



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, November 17, 2015; 11:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Wiener (Chair), Cohen (Vice Chair), Avalos, Breed, Campos, Christensen, Farrell, Kim, Mar, Tang and Yee

Clerk: Steve Stamos

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5. Authorize the Executive Director to Execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any Amendments Thereto Between the Transportation Authority and the California Department of Transportation for Receipt of Federal and State Funds, including an Agreement for the Bay Area Rapid Transit District Travel Smart Rewards Pilot Program, the South of Market Freeway Ramp Intersection Safety Improvement Study, and the Planning, Programming and Monitoring Program – ACTION*	9
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During this segment of the meeting, Board members may make comments on items not specifically listed above, or introduce or request items for future consideration.

11. Public Comment
12. Adjournment

* Additional materials

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, October 27, 2015

1. Roll Call

Chair Wiener called the meeting to order at 11:09 a.m.

Present at Roll Call: Commissioners Breed, Christensen, Farrell, Tang, Wiener and Yee (6)

Absent at Roll Call: Commissioners Avalos, Campos (entered during Item 3), Cohen and Kim (entered during Item 2) and Mar (5)

2. Chair's Report – INFORMATION

Chair Wiener reported that he was pleased to share a few updates related to the city's transit planning work and potential local transportation funding prospects. He said earlier in the month, San Francisco hosted the annual meeting of the American Public Transportation Association, whose motto was "where transit goes, community grows" which he said was true in San Francisco. He said he was joined by Executive Director Tilly Chang, as well as Ed Reiskin, Director of Transportation at the San Francisco Municipal Transportation Agency (SFMTA), and general managers from around the region to highlight the importance of local leadership and funding to enable transit to help meet the region's livability and environmental goals. Chair Wiener said the conference topics ranged from how to build transit oriented communities and invest in infrastructure to managing emerging technology and ways to increase safety. He said the conference also celebrated the 25th anniversary of the Americans with Disabilities Act, and looked ahead to further advances in providing broad access to transit. He said he was pleased to hear the remarks of Anthony Foxx, the Secretary of Transportation, who lent his support to San Francisco in undertaking extensive planning to develop a subway master plan for the city. Chair Wiener thanked his colleagues on the Land Use and Transportation Committee for moving forward the subway master plan legislation to the full Board of Supervisors. He also thanked staff from the Transportation Authority, SFMTA and the San Francisco Planning Department for participating in the committee hearing and for their current and future work in moving this planning process forward. He said it was great that city was undertaking several important transit planning efforts that had either been completed or were underway, and noted that the city would be able to build upon those efforts to move forward with a strong subway master planning process. He added that San Francisco was at its highest population ever and that the city's transit systems were bursting at the seams, which was why the city needed to move more transit underground in addition to strengthening its above ground bus and light-rail systems.

Chair Wiener stated that funding all of this work would be a challenge and that while the city would like to see the state and federal government increase their investment in transit, the city also had to make sure that it was supporting its transportation efforts locally. He said the voters

of San Francisco had shown time and time again that they understood the need for taxation and bonds for transportation infrastructure projects and had consistently voted in favor of these funding measures. He said he was looking forward to hearing about the results of the poll he had requested of San Francisco voters to gauge support for funding street and transit, which would either be via a new one-half cent sales tax or a local restoration of the vehicle license fee (VLF) back to its historic level of 2% instead of the current 0.65% that came into effect when former Governor Schwarzenegger reduced the vehicle fee by two-thirds and deprived the state of billions of dollars. He said the VLF and half-cent sales tax were both recommended by Mayor Lee's Transportation 2030 Task Force and so he requested a poll to gauge support, the results of which would be presented under Item 14. Chair Wiener said that the preliminary results of the poll were promising, and that San Francisco voters had indicated that they would like improvements to Muni, BART and Caltrain as well as smoother streets, increased paratransit, and improved street safety. He said it appeared that voters would be willing to pay for those improvements through a VLF locally or a sales tax; provided that the city could assure them that the funds would be used for these transportation improvements.

There was no public comment.

3. **Executive Director's Report – INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

There was no public comment

4. **Approve the Minutes of the September 22, 2015 Meeting – ACTION**

There was no public comment.

The Minutes were approved by the following vote:

Ayes: Commissioners Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (9)

Absent: Commissioners Avalos and Mar (2)

Items from the Finance Committee

5. **Authorize the Executive Director to Execute Cooperative Agreement No. 04-2582 with the California Department of Transportation for the I-280 Interchange Modifications at Balboa Park in a Total Amount Not to Exceed \$150,000 and to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (9)

Absent: Commissioners Avalos and Mar (2)

6. **Award a Three-Year Consultant Contract, with an Option to Extend for Two Additional One-Year Periods, to Smith, Watts and Hartmann in an Amount Not to Exceed \$135,000 for State Legislative Advocacy Services, and Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (9)

Absent: Commissioners Avalos and Mar (2)

7. **Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$1,000,000, to a Total Amount Not to Exceed \$16,935,000 to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project, and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (9)

Absent: Commissioners Avalos and Mar (2)

8. **Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$1,350,000, to a Total Amount Not to Exceed \$7,650,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project, and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (9)

Absent: Commissioners Avalos and Mar (2)

Items from the Plans and Programs Committee

9. **Appoint Paul Chan to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (9)

Absent: Commissioners Avalos and Mar (2)

10. **Allocate \$4,185,233 in Prop K funds, with Conditions, and Appropriate \$54,225 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Commissioner Christensen commented that one of the projects included in this request would increase pedestrian safety in Chinatown, for which she was thankful to staff at the San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority. She continued

that she was glad to see the SFMTA proposal build off of existing studies to quickly implement the needed improvements, particularly the pedestrian scramble at the intersection of Kearny and Clay streets. She added that these improvements also addressed her concerns about whether Clay and Washington Streets would be ready for the opening of the Central Subway, which would be an important connection between Chinatown and the Financial District.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (9)

Absent: Commissioners Avalos and Mar (2)

11. Adopt San Francisco's Project Priorities for the 2016 Regional Transportation Improvement Program – ACTION

Commissioner Christensen commented that she was grateful that Phase 3 of the Third Street Light Rail project was included on this list and that she looked forward to further progress on that topic.

Commissioner Cohen said she was thankful that the list included six projects that would be in the Bayview community.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (9)

Absent: Commissioners Avalos and Mar (2)

12. Approve San Francisco's Advocacy Goals and Objectives and Project List for Plan Bay Area 2040 – ACTION

Commissioner Campos commented that he would like to add some clarifying language to the policy section of Attachment 1 regarding anti-displacement. He said this language would note that the Transportation Authority would work with the Mayor's Office of Housing and Community Development (MOHCD), the San Francisco Planning Department, as well as community groups in terms of recommendations to support the production of affordable housing and to prevent displacement, as well as work with the Metropolitan Transportation Commission to develop strategies and tools to enhance the production of affordable housing. He added that it was clear that San Francisco was playing an important leadership role in making sure the region was addressing the issue of anti-displacement, and that this language would ensure the city continued to do that.

Commissioner Campos moved to amend the item to provide greater clarity related to housing and anti-replacement policy objectives, seconded by Commissioner Yee.

Commissioner Christensen commented that in the prior agenda item, project 29, the late night transportation improvements, was very meaningful to merchants and workers at Fisherman's Wharf and also recognized project 50, which included the long-term planning and conceptual design work for Phase 3 of the Third Street Light Rail Project. Regarding Commissioner Campos' proposed amendment, she asked if staff had any comments on the proposed change.

Tilly Chang, Executive Director, responded that staff appreciated Commissioner Campos' guidance and noted that the work in this area was complex. She said that staff would like to work more closely with the San Francisco Municipal Transportation Agency, the Planning Department, and MOHCD in particular to develop more specific recommendations for how the region can develop policies in the areas of performance measurement and community-based planning, specifically related to the regional planning funds that would be available during the next round of One Bay Area Grant funds. Ms. Chang added that this guidance was very helpful and that the Transportation Authority would be convening a working group comprised of the aforementioned agencies as well as other transportation agencies in the region to advance some of these proposals.

There was no public comment.

The amendment to the item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (9)

Absent: Commissioners Avalos and Mar (2)

The amended item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (9)

Absent: Commissioners Avalos and Mar (2)

13. Adopt the Transportation Demand Management Partnership Project Final Report Factsheets – ACTION

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (9)

Absent: Commissioners Avalos and Mar (2)

Items for Direct Board Consideration

14. Potential 2016 Transportation Revenue Measures Poll Results – INFORMATION

Tilly Chang, Executive Director, introduced the item and Dave Metz, Partner at FM3, who presented the item.

Chair Wiener commented that the poll results were indicative that San Francisco voters understood the importance of expanding and shoring up the city's transportation systems as it continued to grow by 10,000 people per year. He said that San Francisco voters were willing to pay for these improvements, as demonstrated by the overwhelming passage of Prop A last year.

Ms. Chang commented that the BART district was contemplating a potential bond measure and so it was important for this poll to test the \$4 billion level which would provide another data point to BART. She noted that the transportation authorities for Santa Clara and Contra Costa counties were also exploring ballot measures and that other counties were considering revenue measures for 2016. She added that this would be an opportunity for the Transportation Authority to partner at the regional level to develop coordinated funding plans, expenditures,

and investments across county lines.

Chair Wiener commented that there was a conversation at the regional level to ensure that BART goes out with a sufficiently sized bond that would meet the agency's massive capital needs. He said a smaller bond would result in a massive capital deficit for BART which would result in it competing against local transit agencies for other sources of funding over the next decade. He added that the poll results showed that voters around the region support BART and would vote for a bond, but that the city needed to encourage BART to go for a large enough bond.

There was no public comment.

Other Items

15. Introduction of New Items – INFORMATION

There was no public comment.

16. Public Comment

There was no public comment.

17. Adjournment

The meeting was adjourned at 11:53 a.m.



RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ALL MASTER AGREEMENTS, PROGRAM SUPPLEMENTAL AGREEMENTS, FUND EXCHANGE AGREEMENTS, FUND TRANSFER AGREEMENTS, COOPERATIVE AGREEMENTS AND ANY AMENDMENTS THERETO BETWEEN THE TRANSPORTATION AUTHORITY AND THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR RECEIPT OF FEDERAL AND STATE FUNDS, INCLUDING AN AGREEMENT FOR THE BAY AREA RAPID TRANSIT DISTRICT TRAVEL SMART REWARDS PILOT PROGRAM, THE SOUTH OF MARKET FREEWAY RAMP INTERSECTION SAFETY IMPROVEMENT STUDY, AND THE PLANNING, PROGRAMMING AND MONITORING PROGRAM

WHEREAS, The Transportation Authority is eligible to receive Federal and State funding for certain transportation projects through the California Department of Transportation (Caltrans); and

WHEREAS, Caltrans administers the authorization and reimbursement of certain Federal and State funds; and

WHEREAS, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto need to be executed between the Transportation Authority and Caltrans before such funds can be claimed by the Transportation Authority; and

WHEREAS, Caltrans requires that certain funding agreements for Federal and State funds be signed by the project sponsor and returned to Caltrans within 60 days or Caltrans may disencumber and/or de-obligate the funds; and



WHEREAS, In September 2015, the Transportation Authority received approval of the federal Value Pricing Program grant authorization by Caltrans for the Bay Area Rapid Transit (BART) District Travel Smart Rewards Pilot Program for \$508,000 to address train crowding in downtown San Francisco; and

WHEREAS, In October 2015, the Transportation Authority submitted a grant application to Caltrans for approximately \$200,000 for the South of Market Freeway Ramp Intersection Safety Improvement Study, which will develop proposals to improve safety at up to ten ramp intersections in the South of Market area; and

WHEREAS, The state Planning, Programming, and Monitoring Program (PPM) Program funds a number of eligible Congestion Management Agency activities each year, however due to reduced funding levels in the State Transportation Improvement Program, the Transportation Authority did not receive any PPM Program funds in Fiscal Year (FY) 2015/16; and

WHEREAS, The San Francisco 2016 Regional Transportation Improvement Program priorities, which were approved by the Transportation Authority Board at its October 27, 2015 meeting, propose to re-confirm programming of \$447,000 in FY 2016/17 and \$667,000 in FY 2017/18 to the Transportation Authority; and

WHEREAS, This authorization would facilitate compliance with Caltrans' funding agreement deadlines and enable the Transportation Authority to seek reimbursement of federal and/or state grant funds administered by Caltrans; and

WHEREAS, Procurements for each project and mid-year budget amendments, where applicable, will be presented as separate items, and

WHEREAS, At its October 28, 2015 meeting, the Citizens Advisory Committee considered the subject request and unanimously adopted a motion of support for the staff recommendation; and



WHEREAS, At its November 3, 2015 meeting, the Finance Committee reviewed the subject request and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of Federal and State funds, including an agreement for the BART Travel Smart Rewards Pilot Program, the SoMa Freeway Ramp Intersection Safety Improvement Study, and the PPM Program.



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MOTION ACCEPTING THE SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY'S AUDIT REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2015

Pursuant to the annual audit requirements in its fiscal policy, the San Francisco County
Transportation Authority hereby accepts the audit report for the fiscal year ended June 30, 2015.

Attachment:

1. Audit Report for the Year Ended June 30, 2015

**SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY**

ANNUAL FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED JUNE 30, 2015

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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INDEPENDENT AUDITOR'S REPORT

Board of Commissioners
San Francisco County Transportation Authority
San Francisco, California

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the San Francisco County Transportation Authority (Transportation Authority), a component unit of the City and County of San Francisco, California, as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise the Transportation Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities each major fund and the aggregate remaining fund information of the Transportation Authority, as of June 30, 2015, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As described in Note 15, the Transportation Authority adopted Governmental Accounting Standards Board (GASB) Statement No. 68 - *Accounting and Financial Reporting for Pensions* as of July 1, 2014. Adoption of which required a restatement of beginning net position. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of funding and employer contributions for other postemployment benefits, budgetary comparison schedules, schedule of the proportionate share of the net pension liability and schedule of pension contributions as listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Transportation Authority's basic financial statements. The schedule of expenditures of federal awards, as required by Office of Management and Budget Circular A-133, *Audits of States, Local Governments, and Non-profit Organizations* is presented for purposes of additional analysis and is not a required part of the basic financial statements.

The Schedule of Expenditures of Federal Awards is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Expenditures of Federal Awards is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated October 22, 2015 on our consideration of the Transportation Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Transportation Authority's internal control over financial reporting and compliance.

Vavrinch, Trine, Day & Co. LLP

Palo Alto, California
October 22, 2015

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Management's Discussion and Analysis

For the Year Ended June 30, 2015

The annual financial report of the San Francisco County Transportation Authority (Transportation Authority) presents a discussion and analysis of the Transportation Authority's financial performance during the year ended June 30, 2015. The Transportation Authority's financial performance is discussed and analyzed within the context of the accompanying financial statements and disclosures following this section.

FINANCIAL HIGHLIGHTS

- The liabilities of the Transportation Authority's governmental activities exceeded its assets at the close of fiscal year (FY) 2014/15 by \$21.0 million. Of the net position, \$2.5 million was for net investment in capital assets, \$13.5 million was restricted for capital projects, and a negative balance of \$37.0 million was unrestricted deficit. A major factor to consider in reviewing the statement of net position is that the Transportation Authority does not hold or retain title for the projects it constructs or for the vehicles and system improvements that it purchases with sales tax program funds, congestion management agency programs funds, transportation funds for clean air program funds, vehicle registration fee for transportation improvements program funds, and Treasure Island Mobility Management Agency. The reporting of the revolving credit loan (Revolver Loan), without a corresponding asset, results in the net deficit. Furthermore, debt financing has been used to enable the acceleration of projects for the benefit of San Francisco residents and taxpayers. Cash, deposits and investments increased by \$12.0 million as compared to the prior year. Other non-cash assets (assets other than cash, deposits, and investments) increased by \$5.3 million as compared to the prior year.
- The Transportation Authority's total net position increased \$16.2 million during the year ended June 30, 2015, as compared to an increase of \$25.2 million in the prior year. The net position for the beginning of the year was restated by \$1.4 million due to the implementation of GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*. The new pension standards dramatically changed the accounting reporting requirements with respect to defined benefit pension plans and the presentation in the Transportation Authority's financial statements, effectively reducing an entity's overall net position. The pension obligations are not a new liability and the restatement is a one-time prior period adjustment. It is now reported on the face of the basic financial statements, and continues to be reported on the note disclosure and required supplementary information statements.
- Sales tax revenues increased by \$6.3 million from the prior year. Investment income decreased by \$175 thousand, mainly due to the lower average balance in the City and County of San Francisco Treasury Pool. Transportation and capital projects expenses increased by \$38.2 million during the year ended June 30, 2015 is largely due to the increase construction activities for the Interstate 80/Yerba Buena Island Interchange Improvement Project and Yerba Buena Bridge Structures (collectively known as the YBI Project) and Folsom and Fremont Street Off-Ramp Realignment Project (Folsom and Fremont Street Project).
- The Transportation Authority had positive governmental fund balances of \$108.0 million. Of this amount, \$137 thousand is nonspendable for prepaid costs and deposits, \$99.5 million is restricted for the capital projects in the Sales Tax Program, \$1.1 million for the capital projects in the Transportation Fund for Clean Air Program and \$7.3 million for capital projects in the Vehicle Registration Fee for Transportation Improvements Program. The Transportation Authority's governmental funds balances increased by \$152.4 million in comparison with the prior year.
- The Transportation Authority went from a cash ("pay-as-you-go") financing basis to a borrowing entity in March 2004. The Board of Commissioners authorized the issuance by the Transportation Authority of up to \$200 million of commercial paper notes. In June 2015, the Transportation Authority substituted the commercial paper notes with a \$140 million tax-exempt, three-year Revolver Loan agreement. As of June 30, 2015, \$134.7 million of the Revolver Loan was outstanding at an interest rate of 0.43%.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Management's Discussion and Analysis

For the Year Ended June 30, 2015

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the Transportation Authority's basic financial statements. The Transportation Authority's basic financial statements comprise three components: (1) Government-wide financial statements, (2) Fund financial statements, and (3) Notes to the basic financial statements. Required supplementary information is included in addition to the basic financial statements. Table 1 shows the relationship of the government-wide financial statements to the governmental fund financial statements.

Table 1

Qualities of Government-wide Financial Statements as
Compared to Financial Statements Prepared Under Traditional Governmental Fund Accounting

Quality	Government-wide Financial Statements	Governmental Fund Accounting Financial Statements	Fiduciary Fund Financial Statements
Scope	Entire Transportation Authority	Activities of the Transportation Authority that are not proprietary or fiduciary	Instances in which the Transportation Authority administers resources on behalf of others
Required Statements	<ul style="list-style-type: none"> • Statement of Net Position • Statement of Activities (both government-wide) 	<ul style="list-style-type: none"> • Balance Sheet • Statement of Revenues, Expenditures, and Changes in Fund Balances (for each individual fund) 	<ul style="list-style-type: none"> • Statement of Fiduciary Assets and Liabilities
Basis of Accounting and Measurement Focus	<ul style="list-style-type: none"> • Full accrual accounting • Economic resources focus 	<ul style="list-style-type: none"> • Modified accrual accounting • Current financial resources focus 	<ul style="list-style-type: none"> • Full accrual accounting

Government-wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the Transportation Authority's finances, in a manner similar to a private-sector business.

The *statement of net position* presents information on all Transportation Authority assets and liabilities, with the difference between the two reported as net position. The statement of net position is designed to provide information about the financial position of the Transportation Authority as a whole, including all of its capital assets, deferred outflows/inflows of resources, and long-term liabilities, on a full accrual basis of accounting similar to the accounting model used by private sector firms.

The *statement of activities* presents information showing how the Transportation Authority's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods, such as revenues pertaining to accrued, but uncollected taxes, and to expenses pertaining to earned but unused compensated absences.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**Management's Discussion and Analysis****For the Year Ended June 30, 2015**

Both of these government-wide financial statements distinguish functions of the Transportation Authority that are principally supported by receipt of sales taxes, vehicle registration fee, and other sources of government grants. The only governmental activity of the Transportation Authority is transportation and capital projects. The Transportation Authority does not have any business-type activities.

Fund Financial Statements

The fund financial statements are designed to report information about groupings of related accounts, which are used to maintain control over resources that have been segregated for specific activities or objectives. The Transportation Authority, like other state and local governments, uses fund accounting to ensure and to demonstrate compliance with finance-related legal requirements.

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. All of the Transportation Authority's basic services are reported in governmental funds. These statements, however, focus on: (1) how cash and other financial assets can readily be converted to available resources, and (2) the balances left at year-end, which are available for spending. Such information is useful in determining what financial resources are available in the near future to finance the Transportation Authority's programs.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental funds balance sheet and the governmental funds statement of revenues, expenditures, and changes in fund balances include a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The Transportation Authority maintains five governmental funds organized according to their source of funding. Information is presented separately in the governmental funds balance sheet and in the governmental funds statement of revenues, expenditures, and changes in fund balances for the: (A) Sales Tax Program, (B) Congestion Management Agency Programs, (C) Transportation Fund for Clean Air Program, (D) Vehicle Registration Fee for Transportation Improvements Program, and (E) Treasure Island Mobility Management Agency. Each of these funds is considered a major fund.

Fiduciary fund is used to account for resources held for the benefit of parties outside the Transportation Authority. The Transportation Authority is acting solely as a fiduciary administrator for the San Francisco Municipal Transportation Agency's (MUNI) Third Street Light Rail Project's Owner-Controlled Insurance Program (OCIP) escrow account, and has no responsibility for managing the OCIP claims management or settlement.

Notes to the Basic Financial Statements

The notes to the basic financial statements provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Management's Discussion and Analysis

For the Year Ended June 30, 2015

Required Supplementary Information

The required supplementary information (RSI) is presented concerning the Transportation Authority's budgetary comparison schedule for all the funds. The Transportation Authority adopts an annual appropriated budget. The budgetary comparison schedules have been provided to demonstrate compliance with the budget. The schedules of funding progress and employer contributions – postemployment healthcare benefits, net pension liability and employer contribution schedules are also presented as RSI.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

The Transportation Authority's statement of net position shows liabilities exceeded its assets by \$21.0 million at June 30, 2015. Cash, deposits and investments increased by \$12.0 million overall due to timing of payments related to FY 2014/15 expenditures while transportation and capital project expenses increased \$38.2 million over the prior year. The other assets and deferred outflow category increased by \$5.6 million as compared to the prior year mainly due to the \$5.4 million repayment received for the intergovernmental loan, made to the Treasure Island Development Authority (TIDA) for the YBI Project and delay in receipt of sales tax revenues earned in April. Other assets include \$28.5 million in sales tax receivables, \$19.5 million in outstanding program and other receivables (including amounts due from the City and County of San Francisco) and \$5.5 million in intergovernmental loan, which includes accrued interest.

Table 2

Statement of Net Position (in thousands)

	June 30, 2015	June 30, 2014	\$ Change	% Change
Assets and deferred outflows:				
Cash, deposits, and investments	\$ 83,008	\$ 70,983	\$ 12,025	16.9%
Other assets and deferred outflows	54,178	48,603	5,575	11.5%
Capital assets	2,519	2,805	(286)	-10.2%
Total assets and deferred outflows	<u>139,705</u>	<u>122,391</u>	<u>17,314</u>	14.1%
Liabilities and deferred inflows:				
Current, other liabilities, and deferred inflows	<u>160,749</u>	<u>159,676</u>	<u>1,073</u>	0.7%
Net Position:				
Net investment in capital assets	2,519	2,805	(286)	-10.2%
Restricted for debt service	-	342	(342)	-100.0%
Restricted for capital projects	13,486	12,153	1,333	11.0%
Unrestricted deficit	<u>(37,049)</u>	<u>(52,585)</u>	<u>15,536</u>	29.5%
Total net position, as restated	<u>\$ (21,044)</u>	<u>\$ (37,285)</u>	<u>\$ 16,241</u>	43.6%

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Management's Discussion and Analysis
For the Year Ended June 30, 2015

The Transportation Authority's unrestricted deficit of \$37.0 million is due to the Revolver Loan, which will be eliminated with future revenues. The Transportation Authority's outstanding commitments are described in Note 14 of the basic financial statements. The \$2.5 million in investment in capital assets (net of accumulated depreciation) is comprised mostly of Board-approved investments in the Transportation Authority's workspace such as leasehold improvements and furniture and equipment. The Transportation Authority currently uses these capital assets to provide services; consequently, these assets are not available for future spending. The Transportation Authority issues debt to finance sales tax sponsors' projects and programs, and these transportation facilities are owned and maintained by the sponsors. As a result, the facilities are recorded as an asset of the receiving agency. However, the related debt issued to finance these projects remains as a liability of the Transportation Authority.

Table 3

Statement of Activities (in thousands)

	For the Year Ended		\$ Change	% Change
	June 30, 2015	June 30, 2014		
Revenues:				
General:				
Sales tax	\$ 100,279	\$ 93,930	\$ 6,349	6.8%
Vehicle registration fee	4,862	4,882	(20)	-0.4%
Investment income	463	638	(175)	-27.4%
Other	315	304	11	3.6%
Program operating grants and contributions	42,080	17,588	24,492	139.3%
Total revenues	<u>147,999</u>	<u>117,342</u>	<u>30,657</u>	<u>26.1%</u>
Expenses:				
Transportation and capital projects	130,290	92,123	38,167	41.4%
Interest	1,468	1,354	114	8.4%
Total expenses	<u>131,758</u>	<u>93,477</u>	<u>38,281</u>	<u>41.0%</u>
Change in net position	16,241	23,865	(7,624)	-31.9%
Net position, beginning of year, as restated	<u>(37,285)</u>	<u>(61,150)</u>	<u>23,865</u>	<u>39.0%</u>
Net position, ending of year, as restated	<u>\$ (21,044)</u>	<u>\$ (37,285)</u>	<u>\$ 16,241</u>	<u>43.6%</u>

The Transportation Authority's net position increased \$16.2 million for the year ended June 30, 2015. During the period, sales tax revenues increased by \$6.3 million or 6.8% as compared to the prior year. There is \$4.9 million of vehicle registration fee revenues, approved by San Francisco voters through Proposition AA (Prop AA) in November 2010. Investment income decreased by \$175 thousand due to the lower average balance in the City and County of San Francisco Treasury Pool. Program revenues increased by \$24.5 million and transportation and capital projects expenses by \$38.2 million due to increased construction activities for the federal, state and regional-funded, YBI Project and new construction for regional-funded, Folsom and Fremont Street Project.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Management's Discussion and Analysis
For the Year Ended June 30, 2015

FINANCIAL ANALYSIS OF THE TRANSPORTATION AUTHORITY'S FUNDS

As noted earlier, the Transportation Authority uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds

The focus of the Transportation Authority's governmental funds is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the Transportation Authority's financing requirements.

Table 4

Balance Sheet (in thousands)

	June 30, 2015					Total	June 30, 2014	\$ Change	% Change
	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				
Assets:									
Cash, deposits, and investments	\$ 69,870	\$ -	\$ 1,722	\$ 11,416	\$ -	\$ 83,008	\$ 70,983	\$ 12,025	16.9%
Other assets	44,188	15,787	388	833	989	62,185	52,966	9,219	17.4%
Total assets	\$ 114,058	\$ 15,787	\$ 2,110	\$ 12,249	\$ 989	\$ 145,193	\$ 123,949	\$ 21,244	17.1%
Liabilities:									
Current and other liabilities	\$ 12,552	\$ 11,623	\$ 615	\$ 4,937	\$ 473	\$ 30,200	\$ 159,864	\$ (129,664)	-81.1%
Deferred inflows of resources:									
Unavailable program revenue	1,914	4,164	388	-	516	6,982	8,477	(1,495)	-17.6%
Fund balances (deficits):									
Nonspendable	137	-	-	-	-	137	249	(112)	-45.0%
Restricted for:									
Debt service	-	-	-	-	-	-	343	(343)	-100.0%
Capital projects	99,455	-	1,107	7,312	-	107,874	11,782	96,092	815.6%
Unassigned	-	-	-	-	-	-	(56,766)	56,766	-100.0%
Total fund balances (deficits)	99,592	-	1,107	7,312	-	108,011	(44,392)	152,403	343.3%
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 114,058	\$ 15,787	\$ 2,110	\$ 12,249	\$ 989	\$ 145,193	\$ 123,949	\$ 21,244	17.1%

At June 30, 2015, the Transportation Authority's governmental funds reported combined ending fund balances of \$108.0 million, an increase of \$152.4 million as compared to the prior year. The total fund balances are composed of a balance of \$137 thousand nonspendable for prepaid costs and deposits and a balance of \$107.9 million restricted for the capital projects.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Management's Discussion and Analysis
For the Year Ended June 30, 2015

Table 5
Statement of Revenues, Expenditures, and Changes in Fund Balances (in thousands)

	For the Year Ended June 30, 2015					Total	Year Ended June 30, 2014	\$ Change	% Change
	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				
Revenues:									
Sales tax	\$ 100,279	\$ -	\$ -	\$ -	\$ -	\$ 100,279	\$ 93,930	\$ 6,349	6.8%
Vehicle registration fee	-	-	-	4,862	-	4,862	4,882	(20)	-0.4%
Investment income	457	-	2	4	-	463	638	(175)	-27.4%
Program revenues	-	42,362	742	-	473	43,577	15,470	28,107	181.7%
Other	179	-	-	-	-	179	169	10	5.9%
Total revenues	100,915	42,362	744	4,866	473	149,360	115,089	34,271	29.8%
Expenditures:									
Transportation and capital projects	79,155	41,307	393	8,580	718	130,153	90,240	39,913	44.2%
Interest	1,468	-	-	-	-	1,468	1,354	114	8.4%
Total expenditures	80,623	41,307	393	8,580	718	131,621	91,594	40,027	43.7%
Excess (deficiency) of revenues over (under) expenditures	20,292	1,055	351	(3,714)	(245)	17,739	23,495	(5,756)	-24.5%
Other financing sources (uses):									
Transfers in	1,055	-	-	-	245	1,300	8,849	(7,549)	-85.3%
Transfers out	(245)	(1,055)	-	-	-	(1,300)	(8,849)	7,549	85.3%
Proceeds from revolver credit loan	134,664	-	-	-	-	134,664	-	134,664	-
Total other financing sources (uses)	135,474	(1,055)	-	-	245	134,664	-	134,664	-
Net change in fund balances	155,766	-	351	(3,714)	-	152,403	23,495	128,908	548.7%
Fund balances (deficit), beginning of year	(56,174)	-	756	11,026	-	(44,392)	(67,887)	23,495	-34.6%
Fund balances (deficit), end of year	\$ 99,592	\$ -	\$ 1,107	\$ 7,312	\$ -	\$ 108,011	\$ (44,392)	\$ 152,403	-343.3%

Total revenues for the Transportation Authority's activities totaled \$149.4 million in FY 2014/15, an increase of \$34.3 million from FY 2013/14. As compared to the prior year, sales tax revenues increased by \$6.3 million, investment income decreased by \$175 thousand, and program revenues increased by \$28.1 million. Expenditures for the Transportation Authority's activities totaled \$131.6 million and increased by \$40.0 million from FY 2013/14. At June 30, 2015, revenues for governmental funds exceeded expenditures by \$17.7 million. Other aspects of the individual program activities are discussed in the government-wide analysis above.

BUDGETARY ANALYSIS AND HIGHLIGHTS AND ECONOMIC FACTORS

The Transportation Authority's final Sales Tax Fund (general fund) budgetary fund balances increased from the original budget by \$187.5 million. The majority of the variance is due to substitution of the \$135 million of outstanding commercial paper notes with a \$134.7 million tax-exempt, three-year Revolver Loan and timing of the receipt of various program revenues, project refunds, and other revenues. In addition, actual resources were more than the final budgetary estimates by \$99.6 million for general fund, not including the carryover budgetary fund balance.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**Management's Discussion and Analysis****For the Year Ended June 30, 2015****BUDGETARY ANALYSIS AND HIGHLIGHTS AND ECONOMIC FACTORS, (Continued)**

Actual charges to appropriations were less than budgetary estimates by \$58.1 million. This amount includes a positive favorable variance of \$56.8 million in capital project costs. This lower capital spending is principally from sponsors funded by the sales tax program and vehicle registration fee for transportation improvements program whose major capital project costs were less than anticipated for FY 2014/15, their practice of billing other sources (e.g. bonds, federal funds) first, and project delays often associated with the coordination with other agencies. Additional information on the Transportation Authority's budgetary comparison schedules for all programs can be found on pages 49 through 53 of this report.

CAPITAL ASSETS

The Transportation Authority's investment in capital assets as of June 30, 2015, amounted to \$2.5 million (net of accumulated depreciation). This investment in capital assets includes leasehold improvements, furniture, and equipment. Additional information on the Transportation Authority's capital assets can be found in Note 5 on page 33 of this report.

REVOLVING CREDIT LOAN AGREEMENT

On June 11, 2015, the Transportation Authority substituted its \$200,000,000 commercial paper notes (Limited Tax Bonds), Series A and B with a three-year \$140,000,000, tax-exempt, Revolver Loan. In the same month, Moody's Investors Services raised the Transportation Authority's rating to "Aa1" from "Aa2," and Standard & Poor's Financial Services and Fitch Ratings reaffirmed issuer ratings for the Transportation Authority with "AA" and "AA+," respectively. The loan will be repaid from sales tax revenues. As of June 30, 2015, the Transportation Authority has \$134.7 million of the Revolver Loan outstanding. Additional information on the Transportation Authority's Revolver Loan can be found in Note 7 on page 36 of this report.

REQUESTS FOR INFORMATION

This financial report is designed to provide a general overview of the Transportation Authority's finances for all those with an interest in the government's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the San Francisco County Transportation Authority, Attention: Deputy Director for Finance and Administration, 1455 Market Street, 22nd Floor, San Francisco, California, 94103.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Statement of Net Position

June 30, 2015

ASSETS

Cash in bank	\$ 38,927,598
Deposits and investments with City Treasurer	44,080,786
Sales tax receivable	28,508,912
Vehicle registration fee receivable	832,737
Interest receivable from City and County of San Francisco	64,936
Program receivables	16,954,265
Receivable from the City and County of San Francisco	1,617,262
Other receivables	3,182
Intergovernmental loan receivable	5,503,588
Prepaid costs and deposits	136,760
Capital assets, net of accumulated depreciation	2,518,580
Total Assets	<u>139,148,606</u>

DEFERRED OUTFLOWS OF RESOURCES

Deferred outflows from pension activities	<u>556,250</u>
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LIABILITIES

Accounts payable	15,276,506
Accounts payable to the City and County of San Francisco	6,190,655
Accrued salaries and taxes	170,882
Unearned rent abatement	768,734
Unearned leasehold incentive	1,356,292
Accrued compensated absences	501,732
Revolving credit loan	134,664,165
Net pension liability	1,299,087
Total Liabilities	<u>160,228,053</u>

DEFERRED INFLOWS OF RESOURCES

Deferred inflows from pension activities	<u>521,077</u>
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NET POSITION

Net investment in capital assets	2,518,580
Restricted by enabling legislation for capital projects	13,486,451
Unrestricted deficit	(37,049,305)
Total Net Position	<u>\$ (21,044,274)</u>

The accompanying notes are an integral part of these financial statements.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Statement of Activities

For the Year Ended June 30, 2015

	<u>Total</u>	<u>Transportation and Capital Projects</u>	<u>Interest</u>
EXPENSES	\$ 131,758,440	\$ 130,290,251	\$ 1,468,189
PROGRAM REVENUES			
Operating grants and contributions	<u>42,080,284</u>	<u>42,080,284</u>	<u>-</u>
Net program expense	<u>(89,678,156)</u>	<u>\$ (88,209,967)</u>	<u>\$ (1,468,189)</u>
GENERAL REVENUES			
Sales tax	100,278,511		
Vehicle registration fee	4,862,063		
Investment income	462,845		
Other	<u>315,222</u>		
Total general revenues	<u>105,918,641</u>		
CHANGE IN NET POSITION	16,240,485		
Net position, beginning of year, as restated	<u>(37,284,759)</u>		
Net position, end of year	<u>\$ (21,044,274)</u>		

The accompanying notes are an integral part of these financial statements.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
 Governmental Funds Balance Sheet
 June 30, 2015

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program
ASSETS			
Cash in bank	\$ 25,789,475	\$ -	\$ 1,722,257
Deposits and investments with City Treasurer	44,080,786	-	-
Sales tax receivable	28,508,912	-	-
Vehicle registration fee receivable	-	-	-
Interest receivable from City and County of San Francisco	64,936	-	-
Program receivables			
Federal	-	12,579,814	-
State	-	1,666,453	-
Regional and other	1,408,129	223,046	387,987
Receivable from the City and County of San Francisco	-	1,317,262	-
Other receivables	3,182	-	-
Intergovernmental loan receivable	5,503,588	-	-
Due from other funds	8,561,771	-	-
Prepaid costs and deposits	136,760	-	-
Total Assets	\$ 114,057,539	\$ 15,786,575	\$ 2,110,244
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES			
Liabilities			
Accounts payable	\$ 9,352,329	\$ 3,986,961	\$ 2,885
Accounts payable to the City and County of San Francisco	3,028,796	154,081	155,956
Accrued salaries and taxes	170,882	-	-
Due to other funds	-	7,482,173	455,912
Total liabilities	12,552,007	11,623,215	614,753
Deferred Inflows of Resources			
Unavailable program revenues	1,913,380	4,163,360	387,987
Fund Balances			
Nonspendable	136,760	-	-
Restricted for capital projects	99,455,392	-	1,107,504
Total Fund Balances	99,592,152	-	1,107,504
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 114,057,539	\$ 15,786,575	\$ 2,110,244

The accompanying notes are an integral part of these financial statements.

Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Total Governmental Funds
\$ 11,415,866	\$ -	\$ 38,927,598
-	-	44,080,786
-	-	28,508,912
832,737	-	832,737
-	-	64,936
-	688,836	13,268,650
-	-	1,666,453
-	-	2,019,162
-	300,000	1,617,262
-	-	3,182
-	-	5,503,588
-	-	8,561,771
-	-	136,760
<u>\$ 12,248,603</u>	<u>\$ 988,836</u>	<u>\$ 145,191,797</u>
\$ 1,788,836	\$ 145,495	\$ 15,276,506
2,851,822	-	6,190,655
-	-	170,882
296,554	327,132	8,561,771
<u>4,937,212</u>	<u>472,627</u>	<u>30,199,814</u>
-	516,209	6,980,936
-	-	136,760
7,311,391	-	107,874,287
<u>7,311,391</u>	<u>-</u>	<u>108,011,047</u>
<u>\$ 12,248,603</u>	<u>\$ 988,836</u>	<u>\$ 145,191,797</u>

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
 Reconciliation of the Governmental Funds
 Balance Sheet to the
 Statement of Net Position
 June 30, 2015

Amounts reported for governmental activities in the statement of net position are different because of the following items.

Total fund balances on the governmental funds' balance sheet:	\$ 108,011,047
Capital assets used in governmental activities are not financial resources and therefore are not reported in the governmental funds.	2,518,580
Long-term receivables are not available to pay for current period expenditures and therefore are deferred in the governmental funds:	
Program receivables	6,980,936
Certain liabilities are not due and payable in the current period and therefore are not reported in the governmental funds:	
Revolving credit loan	(134,664,165)
Unearned leasehold incentive	(1,356,292)
Unearned rent abatement	(768,734)
Accrued compensated absences	(501,732)
Net pension liability and deferred inflows or outflows related to pension	(1,263,914)
Net position of governmental activities	<u><u>\$ (21,044,274)</u></u>

The accompanying notes are an integral part of these financial statements.

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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Governmental Funds

Statement of Revenues, Expenditures, and

Changes in Fund Balances

For the Year Ended June 30, 2015

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program
REVENUES			
Sales tax	\$ 100,278,511	\$ -	\$ -
Vehicle registration fee	-	-	-
Investment income	456,413	-	2,166
Program revenues			
Federal	-	34,331,503	-
State	-	3,798,590	-
Regional and other	-	4,232,041	741,642
Project refunds and other	179,593	-	-
Total Revenues	100,914,517	42,362,134	743,808
EXPENDITURES			
Current - transportation and capital projects			
Personnel expenditures	3,604,051	1,588,692	33,349
Non-personnel expenditures	2,041,789	113,865	3,637
Capital project costs	73,456,244	39,604,648	355,800
Capital outlay	52,965	-	-
Debt service			
Interest and fiscal charges	1,468,189	-	-
Total Expenditures	80,623,238	41,307,205	392,786
Excess (Deficiency) of Revenues Over (Under) Expenditures	20,291,279	1,054,929	351,022
OTHER FINANCING SOURCES (USES)			
Transfers in	1,054,929	-	-
Transfers out	(244,664)	(1,054,929)	-
Proceeds from revolver credit loan	134,664,165	-	-
Total Other Financing Sources (Uses)	135,474,430	(1,054,929)	-
NET CHANGE IN FUND BALANCES	155,765,709	-	351,022
Fund Balances (Deficit) - Beginning	(56,173,557)	-	756,482
Fund Balances (Deficit) - Ending	\$ 99,592,152	\$ -	\$ 1,107,504

The accompanying notes are an integral part of these financial statements.

Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Total Governmental Funds
\$ -	\$ -	\$ 100,278,511
4,862,063	-	4,862,063
4,266	-	462,845
-	472,627	34,804,130
-	-	3,798,590
-	-	4,973,683
-	-	179,593
<u>4,866,329</u>	<u>472,627</u>	<u>149,359,415</u>
90,125	371,665	5,687,882
123,637	26,043	2,308,971
8,366,725	319,583	122,103,000
-	-	52,965
-	-	1,468,189
<u>8,580,487</u>	<u>717,291</u>	<u>131,621,007</u>
<u>(3,714,158)</u>	<u>(244,664)</u>	<u>17,738,408</u>
-	244,664	1,299,593
-	-	(1,299,593)
-	-	134,664,165
-	<u>244,664</u>	<u>134,664,165</u>
(3,714,158)	-	152,402,573
11,025,549	-	(44,391,526)
<u>\$ 7,311,391</u>	<u>\$ -</u>	<u>\$ 108,011,047</u>

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
 Reconciliation of the Governmental Funds Statement of
 Revenues, Expenditures, and Change in Fund Balances
 to the Statement of Activities
 For the Year Ended June 30, 2015

Amounts reported for governmental activities in the statement of activities are different because of the following items.

Net change in fund balances on the governmental funds' statement of revenues, expenditures and change in fund balances:	\$ 152,402,573
In the statement of activities, the cost of capital assets is allocated over their estimated useful lives and reported as depreciation expense. As a result, fund balance decreases by the amount of financial resources expended, whereas net position decreases by the amount of depreciation expense charged for the year:	
Capital outlay	52,965
Depreciation expense	(338,908)
Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the funds:	
Amortization in leasehold incentive	135,629
Change in deferred inflow of resources	(1,496,119)
Substitution of the commercial paper with the revolver credit loan is recorded as revenue on the governmental funds statements. However on the statement of net position, the amounts increase long-term debt and does not impact the statement of activities.	
	(134,664,165)
Some expenses reported in the statement of activities do not require the use of current financial resources and therefore are not reported as expenditures in governmental funds:	
Rent expense	(57,734)
Pension expenses	87,070
Compensated absences	119,174
Change in net position of governmental activities	\$ 16,240,485

The accompanying notes are an integral part of these financial statements.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Owner-Controlled Insurance Program Fund
Statement of Fiduciary Net Position
June 30, 2015

ASSETS

Deposits with escrow agent	\$ 693,720
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LIABILITIES

Due to City and County of San Francisco	\$ 693,720
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The accompanying notes are an integral part of these financial statements.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 1 - REPORTING ENTITY AND BACKGROUND

The San Francisco County Transportation Authority (Transportation Authority) was created in 1989 by a vote of the San Francisco electorate. The vote approved Proposition B, which imposed a sales tax of one-half of one percent (0.5%), for a period not to exceed 20 years, to fund essential transportation projects. The types of projects to be funded with the proceeds from the sales tax were set forth in the San Francisco County Transportation Expenditure Plan (the Plan), which was approved as part of Proposition B. The Transportation Authority was organized pursuant to Sections 131000 et seq. of the Public Utilities Code. Collection of the voter-approved sales tax began on April 1, 1990.

The Transportation Authority has its own governing board consisting of the eleven members of the Board of Supervisors of the City and County of San Francisco (the City) acting as the Board of Commissioners of the Transportation Authority (the Board). Pursuant to Governmental Accounting Standards Board (GASB) standards, the financial statements of the Transportation Authority are included in the City's basic financial statements. Nonetheless, the Transportation Authority is governed by an administrative code separate from that of the City's, and the agency operates as a special-purpose government agency under State law, separate and distinct from the City. The City's Mayor does not have oversight control over the Transportation Authority. The ordinance that created the Transportation Authority empowers it to independently issue debt in order to finance transportation projects in the Plan. The Transportation Authority's borrowing capacity is separate and distinct from that of the City.

Component units are legally separate organizations for which the Transportation Authority is financially accountable. Component units may include organizations that are fiscally dependent on the Transportation Authority in that the Transportation Authority approves their budget, the issuance of their debt or the levying of their taxes. In addition, component units are other legally separate organizations for which the Transportation Authority is not financially accountable but the nature and significance of the organization's relationship with the Transportation Authority is such that exclusion would cause the Transportation Authority's financial statements to be misleading or incomplete. For financial reporting purposes, the Treasure Island Mobility Management Authority (TIMMA) has a financial and operational relationship which meets the reporting entity definition criteria of the Governmental Accounting Standards Board (GASB) Statement No. 14, *The Financial Reporting Entity*, and thus is included in the financial statements using the blended presentation method as if it were part of the Transportation Authority's operations because the governing board of the component unit is the same as the governing board of the Transportation Authority.

Sales Tax Program

The Transportation Authority was originally formed by voter approval of Proposition B on November 7, 1989, which allowed the Transportation Authority to levy a county-wide one-half of one percent sales tax (the Sales Tax), that would sunset in 2010, for transportation projects and programs geared toward improving the City's transportation system. On November 4, 2003, San Francisco voters approved Proposition K with a 74.7% affirmative vote, amending the City Business and Tax Code to extend the county-wide one-half of one percent sales tax, and to replace the 1989 Proposition B Plan with a new 30-year Expenditure Plan. The new Expenditure Plan includes investments in four major categories: 1) Transit; 2) Streets and Traffic Safety (including street resurfacing, and bicycle and pedestrian improvements); 3) Paratransit services for seniors and disabled people; and 4) Transportation System Management/Strategic Initiatives (including funds for neighborhood parking management, transportation/land use coordination, and travel demand management efforts).

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 1 - REPORTING ENTITY AND BACKGROUND, (Continued)

Major capital projects to be funded by the Proposition K Expenditure Plan include: A) development of the Bus Rapid Transit and MUNI Metro Network; B) construction of the MUNI Central Subway (Third Street Light Rail Project–Phase 2); C) construction of the Caltrain Downtown Extension to a rebuilt Transbay Terminal; and D) South Approach to the Golden Gate Bridge; Doyle Drive Replacement Project (re-envisioned as the Presidio Parkway). Pursuant to the provisions of Division 12.5 of the California Public Utilities Code, the Transportation

Authority Board may adopt an updated Expenditure Plan any time after 20 years from the effective date of adoption of the Proposition K Expenditure Plan but no later than the last general election in which the Proposition K Expenditure Plan is in effect. The Sales Tax would continue as long as a new or modified plan is in effect. Under Proposition K legislation, the Transportation Authority directs the use of the Sales Tax and may spend up to \$485.2 million per year and may issue up to \$1.88 billion in bonds secured by the Sales Tax.

Congestion Management Agency Programs

On November 6, 1990, the Transportation Authority was designated under State law as the Congestion Management Agency (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 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.

One of the Transportation Authority's responsibilities as the CMA is to develop a long-range countywide transportation plan (the San Francisco Transportation Plan, formerly known as the Countywide Transportation Plan) to guide transportation system development and investment over the next 30 years. The plan is consistent with the broader policy framework of the City's General Plan and particularly its Transportation Element. The San Francisco Transportation Plan further develops and implements the City's General Plan principles, by identifying needed transportation system improvements based on technical review of system performance; extensive public and agency input on key issues and needs; and analysis of policies, financial opportunities and constraints. In December 2013, the Transportation Authority Board adopted the first update to the plan.

Major programs and projects under the CMA include:

Interstate-80/Yerba Buena Island Interchange Improvement Project and Yerba Buena Bridge Structures (collectively known as The YBI Project) – The Treasure Island Development Authority (TIDA) has requested that the Transportation Authority, in its capacity as the CMA, be the lead agency for the YBI Project. Since 2009, the Transportation Authority has been working jointly with TIDA, the Mayor's Office of Economic and Workforce Development (OEWD) and the California Department of Transportation (Caltrans) in securing the approval of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the project. The scope of the YBI Project includes two major components: 1) The YBI Ramps Improvement Project (Ramps Project), which includes constructing new westbound on and off ramps (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB); and 2) seismic retrofit of the existing YBI West Side Bridges Project on the west side of the island, a critical component of island traffic circulation leading to and from the SFOBB.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 1 - REPORTING ENTITY AND BACKGROUND, (Continued)

YBI Ramps Project: Caltrans issued the Federal Record of Decision in November 2011. The Final EIR/EIS was certified by the Transportation Authority Board in December 2011. The Transportation Authority completed preparation of the Final Plans, Specifications, and Estimate documents for the project in March 2013 and awarded a construction contract to Golden State Bridge Inc. in December 2013. Construction activities started in January 2014 and are approximately 65% complete as of June 30, 2015.

YBI West Side Bridges Project: These bridge structures are a vital component of the YBI traffic circulation system and also serve as an important part of the on and off-ramp system to I-80 and the SFOBB. Seismic Strategy Reports for all eight-bridge structures were approved by the Caltrans Structures Department in December 2011. The approved reports indicated that five of the bridge structures should be retrofitted in place while three of the bridge structures were recommended for replacement. Separate environmental documents, Categorical Exclusions per the National Environmental Policy Act and Categorical Exemptions per the California Environmental Quality Act for each of the eight bridges were approved in December 2012. As part of continued preliminary engineering and design efforts and as required by federal funding, the Transportation Authority prepared a Value Engineering Analysis (VA) Report, which was approved by Caltrans in November 2014. The VA Report made various recommendations to reduce overall project risk and cost. The recommended VA Report Alternative estimated at \$66 million will save approximately \$9 million compared to the environmentally approved alternative estimated at \$75 million and will also improve seismic performance, simplify construction efforts, minimize maintenance cost. The introduction of the VA Alternative will require additional engineering and environmental analysis to be performed. All work necessary to prepare the required technical analysis will be performed in accordance with current Caltrans and Federal Highway Administration policies and procedures.

Folsom and Fremont Street Off-Ramp Realignment Project – The San Francisco Office of Investment and Infrastructure (OCII), Successor Agency to the Redevelopment Agency, requested that the Transportation Authority, as the CMA for San Francisco, be the lead agency in the implementation of the Folsom and Fremont Street Off-Ramp Realignment Project. This project is a major component of the Streetscape and Open Space Plan for the Transbay Redevelopment Project Area. The Folsom Street off-ramp provides a San Francisco exit from the Bay Bridge, currently touching down at Folsom and Fremont Streets. The OCII has an agreement with Caltrans to realign the ramp to provide for a more functional intersection consistent with the area's redevelopment plan. The reconfigured ramp will be parallel to the Fremont Street exit while remaining within the existing right-of-way. The Transportation Authority awarded a construction contract to O.C. Jones & Sons, Inc. in June 2014. Construction activities started in September 2014 and are approximately 95% complete as of June 30, 2015.

eFleet Carsharing Electrified – As part of its Climate Innovation Grants Program, the MTC awarded the Transportation Authority federal congestion mitigation and air quality grant funds for eFleet: Car Sharing Electrified Project, under which City CarShare, a Bay Area non-profit organization, will deploy a fleet of electric vehicles within the City and County of San Francisco and the City of Berkeley, with supportive infrastructure and operations. Through this project, City CarShare will make electric vehicles accessible to a large number of Bay Area residents and businesses, achieve confidence in the technology, and test and confirm the efficacy in highly utilized car sharing and municipal fleet environments. The Transportation Authority serves as a fiscal agent to support City CarShare in meeting the requirements and obligations associated with the use of federal funds and provide administrative support.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 1 - REPORTING ENTITY AND BACKGROUND, (Continued)

Transportation Fund for Clean Air (TFCA) Program

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. Funds from this program, administered by the Bay Area Air Quality Management District (BAAQMD) come from a \$4 vehicle registration fee on automobiles registered in the Bay Area. Through this program, the Transportation Authority recommends projects that benefit air quality by reducing motor vehicle emissions.

Proposition AA (Prop AA) Administrator of County Vehicle Registration Fee

On November 2, 2010, San Francisco voters approved Prop AA with a 59.6% affirmative vote, authorizing the Transportation Authority to collect an additional \$10 annual vehicle registration fee on motor vehicles registered in San Francisco and to use the proceeds to fund transportation projects identified in the Expenditure Plan. Revenue collection began in May 2011.

Prop AA revenues must be used to fund projects from the following three programmatic categories. The percentage allocation of revenues designated for each category over the 30-year Expenditure Plan period is shown in parenthesis following the category name.

Street Repair and Reconstruction (50%) – giving priority to streets with bicycle and transit networks and to projects that include complete streets elements such as curb ramps, bicycle infrastructure, pedestrian improvements, and other measures to slow or reduce traffic.

Pedestrian Safety (25%) – including crosswalk improvements, sidewalk repair or upgrade, and pedestrian countdown signals and lighting.

Transit Reliability and Mobility Improvements (25%) – including transit stop improvements, consolidation and relocation, transit signal priority, traffic signal upgrades, travel information improvements, and parking management projects.

In December 2012, the Transportation Authority Board approved the first Prop AA Strategic Plan, including the specific projects that could be funded within the first five years (i.e., fiscal years 2012/13 to 2016/17). The Prop AA program is a pay-as-you-go program. The Transportation Authority can use up to 5% of the funds for administrative costs.

Treasure Island Mobility Management Authority (TIMMA) Component Unit

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 the Transportation Authority as the Treasure Island Mobility Management Agency (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. In fiscal year 2013/14, TIMMA was reported with the Congestion Management Agency Programs. The fiscal year 2014/15 Transportation Authority financial statements include TIMMA as a blended special revenue component unit.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation

Government-wide Financial Statements – The statement of net position and statement of activities display information about the Transportation Authority. These statements include the financial activities of the overall government. Eliminations have been made to minimize the double counting of internal activities. Governmental activities are normally supported by taxes, grants, and other revenues.

The statement of activities presents a comparison between direct expenses and program revenues. Direct expenses are those that are specifically associated with a program or function and, therefore, are clearly identifiable to a particular function. Program revenues include 1) charges paid by the recipients of goods or services offered by the programs and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Revenues that are not classified as program revenues, including all taxes, are presented instead as general revenues.

Fund Financial Statements – The fund financial statements provide information about the Transportation Authority's funds. The Transportation Authority reports activities of each of its five programs; *Sales Tax Program*; *Congestion Management Agency Program*; *Transportation Fund for Clean Air Program*; *Vehicle Registration Fee for Transportation Improvements Program*; and *TIMMA* as major funds.

The Transportation Authority uses the following funds:

Sales Tax Program General Fund – The Sales Tax Program Fund accounts for the one-half of one percent sales tax revenues required by the November 2003 Proposition K. These revenues are for restricted expenditures in support of the Expenditure Plan, which includes investments in 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. This fund also accounts for the general administration of the Transportation Authority functions in support of the Transportation Expenditure Plan. The major source of revenue for this fund is Proposition K sales tax.

Special Revenue Funds – Special Revenue Funds are established to account for the proceeds from specific revenue sources (other than trusts, major capital projects, or debt service) that are restricted or committed to the financing of particular activities and that compose a substantial portion of the inflows of the fund. Additional resources that are restricted, committed, or assigned to the purpose of the fund may also be reported in the fund.

Congestion Management Agency Program – The Congestion Management Agency Fund accounts for resources accumulated and payments made for developing a congestion management program and construction of major capital improvements in accordance with the San Francisco Transportation Expenditure Plan. Major sources of revenue are federal, state and regional grants.

Transportation Fund for Clean Air Program – San Francisco has a \$4 per vehicle registration fee to support projects of the BAAQMD. Of the total collections, BAAQMD passes 40% of the proceeds to the Transportation Authority. Through this program, the Transportation Authority recommends projects that benefit air quality by reducing motor vehicle emissions. The Transportation Fund for Clean Air accounts for this activity. The major source of revenue for this fund is \$4 vehicle registration fees on automobiles registered in the Bay Area.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, (Continued)

Vehicle Registration Fee for Transportation Improvements Program Fund - The fund accounts for the November 2010, Proposition AA Vehicle Registration Fee (VRF) for Transportation Improvements Program. Collection of the \$10 per year, per vehicle registration fee started in the first week of May 2011. The VRF proceeds are used to fund transportation projects identified in the Expenditure Plan. The major source of revenue for this fund is vehicle registration fees.

Treasure Island Mobility Management Agency Fund - 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 the Transportation Authority 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 fund accounts for revenues and expenditures in support of the TIMMA.

Fiduciary Fund – Fiduciary or agency funds are trust funds used to account for the assets held by the Transportation Authority under a trust agreement for individuals, private organizations, or other governments and are therefore not available to support the Transportation Authority's programs. The Transportation Authority's fiduciary fund is a trust fund which accounts for assets held as an agent for the San Francisco Municipal Railway's (MUNI) Owner-Controlled Insurance Program (OCIP) for the Third Street Light Rail Project. The Fiduciary Fund reporting focuses on net position and changes in net position.

The Transportation Authority does not retain ownership of the assets produced in relation to capital improvements to which it provides funding. Capital improvements are recorded on the financial statements of the managing agency during construction and upon completion.

Measurement Focus and Basis of Accounting

The government-wide financial statements are reported using the economic resources measurement focus. The government-wide and the agency fund financial statements are reported using the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place. Non-exchange transactions, in which the Transportation Authority gives (or receives) value without directly receiving (or giving) equal value in exchange, include sales taxes, vehicle registration fees and grants. On an accrual basis, revenues from sales taxes and vehicle registration fees are recognized in the fiscal year for which the underlying exchange transactions occur. Revenues from grants are recognized in the fiscal year in which all eligibility requirements have been satisfied. This differs from the manner in which governmental fund financial statements are prepared. Therefore, governmental fund financial statements include reconciliations with brief explanations to better identify the relationship between the government-wide statements and the statements for governmental funds.

Governmental funds are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, revenues are recognized when measurable and available. Sales taxes, vehicle registration fees, interest, and grants are accrued when their receipt occurs within 90 days after the end of the accounting period so as to be both measurable and available. Expenditures are generally recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures as well as expenditures related to compensated absences are recorded only when payment is due. Capital assets acquisitions are reported as expenditures in governmental funds. Proceeds of long-term debt and capital leases are reported as other financing sources.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, (Continued)

Under the terms of grant agreements, the Transportation Authority funds certain programs by a combination of specific cost-reimbursement grants and general revenues. Thus, when program expenses are incurred, there are both restricted and unrestricted net positions available to finance the program. It is the Transportation Authority's policy to first exhaust the most restricted cost-reimbursement grant resources to such programs.

Investments

The Transportation Authority records investment transactions on the trade date. Investments are reported at fair value. Fair value is defined as the amount that the Transportation Authority could reasonably expect to receive for an investment in a current sale between a willing buyer and seller, and is generally measured by quoted market prices.

Sales Tax Revenue and Receivables

The Transportation Authority recognizes taxpayer-assessed revenues, net of estimated refunds, in the accounting period in which they become susceptible to accrual, which means when the revenues become both measurable and available to finance expenditures of the current fiscal period.

Sales tax receivables represent sales tax receipts in the three months subsequent to the Transportation Authority's fiscal year-end relating to the prior year's sales activity. The Transportation Authority has contracted with the California State Board of Equalization for collection and distribution of the sales tax. The Board of Equalization receives an administrative fee for providing this service. The Transportation Authority records sales tax revenues net of such fees.

Vehicle Registration Fees and Receivables

The Transportation Authority recognizes vehicle registration fees in the accounting period in which they become susceptible to accrual, which means when the revenues become both measurable and available to finance expenditures of the current fiscal period.

Vehicle registration fees receivables represent vehicle registration fee receipts in the three months subsequent to the Transportation Authority's fiscal year-end relating to the prior year's registration activity. The Transportation Authority has contracted with the California Department of Motor Vehicles for collection and distribution of the vehicle registration fees. The Department of Motor Vehicles receives an administrative fee for providing this service. The Transportation Authority records vehicle registration fee revenues net of such fees.

Capital Assets

Capital assets are recorded at historical cost or at estimated historical cost if actual historical cost is not available. The Transportation Authority capitalizes assets with a purchase price of \$5,000 and above. Capital assets used in operations are depreciated using the straight-line method over their estimated useful lives in the government-wide financial statements.

The estimated useful lives are as follows:

Leasehold improvements	13 years
Furniture	5 years
Computer equipment	3 years

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, (Continued)

The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend its life is not capitalized. For the government-wide statements, improvements are capitalized and, depreciated over the remaining useful lives of the related capital assets.

Pensions

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Transportation Authority's California Public Employees' Retirement System (CalPERS) plan (the Plan) and additions to/deductions from the Plan fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Compensated Absences

The Transportation Authority reports compensated absences for accrued vacation, compensatory time-off and floating holidays. Transportation Authority employees have a vested interest in accrued compensated absences and the time will eventually either be used or paid by the Transportation Authority. Generally, employees earn and use their current compensated absence hours with a small portion being accrued or unused each year. As this occurs, the Transportation Authority incurs an obligation to pay for these unused hours. This liability is recorded in the government-wide statement of net position to reflect the Transportation Authority's obligation to fund such costs from future operations. A liability is recorded in the governmental funds balance sheet when it is due and payable. Sick leave benefits do not vest and no liability is recorded. At June 30, 2015, the Transportation Authority recognized a compensated absences liability in the amount of \$501,732 and during the year ended June 30, 2015, the Transportation Authority expended \$510,094 in compensated absences.

Change in Accounting Principles

GASB Statement No. 68 – In June 2012, the GASB issued Statement No. 68, *Accounting and Financial Reporting for Pensions—an amendment of GASB Statement No. 27*. The primary objective of this Statement is to improve accounting and financial reporting by state and local governments for pensions. Statement No. 68 requires a state or local government employer to recognize a net pension liability measured as of a date (the measurement date) no earlier than the end of its prior fiscal year. In addition, Statement No. 68 requires recognition of deferred outflows of resources and deferred inflows of resources for changes in the net pension liability of a state or local government employer that arise from other types of events. The Transportation Authority implemented this pronouncement effective July 1, 2014.

GASB Statement No. 71 – In November 2013, GASB issued Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date*. The objective of this Statement is to address an issue regarding application of the transition provisions of Statement No. 68. The Transportation Authority implemented this pronouncement effective July 1, 2014.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, (Continued)**New Accounting Pronouncements**

GASB Statement No. 72 – In February 2015, GASB issued Statement No. 72, *Fair Value Measurement and Application*. The primary objective of this statement is to define fair value and describe how fair value should be measured, define what assets and liabilities should be measured at fair value, and determine what information about fair value should be disclosed in the notes to the financial statements. The Statement is effective for periods beginning after June 15, 2015, or the 2015-16 fiscal year. The Transportation Authority has not determined the effect of the statement.

GASB Statement No. 73 – In June 2015, GASB issued Statement No. 73, *Accounting and Financial Reporting for Pensions and Related Assets that are Not within the Scope of GASB Statement No. 68, and Amendments to Certain Provisions of GASB Statements No. 67 and No. 68*. The objective of this statement establishes requirements for those pensions and pension plans that are not administered through a trust meeting specified criteria. The Statement is effective for periods beginning after June 15, 2015, or the 2015-2016 fiscal year. The Transportation Authority has not determined the effect of the statement.

GASB Statement No. 74 – In June 2015, GASB issued Statement No. 74, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*. The objective of the Statement is to address the financial reports of defined benefit OPEB plans that are administered through trusts that meet specified criteria. The Statement requires more extensive note disclosures and RSI related to the measurement of the OPEB liabilities for which assets have been accumulated. The Statement is effective for periods beginning after June 15, 2016, or the 2016-2017 fiscal year. The Transportation Authority has not determined the effect of the statement.

GASB Statement No. 75 – In June 2015, GASB issued Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other than Pensions*. The objective of the Statement is to replace the requirements of GASB Statement No. 45. In addition, the Statement requires governments to report a liability on the face of the financial statements for the OPEB provided and requires governments to present more extensive note disclosures and required supplementary information about their OPEB liabilities. The Statement is effective for the periods beginning June 15, 2017, or the 2017-2018 fiscal year. The Transportation Authority has not determined the effect of the statement.

GASB Statement No. 76 – In June 2015, GASB issued Statement No. 76, *The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments*. The objective of this statement is to reduce the GAAP hierarchy to two categories of authoritative GAAP from the four categories under GASB Statement No. 55. The Statement is effective for the periods beginning after June 15, 2015, or the 2015-2016 fiscal year. The Transportation Authority has not determined the effect of the statement.

GASB Statement No. 77 – In August 2015, GASB issued Statement No 77, *Tax Abatement Disclosures*. The Statement requires state and local governments to disclose information about tax abatement agreements. The Statement is effective for the periods beginning after December 15, 2015, or the 2016-2017 fiscal year. The Transportation Authority has not determined the effect of that statement.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, (Continued)

Fund Equity/Net Position

In the government-wide statements, equity is classified as net position and displayed in three components:

Net investment in capital assets – consists of capital assets net of accumulated depreciation and reduced by the outstanding balances of any notes or other borrowings that are attributable to the acquisition, construction, or improvement of those assets. The Transportation Authority currently does not have any outstanding notes or other borrowings that are attributable to capital assets.

Restricted net position – consists of net position with constraints placed on the use either by (1) external groups such as creditors, grantors, contributors, or laws or regulations of other governments; or (2) law through constitutional provisions or enabling legislation.

Unrestricted net position – all other net position that does not meet the definition of “Restricted” or “Net investment in capital assets.”

As prescribed by GASB Statement No. 54, governmental funds report fund balance in classifications based primarily on the extent to which the Transportation Authority is bound to honor constraints on the specific purposes for which amounts in the funds can be spent. As of June 30, 2015, fund balances for governmental funds are classified as follow:

Nonspendable Fund Balance – includes amounts that are (a) not in spendable form, or (b) legally or contractually required to be maintained intact. The “not in spendable form” criterion includes items that are not expected to be converted to cash, for example: inventories and prepaid amounts.

Restricted Fund Balance – includes amounts that can be spent only for the specific purposes stipulated by external resource providers, constitutionally or through enabling legislation. Restrictions may effectively be changed or lifted only with the consent of resource providers.

Committed Fund Balance – includes amounts that can only be used for the specific purposes determined by a formal action of the Transportation Authority’s highest level of decision-making authority, the Transportation Authority’s Board. Commitments may be changed or lifted only by the Transportation Authority taking the same formal action that imposed the constraint originally.

Assigned Fund Balance – includes amounts intended to be used by the Transportation Authority for specific purposes that are neither restricted nor committed. Intent is expressed by the Board of Commissioners or official to which the Board of Commissioners has delegated the authority to assign amounts to be used for specific purposes.

Unassigned Fund Balance – is the residual classification for the Sales Tax Program (general operating fund) and includes all amounts not contained in the other classifications. Unassigned amounts are technically available for any purpose.

In circumstances when an expenditure is made for a purpose for which amounts are available in multiple fund balance classifications, fund balance is generally depleted in the order of restricted, committed, assigned, and unassigned.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 3 - CASH AND INVESTMENTS*Use of Estimates*

The preparation of basic financial statements in conformity with generally accepted accounting principles (GAAP) requires management to make certain estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results may differ from those estimates.

Custodial Credit Risk

Deposits - Custodial credit risk is the risk that in the event of a bank failure, the Transportation Authority's deposits may not be returned to it. The Transportation Authority does not have a policy for custodial credit risk on deposits. As of June 30, 2015, the carrying amount of the Transportation Authority's deposits was \$38,927,598 and the bank balance was \$39,711,898. The difference between the bank balance and the carrying amount represents outstanding checks. Of the bank balance, \$750,000 was covered by federal depository insurance and \$38,961,898 was collateralized by the pledging financial institutions as required by Section 53652 of the California Government Code.

Under the California Government Code, a financial institution is required to secure deposits in excess of Federal Deposit Insurance Corporation limits made by state or local government units by pledging securities held in the form of an undivided collateral pool. The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure public agency deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits. The collateral must be held at the pledging bank's trust department or other bank, acting as the pledging bank's agent, in the public agency's name.

Investments - For investments, custodial credit risk is the risk that, in the event of the failure of the counterparty, the Transportation Authority will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The Transportation Authority does not have a policy regarding custodial credit risk on investments. As of June 30, 2015, the Transportation Authority's investments are not exposed to custodial credit risk.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 3 - CASH AND INVESTMENTS, (Continued)

Investments Authorized by the Transportation Authority's Investment Policy

The table below identifies the investment types that are authorized for the Transportation Authority by the California Government Code 53601 or the Transportation Authority's Investment Policy, where the policy is more restrictive. The Transportation Authority's Investment Policy is more restrictive than the California Government Code in the area of reverse repurchase agreements, which are not allowed, and certificates of deposits, which must be in financial institutions located in California and may not exceed 10% of the Transportation Authority's portfolio.

Authorized Investment Type	Maximum Maturity	Maximum Percentage Of Portfolio	Maximum Investment In One Issuer
U.S. Treasury Notes, Bonds, or Bills	5 Years	None	None
U.S. Treasury Obligations	5 Years	None	None
Federal Agency or U.S. Government Sponsored Enterprise Obligations	5 Years	None	None
Repurchase Agreements	1 Year	None	None
State of California Obligations or any local agency within the State	5 Years	None	None
Notes or Bonds of Other U.S. States	5 Years	None	None
Bankers' Acceptances	180 Days	40%	30%
Commercial Paper	270 Days	25%	10%
Medium-Term Notes	5 Years	30%	None
FDIC Insured and Fully Collateralized Certificates of Deposit**	1 Year	10%	None
Negotiable Certificates of Deposits	5 Years	30%	None
State of California Local Agency Investment Fund (LAIF)	N/A	None	None
California Asset Management Program	N/A	None	None
Insured Savings and Money Market Accounts	N/A	None	None
City and County of San Francisco Treasury Pool	N/A	None	None
Shares of Beneficial Interest (Money Market Funds)	N/A	20%	10%

** More restrictive than California Government Code.

The Transportation Authority maintains deposits and investments with the City and County of San Francisco Treasury Pool (Pool). As of June 30, 2015, the Transportation Authority's deposits and investments in the Pool are approximately \$44.1 million, and the total amount invested by all public agencies in the Pool is approximately \$7 billion. The City's Treasurer Oversight Committee (Committee) has oversight responsibility for the Pool. The value of the Transportation Authority's shares in the Pool, which may be withdrawn, is based on the book value of the Transportation Authority's percentage participation, which is different than the fair value of the Transportation Authority's percentage participation in the Pool.

The Transportation Authority's investments at June 30, 2015 consisted of Pooled cash with the City and County of San Francisco having weighted average maturity of 1.5 years. At June 30, 2015, the Pool consists of U.S. government and agency securities, state and local government agency obligations, negotiable certificates of deposit, medium term notes, and public time deposits as authorized by State statutes and the City's investment policy. Additional information regarding deposit, investment risks (such as interest rate, credit, and concentration of credit risks) may be obtained by contacting the City's Controller's Office, 1 Dr. Carlton B. Goodlett Place, Room 316, San Francisco, CA 94102.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 4 - INTERFUND TRANSACTIONS

Due to/Due from

The composition of interfund balances as of June 30, 2015, is as follows:

	Payable to:				Total
	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	
<u>Receivable from:</u>					
Sales Tax Program	\$ 7,482,173	\$ 455,912	\$ 296,554	\$ 327,132	\$ 8,561,771

The outstanding receivables from the Sales Tax Program result mainly from the time lag between the dates that (1) interfund goods and services are provided or reimbursable expenditures occur, (2) transactions are recorded in the accounting system, and (3) payments between funds are made.

Transfers

During the fiscal year, the Sales Tax Program funds received a transfer of \$1,054,929 in Congestion Management Agency Programs to reimburse for payments made during the fiscal year. The Treasure Island Mobility Management Agency received a subsidy transfer of \$244,664 in Sales Tax Program funds. This subsidy was authorized through the Board-approved Proposition K Strategic Plan and the annual budget approval process.

NOTE 5 - CAPITAL ASSETS

The capital asset activity for the year ended June 30, 2015, is as follows:

	Balance July 1, 2014	Additions	Retirement	Balance June 30, 2015
Capital assets, being depreciated:				
Leasehold improvements	\$ 3,023,624	\$ -	\$ -	\$ 3,023,624
Furniture and equipment	909,024	52,965	-	961,989
Total capital assets, being depreciated	3,932,648	52,965	-	3,985,613
Less accumulated depreciation for:				
Leasehold improvements	461,727	232,899	-	694,626
Furniture and equipment	666,398	106,009	-	772,407
Total accumulated depreciation	1,128,125	338,908	-	1,467,033
Total capital assets, net	\$ 2,804,523	\$ (285,943)	\$ -	\$ 2,518,580

Depreciation expense for the current year amounted to \$338,908, and was allocated to the transportation and capital projects expense on the statement of activities.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 6 – TRANSACTIONS WITH THE CITY AND COUNTY OF SAN FRANCISCO

Receivables from the City and County of San Francisco consist of the following at June 30, 2015:

<u>Receivables from the following City Department/Agency</u>	<u>Purpose</u>	<u>Total</u>
Municipal Transportation Agency	19th Avenue M-Ocean View	\$ 381,356
Municipal Railway	Eastern Neighborhoods Transportation Implementation Planning Study	32,510
	Fillmore/16th St. Busway TIGER Application Modeling	4,564
	Travel Demand Modeling Assistance	100,000
	Van Ness Avenue Bus Rapid Transit, Phase 1A & 1B	471,762
	Waterfront Transportation Assessment	137,280
		<u>1,127,472</u>
Office of Economic and Workforce Development	Late Night Transportation	40,000
Planning Department	Transportation Sustainability Project and Travel Demand Modeling Assistance	5,157
Public Utilities Commission:		
Wastewater Enterprise	19th Avenue City-Combined Project	19,713
Water Enterprise	19th Avenue City-Combined Project	78,852
Treasure Island Development Authority	Treasure Island Transportation Implementation Plan	300,000
	Yerba Buena Island Ramps Improvement Project	46,068
		<u>489,790</u>
Total receivables from the City and County of San Francisco		<u>\$ 1,617,262</u>

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 6 – TRANSACTIONS WITH THE CITY AND COUNTY OF SAN FRANCISCO, (Continued)

Payables to the City and County of San Francisco consist of the following at June 30, 2015:

Payables to the following City Department/Agency	Purpose	Total
Department of Environment	Clean Air Programs	\$ 46,816
Department of Public Works	Street Resurfacing	1,925,445
Department of Technology	Board Meeting Broadcast	22,989
Planning Department	Geary Bus Rapid Transit	41,032
Municipal Transportation Agency:		
Department of Parking & Traffic	Advanced Technology and Information Systems	\$ 259,052
	Alternative Fuel Taxi Incentive Program	72,444
	Bicycle Circulation/Safety	171,812
	Folsom Fremont Off-Ramp Realignment	33,707
	New Signals and Signs	71,335
	Pedestrian Circulation/Safety	211,599
	Pedestrian Safety	298,897
	Rapid Bus Network including Real Time Transit	
	Transit Information	4,828
	Short-Term Bicycle Parking	80,360
	Signal Control Modification	287,276
	Signals and Signs	175,200
	Street Repair and Reconstruction	176,945
	Traffic Calming	387,787
	Transportation Demand Management	149,188
	Transportation/Land Use Coordination	93,920
		<u>2,474,350</u>
Municipal Railway	Central Subway (Third Street Light Rail Phase 2)	1,069,394
	Guideways	148,157
	Other Transit Enhancements	22,800
	Pedestrian Safety	22,195
	Rapid Bus Network including Real Time	
	Transit Information	163,434
	Rehabilitation, Upgrade and Replacement of	
	Existing Facilities	15,868
	Transit Reliability	42,000
	Transit Vehicle Replacement and Renovation	35,017
	Transportation/Land Use Coordination	109
	Visitacion Valley Watershed Area	7,537
		<u>1,526,511</u>
		4,000,861
Mayor's Office of Housing	Hunter View Transit Connection	130,903
Office of Economic and Workforce Development	Presidio Parkway	<u>22,609</u>
Total payable to the City and County of San Francisco		<u>\$ 6,190,655</u>

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 6 – TRANSACTIONS WITH THE CITY AND COUNTY OF SAN FRANCISCO, (Continued)

The Transportation Authority reimbursed the City and County of San Francisco for the following transportation and capital program expenditures made on its behalf during the year ended June 30, 2015:

Expenditures incurred by the following City Department/Agency	Total
Department of Environment	\$ 125,498
Department of Public Works	8,707,842
Department of Technology	26,338
Mayor's Office of Housing	634,213
Municipal Transportation Agency	
Department of Parking & Traffic	7,381,234
Municipal Railway	33,087,533
Office of Economic & Workforce Development	128,203
Planning Department	41,031
	<hr/>
Total expenditures incurred by the City and County of San Francisco	<u>\$ 50,131,892</u>

During fiscal year 2014/15, the Transportation Authority incurred capital expenditures of \$50.1 million, which were paid to departments within the City, of which \$40.5 million was expended on SFMTA projects. SFMTA projects include \$24.9 million on the Central Subway, Paratransit, Computer-Aided Dispatch Replacement projects, New Hybrid Coaches Replacement and the Central Control and Communications Projects and \$15.6 million on various transit and street maintenance improvements and pedestrian and bicycle projects.

NOTE 7 – REVOLVING CREDIT LOAN

On June 11, 2015, the Transportation Authority substituted its \$200,000,000 commercial paper notes (Limited Tax Bonds), Series A and B with a \$140,000,000 tax-exempt revolving credit loan agreement (Revolver Loan). The commercial paper notes provided a source of financing for the Transportation Authority's voter-approved Proposition K Expenditure Plan. The Revolver Loan expires on June 8, 2018 and has a rate of interest equal to the sum of 70% of 1-month LIBOR plus 0.30%. The interest payments are due the first business day of each month and the outstanding principal payment is required to be paid at the end of the agreement June 8, 2018. The Revolver Loan is secured by a first lien gross pledge of the Transportation Authority's sales tax. As of June 30, 2015, \$134,664,165 of the Revolver Loan was outstanding, with an interest rate of 0.432%.

NOTE 8 – PENSION PLANS

General Information about the Pension Plan

Plan Description

All qualified permanent and probationary employees are eligible to participate in the Transportation Authority's Employee Pension Plan, (the Plan) a cost-sharing multiple employer defined benefit pension plan administered by the California Public Employees' Retirement System (CalPERS). Benefit provisions under the Plan are established by State statute and Transportation Authority resolution. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 8 – PENSION PLANS, (Continued)

Benefits Provided

CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment. Members with five years of total service are eligible to retire at age 50 or 52, depending on hire date, with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 10 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost of living adjustments for each plan are applied as specified by the Public Employees' Retirement Law.

The Plan provisions and benefits in effect at June 30, 2015, are summarized as follows:

	Prior to January 1, 2013	On or after January 1, 2013
Hire date		
Benefit formula	2% at 55	2% at 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50 - 55	52 - 67
Required employee contribution rates	0.07	0.0625
Required employer contribution rates	0.1215	0.0625

Contributions

Section 20814(c) of the California Public Employees' Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for both Plans are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The Transportation Authority is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

For the year ended June 30, 2015, contributions recognized as part of pension expense were as follows:

Miscellaneous Classic Plan - \$342,292 for employer contributions.

Miscellaneous PEPRA Plan - \$23,110 for employer contributions.

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

As of June 30, 2015, the Transportation Authority's reported net pension liability for its proportionate shares of the net pension liability of each plan is as follows:

Proportionate Share of Net Pension Liability	
Miscellaneous, Classic	\$ 1,297,056
Miscellaneous, PEPRA	2,031
Total Net Pension Liability	<u>\$ 1,299,087</u>

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 8 – PENSION PLANS, (Continued)

The Transportation Authority's net pension liability is measured as the proportionate share of each Plan's net pension liability. The net pension liability is measured as of June 30, 2014, and the total pension liability for the Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2013 rolled forward to June 30, 2014 using standard update procedures. The Transportation Authority's proportion of the net pension liability was based on the Transportation Authority's share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. The Transportation Authority's proportionate share of the net pension liability as of June 30, 2013 and 2014 was as follows:

	Miscellaneous Classic	Miscellaneous PEPRA	Total
Proportion - June 30, 2013	\$ 1,713,610	\$ 2,776	\$ 1,716,386
Proportion - June 30, 2014	1,297,056	2,031	1,299,087
Change - Increase (Decrease)	<u>\$ (416,554)</u>	<u>\$ (745)</u>	<u>\$ (417,299)</u>

For the year ended June 30, 2015, the Transportation Authority recognized pension expense of \$307,510 for the Miscellaneous Classic plan, and pension expense of \$5,357 for Miscellaneous PEPRA plan. On June 30, 2015, the Transportation Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$ 399,937	\$ -
Contributions in excess of proportionate share	156,313	-
Changes in assumptions	-	-
Adjustment due to differences in proportions	-	(131,157)
Net differences between projected and actual earnings on plan investments	-	(389,920)
Total	<u>\$ 556,250</u>	<u>\$ (521,077)</u>

Reported as deferred outflows of resources related to contributions subsequent to the measurement date is \$399,937, which will be recognized as a component of pension expense in the year ended June 30, 2016. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	Deferred Outflows/(Inflows) of Resources
2016	\$ (88,560)
2017	(88,560)
2018	(90,163)
2019	(97,481)
	<u>\$ (364,764)</u>

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 8 – PENSION PLANS, (Continued)

Actuarial Assumptions

The total pension liabilities in the June 30, 2013 actuarial valuations were determined using the following actuarial assumptions for the Miscellaneous Classic and Miscellaneous PEPRA plans:

Valuation Date	June 30, 2013
Measurement Date	June 30, 2014
Actuarial Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions	
Discount Rate	7.50%
Inflation	2.75%
Payroll Growth	3.00%
Projected Salary Increase	3.3% - 14.2% (1)
Investment Rate of Return	7.50% (2)
Mortality	(3)

(1) Varies by Entry-Age and Service.

(2) Net of pension plan investment expenses, including inflation.

(3) The mortality table used was developed based on CalPERS' specific data. The table includes 20 years of mortality improvements using Society of Actuaries Scale BB. For more details on this table, please refer to the 2014 Experience Study report available from CalPERS.

All other actuarial assumptions used in the June 30, 2013 valuation were based on the results of a January 2014 actuarial experience study for the period 1997 to 2011. Further details of the Experience Study can found on the CalPERS website.

Discount Rate

The discount rate used to measure the total pension liability was 7.50%. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plan that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plan run out of assets. Therefore, the current 7.50 percent discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The stress test results are presented in a detailed report that can be obtained from the CalPERS website.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all the funds' asset classes, expected compound returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 8 – PENSION PLANS, (Continued)

The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

The table below reflects the long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These rates of return are net of administrative expenses.

Asset Class	New Strategic Allocation	Real Return Years 1 -	Real Return Years 11+(b)
Global Equity	47%	5%	6%
Global Fixed Income	19%	1%	2%
Inflation Sensitive	6%	0%	3%
Private Equity	12%	7%	7%
Real Estate	11%	5%	5%
Infrastructure and Forestland	3%	5%	5%
Liquidity	2%	-1%	-1%
Total	100%		

(a) An expected inflation of 2.5% used for this period.

(b) An expected inflation of 3.0% used for this period.

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents the Transportation Authority's proportionate share of the net pension liability, as well as what the Transportation Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate:

	1% Decrease 6.50%	Current Discount Rate 7.50%	1% Increase 8.50%
Net Pension Liability - Miscellaneous Classic	\$ 2,220,886	\$ 1,297,056	\$ 530,365
Net Pension Liability - Miscellaneous PEPRA	\$ 3,620	\$ 2,031	\$ 713

Pension Plan Fiduciary Net Position

Detailed information about the Plan's fiduciary net position is available in the separately issued CalPERS financial report.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 9 - POSTEMPLOYMENT HEALTHCARE BENEFITS

Plan Description

The Transportation Authority's defined benefit postemployment healthcare plan provides healthcare benefits to eligible employees and their surviving spouses. Employees become eligible to retire and receive healthcare benefits upon reaching the age of 50 and meeting program vesting requirements, or being converted to disability status, and retiring directly from the Transportation Authority. Dental and vision benefits are not available to retirees.

The Transportation Authority is a contracting agency under the Public Employees' Medical and Hospital Care Act (PEMHCA), which is administered by CALPERS for the provision of healthcare insurance programs for both active and retired employees. The Transportation Authority participates in the California Employers' Retiree Benefit Trust Fund Program (CERBT), an agent-multiple employer postemployment health plan, to prefund other postemployment benefits through CALPERS. The financial statements for CERBT may be obtained by writing the California Public Employees' Retirement System, Constituent Relations Office, CERBT (OPEB), P.O. Box 242709, Sacramento, California 94229-2709 or by calling 888-225-7377.

Funding Policy

The contribution requirements of plan members and the Transportation Authority are established and may be amended by the Board. As of June 30, 2015, the Transportation Authority contributed \$138,400, or 100%, of the annual required contribution (ARC) to the CERBT.

The Transportation Authority is required to contribute the ARC, an amount actuarially determined in accordance with the parameters of GASB Statement No. 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed thirty years. The current ARC rate is 4.25% of annual covered payroll and was based on the June 30, 2013 actuarial valuation.

Annual OPEB Cost

As of June 30, 2015, the Transportation Authority's annual other postemployment benefit (OPEB) expense of \$138,400 was equal to the ARC. The following table represents annual OPEB cost for the year, the amount actually contributed to the plan, and changes in the net OPEB obligation.

Fiscal Year Year Ended	Annual OPEB Cost	Annual OPEB Cost Contributed	Net OPEB Obligation
6/30/2013	\$ 163,000	100%	\$ -
6/30/2014	138,400	100%	-
6/30/2015	138,400	100%	-

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 9 - POSTEMPLOYMENT HEALTHCARE BENEFITS, (Continued)

Funded Status and Funding Progress

As of June 30, 2013, the most recent actuarial valuation date, the funded status of the plan was as follows:

Actuarial value of plan assets	\$ 759,600
Actuarial accrued liability (AAL)	1,124,100
Unfunded actuarial accrued liability (UAAL)	<u>\$ 364,500</u>
Funded ratio (actuarial value of plan assets/AAL)	67.6%
Covered payroll (active plan members)	\$ 3,253,400
UAAL as a percentage of covered payroll	11.2%

Actuarial Methods and Assumptions

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of certain events far into the future. Examples include assumptions about future employment, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multiyear trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and the plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with long-term perspective of the calculations.

In the June 30, 2013 actuarial valuation, the entry age normal actuarial cost method was used. Under this method, the actuarial present value of the projected benefits of each individual included in the valuation is allocated as a level percent of expected salary for each year of employment between entry age (age of hire) and assumed exit (maximum retirement age). The actuarial assumptions assume an investment rate of 7.25% representing the long-term rate of investment return on investments with CERBT of 7.61%, net a 0.36% margin for adverse deviations. The assumed annual healthcare trend rates for non-Medicare benefits started at 19.25%, then grades down to 7.50% in plan year starting July 1, 2014 to an ultimate rate of 4.50% by plan year beginning July 1, 2026. The assumed annual healthcare trend rates for Medicare benefits were 4.75% in each of the first two years, then 4.50% per year thereafter. All discount and trend rates included an assumed 3.0% general inflation assumption. The actuarial value of CERBT assets was determined using techniques that spread the effects of short-term volatility in the market value of investments over a five-year period. CERBT's unfunded actuarial accrued liability is being amortized as a level percentage of projected payroll on a closed basis using an assumed aggregate payroll increase of 3.25% per year and a static 20-year period beginning fiscal year 2013/14.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 10 - OPERATING LEASES

The Transportation Authority leases its office space under an operating lease agreement. In December 2011, the Transportation Authority executed a 13-year workspace lease for its new office located at 1455 Market Street, with a 5-year extension option. The term of the lease commenced on July 1, 2012 and expires on June 30, 2025. Under the lease agreement, the landlord granted the Transportation Authority a rent abatement totaling \$522,112 for the period July 1, 2012 through November 30, 2012 and from July 1, 2013 through October 31, 2013 and provided a leasehold allowance credit in the amount of \$1,763,180. During the year ended June 30, 2015, the Transportation Authority expended \$734,220 towards its office lease and recorded an office lease expense of \$756,318 and an amortization expense of \$135,629 on the statement of activities.

The Transportation Authority also leases its copier equipment under an operating lease agreement. The Transportation Authority entered into a 5-year lease agreement with monthly payments of \$515, plus applicable taxes, commencing on June 28, 2012. In April 2014, the Transportation Authority entered into an additional 3-year lease agreement with monthly payments of \$974, plus applicable taxes. During the year ended June 30, 2015, total copier expenses were \$17,812.

The following is a schedule of future minimum lease obligations as of June 30, 2015:

Year ending June 30:	Office Lease	Copier Leases	Total
2016	\$ 758,694	\$ 17,868	\$ 776,562
2017	783,168	15,920	799,088
2018	807,642	-	807,642
2019	832,116	-	832,116
2020	856,590	-	856,590
2021-2025	4,650,060	-	4,650,060
Total future minimum lease obligations	\$ 8,688,270	\$ 33,788	\$ 8,722,058

NOTE 11 - ADMINISTRATIVE EXPENSE LIMITATIONS

In accordance with California Public Utilities Code, Section 131107, not more than one percent of the Transportation Authority's annual net amount of revenues raised by the sales tax may be used to fund the salaries and benefits of the staff of the Transportation Authority in administering the Proposition K Expenditure Plan. For the year ended June 30, 2015, revenues, staff salaries and fringe benefits for administering the Proposition K Expenditure Plan for the Sales Tax Program were as follows:

Revenue	\$ 100,278,511
Expenditures:	
Salaries	524,302
Fringe benefits	29,350
Total	\$ 553,652
Percentage of revenue	0.55%

Personnel expenditures of \$3,604,051 were reported in the Sales Tax Program Fund, of which \$553,652 was related to general administration of the Plan and \$3,050,399 was related to planning and programming, which includes monitoring and oversight of Prop K funded projects.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 12 - RISK MANAGEMENT

The Transportation Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; injuries to employees; and natural disasters. The Transportation Authority manages and finances these risks by purchasing commercial insurance. There have been no significant reductions in insurance coverage from the previous year, nor have settled claims exceeded the Transportation Authority's commercial insurance coverage in any of the past three years.

NOTE 13 – OWNER-CONTROLLED INSURANCE PROGRAM

In February 2002, the Transportation Authority entered into a trust agreement with Chartis Insurance (formerly American Insurance Group) and J.P. Morgan Chase Bank, N.A. on behalf of MUNI to act as the fiduciary administrator for the aggregate deductible loss pool supporting MUNI's Third Street Light Rail Project's Owner-Controlled Insurance Program (OCIP). The Third Street Light Rail Project OCIP is an umbrella insurance program that provides commercial general liability, excess liability, workers' compensation, pollution liability and railroad liability coverage for those Third Street Light Rail Project construction contracts included in the program. The escrow account for the aggregate deductible loss pool was established for \$4,621,400 at the inception of the OCIP, and is used to pay claims as determined by the City's Office of the City Attorney, MUNI and Chartis Insurance. The Transportation Authority is acting solely as a fiduciary administrator for the escrow account, and has no responsibility for managing the OCIP claims management or settlement. As of June 30, 2015, the Transportation Authority has \$693,720 in escrow accounts to fund claims related to MUNI's Third Street Light Rail Project.

NOTE 14 - COMMITMENTS AND CONTINGENCIES***Commitments***

The Transportation Authority's outstanding commitments totaled \$534,769,605 at June 30, 2015. This amount is comprised of \$495,944,721 in remaining capital project appropriations. Sponsors receive appropriations for the entire project (awards) but cannot be reimbursed faster than the amount allocated annually. At June 30, 2015, the Transportation Authority has \$14,596,736, \$24,043,205 and \$184,943 encumbered in the Sales Tax Program, the Congestion Management Agency Programs and the Treasure Island Mobility Management Agency, respectively, on various Transportation Authority contracts held with private consulting and construction companies and cooperative agreements with governmental entities.

Loan Agreement with Treasure Island Development Authority

In July 2008, the Transportation Authority entered into a loan agreement with the Treasure Island Development Authority (TIDA) for the repayment of project management oversight, engineering and environmental costs for the Yerba Buena Island (YBI) Ramps Improvement Project. In July 2013, the Transportation Authority Board approved increasing the non-federal portion of the loan agreement with TIDA to a total amount not to exceed \$11,037,000, to complete preliminary engineering and design for the YBI Ramps Improvement Project and the YBI West Side Bridge project (collectively known as the YBI Interchange Improvement Project). The total non-federal and federal loan obligation amount shall not to exceed \$18,830,000. Since August 2010, the Transportation Authority has received Federal Highway Bridge Program funding from the California Department of Transportation (Caltrans) for the preliminary and final design phases of the project. The loan agreement with TIDA will leverage the federal grant award to fulfill the local match requirement and reimburse the Transportation Authority for administrative costs.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 14 - COMMITMENTS AND CONTINGENCIES, (Continued)

Under the terms of the agreement, TIDA will repay the Transportation Authority for all project costs incurred by the Transportation Authority and accrued interest, less federal government reimbursements to the Transportation Authority. If the federal grant funds do not become available for some or all of the project costs, or if the federal agency disallows the Transportation Authority's reimbursement claims on some or all of the project costs, then TIDA bears the responsibility to repay the Transportation Authority for all costs incurred on the YBI Interchange Improvement Project for a total loan obligation amount not-to-exceed \$18,830,000. The repayment to the Transportation Authority may be paid by TIDA in three annual installment payments on the later of 30 days after the first close of escrow for transfer of the Naval Station Treasure Island from the Navy to TIDA or December 31, 2014. Interest shall accrue on all outstanding unpaid project costs until TIDA and federal agencies fully reimburse the Transportation Authority for all costs related to the project. Interest will be compounded quarterly, at the City Treasurer's Pooled Investment Fund rate or the Transportation Authority's borrowing rate, whichever is applicable, beginning on the date of the Transportation Authority's reimbursement claim to Caltrans until the Transportation Authority costs and all accrued interest has been repaid.

This loan is collateralized by the senior security interest in TIDA's right, title and interest in and to 1) the rents accruing under the Sublease, Development, Marketing and Property Management Agreement between TIDA and The John Stewart Company, related to the subleasing of existing residential units at the Naval Station Treasure Island; and 2) any and all other TIDA revenue, except revenue prohibited by applicable laws from being used for this purpose or is necessary for repayment of the annual amount of TIDA's pre-existing San Francisco Public Utilities Commission (SFPUC) utility obligation under the Memorandum of Understanding between TIDA and SFPUC. On June 29, 2015, TIDA repaid the Transportation Authority in the amount of \$5,419,446, following 30 days after the close of escrow for initial transfer of property from the Navy to TIDA which occurred on May 29, 2015. As of June 30, 2015, the outstanding balance due to the Transportation Authority is \$4,998,336 for the loan and \$505,252 for accrued interest costs.

NOTE 15 – PRIOR PERIOD ADJUSTMENTS

As discussed under Note 1, the Transportation Authority implemented GASB 68 effective July 1, 2014. Refer to Note 8 for further disclosures related to the plan and related balances. As a result of the implementation, the Transportation Authority restated beginning net position for governmental activities as noted below:

	Government-Wide Governmental Activities
Beginning of year, net position as previously reported	\$ (35,933,775)
Contributions after the measurement date - deferred outflows of resources	365,402
Net pension liability as of the measurement date of June 30, 2013	(1,716,386)
Beginning of year, net position as restated	<u>\$ (37,284,759)</u>

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Notes to Financial Statements
June 30, 2015

NOTE 15 – PRIOR PERIOD ADJUSTMENTS, (Continued)

Following is the pro forma effect of the retroactive application:

	June 30, 2014		June 30, 2014
	Previously Presented	Restatement	Restated
Deferred outflows of resources	\$ -	\$ 365,402	\$ 365,402
Net pension liability	-	(1,716,386)	(1,716,386)
Total restatement of net position	<u>\$ -</u>	<u>\$ (1,350,984)</u>	<u>\$ (1,350,984)</u>

In accordance with GASB Statement No. 68, the restatement of all deferred outflows and inflows was not practical and therefore not included in the statement of beginning balances.

REQUIRED SUPPLEMENTARY INFORMATION

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Schedules of Funding Progress and Employer Contributions
For the Year Ended June 30, 2015

Postemployment Healthcare Benefits

The Schedule of Funding Progress presented below provides a consolidated snapshot of the Transportation Authority's ability to meet current and future liabilities with the plan assets. The most recent actuarial valuation was performed as of June 30, 2013.

Actuarial Valuation Date	(A) Actuarial Value of Assets	(B) Actuarial Accrued Liability (AAL) Entry Age	(C) Unfunded AAL (UAAL) (Excess Assets) [(B) - (A)]	(D) Funded Ratio [(A) / (B)]	(E) Covered Payroll	(F) UAAL as a Percentage of Covered Payroll [(C) / (E)]
1/1/2010	\$ 173,000	\$ 374,000	\$ 201,000	46.3%	\$ 2,858,000	7.0%
6/30/2011	405,000	671,000	266,000	60.4%	3,251,000	8.2%
6/30/2013	759,600	1,124,100	364,500	67.6%	3,253,400	11.2%

Schedule of Employer Contributions

Fiscal Year Ended	Annual Required Contribution	Actual Contribution	Percentage Contributed
June 30, 2010	\$ 110,000	\$ 110,000	100.0%
June 30, 2011	113,000	113,000	100.0%
June 30, 2012	158,000	158,000	100.0%
June 30, 2013	163,000	163,000	100.0%
June 30, 2014	138,000	138,000	100.0%
June 30, 2015	138,000	138,000	100.0%

The notes to required supplementary information is an integral part of these schedules.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
 Budgetary Comparison Schedules
 For the Year Ended June 30, 2015

Sales Tax Program General Fund				Positive (Negative) Variance Final to Actual
	Budget Amounts		Actual	
	Original	Final		
Revenues and Transfers In				
Sales tax	\$ 91,826,191	\$ 98,823,000	\$ 100,278,511	\$ 1,455,511
Investment income	386,049	340,233	456,413	116,180
Program revenues:				
Federal	-	10,609	-	(10,609)
State	-	48,310	-	(48,310)
Regional and other	-	1,408,129	-	(1,408,129)
Proceeds from revolver credit loan	-	-	134,664,165	134,664,165
Project refunds and other revenue	5,614,230	5,636,081	179,593	(5,456,488)
Transfers in from other funds	-	1,008,252	1,054,929	46,677
Total Revenues and Transfers In	97,826,470	107,274,614	236,633,611	129,358,997
Expenditures and Transfers Out				
Current - transportation and capital projects:				
Personnel expenditures	3,603,401	4,224,161	3,604,051	620,110
Non-personnel expenditures	2,552,532	2,442,678	2,041,789	400,889
Capital project costs	152,078,267	130,249,492	73,456,244	56,793,248
Capital outlay	258,000	258,000	52,965	205,035
Transfers out to other funds	2,140,030	-	244,664	(244,664)
Debt service				
Interest and fiscal charges	1,786,600	1,786,600	1,468,189	318,411
Total Expenditures and Transfers Out	162,418,830	138,960,931	80,867,902	58,093,029
Change in Fund Balance	(64,592,360)	(31,686,317)	155,765,709	187,452,026
Fund Balance (Deficit) - Beginning	(56,173,557)	(56,173,557)	(56,173,557)	-
Fund Balance (Deficit) - Ending	\$ (120,765,917)	\$ (87,859,874)	\$ 99,592,152	\$ 187,452,026

The notes to required supplementary information is an integral part of these schedules.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Budgetary Comparison Schedules

For the Year Ended June 30, 2015

	Congestion Management Agency Programs			Positive (Negative) Variance Final to Actual
	Budgeted Amounts		Actual	
	Original	Final		
Revenues				
Program Revenues				
Federal	\$ 42,170,530	\$ 36,149,974	\$ 34,331,503	\$ (1,818,471)
State	5,078,696	4,207,277	3,798,590	(408,687)
Regional and other	3,452,278	5,703,941	4,232,041	(1,471,900)
Transfers in from other funds	2,140,030	-	-	-
Total Revenues and Transfers In	52,841,534	46,061,192	42,362,134	(3,699,058)
Expenditures				
Current - transportation and capital projects				
Personnel expenditures	1,871,526	1,717,435	1,588,692	128,743
Non-personnel expenditures	153,000	285,154	113,865	171,289
Capital project costs	50,817,008	43,243,711	39,604,648	3,639,063
Transfers out to other funds	-	814,892	1,054,929	(240,037)
Total Expenditures and Transfers Out	52,841,534	46,061,192	42,362,134	3,699,058
Change in Fund Balance	-	-	-	-
Fund Balance - Beginning	-	-	-	-
Fund Balance - Ending	\$ -	\$ -	\$ -	\$ -

The notes to required supplementary information is an integral part of these schedules.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Budgetary Comparison Schedules

For the Year Ended June 30, 2015

	Transportation Fund for Clean Air Program			
	Budgeted Amounts			Positive (Negative) Variance Final to Actual
	Original	Final	Actual	
Revenues				
Investment income	\$ 2,677	\$ 2,677	\$ 2,166	\$ (511)
Program revenues				
Regional and other	747,116	749,793	741,642	(8,151)
Total Revenues	<u>749,793</u>	<u>752,470</u>	<u>743,808</u>	<u>(8,662)</u>
Expenditures				
Current - transportation and capital projects				
Personnel expenditures	37,355	37,355	33,349	4,006
Non-personnel expenditures	-	-	3,637	(3,637)
Capital project costs	809,871	983,056	355,800	627,256
Total Expenditures	<u>847,226</u>	<u>1,020,411</u>	<u>392,786</u>	<u>627,625</u>
Change in Fund Balance	(97,433)	(267,941)	351,022	618,963
Fund Balance - Beginning	756,482	756,482	756,482	-
Fund Balance - Ending	<u>\$ 659,049</u>	<u>\$ 488,541</u>	<u>\$ 1,107,504</u>	<u>\$ 618,963</u>

The notes to required supplementary information is an integral part of these schedules.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
 Budgetary Comparison Schedules
 For the Year Ended June 30, 2015

	Vehicle Registration Fee for Transportation Improvements Program			Positive (Negative) Variance Final to Actual
	Budget Amounts		Actual	
	Original	Final		
Revenues				
Vehicle registration fee	\$ 4,727,718	\$ 4,727,718	\$ 4,862,063	\$ 134,345
Investment income	3,280	3,280	4,266	986
Total Revenues	4,730,998	4,730,998	4,866,329	135,331
Expenditures				
Current - transportation and capital projects				
Personnel expenditures	109,689	109,689	90,125	19,564
Non-personnel expenditures	151,698	176,698	123,637	53,061
Capital project costs	10,458,813	10,458,813	8,366,725	2,092,088
Total Expenditures	10,720,200	10,745,200	8,580,487	2,164,713
Change in Fund Balance	(5,989,202)	(6,014,202)	(3,714,158)	2,300,044
Fund Balance - Beginning	11,025,549	11,025,549	11,025,549	-
Fund Balance - Ending	\$ 5,036,347	\$ 5,011,347	\$ 7,311,391	\$ 2,300,044

The notes to required supplementary information is an integral part of these schedules.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Budgetary Comparison Schedules

For the Year Ended June 30, 2015

	Treasure Island Mobility Management Agency			Positive (Negative) Variance Final to Actual
	Budgeted Amounts		Actual	
	Original	Final		
Revenues				
Program revenues				
Federal	\$ 497,799	\$ 805,423	\$ 472,627	\$ (332,796)
Regional and other	250,000	300,000	-	(300,000)
Transfers in from other funds	-	-	244,664	244,664
Total Revenues and Transfers In	747,799	1,105,423	717,291	(388,132)
Expenditures				
Current - transportation and capital projects				
Personnel expenditures	353,799	461,834	371,665	90,169
Non-personnel expenditures	65,000	17,700	26,043	(8,343)
Capital project costs	329,000	432,529	319,583	112,946
Transfers out to other funds	-	193,360	-	193,360
Total Expenditures and Transfers Out	747,799	1,105,423	717,291	388,132
Change in Fund Balance	-	-	-	-
Fund Balance - Beginning	-	-	-	-
Fund Balance - Ending	\$ -	\$ -	\$ -	\$ -

The notes to required supplementary information is an integral part of these schedules.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
 Schedule of the Proportionate Share of the Net
 Pension Liability
 For the Year Ended June 30, 2015

Miscellaneous, Classic

	2015⁽¹⁾
Proportion of the Net Pension Liability	0.04831%
Proportionate Share of the Net Pension Liability	\$ 1,297,056
Covered-Employee Payroll at the 2014 Measurement Date	\$ 3,096,958
Proportionate Share of the Net Pension Liability as a Percentage of Covered-Employee Payroll	41.88%
Proportionate Share of the Fiduciary Net Position as a Percentage of the Plan's Total Pension Liability	81.37%

Miscellaneous, PEPR

	2015⁽¹⁾
Proportion of the Net Pension Liability	0.00003%
Proportionate Share of the Net Pension Liability	\$ 2,031
Covered-Employee Payroll at the Measurement Date	\$ 166,850
Proportionate Share of the Net Pension Liability as a Percentage of Covered-Employee Payroll	1.22%
Proportionate Share of the Fiduciary Net Position as a Percentage of the Plan's Total Pension Liability	83.04%

(1) Historical information is required only for measurement periods for which GASB Statement No. 68 is applicable.

The notes to required supplementary information is an integral part of these schedules.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Schedule of Pension Contributions
For the Year Ended June, 30, 2015

	2015⁽¹⁾	2014⁽¹⁾
Contractually required contribution (actuarially determined)	\$ 399,932	\$ 365,402
Contributions in relation to the actuarially determined contributions	(399,932)	(365,402)
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>
Covered-employee payroll	\$ 3,716,928	\$ 3,263,808
Contributions as a percentage of covered-employee payroll	10.76%	11.20%

(1) Historical information is required only for measurement periods for which GASB Statement No. 68 is applicable

The notes to required supplementary information is an integral part of these schedules.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Required Supplementary Information

For the Year Ended June 30, 2015

NOTE 1 – BUDGETS AND BUDGETARY DATA

Comparisons with financial results for the current fiscal period for all the funds are presented as required supplementary information and include, in addition to actual expenditures, amounts that have been appropriated for projects and programs. Unexpended capital budget appropriations are carried forward to subsequent years. The budget represents a process through which policy decisions are made, implemented and controlled. Appropriations may be adjusted during the year with the approval of the Transportation Authority. Accordingly, the legal level of budgetary control by the Transportation Authority is the program (fund) level.

NOTE 2 – SCHEDULE OF THE PROPORTIONATE SHARE OF THE NET PENSION LIABILITY AND SCHEDULE OF CONTRIBUTIONS

A cost-sharing employer is required to recognize a liability for its proportionate share of the net pension liability (of all employers for benefits provided through the pension plan)—the collective net pension liability. A cost-sharing employer is required to recognize pension expense and report deferred outflows of resources and deferred inflows of resources related to pensions for its proportionate shares of collective pension expense and collective deferred outflows of resources and deferred inflows of resources related to pensions. The schedules present information to illustrate changes in the Transportation Authority's proportionate share of the net pension liability and employer contributions over a ten year period when the information is available.

SUPPLEMENTARY INFORMATION

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Schedule of Expenditures of Federal Awards
For the Year Ended June 30, 2015

Program Description	Catalog of Federal Domestic Assistance	Grant No.	Grant Approval Date	Approved Federal Award	Cumulative Expenditures Prior to July 1, 2014	Federal Expenditures		Amount Provided to Subrecipients
						July 1, 2014 Through June 30, 2015	Cumulative Expenditures Through June 30, 2015	
U.S. Department of Transportation								
Federal Highway Administration:								
Highway Research and Development Program								
<i>Passed through - Metropolitan Transportation Commission</i>								
Strategic Highway Research Plan	20.200	SHRP2L-6084(192)	11/12/14	\$ 310,000	\$ -	\$ 53,349	\$ 256,651	\$ -
Travel Model Research	20.200	ATF512L-6084(184)	08/09/13	90,000	-	4,830	85,170	-
Highway Planning and Construction								
<i>Passed through - Metropolitan Transportation Commission</i>								
Surface Transportation Plan (STP): Transportation Planning and Programming	20.205	C002683	07/01/12	3,568,000	1,341,277	373,490	1,853,233	-
STP: Treasure Island Mobility Management	20.205	N/A	01/01/13	500,000	24,000	392,209	83,791	-
<i>Passed through - State California Department of Transportation</i>								
eFleet: Carsharing Electrified	20.205	CML-6272(033)	12/28/11	1,700,000	435,776	521,202	743,022	510,701
Integrated Public Private Partnership Travel Demand Management Program (TDM)	20.205	CML-6272(034)	04/25/11	750,000	576,699	132,088	41,213	-
San Francisco Value Pricing and Regulation Study	20.205	VPPL-6272(037)	08/17/12	480,000	145,969	152,457	181,574	-
Treasure Island Mobility Management	20.205	VPPL-6272(041)	08/15/13	480,000	150,577	296,627	32,796	-
Yerba Buena Island - Reconstruct Existing Westbound On and Off Ramps on East Side of Yerba Buena Island	20.205	BRLS-6272(023)	08/20/10	73,919,055	17,526,260	28,562,356	27,830,439	-

See accompanying notes to supplementary information.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Schedule of Expenditures of Federal Awards (Continued)
For the Year Ended June 30, 2015

Program Description	Catalog of Federal Domestic Assistance	Grant No.	Grant Approval Date	Approved Federal Award	Federal Expenditures			Amount Provided to Subrecipients
					Cumulative Expenditures Prior to July 1, 2014	Expenditures July 1, 2014 through June 30, 2015	Cumulative Expenditures Through June 30, 2015	
Yerba Buena Island Viaduct Structure #1 ⁽¹⁾	20.205	STPLZ-6272(024)	09/10/10	307,490	191,400	6,209	197,609	109,881
Yerba Buena Island Viaduct Structure #2	20.205	STPLZ-6272(026)	09/10/10	9,580,185	2,636,599	628,064	3,264,663	6,315,522
Yerba Buena Island Viaduct Structure #3	20.205	STPLZ-6272(027)	09/10/10	2,115,897	1,291,759	511,561	1,803,320	312,577
Yerba Buena Island Viaduct Structure #4	20.205	STPLZ-6272(028)	09/10/10	703,068	350,433	190,872	541,305	161,763
Yerba Buena Island Viaduct Structure #6	20.205	STPLZ-6272(029)	09/10/10	527,874	411,885	115,989	527,874	-
Yerba Buena Island Viaduct Structure #7A	20.205	STPLZ-6272(030)	09/10/10	155,745	135,097	17,401	152,498	3,247
Yerba Buena Island Viaduct Structure #7B	20.205	STPLZ-6272(031)	09/10/10	214,476	149,171	40,810	189,981	24,495
Yerba Buena Island Viaduct Structure #8	20.205	STPLZ-6272(032)	09/10/10	269,407	214,295	30,080	244,375	25,032
Total Federal Highway Administration				95,671,197	25,581,197	32,029,594	57,610,791	38,060,406
Federal Transit Administration:								
Federal Transit Capital Investment Grants								
<i>Passed through - San Francisco Municipal Transportation Agency</i>								
Van Ness Bus Rapid Transit	20.500	A06/07-34	02/08/11	560,000	-	471,762	471,762	88,238
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research ⁽²⁾								
<i>Passed through - State California Department of Transportation</i>								
San Francisco Freeway Performance Initiative	20.505	74A0843	04/15/15	300,000	-	21,952	21,952	278,048
Geneva-Harney Way Bus Rapid Transit Feasibility Study	20.505	74A0716	03/01/13	300,000	94,500	205,477	299,977	23
Total Federal Transit Administration				1,160,000	94,500	699,191	793,691	366,309
Total Expenditures of Federal Awards				\$ 96,831,197	\$ 25,675,697	\$ 32,728,785	\$ 58,404,482	\$ 38,426,715
								\$ 510,701

Note:

- (1) During Fiscal Year 2014/15, the California Department of Transportation increased the award amounts for Yerba Buena Island Viaduct Structures #1, #2, #4, #7A, #7B, and #8.
- (2) The former CFDA# 20.515 has been discontinued. CFDA# 20.505 incorporates both the Statewide Transportation system and the Metropolitan Transportation system into one CFDA.

See accompanying notes to supplementary information.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Supplementary Information

June 30, 2015

NOTE 1 – GENERAL

The schedule of expenditures of federal awards (Schedule) presents the activity of all federal award programs of the San Francisco County Transportation Authority (Transportation Authority), a component unit of the City and County of San Francisco, California. Federal awards passed through from other governmental agencies are included in the Schedule.

NOTE 2 – BASIS OF ACCOUNTING

The Schedule is presented using the modified accrual basis of accounting.

NOTE 3 – RELATIONSHIP TO FEDERAL FINANCIAL REPORTS

Amounts reported in the Schedule agree to or can be reconciled with the amounts reported in the related federal financial reports.

INDEPENDENT AUDITOR'S REPORTS

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**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

Board of Commissioners
San Francisco County Transportation Authority
San Francisco, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and each major fund of the San Francisco County Transportation Authority (Transportation Authority), a component unit of the City and County of San Francisco, California, as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise Transportation Authority's basic financial statements, and have issued our report thereon dated October 22, 2015. Our report contains an emphasis of matter regarding adoption of Governmental Accounting Standards Board (GASB) Statement No. 68 – *Accounting and Financial Reporting for Pensions* as of July 1, 2014.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Transportation Authority's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Transportation Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Transportation Authority's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. *A material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the financial statements will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Transportation Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Transportation Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Vavrnick, Trine, Day & Co. LLP

Palo Alto, California
October 22, 2015



**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR
EACH MAJOR FEDERAL PROGRAM AND REPORT ON INTERNAL
CONTROL OVER COMPLIANCE REQUIRED BY OMB CIRCULAR A-133**

Board of Commissioners
San Francisco County Transportation Authority
San Francisco, California

Report on Compliance for Each Major Federal Program

We have audited the San Francisco County Transportation Authority's (Transportation Authority) compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on the Transportation Authority's major Federal program for the year ended June 30, 2015. The major Federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its Federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for the Transportation Authority's major federal program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major Federal program occurred. An audit includes examining, on a test basis, evidence about compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the major Federal program. However, our audit does not provide a legal determination of Transportation Authority's compliance.

Opinion on the Major Federal Program

In our opinion, Transportation Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2015.

Report on Internal Control Over Compliance

Management of the Transportation Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered Transportation Authority's internal control over compliance with the types of requirements that could have a direct and material effect on the major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the major federal program and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of Transportation Authority internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133. Accordingly, this report is not suitable for any other purpose.

Vavrinch, Trine, Day & Co. LLP

Palo Alto, California
October 22, 2015

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Summary of Auditor's Results
For the Year Ended June 30, 2015

FINANCIAL STATEMENTS

Type of auditor's report issued:	<u>Unmodified</u>
Internal control over financial reporting:	
Material weaknesses identified?	<u>None</u>
Significant deficiencies identified?	<u>None reported</u>
Noncompliance material to financial statements noted?	<u>No</u>

FEDERAL AWARDS

Internal control over major Federal programs:	
Material weaknesses identified?	<u>None</u>
Significant deficiencies identified?	<u>None reported</u>
Type of auditor's report issued on compliance for major Federal programs:	<u>Unmodified</u>
Any audit findings disclosed that are required to be reported in accordance with Section .510(a) of OMB Circular A-133?	<u>None</u>

Identification of major programs:

<u>CFDA Number</u>	<u>Name of Federal Program or Cluster</u>
20.205	Highway Planning and Construction

Dollar threshold used to distinguish between Type A and Type B programs:	<u>\$ 981,864</u>
Auditee qualified as low-risk auditee?	<u>Yes</u>

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Financial Statement Findings
For the Year Ended June 30, 2015

None reported.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Federal Awards Findings and Questioned Costs
For the Year Ended June 30, 2015

None reported.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Summary Schedule of Prior Audit Findings
For the Year Ended June 30, 2015

None reported.



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RESOLUTION ALLOCATING \$273,868 IN PROP K FUNDS AND \$300,000 IN PROP AA FUNDS, WITH CONDITIONS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received three Prop K sales tax requests totaling \$273,878 and one Prop AA vehicle registration fee allocation request for \$300,000, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Signals & Signs and Transportation/Land Use Coordination categories of the Prop K Expenditure Plan, and from the Pedestrian Safety category of the Prop AA Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K or Prop AA 5-Year Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, All of the requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$273,868 in Prop K Funds and \$300,000 in Prop AA Funds, with conditions, for three projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2015/16 budget to cover the proposed actions; and



WHEREAS, At its October 28, 2015 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On November 3, 2015, the Plans and Programs Committee reviewed the subject request and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$273,868 in Prop K funds and \$300,000 in Prop AA funds, with conditions, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K and Prop AA Expenditure Plans, the 2014 Prop K Strategic Plan, the 2012 Prop AA Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant

Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, 2014 Prop K Strategic Plan, the 2012 Prop AA Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K 2015/16 Fiscal Year Cash Flow Distribution – Summary
5. Prop K/AA Allocation Request Forms (3)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging			District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	
Prop K, Prop AA	33, Ped	SFMTA	Gough Corridor Signal Upgrade	\$135,000	\$ 300,000	\$ 435,000	41%	69%	Design	2, 5
Prop K	44	Planning Department	Balboa Area TDM Study [NTIP Planning]	\$100,000		\$ 137,230	40%	27%	Planning	7
Prop K	44	SFMTA	Ensuring Transit Service Equity through Community Engagement	\$38,868		\$ 338,868	40%	89%	Planning	Citywide
			TOTAL	\$ 273,868	\$ 300,000	\$ 911,098	41%	70%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency).

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33, Ped	SFMTA	Gough Corridor Signal Upgrade	\$ 135,000	\$ 300,000	Requested funds will be used to design signal upgrades at 19 intersections along the Gough Street corridor. Of the proposed locations, 15 are on the Vision Zero high-injury network and 5 are on a Vision Zero pedestrian high-injury corridor. Signal upgrades will include larger traffic signals and mast arms at all locations, pedestrian countdown signals at 10 intersections, and audible pedestrian signals at 3 intersections. The SFMTA has coordinated the project with San Francisco Public Works' Gough Street paving project, which will install subsurface signal conduit and new curb ramps as part of the intersection upgrades. The SFMTA expects the signal upgrades will be open for use by February 2018.
44	Planning Department	Balboa Area TDM Study [NTIP Planning]	\$ 100,000	\$ -	Funds will be used to engage the community, the supervisor's offices, and other relevant stakeholders to recommend transportation demand management (TDM) measures to minimize transportation impacts of potential future development at the Balboa Reservoir, current and future activity at the City College Ocean Campus, and adjacent activities in the Ingleside, Westwood Park, and Sunnyside neighborhoods. The Planning Department will lead the project in coordination with the SFMTA and Mayor's Office of Economic and Workforce Development. Building on recent public participation and analyses, the project will review existing conditions, evaluate future travel demand scenarios, conduct outreach, and produce a framework to guide the TDM program for the project area. The Planning Department anticipates completing a final report by July 2016 with key findings, proposed TDM measures (i.e., a toolkit specific to study area), and an implementation and funding strategy.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFMTA	Ensuring Transit Service Equity through Community Engagement	\$ 38,868	\$ -	Prop K funds will provide the local matching funds to a \$300,000 Caltrans Planning grant to develop a neighborhood-based framework for engaging low-income and minority communities on transit service issues and equity. SFMTA will form partnerships with key community-based organizations (CBOs), develop targeted community engagement methods in collaboration with CBOs, and provide analysis of the effectiveness of the engagement methods. SFMTA will use the process and outcomes to identify transportation-related challenges impacting selected neighborhoods, and to develop strategies to help address transportation-related social service and environmental justice issues. SFMTA anticipates completing the final report by summer 2017.
TOTAL			\$ 273,868	\$ 300,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
33, Ped	SFMTA	Gough Corridor Signal Upgrade	\$ 135,000	\$ 300,000	
44	Planning Department	Balboa Area TDM Study [NTIP Planning]	\$ 100,000	\$ -	
44	SFMTA	Ensuring Transit Service Equity through Community Engagement	\$ 38,868	\$ -	
TOTAL			\$ 273,868	\$ 300,000	

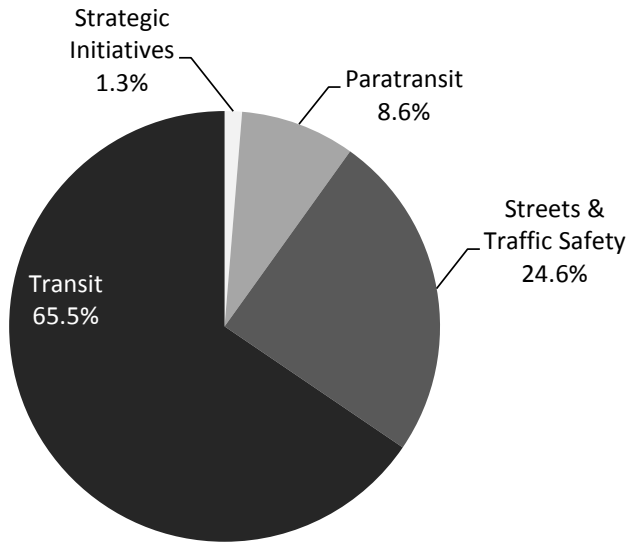
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K/ Prop AA Allocation Summaries - FY 2015/16**

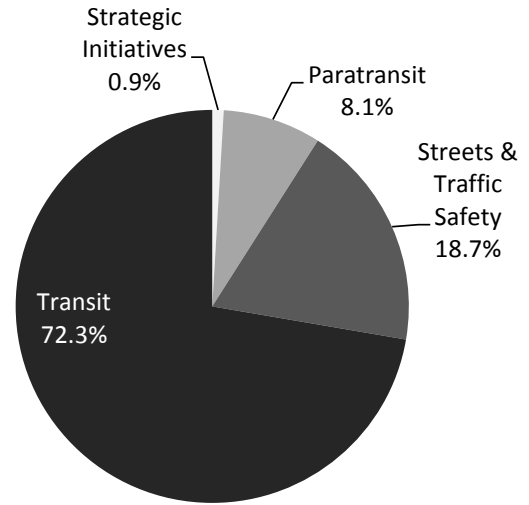
PROP K SALES TAX						
	CASH FLOW					
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 127,837,772	\$ 95,536,100	\$ 31,070,078	\$ 1,182,166	\$ 49,428	\$ -
Current Request(s)	\$ 273,868	\$ 177,330	\$ 80,656	\$ 15,882	\$ -	\$ -
New Total Allocations	\$ 128,111,640	\$ 95,713,430	\$ 31,150,734	\$ 1,198,048	\$ 49,428	\$ -

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date

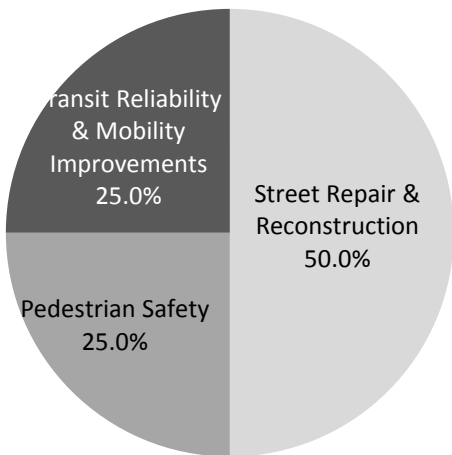


PROP AA VEHICLE REGISTRATION FEE

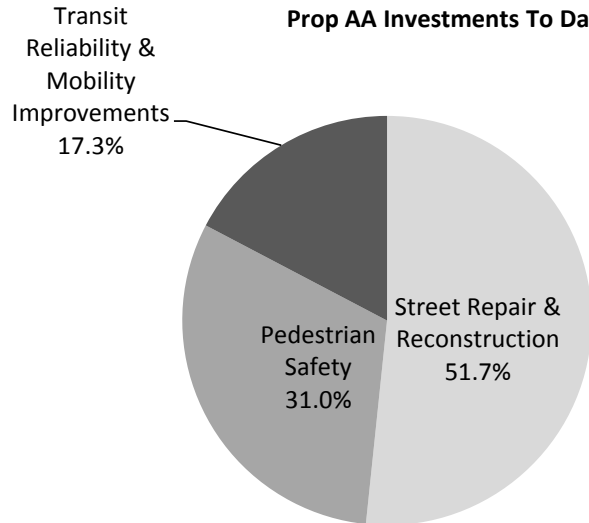
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 300,000	\$ 150,000	\$ 150,000	\$ -	\$ -
New Total Allocations	\$ 300,000	\$ 150,000	\$ 150,000	\$ -	\$ -

The above table shows total cash flow for all FY 2015/16 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date



San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form

FY of Allocation Action:
 Project Name:
 Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary): Current Prop K Request: \$

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps.

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

See the attached pages for scope details.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Scope

The SFMTA is requesting \$300,000 in Proposition AA funds and \$135,000 in Prop K EP 33 funds for the design phase of full signal upgrades and Pedestrian Countdown Signals (PCS) installations on the Gough Street corridor. The total design budget would be \$435,000. A total of 19 intersections overall will be upgraded.

The signal upgrade will include new Pedestrian Countdown Signals (PCS) at 10 intersections along the Gough Street corridor. The 10 locations include Broadway, California, Eddy, Fulton, Grove, Jackson, Pacific, Page, Post, and Washington Streets. These would be funded by Prop AA funds.

Nine other intersections that already have PCS will also be upgraded to add larger more visible vehicular signal indications and overhead mast-arms: Bush, Fell, Geary, Golden Gate, McAllister, Oak, Pine, Sutter, and Turk. These would be funded by Prop K funds.

The full project scope, in addition to the new conduits and pullboxes, includes installation of:

- New wiring
- New Pedestrian Countdown Signals (PCS)
- New Accessible Pedestrian Signals (APS) pushbuttons (at Bush, Pine, and Sutter)
- New larger vehicular signal heads
- New poles and mast-arm signals
- New signal controller at Gough and Grove
- Repair of any curb ramps damaged by construction

Coordination:

SFMTA has coordinated with the Gough Street paving project (2066J) so that needed signal conduits would be installed as part of paving project. This allows for the above grade changes like poles, mast-arms, controller and PCS upgrades to be implemented without excavating within the roadway. The paving project is currently under construction and is expected to be completed early 2016.

Conduit Costs

Design Budget	\$69,261.27	(Prop K, prior request)
Construction	<u>\$402,000</u>	(Contract 2066J, not funded by Prop K or Prop AA),
Total	\$499,905	

Implementation:

SFMTA Sustainable Streets Division will manage the scope of the detailed design. SFPW's Infrastructure Design and Construction (IDC) will manage the issuance and administration of the contract for construction by competitively bid contract.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

<u>Task</u>	<u>Force Account Work Performed By</u>
• Design	SFMTA Sustainable Streets Division
• Electrical Design	SFPW-IDC
• Construction	SFPW- Bureau of Construction Management

Project Benefits:

Gough Street is on the Vision Zero High Injury Network on its busiest stretch between Market and California streets. Five intersections are also on the Vision Zero High Injury Corridor for pedestrians: Gough/Turk, Gough/Geary, Gough/Sutter, Gough/Bush, Gough/Pine.

Pedestrian Countdown Signals have been effective in reducing the number of pedestrians remaining in the crosswalk at the beginning of the conflicting vehicle green light thereby reducing the potential for vehicle-pedestrian conflicts, The countdown feature of the PCS is helpful to pedestrians to discern as to whether there is enough time left in a signal cycle to cross the intersection completely.

Currently, pedestrians have to rely on vehicular signals to cross the street. New PCS will guide pedestrians and give them information for crossing the street safely. The countdown portion of the signal indication, along with the yellow and all-red interval, will be designed to accommodate a pedestrian walking at a standard walking speed of 3.5 feet per second to completely cross the street from curb to curb. APS features will be installed on all the corners to help the visually impaired receive the pedestrian indications.

At 3 intersections on Gough Street APS features will be installed on all the corners to help the visually impaired receive the pedestrian indications.

Larger signal heads and mast-arm signals will also be added to improve the visibility of the signals, especially the wider nature of Gough Street and the presence of trucks and other large vehicles on the corridor. Gough has 3 southbound lanes for most of its length. Mast-arms will help ensure that drivers have full visibility of the signals.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Table 1: Locations and Improvements

I/S ID#	Intersections	Add PCS?	Add APS?	Upgrade Signals, add Mast-arms	VZ HIN? ¹	VZ HIC – Peds ²	VZ HIC – Bike ³	DESIGN PHASE Fund Source
1	Page & Gough	Yes		Yes	Yes			Prop AA
2	Oak & Gough	No		Yes	Yes			Prop K
3	Fell & Gough	No		Yes	Yes			Prop K
4	Grove & Gough	Yes		Yes	Yes			Prop AA
5	Fulton & Gough	Yes		Yes	Yes			Prop AA
6	McAllister & Gough	No		Yes	Yes		Yes	Prop K
7	Golden Gate & Gough	No		Yes	Yes			Prop K
8	Turk & Gough	No		Yes	Yes	Yes	Yes	Prop AA
9	Eddy & Gough	Yes		Yes	Yes			Prop AA
10	Geary & Gough	No		Yes	Yes	Yes		Prop K
11	Post & Gough	Yes		Yes	Yes			Prop AA
12	Sutter & Gough	No	Yes	Yes	Yes	Yes		Prop K
13	Bush & Gough	No	Yes	Yes	Yes	Yes		Prop K
14	Pine & Gough	No	Yes	Yes	Yes	Yes		Prop K
15	California & Gough	Yes		Yes	Yes			Prop AA
16	Washington & Gough	Yes		Yes				Prop AA
17	Jackson & Gough	Yes		Yes				Prop AA
18	Pacific & Gough	Yes		Yes				Prop AA
19	Broadway & Gough	Yes		Yes				Prop AA

¹ These locations are on the Vision Zero High-Injury Network

² These locations are on a Vision Zero Pedestrian High-Injury Corridor

³ These locations are on a Vision Zero Cyclist High-Injury Corridor

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2015/16

Project Name: Gough Corridor Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Not yet started

PROJECT DELIVERY MILESTONES

Enter dates for ALL project phases, not just for the current request. Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	2	FY 2015/16	2	FY 2016/17
Prepare Bid Documents				
Advertise Construction	2	FY 2016/17		
Start Construction (e.g., Award Contract)	3	FY 2016/17		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			3	FY 2017/18
Project Closeout (i.e., final expenses incurred)			1	FY 2018/19

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

<u>Phase</u>	<u>Start Date</u>	<u>End Date</u>
Design	November 2015	October 2016
Advertise for Construction	December 2016	
Construction Begins	March 2017	
Open for Use		February 2018

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2015/16

Project Name: Gough Corridor Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.
Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	Yes	\$435,000	\$135,000	\$300,000
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$435,000	\$135,000	\$300,000

COST SUMMARY BY PHASE - ENTIRE PROJECT

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 435,000	SFMTA estimate based on similar projects
R/W Activities/Acquisition		
Construction	\$ 2,915,000	SFMTA estimate based on similar projects
Procurement (e.g. rolling stock)		
Total:	\$ 3,350,000	

% Complete of Design: 10 as of 9/22/15
Expected Useful Life: 30 Years

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

Gough Corridor Signal Upgrade

Labor Detail Reference	Description	Cost	% of Contract Cost	Performed by
Intersections that require an upgrade to add PCS - to be funded by Prop AA - 10 locations				
AA-1	Design and Coordination	\$50,298		SFMTA
AA-2	Detailed Electrical Design	\$90,559		SFMTA
AA-3	Detail Review	\$130,574		PW
AA-4	Design Contingency	\$27,143		PW/SFMTA Possible subsidewalk basements, major utility conflicts
AA-5	City Attorney Review	\$1,000		CAO
	Design Phase Total	\$299,574		
	Prop AA Request Round	\$300,000		Average per intersection \$30,000
Intersections that already have PCS, but require a signal visibility or other infrastructure upgrade - to be funded by Prop K - 9 locations				
K-1	Design and Coordination	\$23,357		SFMTA
K-2	Detailed Electrical Design	\$41,554		SFMTA
K-3	Detail Review	\$56,207		DPW
K-4	Design Contingency	\$12,112		PW/SFMTA Possible subsidewalk basements, major utility conflicts
K-5	City Attorney Review	\$1,000		CAO
	Design Phase Total	\$134,230		
	Prop K Request Round	\$135,000		Average per intersection \$15,000
TOTAL DESIGN PHASE REQUEST		\$435,000	24%	

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

CONSTRUCTION PHASE		Cost-Estimate	% of Contract Cost	Performed by
1	Contract Cost	\$ 1,805,000		Contractor
2	Contingency	\$ 270,750	15%	N/A
3	Controllers/APS	\$ 113,000	6.3%	Purchase Order
4	Elec. Service	\$ 80,000	4%	PG&E, DTIS, SFMTA
5	Ct Prep & SFPW Eng Support	\$ 18,050	1%	SFPW (Infrastructure Design and Construction)
6	Construction Engineer/Inspection	\$ 216,600	12%	SFPW (Infrastructure Design and Construction)
8a	Public Affairs	\$ 31,588	12%	SFPW (Infrastructure Design and Construction)
8b	Material Testing	\$ 63,175	12%	SFPW (Infrastructure Design and Construction)
8c	Wage Check	\$ 36,100	12%	SFPW (Infrastructure Design and Construction)
9	Curb Ramp Construction Inspection	\$ 27,075	1.5%	SFPW (Streets & Highways)
10	Construction Support	\$ 252,700	14%	SFMTA Eng & Shops
	Construction Phase Subtotal	\$ 2,914,038		
	Rounded to	\$ 2,915,000		
TOTAL COST OF ALL PHASES		\$3,350,000		

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form

FY 2015/16

Project Name: Gough Corridor Signal Upgrade

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$135,000

5-Year Prioritization Program Amount: \$463,000 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$300,000

5-Year Prioritization Program Amount: \$337,000 (enter if appropriate)

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

Empty space for justification.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$135,000		\$135,000
Prop AA		\$300,000		\$300,000
				\$0
				\$0
				\$0
				\$0
Total:	\$0	\$435,000	\$0	\$435,000

Actual Prop K Leveraging - This Phase: 68.97%

Expected Prop K Leveraging per Expenditure Plan: 41.47%

\$435,000
 Total from Cost worksheet

Is Prop K/Prop AA providing local match funds for a state or federal grant? No

Fund Source	\$ Amount	Required Local Match	
		%	\$

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$100,000	\$2,913,000		\$3,013,000
Prop AA		\$337,000		\$337,000
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:	\$100,000	\$3,250,000	\$0	\$ 3,350,000

Actual Prop K Leveraging - Entire Project:	10.06%	Total from Cost worksheet
Expected Prop K Leveraging per Expenditure Plan:	41.47%	
Actual Prop AA Leveraging - Entire Project:	NA	

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST
Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested: \$135,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$67,500	50.00%	\$67,500
FY 2016/17	\$67,500	50.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$135,000		

Prop AA Funds Requested: \$300,000

Sponsor Request - Proposed Prop AA Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$150,000	50.00%	\$150,000
FY 2016/17	\$150,000	50.00%	\$0
		0.00%	\$0
Total:	\$300,000		

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$135,000	Design Engineering (PS&E)
Prop AA Allocation	\$300,000	Design Engineering (PS&E)	
Total:	\$435,000		

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

Cash Flow Distribution Schedule by Fiscal Year (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 33	FY 2015/16	\$67,500	16.00%	\$367,500
Prop K EP 33	FY 2016/17	\$67,500	16.00%	\$300,000
Prop AA - Ped	FY 2015/16	\$150,000	34.00%	\$150,000
Prop AA - Ped	FY 2016/17	\$150,000	34.00%	\$0
			0.00%	\$0
Total:		\$435,000	100%	

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 33	FY 2015/16	Design Engineering (PS&E)	\$67,500	16%	\$367,500
Prop K EP 33	FY 2016/17	Design Engineering (PS&E)	\$67,500	31%	\$300,000
Prop AA - Ped	FY 2015/16	Design Engineering (PS&E)	\$150,000	66%	\$150,000
Prop AA - Ped	FY 2016/17	Design Engineering (PS&E)	\$150,000	100%	\$0
				100%	\$0
Total:			\$435,000		

Prop K/Prop AA Fund Expiration Date: Eligible expenses must be incurred prior to this date.

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Trigger: <input type="text"/>			

Deliverables:

1. Upon completion of design engineering (anticipated July 2015), provide evidence of completion of design (e.g. copy of certifications page).
2.
3.

Special Conditions:

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
2.

Notes:

1. Please submit progress reports and deliverables to the Prop AA Portal pages for the subject project. See below for the Standard Grant Agreement number for the Prop AA funds.

Supervisory District(s):

Prop K proportion of expenditures - this phase:	31.03%
Prop AA proportion of expenditures - this phase:	NA

Sub-project detail? If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

Sub-Project # from SGA: Name:
Supervisorial District(s):

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 33	FY 2015/16	Design Engineering (PS&E)	\$67,500	50%	\$67,500
Prop K EP 33	FY 2016/17	Design Engineering (PS&E)	\$67,500	0%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$135,000		

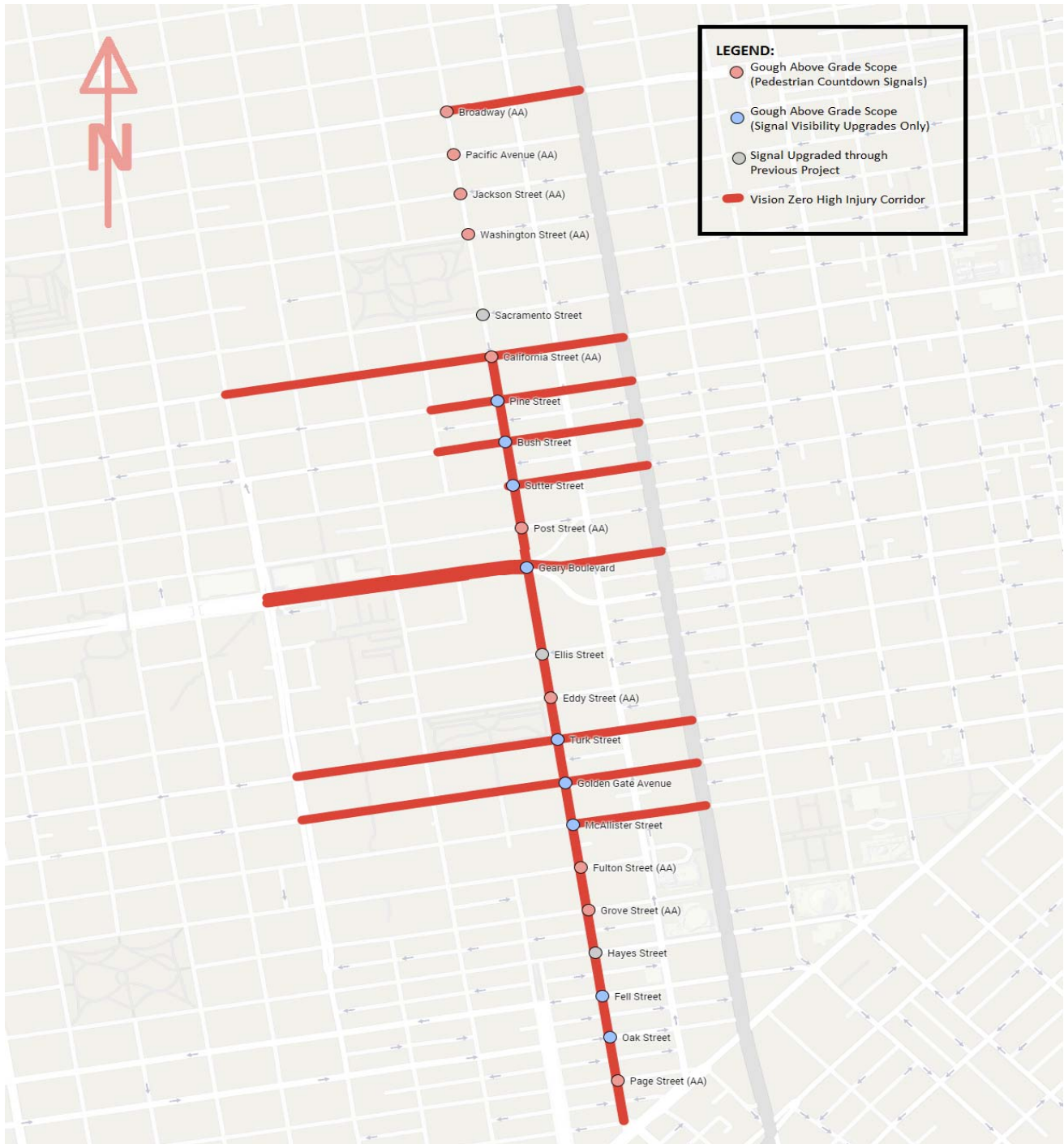
Sub-Project # from SGA: Name:
Supervisorial District(s):

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop AA - Ped	FY 2015/16	Design Engineering (PS&E)	\$150,000	50%	\$150,000
Prop AA - Ped	FY 2016/17	Design Engineering (PS&E)	\$150,000	-100%	\$0
				0%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$300,000		

MAPS AND DRAWINGS

Gough Corridor Signal Upgrade



San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form



**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:	2015/16	Current Prop K Request:	\$ 135,000
			Current Prop AA Request:

Project Name: Gough Corridor Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Manito Velasco

Joel Goldberg

Title: Engineer

Mgr, Grants Procurement & Management

Phone: 415.701.4447

415.701.4499

Fax: _____

Email: manito.velasco@sfmta.com

joel.goldberg@sfmta.com

Address: 1 SVN, 7th Fl, SF, CA 94103

1 SVN, 7th Fl, SF, CA 94103

Signature: _____

Date: 09/25/15

09/25/15

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY of Allocation Action: 2015/16

Project Name: Balboa Area TDM Study [NTIP Planning]

Implementing Agency: Planning Department

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program: b. Transportation/Land Use Coordination

Prop K EP Line Number (Primary): 44 Current Prop K Request: \$ 100,000

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$ -

Supervisorial District(s): 7

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps.

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

Scope of work begins on next page.

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INTRODUCTION

The area comprising Balboa Public Site (aka Balboa Reservoir) and City College (CCSF) Ocean Campus lies at a crossroads of transportation infrastructure, serves as a major education destination, and is poised for change. A number of transit improvements in the Balboa Park plan area are steadily improving transit access, MTA operations and pedestrian safety around Balboa Park station. In addition, upcoming streetscape improvements will make the public realm on Ocean Avenue more pedestrian friendly and attractive. Yet there remains a need to better understand and *manage* transportation demand.

Building on recent public participation and analyses, the San Francisco Planning Department's (Planning's) Balboa Area Transportation Demand Management (TDM) project will analyze the neighborhood's existing and future transportation demand, recommend TDM measures, and an implementation guide.

This District 7 Neighborhood Transportation Improvement Program (NTIP) planning study was developed in response to input from Supervisor Yee's office. Project deliverables and recommendations will respond to Supervisor and community concerns. The Transportation Authority's NTIP was developed to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community supported neighborhood-scale projects.

PURPOSE

The Balboa area TDM Project will identify measures to minimize the transportation demand impacts of current and future development on the Balboa Public Site (see map in allocation request form), CCSF development, and neighborhood activity. The project will focus on:

- current and future CCSF activity;
- potential future Balboa Public Site activity; and
- other local trips, including those of the neighborhoods surrounding the Balboa Public Site

The project will support the goals of pedestrian safety and access to transit, affordable housing, and CCSF student enrollment.

The project will serve as a tool to aid in short-term and long-range transportation planning, and to support coordination between different jurisdictions in the Balboa area. Recommendations may be incorporated into future CEQA analysis of the Balboa Public Site, campus plans, or any related proposals required per land use law. Recommendations will be well-defined and ready for implementation if incorporated into the future development agreement for the Balboa Public Site, CCSF's master plan, a public agency work plan or an MOU between these entities. This project will not constitute an implementable "TDM Plan" for the Balboa site or for CCSF unless the plan is negotiated into an agreement(s) with a future developer (of the Balboa Public Site) and/or CCSF. However, the TDM Framework and Recommendations should be crafted for ease of

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implementation. At a minimum the framework would serve as the foundation and guide for future plans (CCSF TDM Plan) or agreements (Balboa Public Site Development Agreement) within the study. The document should streamline future TDM policy and planning in the area, and ensure that the goals, performance and monitoring of various TDM and transit planning efforts in the study area are aligned.

ROLES AND DESCRIPTION OF SERVICES

Planning will provide:

- (1) Overall Project Management and coordination
- (2) Liaison to Balboa Reservoir/Public Site outreach process

San Francisco Municipal Transportation Agency (SFMTA) will provide:

- (1) A framework to guide TDM policies, measures and implementation in the project area
- (2) Draft toolkit of TDM measures which the City of San Francisco, CCSF or a future developer of the Balboa Public Site should implement in the area, including the Ingleside, Westwood Park and Sunnyside neighborhoods
- (3) Outline of City approach to monitoring and reporting of TDM commitments

Contractor will deliver:

- (1) Existing conditions data collection and analysis, including trip generation, mode split for CCSF, and neighborhoods and uses nearby Balboa site.
- (2) Meeting facilitation and public engagement
- (3) Review of TDM framework, and additions to or input on framework with specific considerations to the project area
- (4) Review of SF TDM toolkit, and additions to or input on TDM measures for short and long terms in the project area
- (5) A proposed implementation plan, including roles, estimated costs of implementation and monitoring/reporting, opportunities, and outline of other resources needed

SCOPE OF SERVICES

1. PROJECT SCOPING

Planning requires that the scope of work for the TDM plan be reviewed and approved by SFMTA TDM Manager prior to commencement of any work by the transportation consultant for the project.

- 1.1. Consultant's project manager will meet and consult with City Team (Planning, SFMTA, and Office of Economic and Workforce Development (OEWD) to review, discuss and modify this draft scope of work prior to final approval. The discussions will focus on items such as:

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- a. Data collection (existing counts, identify if there is need for new counts, locations, time periods, etc.)
 - b. Assumptions (study area, land use types, cumulative growth, etc.)
 - c. Methodology (Trip generation methodology and appropriate sources, travel forecasts, etc.)
 - d. Proposed TDM Project relationship to the Balboa Public Site project, City College of San Francisco's Ocean Campus plans, Balboa Park Station Area Plan and neighborhood streetscape improvement plans, including the analysis of cumulative transportation conditions
 - e. Timeline
 - f. Roles and responsibilities
 - g. Role of public engagement and appropriate points for input/informing public
- 1.2. Finalize the service agreement to clearly define scope of services, deliverables, schedule, fees and payments, exclusions, liabilities, responsibilities, and insurance requirements.

Deliverables:

1.1 Scope of services, budget and schedule

2. PROJECT MANAGEMENT

Contractor will work closely with City Team project manager to coordinate the overall project plan and outreach strategy. Project management tasks include, at a minimum:

- a. Prepare and execute the Project
- b. Plan, organize and manage the day-to-day activities of the project, and coordinate technical tasks and the production of deliverables meeting the scope, schedule, cost and quality objectives
- c. Develop agendas for meetings with City Team, and distribute in advance of meetings
- d. Day-to-day communication with City Team project manager as necessary
- e. Monthly financial management of the project including review of progress to expenditures, budget, schedule, and scope, review and processing of sub-consultant charges, preparation of invoices and progress reports
- f. Public engagement plan – the consultant shall prepare and the City Team shall approve a public engagement plan for the project, with special consideration of existing Balboa Park Area Plan CAC, Balboa Reservoir CAC, ongoing neighborhood meetings, and City College projects and master planning. The engagement plan shall consider appropriate purpose for engaging public (inform, gather feedback, etc.) and appropriate strategies for engaging public (workshop, emails, website, etc.)

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- g. Conduct at least four coordination meetings with CCSF Master planners , consultants or representatives
- h. Conduct quality reviews of interim deliverables, and ensure final deliverables are quality reviewed by the Principal in charge and Project Manager
- i. Other project management duties identified by the consultant team

Deliverables:

2.1 Public engagement plan

3. NEEDS ASSESSMENT

Conduct an unbiased transportation demand management needs assessment for existing conditions and potential future land use scenarios. Assumptions for the future scenario should include City College plans and be coordinated with City Team, as described below.

Assessment should incorporate traffic data, transit routes and service, bike routes, parking counts, carshare amenities, and demand analyses from recent studies by SFMTA, SFCTA and the SFPUC. Additional data needs should be addressed in scope Task 1.

3.1. Existing Conditions

- 3.1.1. Review existing parking conditions and practices in area, including CCSF owned and leased parking facilities, metered and unmetered on-street parking, off-street publicly (or available to students/faculty) accessible parking, and residential on-street parking in adjacent neighborhoods. Review related EIRs and mitigation measures, including the Phelan Loop, Avalon and Mercy Housing developments, CCSF Master Plan, and Balboa Park Area Plan. Quantify or estimate parking supply in the project area. Assess existing TDM policy and programs, and institutional challenges and opportunities to implementing TDM in the area. *Include findings in existing conditions memo.*
- 3.1.2. Describe status of near-term or planned SFMTA service improvements and any available information related to planned changes in BART, CCSF or nearby transportation services. *Include findings in existing conditions memo.*
- 3.1.3. Refine draft transportation questionnaire for CCSF affiliates and neighborhood commuters. With City staff, conduct intercept survey (two locations for three days each) and online survey of transportation usage, needs and pricing inquiries. Summarize survey findings in existing conditions memo. *Deliverable: web-based and paper questionnaire and survey findings report*
- 3.1.4. Estimate VMT to/from neighborhood destinations based on average trip length to help benchmark the performance of recommendations made in Task 5. Clearly

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identify the various trip markets in the project area. *Include findings in existing conditions memo.*

- 3.1.5. OPTIONAL TASK: Should additional data be required and identified in Task 1 by supporting agencies, conduct relevant automobile and/or transit observations, including, but not limited to, transit delay, ridership, automobile delay, parking supply and demand, pedestrian or public realm studies, or door entry counts (assume 10 locations for budgeting purposes). *Deliverable: raw data, as determined in Task 1*
- 3.1.6. Complete a draft and final Existing Conditions Memo, with all compiled existing or gathered data including:
- A base map and text for the project area
 - A description of existing uses and vehicular access to the project area
 - A description of existing parking and loading activities, including hours of operation, supply and hourly utilization.
 - Intersection level of service (LOS) conditions during the weekday p.m. peak hour at project intersections determined in Task 1, including, but not limited to, the 12 intersections in Exhibit B
 - A qualitative assessment of pedestrian and bicyclist conditions (conflicts, safety and operational issues), based on observations and existing studies.
 - Quantitative assessment of on- and off-street parking supply and utilization within the project area during the weekday midday and late evening periods.
 - Estimation of VMT currently generated by existing land uses, to form baseline for future projects and recommendations.
 - Quantitative assessment of carshare supply within ¼ mile of the project area.

Deliverables:

3.1.1 Web and print survey and findings

3.1.2 Draft and Final Existing conditions memo

3.2. Travel Demand/VMT Calculations for Future Conditions

- 3.2.1. Determine potential future transportation demand scenarios for the Balboa Public Site, including to-be-determined short term and long-term horizons, in coordination with the Planning Department. Short-term scenario should be based on the Planning Department's development pipeline. Long-term scenarios should include the development pipeline and up to two (2) land use program alternatives for the Balboa Public site.
- 3.2.2. Determine future travel demand scenarios for City College's Ocean Campus, including short and long-term time horizons and enrollment projections, in coordination with CCSF and City staff.

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Document assumptions, methodology and results in a draft and final Travel Demand/ Future VMT Memo. For task 3.2:

- Estimate net-new trips by mode of travel and net-new VMT.
- Estimate person trips and VMT generated using SF guidelines
- Compile and estimate LOS for future scenarios at key intersections (see Exhibit B)
- Future scenarios should be “cumulative,” including all development within the project area as well as planned sustainable mode transportation network improvements.
- Estimate parking demand based on available data and projections from City of San Francisco and CCSF master planning process (including enrollment, faculty/staff changes, square footage of educational and other public facilities)

Deliverables:

3.2 Draft and Final Travel Demand/Future VMT Memo

4. Public Engagement

Building on past public participation, engage stakeholders, CACs and neighbors at appropriate times throughout the Project, using appropriate methods.

The City Team will build on past outreach efforts to neighborhood stakeholders. Past outreach efforts have gathered input from the Balboa Park Station Area CAC, the Balboa Reservoir CAC, the Excelsior Collaborative, OMI Collaborative, Westwood Park association, and Sunnyside Neighborhood Association and Ocean Avenue Association. The Balboa Park CAC unanimously endorsed the proposal for this TDM Project and will continue to stay involved throughout its execution.

The City team will work closely with Commissioners Yee and Avalos to identify additional opportunities and communities for outreach, and to catalog known issues in the planning effort areas. Potential stakeholder groups include neighborhood associations within the project area, Communities United for Health and Justice, PODER, CCSF student and faculty groups, the SF Bike Coalition, and other community organizations as identified/requested

4.1. Facilitate Any Engagement Meetings and Presentations – budget should include at least six engagement meetings, including at least one public meeting, Balboa Park Station Area CAC or Balboa Reservoir CAC meeting focused on transportation. Meetings may include, but are not limited to, CAC, City-sponsored workshops, guest speaker engagements, and/or ongoing neighborhood organization meetings. Meetings meant to inform the public or neighborhood groups may take place early in the project, before Task 3. Public engagement meetings are distinct from the CCSF meetings identified in Task 5.3.

4.2. For any public meetings/workshops: Presentation, agenda, minutes

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Deliverables:

4.1 Meeting facilitation

4.2 Presentation, agenda, minutes

5. Recommendations

The City Team will provide a framework of principles and objectives to guide the TDM program for the project area. The City Team will also provide a draft toolkit of TDM measures that may be appropriate for consideration for residential, commercial, retail, campus/institutional uses based on current practice, negotiations, and research best practices.

- 5.1. Review City Team (a) TDM framework and (b) draft toolkit of TDM strategies, propose any additions and considerations to both the framework and toolkit, in particular out of consideration for the project area and implementation by multiple agencies and entities.

Based on this review, propose specific TDM measures appropriate to address VMT impacts in the project area. Define the proposed measures, including identifying where they would be implemented, what trip markets would be served/addressed, level of deployment, cost, potential funding sources, rate of impact, timeline, and appropriate implementing agency or entity (by future developer of Balboa Reservoir public site, by CCSF, by City, or other). Inter-agency tools or agreements should also be considered and recommended in this task.

Recommendations should be justified based on VMT impact, auto trip generation, maintaining mobility, and promoting access to CCSF; while increasing non-auto mode share and other criteria as appropriate and determined by City staff and the consultant. Monitoring recommendations should use City of SF TDM monitoring approach and tailor, if necessary, to the project area and implementing entities.

- 5.2. Identify transportation gaps for future study or future concept design, such as last mile improvements, capital improvements or circulation considerations which, given expected demand, would increase access and mobility on or near the project area.
- 5.3. Within the project area and/or at Balboa Park Station (see attached map), identify land uses or public amenities to complement CCSF and future residential neighborhood which would have highest impact on reducing vehicle miles traveled. Include qualitative justification of why recommended land uses would be effective at reducing VMT or otherwise needed in the neighborhood.
- 5.4. Consultant should develop solutions related to CCSF in coordination with CCSF master planning consultants and CCSF enrollment projections, under the guidance of City Team. This should include at least four (4) coordination meetings with CCSF, its representative or consultants. The final meeting should present findings to CCSF administration and master planners.

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- 5.5. Document findings in a draft and final proposed TDM measures memo. Memo should also include how this planning effort may be used as a model for new developments and institutional master planning. The City team will coordinate with the consultant, CCSF and OEWD to identify lessons and replicable elements of the project.

Deliverables:

5.1 TDM Proposal, including

(a) Revised Framework of principles and objectives and

(b) Proposed TDM measures specific to project area, with implementation matrix

5.2 Identified transportation gaps, last mile or capital improvements for future study to increase access or mobility

5.3 Recommended land uses or public amenities recommended for reducing trips or VMT

5.4 Meeting agendas, minutes and materials

5.5 Draft and Final Proposed TDM Proposal memo

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2015/16

Project Name: Balboa Area TDM Study [NTIP Planning]

Implementing Agency: Planning Department

ENVIRONMENTAL CLEARANCE

Type : n/a

Status: Not yet started

PROJECT DELIVERY MILESTONES

Enter dates for ALL project phases, not just for the current request. Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	2	FY 2015/16	1	FY 2016/17
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)				
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)				
Project Closeout (i.e., final expenses incurred)				

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

Task 1 - Consultant scope of services, budget schedule - December 4, 2015
 Task 2 - Public Engagement Plan - by January 15, 2016
 Task 3 - Needs Assessment - January 2016- April 2016
 Task 4 - Public Engagement - February 2016 - May 2016, as determined in scope. External deadline for future meeting: Final RFP document for Balboa Reservoir Site in February 2016; Student/faculty survey in April 2016
 Task 5- Recommendations - May 2016 - July 2016

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2015/16

Project Name: Balboa Area TDM Study [NTIP Planning]

Implementing Agency: Planning Department

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$137,230	\$100,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$137,230	\$100,000	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 137,230	Staff estimate including consultant costs
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 137,230	

% Complete of Design: as of

Expected Useful Life: Years

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MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

Consultant Contract

Task	Cost
1. Project Kickoff, Scoping	\$ 3,100
2. Project Management/Public Engagement Planning	\$ 17,400
3. Needs Assessment	\$ 25,900
4. Public Engagement	\$ 21,400
5. Recommendations	\$ 17,200
Contingency	\$ 10,000
Materials	\$ 4,000
Total	\$ 99,000

Planning Department Labor

Position	Class	Hourly Rate*	Hours	FTE	Cost
Planner II	5278	\$ 108.15	50	0.024	\$ 5,407
Planner III	5291	\$ 128.41	102	0.049	\$ 13,098
Planner IV	5293	\$ 152.12	25	0.012	\$ 3,803
*Mandatory Fringe Benefits + Indirect = 2.45 Total Overhead Rate			Total	177	\$ 22,309

San Francisco Municipal Transportation Agency Labor

Position	Class	Hourly Rate*	Hours	FTE	Cost
Manager IV	9174	\$ 152.56	100	0.048	\$ 15,256
*Mandatory Fringe Benefits + Indirect = 2.26 Total Overhead Rate			Total	100	\$ 15,256

City Attorney

Fees	2 Hours	\$250/hour	\$ 1,000.00
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TOTAL	\$ 137,565
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**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2015/16

Project Name: Balboa Area TDM Study [NTIP Planning]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$100,000

5-Year Prioritization Program Amount: \$100,000 (enter if appropriate)

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The Prop K 5-Year Prioritization Program (5YPP) amount is the entire amount of Prop K funds available for allocation in Fiscal Year 2015/16 for the subject project in the Transportation/Land Use Coordination 5YPP.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$100,000		\$100,000
Priority Development Area Planning			\$37,230	\$37,230
				\$0
Total:	\$100,000	\$37,230	\$37,230	\$137,230

Actual Prop K Leveraging - This Phase: 27.13%

Expected Prop K Leveraging per Expenditure Plan 40.48%

\$137,230
Total from Cost worksheet

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Is Prop K/Prop AA providing **local match funds** for a state or federal grant? No

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)				
Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.				
Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
				\$0
Total:		\$0	\$0	\$ -

Actual Prop K Leveraging - Entire Project: #DIV/0! **\$ 137,230**

Expected Prop K Leveraging per Expenditure Plan: 40.48% Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST
Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested: \$100,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$100,000	100.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$100,000		

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Amount		Phase:
Funding Recommended: Prop K Allocation	\$100,000	Planning/Conceptual Engineering
Total:	\$100,000	

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

Cash Flow Distribution Schedule by Fiscal Year (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2015/16	\$100,000	100.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$100,000	100%	

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 44	FY 2015/16	Planning/Conceptual Engineering	\$100,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$100,000		

Prop K/Prop AA Fund Expiration Date: Eligible expenses must be incurred prior to this date.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Trigger: <input type="text"/>			

Deliverables:

1.
2.
3.

Special Conditions:

1.
2.

Notes:

1.
2.

Supervisory District(s):

Prop K proportion of expenditures - this phase:

Sub-project detail? If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAPS AND DRAWINGS

BALBOA AREA TRANSPORTATION DEMAND MANAGEMENT PROJECT
PROJECT AREA



San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY of Allocation Action:

2015/16

Current Prop K Request:

\$ 100,000

Current Prop AA Request:

\$ -

Project Name:

Balboa Area TDM Study [NTIP Planning]

Implementing Agency:

Planning Department

Project Manager

Grants Section Contact

Name (typed): Jeremy Shaw

Sheila Nickolopoulos

Title: Planner/Urban Designer

Sr Administrative Analyst

Phone: 415.575.9135

415.558.6409

Email: jeremy.shaw@sfgov.org

sheila.nickolopoulos@sfgov.org

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY of Allocation Action: 2015/16

Project Name: Ensuring Transit Service Equity through Community Engagement

Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program: b. Transportation/Land Use Coordination

Prop K EP Line Number (Primary): 44 Current Prop K Request: \$ 38,868

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$ -

Supervisorial District(s): citywide

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps.

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

Please see attached scope document.

**San Francisco County Transportation Authority
Proposition K Transportation Sales Tax Allocation Request Form
Ensuring Transit Service Equity through Community Engagement**

The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$38,868 in Proposition K funding for the Ensuring Transit Service Equity through Community Engagement planning project. This funding will provide the 11.47% required local match (\$38,868) to SFMTA's Fiscal Year 2015/16 Caltrans Planning grant award (\$300,000).

Background

San Francisco's Muni transit system (Muni) provides critical transit service to low-income and minority communities. However, while more than half of Muni customers are low-income (51%) and minority (58%), it has historically been difficult to engage riders of these large demographic groups in the Muni transit planning process. To address this gap in participation, the Ensuring Transit Service Equity through Community Engagement project, as proposed by SFMTA, which manages Muni, will deliver an important neighborhood-based framework to engage low-income and minority communities on transit service issues and equity. The project would provide tremendous insight on the public engagement process for SFMTA and help Muni serve as a more equitable system.

The SFMTA is continually working to improve the planning process for ensuring transportation equity in San Francisco. Improving the process for Muni is particularly important because it provides service to a disproportionate number of minority and low-income customers. While 31% of San Francisco residents are low-income, 51% of Muni customers report living in low-income households. Further, although 52% of residents in San Francisco are minorities, 58% of Muni customers self-identify as a minority. In 2014, in an effort to improve transit service and ensure that existing and future service changes are equitable, the SFMTA initiated the Muni Forward program¹ and established the Muni Service Equity Policy. The SFMTA also began efforts to develop a Muni Service Equity Strategy in support of the policy. But while these steps move toward improving equity in San Francisco, the SFMTA currently does not have the right tools and methods to engage low-income and minority communities in its equity improvement efforts. As these and other projects move forward, there is an urgent need to better understand the needs of low-income and minority communities.

SFMTA's data-based tools examine Muni service performance in great detail. However, they are not necessarily appropriate for assessing the needs and concerns of low-income and minority communities, which are often difficult to quantify and qualify by using standard methods. For example, SFMTA's systems rely on the analysis of Census data, but because the Census collects data only for home-to-work trips, SFMTA cannot use it to assess non-work trips and their related transportation challenges, which are common trips in low-income and minority neighborhoods. In addition to non-work trips, SFMTA lacks an understanding of specific night-time and early-morning work trips, as well as the overall travel experience for individuals who do not speak English as their first language. Moreover, SFMTA has found that its traditional outreach methods, which include

¹ More information at www.muniforward.com

**San Francisco County Transportation Authority
 Proposition K Transportation Sales Tax Allocation Request Form
 Ensuring Transit Service Equity through Community Engagement**

such tools as public open houses and public hearings, are often ineffective ways of reaching individuals in low-income and minority neighborhoods due to many residents' limited time availability, abnormal work schedules, child and health care-related demands, and general distrust of the public process.

Scope

The Ensuring Transit Service Equity through Community Engagement project would fill this void of information by developing new partnerships and methodologies to increase the public participation of low-income and minority communities. More specifically, the project will identify neighborhoods with the greatest needs, form partnerships with key community-based organizations (CBOs), develop targeted methods in collaboration with CBOs, and provide analysis of the effectiveness of engagement methods and the input that various communities have on transit service.

The Ensuring Transit Service Equity through Community Engagement would use a neighborhood-based approach to engage low-income and minority communities and gather input on Muni service performance. In addition, the project would use the engagement process to gauge community feedback on potential improvements and identify the major Muni transit-related challenges that impact selected neighborhoods.

SFMTA therefore wants to launch a targeted community engagement effort to enrich our analysis of neighborhood-based transit performance, understand the priority service performance issues that affect specific communities, and gauge whether or not transit performance improvement efforts that are conducted as part of the Equity Strategy improve the transit experience of low-income and minority customers. This neighborhood-based engagement project represents a unique and groundbreaking effort that could serve as a model for other transportation agencies in California. By working toward transportation quality improvements for communities in need, the community engagement effort will work to allow all San Francisco neighborhoods to enhance mobility and accessibility in target communities while serving to preserve multimodal transportation. As a result, this effort will promote the reduction of transportation-related greenhouse gases, the sustainability of multi-modal transportation in neighborhoods, and the improvement of quality of health. Additionally, with the planning, surveying, and research that its community engagement efforts will involve, SFMTA will identify strategies to optimize its transit infrastructure, evaluate the accessibility and connectivity of its multimodal transportation network, and help address transportation-related social service and environmental justice issues.

The project tasks are shown in detail in the attached table.

California Department of Transportation
Transportation Planning Grants
Fiscal Year 2015-2016

PROJECT TIMELINE

Task Number	Project Title	Community Engagement for an Equitable Muni				San Francisco Municipal Transportation Agency (SFMTA)																							
		Fund Source				Fiscal Year 2015/16				FY 2016/17				FY 2017/18															
		Responsible Party	Total Cost	Grant Amount	Local Cash Match	Local In-Kind Match	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M
1 Project Initiation																													
1.1	Project Kick-Off Meeting	SFMTA	\$2,259	\$2,000	\$259	\$0																							
1.2	RFP for Consultant Services	SFMTA	\$5,648	\$5,000	\$648	\$0																							
1.3	Staff Coordination	SFMTA	\$27,109	\$24,000	\$3,109	\$0																							
2 CBO Identification and Outreach																													
2.1	Identify Neighborhoods of Focus	SFMTA & Consultant	\$21,462	\$19,000	\$2,462	\$0																							
2.2	Identify Strategic CBOs and Form Partnerships	Consultant	\$32,757	\$29,000	\$3,757	\$0																							
3 Analyze Neighborhoods and Engagement Tools																													
3.1	Evaluate Neighborhoods	Consultant	\$16,943	\$15,000	\$1,943	\$0																							
3.2	Identify Engagement Tools and Strategies	Consultant	\$21,462	\$19,000	\$2,462	\$0																							
4 Neighborhood Engagement																													
4.1	Engagement Kick-Off and Preparation	SFMTA & Consultant	\$16,943	\$15,000	\$1,943	\$0																							
4.2	Direct Engagement with Communities	Consultant	\$98,106	\$78,000	\$20,106	\$0																							
5 Evaluation of Findings																													
5.1	Draft Report that will Quantify and Analyze Engagement Findings	SFMTA & Consultant	\$60,996	\$54,000	\$6,996	\$0																							
5.2	Final Assessment of Potential Equitable Muni Service Improvements	SFMTA & Consultant	\$30,498	\$27,000	\$3,498	\$0																							
5.3	CBO and Community Member Input	SFMTA & Consultant	\$5,648	\$5,000	\$648	\$0																							
5.4	SFMTA Board Adoption	SFMTA	\$3,389	\$3,000	\$389	\$0																							
6 Fiscal Management																													
6.1	Invoicing	SFMTA	\$2,824	\$2,500	\$324	\$0																							
6.2	Quarterly Reports	SFMTA	\$2,824	\$2,500	\$324	\$0																							

Note: Each task must contain a grant amount and a local cash match amount. Local cash match must be proportionally distributed by the same percentage throughout each task. Local in-kind match needs to be indicated where in-kind services will be used. Please review the grant program section that you are applying to for details on local match requirements. Make sure the project timeline is consistent with the scope of work.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2015/16

Project Name: Ensuring Transit Service Equity through Community Engagement

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : TBD

Status: Not yet started

PROJECT DELIVERY MILESTONES

Enter dates for ALL project phases, not just for the current request. Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	2	FY 2015/16	4	FY 2017/18
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)				
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)				
Project Closeout (i.e., final expenses incurred)				

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2015/16

Project Name: Ensuring Transit Service Equity through Community Engagement

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering	Yes	\$338,868	\$38,868	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		\$338,868	\$38,868	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 338,868	SFMTA Staff
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	\$ 338,868	

% Complete of Design: as of

Expected Useful Life: Years

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

MAJOR LINE ITEM BUDGET	
1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.	
2. Requests for project development should include preliminary estimates for later phases such as construction.	
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.	
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.	
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.	
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.	

Task	Totals	% of Project
1. Project Initiation	\$ 35,016	10.3%
2. Community Identification and Outreach	\$ 54,219	16.0%
3. Analyze Neighborhoods and Engagement Tools	\$ 38,405	11.3%
4. Neighborhood Engagement	\$ 105,049	31.0%
5. Evaluation of Findings	\$ 100,531	29.7%
6. Fiscal Management	\$ 5,648	1.7%
TOTAL	\$ 338,868	100.0%

MFB = Mandatory Fringe Benefits, FTE = Full Time Equivalent

Position	Unburdened Salary	MFB	Overhead = 0.901 * (Salary + MFB)	Burdened Salary	FTE Ratio	Hours	Cost
FY16 Transit Planner IV (5290)	\$ 129,182	\$ 69,498	\$ 179,011	\$ 377,691	0.065	136	\$ 8,459
FY17 Transit Planner IV (5290)	\$ 133,058	\$ 71,583	\$ 184,381	\$ 389,022	0.086	180	\$ 11,505
FY18 Transit Planner IV (5290)	\$ 137,050	\$ 73,730	\$ 189,913	\$ 400,693	0.101	211	\$ 13,873
FY16 Project Manager 3 (5506)	\$ 180,861	\$ 92,133	\$ 245,968	\$ 518,962	0.047	97	\$ 8,459
FY17 Project Manager 3 (5506)	\$ 186,287	\$ 94,897	\$ 253,347	\$ 534,531	0.062	128	\$ 11,505
FY18 Project Manager 3 (5506)	\$ 191,875	\$ 97,744	\$ 260,947	\$ 550,566	0.072	150	\$ 13,873
FY16 Transit Planner 3 (5289)	\$ 108,942	\$ 60,633	\$ 152,787	\$ 322,362	0.078	162	\$ 8,459
FY17 Transit Planner 3 (5289)	\$ 112,211	\$ 62,452	\$ 157,371	\$ 332,033	0.103	213	\$ 11,505
FY18 Transit Planner 3 (5289)	\$ 115,577	\$ 64,325	\$ 162,092	\$ 341,994	0.120	250	\$ 13,873
FY16 Jr. Admin Analyst (1820)	\$ 68,352	\$ 43,181	\$ 100,491	\$ 212,024	0.062	129	\$ 4,230
FY17 Jr. Admin Analyst (1820)	\$ 70,402	\$ 44,477	\$ 103,506	\$ 218,385	0.082	170	\$ 5,752
FY18 Jr. Admin Analyst (1820)	\$ 72,514	\$ 45,811	\$ 106,611	\$ 224,936	0.096	199	\$ 6,937
FY16 Muni Operators (9163)	\$ 63,413	\$ 44,519	\$ 97,247	\$ 205,180	0.133	277	\$ 8,459
FY17 Muni Operators	\$ 65,316	\$ 45,855	\$ 100,165	\$ 211,335	0.176	366	\$ 11,505
FY18 Muni Operators	\$ 67,275	\$ 47,230	\$ 103,170	\$ 217,675	0.206	429	\$ 13,873
Subtotal SFMTA Labor					1.489	3,098	\$ 152,266

Consultants (Time and Materials)	186,102
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City Attorney Fees = 2 hours @ \$250/hr	500
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TOTAL	\$ 338,868
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Total Prop K Request:	\$ 38,868
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San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form

FY 2015/16

Project Name: Ensuring Transit Service Equity through Community Engagement

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$38,868

5-Year Prioritization Program Amount: \$150,000 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

5-Year Prioritization Program Amount: (enter if appropriate)

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2015/16 for the Planning Grant Match (e.g. Caltrans Planning Grants) in the Transportation/Land Use Coordination 5YPP.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K Sales Tax		\$38,868		\$38,868
Caltrans Planning Grant			\$300,000	\$300,000
				\$0
				\$0
				\$0
Total:	\$38,868	\$300,000	\$300,000	\$338,868

Actual Prop K Leveraging - This Phase: 88.53%

Expected Prop K Leveraging per Expenditure Plan: 40.48%

\$338,868

Total from Cost worksheet

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
Caltrans Planning	\$300,000	11.47%	\$38,868.00

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
Total:		\$0	\$0	\$ -

Actual Prop K Leveraging - Entire Project:

[]

Expected Prop K Leveraging per Expenditure Plan:

[]

Actual Prop AA Leveraging - Entire Project:

[]

[]

Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

[]

Prop K Funds Requested:

[] \$38,868

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$9,830	25.00%	\$29,038
FY 2016/17	\$13,156	34.00%	\$15,882
FY 2017/18	\$15,882	41.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$38,868		

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$38,868	Planning/Conceptual Engineering
Total:	\$38,868		

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

Cash Flow Distribution Schedule by Fiscal Year (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 44	FY 2015/16	\$9,830	25.00%	\$29,038
Prop K EP 44	FY 2016/17	\$13,156	34.00%	\$15,882
Prop K EP 44	FY 2017/18	\$15,882	41.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$38,868	100%	

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Same as above				0%	\$38,868
				0%	\$38,868
				0%	\$38,868
				0%	\$38,868
				0%	\$38,868
Total:			\$0		

Prop K/Prop AA Fund Expiration Date: Eligible expenses must be incurred prior to this date.

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 10.15.15 Resolution No. Res. Date:

Project Name: Ensuring Transit Service Equity through Community Engagement

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				
	Trigger:			

Deliverables:

- Quarterly progress reports shall provide a percent complete by task, percent complete for the overall project scope, and a listing of completed deliverables, in addition to the requirements described in the Standard Grant Agreement.
- With the quarterly progress report submitted following the completion of each deliverable required under the Caltrans Planning grant, provide copies of each deliverable.
-
-

Special Conditions:

- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
-

Notes:

-
-

Supervisory District(s): citywide

Prop K proportion of expenditures - this phase:	11.47%
Prop AA proportion of expenditures - this phase:	NA

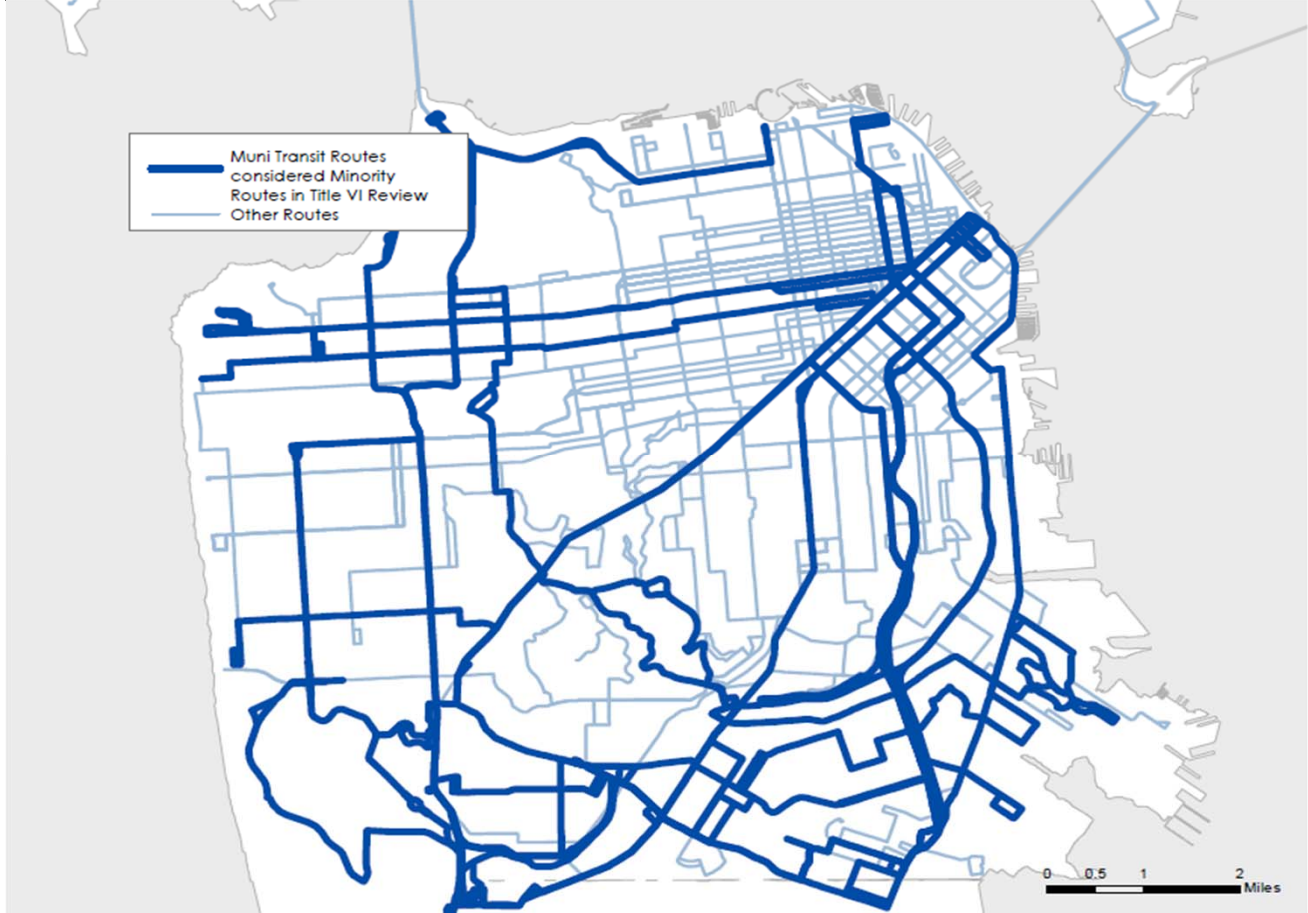
Sub-project detail? No If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: P&PD

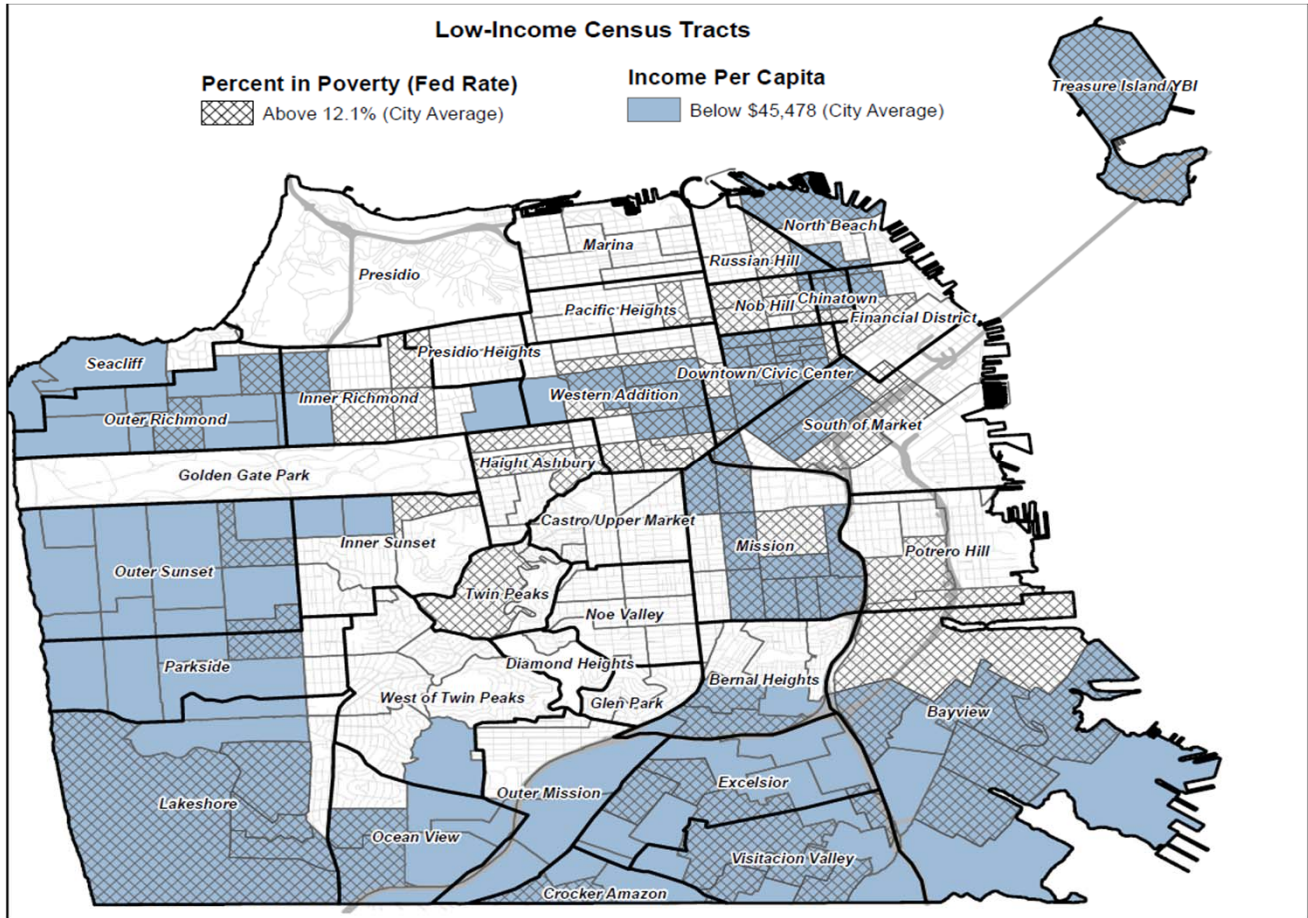
Project # from SGA:

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAPS AND DRAWINGS



San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form



San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY of Allocation Action: 2015/16 Current Prop K Request: \$ 38,868
Current Prop AA Request: \$ -

Project Name: Ensuring Transit Service Equity through Community Engagement

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Sandra Padilla

Timothy Manglicmot

Title: Transportation Planner

Senior Analyst

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San Francisco, CA 94103

RESOLUTION ADOPTING A NEW PROGRAM ANALYST POSITION JOB CLASSIFICATION AND RECLASSIFYING TWO POSITIONS

WHEREAS, In May 2014, the Board approved a staff reorganization plan to address staff capacity issues with new goals and responsibilities, existing workload management needs and issues, and retention and succession planning; and

WHEREAS, The reorganization plan added eight full-time equivalent positions, of which the Transportation Authority has hired seven of the eight new positions, with the current vacant position being a Senior Engineer in the Capital Projects Division; and

WHEREAS, There is also an existing vacant Senior Engineer position (due to a retirement) in the Policy and Programming Division; and

WHEREAS, The Transportation Authority has been implementing the new organizational structure over the past year and has continued to pay close attention to workload management needs, striving to address them through a combination of the staff reorganization plan, as well as changes to its business processes and practices such as with the recent implementation of the new enterprise resource planning software, which simplified a number of tasks; and

WHEREAS, Based on these considerations, along with opportunities afforded by recent hires, the Transportation Authority has concluded that the current vacant positions, Senior Engineers in the Policy and Programming and Capital Projects Divisions, would better align with near-term work program needs if the positions were reclassified to a Program Analyst in the Policy and Programming Division (a new job classification for the agency) and a Principal Transportation Planner in the Planning Division, respectively; and

WHEREAS, The reclassification of the Senior Engineer position to Program Analyst in the Policy and Programming Division would save \$49,020 in personnel costs in the current fiscal year,



while the Senior Engineer and Principal Transportation Planner positions in the Capital Projects Division have the same salary range so there would be no cost impact for the reclassification; and

WHEREAS, On November 4, 2015, the Personnel Committee met and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a new Program Analyst position job classification (Attachment 1) and reclassifies two positions (Attachment 3).

Attachments (3):

1. Program Analyst Job Description
2. Principal Transportation Planner Job Description
3. Proposed Changes to Organizational Structure

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
 San Francisco, California 94103
 415-522-4800 FAX 415-522-4829
 info@sfcta.org www.sfcta.org



Job Description

POLICY & PROGRAMMING DIVISION PROGRAM ANALYST

Reports to: Deputy Director for Policy & Programming

Exemption Status: Full-Time, Exempt

Summary

The Program Analyst supports the development of, organizes, leads and/or participates in detailed analytical work in the areas of grants administration and program oversight, data management, and fund programming. Under the general supervision of the Deputy Director for Policy & Programming, the Program Analyst assists with the duties and responsibilities listed below, which are characteristic of the range of duties and responsibilities assigned to this position, and are not intended to be a comprehensive listing.

Essential Duties and Responsibilities

- Coordinate timely issuance of grant agreements for Prop K half-cent sales tax and Prop AA vehicle registration fee programs.
- Schedule project kick off meetings with project sponsor, review grant reporting, invoicing, attribution and other requirements; deliverables; and special conditions.
- Process and perform initial review of sponsor reimbursement requests (invoices) and assign invoices to Transportation Authority lead for project oversight.
- Review and approve project progress reports and sponsor invoices checking for compliance with grant terms and conditions; review and recommend approval of sponsor requests for amendments to grant agreements.
- Analyze and update agency policies, procedures, and templates related to grant administration and oversight, including but not limited to annual updates to the standard grant agreement template; identify administrative and programmatic changes; prepare, present and coordinate implementation of new policies, procedures and/or templates.
- Assist with coordination of project sponsor submittals for the Transportation Authority's annual report.
- Perform analyses to support grant program administration, agency capital budget preparation, and communications; work with agency staff to prepare, analyze, and distribute reports including spreadsheets, tables, charts, and other graphics as required.
- Assist with project set up in Microsoft Dynamics AX (financial system), the Portal (web-based grants administration database), and MyStreet SF (interactive map of projects funded by the Transportation Authority) and perform system maintenance and updates as required (e.g. at year-end, at time of project amendment or closeout).

- Work closely with staff from the Finance and Administration, Policy and Programming, and Capital Projects Divisions on invoice tracking, budget, and other financial support using Microsoft Dynamics AX and/or the Portal.
- Perform related duties as required and assigned.

Supervisory Responsibilities

May supervise interns and assist with management of external consultant teams.

Minimum Qualifications

To perform this job successfully, an individual must be able to perform each essential duty satisfactorily. The requirements listed below are representative of the knowledge, skills, abilities, training and experience required of this job.

Training and Experience: Bachelor's degree in a related field such as transportation planning, public administration, public finance, accounting, or economics from an accredited university; and one year of related experience. A graduate degree in one of the appropriate fields or may substitute for one year of the required experience, or an equivalent combination of education and experience.

Knowledge: Knowledge of principles, practices and techniques of capital program management; principles and techniques of financial/fiscal analysis; principles and techniques of economic and policy analysis; statistical and computational analysis, principles, and methods; database management techniques; advanced proficiency with standard computer spreadsheet, word processing, presentation and internet software; and other office administration software.

Skills and Abilities: Ability to develop and assist with implementation of an effective capital program monitoring plan to ensure compliance with grant requirements and to support transparency, accountability, and timely and cost effective project delivery; ability to collect, synthesize, analyze, and interpret a wide variety of information and data pertaining to transportation projects such as fund programming, expenditures rates, and project delivery progress; conduct complex analytical analyses utilizing various administrative and financial systems; summarize and present data and prepare clear and concise written reports and recommendations; communicate effectively with diverse groups; work independently and efficiently to identify and solve problems, calculate statistics including mathematical averages and percentages; set up and maintain relational database files, perform queries, and retrieve data to prepare reports; adapt to changing technology; organize and prioritize work; coordinate a variety of projects simultaneously; establish and maintain cooperative working relationships.

Physical Demands and Work Environment: The physical demands and work environment are characteristic of modern office work and include moderate noise (examples: business office with computers and printers, light traffic), and are representative of those an employee encounters while performing the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

Employment Status: *Full-Time, Exempt.* An employee in this position is not subject to the minimum wage and overtime requirements of the Fair Labor Standards Act and is regularly scheduled to work 40 hours a week.

Annual Compensation Range: \$56,856-\$76,752



Job Description

TRANSPORTATION PLANNER SERIES PLANNING DIVISION

PRINCIPAL TRANSPORTATION PLANNER

Reports to: Deputy Director for Planning

Exemption Status: Full-Time, Exempt

Summary

The Transportation Planner Series-Planning Division includes three levels of professional Transportation Planners who manage planning and corridor studies and other planning projects, facilitate community outreach efforts, and represent the Transportation Authority on technical and policy advisory groups.

The Principal Transportation Planner is the advanced level of the Transportation Planner Series-Planning Division. The Principal Transportation Planner is responsible for the management of a functional unit within the Planning Division, and advises and assists the Deputy Director for Planning in the formulation and development of policies regarding planning and corridor studies. The Principal Transportation Planner works on assignments that are highly complex and sensitive in nature, where substantial judgment and initiative essential in making recommendations and resolving problems. The duties specified below are characteristic of the range of duties and responsibilities assigned to this position, and not intended to be an inclusive listing.

Essential Duties and Responsibilities

- Designs and conducts complex technical planning studies. Collects, analyzes and interprets transportation data, designs surveys, develops long-range transportation planning priorities, summarizes data and prepares reports, and reviews transportation model inputs and outputs.
- Performs project management for large planning and corridor studies. Duties include developing proposals; recommending consultant selection; developing and tracking project budget, scope and performance measures; grant application and management; managing consultant and Transportation Authority staff team; reviewing and reporting on study progress and deliverables; corresponding with agency partners; and develop and implement public outreach plans.
- Supervises, develops, and evaluates professional and subordinate staff and counsels and disciplines staff. Manages Planning Division intern program.
- Reviews production of grants, contracts, memorandums, and correspondence prepared by the unit.
- Develops and manages annual work plan for unit and establishes work activity priorities and staff assignments.
- Maintains contacts with peers from federal, state, and regional agencies, including Transportation Authority sponsor agencies and staffs of elected local, regional, state and federal officials.
- Prepares Board memoranda and official Transportation Authority correspondence, and presents before management, the Transportation Authority Board, and other external agencies.

- Provides general planning assistance to Deputy Director for Planning and other Divisions, including reviewing and commenting on studies, and providing input into the Countywide Transportation Plan, the Congestion Management Program, 5-Year Prioritization Program and Strategic Plan.
- Performs related duties as required and assigned.

Supervisory Responsibilities

Supervises Senior Transportation Planner and Transportation Planner positions. Supervises interns. May supervise external consultant teams.

Minimum Qualifications

To perform this job successfully, an individual must be able to perform each essential duty satisfactorily. The requirements listed below are representative of the knowledge, skills, abilities, training and experience required of this job.

Training and Experience: Completion of a graduate degree in an appropriate discipline such as transportation planning or civil engineering; and five (5) years of progressively responsible experience in transportation planning, programming or funding, including at least two (2) years of demonstrated staff management experience.

Knowledge: Basic research methods and database management techniques; proficiency with standard computer spreadsheet, word processing, presentation and internet software; and statistical and computational analysis principles and methods; and advanced knowledge of transportation planning principles, techniques and methods; transportation funding and finance; and capital project development phases.

Skills and Abilities: Ability to collect, analyze and interpret data pertaining to transportation planning and programming of funds, information on transportation issues and related legislation using appropriate methods and statistical techniques; design surveys; develop long-range transportation planning priorities; identify project goals and performance measures; oversee and manage projects and consultants; facilitate meetings; summarize and present data and prepare written reports and recommendations, and outreach materials; speak effectively and write clearly and concisely; exercise tact and courtesy in working with members of the general public; and interact effectively with Transportation Authority Board members, other government officials, professional and technical colleagues and staff.

Ability to perform the above independently; determine most appropriate and effective method of communicating with general public, Board members, other government officials and professional and technical colleagues and staff.

Physical Demands and Work Environment: The physical demands and work environment are characteristic of modern office work and include moderate noise (examples: business office with computers and printers, light traffic), and are representative of those an employee encounters while performing the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions. Ability to travel on occasion.

Employment Status: *Full-Time, Exempt.* An employee in this position is not subject to the minimum wage and overtime requirements of the Fair Labor Standards Act and is regularly scheduled to work 40 hours a week.

**Annual Compensation Range: \$93,168-\$125,772..... Adopted May 21, 2013
Resolution 13-50**

Attachment 3

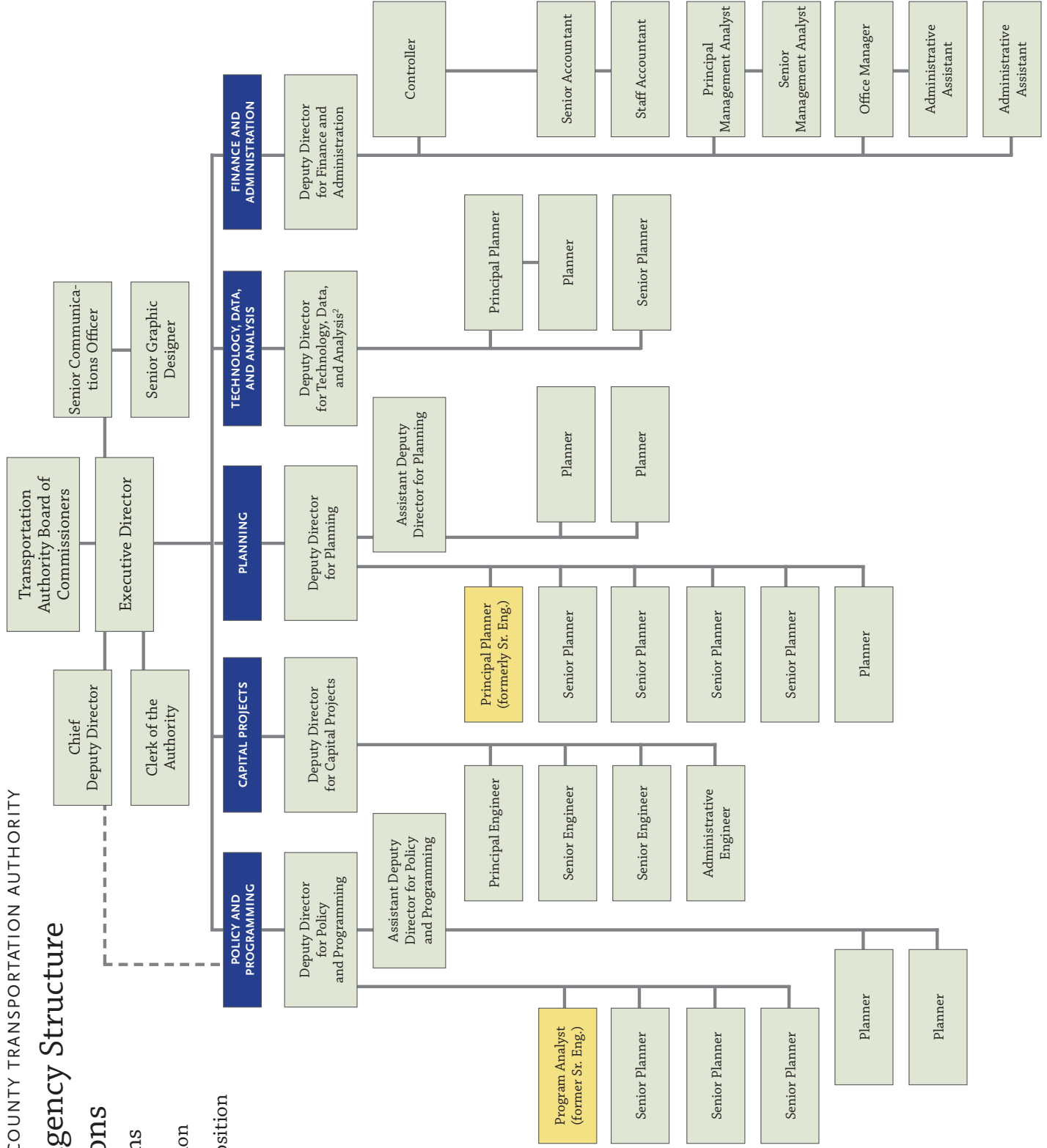
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Proposed Agency Structure and Functions

41 Staff Positions

Existing position

Reclassified position





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RESOLUTION ADOPTING A REVISED SALARY STRUCTURE FOR SELECT JOB CLASSIFICATIONS

WHEREAS, The Transportation Authority's Personnel Manual calls for a periodic review of the Transportation Authority job classification structure to benchmark the Transportation Authority's remuneration package against comparable agencies, and to recommend modifications as appropriate; and

WHEREAS, The Transportation Authority Board last approved revisions to the Transportation Authority's job classification structure in May 2013 (Resolution 13-50), using Fiscal Year (FY) 2012/13 as the base year for salary ranges for all staff job classifications, while the Executive Director job classification was last approved in FY 2005/06 (Resolution 06-65); and

WHEREAS, The Transportation Authority contracted with Koff & Associates, Inc. (Koff), a human resources consulting firm experienced in compensation and employee benefits surveys and analysis, to conduct a total compensation study for the Transportation Authority's 23 job classifications; and

WHEREAS, The study included a comprehensive review of the Transportation Authority's job classifications, descriptions, base compensation and benefits, and externally compared 15 classifications against 6 comparator agencies, using these results to internally align the balance of the classifications using internal equity principles; and

WHEREAS, The results of this review were compiled and analyzed, and provided the basis for the proposed changes to the salary structure; and

WHEREAS, Currently about 87% of the Transportation Authority's benchmark classifications are paid below the market median, though the recommendation is to revise only positions with a below the market median of 9% or more, which applies to the Engineer series (2



positions), Transportation Planner series (3 positions), and Executive Director job classifications; and

WHEREAS, Attachment 1 shows the shows the six classifications for which revisions to the salary structure are proposed and Attachment 2 shows the currently adopted salary schedule for the agency; and

WHEREAS, Adoption of the revised salary structure for the aforementioned classifications does not have immediate budgetary implications because salary increases are only granted on the basis of performance, not for inflation or as blanket cost-of-living increases; and

WHEREAS, On November 4, 2015, the Personnel Committee met and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a revised salary structure for select job classifications.

Attachments (2):

1. Proposed Salary Structure Revisions
2. Adopted Salary Schedule

Attachment 1: Proposed Salary Structure Revisions

Proposed Salary Structure						
Class Title	Range ¹	Current Max. Monthly Salary ²	Market Placement (Median) ³	Proposed Min. Monthly Salary ⁴	Proposed Max. Monthly Salary ⁵	Current vs. Proposed Max. Monthly Salary Difference
Executive Director	65	\$19,031	\$21,724	\$16,285	\$21,985	15.52%
Planner ⁴	27	\$7,793	Did Not Benchmark	\$6,372	\$8,602	10.38%
Principal Engineer ⁴	50	\$13,417	Did Not Benchmark	\$11,244	\$15,180	13.14%
Principal Planner ⁴	39	\$10,481	Did Not Benchmark	\$8,570	\$11,569	10.38%
Senior Engineer	40	\$10,481	\$11,690	\$8,784	\$11,858	13.14%
Senior Planner	33	\$9,038	\$9,853	\$7,390	\$9,976	10.38%

¹ Range numbers correspond to the compensation study in Attachment 2.

² The top of the salary range.

³ The median is the exact midpoint of all the market data we collected, with 50% of market data below and 50% of market data above.

⁴ The bottom of the salary range.

⁵ This classification was not benchmarked for the study. For all classifications that were not benchmarked, internal alignments with other classifications were considered, either in the same class series or those classifications that have similar scope of work, level of responsibility, and "worth" to the Transportation Authority.

Attachment 2
San Francisco County Transportation Authority
Adopted Salary Schedule

Range #	Monthly Salary Range		
	Min	Midpoint	Max
1	\$3,353	\$3,940	\$4,527
2	\$3,437	\$4,039	\$4,640
3	\$3,523	\$4,139	\$4,756
4	\$3,611	\$4,243	\$4,875
5	\$3,701	\$4,349	\$4,997
6	\$3,794	\$4,458	\$5,122
7	\$3,889	\$4,569	\$5,250
8	\$3,986	\$4,683	\$5,381
9	\$4,086	\$4,801	\$5,515
10	\$4,188	\$4,921	\$5,653
11	\$4,292	\$5,044	\$5,795
12	\$4,400	\$5,170	\$5,940
13	\$4,510	\$5,299	\$6,088
14	\$4,622	\$5,431	\$6,240
15	\$4,738	\$5,567	\$6,396
16	\$4,856	\$5,706	\$6,556
17	\$4,978	\$5,849	\$6,720
18	\$5,102	\$5,995	\$6,888
19	\$5,230	\$6,145	\$7,060
20	\$5,361	\$6,299	\$7,237
21	\$5,495	\$6,456	\$7,418
22	\$5,632	\$6,618	\$7,603
23	\$5,773	\$6,783	\$7,793
24	\$5,917	\$6,953	\$7,988
25	\$6,065	\$7,126	\$8,188
26	\$6,217	\$7,305	\$8,392
27	\$6,372	\$7,487	\$8,602
28	\$6,531	\$7,674	\$8,817
29	\$6,695	\$7,866	\$9,038
30	\$6,862	\$8,063	\$9,264
31	\$7,034	\$8,264	\$9,495
32	\$7,209	\$8,471	\$9,733
33	\$7,390	\$8,683	\$9,976
34	\$7,574	\$8,900	\$10,225
35	\$7,764	\$9,122	\$10,481
36	\$7,958	\$9,350	\$10,743
37	\$8,157	\$9,584	\$11,012
38	\$8,361	\$9,824	\$11,287
39	\$8,570	\$10,069	\$11,569
40	\$8,784	\$10,321	\$11,858
41	\$9,004	\$10,579	\$12,155
42	\$9,229	\$10,844	\$12,459
43	\$9,459	\$11,115	\$12,770
44	\$9,696	\$11,393	\$13,089
45	\$9,938	\$11,677	\$13,417
46	\$10,187	\$11,969	\$13,752
47	\$10,441	\$12,269	\$14,096
48	\$10,702	\$12,575	\$14,448
49	\$10,970	\$12,890	\$14,809
50	\$11,244	\$13,212	\$15,180
51	\$11,525	\$13,542	\$15,559
52	\$11,813	\$13,881	\$15,948

Attachment 2
San Francisco County Transportation Authority
Adopted Salary Schedule

Range #	Monthly Salary Range		
	Min	Midpoint	Max
53	\$12,109	\$14,228	\$16,347
54	\$12,411	\$14,583	\$16,755
55	\$12,722	\$14,948	\$17,174
56	\$13,040	\$15,322	\$17,604
57	\$13,366	\$15,705	\$18,044
58	\$13,700	\$16,097	\$18,495
59	\$14,042	\$16,500	\$18,957
60	\$14,394	\$16,912	\$19,431
61	\$14,753	\$17,335	\$19,917
62	\$15,122	\$17,769	\$20,415
63	\$15,500	\$18,213	\$20,925
64	\$15,888	\$18,668	\$21,448
65	\$16,285	\$19,135	\$21,985
66	\$16,692	\$19,613	\$22,534
67	\$17,109	\$20,103	\$23,098
68	\$17,537	\$20,606	\$23,675
69	\$17,976	\$21,121	\$24,267
70	\$18,425	\$21,649	\$24,874