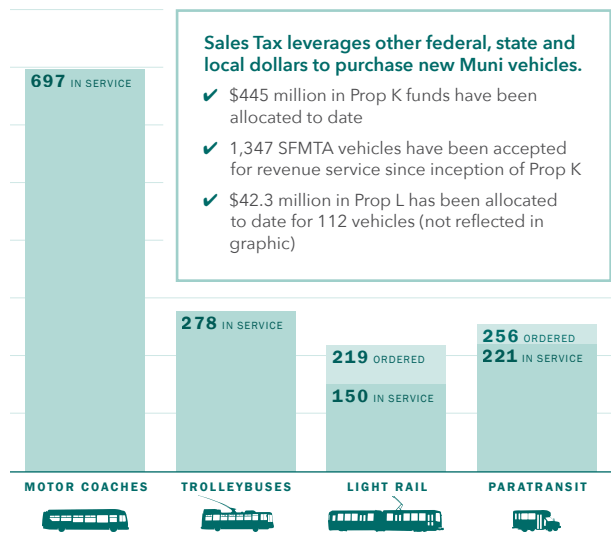


Prop K – Allocated and Reimbursed
Inception to December 2024*

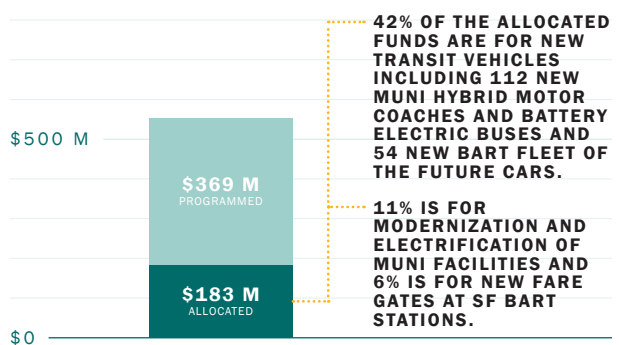


* Prop K allocations ended March 2023.

Sales Tax Supports Purchase of New Muni Vehicles
Data as of December 20, 2024*



Prop L – Programmed and Allocated
Inception to December 2024



* Prop L allocations began July 2023.

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, and in December, the Transportation Authority allocated the first \$9 million in Prop L funds to the project. 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 early procurement activities for The Portal continued in 2024. In April, the TJPA announced the shortlisting of three contractor teams for the project's civil and tunnel contract. In May, the Federal Transit Administration advanced the project to the Engineering phase of the federal grant process and established its funding amount of \$3.38 billion.

The Transportation Authority and TJPA continued to work together to advocate for the project at a regional, state, and federal level. In July, the Metropolitan Transportation Commission (MTC) approved TJPA's request for stage gate evaluation of the project within MTC's Major Project Advancement Policy framework to consider advancing the project to the highest tier of regional priority. In October, the Federal Railroad Administration awarded \$25 million to TJPA to complete final design for the track and rail systems component of the project.

Learn more at tjpa.org/portaldtx

CALTRAIN MODERNIZATION PROGRAM

Electrified Caltrain Service Launched

The Caltrain Modernization Program is a \$2.77 billion suite of projects that electrified and upgraded the performance, operating efficiency, capacity, safety, and reliability of Caltrain commuter rail service. One of the signature projects in the Prop K Expenditure Plan, the Caltrain Modernization Program extends for 52 miles from San Francisco to San Jose. The program is also preparing the corridor for future High-Speed Rail service. The Transportation Authority provided \$41 million to the program.

The program has three components: Positive Train Control, electrification of the Caltrain line between San Jose and San Francisco, and the purchase of electric multiple-unit trains to operate on the electrified railroad. The Positive Train Control project, completed in 2020, increases safety by preventing train-to-train collisions, overspeed derailments, movements through misaligned switches, and incursions through work zones. The Peninsula Corridor Electrification Project (electrification from San Francisco to San Jose and vehicle procurement) included construction of the Overhead Contact System, which will distribute power to the trains along the alignment, and the Signals System and Power Substations.

On September 21, Caltrain launched fully electrified service between San Francisco and San Jose, marking the culmination of years of work to bring faster and cleaner service to the corridor. The system is now utilizing the new fleet of electric trainsets, which is operating a faster and more frequent schedule. Since the launch of electrified service and the new service plan, ridership on the Caltrain system has grown, with the railroad seeing its best ridership numbers since the start of the COVID-19 pandemic.

Throughout 2024, the Transportation Authority continued to provide oversight of the Caltrain Modernization Program in cooperation with other partner agencies, including to support the preparation of lessons learned to inform other similar projects in the region.

Learn more at caltrain.com/projects/electrification





BART TRANSBAY CORE CAPACITY PROGRAM

In November 2023, the Transportation Authority allocated \$35 million in Prop L funds to help fund the acquisition of 54 additional rail cars as part of BART's Transbay Core Capacity Program. This \$2.7 billion program is a package of strategic investments that will allow BART to operate up to 30 ten-car trains 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. The Transportation Authority is engaged in enhanced project delivery support and oversight of the BART Transbay Core Capacity Program. BART anticipates delivery of the Prop L funded vehicles in September 2025.

Learn more at bart.gov/about/projects/corecapacity

MUNI FLEET – REHABILITATION, REPLACEMENT, AND EXPANSION

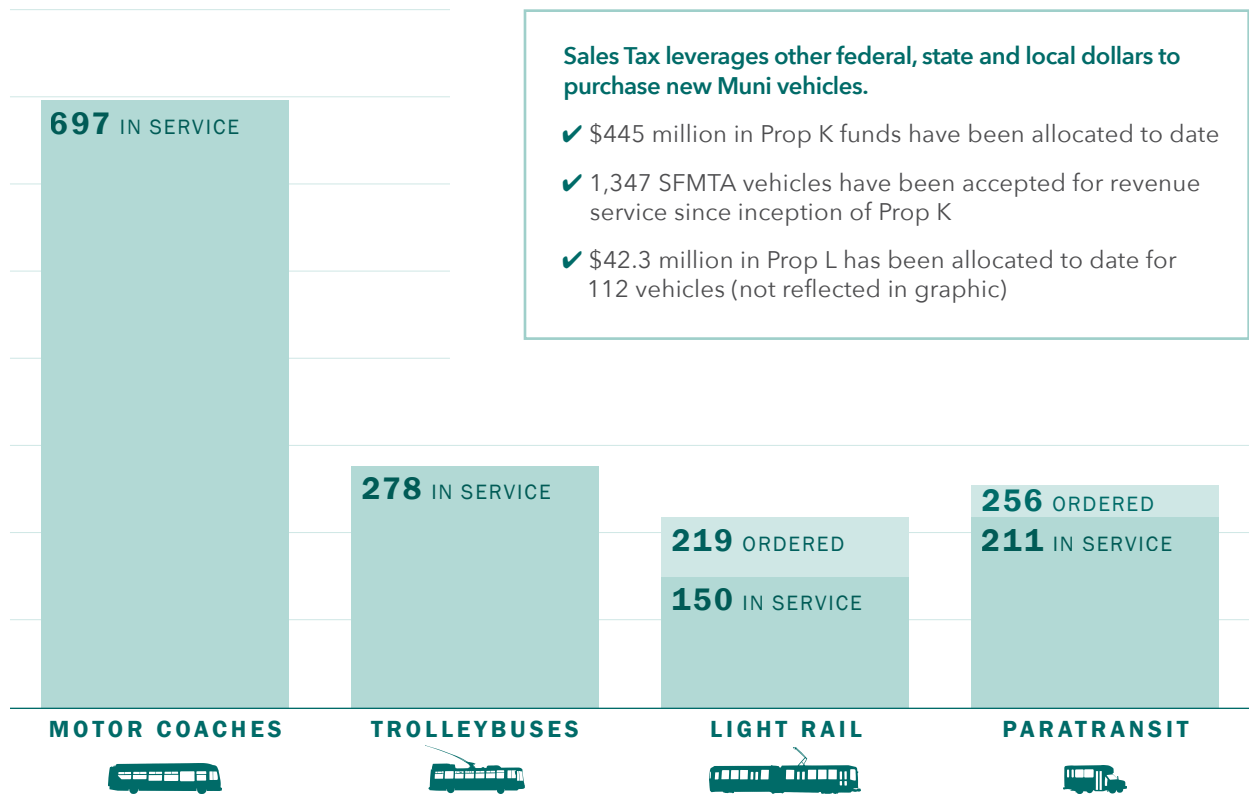
Newer and well-maintained buses and trains improve reliability and safety, and reduce maintenance costs

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 \$487 million to purchase new Muni buses, trains, and paratransit vans. As shown 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 mid 2024, SFMTA had placed all of these new buses into revenue service.

This year, the Transportation Authority allocated \$10 million in Prop L funds to replace 18 40-foot diesel electric hybrid buses that have reached the end of their useful life with six 60-foot and 12 40-foot battery electric buses. We also allocated \$32 million in Prop L funds to replace 94 40-foot hybrid vehicles that were procured in 2013 and have reached the end of their useful life. SFMTA anticipates delivery of all the new buses over the next three years.



Light Rail Vehicles

The SFMTA continues to replace its light rail vehicles that have reached the end of their useful lives. Through a \$1.2 billion contract with Siemens for the purchase of new light rail vehicles, SFMTA completed a 68-vehicle expansion of its light rail fleet in 2020 and is continuing to retire the Breda vehicles through the purchase of 151 new light rail vehicles. Thus far, SFMTA has placed 82 additional light rail vehicles into revenue service, 27 of which were commissioned in 2024. Sales tax contribution toward procurement of the new light rail fleet totals nearly \$192 million.

The SFMTA continued to work closely with Siemens to resolve some performance issues and to incorporate design and systems modifications reflecting customer, transit operator, and maintenance staff input. The SFMTA continues to work with Siemens on system updates and upgrades, including brake components.

Paratransit Vehicles

In 2022, we allocated sales tax funds to SFMTA to procure 45 new paratransit vehicles to replace vehicles 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 new paratransit vehicles into service in 2024. 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 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. In 2024, the Transportation Authority allocated \$5 million in Prop L funds for Muni Forward Five-Minute Network Corridor Development, specifically to plan for the next generation of Muni Forward corridor projects, and \$1.2 million for detailed design of Mission Street SoMa Transit Improvements. To date, the Transportation Authority has provided \$32 million in sales tax funds and \$2 million in Prop AA vehicle registration fees to support Muni Forward.

SFMTA completed the L Taraval Improvement Project between Sunset Boulevard and West Portal, constructing new rails, boarding islands, bulb-outs, accessible curb ramps, traffic signals, overhead contact system, and streetscape improvements. The 16th Street Improvement Project reached substantial completion, constructing new transit-only lanes, traffic signals, bulb-outs, accessible curb ramps, bus shelters, and streetscape improvements. The SFMTA Board approved final designs for segments of the J Church, K Ingleside, and M Ocean View lines, and has completed or is currently implementing quick-build improvements on these corridors, including a mix of transit lanes, stop consolidation, transit boarding islands, traffic signal improvements, and pedestrian safety upgrades. SFMTA also completed spot upgrades and quick-builds improvement on the 14 Mission and 29 Sunset lines.

To date, SFMTA has completed permanent construction on 20 Muni Forward project corridors.

Learn more at sfmta.com/projects/muni-forward

MUNI MAINTENANCE FACILITIES

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

Since 2003, the sales tax has contributed \$94 million for expansion, repair, and upgrade of SFMTA's transit facilities and stations. This year, the Transportation Authority allocated \$2.4 million to SFMTA to begin preliminary design of battery electric bus charging infrastructure at the Woods and Islais Creek bus facilities to support the future deployment of battery electric buses, some of which SFMTA is in the process of procuring.

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 40-foot and 60-foot trolley buses. This project is a partnership of SFMTA and Public Works in coordination with a public-private-partnership developer that will build the facility. A parallel project to build affordable family and workforce housing, or to operate paratransit vehicles, above the maintenance facility is also proposed as part of the overall site development plan. This year, the project received certification of its final Environmental Impact Report and the SFMTA Board and the Board of Supervisors approved the preliminary Project Agreement with the developer team for the new bus yard. The Transportation Authority previously allocated \$18 million to this project.

Last year, the Transportation Authority allocated \$5 million to SFMTA to plan for the modernization of the Presidio Yard maintenance facility. The new Presidio Yard facility will service over 215 battery electric buses. SFMTA also envisions parallel development on an adjacent SFMTA-owned parcel, with mixed used development of commercial uses and affordable and market rate housing to generate revenues for capital maintenance and transit service. Sales tax funds are supporting pre-development planning, stakeholder engagement, community outreach, environmental review, and preparation of bids for a public-private-partnership development partner. This year, the project engaged a consultant team and City staff to complete a market analysis report, kick off conceptual designs, and advance consultant procurement processes for environmental review, public engagement, and project advisory services.

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 public-private-partnership delivery method planned 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 completed the L Taraval Transit Enhancements project and rail service was restored on the corridor. The project included the installation of new water and sewer lines, traffic signal conduits, new rails, road base reconstruction, and asphalt paving along Taraval Street. SFMTA also moved forward with the Cable Car Propulsion Gearboxes project, completing the overhaul of four gearboxes. SFMTA also completed procurement of parts required for the cable car pulley rebuild project, another state of good repair effort that will keep the cable cars running safely and reliably. Lastly, SFMTA finished track maintenance at the intersection of Clipper and Church streets as part of the Track Replacement and Upgrade project.

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.

CALTRAIN MAINTENANCE, REHABILITATION, AND REPAIR

Maintenance repairs and upgrades support safety and reliability

Since the passage 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, which continues under Prop L, is specifically for maintenance, rehabilitation, and repair of Caltrain to keep the system running safely and reliably.

In 2024, Caltrain performed track rehabilitation work, including rail replacement, bridge inspections, fencing, and switch tie and cross tie installation. Caltrain maintained its fleet of trains by replacing batteries and suspensions and refurbishing car interiors. Caltrain also began replacing visual messaging signs in its stations and continued construction of the Guadalupe River Bridge Replacement and Extension project. The Transportation Authority allocated over \$3 million in sales tax funds to keep right-of-way fencing and track equipment in a state of good repair.

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 Commissioner Shamann Walton and funded by sales tax funds, recommended design improvements at the station to provide universal access, compliant with the Americans with Disabilities Act. In 2024, we supported Caltrain's preparation of a grant application to the federal All Stations Accessibility Program for construction funding, though this application was unsuccessful. Transportation Authority and Caltrain staff continue to work together to identify additional opportunities to secure funding for the recommended improvements to the station.

BART MAINTENANCE, REHABILITATION, AND REPAIR

Improving the customer experience along with safety and reliability

BART completed installation of next generation fare gates at Civic Center, 16th Street, 24th Street, and Powell Street stations. The new fare gates feature a swing-style design with sensors to detect patrons, wheelchairs, children, luggage, and bicycles, and will improve reliability, access, rider experience, and reduce maintenance costs. BART anticipates completing installation of new fare gates systemwide, including the remaining San Francisco stations, by the end of 2025. The Transportation Authority previously allocated \$12.5 million in Prop L sales tax matching funds for the \$90 million project.



Work continued on sales tax funded repairs to mitigate water intrusion into BART's tunnels in San Francisco, replace the traction power substation at Powell Street Station (part of the Transbay Core Capacity Program), and install new hearing loop equipment in station agent booths in all San Francisco stations. BART also advanced design for a new elevator at Embarcadero Station and design work is continuing on elevator renovations at Powell Street and Civic Center Stations.

PARATRANSIT

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

The half-cent sales tax has been helping to fund the SFMTA's paratransit program since 1990, supporting seniors and persons with disabilities. 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 city community centers, and inter-county paratransit services. The Transportation Authority also supports shopping and recreational shuttles operated as part of the paratransit program. The SFMTA, through its paratransit broker and providers, provided about 575,000 paratransit trips in 2024 to approximately 11,000 Americans with Disabilities Act eligible paratransit riders and 8,000 individuals registered in other transportation services offered through San Francisco Paratransit. See the Muni Fleet section of this report for information on the paratransit vehicles funded by the sales tax.



The Transportation Authority continued its commitment to providing a stable funding source for paratransit by allocating \$13.5 million in Prop L funds for paratransit operations.

The SFMTA continued to assist with the City's response to the pandemic with 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 seniors and persons with disabilities in completing essential trips. As of November, over 8,400 individuals have enrolled in the program with over 367,500 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

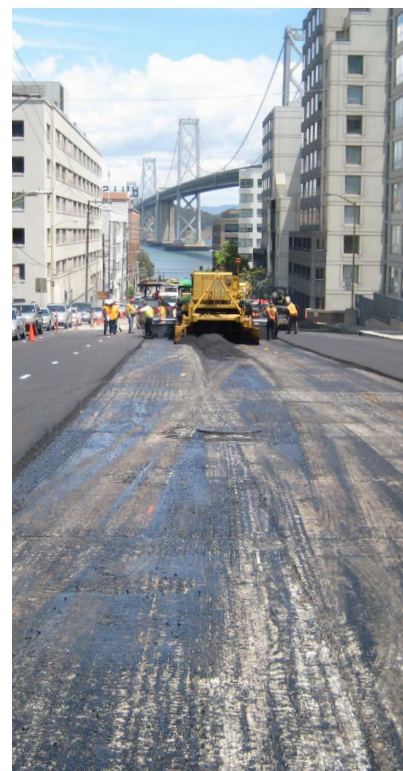
Street repair and reconstruction projects provide smoother, safer pavement for pedestrians, cyclists, buses, and motor vehicles. Street reconstruction projects typically include rebuilt or repaired curbs and gutters, sidewalk repair, and accessible curb ramps, in addition to new roadway pavement and striping. Public Works completed the Taraval Street Pavement Renovation project from West Portal to Sunset Boulevard (26 blocks) in coordination with the larger L Taraval project led by SFMTA, as well as the Richmond Residential Streets Pavement Renovation project (18 blocks). Public Works started construction of the Sunset Boulevard Pavement Renovation (42 blocks) and the Hunters Point, Central Waterfront, and Potrero Hill Pavement Renovation projects (25 blocks), and advanced construction of the Mission and Geneva Pavement Reconstruction project (55 blocks). Additionally, the Transportation Authority Board allocated \$3.4 million in Prop L funding to Public Works for two projects that will construct pavement renovations at multiple locations around the city: Various Locations No. 62 (34 blocks) and Various Locations No. 68 (38 blocks).

Street Repair and Cleaning Equipment

Public Works placed two new electric pick-up trucks and two regenerative air street sweepers in service as part of the sales tax funded Street Repair and Cleaning Equipment program. Additionally, the Transportation Authority allocated Prop L funds for one new asphalt utility truck. 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 broke ground on the sales tax funded Folsom Streetscape project between 2nd and 11th streets, located on the High Injury Network, and Public Works is nearing completion of design for the Sickles Avenue Streetscape project in the Excelsior. Both projects will improve transportation safety and livability for users of the corridors.



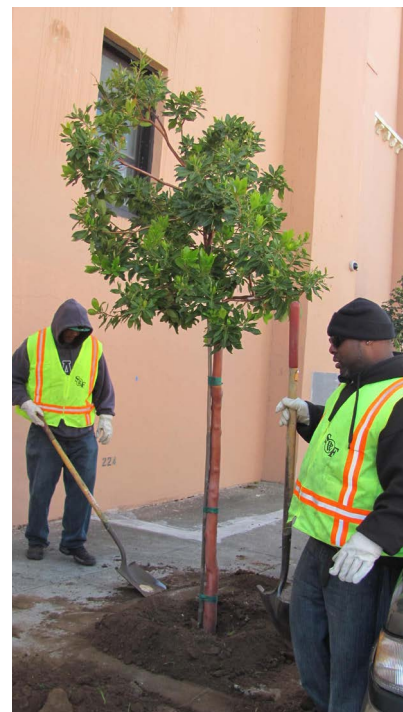
Curb Ramps

Public Works and SFMTA constructed 190 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 80 curbs ramps as part of the Taraval Street Pavement Renovation project; 49 curb ramps as part of the 23rd Street, Dolores Street, York Street, and Hampshire Street Pavement Renovation project; 35 curb ramps as part of the Sunset Boulevard Pavement Renovation project; eight curb ramps as part of the L Taraval Improvement project; and four curb ramps for the District 3 Pedestrian Safety Improvements project.



Sidewalk Repair and Trees

As part of its Public Sidewalk Repair Program, Public Works used Prop L funds to repair non-tree related damage on sidewalk and curb damage at 66 locations in the public right-of-way, making sidewalks safer and easier to navigate. Also funded by Prop L, Public Works planted 1,811 street trees in the public right-of-way 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

The Transportation Authority allocated \$4.4 million in Prop L funds for construction of traffic signal upgrades and bus transit signal priority improvements. The SFMTA activated new traffic signals at two intersections, upgraded 45 8-inch signal heads to 12-inch LED signal heads as part of the Traffic Signal Visibility Upgrades project, and replaced 12 traffic signal controllers installed as part of the Traffic Signal Hardware project. The SFMTA also installed 15 pedestrian countdown signals, and 42 accessible (audible) pedestrian signals, 29 of which were part of the 6th Street Pedestrian Safety project.

Signal upgrade projects typically include larger and 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 is the primary funder of SFMTA's Residential Traffic Calming Program, which we support with sales tax and 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. SFMTA revamped the program in 2023 to move away from set annual application cycles to a rolling program with a faster timeline

for implementation. The Transportation Authority previously allocated \$4.2 million in TNC Tax funds to support the rolling program. In 2024, SFMTA received 99 applications and began evaluation and data collection. SFMTA also installed five devices through the application-based program, which is less than prior years due to constraints on staff resources. SFMTA expects to ramp up delivery in early 2025 with construction of 265 devices funded by prior sales tax grants.

In June, 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 and School Daylighting Program. The School Walk Audit Program serves all K-12 schools, both public and private. SFMTA identified the schools where it will conduct walk audits and install daylighting for the 2024-25 school year: Alvarado Elementary, Argonne Elementary, Bessie Carmichael Elementary, César Chávez Elementary, Charles Drew Elementary, Claire Lilienthal (Madison Campus) Elementary, Commodore Sloat Elementary, Dianne Feinstein Elementary, Monroe Elementary, and Redding Elementary. SFMTA staff also implemented traffic calming measures, loading zone improvements, and recommendations identified as priorities in previous school walk audits at Cleveland Elementary, Jean Parker Elementary, John Muir Elementary, George Peabody Elementary, Sanchez Elementary, Sherman Elementary, Robert Louis Stevenson Elementary, Sunset Elementary, Ulloa Elementary, Aptos Middle School, Dr. Charles R. Drew College Preparatory Academy, John O'Connell High School, St. Ignatius College Preparatory School, and Town School for Boys.

The Transportation Authority supports SFMTA's Vision Zero Quick-Build program with sales tax and TNC Tax funds. In 2024, the SFMTA completed six quick-build corridor projects: 3rd Street, 17th Street, Dr. Carlton B Goodlett Place, Frida Kahlo Way, Guerrero Street, and Lincoln Way. The Transportation Authority also allocated \$7.7 million in TNC Tax funds for the quick-build program to implement safety improvements on various corridors and spot improvements at locations on the High Injury Network.

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.

The SFMTA used sales tax and TNC Tax funds to implement several quick-build safety projects that included protected bikeways and other safety improvements for bicyclists. These included protected bikeways and signal timing changes on Frida Kahlo Way and Judson Avenue adjacent to City College of San Francisco, 17th Street between Potrero Avenue and Pennsylvania Avenue, 3rd Street between the Bay Trail and Townsend Street, and Dr. Carlton B. Goodlett Place adjacent to City Hall.

Ongoing bicycle projects this year included bicycle safety education classes; bicycle facility maintenance such as replacing safe-hit posts and refreshing striping; and the installation of more than 1,800 on-street bike racks using TFCA and sales tax funds. Approximately 30% of new bike racks have been installed within Equity Priority Communities over the last several years.

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. The Transportation Authority is leading several TDM efforts which are described in more detail in the Planning & Delivering section of this report, including the Eco-Friendly Downtown Business Deliveries Study and the TDM Market Analysis.

The San Francisco Environment Department (San Francisco Environment) continues 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. Recognizing the ongoing success of the program, the Prop L Expenditure Plan includes dedicated funding for the Neighborhood Program. The Board approved programming for this five-year funding cycle in July, providing \$700,000 for each supervisorial district through June 2028 and funding for three new Neighborhood Program projects. The map on the following page shows all current Neighborhood Program projects, including the five projects that were completed this year.

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

Neighborhood Program Projects Completed in 2024

In District 1, SFMTA added **Rectangular Rapid Flashing Beacons** at the intersection of 38th Avenue and Geary Boulevard alongside the marked pedestrian crosswalks, improving pedestrian safety at this intersection.

Led by Transportation Authority staff, the **District 1 Multimodal Transportation Study** used technical analysis and community engagement to identify transportation needs and mobility challenges. Recommendations include proposed neighborhood circulation and quick-build concepts as well as districtwide mode shift and greenhouse gas emission reduction strategies to improve neighborhood connectivity and safety and reduce vehicle trips and emissions.

In District 3, SFMTA completed the **Pedestrian Safety Improvements Project**, making changes at two intersections. The improvements included adding a pedestrian scramble at the intersection of Kearny and Jackson streets and opening a new crosswalk at the intersection of Columbus Avenue, Green Street, and Stockton Street connecting the northeast and southwest corners.

In District 8, the planning phase of the **Jane Warner Plaza Renovation Project** is now complete. Led by Public Works, this effort focused on enhancing pedestrian and bicycle safety at this bustling multimodal hub. The project brought together staff from Public Works and SFMTA, who collaborated with community members and other agencies to analyze, propose, and develop detailed designs. A key focus was transforming temporary safety features into permanent improvements, with the

goal of making the intersection of Castro and Market streets safer and more accessible. Additionally, adjustments to nearby SFMTA infrastructure will help ensure the plaza better supports the community's transit and pedestrian needs.

The **District 9 Traffic Calming Project** made improvements in the Folsom Street and Crescent Avenue corridors in the Mission and Bernal neighborhoods, enhancing safety for pedestrians and bicyclists. The project aimed to reduce speeding, discourage cut-through traffic, and minimize the severity of injuries from collisions. Improvements implemented by SFMTA included four speed cushions along Folsom Street between 20th and 22nd streets; two traffic islands at the Folsom and 21st streets intersection; a speed table on Crescent Avenue between Mission and Leese streets, and between Porter and Bache streets; and a raised asphalt crosswalk at Crescent Avenue and Murray Street.

New Neighborhood Program Projects in 2024

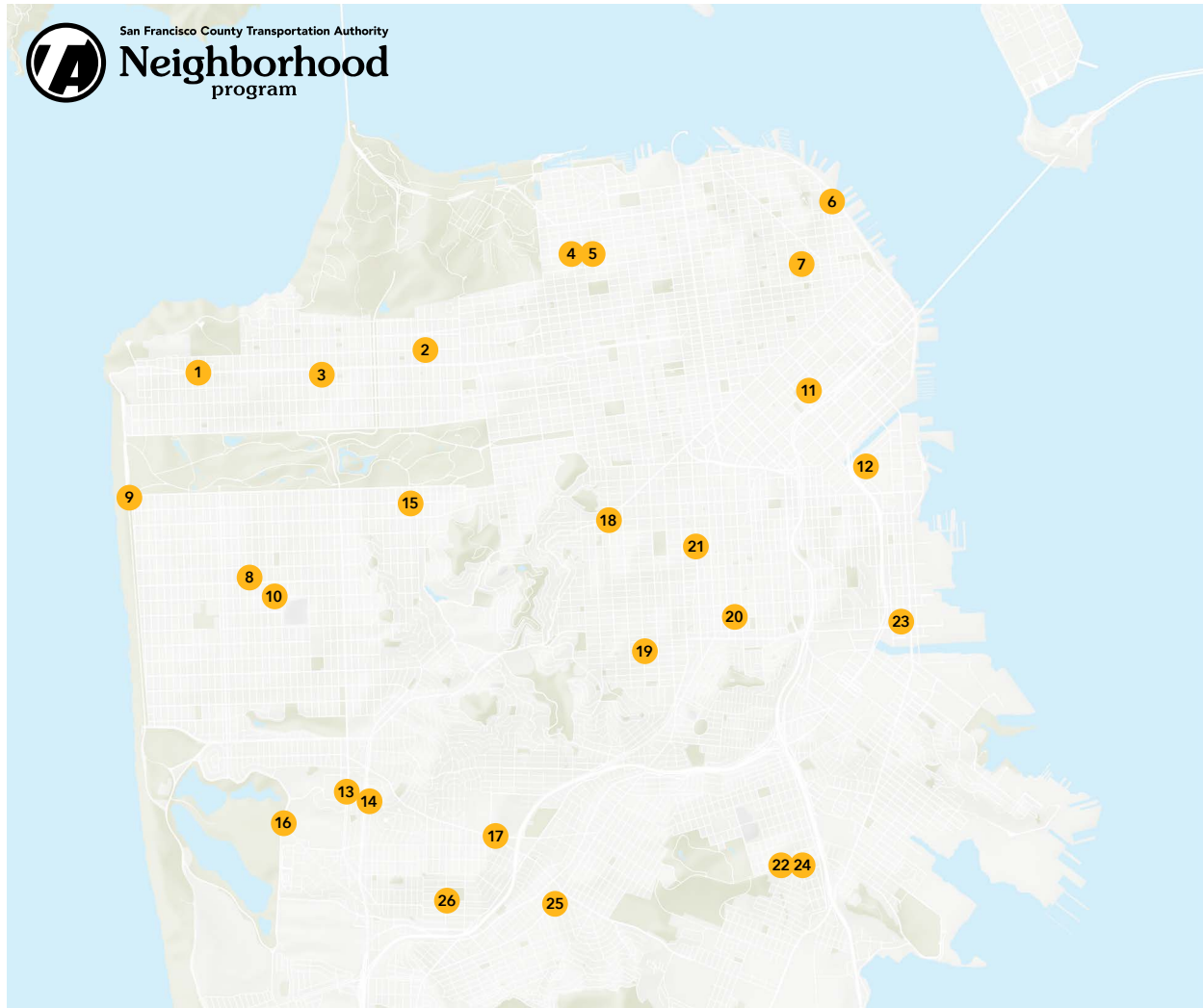
In District 1, **Clement Street & 6th Avenue Intersection Improvements** will include new thermoplastic crosswalk designs to help improve safety, walkability, and overall neighborhood awareness at this intersection which is close to many businesses, shops, cafes, restaurants, homes, and schools. Public Works will design and construct the improvements, working closely with the District 1 office.

In District 4, the **Great Highway Gateway Study** will focus on the Lower and Upper Great Highway, Lincoln Way, La Playa Street, and Martin Luther King Jr. Drive intersections and will consider design improvements, traffic circulation and signal considerations, place-making features, and streetscape enhancements that improve safety, wayfinding, navigation, and transit connectivity, by creating a more pleasant driving, biking, and walking environment. SFMTA will lead the study and community engagement.

The **District 11 Traffic Calming and Sideshow Deterrence Project** will focus on implementing speed humps, raised crosswalks, corner hardening, and other measures to enhance pedestrian and bicyclist safety. These improvements aim to reduce speeding, cut-through traffic, and illegal exhibition driving while creating safer and more accessible neighborhood streets. The project will prioritize locations through community engagement and collaboration with SFMTA, the District 11 Commissioner's Office, and public safety partners.

CURRENT NEIGHBORHOOD PROGRAM PROJECTS

- 1 38th Avenue and Geary Rectangular Rapid Flashing Beacons (District 1)*
 - 2 Clement Street & 6th Avenue Intersection Improvements (District 1)
 - 3 District 1 Multimodal Transportation Study (District 1)*
 - 4 District 2 Safety Study
 - 5 District 2 Safety Study Implementation
 - 6 District 3 Pedestrian Safety Improvements*
 - 7 Walter U Lum Place Public Space Study (District 3)
 - 8 District 4 Community Shuttle Study
 - 9 Great Highway Gateway Study (District 4)
 - 10 Ortega Street Improvements (District 4)
 - 11 District 6 Traffic Calming and Sideshow Deterrence
 - 12 Mission Bay School Access Plan (District 6)
 - 13 FY 2018/19 Participatory Budgeting Priorities (District 7)
 - 14 FY 2019/20 Participatory Budgeting Priorities (District 7)
 - 15 Inner Sunset Multimodal Safety and Access Study (District 7)
 - 16 Lake Merced Quick Build (District 7)
 - 17 Ocean Avenue Safety and Bike Access (District 7)
 - 18 Jane Warner Plaza Renovation (District 8)*
 - 19 Next Generation Sanchez Slow Street (District 8)
 - 20 District 9 Traffic Calming*
 - 21 Valencia Long-Term Bikeway Study (District 9)
 - 22 Vision Zero Proactive Traffic Calming – Visitacion Valley and Portola Neighborhoods (District 9)
 - 23 Minnesota and 25th Streets Intersection Improvements (District 10)
 - 24 Visitacion Valley & Portola Community Based Transportation Plan Implementation (District 10)
 - 25 District 11 Traffic Calming and Sideshow Deterrence Project
 - 26 District 11 Traffic Calming Cycle 2
- * Projects completed in 2024



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 covers Fiscal Years 2022/23 to 2026/27.

As of December, 31 of the 49 projects funded from program inception to date have been completed and are open for use by the public. Thirteen more projects are under construction and five projects are in the design phase.

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.

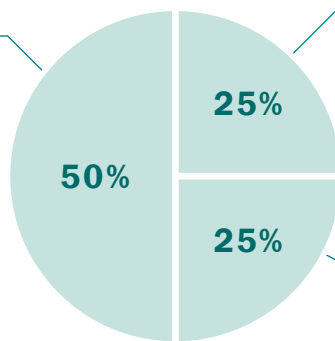
STREET REPAIR AND RECONSTRUCTION

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

Three Prop AA projects opened for use in 2024:

- **Richmond Residential Streets Pavement Renovation:** Public Works substantially completed street resurfacing of 18 blocks throughout the Richmond District, along with demolition, new sidewalk construction, curb ramp reconstruction and retrofit, and other related work.
- **L Taraval Improvement Project (Segment B – Sunset Boulevard to West Portal):** SFMTA substantially completed the L Taraval project and re-started train service. The project included new rails and overhead wires that power the trains, 22 new or extended boarding islands, 11 pedestrian bulb-outs and new high-visibility crosswalks, new curb ramps and accessible pedestrian signals, as well as new sewers, landscaping, and street lighting.
- **Salesforce Transit Center Wayfinding Phase 1:** The TJPA replaced 100 media players at interactive and non-interactive kiosks throughout the Transit Center. This project was intended to improve reliability and functionality of the wayfinding system, improving the commuter and visitor experiences by connecting them quickly and more efficiently to their transit connections and to the public open space and activities provided at the center's rooftop park.

Learn more at sfcta.org/funding/prop-aa-vehicle-registration-fee

FUNDED IN 2024 (PROJECT SPONSOR)	TOTAL PROJECT COST	PROP AA ALLOCATED	CURRENT PHASE
STREET REPAIR AND RECONSTRUCTION			
8th St, Clay St, and Leavenworth St Pavement Renovation (Public Works)	\$4,487,840	\$2,360,572	Construction
PEDESTRIAN SAFETY			
Oakdale Lighting Improvements Phase 1 (Public Works)	\$1,524,000	\$1,200,000	Construction
Innes Avenue Sidewalk Improvements (Public Works)	\$956,100	\$672,000	Construction
Japantown Buchanan Mall Improvements (Public Works)	\$7,500,000	\$100,000	Design
TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS			
Transit Stop Signage Enhancement Program Phase 2 (SFMTA)	\$1,021,021	\$1,021,021	Construction
Yerba Buena Island Multi-Use Pathway – Transit Lane (SFCTA)	\$95,151,000	\$750,000	Design
2024 GRAND TOTAL	\$110,639,961	\$6,103,593	

OPEN FOR USE IN 2024 (PROJECT SPONSOR)	TOTAL PROJECT COST	PROP AA ALLOCATED	CURRENT PHASE
STREET REPAIR AND RECONSTRUCTION			
Richmond Residential Streets Pavement Renovation (Public Works)	\$3,214,336	\$2,020,000	Construction
TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS			
L Taraval Improvement Project: Segment B – Sunset Boulevard to West Portal (SFMTA)	\$71,150,000	\$3,664,159	Construction
Salesforce Transit Center Wayfinding Phase 1 (TJPA)	\$1,361,700	\$300,000	Construction
OPEN FOR USE GRAND TOTAL	\$75,726,036	\$5,984,159	

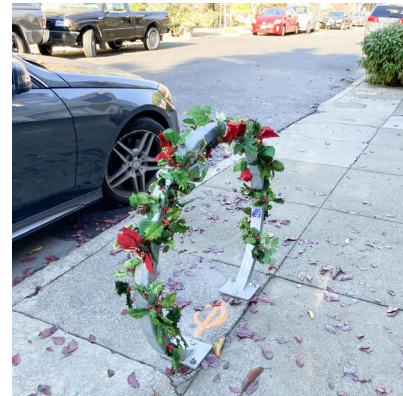
TRANSPORTATION FUND FOR CLEAN AIR

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 \$642,779 in TFCA funds to three projects:

- SFMTA’s Short Term Bike Parking project, which will fund siting and installation of 1,200 bike racks, providing 2,400 new parking spaces across the city.
- San Francisco Environment’s Emergency Ride Home program, which guarantees a ride home for commuters who normally take transit, walk, or bike to work.
- SFMTA’s Paratransit Electrification project to procure one electric paratransit van to replace a gas vehicle that is beyond its useful life. The new van will provide Americans with Disabilities Act paratransit trips and help SFMTA prepare for wider adoption of electric vehicles.



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 1,800 bike racks citywide and a year of guaranteed ride home availability.

Learn more at sfcta.org/funding/transportation-fund-clean-air

FUNDED IN 2024 (PROJECT SPONSOR)	TOTAL PROJECT COST	TFCA FUND AMOUNT
Short Term Bike Parking (SFMTA)	\$1,057,274	\$506,004
Emergency Ride Home (SFE)	\$91,775	\$91,775
Paratransit Electrification (SFMTA)	\$300,000	\$45,000
TOTAL	\$1,449,049	\$642,779

COMPLETED IN 2024 (PROJECT SPONSOR)	TOTAL PROJECT COST	TFCA FUND AMOUNT
Short Term Bike Parking (SFMTA)	\$1,484,046	\$643,829
Emergency Ride Home (SFE)	\$82,422	\$82,422
TOTAL	\$1,566,468	\$726,251

ONE BAY AREA GRANT PROGRAM

Supporting growth with transportation investments

The MTC's One Bay Area Grant program supports projects that advance regional transportation priorities while also advancing the Bay Area's housing and land-use goals. The program distributes federal transportation dollars to reward jurisdictions that accept housing growth and focus transportation investments in support of Priority Development Areas.

As San Francisco's Congestion Management Agency (CMA), the Transportation Authority has awarded \$121 million in One Bay Area Grant funds to more than 20 projects since the program's 2012 inception. In 2024, we continued to provide oversight and support to One Bay Area Grant project sponsors. This year, we were excited to celebrate the substantial completion of the Caltrain Electrification project which is now in service! We also supported delivery of projects such as the Yerba Buena Island Multi-Use Pathway, which advanced detailed design, and Better Market Street, which advanced construction and is expected to reach substantial completion in early 2025.



A new Caltrain electric train

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

COMPLETED IN 2024 (PROJECT SPONSOR)	TOTAL PROJECT COST	OBAG FUND AMOUNT	CURRENT PHASE
Caltrain Electrification (PCJPB)	\$1,980,253,000	\$14,899,000	Construction
TOTAL	\$1,980,253,000	\$11,187,736	

STATE TRANSPORTATION IMPROVEMENT PROGRAM

Investing in transit fleets is one of the most impactful ways to ensure reliable and safe transit service. As such, the Transportation Authority directs a significant amount of sales tax funds, as well as discretionary funds such as the State Transportation Improvement Program, into the purchase and maintenance of transit vehicles.

In March, consistent with the Transportation Authority's approved program of projects, the California Transportation Commission approved \$63.8 million in State Transportation Improvement Program funds for SFMTA's New Flyer Midlife Overhaul Phase III project for 136 vehicle overhauls. Earlier in the year, the California Transportation Commission allocated \$8 million in state funds for 17 vehicle overhauls as part of Phase II of the larger project. 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.

As the CMA for San Francisco, the Transportation Authority establishes biennial project priorities for San Francisco's share of funds from the State Transportation Improvement Program. We have had long-standing commitments of future State Transportation Improvement Program funds to signature Prop K sales tax projects. As of December, the Board-adopted priorities include \$46.7 million in remaining commitments to the Central Subway (\$15.7 million to be fulfilled by programming funds to other eligible SFMTA projects) and the Presidio Parkway Advance (\$31 million to repay the MTC for advancing project funds).



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 Lifeline Transportation Program. As the CMA for San Francisco, we are responsible for administering San Francisco’s share of these funds. STA projects focus on benefiting Equity Priority Communities and improve mobility and accessibility in low-income communities.

The Transportation Authority Board awarded up to \$5.3 million in STA funds to the following projects:

- SFMTA’s Paratransit program (\$3,300,000) provides transit services for seniors and persons with disabilities and includes the Essential Trip Card to help participants pay for essential trips in taxis.
- Water Emergency Transportation Authority (WETA)’s Treasure Island Electric Ferry Service (\$1,686,004) includes 12 months of operations of electrified ferry service between Treasure Island and the Ferry Building
- BART’s Elevator Attendant Program (up to \$356,901) helps BART and SFMTA customers who rely on the elevators to access the downtown shared BART and SFMTA stations: Civic Center/UN Plaza, Powell, Montgomery, and Embarcadero.

In 2024, SFMTA provided paratransit services and BART provided the Elevator Attendant Program using previously allocated STA funds.

Learn more at sfcta.org/funding/lifeline-transportation-program



Elevator attendant Charles Jones greets customers at Powell Street Station. Elevator attendants ensure that BART and Muni Civic Center and Powell Street station elevators are clean and reliable.

FUNDED IN 2024 (PROJECT SPONSOR)	TOTAL PROJECT COST	STA COUNTY BLOCK GRANT AMOUNT
Paratransit (SFMTA)	\$34,743,157	\$3,300,000
Elevator Attendant Program (BART)	\$6,785,272	up to \$356,901*
Treasure Island Electric Ferry Service (WETA)	\$3,775,833	\$1,418,859 up to \$1,686,004*
TOTAL	\$45,304,262	\$5,075,760, UP TO \$5,342,905*

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

COMPLETED IN 2024 (PROJECT SPONSOR)	TOTAL PROJECT COST	STA COUNTY BLOCK GRANT AMOUNT
Paratransit FY24 (SFMTA)	\$33,893,026	\$3,300,000
Elevator Attendant Program (BART)	\$3,000,000	\$1,035,626
TOTAL	\$36,893,026	\$4,335,626

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 Prop L transportation sales tax, Prop AA vehicle registration fee, and a portion of San Francisco’s Prop D TNC Tax, the Transportation Authority annually receives state gas tax funds for capital projects that improve bicycle or pedestrian safety and mobility, the local road system, transit facilities, or the state highway system, among other transportation improvement projects.

The Transportation Authority Board approved a fund exchange to secure \$4.5 million in Bay Area Toll Authority (BATA) bridge toll funds for the West Side Bridges Seismic Retrofit Project by programming the same amount of Local Partnership Program formula funds to a to-be-determined California Department of Transportation (Caltrans) bridge project of BATA’s choice. The West Side Bridges Retrofit Project on Yerba Buena Island will replace or retrofit eight seismically deficient bridges. These additional funds will allow us to build an extended retaining wall that will accommodate the Yerba Buena Island Multi-Use Pathway, a future Class I pedestrian and bicycle facility that will improve the multimodal circulation network on Yerba Buena Island. These projects are part of a series of transportation infrastructure projects on Yerba Buena Island that will support development on Treasure Island, including 8,000 units of housing at full build out, with 27% of these units being affordable.

FUNDED IN 2024 (PROJECT SPONSOR)	CURRENT PHASE	COST OF REQUESTED PHASE	LOCAL PARTNERSHIP PROGRAM FORMULA FUND AMOUNT
Project to be determined (West Side Bridges fund exchange)(Caltrans)*	Construction	TBD	\$4,500,000
TOTAL		TBD	\$4,500,000

* Fund exchange to enable construction of a retaining wall as part of the West Side Bridges Retrofit Project to accommodate the future Yerba Buena Island Multi-Use Pathway.



TRANSPARENCY AND ACCOUNTABILITY

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

PROP K HIGHLIGHTS

The table below provides a snap shot of the projects Proposition K (Prop K) has delivered from inception through December 2024, with illustrative examples of projects completed by Prop K Expenditure Plan line item. Projects shown are open for use or are completed planning efforts unless otherwise noted. We will transition this table to reflect the Prop L Expenditure Plan, which took effect in April 2023, as soon as enough time has elapsed for more projects to have been completed. Visit the MyStreetSF interactive project map at mystreetsf.sfcta.org to see half-cent sales tax and other Transportation Authority-funded projects near you.

A. TRANSIT

i. Major Capital Projects	
a. Muni	
Rapid Bus Network including Real Time Transit Information	N Judah Transit Improvements, Mission-Geneva Transit and Pedestrian Improvements, 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. Caltrain	
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
c. BART Station Access, Safety and Capacity	
16th Street BART Station NE Plaza Redesign, 24th Street/Mission Plaza and Pedestrian Improvements, Daly City Bus Circulation Improvements, bicycle parking at Balboa Park and Glen Park stations, wayfinding / passenger information improvements at the 16th Street and 24th Street stations, Powell Street Station Modernization	
d. Ferry	
Downtown Ferry Terminal Expansion	
ii. Transit Enhancements	
Extension of Trolleybus Lines/Electrification of Motorcoach Routes	
Extension of Streetcar Service (Fisherman's Wharf to Fort Mason)	
Purchase/Rehab of Historic Streetcars for New/Expanded Service	
Balboa Park BART/Muni Station Access Improvements	Balboa Park Real Time Transit Information, Balboa Park Eastside Connections, Balboa Park Station Area and Plaza Improvements
Relocation of Caltrain Paul Avenue Station to Oakdale Avenue	Oakdale Ridership Study
Purchase of Additional Light Rail Vehicles for Muni Light Rail Lines	24 new light rail vehicles in service
Other Transit Enhancements	
Sloat Boulevard Pedestrian Improvements, Glen Park Community Plan Implementation Phase 1, Southwest Subway (19th Avenue/M Ocean View) pre-environmental support	
iii. System Maintenance and Renovation	
a. Vehicles	
Transit Vehicle Replacement and Renovation	1,347 new Muni transit vehicles (buses, light rail and paratransit vehicles), rehab of Caltrain locomotives, rebuilt 16 Muni historic streetcars, rehab of 60 articulated trolley buses
Trolleybus Wheelchair-lift Incremental Operations and Maintenance	Done
F Line Historic Streetcar Incremental Operations and Maintenance	Done
b. Facilities	
Rehabilitation, Upgrade and Replacement of Existing Facilities	New Muni Islais Creek Maintenance Facility, new Transportation Management Control Center, reconstructed 13 Muni escalators, renovated SFMTA's central parts warehouse at 1570 Burke Avenue, installed worker fall protection and safety and maintenance systems at 10 Muni facilities; Caltrain systemwide station improvements.
Muni Metro Extension Incremental Operations and Maintenance	Done
c. Guideways	
California Street cable car infrastructure improvements, Green Light Rail Center track replacement, Market and Haight street transit and pedestrian improvements, rebuilt Cable Car Barn gearboxes, 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. We do not expect revenue levels to reach Priority 3.

B. PARATRANSIT SERVICES

Paratransit Services	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
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C. STREETS AND TRAFFIC SAFETY

i. Major Capital Projects	
a. Doyle Drive	Done
b. New and Upgraded Streets	
Bernal Heights Street System Upgrading	Done
Great Highway Erosion Repair	Great Highway reroute project (planning)
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
ii. System Operations, Efficiency and Safety	
a. New Signals and Signs	72 new traffic signals, 989 pedestrian countdown signals, 853 audible pedestrian signals
b. Advanced Technology and Information Systems (SFgo)*	Variable message signs on Oak, Fell and Third streets; connected Franklin and Gough traffic signals with Transportation Management Center; installed traffic cameras and transit system priority on Muni Rapid routes; rehab of variable message signs at City parking garages
iii. System Maintenance and Renovation	
a. Signals and Signs	496 upgraded traffic signals, over 8,970 traffic signs upgraded, 116 high visibility signal heads
b. Street Resurfacing, Rehabilitation, and Maintenance	
Street Resurfacing and Reconstruction	849 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, 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
c. Pedestrian and Bicycle Facility Maintenance	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
iv. Bicycle and Pedestrian Improvements	
a. Traffic Calming	Speed humps (citywide), Safe Routes to School projects (e.g. Sunset Elementary, John Yehall Chin, West Portal, Balboa-Denman), South Park Traffic Calming, Golden Gate Park Traffic Safety, Buchanan Mall Bulbouts, District 11 Traffic Calming, Quick builds at South Van Ness Ave, Evans Ave, and Jones St., school walk audits
b. Bicycle Circulation/Safety	Marina Green Bicycle Trail, circulation improvements at the "Hairball", JFK Drive parking buffered bikeway, Civic Center BART/ Muni bike station, Arguello Blvd. near term improvements, Battery & Sansome bicycle connections, Central Embarcadero Quick-Build Two-Way Bikeway, Anza Street Bike Lanes
c. Pedestrian Circulation/Safety	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
d. Curb Ramps	Over 1,155 curb ramps funded from this category (excludes curb ramps funded through other projects such as street resurfacing)
e. Tree Planting and Maintenance	Over 9,500 trees planted, over 32,000 maintenance and establishment visits

D. TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES

i. Transportation Demand Management/Parking Management	BART Travel Incentive Program; Bayview Moves van sharing pilot; Emergency Ride Home; Mobility, Access and Pricing Study; Walkfirst Investment Strategy
ii. Transportation/Land Use Coordination	Broadway Streetscape; Mansell Corridor Improvement; Second Street; 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. We do not expect revenue levels to reach Priority 3.

PROP K HALF-CENT SALES TAX

Activity Detail for Calendar Year 2024

	ALLOCATIONS*		EXPENDITURES	
	2024 ALLOCATIONS (DE-OBLIGATIONS)	INCEPTION TO DATE ALLOCATIONS	2024 EXPENDITURES (ADJUSTMENTS)	INCEPTION TO DATE EXPENDITURES
A. TRANSIT				
i. Major Capital Projects				
a. Muni	\$ (215,263)	\$ 290,642,073	\$ 4,939,986	\$ 274,715,586
Rapid Bus Network including Real Time Transit Information	\$ (215,263)	\$ 72,080,798	\$ 4,939,986	\$ 56,557,459
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	\$ (28)	\$ 274,436,790	\$ 10,819,362	\$ 263,590,245
Downtown Extension to a Rebuilt Transbay Terminal	\$ -	\$ 233,436,395	\$ 9,376,191	\$ 224,588,050
Electrification	\$ -	\$ 20,900,000	\$ 236,358	\$ 20,405,476
Capital Improvement Program	\$ (28)	\$ 20,100,395	\$ 1,206,813	\$ 18,596,719
c. BART Station Access, Safety, and Capacity	\$ -	\$ 8,197,809	\$ 210,646	\$ 7,097,809
d. Ferry	\$ -	\$ 3,097,715	\$ 174,958	\$ 2,965,310
Total Major Capital Projects	\$ (215,291)	\$ 576,374,387	\$ 16,144,952	\$ 548,368,950
ii. Transit Enhancements				
Extension of Trolleybus Lines/ Electrification of Motorcoach Routes	\$ -	\$ -	\$ -	\$ -
Extension of Streetcar Service (Fisherman's Wharf to Fort Mason)	\$ -	\$ 926,100	\$ -	\$ 5,609
Purchase/Rehab of Historic Streetcars for New/Expanded Service	\$ -	\$ 374,809	\$ 37,874	\$ 79,981
Balboa Park BART/Muni Station Access Improvements	\$ -	\$ 4,886,999	\$ 117,834	\$ 4,789,504
Relocation of Caltrain Paul Avenue Station to Oakdale Avenue	\$ -	\$ 2,735,689	\$ 1,978	\$ 677,705
Purchase of Additional Light Rail Vehicles for Muni Light Rail Lines	\$ -	\$ 4,694,972	\$ -	\$ 4,598,311
Other Transit Enhancements	\$ -	\$ 5,756,264	\$ 758,709	\$ 3,370,966
Total Transit Enhancements	\$ -	\$ 19,374,833	\$ 916,395	\$ 13,522,076
iii. System Maintenance and Renovation				
a. Vehicles	\$ -	\$ 492,326,171	\$ 65,388,978	\$ 432,154,628
Transit Vehicle Replacement and Renovation	\$ -	\$ 484,709,640	\$ 65,388,978	\$ 424,538,097
Trolleybus Wheelchair-lift Incremental Operations and Maintenance	\$ -	\$ 2,448,531	\$ -	\$ 2,448,531
F Line Historic Streetcar Incremental Operations and Maintenance	\$ -	\$ 5,168,000	\$ -	\$ 5,168,000
b. Facilities	\$ (4,748)	\$ 98,117,274	\$ 1,143,515	\$ 83,410,581
Rehabilitation, Upgrade and Replacement of Existing Facilities	\$ (4,748)	\$ 81,336,274	\$ 1,143,515	\$ 66,629,581
Muni Metro Extension Incremental Operations and Maintenance	\$ -	\$ 16,781,000	\$ -	\$ 16,781,000
c. Guideways	\$ (100)	\$ 212,600,653	\$ 23,278,889	\$ 187,439,801
Total System Maintenance and Renovation	\$ (4,848)	\$ 803,044,098	\$ 89,811,382	\$ 703,005,010
TOTAL TRANSIT	\$ (220,139)	\$ 1,398,793,318	\$ 106,872,729	\$ 1,264,896,036
B. PARATRANSIT SERVICES				
Paratransit Services	\$ -	\$ 179,050,276	\$ 5,262,752	\$ 178,925,276
TOTAL PARATRANSIT SERVICES	\$ -	\$ 179,050,276	\$ 5,262,752	\$ 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 2024

	ALLOCATIONS*		EXPENDITURES	
	2024 ALLOCATIONS (DE-OBLIGATIONS)	INCEPTION TO DATE ALLOCATIONS	2024 EXPENDITURES (ADJUSTMENTS)	INCEPTION TO DATE EXPENDITURES
C. STREETS AND TRAFFIC SAFETY				
i. Major Capital Projects				
a. Doyle Drive	\$ -	\$ 69,084,362	\$ 3,685	\$ 68,845,334
b. New and Upgraded Streets	\$ (183,499)	\$ 8,815,199	\$ 5,000	\$ 8,277,725
Bernal Heights Street System Upgrading	\$ -	\$ 2,550,584	\$ -	\$ 2,550,584
Great Highway Erosion Repair	\$ (90,166)	\$ 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)	\$ (93,333)	\$ 2,548,477	\$ 5,000	\$ 2,011,003
Total Major Capital Projects	\$ (183,499)	\$ 77,899,561	\$ 8,685	\$ 77,123,059
ii. System Operations, Efficiency, and Safety				
a. New Signals and Signs	\$ -	\$ 24,780,122	\$ 1,417,771	\$ 23,944,519
b. Advanced Technology and Information Systems (SFgo)	\$ -	\$ 10,872,552	\$ 757,409	\$ 9,294,951
Total System Operations, Efficiency, and Safety	\$ -	\$ 35,652,674	\$ 2,175,180	\$ 33,239,470
iii. System Maintenance and Renovation				
a. Signals and Signs	\$ -	\$ 51,834,486	\$ 1,714,053	\$ 45,821,508
b. Street Resurfacing, Rehabilitation, and Maintenance	\$ (17,932)	\$ 114,827,012	\$ 7,139,425	\$ 103,973,015
Street Resurfacing and Reconstruction	\$ -	\$ 97,457,275	\$ 6,553,320	\$ 87,044,358
Street Repair and Cleaning Equipment	\$ (17,932)	\$ 15,220,092	\$ 586,105	\$ 14,779,012
Embarcadero Roadway Incremental Operations and Maintenance	\$ -	\$ 2,149,645	\$ -	\$ 2,149,645
c. Pedestrian and Bicycle Facility Maintenance	\$ (661)	\$ 12,275,152	\$ 1,325,400	\$ 11,978,009
Total System Maintenance and Renovation	\$ (18,593)	\$ 178,936,650	\$ 10,178,878	\$ 161,772,532
iv. Bicycle and Pedestrian Improvements				
a. Traffic Calming	\$ (2,963)	\$ 57,918,576	\$ 4,211,020	\$ 44,692,171
b. Bicycle Circulation/Safety	\$ -	\$ 24,731,117	\$ 946,283	\$ 18,863,817
c. Pedestrian Circulation/Safety	\$ -	\$ 21,934,791	\$ 1,462,685	\$ 16,885,398
d. Curb Ramps	\$ (70,460)	\$ 15,232,268	\$ 240,838	\$ 11,087,839
e. Tree Planting and Maintenance	\$ -	\$ 21,757,632	\$ 1,548,980	\$ 21,757,632
Total Bicycle and Pedestrian Improvements	\$ (73,423)	\$ 141,574,384	\$ 8,409,806	\$ 113,286,857
TOTAL STREETS AND TRAFFIC SAFETY	\$ (275,515)	\$ 434,063,269	\$ 20,772,549	\$ 385,421,918
D. TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES				
i. Transportation Demand Management/Parking Management	\$ -	\$ 8,869,013	\$ 16,040	\$ 6,272,317
ii. Transportation/Land Use Coordination	\$ (69,679)	\$ 13,648,635	\$ 331,495	\$ 12,144,856
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES	\$ (69,679)	\$ 22,517,648	\$ 347,535	\$ 18,417,173
ADDITIONAL ITEMS				
FY2006 Cowcap Suspension Pool (Distribution to be based actual reimbursements)	\$ -	\$ 112,345	\$ -	\$ 112,345
CityBuild Program	\$ -	\$ 1,073,719	\$ -	\$ 1,073,719
GRAND TOTAL	\$ (565,333)	\$ 2,035,610,575	\$ 133,255,565	\$ 1,848,846,467

* 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 L HALF-CENT SALES TAX

Activity Detail for Calendar Year 2024

	ALLOCATIONS*		EXPENDITURES	
	2024 ALLOCATIONS (DE-OBLIGATIONS)	INCEPTION TO DATE ALLOCATIONS	2024 EXPENDITURES (ADJUSTMENTS)	INCEPTION TO DATE EXPENDITURES
A. MAJOR TRANSIT PROJECTS				
i. Muni Reliability and Efficiency Improvements	\$ 7,700,000	\$ 7,700,000	\$ -	\$ -
ii. Muni Rail Core Capacity	\$ -	\$ -	\$ -	\$ -
iii. BART Core Capacity	\$ -	\$ 35,295,335	\$ -	\$ -
iv. Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -
v. Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 9,000,000	\$ 9,000,000	\$ -	\$ -
TOTAL MAJOR TRANSIT PROJECTS	\$ 16,700,000	\$ 51,995,335	\$ -	\$ -
B. TRANSIT MAINTENANCE AND ENHANCEMENTS				
i. Transit Maintenance, Rehabilitation, and Replacement	\$ 47,720,000	\$ 82,435,000	\$ 1,855,958	\$ 1,855,958
a. Muni	\$ 44,658,000	\$ 62,308,000	\$ 1,311,001	\$ 1,311,001
b. BART	\$ -	\$ 12,525,000	\$ 544,957	\$ 544,957
c. Caltrain	\$ 3,062,000	\$ 7,602,000	\$ -	\$ -
d. Ferry	\$ -	\$ -	\$ -	\$ -
ii. Transit Enhancements	\$ -	\$ -	\$ -	\$ -
a. Transit Enhancements	\$ -	\$ -	\$ -	\$ -
b. Bayview Caltrain Station	\$ -	\$ -	\$ -	\$ -
c. Mission Bay Ferry Landing	\$ -	\$ -	\$ -	\$ -
d. Next Generation Transit Enhancements	\$ -	\$ -	\$ -	\$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS	\$ 47,720,000	\$ 82,435,000	\$ 1,855,958	\$ 1,855,958
C. PARATRANSIT				
i. Paratransit	\$ 23,995,620	\$ 23,995,620	\$ 8,349,694	\$ 8,349,694
TOTAL PARATRANSIT	\$ 23,995,620	\$ 23,995,620	\$ 8,349,694	\$ 8,349,694
D. STREETS AND FREEWAYS				
i. Maintenance, Rehabilitation, and Replacement	\$ 7,293,637	\$ 9,291,637	\$ 382,344	\$ 382,344
a. Street Resurfacing, Rehabilitation, and Maintenance	\$ 3,835,000	\$ 4,215,000	\$ 380,000	\$ 380,000
b. Pedestrian and Bicycle Facilities Maintenance	\$ 551,000	\$ 1,069,000	\$ -	\$ -
c. Traffic Signs and Signals Maintenance	\$ 2,907,637	\$ 4,007,637	\$ 2,344	\$ 2,344
ii. Safer and Complete Streets	\$ 7,288,000	\$ 9,438,000	\$ -	\$ -
a. Safer and Complete Streets	\$ 6,238,000	\$ 7,388,000	\$ -	\$ -
b. Curb Ramps	\$ -	\$ -	\$ -	\$ -
c. Tree Planting	\$ 1,050,000	\$ 2,050,000	\$ -	\$ -
iii. Freeway Safety and Operational Improvements	\$ 2,601,000	\$ 2,751,000	\$ -	\$ -
a. Vision Zero Ramps	\$ 1,000,000	\$ 1,150,000	\$ -	\$ -
b. Managed Lanes and Express Bus	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -
c. Transformative Freeway and Major Streets Projects	\$ 601,000	\$ 601,000	\$ -	\$ -
TOTAL STREETS AND FREEWAYS	\$ 17,182,637	\$ 21,480,637	\$ 382,344	\$ 382,344
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT				
i. Transportation Demand Management	\$ 148,000	\$ 148,000	\$ -	\$ -
ii. Transportation, Land Use, and Community Coordination	\$ 2,444,035	\$ 3,344,035	\$ -	\$ -
a. Neighborhood Transportation Program	\$ 1,084,145	\$ 1,984,145	\$ -	\$ -
b. Equity Priority Transportation Program	\$ 139,890	\$ 139,890	\$ -	\$ -
c. Development-Oriented Transportation	\$ 420,000	\$ 420,000	\$ -	\$ -
d. Citywide/Modal Planning	\$ 800,000	\$ 800,000	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT	\$ 2,592,035	\$ 3,492,035	\$ -	\$ -
GRAND TOTAL	\$ 108,190,292	\$ 183,398,627	\$ 10,587,996	\$ 10,587,996

* Prop L allocations began in July 2023.

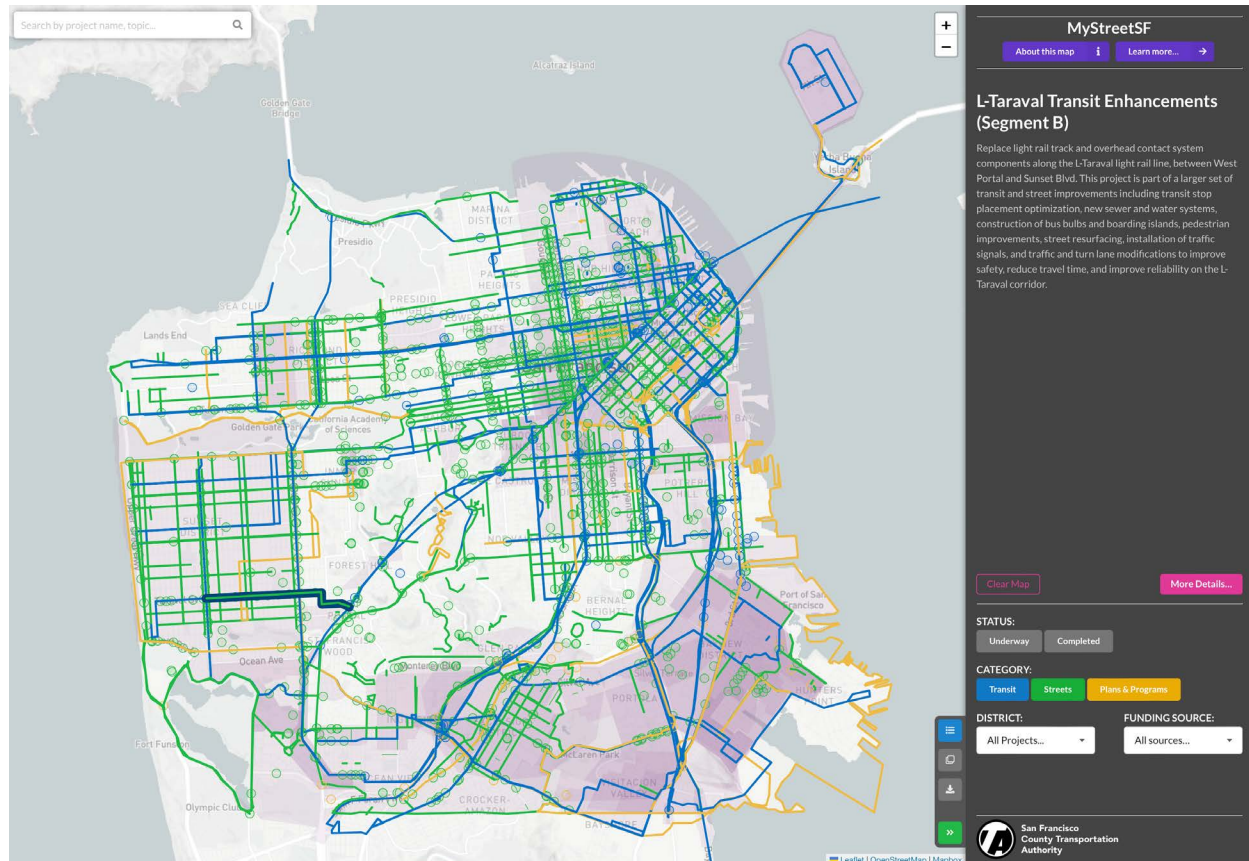
MYSTREETSF

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 numerous improvement projects, large and small, across the city. Users can track how their local taxes are helping to deliver critical transportation improvements in San Francisco via MyStreetSF, which provides transparency and accountability appropriate for administration of taxpayer funds.

By entering an address or search term, users can find projects that we are supporting. Unique features of the map allow users to browse a given area, zoom, and select project information, then download and share it easily. The site also has helpful layers to designate San Francisco’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



PROP AA
VEHICLE REGISTRATION FEE
 Activity Detail for Calendar Year 2024

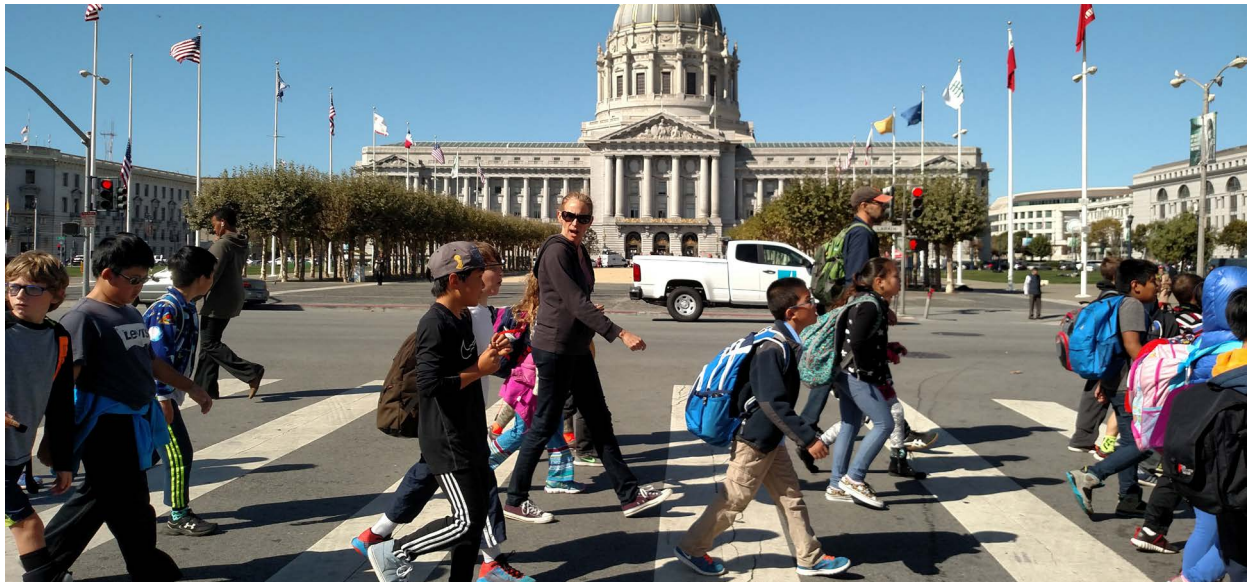
	ALLOCATIONS		EXPENDITURES	
	2024 ALLOCATIONS (DE-OBLIGATIONS)	INCEPTION TO DATE ALLOCATIONS	2024 EXPENDITURES (ADJUSTMENTS)	INCEPTION TO DATE EXPENDITURES
Street Repair and Reconstruction	\$ 2,360,572	\$ 30,446,378	\$ 5,419,881	\$ 22,366,930
Pedestrian Safety	\$ 1,842,332	\$ 15,579,395	\$ 616,849	\$ 12,249,503
Transit Reliability and Mobility Improvements	\$ 1,181,934	\$ 15,483,690	\$ 4,332,973	\$ 10,139,917
Grand Total	\$ 5,384,838	\$ 61,509,463	\$ 10,369,703	\$ 44,756,350

TNC TAX
 Activity Detail for Calendar Year 2024

	ALLOCATIONS		EXPENDITURES	
	2024 ALLOCATIONS (DE-OBLIGATIONS)	INCEPTION TO DATE ALLOCATIONS	2024 EXPENDITURES (ADJUSTMENTS)	INCEPTION TO DATE EXPENDITURES
Vision Zero Quick-Build Program	\$ 7,678,000	\$ 23,635,543	\$ 2,514,399	\$ 7,060,031
Traffic Calming	\$ -	\$ 4,270,000	\$ 141,211	\$ 317,880
Grand Total	\$ 7,678,000	\$ 27,905,543	\$ 2,655,610	\$ 7,377,911

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, 2024. 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; 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.



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 and premium balance was \$193 million. As of year-end, we had made cumulative payments of \$119.8 million, including principal payments of \$68.6 million and interest payments of \$51.2 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 \$22,885,000.

New Muni vehicles were the primary recipient of the revolving credit loan proceeds



DISADVANTAGED BUSINESS ENTERPRISE AND LOCAL BUSINESS ENTERPRISE PROGRAMS

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

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

The Transportation Authority is a member of the Business Outreach Committee, a multiagency consortium of approximately 26 Bay Area transportation agencies with a common goal to assist small, disadvantaged, and local firms doing business with Bay Area transit and transportation agencies. During 2024, we participated in the Construction Management Association of America Northern California Chapter Owners’ Night and a Business Outreach Committee-sponsored networking event – Meet the Primes Panel Discussion & Business Networking gathering. These events were designed to inform disadvantaged and small businesses on how to do business with public agencies and provide networking opportunities. Event topics included meeting public agencies, how to do business with public transportation agencies, upcoming contracting opportunities, and connecting small businesses to prime consultants and Bay Area public transportation agencies. In addition, we initiated our commitment to participate in the Equity in Infrastructure Project with multiple transportation/transit agencies to increase infrastructure contracting opportunities to historically underutilized businesses.

DBE, LBE, and SBE performance for the Transportation Authority’s Vendor Contracts during 2024 are shown in the table below.

	AMOUNT ¹	PERCENTAGE OF TOTAL INVOICES PAID
TOTAL INVOICES PAID	\$50,309,351	100.0%
Total Paid to DBE firms	\$5,520,346	11.0%
Total Paid to LBE firms	\$6,903,504	13.7%
Total Paid to SBE firms	\$7,479,259	14.9%
Total Paid to Female-owned Firms	\$3,400,692	6.8%
Total Paid to Hispanic-owned Firms ²	\$422,982	0.8%
Total Paid to African American-owned Firms ²	\$426,024	0.8%
Total Paid to Asian Pacific-owned Firms ²	\$692,327	1.4%
Total Paid to Subcontinent Asian-owned Firms ²	\$99,768	0.2%
Total Paid to Native American-owned Firms ²	\$2,763,615	5.5%

1 Amounts shown above exclude payments to other government agencies and non-profit organizations, as well as agency operating expenditures.
 2 Ethnicity groups identified above represent groups as defined by the Caltrans’ DBE Program.

PROGRESS REPORT ON RACIAL EQUITY ACTION PLAN


The Transportation Authority is continuing the initiatives of its Racial Equity Working Group, which started in 2018 and is composed of staff from various divisions. In 2024, the working group implemented strategies from the agency's Racial Equity Action Plan which was developed at the end of 2020 and serves as a strategic plan focused on advancing more equitable internal processes. The Racial Equity Action Plan is divided into seven different categories:

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

We've developed broader outreach and recruitment lists to identify potential candidates in order to ensure a diverse range of applicants, and initiated efforts to raise our in-person visibility in the community, including job fairs, local colleges, high schools and other venues. In addition, we've nearly completed community engagement and outreach guidelines for project outreach to establish a consistent and thorough process. We also developed a staff survey to assess the agency's commitment to inclusion and belonging, staff training needs to enhance development and performance, and mentorship programs between senior and junior level staff, as well as a program for peer-to-peer exchanges for staff and interns. The survey results will guide our work for the coming year to help maintain a positive work environment and make better decisions.

Our Commitment to Racial Equity

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



“The new buses are great! They are cleaner, the seats are more comfortable, and most importantly, I feel safer when riding on them.”

**Mouneissa Wangara
on new Muni buses**

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

AGENCY HIGHLIGHTS

Agency staff in 2024 continue to be recognized for their outstanding work.

AWARDS & RECOGNITION

Transportation Authority Maintains Highest Rating of AAA by Fitch Ratings

This is the fourth 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 has awarded the Certificate of Achievement for Excellence in Financial Reporting to the Transportation Authority for the seventh consecutive year. The awards recognize the Transportation Authority's excellence in transparent reporting and stewardship of public funds as reflected in the Annual Comprehensive Financial Report for Fiscal Year 2022/23 (the annual financial audit report). This is the highest form of recognition in the area of governmental accounting and financial reporting.

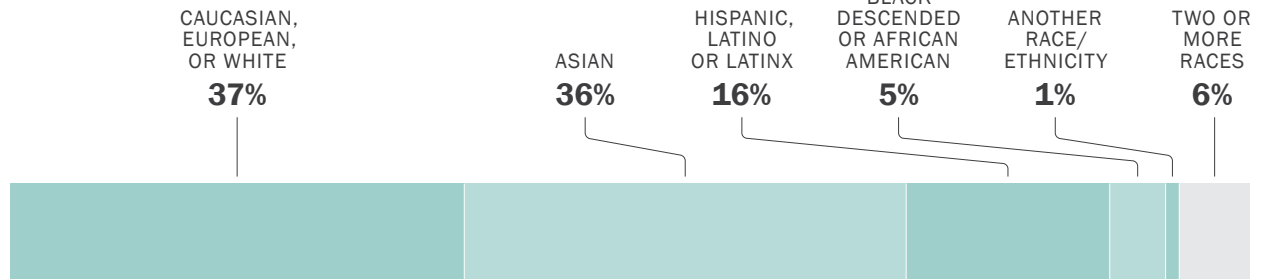
Yerba Buena Island/I-80 Southgate Road and Interchange Project Awards

The California Transportation Foundation granted the Interchange Project of the Year Award to the Yerba Buena Island/I-80 Southgate Road and Interchange Project. Completed in 2023, the project provides safer connections at the I-80/YBI eastbound offramp leading to Treasure Island. The Transportation Authority partnered with the Treasure Island Development Authority, California Department of Transportation, and Bay Area Toll Authority on this \$63.7 million project that seismically secured the ramps and features an intricate design that improves traveler safety for local and regional motorists, cyclists, and pedestrians alike. The American Council of Engineering Companies granted an Honor Award to the project during the California 2025 Engineering Excellence Awards competition.

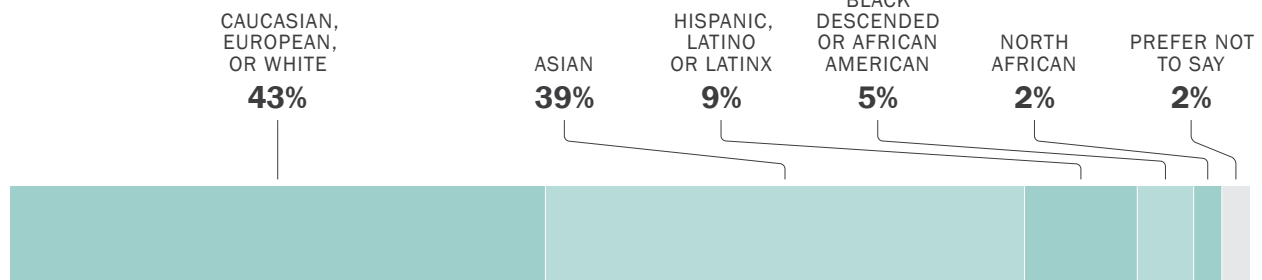
SHAPING THE CONVERSATION

In honor of Women's History Month in March, Executive Director Tilly Chang participated in the Mineta Transportation Institute's virtual fireside chats which hosted a diverse panel of women transportation leaders to share insights into their personal journeys. Director Chang discussed her experience shaping transportation policies and advocating for equity as a leader in the transportation industry. In September, Chief Deputy Maria Lombardo participated on a San Francisco Transit Riders panel speaking on the transit fiscal cliff facing Bay Area agencies. In November, Executive Director Chang moderated a lively discussion on artificial intelligence (AI) at the annual Self-Help Counties Coalition's Focus on the Future Conference in Long Beach, discussing key principles and safeguards needed to maximize benefits of AI technology. In December, Deputy Director for Capital Projects Carl Holmes moderated a fireside chat at the Conference of Minority Transportation Officials' NorCal Gala, discussing mega projects in the region with staff from the Transbay Joint Powers Authority, Santa Clara Valley Transportation Authority, and Port of Oakland.

SF City/County (Census) Demographics (population 808,988)



SFCTA Staff Demographics (44 people)



SFCTA Management Demographics (9 people)



SFCTA Community Advisory Committee Demographics (9 people)



* Totals may not sum to 100% due to rounding

TRANSPORTATION AUTHORITY STAFF MEMBERS IN 2024

TILLY CHANG Executive Director
MARIA LOMBARDO Chief Deputy Director
JOE CASTIGLIONE Deputy Director for Technology, Data, & Analysis
STEPHEN CHUN Director of Communications, Executive Division
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
JAVIER ALTAMIRANO Controller, Finance & Administration Division
ABE BINGHAM Senior Graphic Designer, Executive Division
BRITTANY CHAN Communications Manager, Executive Division
SUANY CHOUGH Assistant Deputy Director for Planning, Planning Division
CHUN HO CHOW Transportation Modeler, Technology, Data, & Analysis Division
DREW COOPER Principal Transportation Modeler, Technology, Data, & Analysis Division
AMBER CRABBE Senior Public Policy Manager, Executive Division
ALEXANDRIA FLORIN Transportation Planner, Policy & Programming Division
ANDREW HEIDEL Principal Transportation Planner, Planning 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
ALIZA PAZ Principal 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
JENNIFER SHADER Executive Administrative Assistant, Finance & Administration Division
NICK SMITH Senior Transportation Planner, Policy & Programming Division
MIKE TAN Senior Engineer, Capital Projects Division
AHMED THLEIJI Rail Program Principal Engineer, Capital Projects Division
AMY THOMSON Transportation Planner, Planning Division
DANIEL TISCHLER Principal Transportation Modeler, Technology, Data, & Analysis Division
CHRISTY TOU Staff 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 Assistant Deputy Director for Capital Projects, Capital Projects Division
AMELIA WALLEY Senior Program Analyst, Policy & Programming Division
LILY YU Finance Manager, Finance & Administration Division

INTERNS:

CHRISTOPHER ALBERT, BENJAMIN CHU, CLAIRE FARRELL, JACKY GIL, GABRIEL HADDAD, YAZHU JIANG, DAWEI PANG, ERIN SLICHTER, MYLES SMITH, WEI WANG

Individuals Serving the Transportation Authority for Part of 2024

Camille Cauchois, Henry Pan, Jielin Pan, Elijah Saunders, Lynda Viray

CONSULTANTS ASSISTING THE TRANSPORTATION AUTHORITY IN 2024

101/280 EXPRESS LANES AND BUS PROJECT WMH Corporation
4TH AND KING RAILYARDS STUDY Access Planning Ltd.
ACCOUNTING SERVICES Macias, Gini & O'Connell LLP; NBS Government Finance Group; Rael & Letson
AUDIT SERVICES Eide Bailly LLP
AUTONOMOUS VEHICLE SAFETY METRICS & PERFORMANCE STANDARDS Mary L. Cummings; Technical Expert Brokers LLC
BAYVIEW CALTRAIN STATION LOCATION STUDY Fehr & Peers
BOND AND DISCLOSURE COUNSEL Nixon Peabody LLP
BROTHERHOOD WAY SAFETY AND CIRCULATION PLAN Fehr & Peers
CAPITAL DEBT PROGRAM Chapman and Cutler LLP; U.S. Bank National Association
DISTRICT 1 MULTIMODAL TRANSPORTATION STUDY Kittelson & Associates, Inc.
DISTRICT 2 SAFETY STUDY Convey, Inc.
DISTRICT 4 COMMUNITY SHUTTLE STUDY WSP USA Inc.
ENTERPRISE RESOURCE PLANNING SERVICES CGI Technologies and Solutions Inc.
FINANCIAL ADVISORY SERVICES KNN Public Finance, LLC
GEARY/19TH AVENUE SUBWAY & REGIONAL CONNECTIONS STUDY 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-80/YERBA BUENA ISLAND INTERCHANGE IMPROVEMENT PROJECT GHD Inc.; GSB/Obayashi JV; PGH Wong Engineering, Inc.; WMH Corporation; WSP USA Inc.
I-280 NORTHBOUND GENEVA AVENUE OFF-RAMP STUDY Parametrix, Inc.
I-280 OCEAN AVENUE OFF-RAMP Mark Thomas & Company, Inc.
INFORMATION TECHNOLOGY Cast Iron Coding, Inc.; SPTJ Consulting, Inc.
INNER SUNSET TRANSPORTATION STUDY Fehr & Peers
LEGISLATIVE ADVOCATES Mark Watts Advocacy, LLC
MEETING FACILITATION SERVICES Vergara Lobo Associates
MISSION BAY SCHOOL ACCESS PLAN Civic Edge Consulting, LLC
MODEL DEVELOPMENT SERVICES Association of Metropolitan Planning Organizations Research Foundation; WSP USA Inc.
POTRERO YARD MODERNIZATION Parametrix, Inc.
PROJECT MANAGEMENT OVERSIGHT Cole Management & Engineering, Inc.; Gray-Bowen-Scott; Mark Thomas & Company, Inc.; OLWIT Solutions, LLC
PUBLIC ENGAGEMENT SERVICES Kimley-Horn and Associates, Inc.
SALES TAX REVENUE FORECAST SERVICES Beacon Economics, LLC; MuniServices, LLC
SOFTWARE SYSTEMS AND MAINTENANCE Bentley Systems, Inc.; Carasoft Technology Corporation; Concur Technologies, Inc.; Faye Business Systems Group Inc.; 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 / DOWNTOWN RAIL EXTENSION Access Planning Ltd.; Gall Zeidler Consultants LLC
TRAINING AND PROFESSIONAL DEVELOPMENT SERVICES Left Lane Advisors, LLC; Delwar Enterprises, LLC
MUNI METRO CORE CAPACITY STUDY Parametrix, Inc.
TRANSPORTATION AND SPECIAL COUNSEL Fennemore LLP; Meyers Nave, APC; Nossaman LLP; Redwood Public Law, LLP
TRAVEL DEMAND MANAGEMENT MARKET ANALYSIS Steer Davies & Gleave Inc.
TREASURE ISLAND AUTONOMOUS SHUTTLE PILOT Beep, Inc.; Civic Edge Consulting, LLC; HNTB Corporation
TREASURE ISLAND MOBILITY MANAGEMENT PROGRAM Arup North America Ltd.; Cole Management & Engineering, Inc.; Resource Systems Group, Inc.; WSP USA Inc.
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 T.Y. Lin International

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**San Francisco
County Transportation
Authority**