



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, May 22, 2019; 6:00 p.m.

Location: Transportation Authority Hearing Room, 1455 Market Street, Floor 22

Members: John Larson (Chair), David Klein (Vice Chair), Myla Ablog, Kian Alavi, Ranyee Chiang, Robert Gower, Becky Hogue, Jerry Levine, Peter Tannen, Sophia Tupuola and Rachel Zack

6:00 1. Call to Order

6:05 2. Chair's Report – **INFORMATION**

6:10 **Consent Agenda**

3. Approve the Minutes of the April 24, 2019 Meeting – **ACTION***

4. State and Federal Legislation Update – **INFORMATION***

End of Consent Agenda

6:15 5. Adopt a Motion of Support for the Proposed Fiscal Year 2019/20 Budget and Work Program – **ACTION***

6:25 6. Adopt a Motion of Support to Award a One Year and Six Months Professional Services Contract to the Top-Ranked Firm(s) in an Amount Not to Exceed \$700,000 for Technical and Communications Services for the Downtown Congestion Pricing Study – **ACTION***

6:45 7. Adopt a Motion of Support for the Allocation of \$4,629,783 in Prop K Sales Tax Funds, with Conditions, for Seven Requests and Appropriate \$100,000 in Prop K Funds for One Request – **ACTION***

Projects: (BART) Powell Station Modernization (\$672,975) and Embarcadero Station: New Northside Platform Elevator (\$1,00,000); (SFMTA) Rehabilitation of 5 Vintage Streetcars (\$1,075,597), District 7 FY19 Participatory Budgeting Priorities [NTIP Capital] (\$255,000), Lake Merced Bikeway Feasibility [NTIP Capital] (\$150,000) and 7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital] (\$160,000); (SFPW) Great Highway

CAC Meeting Agenda

Erosion and Drainage Repair (\$1,316,211); (SFCTA) NTIP Program Coordination (\$100,000)

- 6:55** **8.** Adopt a Motion of Support for the Approval of the Fiscal Year 2019/20 Transportation Fund for Clean Air Program of Projects – **ACTION***
- 7:05** **9.** Adopt a Motion of Support for the Approval of the 2019 Prop AA Call for Projects Programming Recommendations Totaling \$4,140,270 for Five Projects and Amendment of the Prop AA Strategic Plan – **ACTION***
- 7:15** **10.** Progress Report for Van Ness Avenue Bus Rapid Transit Project – **INFORMATION***
- 7:30** **11.** ConnectSF Statement of Needs – **INFORMATION***

Other Items

- 7:45** **12.** Introduction of New Business – **INFORMATION**
- During this segment of the meeting, CAC members may make comments on items not specifically listed above or introduce or request items for future consideration.
- 7:50** **13.** Public Comment
- 8:00** **14.** Adjournment

*Additional Materials

Next Meeting: June 26, 2019

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, April 24, 2019

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:03 p.m.

CAC members present: Kian Alavi, Becky Hogue, John Larson, Jerry Levine, Peter Tannen and Sophia Tupuola (6)

CAC Members Absent: Myla Ablog, Robert Gower (entered during Item 2), Rachel Zack (entered during Item 2), Ranyee Chiang (entered during Item 8) and David Klein (entered during Item 8) (5)

Transportation Authority staff members present were Michelle Beaulieu, Cynthia Fong, Anna LaForte, Maria Lombardo and Alberto Quintanilla.

2. Chair's Report – INFORMATION

Chair Larson announced that CAC member, Rachel Zack, would be teleconferencing into the CAC meeting. He reported that Transportation Authority staff were proud to announce a completely revised website. The new website went live April 18 and was designed to better highlight the agency's planning, funding and delivery efforts in every neighborhood and citywide. He said the public could let staff know what they thought of the relaunch by clicking on the feedback link on the homepage above the Transportation Authority logo.

Chair Larson said Item 6 in the agenda was an update on the San Francisco Municipal Transportation Agency (SFMTA) transit report that was presented to the SFMTA Board at their April 16 Meeting. He said the Board of Supervisors Government Audit and Oversight Committee had yet to request a follow up hearing regarding Muni's transit performance initiatives, but staff would keep sharing updates with the CAC as the SFMTA Board received updates.

Chair Larson reported that the California Public Utilities Commission (CPUC) had agreed to attend the July 24 CAC meeting and would provide a presentation on how Senate Bill (SB) 1376 was being implemented. He said SB 1376 was a regulation to levy a per-trip surcharge on Transportation Network Companies (TNCs) to fund a wheelchair ride-hail program in San Francisco.

During public comment Edward Mason asked what subway delays of 24,000 minutes represented in the Muni performance update slide deck.

Chair Larson asked that SFMTA staff provide a response during Item 10 on the agenda.

Consent Agenda

3. Approve the Minutes of the March 27, 2019 Meeting – ACTION

4. State and Federal Legislation Update – ACTION

5. **Major Capital Project Update - Better Market Street – INFORMATION**
6. **San Francisco Municipal Transportation Agency's Muni Transportation Performance Update – INFORMATION**
7. **Internal Accounting and Investment Report for the Nine Months Ending March 31, 2019 – INFORMATION**

There was no public comment on the Consent Agenda.

Peter Tannen moved to approve the Consent Agenda, seconded by Jerry Levine.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Alavi, Gower, Hogue, Larson, Levine, Tannen, Tupuola and Zack (8)

Absent: CAC Member Ablog, Chiang and Klein (3)

End of Consent Agenda

8. **Adopt a Motion of Support to Allocate \$663,500 in Prop K Sales Tax Funds, with Conditions, for Two Requests – ACTION**

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Chair Larson asked for an overview of the Neighborhood Transportation Improvement Program (NTIP) for new CAC members.

Ms. LaForte said NTIP was created in 2014 based on recommendations from the San Francisco Transportation Plan [equity analysis]. Through the 2014 Prop K 5-year prioritization program (5YPP) update, she said the Transportation Authority programmed \$100,000 in planning funds and \$600,000 in capital funds for each supervisorial district to use over a five-year period. She explained that each Commissioner used planning funds to establish pipelines to create project recommendations and uses the capital funds to advance projects to design and implementation, ideally leveraging other funds.

Chair Larson added that Commissioners used different mechanisms to garner community engagement on NTIP projects.

Peter Tannen asked for clarification about the Bicycle Circulation and Safety 5YPP amendment to reprogram \$25,000 not needed for the planning phase of the Embarcadero at Pier 39/Fisherman's Wharf Project to the Howard Street project, specifically asking why the funds weren't needed.

Ms. LaForte replied that the funds programmed for the planning phase were higher than the estimated cost when the SFMTA made the allocation request.

Peter Tannen referred to Attachment 1 of the item and asked why actual leveraging was often lower than the expected leveraging by Expenditure Plan line. He asked if actual leveraging was lower because information was shown by project phase or if non Prop K funds were less than anticipated.

Ms. LaForte said the voter approved expenditure plan made assumptions about the amounts of non-Prop K funds that would be leveraged by Prop K over the life of the Expenditure Plan. She noted that as a program Prop K was leveraging \$4-\$7 in non-Prop K funds for every Prop K dollar spent as intended in the Expenditure Plan though individual requests, particularly for earlier project phases like planning, often were lower than Expenditure Plan assumptions.

There was no public comment.

Becky Hogue moved to approve the item, seconded by David Klein.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Chiang Gower, Hogue, Klein, Larson, Levine, Tannen, Tupuola and Zack (10)

Absent: CAC Member Ablog (1)

9. **Adopt a Motion of Support Authorizing the Executive Director to Execute Agreements and Documents Required for the Right-of-Way Property Acquisition for the Yerba Buena Island Southgate Road Realignment Improvements Project, Including Offers to Purchase for an Aggregate Amount Not to Exceed \$5,534,760 and a Gratuitous Services Agreement, all with the United States Coast Guard, and to Execute all Agreements, Documents and Deeds Required to Transfer the Acquired Right-of-Way to the California Department of Transportation and the Treasure Island Development Authority – ACTION**

Dale Dennis, Consultant, presented the item per the staff memorandum.

Chair Larson asked if it was more efficient to have the Transportation Authority make the purchase of the property to keep the construction schedule moving forward.

Mr. Dennis replied in the affirmative.

Jerry Levine said he had reviewed the construction schedule and noted that completion was 16 months away. He asked if the construction schedule was overly optimistic.

Mr. Dennis said the construction schedule was developed by the construction manager and noted that the working day schedule could possibly be affected by weather related delays in the winter, adding that rain days were not currently reflected in the schedule.

Jerry Levine asked if there were any infrastructure issues, particular of the underground variety, that could be problematic.

Mr. Dennis said Caltrans has been working in the area over the last ten years as part of the San Francisco Oakland Bay Bridge project and that the Transportation Authority had overseen the construction of the ramps in the same location, so both entities were pretty familiar with the area.

There was no public comment.

Becky Hogue moved to approve the item, seconded by Peter Tannen.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Chiang Gower, Hogue, Klein, Larson, Levine, Tannen, Tupuola and Zack (10)

Absent: CAC Member Ablog (1)

10. **San Francisco Municipal Transportation Agency's Light Rail Vehicle Procurement Update – INFORMATION**

Julie Kirshbaum, Julie Kirshbaum, Acting Director of Transit at San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Kian Alavi asked if SFMTA's decision to no longer couple vehicles was permanent.

Ms. Kirshbaum said the decision to use the Siemens light rail vehicles (LRVs) only in single-car trains was temporary and resulted from an abundance of caution. She anticipated trains would be

coupled again within a couple weeks or months depending on the root cause and the identified fix.

Ranyee Chiang said it was reassuring to hear about SFMTA's response to issues discovered on the Siemens LRVs and asked if new trains would be carefully phased into service, such as by ordering in smaller batches to allow for more testing.

Ms. Kirshbaum said all design changes would be incorporated into the Phase 2 procurement by the manufacturer and would be retrofitted into the LRVs procured in Phase 1. She added that the Phase 2 procurement would happen over a period of four to five years, which would allow for additional adjustments.

Sophia Tupuola asked which Muni lines were being served by the Siemens LRVs.

Ms. Kirshbaum said the Siemens LRVs were generally being used on the J line because it normally ran single car trains and the KT line because Muni had limited switchbacks on that line. She added that there were circumstances where the new LRVs would be used on other lines to ensure that a run was not missed.

Sophia Tupuola asked what forms of outreach SFMTA was using to inform passengers about the safety precautions.

Ms. Kirshbaum said announcements were being made via the automated messaging system in the subway, a press release, and email updates to members of the public who had registered for Muni customer alerts.

Robert Gower said the Out of Service signage for the rear doors of the Siemens LRVs was not obvious, and he had observed passengers pressing the back door button thinking that the doors were in operation. He suggested that the signage be more visible.

Ms. Kirshbaum acknowledged the suggestion and said signage could also be added to the inside of the train doors.

David Klein mentioned that a key reason given for the accelerated LRV replacement was to avoid costly maintenance on Breda vehicles needed to keep them in service. He asked if the current delays would necessitate funding for additional maintenance of the Breda fleet.

Ms. Kirshbaum said she was cautiously optimistic that if SFMTA identifies the solutions soon enough, they could keep the proposed accelerated LRV replacement schedule. She noted that extending the service life of the Breda LRVs would be costly and difficult because certain parts were no longer available.

Jerry Levine asked if running single cars would lead to overcrowding and if Muni had discussed running single cars in pairs.

Ms. Kirshbaum said they were currently struggling with vehicle availability and could not run back-to-back single cars. Ms. Kirshbaum then continued with her presentation.

Jerry Levine asked if the SFMTA's emergency braking procedure degraded the track as well as the wheels.

Ms. Kirshbaum said Muni staff had not raised the issue of damage to the tracks and she did not know if it was a problem.

Peter Tannen asked if the reference to "modify brakes to better distribute force during quick stops" on slide 3 of the presentation referred to the modifications needed to address the wheel flattening issue.

Ms. Kirshbaum replied in the affirmative.

Peter Tannen said he felt that the proposed LRV design modifications addressed the issues raised by the public. He asked about the height of the high handhold bar.

Ms. Kirshbaum said the archway handhold was 6 feet 6 inches above the floor, higher than the route signs inside the vehicle.

Ranyee Chiang asked what the seating and standing capacities were for the three redesign options and asked if the door entrance next to the driver was going to be modified to allow easier access for riders who utilize wheelchairs.

Ms. Kirshbaum stated that the current design and the design with double seats would have the same number of seats on paper, though she noted without 'butt dips' in the bench seats, people tended to spread out more. Ms. Kirschbaum added that the single-seat design option would result in a loss of 12 seats per car compared with the bench seating arrangement. She added that design modifications included improved wheel chair access at the entrances.

Robert Gower said that one of the great things about the Siemens LRVs was the ability to keep them clean and he expressed concern that the seating modifications would negatively affect the cleanliness of the vehicles. He asked if the bench seats could be designed with some sort of seating demarcation to make them easy to clean.

Ms. Kirshbaum said she believed that the SFMTA had been unable to find a bench design such as Mr. Gower was suggesting but stated that the same bench design had been successful on Muni's buses. She said the double transverse seats would be suspended and cleaning under them would still be easy.

Mr. Gower asked if the seats were custom made or prefabricated.

Ms. Kirshbaum said they were prefabricated.

Mr. Klein asked if the new train designs would continue to have space for advertising.

Ms. Kirshbaum stated that the new trains would have space for advertisements, but that feature was not shown in the renderings.

Ms. Hogue asked if there was a timeline for the redesign of train seats.

Ms. Kirshbaum said the timeline had not yet been developed.

Maria Lombardo, Chief Deputy Director, thanked Ms. Kirshbaum for her thoughtful responses and provided a recap of Board comments and requests made at the last Board meeting. She reiterated that the Board and Transportation Authority were disappointed that safety and performance issues were not reported by the SFMTA before requesting additional funds. She acknowledged that the Transportation Authority also bore some responsibility and would increase its oversight efforts, with plans to report back to the Board and CAC. Ms. Lombardo reported that the Board voted to continue the item until SFMTA identified the root causes and solutions to the safety issues. She said the Board had requested details about how the safety incidents had been reported, including which agencies had been notified and the thresholds for when reporting was required. She added that the Board also requested information about SFMTA's warranty claims made and the timeframe in which Siemens addressed the claims.

Ms. Kirshbaum stated that the SFMTA had some additional information subsequent to the Transportation Authority Board meeting. She said that the incident that occurred on April 19, 2019 was reported to the California Public Utilities Commission (CPUC) and deemed reportable because a citizen was transported to a hospital. She said another incident was reported as a

courtesy to the CPUC, but reporting was not deemed to be required. She added that SFMTA staff searched their central control log after the Transportation Authority Board meeting and found up to 8 possible incidents. Three of these incidents involved injuries and another three involved the train operators stopping the vehicles and opening the doors to allow passengers to free up their hands. The other two incidents the SFMTA has not been able to corroborate and involved a passenger getting their wallet stuck and a 311 complaint that was not captured on video. Ms. Kirshbaum said SFMTA was working closely with the CPUC on all the incidents even though they did not initially require CPUC reporting. She said state regulations for system safety had recently changed, and in about a year, the SFMTA would be required to report major collision incidents to its Board. Ms. Kirshbaum said that SFMTA would initiate that reporting right away and noted that the SFMTA had recently begun to report major incidents to their Board on a monthly basis, including incidents of assault.

Chair Larson said he was happy that oversight and reporting of incidents would increase going forward. He asked if there was a timeline to report back to the Transportation Authority Board and requested that the CAC receive an update prior to the allocation item returning for Board consideration.

Ms. Kirshbaum said SFMTA would bring an update to the CAC and Board based on consultation with Transportation Authority staff and the timeline of the technical solutions for the two areas under investigation.

Jerry Levine asked about between-car barriers on the new LRVs and commented that it had been an issue of concern for vision-impaired passengers and a subject of litigation regarding the Breda fleet.

Janet Gallegos, SFMTA Project Manager of the LRV4s, said the new vehicles replicated what had been done for the Breda vehicles after exploring other options because it was the best solution given San Francisco's challenging environment. She said she was not aware of any incidents related to the gap between cars.

During public comment Robin Kropp said her own informal poll of other passengers found that at least 1/4 of them preferred transverse seating, and she advocated for re-designing the seating arrangement on the new LRVs to increase the number of transverse seats and redesigning the seats to provide better back support. She reported feedback she received from a Muni LRV operator who said that the metal used in the Siemens wheels were lighter than the metal used for Breda wheels and could be contributing to the wheel flattening. She added that he suggested installing sensors on all LRV doors similar to those on the Bredas, bringing back rear view mirrors because the cameras on the new vehicles could not always provide visibility due to glare, and installing a feathering break in the front, middle and back of the LRVs, similar to the Breda fleet.

Jackie Sachs asked if the redesign would add additional wheelchair seats and asked if drivers could be trained stop in front of riders with additional needs so they could board before other passengers.

Ed Mason said the new LRV fleet was a 30-year project that needed to be done right and believed that preventative maintenance was imperative – not an optional special condition - for the new vehicles to prevent maintenance issues similar to those the Breda vehicles were currently experiencing. He added that members of the public who were not technically savvy were unaware that they could make comments through the City's 3-1-1 system or by filling out an online survey. He asked what the 24,000 minutes of subway delay represented, as shown in the Muni performance update presentation (Item #6 on the agenda). Mr. Mason also observed that there should be a date and time display like on other modern vehicles

Chair Larson asked if Ms. Kirshbaum could address questions asked by the public during public

comment.

Ms. Kirshbaum said the subway delays of 24,000 minutes measured the time that trains were stopped between stations during peak periods, and the time that trains stopped at a platform for longer than 30 seconds. She added that the metric was intended to capture day to day congestion and not just major delays. She said 24,000 minutes equated to about 4-6 minutes of delay per train. She said the metric was part of SFMTA's 90-day performance maintenance plan.

Ms. Kirshbaum said the reason customers who used the high ramps at the ends of platforms were not picked up first was because trains did not have the ability to back up. Regarding public outreach, she said surveys were not only done online but also included capturing rider feedback as they rode the trains. She stated that SFMTA felt cameras offered many safety benefits over mirrors because they were mounted on the rear of each LRV as well as the front and had the ability to zoom in. She added that SFMTA was attaching shades to the cameras to address glare, a problem also faced by mirrors.

11. Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION

Peter Gabancho, Project Manager for the Van Ness Bus Rapid Transit project (SFMTA), presented the item.

Chair Larson said he was happy to see accelerated progress since last month and noted that an SFMTA construction mitigation program update for capital projects was presented to the Transportation Board at the March 23, 2019 meeting.

David Klein asked for data analysis or case studies that demonstrated that the SFMTA programs were helping businesses along the corridor.

Kate McCarthy, Public Outreach and Engagement Manager at the SFMTA, said the SFMTA was working on a memorandum of understanding (MOU) with the Office of Economic Work and Development (OEWD) to provide transit passes to project contractors and to add "Good Neighbor" incentives for contractors. She added that the SFMTA was working to re-audit the corridor but was facing pushback from businesses that were hesitant to release financial data. Ms. McCarthy said SFMTA and OEWD were working daily with the businesses and neighbors to address their issues and that the corridor Business Advisory Committee had recently expanded from 11 to 13 members.

David Klein stressed the importance of applying lessons learned from other capital projects and requested if a representative from the OEWD could provide a presentation to the CAC.

Chair Larson seconded that request.

Ms. McCarthy said lessons learned from the construction mitigation program were being applied for the Geary Bus Rapid Transit and L Taraval projects.

Jonathan Rewers, SFMTA Senior Manager of Budget, Financial Planning and Analysis & Building Progress Program Manager, said the construction mitigation program was developed based on sales tax data collected by the Controller's Office. The Controller's Office developed a method to allow the SFMTA to see fluctuation in sales taxes as projects occurred along corridors. He said the SFMTA looked at a series of projects and saw a drop of sales tax in the period in which projects were occurring. He added that the mitigation elements in the construction mitigation program were based on best practices studies done by two major universities. The best practices were successfully implemented in West Portal during the Twin Peaks project and would be utilized moving forward. Mr. Rewers stated that one key lesson learned was to go out in advance during the planning phase to get a general sense of how businesses were doing along each corridor prior

to construction starting.

Kian Alavi asked how many businesses had closed as a result of construction along the Van Ness corridor and stated that he did not feel confident that the city had done enough to mitigate construction impacts on businesses.

Peter Tannen asked if the business support opportunities to provide transit passes and “Good Neighbor” incentives for contractors could be further explained.

Ms. McCarthy said the two opportunities were contractual changes to incentivize construction workers to take public transit to the work site and an incentive for contractors to receive rewards for prolonged periods of time without violations or citations. She mentioned that only one business had cited construction as the reason for closure and that businesses along Van Ness had some of the lowest vacancy rates in the city.

Kian Alavi thanked Ms. McCarthy for the data point and reiterated the need to highlight the impact that construction has had on businesses and the public.

Ms. McCarthy shared Mr. Alavi’s concerns and said they were a major reason for the Van Ness corridor businesses audit and assessment.

Peter Tannen asked if there was an update on the bicycle safety plan along Van Ness and encouragement to use Polk Street as an alternative route.

Mr. Gabancho said the project team had been working with the SFMTA traffic engineering team, but to date had not been able to come up with a safe way of sharing any part of the construction zone with bicyclists.

Chair Larson noted that the CAC suggested a formal rerouting of bicycles from Van Ness to Polk Street.

Mr. Gabancho said that the suggestion would be part of SFMTA’s outreach efforts.

There was no public comment.

12. Central Subway Update – INFORMATION

Albert Hoe, Acting Director of Central Subway Project (SFMTA), presented the item.

Chair Larson said he was impressed that the project was still on budget.

Peter Tannen asked if the reported complications with the automated train control and radio systems could be further explained.

Mr. Hoe replied that the complications were related to contractual disputes between the contractors for the installation of the automated train control and radio system. He added that SFMTA had since removed the train control system work from Tutor’s contract to accelerate construction. He said SFMTA was working to remove any hurdles that would prevent the contractors from not being able to stick to the work schedule.

There was no public comment.

13. Horizon and Plan Bay Area 2050 Update – INFORMATION

Michele Beaulieu, Senior Transportation Planner, presented the item staff memorandum.

David Klein said it was wonderful to see long range planning and asked if it coincided with Caltrain’s business plan. He also asked if the program was looking at risks like the impacts from Transportation Network Companies (TNCs).

Ms. Beaulieu said that Caltrain's business plan would inform the Metropolitan Transportation Commission's (MTC) regional transportation plan, Plan Bay Area 2050. She added that the futures planning work happening under the Horizon umbrella, did include policy areas of uncertainty like the impacts of TNCs which were discussed in the Transportation Demand Management (TDM) white paper. She said the Horizon might shed some light on the potential impacts of higher mode share of TNCs on the transportation network such as where demand might shift.

Peter Tannen asked if the perspective papers were available online.

Ms. Beaulieu replied in the affirmative and said they could be accessed on the Horizon website.

Peter Tannen asked if there was a way to receive additional information regarding the 91 projects being considered in the Horizon work.

Ms. Beaulieu said there was not a lot of additional information for the projects available, except for projects that were included in the Plan Bay Area 2040, the prior regional plan. She said that the list included projects submitted by members of the public and nonprofits and very little information had been shared with Transportation Authority staff.

Peter Tannen asked if staff had any information regarding the Muni Metro to South San Francisco, Regional Bicycle Super Network, or Bay Crossings projects.

Ms. Beaulieu said the Muni Metro to South San Francisco project would be an extension of the T-Third Muni line. She said she did not have additional information regarding the Regional Bicycle Super Network project. Ms. Beaulieu added that the Bay Crossings project was requested by Senator Feinstein who had sent a letter to MTC that led to the drafting of a policy paper that was looking at seven possible crossings that would vary from transit or roadway only to a combination of both. She added that she expected the Bay Crossings policy paper to become available to the public in the next couple months.

Sophia Tupuola asked if the downtown congestion pricing would lead to greater equity disparities for San Francisco residents.

Ms. Beaulieu said the Transportation Authority's congestion pricing study was projected to start later this year, with equity being a major topic. She added that the Board had also expressed interest surrounding equity. She said the study would look at congestion pricing and investments it would make to benefits residents who rely on public transit.

Maria Lombardo, Chief Deputy Director, said she would share a paper, written by Transform, that discussed how congestion pricing could advance equity if done right, with the CAC. The paper highlights a lot of the inequities in the current system such as the delays experienced by people riding buses stuck in traffic.

There was no public comment.

14. Preliminary Fiscal Year 2019/20 Annual Budget and Work Program – INFORMATION

This item was continued to the May 22, 2019 CAC meeting due to time constraints at the CAC meeting. Ms. Fong encourage CAC members to contact her with any questions.

There was no public comment.

15. Introduction of New Business – INFORMATION

Peter Tannen requested an update on the Quint-Jerrold Connector Road project.

David Klein requested marketing, advertisement, workshop, events, and social media data points from the SFMTA for the Van Ness BRT project, noting that even while the CAC waits for financial

metrics, there wasn't a reason these types of data points couldn't be provided to help the CAC see if the mitigation program was effective or not.

Chair Larson added that listing the data points that the CAC would like to see would be helpful to share with project managers.

David Klein congratulated and thanked the SFMTA and the San Francisco Police Department for hosting a District 1 town hall meeting that discussed Vision Zero efforts along the California Avenue corridor.

Kian Alavi asked for a better understanding of the long-term implications regarding the Siemens LRV safety issues and reliance on Breda vehicles that were past their prime. He also asked for an update detailing how TNCs were affecting District 9 and specifically streets in the Mission that were previously lesser used but were now dealing with congestion. Lastly, he expressed frustration of the city's lack of initiative to protect pedestrians and cyclists from commuter buses using weight restricted streets along the Mission.

Robert Gower echoed Kian's safety and oversight concerns regarding the Muni LRVs and also stated concern about the limited availability of the new vehicles due to coupling issues. He anticipated a direct impact on flow of people being able to use the light rail system and requested that the SFMTA return to the CAC and report back subsequent train delays and effects on ridership, as a result to safety measures being taken.

Chair Larson believed that the Transportation Authority Board shared the same level of concern regarding Muni LRVs and would continue to request near and long term updates. He said the CAC would subsequently receive performance updates from the SFMTA and expected the reports to have updates on the LRVs.

There were no new items introduced.

16. Public Comment

During public comment Edward Mason showed photos of idling commuter shuttle buses, buses with no license plates or no permits and additional violations.

Chair Larson acknowledged that Mr. Mason had begun to share his photos with the Board and asked if he had received any feedback.

Mr. Mason said the photos had been circulated to the Board but that he did not receive a reply from any Commissioner.

Chair Larson said that Commissioner Mandelman might be interested in learning more about idling commuter shuttle buses in District 8.

Peter Tannen said he would contact Commissioner Mandelman's office and raise awareness regarding the work being done by Mr. Mason.

Jackie Sachs requested an update on the other 9 to 5 project.

Chair Larson echoed Ms. Sachs request for an update on late night service.

17. Adjournment

The meeting was adjourned at 8:49 p.m.

State Legislation – May 2019 **(Revised 05/10/19)**

To view documents associated with the bill, click the bill number link.

Staff is recommending a new support position on Assembly Bill (AB) 659 (Mullin), a new oppose unless amended position on AB 326 (Muratsuchi), and a new oppose position on AB 1112 (Friedman), as shown in **Table 1**, which also includes a watch position on AB 1487 (Chiu). The Board does not need to take an action on legislation recommended to watch.

Table 2 provides updates on AB 147 (Burke), AB 1142 (Friedman), AB 1568 (McCarty), AB 1605 (Ting), Senate Bill (SB) 50 (Wiener) and SB 152 (Beall), on which the Transportation Authority has previously taken positions this session.

Table 3 shows the status of bills on which the Board has already taken a position this session.

Table 1. Recommendations for New Positions

Recommended Position	Bill # Author	Title and Description
Oppose unless amended	AB 326 Muratsuchi D	<p>Vehicles: Motorized carrying devices.</p> <p>This bill would create a new class of vehicles, “motorized carrying devices,” as an electric-powered self-propelled device that does not transport a person, but is designed to transport a person’s property, and is controlled by a person in the immediate vicinity (within ten feet) of the device. It would authorize the use of a motorized carrying device on sidewalks and crosswalks. The motorized carrying devices would be required to yield to pedestrians and bicyclists, would be restricted to a speed limit of eight miles per hour, and would be required to have other safety features such as emergency breaking, lights, and reflectors. The author indicates his intent is to proactively create rules that allow the safe operation of these devices to facilitate pedestrian trips and create options for those who move with difficulty. The bill is sponsored by Piaggio Fast Forward, the creator of a mobile carrier that can follow a human operator or move autonomously through an environment previously mapped by the device.</p> <p>The bill would create a new vehicle class and prevent local governments from being able to manage the operation of these devices on sidewalks and in crosswalks. We recommend opposing the bill unless it is amended to authorize jurisdictions to enact regulations governing the local use of these devices. As of May 6, the bill unanimously passed Assembly Transportation Committee and has been referred to Assembly Appropriations.</p>

Recommended Position	Bill # Author	Title and Description
Support	AB 659 Mullin D	<p>Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.</p> <p>This bill would establish a competitive California Smart City Challenge Grant Program to encourage municipalities to incorporate advanced data and intelligent transportation system technologies and applications into their transportation planning efforts. The California Transportation Commission would be required to develop guidelines on or before March 1, 2021, informed by a new California Smart City Challenge Workgroup. As written, it would be funded by up to \$10 million from Proposition 1B state bond program, contingent upon appropriation in the annual budget act.</p> <p>The Transportation Authority currently has a watch position on the bill, but we are recommending a support position after additional discussion with the San Francisco Municipal Transportation Agency (SFMTA) and internally. The City's State Legislation Committee adopted a support position on the bill in April.</p>

Recommended Position	Bill # Author	Title and Description
Oppose	AB 1112 Friedman D	<p>Motorized scootersShared mobility devices: local regulation.</p> <p>As currently drafted,Recent revisions to this bill, <u>which is</u> sponsored by Bird, would authorize limit a local jurisdiction's authority ability to regulate <u>not just</u> scooter share operators <u>but all "shared mobility" operators including those of shared bicycles, electric bicycles, motorized scooters, electrically motorized boards, or other similar personal transportation devices.</u> This legislation would <u>prevent local regulations that include fees that by, among other things, requiring a scooter share operator to pay fees that do not</u> exceed the 'reasonable cost' [undefined] to the local authority of regulating the operator <u>and that would prohibit the local authority from imposing</u> 'unduly restrictive requirements' [undefined] on a scooter share<u>shared mobility</u> operator, <u>including any requirement that is more restrictive than those applicable to riders of personally owned similar transportation devices.</u> The bill would authorize a local authority to require a scooter share<u>shared mobility</u> operator to provide <u>certain types of the local authority trip</u> data for <u>all</u> trips starting or ending within <u>its</u>the jurisdiction, <u>but limited to what is specified in the bill of the local authority.</u> The bill furthermore finds that uniformity in regulation of motorized scooters and commercial scooter share programs and operators<u>shared mobility</u> is a matter of statewide concern rather than a municipal affair, <u>therefore preventing any additional local regulation beyond what is allowable under the language above.</u>—</p> <p><u>Without clarification about what a 'reasonable cost' or 'unduly restrictive requirement' means, it is difficult to determine how the bill would impact SFMTA's ability to continue its current regulatory activities across all shared mobility modes, or its ability to adjust or enact regulations in the future.</u> SFMTA has determined that <u>under AB 1112, current</u> requirements such as providing a specified level of service in communities of concern and providing low-income plans would likely be unenforceable. <u>The bill also may restrict SFMTA's current ability to cap the number of shared mobility devices available for use within the city. The parity provision would prevent SFMTA from imposing different requirements on operators deploying shared mobility devices for profit than personal users who are not using the devices for financial benefit.</u> Under the bill, SFMTA would not retain its ability to collect the level of data it currently uses to manage and evaluate the program. Additional amendments are expected to be in print soon, but the SFMTA doesn't anticipate that they will sufficiently address these concerns in conversation with the author about these concerns.</p> <p>The City's State Legislation Committee adopted an oppose position on <u>an earlier version of the bill that just applied to shared scooters</u> in April, at the request of SFMTA. Other opponents <u>of that version of the bill</u> included California Walks (unless amended) and the League of California Cities. Supporters included <u>Bird, Uber (if amended), the Sierra Club, and the Bay Area Council.</u></p>

Recommended Position	Bill # Author	Title and Description
Watch	AB 1487 Chiu D	<p>San Francisco Bay area: housing development: financing.</p> <p>Building on the outcomes from the recent CASA effort, this bill would establish the Housing Alliance for the Bay Area (HABA), a new regional entity serving the nine Bay Area counties to fund affordable housing production, preservation and tenant protection programs. It would authorize HABA to place unspecified revenue measures on the ballot, issue bonds, allocate funds to the various cities, counties, and other public agencies and affordable housing projects within its jurisdiction to finance affordable housing development, preserve and enhance existing affordable housing, and fund tenant protection programs.</p> <p>The question of who will govern the new entity has been a focus of discussion locally and at the state level. The original language split membership between local representatives and Governor appointees. A subsequent amendment provided that HABA would be governed by a board composed of an unspecified number of voting members from the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) and be staffed by MTC. The most recent amendment removed MTC and ABAG from the bill and, for the time being, does not specify how HABA would be governed or staffed.</p>

Table 2. Notable Updates on Bills in the 2018-2020 Session

Adopted Positions	Bill # Author	Title and Update
Support	AB 147 Burke D	<p>Use taxes: collection: retailer engaged in business in this state.</p> <p>This bill was sponsored by California State Treasurer Fiona Ma, and was intended to establish a set of tax collection rules consistent with the recent South Dakota v. Wayfair decision, whereby the U.S. Supreme Court established that states may charge taxes on purchases made from out-of-state sellers, even if the seller does not have a physical presence in the taxing state.</p> <p>On April 25, 2019, the Governor signed this bill into law, to take effect immediately. We will work with the Office of the Treasurer & Tax Collector to determine the impact of the bill on the local Prop K transportation sales tax revenues. Statewide, the California Department of Tax and Fee Administration estimates that the bill will result in annual net state and local revenue gains of \$297 million in FY 2019/20 and \$462 million in FY 2020/21.</p>
Support if Amended	AB 1142 Friedman D	<p>Regional Transportation Plans.</p> <p>This bill would revise the required indicators that must be addressed by regional transportation plans (such as Plan Bay Area) to include the number of trips provided by transportation network companies (such as Uber and Lyft) if appropriate data is available, and to include measures of policies to increase transit usage, such as transit frequency, parking facilities near transit, and availability of microtransit options to supplement existing public transit.</p> <p>A previous version of the bill would have also created a pilot grant program for projects that reduce vehicle miles traveled to support the planning and development of sustainable communities, but this was deleted from the recent version of the bill. We originally recommended supporting the bill if it was amended to identify lack of transit-supportive land uses and lack of safe pedestrian and bicycle access as barriers to transit usage, which are not currently included. Our Sacramento advocate is in contact with the author's office to convey our concerns.</p>
Watch	AB 1568 McCarty D	<p>Housing law compliance: prohibition on applying for state grants.</p> <p>Coauthored by Senator Wiener, a prior version of the bill would have required a city or county to meet its annual minimum housing production goal for that reporting period in order to remain eligible to receive its annual apportionment of its Senate Bill 1 local streets and roads funds.</p> <p>As amended, the bill would instead prohibit a local jurisdiction from applying for state grants after January 1, 2025, other than certain fuel taxes and fees protected by the California Constitution, if it is determined to be out of compliance with the state's Housing Element Law. This law requires that all cities and counties engage in detailed planning for their fair share of housing, as determined through the Regional Housing Needs Assessment process, in the housing element of their comprehensive plan.</p>

Support/ Sponsor	AB 1605 Ting D	<p>City and County of San Francisco: Crooked Street Reservation and Pricing Program.</p> <p>This bill authorizes the San Francisco Board of Supervisors to implement a pilot reservation and pricing program on the Lombard Crooked Street, to provide congestion relief and revenues to manage one of San Francisco's most popular tourist attractions, which is also a local residential street. Visitors would be required to make an advance reservation to drive down the street, and would be charged a fee to cover administration, maintenance, and other traffic management costs.</p> <p>We are planning to make an amendment to the bill that would clarify that while the Board of Supervisors would be granted the authority to implement the reservation program, the SFMTA would maintain their existing jurisdictions over traffic control devices, parking enforcement, etc. We are working with the SFMTA and City Attorney's Office to finalize the language.</p> <p>The San Francisco Board of Supervisors unanimously adopted a resolution of support for AB 1605 on April 16. On April 22, the bill was successfully passed out of the Assembly Transportation Committee. On May 2, the bill passed off the Assembly Floor. It will be heard next at the Senate Transportation Committee. We continue to work with our legislators in Sacramento, Commissioner Stefani's office, and local agency partners to advance the bill.</p>
Watch	SB 50 Wiener D	<p>Planning and zoning: housing development: incentives.</p> <p>On May 1, this bill was substantially amended as a compromise with the authors of a competing bill, SB 4 (McGuire and Beall) that shared the intent of increasing statewide housing production but was more limited in the scope of what would be allowed to proceed under a streamlined local approval process. SB 50 now differentiates between counties under 600,000 in population and those over, with lower allowable height and density waivers in smaller counties and cities. However, fourplexes in any jurisdiction would be approved by right under most conditions. New exemptions were also introduced for coastal zones, fire hazard severity zones, and legislatively-adopted historic districts. The definition of high-frequency bus service that triggered the streamlining process was reduced from fifteen-minute headways to ten-minute headways. Finally, the bill provides additional protections for sensitive communities by allowing implementation to be delayed until 2026.</p> <p>The Planning Department is working to analyze the impact of these recent changes, but after an early review staff anticipates the reduction in required bus frequencies will shrink the areas identified as having high-quality transit, balanced with making fourplexes eligible for streamlined permitting by right throughout the city. Eligible sensitive communities, primarily in the southeast part of the city, would also be allowed to defer implementation for an additional five years.</p>

Support	SB 152 Beall D	<p>Active Transportation Program.</p> <p>Sponsored by the MTC, the prior version of this bill would have delegated project selection for 75% of state Active Transportation Program to Metropolitan Planning Agencies (MTC for the Bay Area), with 15% available for small/rural regions, and leaving the remaining 10% to be administered by the California Transportation Commission (CTC) as a statewide competitive program.</p> <p>To address concerns from bicycle and pedestrian advocacy organizations that want to see a more robust statewide program, the bill has been amended the distribution to 60% for regions, 15% for small/rural areas, and 25% for the statewide competitive program, with a requirement that the CTC consider geographic balance in its grant awards. It also would require additional transparency on how disadvantaged communities are defined at the regional level, and additional reporting requirements for how disadvantaged communities perform in the project selection process.</p> <p>In April, the City's State Legislation Committee adopted a support position on the bill. The bill passed out of the Senate Committee on Transportation and has been referred to Appropriations.</p>
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Table 3. Bill Status for Active Positions Taken in the 2019-2020 Session

Adopted Positions	Bill # Author	Bill Title	Bill Status ¹ (as of 5/7/2019)
Support/Sponsor	AB 1605 Ting D	City and County of San Francisco: Crooked Street Reservation and Pricing Program.	Senate Transportation
Support	AB 40 Ting D	Zero-emission vehicles: comprehensive strategy.	Assembly Transportation
	AB 47 Daly D and Frazier D	Driver records: points: distracted driving.	Assembly Appropriations
	AB 147 Burke D	Use taxes: collection: retailer engaged in business in this state: marketplace facilitators.	Chaptered
	AB 252 Daly D	Department of Transportation: environmental review process: federal program.	Assembly Appropriations
	AB 1286 Muratsuchi D	Shared mobility devices: agreements.	Assembly Floor
	SB 127 Wiener D	Transportation funding: active transportation: complete streets.	Senate Appropriations
	SB 152 Beall D	Active Transportation Program	Senate Appropriations

Support if Amended	AB 1142 Friedman D	Strategic Growth Council: transportation pilot projects: regional transportation plans.	Senate Transportation
Oppose	AB 553 Melendez R	High-speed rail bonds: housing.	Assembly Transportation
	AB 1167 Mathis R	Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	Assembly Transportation

¹Under this column, “Chaptered” means the bill is now law, “Dead” means the bill is no longer viable this session, and “Enrolled” means it has passed both Houses of the Legislature.



Memorandum

Date: May 15, 2019
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 06/11/19 Board Meeting: Proposed Fiscal Year 2019/20 Budget and Work Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the proposed Fiscal Year (FY) 2019/20 Budget and Work Program</p> <p>SUMMARY</p> <p>The purpose of this memorandum is to present the proposed FY 2019/20 annual budget and work program and seek its adoption. The June 11 Board meeting will serve as the official public hearing prior to final consideration of the annual budget and work program at the June 25 Board meeting. There have been no changes made to the proposed annual budget and work program since the item was presented to the Board at its May 14, 2019 meeting.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contracts</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

Background.

Pursuant to State statutes (California Public Utilities Code Sections 131000 et seq.), we must adopt an annual budget by June 30 of each year. As called for in our Fiscal Policy (Resolution 18-07) and Administrative Code (Ordinance 17-01), the Board shall set both the overall budget parameters for administrative and capital expenditures, the spending limits on certain line items, as well as adopt the budget prior to June 30 of each year.

Organization.

The proposed FY 2019/20 Work Program includes activities in four major functional areas: 1) Plan, 2) Fund, 3) Deliver and 4) Transparency and Accountability. These categories of activities are organized to efficiently address our designated mandates, including administering the Prop K Sales Tax program, functioning as the Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program, administering the \$10 Prop AA vehicle registration fee, and operating as the Treasure Island Mobility Management Agency (TIMMA) for San Francisco. Our organizational approach also reflects the principle that all of our activities contribute to the efficient delivery of transportation plans and projects, even though many activities are funded with a combination of revenue sources and in coordination with a number of San Francisco agencies as well as federal, state and regional agencies.

Attachment 1 contains a description of our proposed work program for FY 2019/20. Attachment 2 displays the proposed budget in a format described in our Fiscal Policy. The division of revenues and expenditures into the Sales Tax program, CMA program, TFCA program, Prop AA program, and TIMMA program in Attachment 2 reflects our five distinct responsibilities and mandates. Attachment 3 shows a comparison of revenues and expenditures to prior year actual and amended budgeted numbers. Attachment 4 shows a more detailed version of the proposed budget. Attachment 5 is our board adopted agency structure and job positions. Attachment 6 provides additional descriptions and analysis of line items in the budget. We have segregated our TIMMA function as a separate legal and financial entity effective July 1, 2017. The TIMMA FY 2019/20 Budget and Work Program will be presented as a separate item to the TIMMA Committee at its May meeting and TIMMA Board at its June meeting.

Revenues.

Total revenues are projected to be \$148.5 million and are budgeted to increase by an estimated \$12.6 million from the FY 2018/19 Amended Budget, or 9.3%, which is primarily due to expected increase in activities for the I-80/Yerba Buena Island Interchange Improvement and Bridge Structures project (collectively known as YBI Project), funded by federal and state grant funds. Sales tax revenues, net of interest earnings, are projected to be \$110.9 million or 74.7% of revenues. This is an increase of \$1.2 million from the sales tax revenues expected to be received in FY 2018/19.

Expenditures.

Total expenditures are projected to be about \$275.7 million. Of this amount, capital project costs, most of which are awarded as grants to agencies like the San Francisco Municipal Transportation Agency (SFMTA), are \$242.5 million. Capital projects costs are 87.9% of total projected expenditures, with another 4% of expenditures budgeted for administrative operating costs, and 8.1% for debt service and interest costs. Capital expenditures in FY 2019/20 of \$242.5 million are budgeted to increase by \$70.1 million, or 40.6%, from the FY 2018/19 Amended Budget, which is primarily due to slower than anticipated expenditures in FY 2018/19 primarily for vehicle procurements and the Van Ness Bus Rapid Transit project, being carried forward to FY 2019/20 and the expected increase in activities for the YBI Project.

Debt service costs of \$22.3 million are for costs related to the continuation of the Revolving Credit Loan Agreement, anticipated bond principal and interest payments for our Sales Tax Revenue Bond, and other costs associated with debt. Our debt program has allowed us more flexibility and has enabled us to cost effectively accelerate delivery of the Prop K program.

Other Financing Sources/Uses.

The Other Financing Sources/Uses section of Attachment 6 - Line Item Detail for the FY 2019/20 proposed budget includes anticipated drawdown from the Revolving Credit Loan Agreement. The estimated level of sales tax capital expenditures for FY 2019/20 may trigger the need to drawdown up to \$67 million from the Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year by reviewing approved cash flow schedules for allocations, actual reimbursements, and progress reports in tandem with ongoing conversations with project sponsors, particularly our largest grant recipient, the SFMTA. This line item also includes inter-fund transfers among the sales tax, CMA, and TIMMA funds. These transfers represent the required local match to federal grants such as the Surface Transportation Program and Advanced Transportation and Congestion Management Technologies Deployment. Also represented are appropriations of Prop K sales tax to projects such as the U.S. 101/I-280 Managed Lanes project and Downtown Congestion

Agenda Item 5

Pricing Study.

Fund Balance.

The budgetary fund balance is generally defined as the difference between assets and liabilities, and the ending balance is based on previous year's audited fund balance plus the current year's budget amendment and the budgeted year's activity. There is a positive amount of \$8.2 million in total fund balances, as a result of the anticipated Revolving Credit Loan Agreement drawdown.

FINANCIAL IMPACT

As described above.

CAC POSITION

The CAC will consider this item at its May 22, 2019 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Proposed Work Program

Attachment 2 – Proposed Budget

Attachment 3 – Proposed Budget – Comparison of Revenues and Expenditures

Attachment 4 – Proposed Budget – Line Item Detail

Attachment 5 – Agency Structure

Attachment 6 – Line Item Descriptions

Attachment 1

Proposed Fiscal Year 2019/2020 Annual Work Program

The Transportation Authority's proposed Fiscal Year (FY) 2019/20 Work Program includes activities in five major divisions overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects, 3) Planning, 4) Technology, Data and Analysis, and 5) Finance and Administration. The Executive Director's office is responsible for directing the agency in keeping with the annual Board-adopted goals, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director's office is responsible for regular and effective communications with the Board, the Mayor's Office, San Francisco's elected representatives at the state and federal levels and the public, as well as for coordination and partnering with other city, regional, state and federal agencies.

The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: serving as the Prop K transportation sales tax administrator and Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program and administering the \$10 Prop AA vehicle registration fee. The Transportation Authority is also operating as the Treasure Island Mobility Management Agency (TIMMA). The TIMMA FY 2019/20 Work Program will be presented to the TIMMA Board as a separate item and is not reflected below.

Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

PLAN

Long-range, countywide transportation planning and CMA-related policy, planning and coordination are at the core of the agency's planning functions. In FY 2019/20, we will continue to implement recommendations from the existing San Francisco Transportation Plan (SFTP, 2017), while advancing the next update (SFTP, 2021) through the San Francisco Long-range Transportation Planning Program, also known as Connect SF, as part of our multi-agency partnership with the San Francisco Municipal Transportation Agency (SFMTA), the Planning Department, and others. This year's focus is on transit and streets and freeway modal studies, as well as a continued emphasis on demand management policies. We will also continue to further corridor, neighborhood and community-based transportation plans under our lead, while supporting efforts led by others.

We will undertake new planning efforts meant to inform and respond to emerging trends and policy areas. This strategic area of focus for our planning work includes deepening our research on Transportation Network Companies, or TNCs, (e.g., Lyft and Uber) use and impacts.

Most of the FY 2019/20 activities listed below are strong multi-divisional efforts, often lead by the Planning Division in close coordination with Transportation, Data and Analysis; Capital Projects; and the Policy and Programming Divisions. Proposed activities include:

Active Congestion Management:

- **Downtown Congestion Pricing Study:** Conduct planning study to develop a potential congestion pricing program for downtown San Francisco, with program elements to include congestion charges, discounts, subsidies, incentives, and multi-modal transportation improvements, and develop an implementation plan for the proposed program. Work closely with partner agencies and diverse stakeholders to determine how the congestion pricing program can be designed to meet key goals and objectives, including advancing equity while

Attachment 1

Proposed Fiscal Year 2019/2020 Annual Work Program

reducing congestion, transit delays, traffic collisions, air pollution, and greenhouse gas emissions. Study to be completed in FY 2020/21.

- **Lombard Crooked Street Reservations & Pricing System Development:** In anticipation of receiving state legislative authority to pilot a reservations and pricing system for managing automobile access to the Crooked Street (1000 block of Lombard Street) (AB 1605 (Ting)), in FY 2019/20, we would continue planning and design for the pilot program including identifying the physical and operational details of a reservations and pricing system, as well as refining prior work on the expected outcomes on automobile and pedestrian circulation on the Crooked Street and the surrounding neighborhood. This study follows up on a recommendation from the “Managing Access to the Crooked Street” District 2 NTIP report, adopted in March 2017.
- **101/280 Carpool or Express Lanes:** We anticipate seeking appropriation of Prop K funds in late FY 2018/19 to allow us to advance planning to address questions raised relating to operational analyses (e.g. ramp metering), socio-economic equity, and additional transit provision that could take advantage of any future carpool or express lane. Pending Board approval, we will also continue the Caltrans project development process efforts through the preparation of the Project Approval/Environmental document and continue detailed traffic operations analyses. We will continue to participate in the Metropolitan Transportation Commission’s (MTC’s) express lanes planning efforts and position San Francisco’s 101/280 corridor for Regional Measure 3, Senate Bill 1 funds (e.g. Solutions for Congested Corridors Program) and other potential state and federal funding sources.

SFTP Implementation and Board Support:

- **Neighborhood Transportation Improvement Program (NTIP) Cycle 2:** Identify and advance new projects through the Cycle 2 of the sales tax-funded NTIP, and monitor implementation of projects funded through Cycle 1. Evaluate Cycle 1 program and highlight significant accomplishments and lessons learned. Funds for Cycle 2 include \$100,000 in planning funds for each district and \$600,000 in local match funds for each district to advance NTIP projects toward implementation. We will continue to work closely on identification and scoping of new NTIP planning and capital efforts, including advancing recommendations from recently completed plans, in coordination with Board members and the SFMTA’s NTIP Coordinator, and will monitor and support new NTIP efforts led by other agencies.
- **D9 Freeway planning/Alemany re-design and support to Caltrans US101 deck replacement:** We will continue to support Commissioner Ronen’s office in developing roadway re-design concepts in the vicinity of the Alemany Maze (US101/I-280 interchange and Alemany roadway) in coordination with SF Planning, SFMTA and SF PUC. This includes coordination with Caltrans on emerging concepts and how near-term elements could potentially be integrated with Caltrans’ planned replacement of the US101 deck near Alemany in this area.

Long Range, Countywide, and Inter-Jurisdictional Planning:

- **SFTP 2050 and ConnectSF:** Work is well underway on the next update of our countywide long-range transportation plan, the San Francisco Transportation Plan 2050. Working with the SFMTA and Planning Department as part of the ConnectSF process, we anticipate completing the Needs Assessment analyzing current and future transportation needs based on recent transportation and demographic trends this spring and drawing from that work for a

Attachment 1

Proposed Fiscal Year 2019/2020 Annual Work Program

round of ConnectSF outreach that is anticipated to take place late spring/summer 2019. This year, along with ConnectSF staff and other San Francisco agencies and regional partners, we will continue work on two key modal studies - the Streets and Freeways Study and the Transit Corridors Study. These two studies, along with other planning and policy efforts, will identify projects and strategies for inclusion in the SFTP update, which will result in a fiscally constrained transportation investment and policy blueprint for San Francisco through the year 2050. The SFTP informs San Francisco's input into the next update of Plan Bay Area, PBA 2050.

- **Emerging Mobility Services & Technologies:** We anticipate bringing an Emerging Mobility Pilot Strategy to the Board for approval in Summer 2019. The strategy builds off of the Emerging Mobility Evaluation Report adopted by the Board in Summer 2018, and is intended to provide a pathway to guide staff and sector representatives in the development of pilot projects. In FY 2019/20, we would move forward with developing pilot opportunities as directed by the Board.
- **Transportation Network Companies Impact Studies:** Develop and publish the next two installments in a series of reports that will answer key questions about ride-hail companies, also known as Transportation Network Companies, or TNCs. This series will build on three previous reports: 1) the TNCs Today report which provided the first comprehensive estimates of Uber and Lyft activity in the city; 2) the TNC Regulatory Landscape which provided an overview of existing state and local TNC regulatory frameworks across the country and within California; and 3) the TNCs & Congestion report which provided an estimate of how much of worsening congestion is due to different factors such as population growth, employment growth and TNCs. In FY 2019/20, we anticipate releasing reports on the effects of TNCs on transit ridership and TNCs and equity and supporting SFMTA's report on TNCs and safety.
- **Support Statewide and Regional Planning Efforts:** Continue to support studies at the state and regional levels including the California High-Speed Rail Authority's Environmental Impact Report, the California State Transportation Agency's Statewide Rail Plan, Caltrans Business Plan coordination, MTC's Horizon effort, CTC/CARB joint efforts on climate policy, CA PUC data rulemaking and regulations for TNCs, and associated white papers, and coordination with BART and others to scope and advance the study of a potential second Transbay rail crossing, with any BART connection potentially leading to a west side rail line.

Transportation Forecasting, Data and Data Analysis:

- **Travel Forecasting and Analysis for Transportation Authority Studies:** Provide modeling, data analysis, technical advice and graphics services to support efforts such as SFTP and ConnectSF, including the Streets and Freeways Study and the Transit Corridors Study, 101/280 Carpool or Express Lanes planning studies, Treasure Island Mobility Management Program, analysis of the effectiveness of Travel Demand Management strategies, and the equity effects of TNCs.
- **Modeling Service Bureau:** Provide modeling, data analysis, and technical advice to city agencies and consultants in support of many projects and studies. Expected service bureau support this year for partner agencies and external parties is to be determined.
- **Congestion Management Program (CMP) Development, Data Warehousing and Visualization:** We will complete the 2019 CMP update, and will continue to expand the Transportation Authority's data warehouse and visualization tools to further facilitate easy

Attachment 1

Proposed Fiscal Year 2019/2020 Annual Work Program

access to network performance data and travel behavior data, review and querying of datasets, and to support web-based tools for internal and external use. We will also continue to serve as a data resource for city agencies, consultants, and the public and enhance data management and dissemination capabilities. We will analyze and publish important results from the recently completed app-based travel behavior diary data collection being coordinated with MTC, and will continue to collaborate with and support researchers working on topics that complement and enhance our understanding of travel behavior, such as evaluating the effectiveness of different travel demand management strategies, how TNCs behave when not carrying passengers, as well as other topics. We will also continue to explore potential big data sources, as well as the fusion of multiple data sources.

- **Model Consistency/Land Use Allocation:** Complete the requirements for model consistency in coordination with MTC as a part of the CMP update. Participate in Regional Model Working Group. Continue supporting the refinement of the Bay Area land use growth allocation model with the Planning Department, the Association of Bay Area Governments (ABAG) and MTC. Coordinate land use analysis activities in cooperation with these same agencies.
- **Travel Demand Model Enhancements:** We will continue to enhance our current implementation of SF-CHAMP 6, that includes increased spatial, temporal, and behavioral detail, and test the first regional-scale DTA model integrated with SF-CHAMP. Attention will be focused on re-estimating new mode choice models to incorporate the latest travel diary survey data that includes TNCs, and on re-estimating new time-of-day choice models. In collaboration with MTC, the San Diego Association of Governments, Puget Sound Regional Council, the Atlanta Regional Commission, the Southeastern Michigan Council of Governments, the Oregon Department of Transportation, and the Association of Metropolitan Planning Organizations Research Foundation, continue development of an open-source activity-based travel demand model platform.

FUND

The agency was initially established to serve as the administrator of the Prop B half-cent transportation sales tax (superseded by the Prop K transportation sales tax in 2003). This remains one of the agency's core functions, which has been complemented and expanded upon by several other roles which have subsequently been taken on including acting as the administrator for Prop AA and the TFCA County Programs, and serving as CMA for San Francisco. We serve as a funding and financing strategist for San Francisco projects; we advocate for discretionary funds and legislative changes to advance San Francisco project priorities; provide support to enable sponsors to comply with timely-use-of-funds and other grant requirements; and seek to secure new sources of revenues for transportation-related projects and programs. The work program activities highlighted below are typically led by the Policy and Programming Division with support from all agency divisions.

Fund Programming and Allocations: Administer the Prop K sales tax, Prop AA vehicle registration fee, and TFCA programs through which the agency directly allocates or prioritizes projects for grant funding; oversee calls for projects and provide project delivery support and oversight for the San Francisco Lifeline Transportation Program, One Bay Area Grant (OBAG), and State Transportation Improvement Program in our role as CMA. Provide technical, strategic and advocacy support for a host of other fund programs, such as revenues distributed under Senate Bill 1, the State's Cap-and-

Attachment 1

Proposed Fiscal Year 2019/2020 Annual Work Program

Trade and Active Transportation Programs, and federal competitive grant programs. Notable efforts planned for FY 2019/20 include:

- **Implement the 2019 Prop K Strategic Plan and 5-Year Prioritization Programs (5YPPs):** In Fall 2018 the Board adopted the 2019 5YPPs covering Fiscal Years 2019/20 - 2023/24 and the Prop K Strategic Plan, identifying the projects that may receive Prop K funding over the five-year period starting July 1, 2019. We work year-round with project sponsors and Board members to review and support requests for allocation of Prop K funds and then to oversee implementation of the approved grants, focusing on project delivery and closely monitoring anticipated cash needs to inform financing needs (see Capital Financing Program Management below).
- **Prop K Customer Service and Efficiency Improvements:** This ongoing multi-division initiative will continue to improve our processes to make them more user friendly and efficient for both internal and external customers, while maintaining a high level of transparency and accountability appropriate for administration of voter-approved revenue measures. This includes maintaining and enhancing mystreetsf.com – our interactive project map and the Portal – our web-based grants management database used by our staff and project sponsors. A key focus will be making refinements to the on-line allocation request form to improve user-friendliness and legibility.
- **Implement the 2017 Prop AA Strategic Plan:** We will work closely with project sponsors and continue to support delivery of projects underway, as well as advance new projects with funds programmed in the 2017 Prop AA Strategic Plan adopted by the Board in May 2017, and with funds programmed through the mid-cycle competitive call for projects released in March 2019. We anticipate Board adoption of the new projects in June 2019.
- **San Francisco Lifeline Transportation Program:** In April 2019, the Board approved project priorities for Cycle 1 of the San Francisco Lifeline Transportation Program intended to improve mobility for low-income residents and other communities of concern. We will work with project sponsors to meet timely use of funds requirements and to support project delivery of new projects as well as projects funded through the prior regional Lifeline program. We plan to release the Cycle 2 call for projects next spring.
- **Community Based Transportation Plans (CBTPs):** In FY 2018/19 MTC provided a new round of CBTP funding for planning efforts benefitting Communities of Concern. In FY 2019/20 these funds will support improving connections to Lake Merced (a new Community of Concern since the last round of CBTP funding) and additional outreach efforts for the Portsmouth Square traffic circulation study.
- **OBAG Cycle 2:** In 2017, the Board approved over \$40 million for OBAG Cycle 2 projects such as Caltrain Electrification and SF Safe Routes to Schools program. This year, we will continue to work with project sponsors to provide project delivery and support (e.g. assistance with meeting timely use of funds deadlines) for remaining OBAG Cycle 1 projects as well as Cycle 2 projects.
- **Federal-Aid Sponsor Support and Streamlining Advocacy:** Our staff will continue to provide expertise in grants administration for federally funded projects and to play a leadership role in supporting regional efforts to streamline the current federal-aid grant processes.

Attachment 1

Proposed Fiscal Year 2019/2020 Annual Work Program

Capital Financing Program Management: Led by the Finance and Administration Division in close collaboration with the Policy and Programming Division, and with the support of our financial advisors, we will continue to provide effective and efficient management of our debt program to enable accelerated delivery of sales-tax funded capital projects at the lowest possible cost to the public.

Horizon and Plan Bay Area 2050: As CMA, we will continue to coordinate San Francisco's input to Horizon, a MTC-led futures planning initiative that will help identify policy and investment solutions that are top performers under multiple distinct futures. The results of the Horizon initiative will inform the next regional transportation and land use plan (Plan Bay Area 2050), which will kick off in September 2019 and anticipates adoption of the preferred scenario in July 2020. These efforts involve close coordination with San Francisco agencies, the Mayor's office, and our ABAG and MTC Commissioners, as well as coordination with Bay Area CMAs, regional transit agencies and other community stakeholders.

Senate Bill 1: Engage with state and regional agencies to coordinate advocacy for San Francisco's projects, to support revisions to program guidelines for upcoming funding cycles to ensure a fair distribution of revenues that is beneficial to San Francisco's interests; and to assist project sponsors with meeting timely use of funds and Senate Bill 1 reporting requirements. Seek discretionary funding for San Francisco and our agency's priorities for funding programs large and small, particularly with regard to transit core capacity needs, active transportation projects and our own Treasure Island work and 101/280 Carpool or Express Lanes. We will continue to engage the Board and MTC Commissioners including seeking guidance on prioritizing funds.

New Revenue Options: Advocate for San Francisco priorities and new local, regional, state and federal funds by providing Board member staffing and ongoing coordination with, and appearances before, the MTC, California Transportation Commission (CTC), and federal agencies. Notable efforts planned for FY 2019/20 include: advocating for funding for San Francisco priorities assuming Regional Measure 3 clears all remaining legal hurdles this year, and as directed by the Board, work closely with our Board members and Peninsula Corridor Joint Powers Board (Caltrain) representatives, the Mayor's Office, the SFMTA and key stakeholders on a potential tri-county Caltrain 1/8 cent sales tax; the TNC Tax (educational activities) and any other follow up to the Transportation Task Force 2045 related to a potential new local revenue measure(s); and tracking the CTC's pilots of a potential statewide Road User Charge program.

Legislative Advocacy: We will continue to monitor and take positions on state legislation affecting San Francisco's transportation programs, and develop strategies for advancing legislative initiatives beneficial to San Francisco's interests and concerns at the state and federal level. Our advocacy builds off of SFTP recommendations, the agency's adopted legislative program (e.g. includes Vision Zero, new revenue, and project delivery advocacy), and is done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other city and regional agencies.

Funding and Financing Strategy: Provide funding and financing strategy support for Prop K signature projects, many of which are also included in MTC's Regional Transit Expansion Agreement. Examples include: Caltrain Electrification, Central Subway, Transbay Transit Center (renamed Salesforce Transit Center), the Downtown Extension and Geary Corridor BRT. Continue to serve as a funding resource for all San Francisco project sponsors, including brokering fund swaps, as needed.

Attachment 1

Proposed Fiscal Year 2019/2020 Annual Work Program

DELIVER

The timely and cost-effective delivery of Transportation Authority-funded transportation projects and programs requires a multi-divisional effort, led primarily by the Capital Projects Division with support from other divisions. As in past years, the agency focuses on providing engineering support and overseeing the delivery of the Prop K sales tax major capital projects, such as the Presidio Parkway, the SFMTA's Central Subway, facility upgrade projects; the Salesforce Transit Center, the Downtown Extension; and Caltrain Modernization, including Electrification. The agency is also serving as lead agency for the delivery of certain projects, such as the I-80/Yerba Buena Island (YBI) Interchange Improvement Project, which typically are multi-jurisdictional in nature and often involve significant coordination with Caltrans. Key delivery activities for FY 2019/20 include the following:

Transportation Authority – Lead Construction:

- I-80/Yerba Buena Island (YBI) West Bound (WB) On-Off Ramps: Complete final construction efforts of the new I-80/YBI WB on-off ramps on the east side of YBI. Final construction activities and project close out is anticipated to be complete in summer 2019.
- Presidio Parkway Project: Ensure all project closeout activities are completed by the Summer 2019. Complete the Public Private Partnership (P3) study comparing the effectiveness of delivering Phase 1 of the project using the more traditional design-bid-build model, with Phase 2 which is being delivered as a P3.

Transportation Authority – Lead Project Development:

- I-80/YBI East Bound Off Ramp/Southgate Road Realignment Project: Work with Caltrans, BATA, Treasure Island Development Authority (TIDA), and the U.S. Coast Guard on final project development approvals (supplemental environmental analysis, final design, right of way certification, final funding approvals). Prepare the I-80/East Bound Off-Ramp and Southgate Road Realignment project for construction contract advertisement, award and construction phase activities.
- YBI West Side Bridges: Continue supplemental environmental final engineering and design of the West Side Bridges and prepare for construction. Prepare for Construction Manager/General Contractor (CM/GC) implementation of the West Side Bridges project. Continue coordination activities with Caltrans, BATA, the OEWD and TIDA.
- Quint-Jerrold Connector Road: Finalize right of way due diligence efforts (environmental field testing) with city agencies and consultants in order to support city purchase of required right of way for the project. Lead public outreach efforts with interested neighborhood groups. Prepare funding plan and advance design efforts dependent on funding availability.
- I-280/Ocean Ave. South Bound Off-Ramp Realignment: Advance I-280 Interchange modifications at Balboa Park, obtain approval of the combined Caltrans Project Study Report/Project Report and environmental document, prepare funding plan and advance design efforts dependent on funding availability.

Transportation Authority – Project Delivery Support:

- Caltrain Early Investment Program and California High-Speed Rail Program: Coordinate with the California High-Speed Rail Authority (CHSRA) and city agencies on high-speed rail issues affecting the city; work with Caltrain, MTC, the Mayor's Office and other Peninsula and regional stakeholders to monitor and support delivery of the Caltrain Early Investment

Attachment 1

Proposed Fiscal Year 2019/2020 Annual Work Program

Program including the Positive Train Control and Electrification projects. Continue to work closely with aforementioned stakeholders to support delivery of the blended Caltrain/High Speed Rail system to the Peninsula corridor that extends to the new Salesforce Transit Center including leading critical Configuration Management Board efforts.

- Central Subway: Project management oversight; scope/cost/schedule and funding assessment and strategy, including participation in critical Configuration Management Board efforts.
- Salesforce Transit Center and Downtown Extension: Project management oversight; provide support for Board member participation on other oversight bodies (Transbay Joint Powers Authority, Board of Supervisors), and other strategic efforts including enhanced technical oversight and support efforts in the areas of rail operations, project delivery method, cost/funding, tunneling, and right of way analyses. As directed by the Board, follow up on recommendations from the Downtown Extension Governance, Oversight, Management and Project Delivery Review.
- Geary and Van Ness Avenue BRTs: Oversee SFMTA construction efforts including environmental compliance and general project oversight. Work closely with SFMTA and an inter-agency project team to maintain project integrity and quality while controlling budget and schedule. Continue to oversee SFMTA's Geary BRT Phase I implementation and Phase II Conceptual Engineering Report findings and application for Federal Transit Administration Small Starts funds.
- Better Market Street oversight and project development support.
- Complete right of way and engineering project support services and oversee construction efforts for the 19th Avenue and Lombard streetscape/resurfacing projects led by SFMTA and San Francisco Public Works/Caltrans.
- Vision Zero: Continue to support the Vision Zero Committee and agency staff in delivering the program of projects that will enable San Francisco to achieve the goal of Vision Zero.
- Engineering Support: Provide engineering support, as needed, for other Transportation Authority-led planning and programming efforts.

TRANSPARENCY & ACCOUNTABILITY

This section of the work program highlights ongoing agency operational activities, and administrative processes to ensure transparency and accountability in the use of taxpayer funds. It includes ongoing efforts lead by the Finance and Administration Division (e.g. accounting, human resources, procurement support), by the Transportation, Data and Analysis Division (e.g. Information Technology and systems integration support), and by the Executive Office (e.g. Board operations and support, budgeting and communications) as listed below:

- **Board Operations and Support:** Staff Board meetings including standing and ad hoc committees, including the Vision Zero Committee meetings.
- **Audits:** Prepare, procure, and manage fiscal compliance and management audits.
- **Budget, Reports and Financial Statements:** Develop and administer Transportation Authority budget, including performance monitoring, internal program and project tracking. Monitor internal controls and prepare reports and financial statements.

Attachment 1

Proposed Fiscal Year 2019/2020 Annual Work Program

- **Accounting and Grants Management:** Maintain payroll functions, general ledger and accounting system, including paying, receiving and recording functions. Manage grants and prepare invoices for reimbursement.
- **Debt Oversight and Compliance:** Monitor financial and debt performance, prepare annual disclosures and complete required compliance activities.
- **Systems Integration:** Enhance and maintain the enterprise resource planning system (business management and accounting software) to improve accounting functions, automate processes, general ledger reconciliations and financial reporting, as well as enabling improved data sharing with the Portal (web-based grants management database used by agency staff and project sponsors). This year the agency plans to implement an automated accounts payable process and new budgeting process to improve efficiency and ongoing performance management.
- **Contract Support:** Oversee procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated Memoranda of Agreement and Understanding.
- **Disadvantaged Business Enterprise and Local Business Enterprise:** Administer program, review and update policy for any new state and federal requirements, conduct outreach and review applications and award certifications. Participate in the multi-agency consortium of Bay Area transportation agencies with a common goal to assist small, disadvantaged and local firms doing business with Bay Area transit and transportation agencies.
- **Communications and Community Relations:** Execute the agency's communications strategy with the general public, the agency's board, various interest groups and other government agencies. This is accomplished through various means, including fostering media and community relations, developing strategic communications plans for projects and policy initiatives, disseminating agency news and updates through 'The Messenger' newsletter, social media and other web-based communications, supporting public outreach and helping coordinate events to promote the agency's work. Communications staff will continue participating in training to advance outreach skills. This year the agency plans to:
 - Begin development of agency-wide outreach guidelines to institutionalize best practices
 - Develop outreach and events to highlight the agency's 30th year anniversary and accomplishments.
- **Policies:** Maintain and update Administrative Code, Rules of Order, fiscal, debt, procurement, investment, travel, and other policies.
- **Human Resources:** Administer recruitment, personnel and benefits management and office procedures. Conduct or provide training for staff. Advance agency workplace excellence initiatives through staff working groups, training and other means.
- **Office Management and Administrative Support:** Maintain facilities and provide procurement of goods and services and administration of services contracts. Staff front desk reception duties. Provide assistance to the Clerk of the Board as required with preparation of agenda packets and minutes, updates to website and clerking meetings.

Attachment 1

Proposed Fiscal Year 2019/2020 Annual Work Program

- **Legal Issues:** Manage routine legal issues, claims, and public records requests.
- **Information Technology:** Provide internal development and support; maintain existing technology systems including phone and data networks; develop new collaboration tools to further enhance efficiency and technological capabilities; and expand contact management capabilities.

San Francisco County Transportation Authority
Attachment 2
Proposed Fiscal Year 2019/20 Budget



Proposed Budget by Fund						
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Fiscal Year 2019/20
Revenues:						
Sales Tax Revenues	\$ 110,861,695	\$ -	\$ -	\$ -	\$ -	\$ 110,861,695
Vehicle Registration Fee	-	-	-	4,930,000	-	4,930,000
Interest Income	1,610,000	-	2,000	10,000	-	1,622,000
Program Revenues	-	27,796,938	771,753	-	2,453,886	31,022,577
Other Revenues	45,980	-	-	-	-	45,980
Total Revenues	112,517,675	27,796,938	773,753	4,940,000	2,453,886	148,482,252
Expenditures						
Capital Project Costs	200,734,927	29,869,867	1,110,104	8,738,768	2,042,905	242,496,571
Administrative Operating Costs	5,404,840	4,549,515	48,234	241,702	702,808	10,947,099
Debt Service	22,314,250	-	-	-	-	22,314,250
Total Expenditures	228,454,017	34,419,382	1,158,338	8,980,470	2,745,713	275,757,920
Other Financing Sources (Uses):						
Net change in Fund Balance	\$ (55,850,613)	\$ -	\$ (384,585)	\$ (4,040,470)	\$ 291,827	\$ 67,000,000
Budgetary Fund Balance, as of July 1	\$ 56,375,120	\$ -	\$ 614,614	\$ 11,465,499	\$ -	\$ 68,455,233
Budgetary Fund Balance, as of June 30	\$ 524,507	\$ -	\$ 230,029	\$ 7,425,029	\$ -	\$ 8,179,565

San Francisco County Transportation Authority
Attachment 3
Proposed Fiscal Year 2019/20 Budget
Comparison of Revenues and Expenditures



Line Item	Fiscal Year 2017/18 Actual	Fiscal Year 2018/19 Amended Budget	Fiscal Year 2019/20 Proposed Budget	Variance from Fiscal Year 2018/19 Amended Budget	% Variance
Sales Tax Revenues	\$ 103,263,191	\$ 109,655,485	\$ 110,861,695	\$ 1,206,210	1.1%
Vehicle Registration Fee	4,907,713	4,930,000	4,930,000	-	0.0%
Interest Income	1,703,664	2,521,500	1,622,000	(899,500)	-35.7%
Program Revenues					
Federal	7,719,495	11,587,700	23,180,409	11,592,709	100.0%
State	1,176,171	499,455	2,148,445	1,648,990	330.2%
Regional and other	3,570,824	6,619,103	5,693,723	(925,380)	-14.0%
Other Revenues	45,919	51,635	45,980	(5,655)	-11.0%
Total Revenues	122,386,977	135,864,878	148,482,252	12,617,374	9.3%
Capital Project Costs	139,400,940	172,416,314	242,496,571	70,080,257	40.6%
Administrative Operating Costs					
Personnel expenditures	5,917,828	7,647,951	8,117,924	469,973	6.1%
Non-Personnel expenditures	2,717,148	3,102,549	2,829,175	(273,374)	-8.8%
Debt Service	120,644,154	33,622,628	22,314,250	(11,308,378)	-33.6%
Total Expenditures	268,680,070	216,789,442	275,757,920	58,968,478	27.2%
Other Financing Sources (Uses)	270,133,005	-	67,000,000	67,000,000	
Net change in Fund Balance	\$ 123,839,912	\$ (80,924,564)	\$ (60,275,668)	\$ 20,648,896	-25.5%
Budgetary Fund Balance, as of July 1	\$ 123,839,912	\$ 149,379,797	\$ 68,455,233		
Budgetary Fund Balance, as of June 30	\$ 247,679,824	\$ 68,455,233	\$ 8,179,565		

San Francisco County Transportation Authority
Attachment 4
Proposed Fiscal Year 2019/20 Budget
Line Item Detail



Proposed Budget by Fund									
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Fiscal Year 2019/20			
Revenues:									
Sales Tax Revenues	\$ 110,861,695	\$ -	\$ -	\$ -	\$ -	\$ 110,861,695			
Vehicle Registration Fee	-	-	-	4,930,000	-	4,930,000			
Interest Income	1,610,000	-	2,000	10,000	-	1,622,000			
Program Revenues									
Federal									
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	704,690	704,690			
Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement	-	17,104,505	-	-	-	17,104,505			
Highway Bridge Program - Yerba Buena Island Bridge Structures	-	3,997,214	-	-	-	3,997,214			
Surface Transportation Program 3% Revenue and Augmentation	-	1,374,000	-	-	-	1,374,000			
State									
Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	2,148,445	-	-	-	2,148,445			
Regional									
BATA - I-80/Yerba Buena Island Interchange Improvement	-	1,118,709	-	-	-	1,118,709			
MTC - Downtown Congestion Pricing Study	-	400,000	-	-	-	400,000			
SF Planning - ConnectSF	-	75,000	-	-	-	75,000			
SF Planning - Downtown Congestion Pricing Study	-	769,770	-	-	-	769,770			
SF Planning - Transportation Demand Management Program	-	40,000	-	-	-	40,000			
SFMTA - Travel Demand Modeling Assistance	-	125,000	-	-	-	125,000			
San Mateo County Transportation Authority - 101/280 Managed Lanes	-	126,414	-	-	-	126,414			
TIDA - Treasure Island Mobility Management Agency	-	-	-	-	1,749,196	1,749,196			
TIDA - Yerba Buena Island Bridge Structures	-	517,881	-	-	-	517,881			
Vehicle Registration Fee Revenues (TFCA)	-	-	771,753	-	-	771,753			
Other Revenues									
San Francisco Dept of Environment - Shower Facilities	2,000	-	-	-	-	2,000			
Sublease of Office Space	43,980	-	-	-	-	43,980			
Total Revenues	112,517,675	27,796,938	773,753	4,940,000	2,453,886	148,482,252			

San Francisco County Transportation Authority
Attachment 4
Proposed Fiscal Year 2019/20 Budget
Line Item Detail



Proposed Budget by Fund						
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Fiscal Year 2019/20
Expenditures						
Capital Project Costs						
Individual Project Grants, Programs & Initiatives	200,000,000	-	1,110,104	8,738,768	-	209,848,872
Technical Professional Services	734,927	29,869,867	-	-	2,042,905	32,647,699
Administrative Operating Costs						
Personnel Expenditures						
Salaries	1,715,155	3,037,063	32,971	165,218	459,085	5,409,492
Fringe Benefits	793,993	1,405,941	15,263	76,484	212,523	2,504,204
Pay for Performance	204,228	-	-	-	-	204,228
Non-personnel Expenditures						
Administrative Operations	2,509,964	106,511	-	-	25,600	2,642,075
Equipment, Furniture & Fixtures	114,500	-	-	-	-	114,500
Commissioner-Related Expenses	67,000	-	-	-	5,600	72,600
Debt Service						
Debt Issuance Costs	50,000	-	-	-	-	50,000
Interest and Fiscal Charges	9,344,250	-	-	-	-	9,344,250
Bond Principal Payment	12,920,000	-	-	-	-	12,920,000
Total Expenditures	228,454,017	34,419,382	1,158,338	8,980,470	2,745,713	275,757,920
Other Financing Sources (Uses):						
Transfers in - Prop K Match to Grant Funding	-	6,622,444	-	-	291,827	6,914,271
Transfers out - Prop K Match to Grant Funding	(6,914,271)	-	-	-	-	(6,914,271)
Draw on Revolving Credit Agreement	67,000,000	-	-	-	-	67,000,000
Total Other Financing Sources (Uses)	60,085,729	6,622,444	-	-	291,827	67,000,000
Net change in Fund Balance	\$ (55,850,613)	\$ -	\$ (384,585)	\$ (4,040,470)	\$ -	\$ (60,275,668)
Budgetary Fund Balance, as of July 1	\$ 56,375,120	\$ -	\$ 614,614	\$ 11,465,499	\$ -	\$ 68,455,233
Budgetary Fund Balance, as of June 30	\$ 524,507	\$ -	\$ 230,029	\$ 7,425,029	\$ -	\$ 8,179,565
Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency						
Fund Reserved for Program and Operating Contingency	\$ 11,086,170	\$ -	\$ 77,175	\$ 493,000	\$ -	\$ 11,656,345

Agency Structure 46 STAFF POSITIONS



San Francisco
County Transportation
Authority

Revised April 24, 2019

Transportation
Authority Board of
Commissioners

TIMMA:
Treasure Island Mobility
Management Agency

EXECUTIVE DIVISION

Executive Director | Chief Deputy Director | Clerk of the Board
Director of Communications | Senior Communications Officer
Senior Graphic Designer | Communications Officer

7
TOTAL
POSITIONS

POLICY AND PROGRAMMING DIVISION

Deputy Director
for Policy
and Programming
Assistant Deputy
Director for Policy
and Programming
Public Policy Manager
Principal Planner
3 Senior Planners
Senior Program Analyst

8
TOTAL
POSITIONS

CAPITAL PROJECTS DIVISION

Deputy Director
for Capital Projects
Assistant Deputy Director
for Capital Projects
Senior Engineer
Principal Engineer
TIMMA
Program Manager
TIMMA
Systems Manager
Associate Engineer

7
TOTAL
POSITIONS

PLANNING DIVISION

Deputy Director
for Planning
Assistant Deputy
Director for Planning
2 Principal Planners
3 Senior Planners
2 Planners

9
TOTAL
POSITIONS

TECHNOLOGY, DATA, AND ANALYSIS DIVISION

Deputy Director
for Technology, Data,
and Analysis
Principal Modeler
2 Senior Modelers
Modeler

5
TOTAL
POSITIONS

FINANCE AND ADMINISTRATION DIVISION

Deputy Director for
Finance and
Administration
Controller
Principal
Management Analyst
Senior Accountant
Senior
Management Analyst
Staff Accountant
Management Analyst
Office Manager
2 Administrative
Assistants

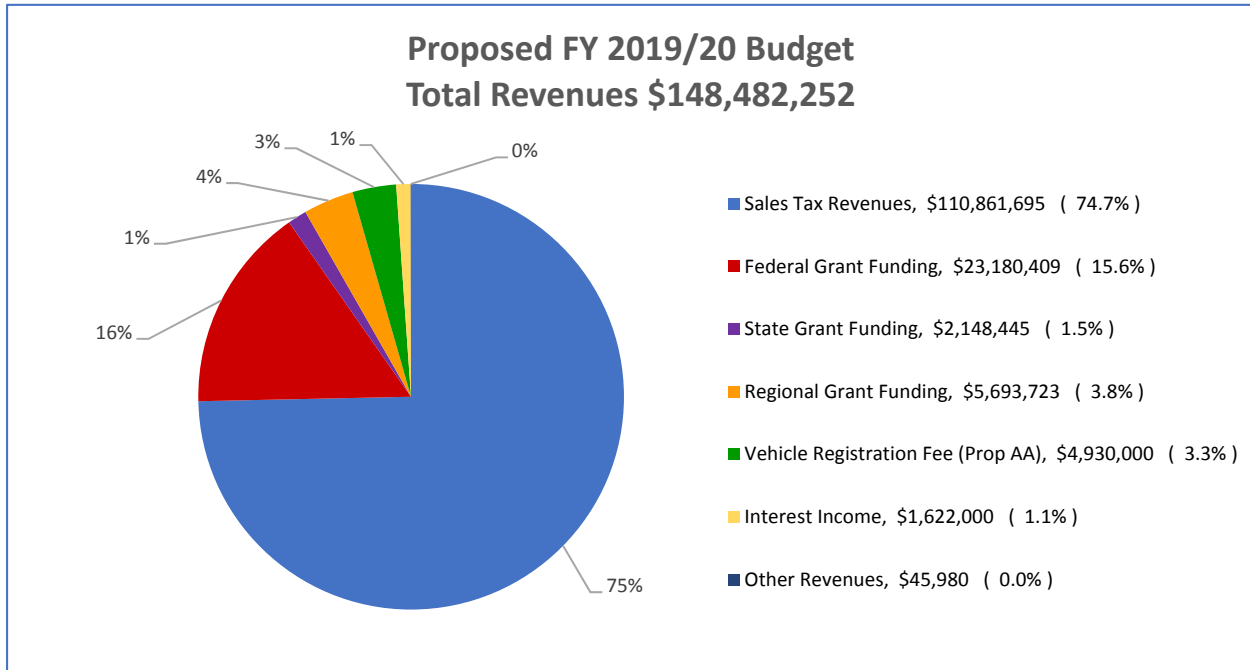
10
TOTAL
POSITIONS

Attachment 6 Line Item Descriptions



TOTAL PROJECTED REVENUES..... \$148,482,252

The following chart shows the composition of revenues for the proposed FY 2019/20 budget.



Prop K Sales Tax Revenues: \$110,861,695

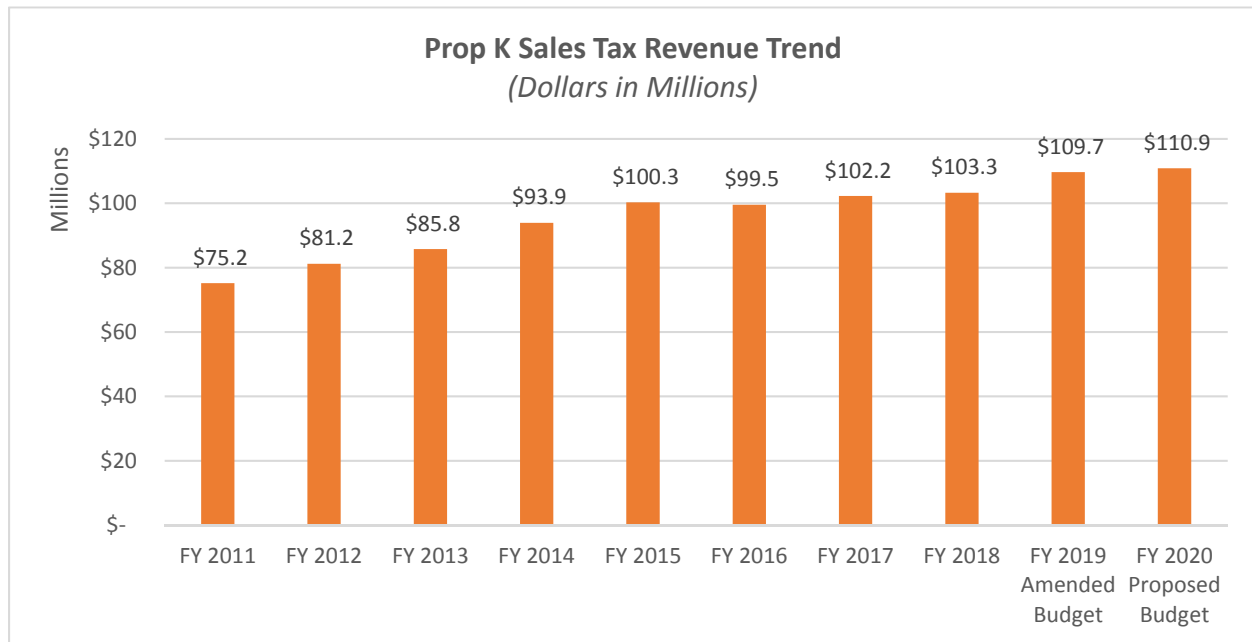
On November 4, 2003, 74.79% of San Francisco voters approved Proposition K (Prop K), the imposition of a retail transactions and use tax of one-half of one percent in the City and County of San Francisco and the funding of the Prop K Expenditure Plan. The 30-year expenditure plan extends through March 31, 2034 and prioritizes \$2.35 billion (in 2003 dollars) and leverages another \$9 billion in federal, state, and local funds for transportation improvements. The expenditure plan restricts expenditures to four major categories: 1) Transit; 2) Streets and Traffic Safety; 3) Paratransit services for seniors and disabled people; and 4) Transportation System Management/Strategic Initiatives, and also accounts for the general administration of the Transportation Authority functions in support of the expenditure plan. Preceding Prop K, on November 7, 1989, more than two-thirds of San Francisco voters approved Proposition B, which authorized the formation of the Transportation Authority and imposed the original one-half of one percent transportation sales tax for a minimum period of twenty years commencing April 1, 1990 for the purpose of funding the Prop B Expenditure Plan.

Based on Fiscal Year (FY) 2018/19 revenues to date, we project FY 2019/20 sales tax revenues to increase compared to the budgeted revenues for FY 2018/19 by 1.1% or \$1.2 million. The sales tax revenue projection is net of the California Department of Tax and Fee Administration's charges for the collection of the tax and excludes interest earnings budgeted in Interest Income.

Attachment 6 Line Item Descriptions



The chart below reflects the eight-year historical and two-year budgeted receipts for Prop K sales tax revenues.



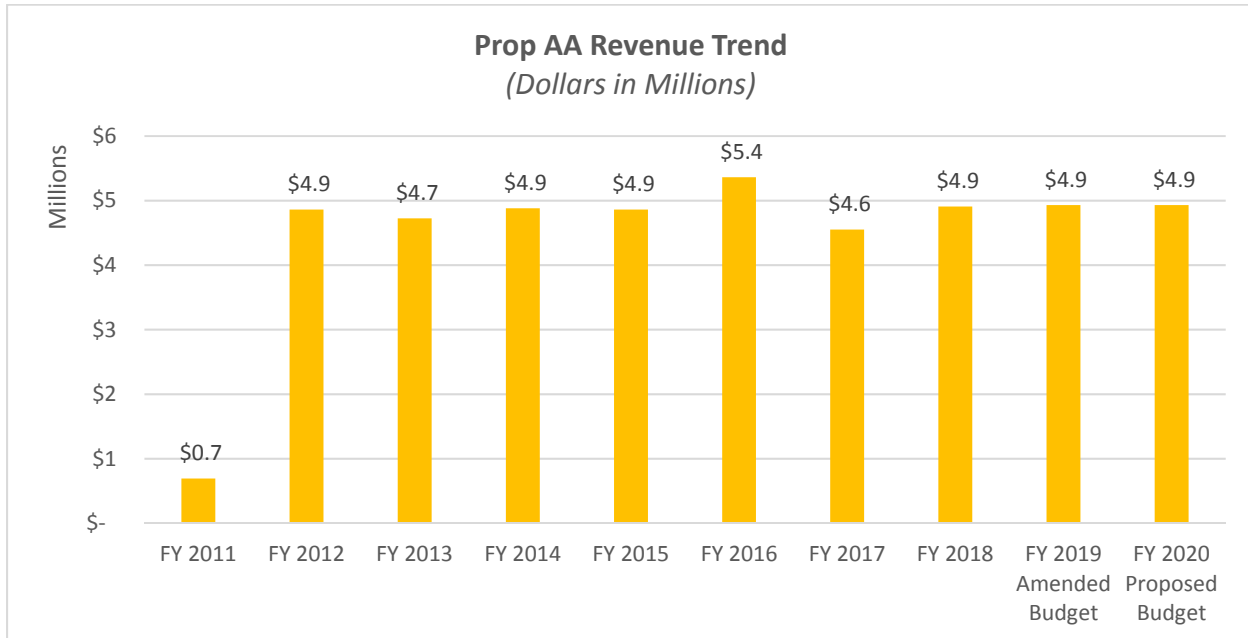
Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Revenues:
.....**\$4,930,000**

The Transportation Authority also serves as the administrator of Proposition AA or Prop AA, a \$10 annual vehicle registration fee on motor vehicles registered in the City and County of San Francisco, which was passed by San Francisco voters on November 2, 2010. The 30-year expenditure plan continues until May 1, 2041 and prioritizes funds that are restricted to three major categories: 1) Street Repair and Construction, 2) Pedestrian Safety, and 3) Transit Reliability and Mobility Improvements.

This amount is net of the Department of Motor Vehicles' charges for the collection of these fees. Prop AA Revenues for FY 2019/20 are based on revenues collected during the first eight months of FY 2018/19 and are projected at a similar level as in the amended budget for FY 2018/19.

The chart below reflects the eight-year historical and two-year budgeted receipts for Prop AA revenues.

Attachment 6 Line Item Descriptions



Interest Income:..... \$1,622,000

Most of our investable assets are unspent proceeds from the Sales Tax Revenue bonds deposited in U.S. Bank. Based on the average interest income earned over the past year, the deposits are assumed to earn approximately 2.04% for FY 2019/20. A significant portion of our investable assets are also deposited in the City's Treasury Pool. Based on the average interest income earned over the past year, the deposits in the Pooled Investment Fund are assumed to earn approximately 2.27% for FY 2019/20. The level of our deposits held in the US Bank and City's Treasury pool during the year depends on the amount Prop K capital project reimbursement requests. The budget cash balance consists largely of allocated Prop K funds, which are invested until invoices are received and sponsors are reimbursed. The FY 2019/20 budget for interest income shows a \$899,500, or 35.7%, decrease as compared to FY 2018/19. This is due to the decrease in the bank balance thus less interest earned on the deposits due to the anticipated capital expenditures for project sponsors' projects and programs in FY 2019/20.

Congestion Management Agency (CMA) Programs Federal, State and Regional Grant Revenues:\$27,796,938

The Transportation Authority is designated under State law as the CMA for the City. Responsibilities resulting from this designation include developing a Congestion Management Program, which provides evidence of the integration of land use, transportation programming, and air quality goals; preparing a long-range countywide transportation plan to guide the City's future transportation investment decisions; monitoring and measuring traffic congestion levels in the City; measuring the performance of all modes of transportation; and developing a computerized travel demand forecasting model and supporting databases. As the CMA, the Transportation Authority is responsible for

Attachment 6

Line Item Descriptions



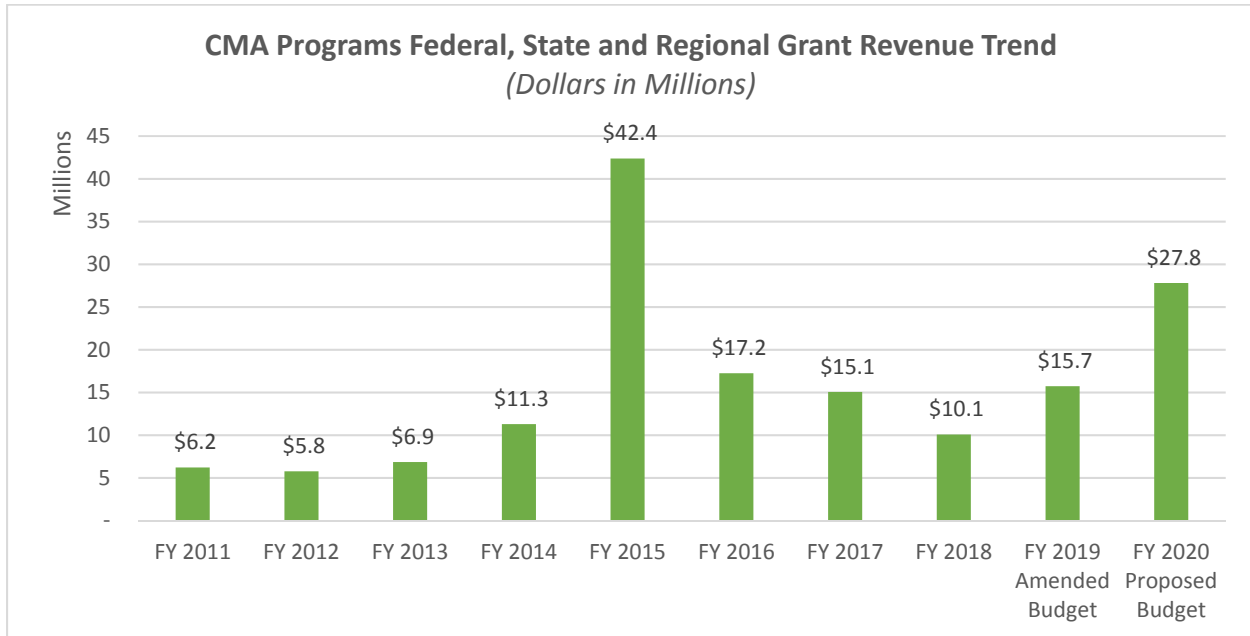
establishing the City's priorities for state and federal transportation funds and works with the Metropolitan Transportation Commission (MTC) to program those funds to San Francisco projects.

The CMA program revenues for FY 2019/20 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in our role as CMA. CMA revenues are comprised of federal, state, and regional funds received from the MTC, the California Department of Transportation (Caltrans), and the San Mateo County Transportation Authority. Some of these grants are project-specific, such as those for the I-80/Yerba Buena Island Interchange Improvement Project and Yerba Buena Island Bridge Structures (collectively known as YBI Project) and the Downtown Congestion Pricing Study. Other funding sources, such as federal Surface Transportation Program fund, can be used to fund a number of eligible planning, programming, model development, and project delivery support activities, including the San Francisco Transportation Plan (SFTP) update and the Congestion Management Program. Regional CMA program revenues include City department contributions for SFTP, Downtown Congestion Pricing Study, and technical and travel demand model services provided to City agencies in support of various projects.

The FY 2019/20 budget includes \$24,624,164 from federal and state funding, a \$12,586,682 increase as compared to FY 2018/19 largely due to expected increase in construction phase activities for the Yerba Buena Island Southgate Road Realignment project and activities for the Yerba Buena Island West Side Bridges project. The budget also includes \$3,172,774 from regional funding, a \$521,089 decrease as compared to FY 2018/19 largely due to the anticipated completion of the D9 Alemany Study and the U.S. 101/I-280 Managed Lanes Project Initiation Document phase by the end of FY 2018/19.

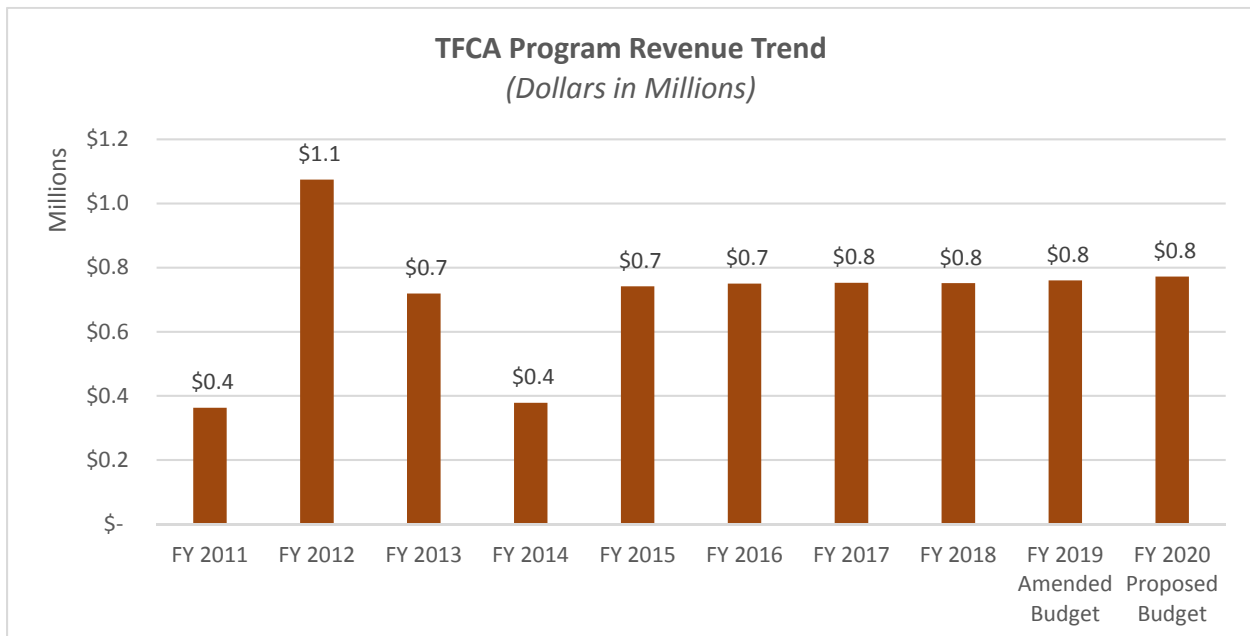
The chart below reflects the eight-year historical and two-year budgeted receipts for CMA program revenues.

Attachment 6 Line Item Descriptions



Transportation Fund for Clean Air (TFCA) Program Regional Revenues:..... \$771,753

On June 15, 2002, the Transportation Authority was designated to act as the overall program manager for the local guarantee (40%) share of transportation funds available through the TFCA program. The TFCA Vehicle Registration Fee Revenues (excluding interest earnings included in Interest Income above) are derived from a \$4 surcharge on vehicles registered in the nine Bay Area counties and must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. Budgeted revenues are based on a funding estimate provided by the Bay Area Air Quality Management District, which administers these revenues.



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Treasure Island Mobility Management Agency (TIMMA) Program Revenues:..... \$2,453,886

We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA requested that we, in our capacity as the Congestion Management Agency, lead the effort to prepare and obtain approval for all required technical documentation for the project because of our expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project.

The Treasure Island Transportation Management Act of 2008 (AB 981) authorizes the creation or designation of a Treasure Island-specific transportation management agency. On April 1, 2014, the City's Board of Supervisors approved a resolution designating our agency as the TIMMA to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/Yerba Buena Island Development Project. In September 2014, Governor Brown signed Assembly Bill 141, establishing TIMMA as a legal entity distinct from the Transportation Authority to help firewall the Transportation Authority's other functions. The eleven members of the Transportation Authority Board act as the Board of Commissioners for TIMMA. TIMMA is also a blended special revenue fund component unit under the Transportation Authority. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA.

The TIMMA FY 2019/20 revenues will be presented as a separate item to the TIMMA Committee at its May meeting and TIMMA Board at its June meeting.

Other Revenues: \$45,980

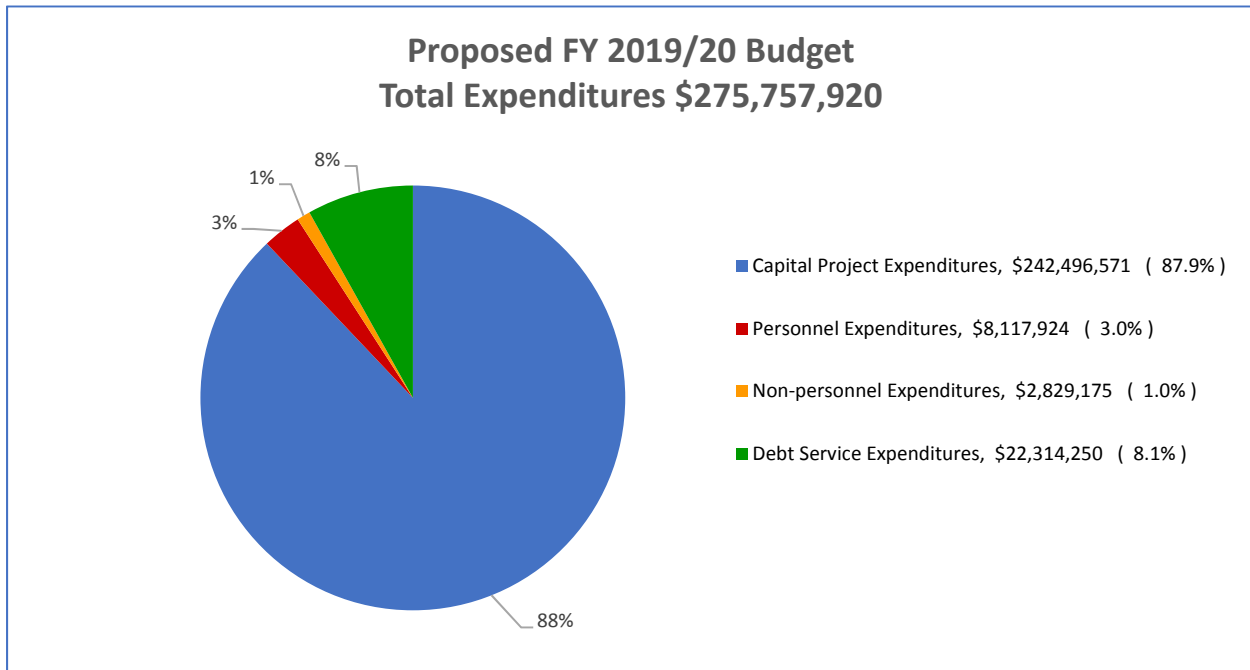
Other revenues budgeted in FY 2019/20 include revenues from the sublease of our office space.

TOTAL PROJECTED EXPENDITURES..... \$275,757,920

Total Expenditures projected for the budget year are comprised of Capital Expenditures of \$242.5 million, Administrative Operating Expenditures of \$10.9 million, and Debt Service Expenditures of \$22.3 million.

The following chart shows the composition of expenditures for the proposed FY 2019/20 budget.

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CAPITAL EXPENDITURES..... \$242,496,571

Capital expenditures in FY 2019/20 are budgeted to increase from the FY 2018/19 amended budget by an estimated 40.6%, which is primarily due to anticipated higher capital expenditures for the Prop K program overall, most of which are awarded as grants to agencies like the San Francisco Municipal Transportation Agency (SFMTA). Expenditures by Program Fund are detailed below.

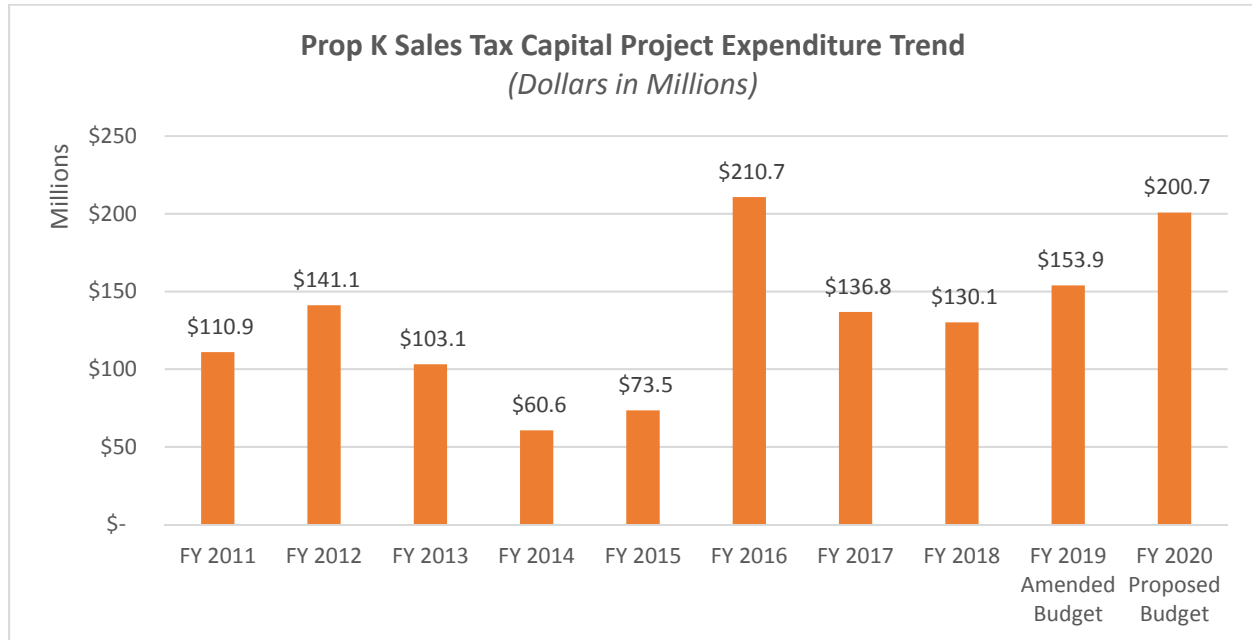
Sales Tax Program Expenditures:..... \$200,734,927

The estimate for sales tax capital expenditures reflects a combination of estimated cash flow needs for existing allocations based on review of reimbursements, project delivery progress reports and conversations with project sponsors, as well as anticipated new allocations programmed for FY 2019/20. Approximately \$50 million of the capital expenditures anticipated in FY 2019/20 were delayed in the FY 2018/19 amended budget due to slower than anticipated expenditures primarily for vehicle procurements and the Van Ness Bus Rapid Transit project.

Some of the main drivers of Prop K Capital Expenditures (and our sales tax revenue bond) for FY 2019/20 are the SFMTA vehicle procurements for motor coaches, trolley coaches, and light rail vehicles. Anticipated large capital project expenditures also include the overhauls of the Breda light rail vehicles, Van Ness Bus Rapid Transit, Central Subway, new and upgraded traffic signals, and upgrades to SFMTA vehicle maintenance facilities projects.

The chart below reflects the eight-year historical and two-year budgeted Prop K sales tax program capital expenditures.

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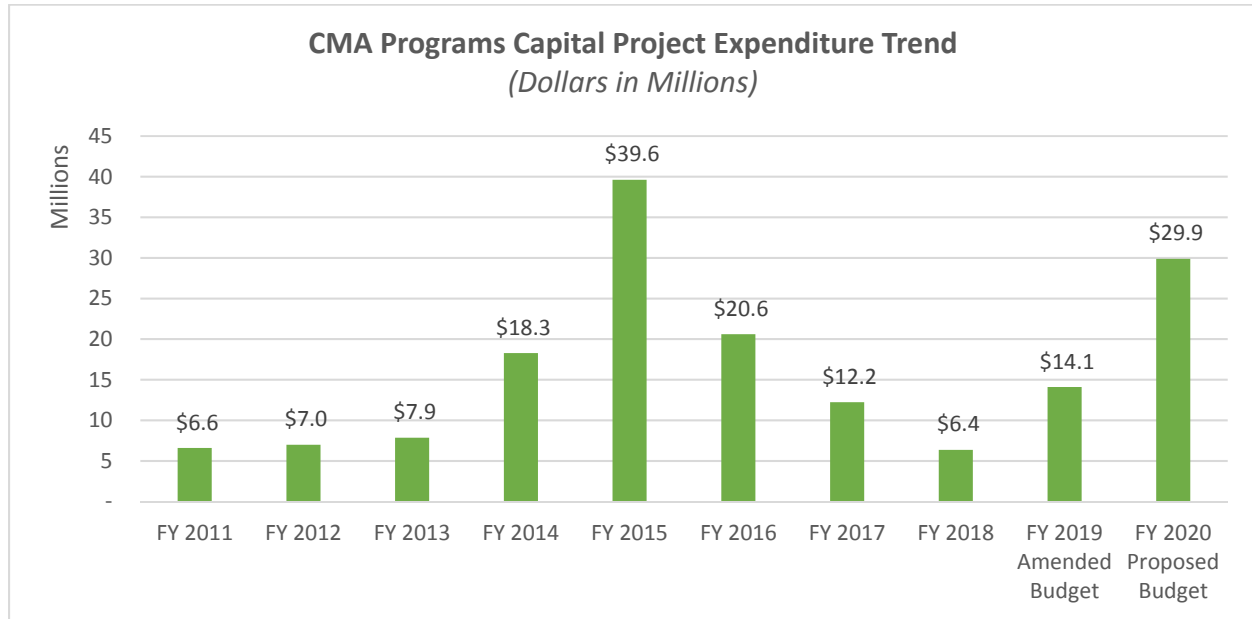
CMA Programs Expenditures:..... \$29,869,867

This line item includes technical consulting services such as planning, programming, engineering, design, environmental, or programming services, which are needed in order to fulfill our CMA responsibilities under state law. Included are various planning efforts and projects such as the U.S. 101/I-280 Managed Lanes project, Downtown Congestion Pricing Study, and SFTP update. Also included are the YBI Bridge Structures and YBI Southgate Road Realignment Improvement project, which is supported by federal, state, and regional funding.

Expenditures in FY 2019/20 are budgeted to increase by \$15.8 million as compared to FY 2018/19. This increase is primarily due to increased activities for the YBI projects in which there is an increase of \$13.2 million in capital expenditures and the U.S. 101/I-280 Managed Lanes project in which there are \$3.2 in capital expenditures to advance planning to address questions raised relating to operational analyses (e.g. ramp metering), socio-economic equity, and additional transit provision that could take advantage of any future carpool or express lane. Pending Board approval, we will also continue the Caltrans project development process efforts through the preparation of the Project Approval/Environmental document and continue detailed traffic operations analyses.

The chart below reflects the eight-year historical and two-year budgeted CMA programs capital project expenditures.

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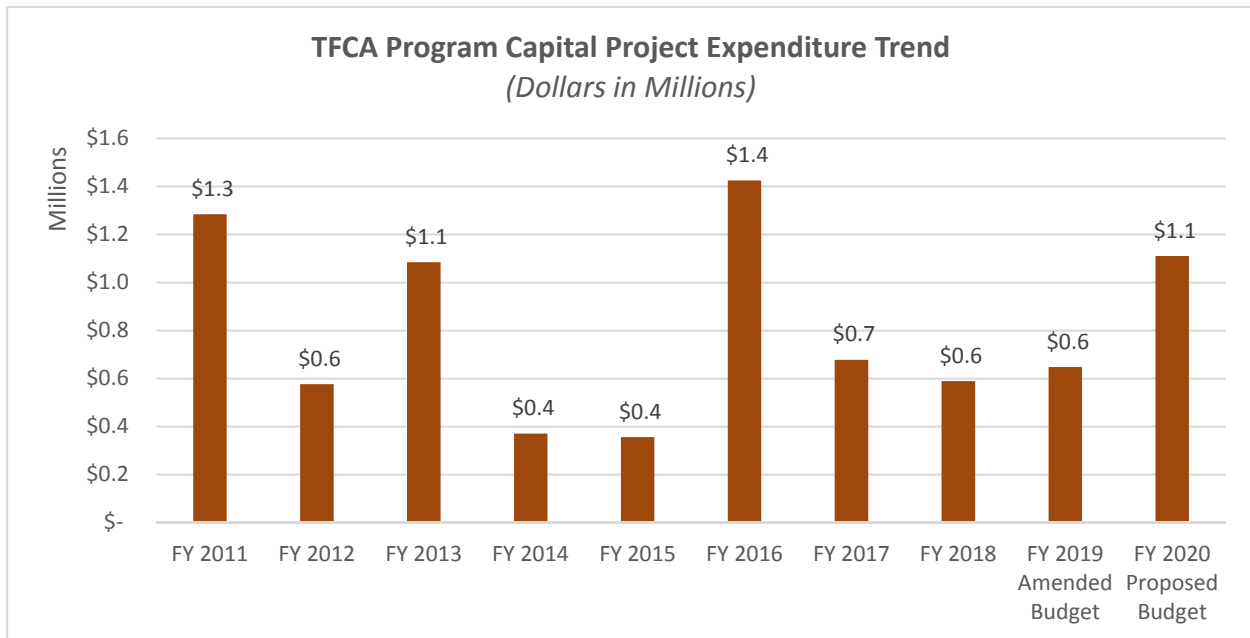


TFCA Program Expenditures:..... \$1,110,104

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Bay Area Air Quality Management District, with the Transportation Authority serving as the County Program Manager for San Francisco. These monies must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The TFCA capital expenditures program includes carryover prior year projects with multi-year schedules as well as projects not anticipated to be completed in FY 2018/19. It also includes an estimate for expenditures for the FY 2019/20 program of projects, which is scheduled to be approved by the Board in June 2019.

This year's budget is higher than the FY 2018/19 amended budget of \$647,906 due to slower than anticipated expenditures for three projects funded in 2018 that have yet to execute grant agreements, as well as three electric vehicle charger projects that are expected to seek full grant reimbursements early in FY 2019/20 after the chargers are installed.

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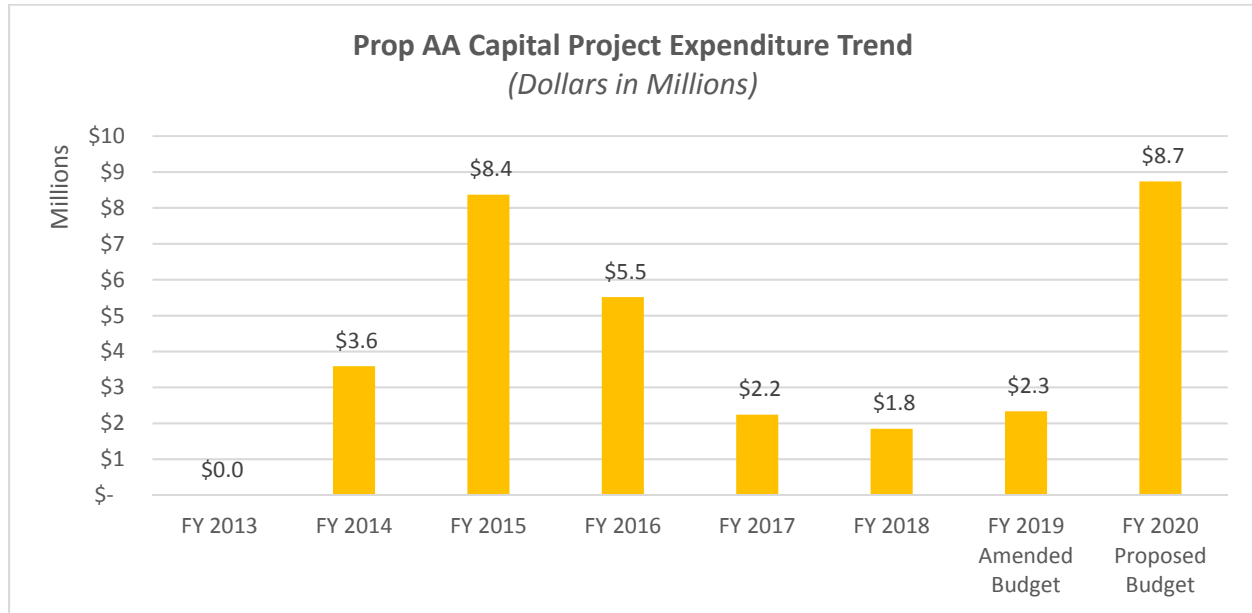
Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Expenditures:
.....\$8,738,768

This line item includes projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Prop AA Expenditure Plan, the revenues will be used for design and construction of local road repairs, pedestrian safety improvements, transit reliability improvements, and travel demand management projects. The Prop AA capital expenditures include new FY 2019/20 projects based on the Prop AA Strategic Plan as amended in March 2019, carryover prior-year projects with multi-year schedules, and projects not anticipated to be completed by the end of FY 2018/19. The largest capital project expenditures include the Haight Street Resurfacing and Pedestrian Lighting project, the Muni Metro Station Enhancements project, and the Brannan Street Pavement Renovation project, which together account for approximately 60% of the FY 2019/20 budget amount. We will amend the budget if necessary to reflect expected FY 2019/20 expenditures for projects determined through the open call for projects, to be approved by the Board in June 2019.

For FY 2019/20, we expect expenditures to increase significantly compared to the FY 2018/19 amended budget of \$2,323,492. This increase is primarily due to the above-mentioned capital projects that are behind schedule but expected to make significant progress in the coming year, as well as several additional projects that we expect to begin construction in FY 2019/20.

The chart below reflects the eight-year historical and two-year budgeted Prop AA capital project expenditures.

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TIMMA Program Expenditures:..... \$2,042,905

The TIMMA FY 2019/20 expenditures will be presented as a separate item to the TIMMA Committee at its May meeting and TIMMA Board at its June meeting.

ADMINISTRATIVE OPERATING EXPENDITURES..... \$10,947,099

Operating expenditures include personnel expenditures, administrative expenditures, Commissioner-related expenditures, and equipment, furniture and fixtures.

Personnel:..... \$8,117,924

Personnel costs are budgeted at a higher level by 6.1% as compared to the FY 2018/19 amended budget, reflecting a budget of 41 full time equivalents and reflecting the Revised Job Classifications and Salary Structure and Revised Organization Chart approved by the Board in December 2018 (Resolution 19-33). The revisions were intended to provide a level of compensation reflective of the marketplace to attract and retain employees while fitting within the agency's means, as well as allowing for flexibility and fostering exemplary performance. The increase in fringe cost reflects the corresponding increase in salary costs. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any annual pay increase. Employees are not entitled to cost of living increases. All salary adjustments are determined by the Executive Director based on merit only.

Non-Personnel:..... \$2,829,175

This line item includes typical operating expenditures for office rent, telecommunications, postage, materials and office supplies, printing and reproduction equipment and services, and other administrative support requirements for all of our activities, along with all administrative support

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Line Item Descriptions



contracts, whether for City-supplied services, such as the City Attorney legal services and the Department of Technology cablecast services, or for competitively procured services (such as auditing, legislative advocacy, outside computer system support, etc.). Also included are funds for ongoing maintenance and operation of office equipment; computer hardware; licensing requirements for computer software; and an allowance for replacement furniture and fixtures. This line item also includes Commissioner meeting fees, and compensation for Commissioners' direct furniture, equipment and materials expenditures. Non-personnel expenditures in FY 2019/20 are budgeted to decrease from the FY 2018/19 Amended Budget by an estimated 8.8%, which is primarily due to a decrease in legal services related to projects such as the Transbay Transit Center and Downtown Extension projects and Geary Corridor Bus Rapid Transit (Geary BRT project) projects. These two projects represent a total decrease of \$231 thousand in legal services.

DEBT SERVICE EXPENDITURES..... \$22,314,250

We have a \$140 million Revolving Credit Loan Agreement with State Street and U.S. Bank National Association and the full balance is currently available to draw upon for Prop K capital project costs. This line item assumes fees and interests related to the expected drawdown from the Revolving Credit Loan Agreement noted in the Other Financing Sources/Uses section, anticipated bond principal and interest payments, and other costs associated with our debt program. This results in a decrease of \$11.3 million in debt service expenditures in FY 2019/20 as compared to the prior year since there are no loan repayments anticipated this year.

OTHER FINANCING SOURCES/USES.....\$67,000,000

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2019/20 budget includes anticipated drawdowns from the Revolving Credit Loan Agreement. The estimated level of sales tax capital expenditures for FY 2019/20 may trigger the need to drawdown up to \$67 million from the Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.

This line item also includes inter-fund transfers of \$6.9 million among the sales tax, CMA, and TIMMA funds. These transfers represent the required local match to federal grants such as the Surface Transportation Program and Advanced Transportation and Congestion Management Technologies Deployment. Also represented are appropriations of Prop K to projects such as the U.S. 101/I-280 Managed Lanes project and Downtown Congestion Pricing Study.

BUDGETARY FUND BALANCE FOR CONTINGENCIES..... \$11,656,345

Our Fiscal Policy directs that we shall allocate not less than five percent (5%) and up to fifteen percent (15%) of estimated annual sales tax revenues as a hedge against an emergency occurring during the budgeted fiscal year. In the current economic climate, a budgeted fund balance of \$11.1 million, or 10% of annual projected sales tax revenues, is set aside as a program and operating contingency

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reserve. We have also set aside \$77,175 or about 10% as a program and operating contingency reserve respectively for the Transportation Fund for Clean Air Program and \$493,000 or about 10% as a program and operating contingency reserve respectively for the Prop AA Program.



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Memorandum

Date: May 17, 2019
To: Transportation Authority Board
From: Rachel Hiatt – Principal Transportation Planner
Subject: 06/11/19 Board Meeting: Award a One Year and Six Months Professional Services Contract to the Top-Ranked Firm(s) in an Amount Not to Exceed \$700,000 for Technical and Communications Services for the Downtown Congestion Pricing Study

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> Award a one year and six months professional services contract to the top-ranked firm(s) in an amount not to exceed \$700,000 for technical and communications services for the Downtown Congestion Pricing Study Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions <p>SUMMARY</p> <p>We are seeking consultant services to provide technical and communications services for the Downtown Congestion Pricing Study. The Study seeks to develop a congestion pricing proposal for San Francisco through a substantial community outreach process supported by technical analysis. We issued a Request for Proposals (RFP) for the requested services in April. By the proposal submission deadline, we received five proposals. The multi-agency selection panel is completing the interview process on May 17. In order to allow sufficient time to complete its evaluation, the panel plans to present its contract award recommendation(s) at the May 22 CAC meeting. We have listed the item as information/action in the event the selection panel has not finalized its recommendation(s) by the CAC meeting.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input checked="" type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

Background.

At the October 23, 2018 Board meeting, staff presented a summary of the 2010 Mobility, Access, and Pricing Study (MAPS), which examined a variety of alternatives to implement congestion pricing in San Francisco and recommended a “Northeast Cordon” design. The Chair directed staff to develop a scope, schedule, and budget for a new study of congestion pricing. At its December 11, 2018 meeting, the Board approved Resolution 19-29 directing staff to advance the scope of work and seek additional funding for a congestion pricing study update. At its February 26, 2019, the Board approved

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an appropriation of \$500,000 in Prop K sales tax funds to begin the Downtown Congestion Pricing Study while staff continues to secure additional funds needed for the full \$1.8 million scope of work.

The Study's objectives are to:

- Understand the objectives and key issues of diverse stakeholders regarding a potential congestion pricing program. Ensure community and stakeholder involvement to identify program goals, develop and refine a proposed congestion pricing program, and build agreement around a recommendation.
- Recommend a preferred congestion pricing program within the downtown area that would best meet identified program goals.
- Develop a strategy to advance the recommended congestion pricing program for approvals and implementation.

We anticipate that the study will take approximately 18 months to complete following contract award.

Procurement Process.

The Transportation Authority issued a RFP for technical and communications services for the Downtown Congestion Pricing Study on April 8, 2019. We hosted a pre-proposal conference at our offices on April 15, which provided opportunities for small businesses and larger firms to meet and form partnerships. 30 firms attended the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in six local newspapers: the San Francisco Chronicle, San Francisco Examiner, the Small Business Exchange, Nichi Bei, the Western Edition, and the San Francisco Bayview. We also distributed the RFP and questions and answers to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

The RFP scope of work was divided into four separate but interrelated workstreams: 0 – Project Management, 1 – Stakeholder Engagement, 2 – Program Development, and 3 – Technical Analysis. Proposers were required to submit proposals according to one of three options: A (workstreams 0, 1 & 2), B (workstreams 0, 2 and 3) or C (workstreams 1, 2, 3 and 4). This workstream approach provided the selection panel with the ability to select one or more teams to complete the overall scope of work that would collectively provide the best overall project support. By the submittal deadline on May 7, 2019, we received five proposals in response to the RFP. A selection panel comprised of Transportation Authority, San Francisco Municipal Transportation Agency, and Metropolitan Transportation Commission staff evaluated the proposals based on the criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. The panel selected three firms to interview between May 16 and 17, and in order to allow sufficient time to complete its evaluation, the panel anticipates presenting its contract award recommendation(s) at the May 22 CAC meeting.

To allow us the flexibility to seek and use federal funds to cover a portion of this contract, we have adhered to federal procurement regulations. We established a Disadvantaged Business Enterprise (DBE) goal of 14% for this contract, accepting certifications by the California Unified Certification Program. Proposals from all three interviewed firms met or exceeded the DBE goal.

FINANCIAL IMPACT

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This contract will be partially funded by Prop K sales tax funds. The full contract amount is contingent upon execution of a funding agreement with the Metropolitan Transportation Commission for an anticipated \$400,000 in bridge toll revenues expected to be approved in June, and funds programmed in the City's Fiscal Year 2019/20 budget which are conditional pending receipt of developer fees from the Transbay Transit Center district. The first year's activities are included in the Transportation Authority's proposed Fiscal Year 2019/20 budget and sufficient funds will be included in future fiscal year budgets to cover the cost of the contract(s).

CAC POSITION

The CAC will consider this item at its May 22, 2019 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Scope of Services

Attachment 1

Scope of Services

The Transportation Authority seeks technical and communications consultant services to support the Downtown Congestion Pricing Study (Project). The scope of work for this Project presents four separate but interrelated workstreams:

- Workstream 0: Project Management
- Workstream 1: Stakeholder Engagement
- Workstream 2: Program Development
- Workstream 3: Technical Analysis

The scope of work consists of the following tasks:

- Workstream 0: Project Management
 - Task 0.1: Kick-off meeting and workplan
 - Task 0.2: Ongoing project management
 - Task 0.3: Final report
- Workstream 1: Stakeholder Engagement
 - Task 1.1: Stakeholder and Community Engagement Plan
 - Task 1.2: Message Development
 - Task 1.3: Policy Advisory Committee
 - Task 1.4: Engagement Activities and Materials
- Workstream 2: Program Development
 - Task 2.1: Program Development Plan
 - Task 2.2: Technical Advisory Committee
 - Task 2.3: Goals and Objectives, Purpose and Need
 - Task 2.4: Research and Document Case Studies
 - Task 2.5: Develop and Refine Program Definition, Identify Recommended Program
 - Task 2.6: Implementation Plan
- Workstream 3: Technical Analysis
 - Task 3.1: Technical Analysis Plan
 - Task 3.2: Existing Conditions Data Gathering and Analysis
 - Task 3.3: Additional Analysis for Program Development and Stakeholder Engagement
 - Task 3.4: Cost and Revenue Estimates

The scope for each task and associated deliverables is as follows.

Workstream 0: Project Management

Task 0.1: Kick-off meeting and workplan

The project kick-off meeting will include the Contractor for each of the workstreams. It will focus on how the workstreams will interrelate and how the teams will coordinate the scopes and schedules for each. The purpose of this meeting will be to outline a combined workplan for all workstreams. The Contractor for the Program Development workstream will finalize the overall project workplan, incorporating content provided by the Contractor for the other workstreams.

The workplan should provide for the study scope of work to be completed in 18 months or less (by mid- to late 2020).

Task 0.2: Ongoing project management

Attachment 1

Scope of Services

The Transportation Authority will have a project manager to coordinate the overall project effort. If different consultants are selected for individual workstreams, the Transportation Authority project manager will lead study team coordination between those workstreams. Each Contractor will be expected to lead internal team coordination within and among the workstream(s) it is managing. Each Contractor will participate in regular bi-weekly project team meetings and submit monthly progress reports.

Task 0.3: Final report

The study final report will synthesize and document the study process, conclusions, and recommendations. The Contractor for the Program Development workstream will prepare the final report, incorporating content provided by the Contractor for the other workstreams. Transportation Authority staff and resources will be used for final report layout and printing.

Workstream 0 Deliverables:

<i>Task</i>	<i>Deliverable</i>
<i>0.1</i>	<ul style="list-style-type: none">• <i>Draft and final workplan</i>• <i>Attendance at project kick-off meeting</i>
<i>0.2</i>	<ul style="list-style-type: none">• <i>Attendance at bi-weekly project team meetings</i>• <i>Monthly invoices and brief progress reports</i>
<i>0.3</i>	<ul style="list-style-type: none">• <i>Draft and final study report</i>

Workstream 1: Stakeholder engagement

Task 1.1: Stakeholder and Community Engagement Plan

The Contractor will produce a plan for how the project team will engage key stakeholders and the public in development of a congestion pricing program and build agreement around a recommended program. Key stakeholders must be closely engaged as the Program Development workstream progresses, requiring coordination between planning and execution of the two workstreams. The plan will identify key stakeholders, which will include:

- The Policy Advisory Committee (PAC), to be convened in Task 1.4;
- The Technical Advisory Committee (TAC), to be convened in the Program Development workstream;
- Public officials who will have key decision-making roles, and their staffs; and
- Other stakeholders at the local, regional, or state level that have important interests in the study, with a focus on involving Communities of Concern and other vulnerable groups.

The plan should also describe how broader public involvement, both local and regional, will inform the Program Development workstream and engage communities in discussions and education about congestion pricing.

The plan will also be closely coordinated with the Technical Analysis workstream to identify how technical analysis might support the engagement process and address key stakeholder issues.

The engagement plan will identify:

- A timeline of stakeholder engagement and public outreach activities;

Attachment 1

Scope of Services

- Key messages, audiences, and input to be sought during each set of activities;
- How to engage the PAC over a planned series of meetings;
- Methods to reach and gather input from other key stakeholders and the broader public, with a focus on methods to involve Communities of Concern and other vulnerable groups;
- Opportunities to engage key decision-makers and their staffs in the program development, outreach, and education processes;
- How and when to engage the media; and
- Roles for Transportation Authority and consultant staff and any others who should be involved.

Task 1.2: Message Development

The Contractor will undertake needed background research and information-gathering and produce a strategy for the overall public message of the study, including how the project team communicates about the general topic of congestion pricing, this particular study, and a recommended congestion pricing program. Information-gathering could include, for example, case studies of other communications strategies, polling, surveys, and/or focus groups. Message development must be integrated with the Program Development workstream to ensure that messages are consistent with the programs under development and with the Technical Analysis workstream to identify any key data points that would support key messages. The Contractor will document the information gathered and key messaging recommendations.

Task 1.3: Policy Advisory Committee

The Project will have a PAC comprised of a diverse set of key stakeholder representatives to advise and provide input to the project team regularly throughout the study process. The PAC will play an important role in shaping the Program Development workstream and identifying key questions for the Technical Analysis workstream to help address. The Contractor will use its knowledge and familiarity with San Francisco stakeholders and its knowledge of congestion pricing stakeholder engagement in other cities to assist with convening the PAC, including the following:

- Review and advise on a draft list of PAC participants;
- Plan meetings and develop agendas; and
- Support staff at meetings and develop outreach-related content as needed.

The Contractor will also provide any Stakeholder Engagement-related content as needed to support the TAC, which is convened as part of the Program Development workstream.

Task 1.4: Engagement Activities and Materials

The Contractor will coordinate and implement stakeholder and community engagement activities per the Stakeholder and Community Engagement Plan, including producing supporting collateral materials. Activities could include:

- Listening sessions and meetings with stakeholder groups;
- Public events such as open houses, town halls, workshops, tabling, etc.;
- Surveys and polls;
- Online and social media engagement tools; and
- Multilingual engagement both in-person and online.

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Scope of Services

Transportation Authority communications staff will work with the Contractor on outreach content development. The Contractor will execute outreach activities and logistics (e.g. arranging meetings and venues, producing materials, translations, etc.) and augment staff at events.

Workstream 1 Deliverables:

<i>Task</i>	<i>Deliverable</i>
<i>1.1</i>	<i>Draft and final Stakeholder and Community Engagement Plan</i>
<i>1.2</i>	<i>Draft and final Message Development Memo</i>
<i>1.3</i>	<i>Draft and final PAC meeting agendas</i>
<i>1.4</i>	<i>Outreach materials and activities per the Stakeholder and Community Engagement Plan</i>

Workstream 2: Program Development

Task 2.1: Program Development Plan

The Contractor will identify the proposed process for developing and refining potential congestion pricing concepts into a set of recommendations and implementation plan with stakeholder support. To arrive at a recommended congestion pricing program, the study will need to both a) consider and narrow down a range of program possibilities and b) incorporate new input and information to iterate and refine the potential program definition(s). Both (a) and (b) will require stakeholder engagement and technical input.

In coordination with the Stakeholder Engagement workstream, the plan will identify how engagement with the PAC, TAC, decision-makers, and the general public will help develop the proposed program and shape the deliverables. It should identify how the process will address key stakeholder concerns regarding congestion pricing, including:

- Equity: Whether the program would benefit low-income travelers and other vulnerable populations;
- Economy: How it would affect small and large businesses; and
- Effectiveness: Whether the system will work effectively to reduce congestion without causing negative effects like additional transit crowding or worsened congestion outside a pricing zone.

In coordination with the Technical Analysis workstream, the plan will identify questions that require technical input and discuss how technical input and analysis will be incorporated to support the program development process.

The plan will also identify appropriate roles for Transportation Authority and consultant staff.

Task 2.2: Technical Advisory Committee

The Transportation Authority will convene a TAC comprised of staff from local and regional partner agencies to advise and provide input to the project team regularly (approximately every other month) throughout the study process. The TAC will play a particularly important role in providing input on the feasibility of potential concepts in the Program Development workstream and helping to guide the Technical Analysis workstream. The Contractor will assist with convening the TAC as follows:

- Plan meetings and develop agendas; and

Attachment 1

Scope of Services

- Support Transportation Authority staff at meetings and provide Program Development-related content as needed.

The Contractor will also provide any Program Development-related content as needed to support the PAC, which is convened as part of the Stakeholder Engagement workstream.

Task 2.3: Goals and Objectives, Purpose and Need

With appropriate input from Transportation Authority staff, the PAC, TAC, and other key stakeholders as specified in the Program Development Plan, the Contractor will define the goals of the congestion pricing scenarios and specific objectives under each goal area. Next, per the Program Development Plan and using data on existing and expected future conditions provided as part of the Technical Analysis workstream, the Contractor will define the purpose and document the need for a congestion pricing program in and around downtown San Francisco. The Contractor will document the goals and objectives as well as the purpose and need in a single memo.

Task 2.4: Research and Document Case Studies

In consultation with the project team, the Contractor will use its experience with congestion and mobility pricing to identify relevant case studies and assist Transportation Authority staff in liaising with other cities' congestion or mobility pricing program planning and implementation efforts. The Contractor will share and concisely document the experience of other cities with respect to key issues, such as those identified in Task 2.1; other cities' degree of success in addressing them; and what insights and lessons learned may be applicable to any of the workstreams in this study.

Task 2.5: Develop and Refine Program Definition, Identify Recommended Program

The Contractor will develop and refine potential congestion pricing concept(s) per the Program Development Plan to identify a recommended congestion pricing program. Elements of the program definition should include the following:

- Congestion charging parameters, such as the type of charge (e.g. cordon, area, road user, etc.), fee amounts, days and hours they would be in effect, types of vehicles to be charged, and geographic limits of a charging zone;
- Discounts, subsidies, incentives, and travel demand management tools/programs to reduce the burden of pricing on vulnerable populations and encourage the use of sustainable travel modes;
- A package of local and regional multimodal improvements to be funded with program revenues, such as transit service increases, street repaving, streetscape improvements, and upgrades to transit, walking, and bicycling infrastructure; and
- Options for technology solutions that could be used to implement the program.

Finally, per the Program Development Plan, the Contractor will identify a recommended congestion pricing program with appropriate documentation of the rationale for its selection. The Contractor will incorporate operating cost and revenue estimates developed in Workstream 3, Task 3.4. The recommended program documentation should be sufficient to support presentation of the recommendation to key decision-makers and the public.

Transportation Authority and SFMTA planning staffs will be available to assist with developing program elements (including development of multimodal investment packages), identifying potential funding sources, and related interagency coordination.

Attachment 1

Scope of Services

Task 2.6: Implementation Plan

The Contractor will prepare an implementation plan that identifies appropriate next steps and roles to secure the needed approvals and implement the recommended alternative. The plan will include a proposed timeline and level of effort needed (e.g. level of environmental review, required state legislation). The plan will incorporate an estimate of costs developed in Task 3.4 for each implementation phase and will identify potential funding sources for each phase. This plan should also include identification of any potential near-term pilot opportunities and/or other opportunities to shorten the timeline to program implementation.

Workstream 2 Deliverables:

<i>Task</i>	<i>Deliverable</i>
2.1	<i>Draft and final Program Development Plan</i>
2.2	<i>Draft and final TAC meeting agendas</i>
2.3	<i>Draft and final Goals & Objectives and Purpose & Need Memo</i>
2.4	<i>Draft and final Case Studies Memo</i>
2.5	<i>Draft and final Recommended Program Memo</i>
2.6	<i>Draft and final Implementation Plan</i>

Workstream 3: Technical Analysis

Task 3.1: Technical Analysis Plan

The plan will develop and document the proposed process and methods for performing technical analysis as needed to support the Program Development and Stakeholder Engagement workstreams. The Contractor will develop the plan in close coordination with the other workstreams to identify the analysis support that will be needed, such as for program development, understanding trade-offs between program options, stakeholder engagement, and implementation planning. The plan should identify known analysis needs and timelines to support the other workstreams, as well as criteria for determining whether additional analysis is required as questions arise during the study. The Transportation Authority has a travel demand model, SF-CHAMP, with the capability to model congestion pricing. However, the plan should identify the most appropriate analysis tools to efficiently and effectively address the needs known or likely to arise in the Program Development and Stakeholder Engagement workstreams and whether and when to use each tool. Lastly, the plan will also identify the roles of consultant and Transportation Authority staff.

Task 3.2: Existing Conditions Data Gathering and Analysis

The existing conditions analysis will use data and analyses to provide needed background information to support the development of the Purpose and Need documentation in the Program Development workstream. An important component of this analysis will be to consider the socioeconomic equity of the existing transportation system, such as by comparing the trip purposes, modes, travel costs, and reasons for mode selection for peak period downtown travelers by income group. The Contractor will first inventory available sources of synthesized data and identify gaps where additional data collection and/or synthesis is needed. Existing synthesized data is available on traffic congestion, transit speeds, land use and expected growth, pollution, and public health and safety. However, gathering of additional observed data may be needed to complete the equity analysis.

Attachment 1

Scope of Services

Task 3.3: Additional Analysis for Program Development and Stakeholder Engagement

Per the Technical Analysis Plan, the Contractor will conduct and document analysis as needed to support the other workstreams using the most appropriate and efficient methods available. Anticipated questions that may need technical answers include:

- How a proposed program would affect vehicle delay, transit speeds, vehicle miles traveled, and travel time by mode;
- How a proposed program would change different users' total travel costs;
- How a proposed program would affect the environment in terms of greenhouse gas emissions and localized pollution;
- How a proposed program may affect traffic safety; and
- How any effects of a proposed program would be distributed, e.g. between demographic groups, in Communities of Concern, among San Francisco neighborhoods, and locally vs. regionally.

Transportation Authority staff will work with the Contractor on analysis tasks, such as running the SF-CHAMP model if needed. The Transportation Authority's proposed Fiscal Year 2019/20 budget currently includes resources sufficient to run several SF-CHAMP scenarios or to assist at a similar level of effort with alternative analysis methods.

The Contractor will also provide any Technical Analysis-related content as needed to support the PAC, which is convened as part of the Stakeholder Engagement workstream, and the TAC, which is convened as part of the Program Development workstream.

Task 3.4: Cost and Revenue Estimates

In coordination with Task 2.5 of the Program Development workstream, the Contractor will prepare operating cost and revenue estimates for congestion pricing program scenarios. The Program Development workstream will likely need efficiently-provided rough estimates for various scenarios as part of the process of developing and refining potential congestion pricing concepts. The Contractor will then provide a refined operating cost and revenue estimate for the recommended program.

The Contractor will also estimate rough costs for each phase of program implementation in support of implementation plan development in Task 2.6. This includes estimates for program design, procurement, and capital costs for deployment of the recommended congestion pricing program including associated multimodal investments. Transportation Authority staff support is available to assist with estimating costs for agency time and multimodal investments.

Workstream 3 Deliverables:

<i>Task</i>	<i>Deliverable</i>
<i>3.1</i>	<i>Draft and final Technical Analysis Plan</i>
<i>3.2</i>	<i>Draft and final Existing Conditions Analysis Memo</i>
<i>3.3</i>	<i>Technical analysis memos as defined in the Technical Analysis Plan</i>
<i>3.4</i>	<i>Draft and final Cost and Revenue Estimates Memo</i>