



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Meeting Notice

Date: Tuesday, May 23, 2017; 10:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

Clerk: Steve Stamos

Page

1. Roll Call
2. Chair’s Report – **INFORMATION**
3. Executive Director’s Report – **INFORMATION**

Consent Agenda

- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| 4. Approve the Minutes of the May 9, 2017 Meeting – ACTION* | 5 |
| 5. [Final Approval] Approve the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects – ACTION* | 17 |
| 6. [Final Approval] Allocate \$1,559,695 in Prop K Funds for Three Requests, with Conditions – ACTION* | 41 |
| <p>Allocations: Downtown Ferry Terminal – South Basin Improvements (\$1,100,000); Balboa Park Geneva Plaza Improvement Coordination (\$60,000); Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital] (\$399,695)</p> | |
| 7. [Final Approval] Adopt the District 1 Neighborhood Transportation Improvement Program [NTIP Planning] Final Report – ACTION* | 51 |
| 8. [Final Approval] Adopt the Transportation Investment and Growth Strategy 2017 Update – ACTION* | 55 |

End of Consent Agenda

- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| 9. [Final Approval] Adopt Principles for Regional Measure 3 (RM3) and Approve a List of San Francisco Candidate Projects and RM3 Advocacy Amounts – ACTION* | 85 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|

Board Meeting Agenda

10. **[Final Approval on First Appearance]** Adopt a Support Position on SB 595 (Beall) – **ACTION*** 95
11. **[Final Approval on First Appearance]** Adopt Positions on State Legislation – **ACTION*** 103
Support: Senate Bill (SB) 422 (Wilk) and SB 768 (Allen and Wiener)
Oppose: SB 182 (Bradford)
Following the May 9 Board meeting, staff is recommending the Board change the position on Assembly Bill 378 (Garcia, Cristina) from support to watch due to recent amendments, and adopt a new oppose position on SB 182 (Bradford).
12. **[Final Approval on First Appearance]** Appropriate \$250,000 in Prop K Funds for the Lombard Crooked Street Congestion Management System Development [NTIP Capital] – **ACTION*** 109
13. Internal Accounting Report and Investment Report for the Nine Months Ending March 31, 2017 – **INFORMATION*** 133
14. Preliminary Fiscal Year 2017/18 Annual Budget and Work Program – **INFORMATION*** 161

Other Items

15. Introduction of New Items – **INFORMATION**
During this segment of the meeting, Commissioners may make comments on items not specifically listed above, or introduce or request items for future consideration.
16. Public Comment
17. Adjournment

***Additional Materials**

Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** in the item title.

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Board at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485. There is accessible parking in

Board Meeting Agenda

the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 252-3100; fax (415) 252-3112; website www.sfethics.org.



This Page Intentionally Left Blank



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, May 9, 2017

1. Roll Call

Chair Peskin called the meeting to order at 10:12 a.m.

Present at Roll Call: Commissioners Breed, Fewer, Peskin, Ronen, Safai and Yee (6)

Absent at Roll Call: Commissioners Cohen and Farrell (entered during Item 5), Kim (entered during Item 8), Tang and Sheehy (5)

Commissioner Ronen moved to excuse Commissioner Sheehy, seconded by Commissioner Breed.

2. Citizens Advisory Committee Report – INFORMATION

John Larson, District 7 representative of the CAC, reported that for Item 6, the Prop K allocations, the CAC focused its discussion on the Sloat Skyline intersection alternative and was generally supportive of installing a traffic circle to calm traffic. He said there was some concern voiced about spending on outreach to businesses when there didn't appear to be many businesses in the project area. He said a member of the public also recommended the city plan for an L-line light-rail loop extension up Sloat Boulevard to relieve future traffic congestion. Mr. Larson said on Item 8, the principles for Regional Measure 3 (RM3), it was noted that projects funded by Regional Measure 1 (RM1) were now complete, and the CAC had asked when the debt service would be completed, freeing up funds for other projects. He said staff replied that they had posed that question to the Metropolitan Transportation Commission, but had not received a clear response. Mr. Larson continued to say that the CAC proposed that RM1 funds could be allocated to new projects under RM3 to reduce the toll increase and help public support. He said the CAC was pleased with the equity principle proposed by San Francisco, and that it was important to include BART State of Good Repair funding as part of the BART project categories to sustain new system investments. He said that members of the public commented that many of the projects were centered in the downtown area and that funds should be allocated towards a regional express bus system, especially since that was something that could provide near term congestion relief. Mr. Larson said that for Item 9, the Transportation Investment and Growth Strategy Update, there was considerable discussion and the CAC expressed a desire to see more emphasis and follow up with regard to the Subway Vision, especially in priority development areas in the southeast and southwest areas of the city. He said there was particular concern with the population increase currently happening in the Dogpatch area and in the future around Pier 70.

There was no public comment.

3. Approve the Minutes of the April 25, 2017 Meeting – ACTION

There was no public comment.

Commissioner Safai moved to approve the minutes, seconded by Commissioner Fewer.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Peskin, Ronen, Safai and Yee (6)

Absent: Commissioners Cohen, Farrell, Kim, Tang and Sheehy (5)

4. **Adopt Positions on State Legislation – ACTION**

Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item along with Mark Watts, State Legislative Advocate.

Regarding Assembly Bill (AB) 756, Commissioner Breed questioned if the proposed change to reduce the speed limit change in Golden Gate Park would produce actual benefits on Kezar Drive with respect to accidents and other challenges, and expressed concern about supporting these types of policy changes without data-driven analysis. She asked where the data for the proposed change was produced and voiced concern about this being the right approach, especially with regards to enforcement. Ms. Crabbe replied that she was not certain where the data was produced but would follow up with the San Francisco Municipal Transportation Agency (SFMTA) and Recreation and Park Department. She clarified that staff was now recommending changing the position from support to watch.

Commissioner Safai stated on behalf of Commissioner Fewer who had lost her voice, that she had attempted to drive 15 miles per hour in Golden Gate Park but that it was not practical, and added that the California Academy of Sciences opposed the change. Commissioner Safai commented that he also opposed the change.

Regarding Senate Bill (SB) 595, Commissioner Breed commented that she was opposed to bridge toll increases without a clear understanding of what the revenue would be used for. Chair Peskin commented that a discussion of the proposed projects for that revenue would happen during Item 8 on the agenda, and asked if the Board could wait to take a position on SB 595 until after that discussion. Commissioner Breed replied that the Board should wait until after that discussion, but that more than likely she would be opposed to any toll increases.

There was no public comment.

Chair Peskin continued Item 4 until after Item 8.

Commissioner Breed moved to amend the item to change the position on AB 756 (Ting) from support to watch, seconded by Commissioner Fewer.

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

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Yee (7)

Absent: Commissioners Cohen, Farrell, Tang and Sheehy (4)

Chair Peskin stated that now that the Board had voted on the RM3 principles, he asked if the Board would support SB 595 being placed on the ballot.

Commissioner Breed commented that she voted in support of the RM3 principles because if the funds were available the city should be prepared to spend them properly. She said she still did not support the toll increase and asked if the position on SB 595 could be considered separately from the other legislative positions.

Commissioner Breed moved to sever SB 595 (Beall) from the item.

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

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Yee (7)

Absent: Commissioners Cohen, Farrell, Tang and Sheehy (4)

The motion to approve SB 595 was not approved by the following vote:

Ayes: Commissioners Kim, Peskin, Ronen and Yee (4)

Nos: Commissioners Breed, Fewer and Safai (3)

Absent: Commissioners Cohen, Farrell, Tang and Sheehy (4)

Chair Peskin requested that the support position on SB 595 be placed on the agenda for the following Board meeting.

5. Approve the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects – ACTION

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Commissioner Yee commented that there was inequity of where projects recommended for funding were located throughout the city and that very few were on the west side of the city. Chair Peskin replied that the Muni Metro station enhancements project would improve access on the west side. Commissioner Yee commented that besides the station enhancements there was no other project. He said that the constant lack of projects on the west side of the city meant that city agencies needed to look at the issue more carefully. Mr. Pickford stated that Commissioner Yee's concerns were understandable, but noted that Prop AA was a fairly small program with constraints on the types of projects it could fund.

Anna LaForte, Deputy Director for Policy and Programming, replied that Commissioner Yee's concerns were understood. She noted that the Prop AA program was limited by the applications that were submitted in response to the call for projects. She said that the situation illustrated the need to have a stronger pipeline of projects, as Prop AA could only fund projects that were well developed and ready for the design and construction phases. She said that other funding sources such as Prop K could be used to develop projects and that staff would work with Commissioner Yee's office on development of the next Prop K five-year program.

Commissioner Safai stated on behalf of Commissioner Fewer that she concurred with Commissioner Yee's comments and that funding should be prioritized for areas that did not receive funding from the previous round.

Chair Peskin asked whether a dot representing a bulb-out in District 3 was located at the intersection of Columbus and Green Streets. Ms. LaForte replied that there was a potential location at Jackson and Stockton Streets. She said that the list of locations in the project description was not final, but that locations would be finalized before funds were allocated to the project.

Chair Peskin said that he didn't want to approve the location without additional discussion and that each location warranted a community conversation. Mr. Pickford confirmed that the location on the map was at Jackson and Stockton Streets.

Chair Peskin said that he could be willing to remove this location if it could be used in a location on the west side of the city instead. Mr. Pickford said that this project was specifically intended

to replace existing khaki-colored painted safety zones with permanent concrete bulb-outs. Ms. LaForte added that staff could insert a condition into the item requiring that the sponsor seek the concurrence of the district supervisor prior to seeking allocation of funds for the project. Chair Peskin said that he agreed with that approach but would also like outreach to his office.

Commissioner Safai moved to approve the item, seconded by Commissioner Breed.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Peskin, Ronen, Safai and Yee (8)

Absent: Commissioners Kim, Tang and Sheehy (3)

6. Allocate \$1,559,695 in Prop K Funds for Three Requests, with Conditions, and Appropriate \$250,000 in Prop K Funds for One Request – ACTION

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

Commissioner Breed asked for clarification on the purpose of the Lombard Crooked Street Congestion Management System Development study. Tilly Chang, Executive Director, replied that the study would fund planning and design work to help determine whether a congestion fee should be charged for access to the Crooked Street.

Commissioner Breed expressed concern that the cost of the study was high given its scope. Director Chang replied that the system would require substantial design work.

Chair Peskin asked staff for a more detailed description of the project scope. Andrew Heidel, Senior Transportation Planner, provided an overview of the project scope and deliverables, including a Concept of Operations. He said among other work elements the Concept of Operations would include recommendations on who would be required to make reservations and/or pay a fee for access. Commissioner Breed expressed concern with the purpose of the study.

Chair Peskin proposed that discussion of the merits of the project be continued until Commissioner Farrell could take part. He said that the question of whether to proceed with the study absent enabling legislation at the state level needed to be weighed against resolving a long-standing congestion problem in Commissioner Farrell's district.

Commissioner Breed stated that she agreed that tourist destinations located in residential districts presented challenges that needed to be managed, but expressed reservations about the fairness of a fee-based solution as well as whether the project was eligible for Prop K funds.

Chair Peskin pointed out that the Prop K funds in question were designated for District 2 as part of the Prop K Neighborhood Transportation Improvement Program, and said the Board should be sensitive to the views of District 2 residents and its Commissioner.

There was no public comment.

Commissioner Yee moved to sever the appropriation for the Lombard Crooked Street Congestion Management System Development [NTIP Capital] to be considered separately, seconded by Commissioner Breed.

The item was approved as severed by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Yee (7)

Absent: Commissioners Cohen, Kim, Tang and Sheehy (4)

7. Adopt the District 1 Neighborhood Transportation Improvement Program [NTIP Planning] Final Report – ACTION

Charles Ream, Planner at the San Francisco Municipal Transportation Agency, presented the item.

There was no public comment.

Commissioner Fewer moved to approve the item, seconded by Commissioner Breed.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen and Yee (6)

Absent: Commissioners Cohen, Farrell, Safai, Tang and Sheehy (5)

Chair Peskin called Item 8 before Item 6.

8. Adopt Principles for Regional Measure 3 (RM3) and Approve a List of San Francisco Candidate Projects and RM3 Advocacy Amounts – ACTION

9. Adopt Principles for Regional Measure 3 (RM3) and Approve a List of San Francisco Candidate Projects and RM3 Advocacy Amounts – ACTION

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

Commissioner Yee asked if the previous ongoing [toll] additions are permanent. Ms. Lombardo replied in the affirmative. Commissioner Yee observed that some of the projects that are named in the draft list, such as the second transbay tube crossing, would not be able to be fully funded by RM3 and would require going before the voters another time. He asked about the impact this would have on public perception and whether it was being considered in development of the measure. Ms. Lombardo noted that polling would likely help inform development of the Expenditure Plan. She said that staff had also heard feedback from some members of the state delegation that there was a desire to see these funds go toward completing projects. Even so, she added that past measures typically included at least a small portion of revenues to seed larger efforts. She added that the recently passed BART bond also includes a small portion of funds that can be used to advance planning for a second transbay tube.

Commissioner Yee expressed support for the principles and thought the nexus between the fund source and the principles was good.

Commissioner Breed expressed support for the principles, as well, should this go forward. She noted that generally she is not a fan of tolls. She asked how the Mission Bay Ferry Landing would be impacted by the need for a sea wall and why the public is on the hook for it given that it is supporting the new development in its immediate vicinity. Ms. Lombardo said she would follow up to get a response. Commissioner Breed expressed concerns about directing additional funds toward the Transbay Transit Center. With respect to the Late Night Transportation Program, she said she wanted to be sure that there was a plan in place for the use of the funds that included outreach to those who would actually use the service, to make sure they were aware of it and it met their needs. Ms. Lombardo explained that the Lifeline Transportation Program, which includes the Late Night Program, would likely be a program administered by the region. She said that the Transportation Authority was working on Phase 2 of the Late Night Transportation Study, including on transit service changes with Muni, AC Transit and Samtrans

and those changes were being designed in consultation with a late night users working group. She said staff could bring an update to the Board in the next few months, if desired. With respect to the Transbay Transit Center, she said that one of the existing bridge tolls (RM2) has a permanent operating subsidy of about \$5 million annually that stems from the old Transbay Terminal. The new terminal is larger and more complicated and is more expensive to operate. Ms. Lombardo said with the recent hiring of an asset manager for the Transbay Transit Center, staff would be following up on questions about the delta between operating costs and funding both before train service begins and after and that should inform the discussions about how much funding from RM3 should be directed to this purpose.

Director Chang noted that the Port of San Francisco and WETA have an agreement to build the landing and operate the Mission Bay service respectively, adding that it clearly is a regional project and RM3 is a regional measure. She said that the ferry service would provide economic benefits to the area as well as provide congestion relief for the Bay Bridge. She said she welcomed Board feedback on the sea wall, which is a multi-billion dollar endeavor that spans Districts 3, 6 and 10. One of the ways this might link in to the RM3 discussion would be if MTC has a resiliency pot in mind for RM3 that might help with the sea wall and with sea level rise projects regionwide.

Commissioner Safai said that his district is served by the Glen Park and Balboa Park BART Stations, and said he had discussed with staff the lack of planning and maintenance for these stations and essentially environmental justice issue – pointing out how BART is above ground in this area, with related noise pollutions effects which worsen over the years as tracks aren't properly maintained. He referenced the BART bond measure that passed last year and expressed his desire to ensure that this area, including the elevated and above ground service to Daly City was properly maintained. With respect to equity principle, Commissioner Safai expressed his interest in including multimodal connections particularly for elderly and disabled citizens to easily access the BART stations. Finally, he expressed concerns about whether creating HOV lanes on I-280 from Daly City to King Street is necessary and worth the proposed cost, adding that it would make things worse as I-280 only has two lanes at certain points. While he would not recommend funds for I-280 HOV lanes, he said that U.S. 101 proposal makes sense as an HOV lane candidate as it has a lot of SOV users who may be convinced to use alternative options.

Director Chang thanked Commissioner Safai for his feedback. She clarified that the managed lanes initial corridor proposal that is included in the proposed RM3 list is on US 101 northbound to the I-280 extension going into downtown. The extension of the I-280 has enough width – and, in fact, had a southbound HOV lane in the 1980's. This would allow San Mateo and south bay users to connect via 101 to the 280 extension that leads to King Street. That connection would allow for a continuous facility from downtown San Francisco to downtown San Jose which is our objective as a region. To Commissioner Safai's concerns, Director Chang clarified that there is one pinch point where there are only two lanes on I-280 where vehicles would have to exist from the left side to connect to the HOV lane on the right side, and at that pinch point, there would be no HOV lane.

Commissioner Safai welcomed a briefing from staff, saying he would need to be convinced that the I-280 HOV lane was a worthwhile endeavor. He asked Director Chang to respond to his other comments.

Director Chang replied that the BART bond program would be a good place to focus on station

access. She said that the BART core capacity/Metro project in RM3 may be a good home for projects like turnbacks and cross over tracks that could provide more service to Glen Park. She offered to work with Commissioner Safai's office to make the project proposals under this category clearer.

On behalf of Commissioner Fewer, Commissioner Safai read her comments: The Mission Bay Ferry Landing and Transbay Tube projects serve the east side of San Francisco. Have there been discussions about a subway extension to the west side or a tunnel to alleviate traffic on Park Presidio/Golden Gate Bridge? Can we explore a study on these? Secondly, the proposed millions of dollars to be spent from RM3 do nothing to relieve traffic congestion on the west side with the exception of [Muni] light rail expansion vehicles and BRT. Shouldn't we be planning now for the increased density on the west side?

Director Chang there has been some local planning on the eventual rail network, including subway network in San Francisco, an effort the Transportation Authority and the SFMTA collaborated on. She said that the local planning needs to get farther along before these projects become clear enough to get into a regional measure like this. Director Chang said the Connect SF process would be a good place to pick up this local planning work.

Commissioner Safai asked if RM3 can only include study money for projects that have previously been identified, and whether it was possible to include study money to look at a tunnel on the west side to address Commissioner Fewer's comments. Director Chang replied the Core Capacity Transit Study (CCTS) does not address a Richmond tunnel, but it does look at the Geary BRT and finds that it addresses the anticipated demand. She explained that the 19th Avenue tunnel has a harder time making a good nexus to the [state-owned toll] bridge corridors for RM3 and would need to advance locally, such as in a potential new local measure.

Commissioner Safai asked why HOV lanes that connect to the downtown core would be appropriate for RM3 but not a west side tunnel that connects to the downtown. Director Tang, clarified that many of the proposed projects were part of the CCTS, which is nearing completion, but that the concept of a west side tunnel was not included.

Commissioner Safai noted that is a source of frustration for new commissioners and asked whether it is possible to amend the prior studies to incorporate their feedback, something that is important whether RM3 moves forward or not. Director Chang welcomed Board feedback on what to include in the RM3 item before the Board today and she offered to meet with Commissioner Safai to follow up on his bigger picture concerns.

Commissioner Kim expressed strong support for the Mission Bay Ferry Landing, as it has a direct nexus in reducing congestion on the Bay Bridge and linked to the proposed toll increase, will be a big difference for neighborhoods during Giants and Warriors games, for commute travel times for Kaiser and USCF employees and it will also help reduce congestion on 101 and I-280. She continued to say that we need more water transportation service and one good thing is they don't require tunnels. They still require quite a bit of money, but are more near term improvements that we can put in place while we continue to work on longer term improvements like a second transbay tube, which she also strongly supports. Commissioner Kim also expressed strong support for the BART Modernization project, stating that elevators, escalators and wayfinding are essential. She said she would like this work to begin even before RM3, noting that the current status of our elevators and accessibility to them is embarrassing and not representative of what a world class city should be like. Commissioner Kim said she had previously expressed frustration with continually having to bail out TJPA, a Board on which she

sits, but said she understands there is a deficit which needs to be addressed.

Commissioner Kim then said she would like to propose some specific RM3 dollars asks for some of the projects. Chair Peskin noted this is really a combined San Francisco local and regional ask and directed the Board to Attachment 2.

Commissioner Kim expressed her hesitation around the Core Capacity & Transit Reliability project, noting that she supports CCTS but have concerns about Better Market Street and Geary BRT. With respect to the latter, she said she had been a long-time supporter of BRT, but Commissioner Fewer's remarks since joining the Board about whether the City was thinking big enough for Geary (i.e., a tunnel) had caused her to question her support for BRT on Geary. With respect to Better Market Street, Commissioner Kim said she saw the nexus to the Bay Bridge and appreciated the critical importance of the street to transit, pedestrians and cyclists, but had as of yet not seen a vision to explain why she should support funding for the project.

Commissioner Kim then went on to suggest changing Attachment 2 to replace TBD with the following amounts in the "SF RM3 Ask" column: b – BART Expansion Vehicles - \$200 million (the other \$100 million of the \$300 million BART has asked for from San Francisco could come from the local measure to be considered by the Transportation Task Force 2045); f- Transbay Transit Center Operations - \$125 million; g – Transbay Transit Center Phase 2 - \$500 M (10% of the construction cost of the Downtown Extension to help with the design phase; and l – BART Modernization - \$36 million.

Chair Peskin asked if she had any suggestions on the transbay tube and Commissioner Kim replied that her understanding from discussions with staff is that this amount is still under consideration and we are waiting to hear from BART. She noted that it was still important for San Francisco to express its overall support for the project, even without a specific dollar amount. Ms. Lombardo confirmed that this was also her current understanding.

Commissioner Kim made a motion to amend Attachment 2 to add the above amounts for the projects noted. She then clarified didn't see a need to reduce the amount for the Core Capacity & Transit Reliability item as there are plenty of potential projects that could fit within this category including several others that commissioners have made at the meeting today.

Chair Peskin inquired if Commissioner Kim would be open to amending her motion to drop the list of example projects from the Core Capacity & Transit Reliability item to address concerns raised by herself and others. Commissioner Kim agreed.

Chair Peskin reiterated that RM3 is being formulated, this is really an expression by the Transportation Authority about not only what San Francisco needs but also of our support for regional projects that will be provided to the legislative crafters and all the participants.

Commissioner Ronen seconded the amendment motion.

Commissioner Safai asked if Commissioner Kim would be open to a friendly amendment to take out I-280 and just include US 101 (item i).

Commissioner Kim replied that she had been briefed on this proposal and supports both US 101 and I-280 managed lanes. She asked staff for suggestions on how to address the different concerns.

Ms. Lombardo suggested that staff could offer to brief Commissioner Safai prior to the next board meeting.

Chair Peskin clarified that under the new system, this is first reading of this item which provides some time for follow up and if necessary, the Board can pull out the language before the next reading and final approval.

Commissioner Ronen stated her appreciation for the spirit behind the principles and for breaking down the projects into Transit Core Capacity, Active Congestion Management, and Equity, noting that this does a good job reflecting the needs of both San Francisco and the region. She echoed the frustration expression by other commissioners about continually having to bail out TJPA. Commissioner Ronen then stated that a second transbay tube crossing is a huge priority for the region, both for BART reliability and to be a truly world class city with 24-hour high quality transit service, noting that BART ceases service at night to perform system repairs. With respect to active congestion management, she asked noted that the Uber and Lyft phenomenon is contributing greatly to congestion our city streets and from what she had heard, many drivers come from outside of San Francisco and even the region. She asked whether RM3 could fund a study of this topic since it is clearly a regional and even a statewide issue. Lastly, she joined with prior commissioner comments lamenting the conditions of the BART and Muni stations and elevators, and citing the need to fix this issue urgently.

Commissioner Yee noted there had been a lot of discussion today and previously in other meetings about various possibility of undergrounding Muni. He noted there is a small portion of the M-Line project that is looking at undergrounding one small part of 19th Avenue, which is probably ahead in terms of being studied that other undergrounding discussions at this point. He continued to say that before he left Supervisor Wiener had asked for a study of transit underground possibilities [the Subway Vision] and that he, Commissioner Mar and now Commissioner Fewer are asking for further studies not only east west but also north set (e.g. 19th or Sunset). He suggested that there be a future Board item to address what is being done around these issues and to provide an update, noting that Board members have raised these issues but not received an update in a while.

Commissioner Breed ask for clarification on the amendment, expressing her desire to keep the list as broad and flexible as possible now since the projects will ultimately come back to the Transportation Authority and they can weigh in on which project and details at that time.

Chair Peskin reiterated his understanding that these are broad stroke expressions of our funding desires with respect to Core Capacity and regional priorities and that Commissioner Kim's motion just takes out the descriptions of example projects, and ultimately, Transportation Authority and agency staff will develop recommendations for specific projects to be funded.

Director Chang concurred that the amendment on the floor would not preclude or confirm any investment.

During public comment, Ed Mason stated that one of the projects should be a public regional express bus system. He said media reports showed that congestion was starting earlier and earlier in the afternoon and the city needed to address the issue. He said that while public transit ridership was declining nationwide, San Francisco appeared to be maintain high ridership, but that the region needed to provide an option of frequent bus service from the East Bay to the South Bay, which could be in the form of a regional public express bus system. He noted that a lot of the projects listed were long-term, but asked how the situation could be improved over the next five years. He said a fleet of buses could have immediate impacts, but it would depend on the production capacity of bus manufacturers so the region needed to start planning for that.

Janice Li commented that the San Francisco Bicycle Coalition was looking forward to further

discussions on RM3 but noted the urgency for the Board to take action. She said while there was benefit to taking the time to figure out specific needs for projects, this was a fast-moving process and was happening at various levels so San Francisco needed to get involved as soon as possible. She said the city needed to come together and decide on its priorities because the regional conservations would happen regardless and if the city was not prepared its projects would not be prioritized. She asked the Board to meet with agency staff and constituents to figure out the city's needs and support moving SB 595 forward to go before voters in 2018.

Commissioner Kim moved to amend the item to assign dollar amounts for some of the city's regional RM3 asks as well as to change the description for the Core Capacity & Transit Reliability Study item, seconded by Commissioner Ronen.

The amendments to the item were approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Yee (7)

Absent: Commissioners Cohen, Farrell, Tang and Sheehy (4)

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

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Yee (7)

Absent: Commissioners Cohen, Farrell, Tang and Sheehy (4)

10. Adopt the Transportation Investment and Growth Strategy 2017 Update – ACTION

Jeff Hobson, Deputy Director for Planning, presented the item.

Chair Peskin stated that priority development area D on the map was listed as the downtown, Van Ness and Geary area, but that is basically encompassed the entire northeast corner of the city and went beyond the description provided. He asked for an explanation and questioned how all of area D could be considered a priority development area. Mr. Hobson replied that staff had not designated the specific geography of priority development areas as part of the update. Tilly Chang, Executive Director, commented that she believed this designation was adopted by the Board of Supervisors in 2010. She said at that time the Planning Department would have brought the designation forward for adoption as part of a series of priority development area definitions. She said this designation could be revisited, but it had previously been adopted the Board and was carried forward since then.

Chair Peskin said he would like to revisit that designation, as only elements of area D should be considered priority development areas.

There was no public comment.

Commissioner Fewer moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Yee (7)

Absent: Commissioners Cohen, Farrell, Tang and Sheehy (4)

Commissioner Ronen moved to continue the severed appropriation request from Item 6 and Items 11 and 12 to the following Board meeting, seconded by Commissioner Fewer. The motion to continue the items was approved without objection.

11. Internal Accounting Report and Investment Report for the Nine Months Ending March 31, 2017 – INFORMATION

12. Preliminary Fiscal Year 2017/18 Annual Budget and Work Program – INFORMATION**Other Items****13. Introduction of New Items – INFORMATION**

Commissioner Yee reported out on a recent Vision Zero conference he attended in New York. He said San Francisco was well represented, and that a big takeaway was that the discussion around Vision Zero had matured in that there seemed to be less unity about which strategy to pursue in terms of engineering, enforcement or education. He said a theme for the conference was equity, which was new from the last time he attended the conference two years prior. He said the equity theme was highlighted by the keynote speaker and involved discussion about equity beyond just bike lanes and in terms of demographics impacted by enforcement and citations. He said that New York was considering implementing automatic speed enforcement only near schools to enforce speeds limits and said San Francisco should consider this approach. He said another concept he came away with was super blocks, which were currently being implemented in Barcelona. He said this involved several square blocks and having normal speeds limits around the perimeter of the super block but reduced speed limits within the super block. He said there appeared to be positive effects and was an idea that staff should further explore. Commissioner Yee said that during walking tours of the Bronx and Manhattan he was surprised to see a lot of Copenhagen street designs that had parking lanes between driving lanes and bike lanes. Finally, he said the highlight of the trip was having all of San Francisco's representatives together and noted that Families for Safe Streets was well represented.

14. Public Comment

During public comment, Andrew Yip spoke about personal cultivation.

Ed Mason reported on the corporate commuter situation in Noe Valley. He said over 16 observation periods there 58 citations reported to the SFMTA, including 11 for Muni delays 4, for operating without stickers, 14 for missing one of the 4 required stickers, 2 for operating with expired stickers, 9 for staging, 3 for engine idling, 1 for double parking, 10 for congestion, 10 for operating on a weight-restricted street, and one 1 for stalling (over three hours).

15. Adjournment

The meeting was adjourned at 12:26 p.m.



This Page Intentionally Left Blank

RESOLUTION APPROVING THE 2017 PROP AA STRATEGIC PLAN UPDATE AND 5-YEAR PRIORITIZED PROGRAMS OF PROJECTS

WHEREAS, In November 2010, San Francisco voters approved Proposition AA (Prop AA), authorizing the San Francisco County Transportation Authority (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; and

WHEREAS, The Prop AA Expenditure Plan identifies eligible expenditures in three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements and mandates the percentage of revenues that shall be allocated to each category over the life of the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program, and specifies that the Strategic Plan include a detailed 5-year prioritized program of projects (5YPP) for each of the Expenditure Plan categories as a prerequisite for allocation of funds; and

WHEREAS, In December 2012, through Resolution 13-23, the Board adopted the first Prop AA Strategic Plan, which among other elements, included programming of \$26.4 million in Prop AA funds to 19 projects in the first five years (i.e., Fiscal Years 2012/13 to 2016/17) and detailed a set of policies for administering the program; and

WHEREAS, In October 2016, through Resolution 17-10, the Board approved the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria (see enclosure) to guide the 2017 Strategic Plan update and development of the 2017 5YPPs, which will cover Fiscal Years 2017/18 to 2021/22; and

WHEREAS, In November, 2016, the Transportation Authority issued a competitive call for



projects and by the January 17, 2017 deadline had received 22 applications from 5 agencies requesting approximately \$34 million in Prop AA funds, as described in Attachment 1 and the enclosure, compared to the \$23,147,987 available; and

WHEREAS, Staff evaluated the projects using the Board-adopted screening and prioritization criteria; and

WHEREAS, The staff recommendation (shown in Attachment 3) is to program \$20,750,859 in Prop AA funds to fully fund 11 projects, partially fund 1 project, and leave \$2,397,128 available for a future mid-cycle call for projects with priority to projects in the Street Repair and Reconstruction category from which the funds would come; and

WHEREAS, The staff recommendation would return the capital reserve to its original \$500,000, from the current \$240,000, to which it was reduced in order to accommodate additional programming in 2014; and

WHEREAS, At its February 22, 2017 meeting, the Citizens Advisory Committee was briefed on the proposed 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects and adopted a motion of support for the staff recommendation; and

WHEREAS, At its March 14, 2017 meeting, the Board was briefed on the proposed 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects and continued the item to allow additional time for staff to brief Commissioners on the program; ~~now, therefore, be it and~~

WHEREAS, At its May 9, 2017 meeting, the Board amended the Bulb-outs at WalkFirst Locations project to require that the San Francisco Municipal Transportation Agency obtain concurrence from the district supervisor prior to seeking allocation of Prop AA funds for the project; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects, as detailed in the enclosure.

Attachments (6):

1. Summary of Funds Available
2. Summary of Project Submissions
3. Programming Recommendations
4. Evaluation Scores
5. 5-Year Prioritized Program of Projects
6. Prop AA Fact Sheet

Enclosure:

1. 2017 Prop AA Strategic Plan
 - Strategic Plan Policies
 - Screening and Prioritization Criteria
 - 5-Year Prioritized Program of Projects
 - Prop AA Project Information Forms (11)

**Attachment 1.
Prop AA Vehicle Registration Fee
Summary of Funds Available**

Table 1. Summary of Prop AA Funds Available for Fiscal Years 2017/18 - 2021/22	
2017 Strategic Plan Update - Estimated New Revenues Available for Projects (Net 5% administration costs)	\$ 22,961,730
Deobligated Funds (from projects completed under budget)	\$ 446,256
Additional Program Reserve (to restore to \$500,000)	\$ (260,000)
2017 Strategic Plan Update/ 5-Year Prioritized Program of Projects - Total Funds Available for Projects	\$ 23,147,987

Table 2. 2012 Prop AA Strategic Plan (Fiscal Years 2012/13 - 2016/17) Programmed and Allocated Funds by Category (includes revenues collected April 2011 - June 2012)			
Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Actual Programming and Allocations (as of February 2017, net of deobligations)	Actual % of Funds Programmed and Allocated
Street Repair and Reconstruction	50%	\$ 13,194,322	48.5%
Pedestrian Safety	25%	\$ 7,417,897	27.3%
Transit Reliability and Mobility Improvements	25%	\$ 6,599,724	24.3%
Total Programmed and Allocated	100%	\$ 27,211,944	100%

Table 3. 2017 Prop AA Strategic Plan (Fiscal Years 2017/18 - 2021/22) Funds Available by Category		
Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Programming Target in 2017 Strategic Plan
Street Repair and Reconstruction	50%	\$ 11,985,643
Pedestrian Safety	25%	\$ 5,172,085
Transit Reliability and Mobility Improvements	25%	\$ 5,990,258
Total Funds Available for Programming	100%	\$ 23,147,987

Attachment 2
2017 Prop AA Strategic Plan - Summary of Project Submissions
Street Repair and Reconstruction

Number ¹	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Requested	First Fiscal Year Funds Requested
1	Street Repair and Reconstruction	Geary Blvd Pavement Renovation	This project includes demolition, pavement renovation, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geary Blvd, from Van Ness Ave to Masonic Ave. The average Pavement Condition Index (PCI) score within the project limits is low 50's.	2 and 5	SFPW	Construction	\$ 6,044,377	\$ 2,397,129	2017/18
2	Street Repair and Reconstruction	23rd St, Dolores St, York St and Hampshire St Pavement Renovation	This street resurfacing project includes demolition, pavement renovation of 37 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. The average Pavement Condition Index (PCI) score within the project limits is in the mid 50's.	8, 9, and 10	SFPW	Construction	\$ 4,400,000	\$ 2,397,129	2018/19
3	Street Repair and Reconstruction	Cargo Way and Amador Street Improvement Project	The Port of San Francisco, working with Public Works and the SFPUC, proposes to reconstruct Cargo Way and Amador Street. Cargo Way improvements include a redesign of the roadway to maximize efficiency and safety for all modes of access and improve stormwater treatment. Amador Street reconstruction will better accommodate heavy freight traffic and reduce stormwater run-off.	10	Port of San Francisco	Construction	\$ 30,000,000	\$ 2,400,000	2019/20
4	Street Repair and Reconstruction	Mission Street Transit and Pavement Improvement Project	Demolition, pavement renovation of 68 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Mission St from Brook St/Santa Monica to Geneva Avenue. The average Pavement Condition Index (PCI) score within the project limits is low 60's.	8, 9, and 11	SFPW	Construction	\$ 6,000,000	\$ 2,397,129	2020/21
5	Street Repair and Reconstruction	Fillmore Street Pavement Renovation	Demolition, pavement renovation of 46 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. The average Pavement Condition Index (PCI) score within the project limits is low 60's.	2, 5, and 8	SFPW	Construction	\$ 6,600,000	\$ 2,397,129	2021/22
TOTAL							\$ 53,044,377	\$ 11,988,516	

¹ Projects are not listed in priority order. Projects are sorted by First Fiscal Year in which Prop AA funds are requested, then by Sponsor, then by Project Name.

² Project descriptions were provided by potential sponsors in response to the call for projects.

³ Sponsor abbreviations include: San Francisco Public Works (SFPW).

Prop AA Funds Available by Category (Fiscal Years 2017/18-2021/22)	
Street Repair and Reconstruction	\$ 11,985,643
Pedestrian Safety	\$ 5,172,085
Transit Reliability and Mobility Improvements	\$ 5,990,258
Total Funds Available	\$ 23,147,987

Attachment 2
2017 Prop AA Strategic Plan - Summary of Project Submissions
Pedestrian Safety

Number ¹	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Requested	First Fiscal Year Funds Requested
1	Pedestrian Safety	Greenwich Gate	Create a new gate for pedestrians and cyclists at the intersection of Greenwich and Lyon Streets at the site of an historic opening in the Presidio boundary wall. Build 535 linear feet of multi-use trail between the Greenwich Gate and Lombard/Letterman intersection.	2	Presidio Trust	Design, Construction	\$ 905,097	\$ 250,000	2017/18
2	Pedestrian Safety	Buchanan Mall Community Connections	At mid-block pedestrian crossing locations of the Buchanan Street Mall, the SFMTA and RPD propose improvements such as pedestrian bulbs, improved flashing beacons from Turk to Fulton, pedestrian lighting, landscaping, paving treatments at north end of mall in parking lot (stamped pavement at Eddy), and proposed decorative crosswalks. Coordinated with RPD revitalization efforts.	5	SFMTA	Design	\$ 3,819,000	\$ 665,000	2017/18
3	Pedestrian Safety	Turk Golden Gate Signals Upgrade Project	Upgrade existing traffic signals to add pedestrian countdown signals where missing, and improve signal visibility through the installation of new upgraded signal and related poles.	2, 5	SFMTA	Design	\$ 3,500,000	\$ 567,568	2017/18
4	Pedestrian Safety	25th Street Pedestrian Bridge Area Improvements	Reopen the 25th St Bridge, which has been closed to pedestrians for 15+ years. Improve pedestrian access to the bridge by widening sidewalks, open up visibility by redesigning fences, adding access points and installing bulbouts, and add lighting. Create a safer, more attractive pedestrian connection between the Potrero Hill and Mission neighborhoods.	10	SFPW	Design, Construction	\$ 975,000	\$ 975,000	2017/18
5	Pedestrian Safety	9th & Lincoln Golden Gate Park Gateway	The 9th & Lincoln Golden Gate Park Gateway Improvement is a project born out of community engagement. Initiated by the Inner Sunset Park Neighbors (ISPN), the project aims to reinforce the entrance to Golden Gate Park, and also connect the Inner Sunset neighborhood via improvements along 9th Avenue.	5	SFPW	Design, Construction	\$ 568,946	\$ 468,946	2017/18
6	Pedestrian Safety	Potrero Gateway Loop (Pedestrian Safety Improvements)	A collection of continuous open spaces along the 101-freeway on Potrero Hill between 17th and 18th Streets, project goals include improving pedestrian and bicycle circulation between neighborhoods, below, and around the freeway; promoting public health, safety, and welfare through creation of open spaces, accessibility improvements, and freeway-adjacent maintenance.	10	SFPW	Design, Construction	\$ 2,500,000	\$ 300,000	2017/18

**Attachment 2
2017 Prop AA Strategic Plan - Summary of Project Submissions
Pedestrian Safety**

Number ¹	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Requested	First Fiscal Year Funds Requested
7	Pedestrian Safety	Haight Street Streetscape (Pedestrian Lighting)	Install pedestrian lighting from Stanyan Street to Central Street along Haight Street, per recommendation of the Upper Haight Public Realm Plan. Also includes sidewalk and tree replacement and will be delivered in conjunction with a larger coordinated project that includes transit, paving, sewer, and fiber conduit components.	5	SFPW	Construction	\$ 11,468,786	\$ 2,052,000	2017/18
8	Pedestrian Safety	Vision Zero Coordinated Pedestrian Safety Improvements: Bulbs & Basements	Adding curb ramps on or adjacent to sub-sidewalk basements using bulbouts as a method to mitigate the costly sub-sidewalk basement conflicts. Includes intersections in District 6: Taylor and Turk (3 bulbouts), Jones and Ellis (2 bulbouts), and 8th and Minna (1 raised crosswalk).	6	SFPW	Construction	\$ 2,420,000	\$ 700,000	2017/18
9	Pedestrian Safety	Arguello Signals Upgrade Project	Upgrade existing traffic signals to add pedestrian countdown signals where missing, and improve signal visibility through the installation of new upgraded signal and related poles.	1 and 2	SFMTA	Construction	\$ 1,934,000	\$ 655,000	2018/19
10	Pedestrian Safety	Bulb-outs at WalkFirst Locations	This project will continue to construct full bulb-outs on existing temporary curb extensions (painted safety zones) on the City's Vision Zero network - the highest need streets prioritized for pedestrian safety improvements.	TBD	SFMTA	Design	\$ 2,375,757	\$ 500,000	2018/19
11	Pedestrian Safety	Western Addition Transportation Plan Implementation (Pedestrian Lighting)	This project will improve pedestrian safety, enhance community connections to recreational spaces and the overall walkability of community-identified priority streets in the Western Addition. Project improvements include pedestrian bulb-outs, signal timing improvements, pedestrian lighting and landscaping.	5	SFMTA	Design, Construction	\$ 7,250,000	\$ 3,550,000	2018/19
12	Pedestrian Safety	Leavenworth Livable Streets	This project will reimagine Leavenworth Street in the Tenderloin to make it safe for all users and especially the vulnerable residents and many service providers in the community.	6	SFMTA	Design	\$ 8,980,000	\$ 500,000	2019/20
13	Pedestrian Safety	Outer Mission Signals Upgrade Project	Upgrade existing traffic signals to add accessible pedestrian push buttons where missing, and improve signal visibility through the installation of new upgraded signal heads and related poles.	11	SFMTA	Construction	\$ 4,000,000	\$ 1,700,000	2019/20
TOTAL							\$ 50,696,586	\$ 12,883,514	

Prop AA Funds Available by Category (Fiscal Years 2017/18-2021/22)	
Street Repair and Reconstruction	\$ 11,985,643
Pedestrian Safety	\$ 5,172,085
Transit Reliability and Mobility Improvements	\$ 5,990,258
Total Funds Available	\$ 23,147,987

¹ Projects are not listed in priority order. Projects are sorted by First Fiscal Year in which Prop AA funds are requested, then by Sponsor, then by Project Name.

² Project descriptions were provided by potential sponsors in response to the call for projects.

³ Sponsor abbreviations include: San Francisco Public Works (SFPW); and the San Francisco Municipal Transportation Agency (SFMTA).

Attachment 2
2017 Prop AA Strategic Plan - Summary of Project Submissions
Transit Reliability and Mobility Improvements

Number ¹	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Requested	First Fiscal Year Funds Requested
1	Transit Reliability and Mobility Improvements	Muni Metro Station Enhancement Project	The Muni Metro Station Enhancements project will improve existing station amenities such as lighting, signage, seating and accessibility improvements in order to improve safety, customer comfort and the quality of the passenger experience at the nine major Metro stations. The scope for this specific grant request is to finance the signage improvements at all nine stations and upgrade architectural and lighting amenities at two Metro stations.	6, 7 and 8	SFMTA	Design, Construction	\$ 15,369,007	\$ 5,968,415	2017/18
2	Transit Reliability and Mobility Improvements	Next Generation Customer Information System	SFMTA's Next Generation Customer Information System will leverage Intelligent Predictions Software to generate real-time transit updates on digital signage and mobile devices. This upgrade will focus not just on better vehicle predictions to reduce waiting, but also on the on-board transit experience to increase end-to-end customer satisfaction and ridership.	Citywide	SFMTA	Construction	\$ 5,000,000	\$ 1,000,000	2017/18
3	Transit Reliability and Mobility Improvements	BART/Muni Market Street Entrance Modernization - Phase 2	This project will design and construction entrance canopies at the 4 downtown BART/Muni stations (Embarcadero, Montgomery, Powell, Civic Center).	3 and 6	BART	Design	\$ 66,400,000	\$ 500,000	2018/19
4	Transit Reliability and Mobility Improvements	Transit Signal Priority Fleet & Intersection Deployments	The SFMTA requests Prop AA funds to purchase Transit Signal Priority (TSP) devices, hardware, and communications equipment for ongoing TSP deployment on Municipal Railway (Muni) buses and at intersections that serve Muni routes.	Citywide	SFMTA	Construction	\$ 1,500,000	\$ 1,500,000	2019/20
TOTAL							\$ 88,269,007	\$ 8,968,415	

Prop AA Funds Available by Category (Fiscal Years 2017/18-2021/22)	
Street Repair and Reconstruction	\$ 11,985,643
Pedestrian Safety	\$ 5,172,085
Transit Reliability and Mobility Improvements	\$ 5,990,258
Total Funds Available	\$ 23,147,987

¹ Projects are not listed in priority order. Projects are sorted by First Fiscal Year in which Prop AA funds are requested, then by Sponsor, then by Project Name.

² Project descriptions were provided by potential sponsors in response to the call for projects.

³ Sponsor abbreviations include: Bay Area Rapid Transit District (BART); the San Francisco Municipal Transportation Agency (SFMTA); and San Francisco Public Works (SFPW).

Attachment 3.
2017 Prop AA Strategic Plan Call for Projects
Draft Programming Recommendations

Street Repair and Reconstruction.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	District (s)	Notes
30.5	Geary Blvd Pavement Renovation	SFPW	Construction	\$ 6,044,377	\$ 2,397,129	\$ 2,397,129	2 and 5	
25.75	Mission Street Transit and Pavement Improvement Project	SFPW	Construction	\$ 6,000,000	\$ 2,397,129	\$ 2,397,129	8, 9 and 11	
24.25	Cargo Way and Amador Street Improvement Project	Port of San Francisco	Construction	\$ 30,000,000	\$ 2,400,000	\$ -	10	We are not recommending funding for this project due to lack of a reasonable full funding plan. See memo for details.
18.25	23rd St, Dolores St, York St and Hampshire St Pavement Renovation	SFPW	Construction	\$ 4,400,000	\$ 2,397,129	\$ 2,397,129	8, 9, and 10	
16.75	Fillmore Street Pavement Renovation	SFPW	Construction	\$ 6,600,000	\$ 2,397,129	\$ 2,397,129	2, 5, and 8	
Street Repair and Reconstruction Category Sub-Total				\$ 53,044,377	\$ 11,988,516	\$ 9,588,516		

Pedestrian Safety.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	District (s)	Notes
57.5	Haight Street Streetscape (Pedestrian Lighting)	SFPW	Construction	\$ 10,766,468	\$ 2,052,000	\$ 2,052,000	5	
56	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	SFPW	Construction	\$ 2,420,000	\$ 700,000	\$ 700,000	6	
51.5	Arguello Boulevard Traffic Signal Upgrade	SFMTA	Construction	\$ 1,934,000	\$ 655,000	\$ 655,000	1 and 2	
50.5	Bulb-outs at WalkFirst Locations	SFMTA	Design	\$ 2,375,757	\$ 500,000	\$ 500,000	3, 5, 6, 9, and 11	As amended by SFCTA Board: SFMTA shall obtain concurrence of District Supervisor prior to seeking allocation.
48	Western Addition Transportation Plan Implementation (Pedestrian Lighting)	SFMTA	Design, Construction	\$ 7,250,000	\$ 3,550,000	\$ 986,928	5	
45	Turk & Golden Gate Signals Upgrade Project	SFMTA	Design	\$ 3,500,000	\$ 567,568	\$ -	2 and 5	We are not recommending funding for this project in order to achieve geographic equity and to fully fund the Potrero Gateway Loop project.
43	Potrero Gateway Loop (Pedestrian Safety Improvements)	SFPW	Construction	\$ 2,500,000	\$ 300,000	\$ 300,000	10	

**Attachment 3.
2017 Prop AA Strategic Plan Call for Projects
Draft Programming Recommendations**

42.5	Outer Mission Signals Upgrade Project	SEMTA	Construction	\$ 4,000,000	\$ 1,700,000	\$ -	11	
42	Buchanan Mall Community Connections	SEMTA	Design	\$ 3,819,000	\$ 665,000	\$ -	5	
41	Leavenworth Livable Streets	SEMTA	Design	\$ 8,980,000	\$ 500,000	\$ -	6	
36.5	9th & Lincoln Golden Gate Park Gateway	SFPW	Design, Construction	\$ 568,946	\$ 468,946	\$ -	5	
32.5	Greenwich Gate	Presidio Trust	Design, Construction	\$ 905,097	\$ 250,000	\$ -	2	
31.5	25th Street Pedestrian Bridge Area Improvements	SFPW	Design, Construction	\$ 975,000	\$ 975,000	\$ -	10	
Pedestrian Safety Category Sub-Total				\$ 49,994,268	\$ 12,883,514	\$ 5,193,928		

Transit Reliability and Mobility Improvements.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	District (s)	Notes
44.5	Muni Metro Station Enhancements	SEMTA	Construction	\$ 15,369,007	\$ 5,968,415	\$ 5,968,415	3, 6, 7, and 8	
41	Next Generation Customer Information System	SEMTA	Construction	\$ 5,000,000	\$ 1,000,000	\$ -	Citywide	
40.5	BART/Muni Market Street Entrance Modernization - Phase 2	BART	Design	\$ 66,400,000	\$ 500,000	\$ -	3 and 6	
39.5	Transit Signal Priority Fleet & Intersection Deployments	SEMTA	Construction	\$ 1,500,000	\$ 1,500,000	\$ -	Citywide	
Transit Reliability and Mobility Improvements Category Sub-Total				\$ 88,269,007	\$ 8,968,415	\$ 5,968,415		

TOTAL	\$ 191,307,652	\$ 33,840,445	\$ 20,750,859
--------------	-----------------------	----------------------	----------------------

TOTAL FUNDS AVAILABLE FOR PROJECTS	\$ 23,147,987
-------------------------------------------	----------------------

1 Projects are sorted by evaluation score from highest ranked to lowest. Evaluation scores cannot be compared between categories.

2 Sponsor abbreviations include: Bay Area Rapid Transit District (BART); the San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Works (SFPW).

Attachment 4.
Draft 2017 Prop AA Strategic Plan
Project Evaluation - Street Repair and Reconstruction Category

Projects	General Prioritization					Streets Prioritization				Total
	Readiness	Time Sensitivity	Community Support	Fund Leveraging		Delivery Track Record	Pavement Management System	Bicycle and Transit Networks	Complete Streets Elements	
				Leveraging	No other sources					
Geary Blvd Pavement Renovation	6	4	6	3	0	3	3	2.5	3	30.5
Mission Street Transit and Pavement Improvement Project	5.5	2	5	2	0	3	3	2.5	2.75	25.75
Cargo Way and Amador Street Improvement Project	2.5	1	6	3	0.5	2.75	2.5	3	3	24.25
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	3	1.5	2	1	0	3	3	2	2.75	18.25
Fillmore Street Pavement Renovation	2.5	1	0	3	0	3	3	2	2.25	16.75
Total possible score	9	6	6	6	3	3	3	3	3	42

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted prioritization criteria. There are criteria specific to each Expenditure Plan category, as well as general criteria that apply to all three categories. Generally, the more criteria a project satisfies and the better it meets them, the higher its scores. Highest possible scores listed below are for each individual evaluator. There were three evaluators for the Street Repair and Reconstruction category and the final score is the total of their individual scores.

Project Readiness: Highest score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation. Projects that did not have some level of community outreach or design complete were given lower scores.

Time Sensitivity: Highest possible score was 2. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project and whether the project would leverage other funding sources with timely-use-of-funds requirements. Projects could receive a point for addressing each.

Project Community Support: Highest possible score was 2. Transportation Authority staff assessed whether a project had clear and diverse community support and/or was developed out of a community-based planning process. Projects that were less specifically addressed in planning processes and documentation of community support were given lower scores.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points, projects that could demonstrate leveraging less than 20% received 1 point, projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Pavement Management System: Highest possible score was 1. Transportation Authority staff assessed whether the project was based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.

Bicycle and Transit Networks: Highest possible score was 1. Transportation Authority staff assessed whether the project would improve streets located on San Francisco's bicycle and transit networks.

Complete Streets Elements: Highest possible score was 1. Transportation Authority staff assessed whether the project includes at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source.

Attachment 4.
Draft 2017 Prop AA Strategic Plan
Project Evaluation - Pedestrian Safety Category

Projects	General Prioritization							Pedestrian Prioritization				Total
	Readiness	Time Sensitivity	Community Support	Fund Leveraging		Delivery Track Record	Reduce Hazards	Vision Zero High Injury Network	SWITRS	Improve Transit & School Access		
				Leveraging	No other sources							
Haight Street Streetscape (Pedestrian Lighting)	11.5	7.5	8	8	0	3.5	5	2	8	4	57.5	
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	8	2	8	8	0	4	8	4	8	6	56	
Arguello Boulevard Traffic Signal Upgrade	10	4	6	6	0	4	6.5	4	4	7	51.5	
Bulb-outs at WalkFirst Locations	8	0.5	4	8	0	4	7	4	8	7	50.5	
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	7.5	1	8	5	1	3.5	7	4	4	7	48	
Turk Golden Gate Signals Upgrade Project	8	0	7.5	4	0	4	6.5	4	4	7	45	
Potrero Gateway Loop (Pedestrian Safety Improvements)	9.5	2	8	8	0	4	7	2	0	2.5	43	
Outer Mission Signals Upgrade Project	5	1.5	3.5	3	0	4	6.5	4	8	7	42.5	
Buchanan Mall Community Connections	6	0.5	8	6	0	4	8	2.5	0	6.5	41.5	
Leavenworth Livable Streets	3.5	0	3.5	3	0	4	8	4	8	7	41	
9th & Lincoln Golden Gate Park Gateway	8	0	7	7	0	4	3	1.5	4	2	36.5	
Greenwich Gate	5	0.5	3.5	6	0.5	4	8	1.5	0	3.5	32.5	
25th Street Pedestrian Bridge Area Improvements	5	0	7	0	1	4	6	0.5	0	8	31.5	
Total possible score	12	8	8	8	4	4	8	4	8	8	72	

Attachment 4.
Draft 2017 Prop AA Strategic Plan
Project Evaluation - Pedestrian Safety Category

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted prioritization criteria. There are criteria specific to each Expenditure Plan category, as well as general criteria that apply to all three categories. Generally, the more criteria a project satisfies and the better it meets them, the higher it scores. Highest possible scores listed below are for each individual evaluator. There were four evaluators for the Pedestrian Safety category and the final score is the total of their individual scores.

Project Readiness: Highest score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation. Projects that did not have some level of community outreach or design complete were given lower scores.

Time Sensitivity: Highest possible score was 2. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project and whether the the project would leverage other funding sources with timely-use-of-funds requirements. Projects could receive a point for addressing each.

Project Community Support: Highest possible score was 2. Transportation Authority staff assessed whether a project had clear and diverse community support and/or was developed out of a community-based planning process. Projects that were less specifically addressed in planning processes and documentation of community support were given lower scores.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points, projects that could demonstrate leveraging less than 20% received 1 point, projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Reduce Hazards: Transportation Authority staff assessed whether the project proposed improvements that would shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.

Vision Zero High Injury Network: Highest possible score was 1. Transportation Authority staff assessed whether the project was located along the Vision Zero High Injury Network. Projects that were located along the network received 1 point and projects that were only partially located on the network received 0.5 points.

California Highway Patrol, Statewide Integrated Traffic Reporting System (SWITRS) 2007 to 2013: Transportation Authority staff analyzed the number of pedestrian injuries/collisions using SWITRS. Scores are calculated based on the total number of collisions for all intersections in the project scope divided by the total number of intersections. Projects with an average of 1 to 2 collisions per intersection received 1 point, projects with more than 2 collisions per intersection received 2 points.

Improve Transit and School Access: Highest possible score was 2. Transportation Authority staff assessed whether the project would improve access to transit and/or schools. Projects could receive a point for addressing each.

Attachment 4.
Draft 2017 Prop AA Strategic Plan
Project Evaluation - Transit Reliability and Mobility Improvement Category

Projects	General Prioritization						Transit Prioritization					Total
	Readiness	Time Sensitivity	Community Support	Fund Leveraging		Delivery Track Record	Support Rapid Transit	Increase Accessibility, Reliability, and Connectivity	TDM	Safety Issues		
				Leveraging	No other sources							
Muni Metro Station Enhancement Project	8.5	4.5	7.5	5	0	4	4	7	2	2	44.5	
Next Generation Customer Information System	8	4	6	0	2	3.5	4	10	3	0.5	41	
BART/Muni Market Street Entrance Modernization - Phase 2	7.5	5	3	8	0	4	4	4.5	2	2.5	40.5	
Transit Signal Priority Fleet & Intersection Deployments	12	1	4.5	0	0	4	4	10	3	1	39.5	
Total possible score	12	8	8	8	4	4	4	12	12	4	76	

Attachment 4.

Draft 2017 Prop AA Strategic Plan

Project Evaluation - Transit Reliability and Mobility Improvement Category

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted prioritization criteria. There are criteria specific to each Expenditure Plan category, as well as general criteria that apply to all three categories. Generally, the more criteria a project satisfies and the better it meets them, the higher it scores. Highest possible scores listed below are for each individual evaluator. There were four evaluators for the Transit Reliability and Mobility Improvements category and the final score is the total of their individual scores.

Project Readiness: Highest score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation. Projects that did not have some level of community outreach or design complete were given lower scores.

Time Sensitivity: Highest possible score was 2. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project and whether the the project would leverage other funding sources with timely-use-of-funds requirements. Projects could receive a point for addressing each.

Project Community Support: Highest possible score was 2. Transportation Authority staff assessed whether a project had clear and diverse community support and/or was developed out of a community-based planning process. Projects that were less specifically addressed in planning processes and documentation of community support were given lower scores.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points, projects that could demonstrate leveraging less than 20% received 1 point, projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Support Rapid Transit: Highest possible score was 1. Transportation Authority staff assessed whether the project directly supported existing or proposed rapid transit.

Increase Accessibility, Reliability, and Connectivity: Highest possible score was 3. Transportation Authority staff assessed whether the project increased accessibility, reliability, and/or connectivity. A project could receive a point for each.

Transportation Demand Management: Highest possible score was 3. Transportation Authority staff assessed whether the project was a TDM project and awarded one point, if so. Staff awarded a second point to TDM projects directed at relieving documented congestion or transit crowding issues on one or more specific corridors. Staff awarded a third point to TDM projects based on model projects that have previously been successfully implemented with documented effectiveness.

Safety Issues: Highest possible score was 1. Transportation Authority staff assessed whether a project addressed a known safety issue. Projects received a score of 0 if the proposed improvement did not address a documented safety issue.

Attachment 5.
Draft Prop AA Strategic Plan
Proposed Programming

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Street Repair and Reconstruction								
Funds Available in Category			\$ 2,474,281	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 11,985,643
Geary Boulevard Pavement Renovation	Construction	SFPW	\$ 2,397,129					\$ 2,397,129
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	Construction	SFPW		\$ 2,397,129				\$ 2,397,129
Mission Street Transit and Pavement Improvement	Construction	SFPW				\$ 2,397,129		\$ 2,397,129
Fillmore Street Pavement Renovation	Construction	SFPW				\$ 2,397,129		\$ 2,397,129
Subtotal Programmed to Category (Over)/Under			\$ 2,397,129	\$ 2,397,129	\$ -	\$ 2,397,129	\$ 2,397,129	\$ 9,588,516
Cumulative Remaining			\$ 77,152	\$ (19,288)	\$ 2,377,841	\$ (19,288)	\$ (19,288)	\$ 2,397,127
			\$ 77,152	\$ 57,864	\$ 2,435,704	\$ 2,416,416	\$ 2,397,127	\$ 2,397,127
Pedestrian Safety								
Funds Available in Category			\$ 1,067,710	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 5,172,085
Haight Street Streetscape (Pedestrian Lighting)	Construction	SFPW	\$ 2,052,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)	Construction	SFPW	\$ 300,000					\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	SFPW	\$ 700,000					\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction	SFMTA		\$ 655,000				\$ 655,000
Bulb-outs at WalkFirst Locations	Design	SFMTA		\$ 500,000				\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Construction	SFMTA		\$ 986,928				\$ 986,928
Subtotal Programmed to Category (Over)/Under			\$ 3,052,000	\$ 2,141,928	\$ -	\$ -	\$ -	\$ 5,193,928
Cumulative Remaining			\$ (1,984,290)	\$ (1,115,834)	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ (21,843)
			\$ (1,984,290)	\$ (3,100,124)	\$ (2,074,030)	\$ (1,047,937)	\$ (21,843)	\$ (21,843)
Transit Reliability and Mobility Improvements								
Funds Available in Category			\$ 1,236,611	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 5,990,258
Muni Metro Station Enhancements - Phase 1	Construction	SFMTA	\$ 2,465,316					\$ 2,465,316
Muni Metro Station Enhancements - Phase 2	Construction	SFMTA			\$ 3,503,099			\$ 3,503,099
Subtotal Programmed to Category (Over)/Under			\$ 2,465,316	\$ -	\$ 3,503,099	\$ -	\$ -	\$ 5,968,415
Cumulative Remaining			\$ (1,228,705)	\$ 1,188,412	\$ (2,314,687)	\$ 1,188,412	\$ 1,188,412	\$ 21,843
			\$ (1,228,705)	\$ (40,293)	\$ (2,354,980)	\$ (1,166,568)	\$ 21,843	\$ 21,843
Total Programmed (Over)/Under			\$ 7,914,445	\$ 4,539,057	\$ 3,503,099	\$ 2,397,129	\$ 2,397,129	\$ 20,750,859
Cumulative			\$ (3,135,843)	\$ 53,289	\$ 1,089,247	\$ 2,195,217	\$ 2,195,217	\$ 2,397,128
			\$ (3,135,843)	\$ (3,082,553)	\$ (1,993,306)	\$ 201,911	\$ 2,397,128	
Total Available Funds			\$ 4,778,602	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 23,147,987

Attachment 5.
Draft Prop AA Strategic Plan
Proposed Cash Flow

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
--------------	-------	---------	------------------------	------------------------	------------------------	------------------------	------------------------	--------------

Street Repair and Reconstruction

Funds Available in Category		\$ 2,474,281	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 11,985,643
Geary Boulevard Pavement Renovation	Construction	\$ 479,426	\$ 958,852	\$ 958,852	\$ 958,852			\$ 2,397,129
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	Construction		\$ 791,053	\$ 1,606,076				\$ 2,397,129
Mission Street Transit and Pavement Improvement	Construction				\$ 1,198,565	\$ 1,198,565	\$ 1,198,565	\$ 2,397,129
Fillmore Street Pavement Renovation	Construction					\$ 2,397,129	\$ 2,397,129	\$ 2,397,129
Subtotal Programmed to Category		\$ 479,426	\$ 1,749,904	\$ 2,564,928	\$ 1,198,565	\$ 3,595,694	\$ 3,595,694	\$ 9,588,516
(Over)/Under		\$ 1,994,855	\$ 627,936	\$ (187,087)	\$ 1,179,276	\$ (1,217,853)	\$ (1,217,853)	\$ 2,397,127
Cumulative Remaining		\$ 1,994,855	\$ 2,622,792	\$ 2,435,704	\$ 3,614,980	\$ 2,397,127	\$ 2,397,127	\$ 2,397,127

Pedestrian Safety

Funds Available in Category		\$ 1,067,710	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 5,172,085
Haight Street Streetscape (Pedestrian Lighting)	Construction	\$ 500,000	\$ 1,050,000	\$ 502,000				\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)	Construction	\$ 80,000	\$ 145,000	\$ 75,000				\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	\$ 175,000	\$ 475,000	\$ 50,000				\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction		\$ 327,500	\$ 327,500				\$ 655,000
Bulb-outs at WalkFirst Locations	Design		\$ 250,000	\$ 250,000				\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Construction		\$ 141,864	\$ 378,303	\$ 466,761			\$ 986,928
Subtotal Programmed to Category		\$ 755,000	\$ 2,389,364	\$ 1,582,803	\$ 466,761	\$ -	\$ -	\$ 5,193,928
(Over)/Under		\$ 312,710	\$ (1,363,270)	\$ (556,709)	\$ 559,333	\$ 1,026,094	\$ (21,843)	\$ (21,843)
Cumulative Remaining		\$ 312,710	\$ (1,050,560)	\$ (1,607,262)	\$ (1,047,927)	\$ (21,843)	\$ (21,843)	\$ (21,843)

Transit Reliability and Mobility Improvements

Funds Available in Category		\$ 1,236,611	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 5,990,258
Muni Metro Station Enhancements - Phase 1	Construction	\$ 1,232,658	\$ 1,232,658	\$ 600,000	\$ 1,650,000	\$ 1,253,099	\$ 1,253,099	\$ 5,968,415
Muni Metro Station Enhancements - Phase 2	Construction			\$ 600,000	\$ 1,650,000	\$ 1,253,099	\$ 1,253,099	\$ 3,503,099
Subtotal Programmed to Category		\$ 1,232,658	\$ 1,232,658	\$ 600,000	\$ 1,650,000	\$ 1,253,099	\$ 1,253,099	\$ 9,471,514
(Over)/Under		\$ 3,953	\$ (44,246)	\$ 588,412	\$ (461,588)	\$ (64,687)	\$ (64,687)	\$ 21,843
Cumulative Remaining		\$ 3,953	\$ (40,293)	\$ 548,119	\$ 86,531	\$ 21,843	\$ 21,843	\$ 21,843

Total Programmed		\$ 2,467,084	\$ 5,371,926	\$ 4,747,731	\$ 3,315,326	\$ 4,848,793	\$ 4,848,793	\$ 20,750,859
(Over)/Under		\$ 2,311,519	\$ (779,580)	\$ (155,385)	\$ 1,277,021	\$ (256,446)	\$ (256,446)	\$ 2,397,128
Cumulative		\$ 2,311,519	\$ 1,531,938	\$ 1,376,554	\$ 2,653,574	\$ 2,397,128	\$ 2,397,128	\$ 2,397,128

Total Available Funds		\$ 4,778,602	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 23,147,987
------------------------------	--	--------------	--------------	--------------	--------------	--------------	--------------	---------------



Proposition AA Additional Vehicle Registration Fee for Transportation Improvements



San Francisco voters approved Proposition AA (Prop AA) on November 2, 2010. Prop AA uses revenues collected from an additional \$10 vehicle registration fee on motor vehicles in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city.



State legislation adopted in 2009 enabled Congestion Management Agencies to establish up to a \$10 countywide vehicle registration fee to fund transportation projects or programs having a relationship or benefit to the people paying the fee. Prop AA designated the Transportation Authority as the administrator of Prop AA and approved a 30-year Expenditure Plan specifying the use of the revenues (see chart below). Revenue collection began in May 2011.



The Prop AA Vehicle Registration Fee is a key part of an overall strategy to develop a balanced, well thought-out program to improve transportation for San Francisco residents, and generates nearly \$5 million per year.

continued other side

The Proposition AA Expenditure Plan: Guiding Principles

In 2010, the Transportation Authority worked with numerous stakeholders to develop an Expenditure Plan to articulate how revenues would be used. It was developed with the following guiding principles:

- Provide a documentable benefit or relationship to those paying the fee
- Limit the Expenditure Plan to a few programmatic categories, given the relatively small revenue stream
- Focus on small, high-impact projects that will provide tangible benefits in the short-term
- Provide a fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods
- Ensure accountability and transparency in programming and delivery

Contact Us for More Information

Phone: 415.522.4800
Email: propAA@sfcta.org
Web page: www.sfcta.org/PropAA

Mailing address:
San Francisco County
Transportation Authority
1455 Market St., 22nd Floor
San Francisco, CA 94103

What does Prop AA fund?

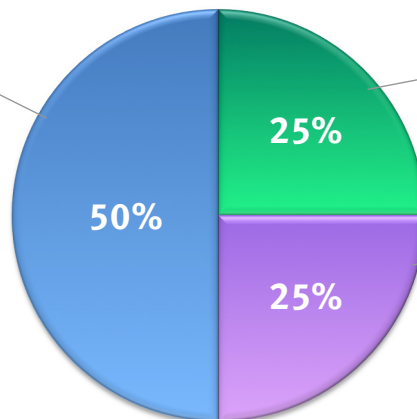
The voter-approved Prop AA Expenditure Plan allocates vehicle registration fee revenues to three types of projects in the percentage allocations seen below.

STREET REPAIR AND RECONSTRUCTION
Reconstruction of city streets with priority given to streets located on:

- Bicycle network
- Transit network

Priority to projects that include complete streets elements, including:

- Pedestrian improvements
- Traffic calming
- Bicycle infrastructure



PEDESTRIAN SAFETY

- Crosswalk maintenance
- Sidewalk repair and widening
- Sidewalk bulbouts
- Pedestrian lighting, signals, and median islands

TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS

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

What specific projects does Prop AA fund?

The table below provides a listing of allocated projects to date. For a full listing of approved Prop AA projects, with project detail and corresponding funding levels, visit www.sfcta.org/proposition-aa-strategic-plan. To view the locations and for additional information on Prop AA-funded projects, visit the Transportation Authority's online interactive project map, MyStreetSF, at www.sfcta.org/mystreetsf-map.

Prop AA Vehicle Registration Fee Funds Allocated to Date

PROJECT NAME	PHASE	SPONSOR*	PROP AA FUNDS ALLOCATED	TOTAL PROJECT COST	STATUS
STREET REPAIR AND RECONSTRUCTION					
9th Street Pavement Renovation	Construction	Public Works	\$2,216,627	\$2,781,543	Open for Use
28th Ave Pavement Renovation	Construction	Public Works	\$1,169,843	\$2,369,167	Open for Use
Chinatown Broadway Street	Design	Public Works	\$650,000	\$8,199,591	Design funds allocated in November 2013, construction funds allocated in April 2016. Construction in progress. Anticipated open for use in Summer 2017.
Mansell Corridor Improvement Project	Design, Construction	SFMTA	\$2,527,852	\$6,955,706	Open for Use
McAllister St Pavement Renovation	Construction	Public Works	\$1,995,132	\$2,763,663	Open for Use
Dolores St Pavement Renovation	Construction	Public Works	\$2,210,000	\$3,230,263	Open for Use
Subtotal			\$10,769,454	\$26,299,933	
PEDESTRIAN SAFETY					
Arguello Gap Closure	Construction	Presidio Trust	\$350,000	\$1,015,715	Open for Use
Mid-Block Crossing on Natoma/8th	Design, Construction	SFMTA	\$365,000	\$365,000	Open for Use
Ellis/Eddy Traffic Calming	Design	SFMTA	\$337,450	\$1,709,925	Design funds allocated in February 2014. Construction anticipated to begin in Spring 2017. Anticipated open for use by December 2017.
Franklin and Divisadero Signal Upgrades	Design, Construction	SFMTA	\$896,750	\$5,485,080	Design funds allocated in May 2014, construction funds allocated in February 2015. Construction began Summer 2015 with all signals operational by Spring 2017.
Pedestrian Countdown Signals	Construction	SFMTA	\$1,380,307	\$1,946,298	Open for Use
McAllister Street Campus Streetscape	Design, Construction	UC Hastings	\$1,702,035	\$2,485,345	Open for Use
Webster Street Pedestrian Signals	Design	SFMTA	\$401,794	\$1,760,000	Design funds allocated in November 2014, construction funds allocated July 2016. Construction anticipated to begin in Spring 2017, with signals operational by the end of 2017.
Gough St Pedestrian Signals	Design	SFMTA	\$300,000	\$3,350,000	Design funds allocated in November 2015. Anticipated open for use in early 2018.
Broadway Chinatown Streetscape Improvements	Construction	Public Works	\$1,029,839	\$8,199,591**	Design funds allocated in November 2013, construction funds allocated in April 2016. Construction in progress. Anticipated open for use in Summer 2017.
Mansell Streetscape Improvements	Construction	Public Works	\$163,358	\$6,955,706**	Open for Use
Bulb-outs at WalkFirst Locations	Design	SFMTA	\$491,757	\$5,491,757	Design funds allocated in April 2016. Design anticipated to be complete by September 2017, construction anticipated to begin in Summer 2018. All locations anticipated open for use by Fall 2020.
Subtotal			\$7,418,289	\$23,609,120	
TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS					
Civic Center BART/Muni Bike Station	Construction	BART	\$248,000	\$915,000	Open for Use
City College Pedestrian Connector	Design, Construction	SFMTA	\$933,000	\$991,000	Open for Use
24th St Mission SW BART Plaza and Pedestrian Improvements	Construction	BART	\$713,831	\$4,216,014	Open for Use
Elevator Safety and Reliability Upgrades	Construction	SFMTA	\$287,000	\$2,734,500	Construction funds allocated in March 2016. All locations anticipated open for use in Spring 2020.
Muni Bus Layover Area at BART Daly City Station	Construction	SFMTA	\$507,980	\$550,000	Construction funds allocated in March 2016. Anticipated open for use in Summer 2017.
Hunters View Transit Connection	Construction	MOHCD	\$1,844,994	\$1,844,994	Construction funds allocated in March 2014. Anticipated open for use in Spring 2017.
Subtotal			\$4,534,805	\$10,701,508	
TOTAL			\$22,722,548	\$60,610,561	

* Sponsor abbreviations include: Bay Area Rapid Transit District (BART); Mayor's Office of Housing and Community Development (MOHCD); San Francisco Municipal Transportation Agency (SFMTA); University of California Hastings College of the Law (UC Hastings).

**Project has also received allocations from Street Repair and Reconstruction category, so total project cost is excluded from Pedestrian Safety category subtotal to prevent double counting.



Memorandum

Date: May 2, 2017
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 05/09/17 Board Meeting: Approve the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Program of Projects</p> <p>SUMMARY</p> <p>The recommended action would approve the 2017 Proposition AA (Prop AA) vehicle registration fee Strategic Plan and program \$20,750,859 in Prop AA funds for 11 projects over the five-year period of Fiscal Year 2017/18 to 2021/22. Applications were solicited via a competitive call for projects released in November 2016 and evaluated using the Board-approved prioritization criteria. The Prop AA Expenditure Plan requires the adoption of a Strategic Plan, including a detailed 5-year prioritized program of projects for each of the three Expenditure Plan categories prior to the allocation of funds.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contracts</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other: _____</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

FOLLOW-UP

This item was presented at the March 14, 2017 Board meeting, but was continued to allow additional time for staff to brief Commissioners on the Proposition AA (Prop AA) program.

DISCUSSION

Background.

San Francisco voters approved Prop AA on November 2, 2010. Prop AA uses revenues collected from an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the Prop AA Expenditure Plan. Given its small size – less than \$5 million in annual revenues – one of Prop AA’s guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds.

The Prop AA Expenditure Plan allocated funds to just three programmatic categories. Over the life of the Expenditure Plan, the percentage allocation of vehicle registration fee revenues assigned to each category is as follows: Street Repair and Reconstruction – 50%, Pedestrian Safety – 25%, and Transit Reliability and Mobility Improvements – 25%.

Agenda Item 5

The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program, and specifies that the Strategic Plan include a detailed 5-year prioritized program of projects (5YPP) for each of the Expenditure Plan categories as a prerequisite for allocation of funds. The intent of the 5YPP requirement is to provide the Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding. Having a transparent and well-documented prioritization methodology in place allows for an open and inclusive project development process, intended to result in a steady stream of projects that are ready to compete for Prop AA, Prop K sales tax, and other discretionary (i.e. competitive) fund sources for implementation. In addition, a robust prioritization methodology helps to ensure that projects programmed for Prop AA funds can deliver near-term, tangible benefits to the public as intended by the Expenditure Plan. Finally, it allows project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

In 2012 the Board approved the first Prop AA Strategic Plan, which included programming of \$26.4 million in Prop AA funds for 19 projects in the first five years of Prop AA (Fiscal Years 2012/13 to 2016/17). We are pleased to report that allocations are on-track with the Strategic Plan: to date approximately \$25 million in Prop AA funds has been allocated, and we anticipate the final allocation will be requested in the coming months by the San Francisco Municipal Transportation Agency (SFMTA) for transit improvements on Geary Boulevard. Attachment 6 is a fact sheet with information on the progress of all Prop AA projects funded to date.

In October 2016, the Board approved the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria (see Enclosure) to guide the first update to the strategic plan. The Policies provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds. The Screening and Prioritization Criteria are the mechanism we use to evaluate and prioritize projects for funding within the three programmatic categories.

As we are in the last year of the 2012 5YPPs, we released a call for projects last fall to program funds for the 2017 5YPPs (covering Fiscal Years 2017/18 to 2021/22) as part of the 2017 Strategic Plan update.

Call for Projects.

On November 1, 2016, we issued a call for projects to program \$23,219,292 in Prop AA vehicle registration fee revenues available primarily from new revenues with additional funds coming from cost savings from recently completed projects. By the January 17, 2017 deadline we had received 22 applications from five agencies requesting approximately \$34 million in Prop AA funds. Attachment 2 summarizes the applications received.

Funds Available.

The call for projects amount was based primarily on new revenues forecast at approximately \$4.83 million per year, which will result in approximately \$23 million in funds available in the 5YPP period, net five percent for administrative expenses. Prop AA revenues are dependent on the number of vehicles registered in San Francisco and, as such, have been very stable over the last five years. In addition to new revenues, we are recommending programming \$446,000 in deobligated funds from projects completed under budget. See Attachment 1 for details on the amounts available for each of the three Expenditure Plan programmatic categories.

One final factor affecting the amount available for projects is our recommendation to return the Prop

AA Capital Reserve to \$500,000. The reserve had been lowered to \$240,000 in 2014 to accommodate programming for additional projects. While Prop AA's revenues are very stable, it should be noted that Prop AA is a pay-as-you-go program so the capital reserve is important for the integrity of the program as a buffer against fluctuations in revenues.

Draft Programming Recommendations.

We developed the draft programming recommendations based upon the project information submitted in response to the Prop AA call for projects, application of the Board-adopted screening and prioritization criteria, and follow-up communications with sponsors to clarify and seek additional project information as needed. We first screened project submissions for eligibility and determined that all 22 projects were eligible for Prop AA funding. We then evaluated the projects using program-wide prioritization criteria (such as project readiness, community support, and construction coordination opportunities) and category specific criteria (such as whether projects seeking funds from the Pedestrian Safety category are located on a Vision Zero corridor or directly improve access to transit or schools). Descriptions of the evaluation criteria and the resulting project scores are detailed in the Project Evaluation tables for each category (Attachment 4). For the Transit Reliability and Mobility Improvement category, we also took into consideration the special condition included in the 2012 Prop AA Strategic Plan that gives priority to the SFMTA's Rapid Network projects for receiving any Prop AA funds in the Transit Reliability and Mobility Improvements category – provided that they meet all other requirements in the call for projects, including project readiness standards.

Attachment 3 shows our draft programming recommendations along with the evaluation score for each project as reference. Unless noted otherwise below, we recommended funding projects in score order until the funds available were depleted. Our recommendation is to program \$20,750,859 in Prop AA funds to fully fund eleven projects, partially fund one project, and leave \$2,397,128 available for a future mid-cycle call for projects with priority to projects in the street resurfacing category from which the funds came from. The rationale for leaving funds unprogrammed is described in the section below.

Street Repair and Reconstruction Category: Recommended programming includes \$9,588,516 to fully fund four San Francisco Public Works (SFPW) pavement renovation projects: Geary Boulevard (Van Ness to Masonic); 23rd Street, Dolores Street, York Street and Hampshire Street; Mission Street (Brook/Santa Marina to Geneva); and Fillmore Street (Duboce to Marina). After discussion with Port of San Francisco staff, we are not recommending funding the \$2.4 million in Fiscal Year 2019/20 Prop AA funds for the Cargo Way and Amador Street Improvement project, the only other one submitted for this category. The Port project assumes \$18 million in federal discretionary FASTLANE grant funds from a future call for projects to fully fund construction. In our judgement, this amount and the funding source assumed are too uncertain to demonstrate a reasonable expectation of a full funding plan. Given the challenges with securing sufficient funds to meet the City's street resurfacing needs, rather than recommend funding projects in another Expenditure Plan category, we are holding the funds in reserve for a future competitive call for projects (prior to Fiscal Year 2019/20) with priority to street resurfacing projects. The Port can apply for these funds at that time assuming that the project has a solid full funding plan at the time.

Pedestrian Safety Category: The Pedestrian Safety category was the most oversubscribed of the three categories. The highest scoring projects were community supported ready-to go projects on the high injury network. Recommended programming includes \$5,193,928 to fully fund SFPW's requests for pedestrian-scale lighting for the Haight Street Streetscape project, pedestrian safety elements for the Potrero Gateway Loop, and Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) projects; and the SFMTA's requests for Arguello Boulevard Traffic Signal Upgrade and

Agenda Item 5

Bulb-outs at WalkFirst Locations. We are recommending partial funding for the SFMTA's request for pedestrian-scale lighting as recommended in the Western Addition Transportation Plan, which was adopted by the Board at its April 25 Board meeting.

Transit Reliability and Mobility Improvements Category: Recommended programming includes \$5,968,415 to fully fund Phases 1 and 2 of SFMTA's Muni Metro Station Enhancements project to add wayfinding signage and architectural/lighting upgrades at all nine Muni Metro stations.

Attachment 5 shows the proposed Strategic Plan programming for the next five years.

FINANCIAL IMPACT

Approval of the 2017 Strategic Plan and 5YPPs does not allocate any funds to projects. Allocation approvals are the subject of separate actions by the Board.

There are no impacts to the Transportation Authority's adopted Fiscal Year 2016/17 budget associated with the recommended action. Future budgets will reflect the anticipated capital reimbursement needs consistent with the Prop AA Strategic Plan and Board-approved allocations of funds to Prop AA projects.

CAC POSITION

The CAC was briefed on this item at its February 22, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 - Summary of Funds Available

Attachment 2 - Summary of Project Submissions

Attachment 3 - Draft Programming Recommendations

Attachment 4 - Evaluation Scores

Attachment 5 - Proposed 5-Year Prioritized Program of Projects

Attachment 6 - Prop AA Fact Sheet

Enclosure 1 - Draft 2017 Prop AA Strategic Plan

- Strategic Plan Policies
- Screening and Prioritization Criteria
- Proposed 5-Year Prioritized Program of Projects
- Prop AA Project Information Forms (11)



This Page Intentionally Left Blank

RESOLUTION ALLOCATING \$1,559,695 IN PROP K FUNDS, WITH CONDITIONS, FOR THREE REQUESTS ~~AND APPROPRIATING \$250,000 IN PROP K FUNDS FOR ONE PROJECT~~, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received four Prop K requests totaling \$1,809,695, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Ferry, Balboa Park BART/ Muni Station Access, Upgrades to Major Arterials, Traffic Calming, and Transportation Demand Management/ Parking Management; and

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

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

~~WHEREAS, The appropriation request for the Lombard Crooked Street Congestion Management System Development [Neighborhood Transportation Improvement Program Capital] project requires a 5YPP amendment as detailed in the enclosed allocation request form; and~~

WHEREAS, After reviewing the requests, staff recommended allocating a total of \$1,559,695 in Prop K funds, with conditions, for three requests, and appropriating \$250,000 in Prop K funds for the Lombard Crooked Street Congestion Management System Development [Neighborhood Transportation Improvement Program (NTIP) Capital] project~~one project, as~~



~~described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation or appropriation 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 2016/17 budget to cover the proposed actions; and

WHEREAS, At its April 26, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; and

WHEREAS, At its May 9, 2017 meeting, the Board severed the appropriation of \$250,000 for the Lombard Crooked Street Congestion Management System Development [NTIP Capital] to be considered separately; now, therefore, be it

~~RESOLVED, That the Transportation Authority hereby amends the Transportation Demand Management/Parking Management 5YPP, as detailed in the enclosed allocation request forms; and be it further~~

RESOLVED, That the Transportation Authority hereby allocates \$1,559,695 in Prop K funds, with conditions, for three ~~projects~~requests and ~~appropriates \$250,000 in Prop K funds for one project~~, as summarized in Attachment 3 and detailed in the enclosed 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 Expenditure Plan, the Prop K 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, the Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17

Enclosure:

1. Prop K/AA Allocation Request Forms (43)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	9	Port	Downtown Ferry Terminal - South Basin Improvements	\$ 1,100,000	\$ 73,015,000	95%	98%	Construction	3
Prop K	13	BART	Balboa Park Geneva Plaza Improvement Coordination	\$ 60,000	\$ 60,000	72%	0%	Design	11
Prop K	30, 38	SEMTA	Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]	\$ 399,695	\$ 399,695	66%	0%	Planning/ Conceptual Engineering	4, 7
Prop K	43	SFCTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital]	\$ 250,000	\$ 500,000	54%	50%	Planning/ Conceptual Engineering	2
TOTAL				\$ 1,809,695	\$ 73,474,695	95%	98%		

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: BART (Bay Area Rapid Transit District); Port (Port of San Francisco); SFCTA (San Francisco County Transportation Authority); 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 or non-Prop AA 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/AA Funds Requested	Prop AA Funds Requested	Project Description
9	Port	Downtown Ferry Terminal - South Basin Improvements	\$1,100,000		Funds will be used for construction to expand berthing and passenger circulation capacity at the Downtown Ferry Terminal, leveraging about \$72 million in regional, state and federal funds. The expanded capacity will accommodate new ferry services, improve ferry patron boarding and circulation and enhance emergency response capabilities. The Water Emergency Transportation Authority (WETA), working closely with the Port of San Francisco, will manage construction of two new ferry gates and reconstruct one existing gate in the South Basin area of the ferry terminal. New patron circulation infrastructure will include pedestrian access gates, gangways, canopies, and guardrails. Construction will begin in July 2017 and be completed in late 2019.
13	BART	Balboa Park Geneva Plaza Improvement Coordination	\$60,000		This request will fund additional coordination between BART, City staff, and the Upper Yard development team to integrate design efforts for Balboa Park Station area improvements and the Upper Yard project. BART will work with the development team on a station area vision framework, design alternatives for the station, and detailed design of the preferred alternative. The project will address possible variants of the Kiss-N-Ride lane and design of improvements to the area around the southern headhouse (i.e. Geneva Avenue escalator entrance). The coordination efforts will continue through detailed design, anticipated to be complete in late 2018.
30, 38	SFMTA	Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]	\$399,695		Neighborhood Transportation Improvement Program (NTIP) Capital funds (\$250,000) and additional Prop K funds will be used to evaluate several alternatives for re-configuration of the intersection at Sloat Boulevard/Skyline Boulevard/ 39th Avenue to improve operations and safety for pedestrians, cyclists, transit, and vehicular traffic. Alternatives to be considered include 1) a low-cost alternative; 2) a roundabout; 3) signalization reconfiguration. Project includes robust stakeholder engagement and outreach. The SFMTA anticipates completing the study by July 2018, including identification of a preferred alternative.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Prop AA Funds Requested	Project Description
43	SFMTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital]	\$250,000		NTIP Capital funds (\$200,000) and additional Prop K funds will be used to develop a reservations and pricing system for managing automobile access to the Crooked Street (1000 block of Lombard Street). The project will develop the physical and operational/ institutional details of the system and evaluate the outcomes to be expected if the system were implemented. To fully fund the effort we are working with Supervisor Farrell to secure an additional \$250,000 from the General Fund. Operational scenarios will be developed by November 2017. Completion of the full scope of work is expected in January 2018, subject to funding availability.

TOTAL	\$1,809,695		
--------------	--------------------	--	--

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Recommended	Prop AA Funds Recommended	Recommendations
9	Port	Downtown Ferry Terminal - South Basin Improvements	\$ 1,100,000		
13	BART	Balboa Park Geneva Plaza Improvement Coordination	\$ 60,000		
30, 38	SFMTA	Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]	\$ 399,695		
43	SFGTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital]	\$ 250,000		5YPP Amendment: The recommended appropriation is contingent upon a concurrent amendment to the Transportation Demand Management/Parking Management 5YPP. See the enclosed 5YPP amendment for details.
TOTAL \$			1,559,695	\$ -	

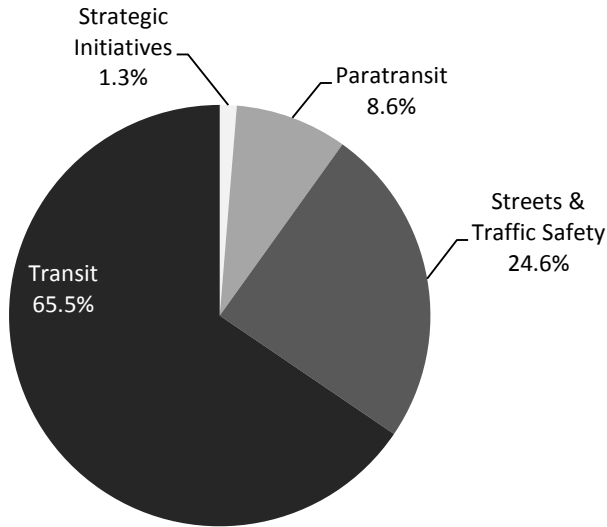
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2016/17**

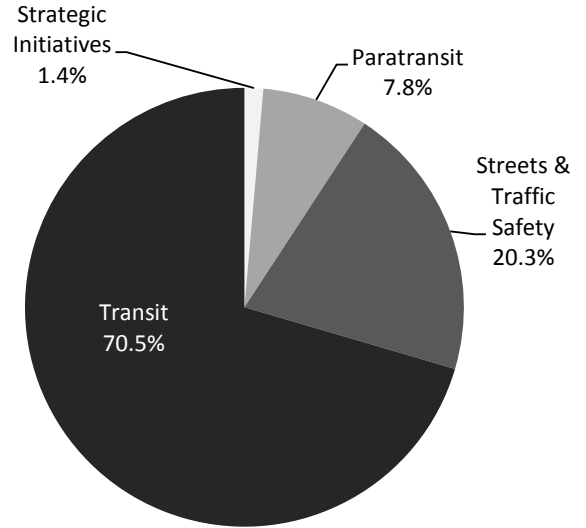
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 134,217,946	\$ 48,782,335	\$ 60,514,690	\$ 24,092,816	\$ 671,807	\$ 156,298
Current Request(s)	\$ 1,559,695	\$ -	\$ 779,771	\$ 559,924	\$ 220,000	\$ -
New Total Allocations	\$ 135,777,641	\$ 48,782,335	\$ 61,294,461	\$ 24,652,740	\$ 891,807	\$ 156,298

The above table shows maximum annual cash flow for all FY 2016/17 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date





Memorandum

Date: April 21, 2017
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 05/09/17 Board Meeting: Allocation of \$1,559,695 in Prop K Funds for Three Requests, with Conditions, and Appropriation of \$250,000 in Prop K Funds for One Request

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,559,695 in Prop K funds for three requests</p> <ul style="list-style-type: none"> o Downtown Ferry Terminal – South Basin Improvements (\$1,100,000 to the Port of San Francisco) o Balboa Park Geneva Plaza Improvement Coordination (\$60,000 to BART) o Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital] (\$399,695 to the SFMTA) <p>Appropriate \$250,000 in Prop K funds for one request</p> <ul style="list-style-type: none"> o Lombard Crooked Street Congestion Management System Development [NTIP Capital] <p>SUMMARY</p> <p>We have received one Prop K allocation request each from the Port of San Francisco, BART, and the San Francisco Municipal Transportation Agency (SFMTA), and are requesting appropriation of Prop K funds for one project for a total of \$1.8 million. Attachment 1 lists the requests including identifying supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations including any special conditions.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Procurement <input type="checkbox"/> Other: <hr/>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

DISCUSSION

We have received four requests totaling \$1,809,695 in Prop K funds that we are recommending for allocation or appropriation. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. A detailed scope, schedule, budget and funding plan for each project is included in the enclosed Allocation Request Forms. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

FINANCIAL IMPACT

Agenda Item 6

The recommended action would allocate \$1,559,695 and appropriate \$250,000 in Fiscal Year (FY) 2016/17 Prop K sales tax funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the total approved FY 2016/17 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the approved FY 2016/17 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC was briefed on this item at its April 26, 2017 meeting and adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K Allocation Summary – FY 2016/17

Enclosure 1 – Prop K/AA Allocation Request Forms (4)

RESOLUTION ADOPTING THE DISTRICT 1 NEIGHBORHOOD TRANSPORTATION
IMPROVEMENT PROGRAM [NTIP PLANNING] FINAL REPORT

WHEREAS, The District 1 Neighborhood Transportation Improvement Program (NTIP) planning project was recommended by former Commissioner Mar for \$100,000 in Prop K sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP); and

WHEREAS, This project was intended to engage the community and develop conceptual designs to improve bicycle and pedestrian safety on north-south routes into Golden Gate Park in the Richmond District, with a majority of the project dedicated to a full corridor planning process for Arguello Boulevard between Golden Gate Park and the Presidio; and

WHEREAS, The planning effort was led by the San Francisco Municipal Transportation Agency (SFMTA); and

WHEREAS, In mid-2016, based on this planning effort and with support from the community and the District 1 commissioner's office, the SFMTA moved forward with final design and legislation of near-term (paint-only) and long-term (concrete and signal infrastructure) improvements on Arguello Boulevard; and

WHEREAS, In May 2016, the Transportation Authority allocated NTIP Capital funds to advance the project, with \$188,931 for construction of the near-term improvements and \$10,520 for design of long-term improvements; and

WHEREAS, Near-term improvements completed in October 2016 included a painted buffer zone adjacent to the bike lanes on Arguello Boulevard, painted median islands, reconfigured turn pockets, improved crosswalk markings, lengthened bus zones, and other painted upgrades; and

WHEREAS, Long-term improvements include full concrete pedestrian islands, concrete



median barriers, concrete bulb-outs, and a new Rapid Rectangular Flashing Beacon to be constructed in coordination with the upcoming Public Works' paving project, to begin construction in Fiscal Year 2017/18; and

WHEREAS, The District 1 NTIP project also included predevelopment activities that aided the SFMTA in developing planning project scopes for additional corridors, including 8th Avenue and the Central Richmond Neighborway project (Prop K funded) to study traffic calming, bicycle and pedestrian safety improvements on 23rd, 22nd, and 18th Avenues; and

WHEREAS, At its April 26, 2017 meeting, the Citizens Advisory Committee was briefed on the Study's Final Report and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed District 1 Neighborhood Transportation Improvement Program [NTIP Planning] Final Report; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.

Enclosure:

1. District 1 Neighborhood Transportation Improvement Program [NTIP Planning] Final Report



Memorandum

Date: April 21, 2017
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 05/09/17 Board Meeting: Adoption of the District 1 Neighborhood Transportation Improvement Program [NTIP Planning] Final Report

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the District 1 Neighborhood Transportation Improvement Program [NTIP Planning] Final Report.</p> <p>SUMMARY</p> <p>The District 1 NTIP Planning project was recommended by former Commissioner Mar for \$100,000 in Prop K sales tax funds to engage the community and develop conceptual designs to improve bicycle and pedestrian safety on routes into Golden Gate Park in the Richmond District. The project was focused on identifying near- and long-term improvements for Arguello Boulevard, with near-term improvements having already reached implementation. The project final report is included as an enclosure in this packet.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Procurement <input type="checkbox"/> Other: _____
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

DISCUSSION

Background.

The District 1 NTIP Planning project was recommended by former Commissioner Mar for \$100,000 in Prop K sales tax funds. The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

The planning effort was led by the San Francisco Municipal Transportation Agency (SFMTA) with the aim of engaging the community, former Commissioner Mar’s office and other relevant stakeholders to plan and develop conceptual designs to improve bicycle and pedestrian safety on north-south routes into Golden Gate Park in the Richmond District. A majority of this project was dedicated to a full corridor planning process for Arguello Boulevard between Golden Gate Park and the Presidio.

In mid-2016, with support from the community and the District 1 commissioner’s office, the SFMTA moved forward with final design and legislation of near-term (paint-only) and long-term (concrete and signal infrastructure) improvements. In May 2016, the Transportation Authority allocated NTIP

Agenda Item 7

Capital funds to advance the project, with \$188,931 for construction of the near-term improvements and \$10,520 for design of long-term improvements.

Earlier this month, staff from the SFMTA and the Transportation Authority briefed the new District 1 Commissioner (Fewer) and she is comfortable advancing the NTIP plan to the Board for approval. The recommended improvements are summarized below.

Near-term Improvements on Arguello.

Near-term improvements included a painted buffer zone adjacent to the bike lanes on Arguello Boulevard, painted median islands, reconfigured turn pockets, improved crosswalk markings, lengthened bus zones, and other painted upgrades. This work was completed in October 2016.

Long-term Improvements on Arguello.

Long-term improvements include full concrete pedestrian islands, concrete median barriers, concrete bulb-outs, and a new Rapid Rectangular Flashing Beacon. Construction of these improvements will be coordinated with the upcoming Public Works paving project, which is currently on hold pending confirmation of the Fiscal Year 2017/18 Public Works budget.

Planning for Additional Corridors.

The District 1 NTIP project also included predevelopment activities that aided the SFMTA in developing planning project scopes for additional corridors. The SFMTA is now well underway with planning for 8th Avenue, and is beginning the Central Richmond Neighborway project (Prop K funded) to study traffic calming, bicycle and pedestrian safety improvements on 23rd, 22nd, and 18th Avenues. The 8th Avenue project team has held several public events and is entering the detailed design phase, with a final public outreach event scheduled for summer 2017. The Central Richmond Neighborway project will begin outreach in Summer 2017.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2016/17 budget.

CAC POSITION

The CAC will consider this item at its April 26, 2017 meeting.

SUPPLEMENTAL MATERIALS

Enclosure 1 – District 1 NTIP Planning Grant Final Report

RESOLUTION ADOPTING THE TRANSPORTATION INVESTMENT AND GROWTH STRATEGY 2017 UPDATE

WHEREAS, Bay Area Congestion Management Agencies (CMAs), including the Transportation Authority, are required to prepare and regularly update a county-level Transportation Investment and Growth Strategy (TIGS) as part of the Metropolitan Transportation Commission's (MTC's) One Bay Area Grant Program (OBAG); and

WHEREAS, The Transportation Authority adopted its first TIGS in 2013 and provided minor updates in 2014 and 2015; and

WHEREAS, Completion of a TIGS update in 2017 is a prerequisite to receive OBAG Cycle 2 funds; and

WHEREAS, TIGS is a tool by which CMAs may demonstrate their efforts to achieve Plan Bay Area goals and report their progress related to housing policy, housing production, transportation planning and capital investment; and

WHEREAS, TIGS is intended to coordinate the County's housing and job growth with strategic investments in transportation, with the goal of focusing that housing and job growth alongside transportation improvements within established Priority Development Areas; and

WHEREAS, The attached update for 2017 was jointly prepared by Transportation Authority and Planning Department staff and it provides details related to recently adopted housing policies, housing production statistics, and transportation planning and investment efforts; and

WHEREAS, At its April 26, 2017 meeting, the Citizens Advisory Committee was briefed on and unanimously adopted a motion of support for adoption of San Francisco's TIGS 2017 update; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the TIGS 2017 update; and

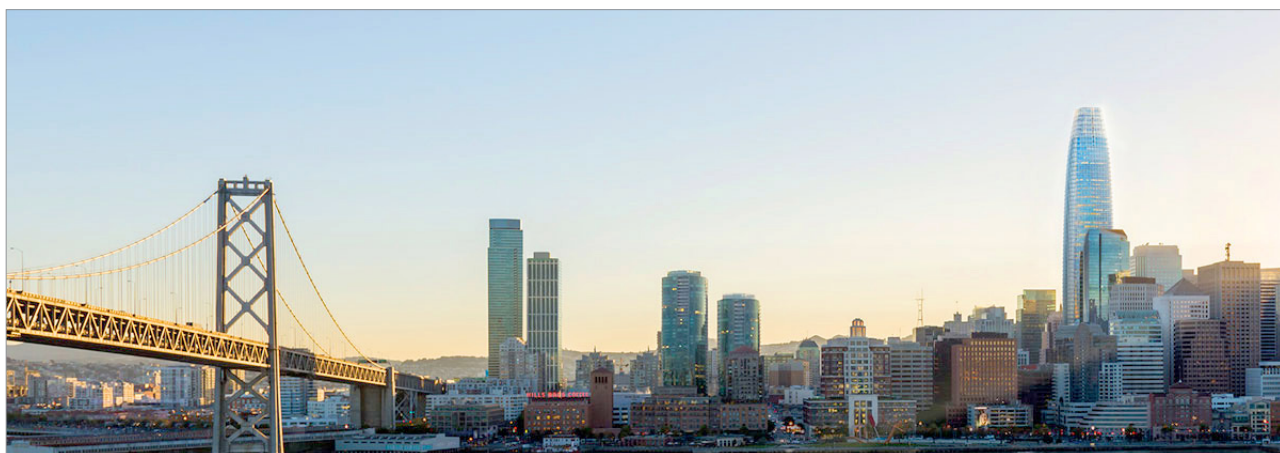


be it further

RESOLVED, That the Executive Director is authorized to submit the TIGS 2017 update to the MTC and to communicate this information to all interested parties.

Attachment:

1. Transportation Investment & Growth Strategy, 2017



Transportation Investment and Growth Strategy

2017 UPDATE





ACKNOWLEDGEMENTS

The study has been a collaborative effort, with contributions from many individuals. Gratitude and thanks to:

**SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY**
WARREN LOGAN, Senior Transportation Planner

SAN FRANCISCO PLANNING DEPT.

PHOTO CREDITS

Uncredited photos are from the Transportation Authority photo library or project sponsors. Unless otherwise noted, the photographers cited below, identified by their screen names, have made their work available for use on flickr Commons: Follow the link for use and licensing information.

Front cover: top left, Sergio Ruiz. <https://flic.kr/p/qXzTE1>; top right, © 2017 SFMTA; bottom, Salesforce.

p. 5: Rendering by Steelblue, courtesy MANICA Architecture
p. 15: Daniel Hoherd. <https://flic.kr/p/d2kGCu>

REPORT DESIGN: Bridget Smith

Contents

Executive Summary	1
1. Introduction	3
2. Planning for Growth: San Francisco's Priority Development and Priority Conservation Area	3
3. Housing Policies and Housing Production	7
4. Priority Development Area Transportation Needs	12
5. Informing Transportation Funding Decisions	16
Appendix A: Map of the Priority Development Areas in San Francisco	21
Appendix B: Map of the Priority Conservation Areas in San Francisco	22

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



1455 Market Street, 22nd Floor, San Francisco, CA 94103
TEL 415.522.4800 FAX 415.522.4829
EMAIL info@sfcta.org WEB www.sfcta.org



Executive Summary

The San Francisco County Transportation Authority (Transportation Authority), San Francisco's Congestion Management Authority, has prepared this 2017 Transportation Investment and Growth Strategy (TIGS) as a comprehensive update to the 2013 TIGS document. This document reflects the strong coordinated effort San Francisco's Planning Department, the San Francisco Municipal Transportation Agency (SFM-TA), the Transportation Authority, and the Mayor's Office among others, have sustained to consistently deliver targeted growth within its Priority Development Areas complemented by targeted transportation investments.

As the 2013 document demonstrates, San Francisco is a unique county from others in the Bay Area. Our Priority Development Areas (PDAs) have benefited from strong land use planning efforts and are poised to receive significant investment, as evidenced by the last several years of housing development. Between 2010 and 2015, San Francisco completed building nearly 11,000 housing units within its PDAs and an additional almost 7,000 more currently under construction.

At the same time, San Francisco has succeeded in advancing several new and updated land use plans to focus investment in other priority development areas of our city and continue our success:

- In the San Francisco/San Mateo Bi-County Area, San Francisco's portion has adopted the Sunnydale HOPE SF project, has begun implementation of 1,600 housing units at the Schlage Lock site and has entitled 600 additional units in Executive Park.
- In the Balboa Park PDA, the City has released an RFP to three teams for development of the Balboa Reservoir public site which aims to invest in dense mixed-income housing development at the 17-acre site. The development teams were selected from a RFQ process, and their proposals will be reviewed against design and development principles established through a 2-year public process.
- The Eastern Neighborhood PDA includes several new land use plans. The Central SoMa Plan, to be adopted in 2017, aims to create a socially, economically, and environmentally sustainable neighborhood within the South of Market district at the nexus of several major local and regional transit lines. The Mission Action Plan 2020 is a comprehensive action plan for neighborhood stabilization. Lastly, the Potrero HOPE SF Project in Potrero Hill was granted approval in 2017 to rebuild a public housing complex with a mixed-income community of over 800 affordable units (including replacing all 600 existing public housing units) alongside an additional 800 market-rate housing units.

- The Market/Octavia PDA's Hub Plan proposes to update the existing Market and Octavia Area Plan to improve the public realm and captures additional public benefits in the burgeoning Van Ness/Market Street area.

Lastly, the Mission Bay PDA contains two recently adopted new plans including the Golden State Warriors Event Center Project—aptly named for its mixed-used development plan around the new Warriors arena; and UCSF's Long Range Development Plan which plans for the university's anticipated growth around the it's growing campus.

Alongside our efforts to deliver on land use plans and critical investments in housing, San Francisco has championed several progressive policies to increase housing investment and provide capital improvement dollars for transportation. The most notable policies include the Transportation Sustainability Program (TSP) which adopts a developer impact fee for transportation investments; comprehensive California Environmental Quality Act (CEQA) reform in developments' environmental review process; and developer-sponsored, on-site transportation demand management programs. Alongside the TSP program, San Francisco voters passed three propositions K (Nov. 2014), A (Nov 2015) and C (June 2016) which together work to rehabilitate, and develop new affordable housing units within the city.

Complementing our investment in housing development in San Francisco's PDAs, the City has made great strides in developing transportation plans to address our immediate and future mobility needs. The Core Capacity Transit Study is a joint effort between the Bay Area transit providers (BART, Muni, AC Transit, the Water Emergency Transportation Authority, and Caltrain), the Metropolitan Transportation Commission (MTC) and the Transportation Authority. This regionally significant study works to identify transit investments needs to better serve the San Francisco core. Perhaps most significantly, though, San Francisco has initiated a

comprehensive visioning processes for transportation: ConnectSF. This effort strives to identify 50-year goals, major constraints, and comprehensive scenario planning. An exciting outgrowth of this process has been the Subway Vision which explored existing and future subway network opportunities based on technical analysis and feedback from users through an online mapping portal.

As San Francisco's development and growth continues, the Transportation Authority has set a roadmap through its Transportation Investment and Growth Strategy and the San Francisco Transportation Plan 2040 (SFTP) (alongside several other planning documents) for future capital investments, particularly as they relate to the One Bay Area Grant (OBAG) program, State Cap and Trade dollars, and other locally generated funds. These capital investments are identified through the City's extensive land use and transportation planning efforts. In general they work to provide access for all modes and increase safety for the most vulnerable users of our roadways. Most notable, we will continue to prioritize projects in Priority Development Areas and Communities of Concern (CoCs), also giving strong consideration to project readiness, socioeconomic and geographic equity factors, and proximity to planned affordable housing.

CONCLUSION

Echoing the 2013 TIGS, this updated Strategy demonstrates our County's leadership in housing development and transportation planning. San Francisco's success depends not only on its own efforts but on the two other largest cities, Oakland and San Jose, and perhaps most importantly on the consistent perseverance of the smaller cities in the other eight counties in the Bay. We must all work to deliver housing throughout our respective counties and work together to design and finance strong core capacity investments that will secure our region's sustainability and resilience into the future.

Chapter 1. Introduction

The 2017 San Francisco Transportation Investment and Growth Strategy demonstrates San Francisco's sustained commitment to accommodating and encouraging equitable and affordable housing growth around strategic transportation investments.

Where the 2013 Strategy provided a framework and roadmap for San Francisco's investment and growth strategy the 2017 document injects new efforts to continue planning for new residents and providing efficient and effective mobility options.

CHAPTER 2 of this strategy documents the city's Priority Development Areas and Priority Conservation Areas (PCAs). While the 2013 Investment and Growth Strategy outlined the PDAs' transportation needs and outlined projects for housing growth, this document provides an update to the planning efforts conducted within and adjacent to those priority development areas to accomplish that growth. Accompanying that discus-

sion, chapter 2 also documents new priority conservation areas adopted since 2013.

CHAPTER 3 complements chapter 2's planning effort by describing recently-adopted policies that aim to address housing production and affordability. Alongside those adopted policies, Chapter 3 also documents San Francisco's recent housing production within its PDAs.

CHAPTER 4 discusses recently completed and currently underway transportation planning efforts that document new transportation needs throughout areas of the city. Together these efforts work to support the new housing growth achieved in the last several years and planned for the next few decades.

CHAPTER 5, lastly, documents San Francisco's funding prioritization related to MTC's One Bay Area Grant and provides an overview of the priority projects within the city.

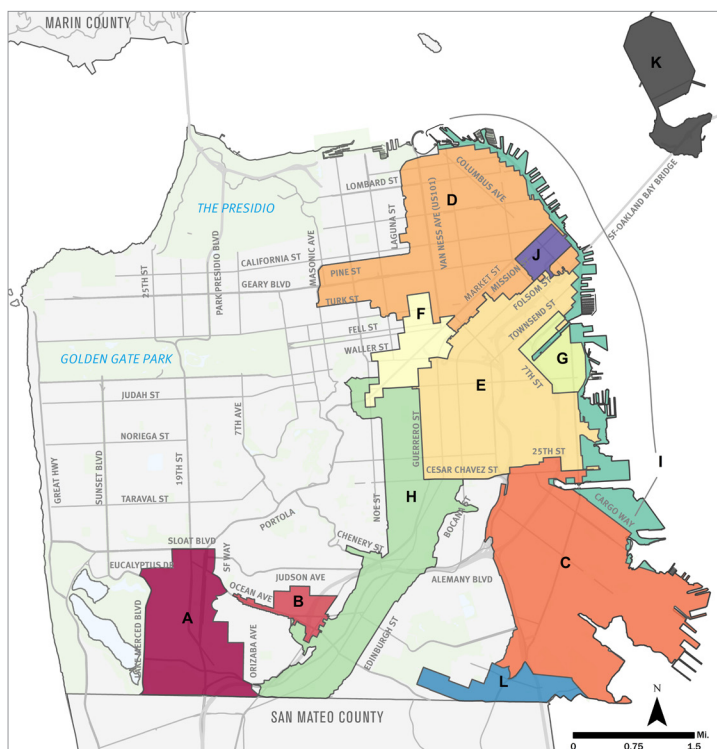
Chapter 2. Planning for Growth: San Francisco's Priority Development and Priority Conservation Area

PRIORITY DEVELOPMENT AREAS

San Francisco has twelve Priority Development Areas (PDAs) predominantly located along the eastern portion of the city. Those PDAs are supported by numerous land use plans that coordinate the city's growth and capital improvements while maintaining the unique character of those neighborhoods.

FIGURE 1. San Francisco Priority Development Areas (for enlarged version, see Appendix A.)

- A. 19th Avenue
- B. Balboa Park
- C. Bayview/Hunters Point Shipyard/Candlestick Point
- D. Downtown-Van Ness-Geary
- E. Eastern Neighborhoods
- F. Market-Octavia/Upper Market
- G. Mission Bay
- H. Mission-San Jose Corridor
- I. Port of San Francisco
- J. Transit Center District
- K. Treasure Island and Yerba Buena Island
- L. San Francisco/San Mateo Bi-County Area



NEW LAND USE PLANS

San Francisco has initiated or adopted several planning documents to support its Priority Development Areas in the last four years. Many of the plans work to accommodate economic and demographic shifts throughout their respective PDAs. For example increased demand for office and residential space in the Mid-Market area are supported in the Market Street Hub Project of the Market/Octavia PDA; the Golden State Warriors stadium and the expanded University of California, San Francisco (UCSF) plans work to support the Eastern Neighborhood PDA. In sum, each of these planning documents not only work to support their respective PDAs but also the larger city as a whole. They each respond to their respective community's needs while working to concentrate the city's growth near transportation investments to create more sustainable communities.

Balboa Park PDA

BALBOA RESERVOIR DEVELOPMENT. Request for Qualification (RFQ) and Request for Proposal (RFP) for development of Balboa Reservoir site were issued on November 10, 2016 and March 9, 2017, respectively. The primary objectives for the proposed project include (1) creating

a mixed-income housing project that maximizes the amount of affordable housing for low, moderate, and middle-income San Franciscans; (2) providing the San Francisco Public Utilities Commission's (SFPUC) water utility ratepayers with fair market value for this utility asset; and (3) developing the site with sensitivity to surrounding neighborhoods. The Balboa Reservoir Site is currently owned by the City and County of San Francisco through the SFPUC. The 17-acre lot is adjacent to City College of San Francisco (CCSF), in close walking distance to the Balboa BART station and currently serves as a parking lot for CCSF students. The Balboa Park Station Area Plan, adopted in 2009, includes Balboa Reservoir in its 210-acre Plan area.

For more information visit: <http://bit.ly/2oWcTPM>

Eastern Neighborhood PDA

THE CENTRAL SOMA PLAN. The vision of the Central SoMa Plan is to create a social, economic, and environmentally sustainable neighborhood by 2040, where the needs of the present are met without compromising the opportunities of future generations. The Plan proposes a comprehensive strategy to achieve this vision, addressing land use, building size and heights, transportation,

TABLE 1. Plans that support each PDA

PRIORITY DEVELOPMENT AREA	RELEVANT PLANS	STATUS
19th Avenue/Park Merced	Parkmerced Development Agreement (including Design Standards and Guidelines, Sustainability Plan, Transportation Plan, and Infrastructure Plan), San Francisco State University Campus Master Plan	Planned
Balboa Park	Balboa Park Area Plan	Planned
Bayview/Hunters Point Shipyard/Candlestick Point	Bayview Hunters Point Area Plan & Redevelopment Plan, Hunters Point Shipyard Area Plan, Candlestick Point Sub-Area Plan, Candlestick Point - Hunters Point Shipyard Phase I & II Development Plan	Planned
Downtown/Van Ness/Geary	Downtown Area Plan, development plans for the 5M Project	Planned
Eastern Neighborhoods	Eastern Neighborhoods Area Plans and Implementation Document, Eastern Neighborhoods Transportation Implementation Planning Study, Western SoMa Area Plan; draft Central Corridor Plan	Planned
Market/Octavia	Market & Octavia Area Plan and Community Improvements Program, Upper Market Community Plan	Planned
Mission Bay	Mission Bay Redevelopment Plan & Design for Development: North; Mission Bay Redevelopment Plan & Design for Development: South	Planned
Mission/San Jose Corridor	Glen Park Community Plan	Planned
Port of San Francisco	Waterfront Land Use Plan; Seawall Lot 337 and Pier 48/ Mission Rock Development, Pier 70 Master Plan.	Planned
San Francisco/San Mateo Bi-County Area	Executive Park Sub-Area Plan, Visitacion Valley Master Plan and Design for Development, Hope SF Sunnydale Master Plan	Planned
Transbay Terminal	Transit Center District Plan and Implementation Document, Transbay Redevelopment Plan	Planned
Treasure Island	Treasure Island and Yerba Buena Island Redevelopment Plan	Planned

San Francisco has not adopted new Priority Development Areas since the 2013 Transportation Investment and Growth Strategy; however, new land use plans described below have been completed to support the existing PDAs.

sidewalks, open space and preservation of historic buildings. The draft Central SoMa Plan and Implementation Strategy were published in August of 2016 for public review, and will likely be adopted in 2017. The Central SoMa Draft EIR was released in December 2016.

For more information visit: <http://bit.ly/2pD3F90>

MISSION ACTION PLAN 2020. Published in 2017, the Mission Action Plan 2020 (MAP2020) is a comprehensive action plan for neighborhood stabilization for residents of San Francisco's Mission District. The goal of MAP2020 is to retain and attract low to moderate income residents and community-serving businesses (including Production, Distribution and Repair), artists, and nonprofits in order to strengthen and preserve the socioeconomic diversity of the Mission neighborhood 2017. Phase One focuses on the development of the Plan and launching the first round of programmatic services to help the most vulnerable households and businesses. Phase Two, already underway, will continue to focus on addressing the role of the current market-rate housing pipeline, planning for long-term affordable housing solutions, analyzing how transit and other City projects support the goals of MAP2020, and developing the legislation and any new programs contained in the Report.

For more information visit: <http://bit.ly/2oW7oR5>

POTRERO HOPE SF PROJECT. Located on the southern and eastern slopes of Potrero Hill, Potrero HOPE SF project is one of two Hope SF projects the Board of Supervisors unanimously granted initial approval on January 24, 2017. The Potrero HOPE SF Master Plan includes demolition of all existing units, vacation of portions of the right of way that currently cross the site diagonally, and building new streets that would better continue the

existing street grid. This mixed-use, mixed-income development will include 619 units of replacement public housing, along with 187 below-market rate housing units and another 817 market rate units that will be a mix of rentals and condos. Beyond the replacement units, open space, recreation centers, health centers, and facilities for daycare and afterschool programs are planned for entire new neighborhoods. New sidewalks, streetlights and water and sewer systems will be integrated with the rest of the neighborhood.

For more information visit: <http://hope-sf.org/community.php>, <http://bit.ly/2jvGnOe> and <http://bit.ly/2oMe5VI>

Market/Octavia PDA

THE MARKET STREET HUB PROJECT ("THE HUB"). The neighborhood known as "The Hub" is included in the 2008 Market and Octavia Area Plan. In the current economic climate, this area is now receiving concentrated attention from the development community. The Hub is also in the midst of major infrastructure improvements, such as Van Ness Avenue Bus Rapid Transit, that were identified in the Plan and have since moved through conceptual design. With major projects planned or already underway, the Planning Department is considering making amendments to the Market and Octavia Area Plan that will help ensure that new growth in the Hub will support the City's goals for housing, transportation, the public realm and the arts. The Hub project goals include increased affordable housing, enhancements to the public realm, support for transit enhancements, encouraging the arts, and improving the urban form. Draft of the Public Realm Plan is now available for review.

For more information visit: <http://bit.ly/2oszwaC>

FIGURE 2. The Golden State Warriors arena, now under construction.



Mission Bay PDA

GOLDEN STATE WARRIORS EVENT CENTER PROJECT. In 2016, the Board of Supervisors approved the Golden State Warriors Event Center and Mixed Use Development Project on Mission Bay South Blocks 29-32 in the southeastern part of San Francisco. The project proposed by The Golden State Warriors (GSW) Arenas is to construct a 488,000-square-foot multi-purpose event center with a

capacity of up to 18,500 seats and a variety of mixed-use structures, including two 11-story office and retail buildings, parking facilities, and 3.2 acres of open space. The project works to incorporate on-site and off-site improvements to accommodate traffic and to include a transportation management plan to facilitate multi-modal access at the event center during project operation.

For more information visit: <http://sfocii.org/warriors>

UCSF'S LONG RANGE DEVELOPMENT PLAN (LRDP). UCSF's 2014 Long Range Development Plan (LRDP) was approved by the UC Board of Regents on November 20, 2014 along with its accompanying Environmental Impact Report. Unlike the previous LRDP, which focused on significant growth—and resulted in the creation of the Mission Bay campus site—this plan anticipates a slower rate of growth over the next 20 years, and places renewed focus on consolidation and renovation of existing facilities as well as improving seismic safety. The LRDP anticipates a 30 percent rise in UCSF's total population, including a 31 percent increase in employees and 34 percent more patient visits, and a 26 percent increase in gross square footage, mostly at the Mission Bay campus site where UCSF owns undeveloped land within its existing 62-acre site and has infrastructure planned to support the expansion.

For more information visit: <http://bit.ly/2oPDTyb>

San Francisco/San Mateo Bi-County Area

SUNNYDALE HOPE SF PROJECT. Originally built as public housing for shipbuilders, this master planned project approved in January 2017 will replace the existing 785 public housing units and build another 900 units of affordable rental apartments and affordable and market rate homes to own. Additionally, this pedestrian-oriented and transit accessible community will also boast a new recreational and educational center, new parks, community garden, farmer's market and neighborhood-serving retail.

For more information visit: <http://bit.ly/2o4rCZO>

PRIORITY CONSERVATION AREAS

Five Priority Conservation Areas (PCAs) have been adopted by San Francisco since 2015: Palou Phelps Natural Area, Bayview Hill Natural Area, Green Connections-McLaren Park Pivot, Crosstown Trail-Connecting Twin Peaks Bio-Region/Glen Canyon, and the San Francisco Bay Area Water Trail. These PCAs are shown in Appendix B and described below.

For more information visit: <http://bit.ly/2o4DWcB>

FIGURE 3. Bayview Park



Palou Phelps Natural Area

The site lies in the Southeastern portion of San Francisco, in the Bayview neighborhood. It is home to a vibrant and diverse assemblage of plants and wildlife, which face high risk from potential development. This area contains several private lots with the potential to be developed. The lots are adjacent, and in some cases, on the park. This makes these lots a high priority for acquisition.

Bayview Hill Natural Area

Bayview Hill is a critically important natural area in the city, both biologically for rare plants and wildlife habitat and endangered species habitat, but also for the potential to connect more thoroughly the Bayview community to the site. The radio tower on the northwest end of this site was among the four former San Francisco PCAs. The hill is a patchwork quilt of multiple City and private landowners as well as CalTrans to ensure future efforts can be made to permanently secure the private and state lands from development and to engender ongoing stewardship.

Green Connections-McLaren Park Pivot

This site encompasses McLaren Park and Green Connections routes. McLaren Park resides in the Central Southern portion of the city, surrounded by the Excelsior, Portola, and Visitacion Valley neighborhoods, and acts as a central pivot point for the Green Connections routes. The Green Connections serve to help connect McLaren Park to nearly every section of the city. These connections are particularly important for underserved communities, and they connect to other extremely important open spaces and natural areas, such as Lake Merced and Candlestick State Park, which has a new General Management Plan and a massive wetland restoration at Yosemite Slough.

Crosstown Trail-Connecting Twin Peaks Bio-Region/Glen Canyon

This site is located in the heart of San Francisco, surrounded by the Twin Peaks, Diamond Heights, and Inner Sunset neighborhoods. Two previous PCAs were located in this region of the city, where the densest concentration of small- and medium-sized open space exists in the San Francisco. The site overall is a larger patchwork quilt of natural areas and open spaces, owned by as many as nine different City departments. Planners, advocates and stewards have identified the Twin Peaks Bioregion as an important conservation priority and a spectacular opportunity to create an intentional bioregional park preserve in the heart of the city.

The San Francisco Bay Area Water Trail

The San Francisco Bay Area Water Trail is a growing network of designated launching and landing sites, or “trailheads” around San Francisco Bay. Each trailhead enables non-motorized small boat users to safely enjoy the natural, historic, cultural, and scenic richness of San Francisco Bay and its nearby tributary waters. This regional trail has the potential to enhance Bay Area communities’ connections to the Bay and create new linkages to existing shoreline open spaces and other regional trails.

Chapter 3. Housing Policies and Housing Production

HOUSING POLICIES

Chapter 2 documented the City and County’s land use planning efforts to support its PDA and accommodate growth. Complementing those planning efforts, San Francisco voters have adopted several key pieces of legislation to also support housing growth—particularly at all levels of affordability—and marry that growth with transportation investments from the private sector. The following are descriptions of the myriad policies San Francisco has recently adopted.

Transportation Sustainability Program (TSP)/ Transportation Demand Management (TDM)

The Transportation Sustainability Program (TSP) is a joint effort between the San Francisco Planning Department, the Transportation Authority, and the San Francisco Municipal Transportation Agency. The program is comprised of three major areas of work:

INVEST: TRANSPORTATION SUSTAINABILITY FEE (TSF). The first component of the program is a Transportation Sustainability Fee (TSF) that helps fund transit and safer streets, particularly as San Francisco grows and our need for sustainable travel modes increase. New commercial developments, market-rate residential developments with more than 20 units, and certain large institutions will be required to pay TSF. The TSF is projected to pay for \$1.2 billion in transportation improvements over 30 years. The money could be used for things such as more Muni buses and trains, improved reliability on Muni’s busiest routes, roomier and faster regional transit, and better and safer streets for pedestrians and bicyclists. The TSF has been adopted by the Board of Supervisors and went into effect on December 26, 2015.

ALIGN: CEQA REFORM. San Francisco has modernized its environmental review process which includes a more meaningful transportation analysis that better captures environmental effects, like a development’s impacts on transit delays and crowding. On March 3, 2016, the San Francisco Planning Commission adopted a resolution to replace Level of Service (LOS) with a vehicle miles traveled threshold for all CEQA environmental determinations.

SHIFT: TRANSPORTATION DEMAND MANAGEMENT. New developments within San Francisco are required to adopt transportation demand management programs. Developers are required to offset the total number of parking spaces provided with a menu of TDM options that together meet a “points” threshold equivalent to the number of calculated Vehicle Miles Traveled (VMT) attributed to their parking. On February 7, 2017, the San Francisco Board of Supervisors approved the ordinance amending the Planning Code to establish a Transportation Demand Management Program.

For more information visit: <http://bit.ly/2pDgErs>

Prop K “Additional Affordable Housing Policy”

Prop K “Additional Affordable Housing Policy” was approved by San Francisco voters on November 2014. Prop K established goal of constructing or rehabilitating at least 30,000 homes by 2020 and securing sufficient funding to achieve the goal. More than 50% of the housing will be affordable for middle-class households, with at least 33% affordable for low- and moderate-income households. The City will attempt to ensure that 33% of new housing in areas that are rezoned to provide more residential development is affordable to low- and moderate-income households.

Prop C Affordable Housing Charter Amendment

Prop C Affordable Housing Charter Amendment was approved by San Francisco voters on June 2016. Prop C increases the “inclusionary” housing requirement for private developments, requiring new market-rate housing projects of 25 or more units to include 15% low-income and 10% moderate/middle-income housing. The measure also gives the San Francisco Board of Supervisors the authority to alter the existing and impose new affordable housing requirements through ordinances instead of a charter amendment.

Prop A Housing Bond

Prop A Housing Bond was approved by San Francisco voters on November 2015. It issues up to \$310 million in bonds for low- and middle-income housing. The bond includes \$80 million to refurbish and reconstruct existing public housing units and \$100 million to deliver the maximum amount of new 100% affordable homes. The Mission District will get \$50 million for new 100% affordable construction, land acquisition for affordable housing, and large Single-Room Occupancy (SRO) acquisition rehab. About \$80 million in the bond will go to down-payment assistance and developer incentives targeting middle-income households.

Accessory Dwelling Units

Accessory Dwelling Units (ADUs)—also called secondary units, in-law units, or cottages—are units added to existing residential buildings. San Francisco, first adopted its ADU program in 2014 for select districts. As of September 4, 2016, the City of San Francisco’s Accessory Dwelling Unit program is available for use citywide. This program reduces some Planning Code requirements to make it possible for property owners to add these new units to their buildings. ADUs are permitted in all districts that allow residential use. However, the ADU program does not apply to RH 1-(D) districts. ADUs in RH-1(D) districts should follow State Law requirements. Buildings with four or less existing units are permitted to add one ADU. Buildings with five or more existing units are allowed to add as many ADUs as fit and meet all planning and building code controls.

For more information visit: <http://bit.ly/2oPHDji>

Legalization of Unauthorized In-Law Units

Established in 2014, this is a voluntary program that allows property owners to formally register and rent their otherwise illegally converted in-law units in San Francisco assuming all life-safety conditions are met. With this ordinance, one of these existing units may le-

gally join the housing market should the owner follow the stipulated process. If the building where the unit is being legalized is subject to Rent Control requirements, the unit being legalized is also subject to Rent Control. There are several Planning Code requirements that are waived for units taking advantage of this process including rear yard, exposure, density, parking, and open space. This program is applicable citywide in buildings which permit residential uses.

For more information visit: <http://sfdbi.org/UnitLegalization>

Elimination of Conditional Use and other hearing requirements for 100% Affordable projects

Legislation that eliminated conditional use requirements, Section 309 and Section 329 review for 100% affordable projects was adopted in March 2016. 100% Affordable Housing projects are now principally permitted and are not required to obtain conditional use authorization. 100% Affordable Housing Projects are not required to go to the Planning Commissions for Planned Unit Development review, Section 309 review, and Section 329 Large Project Authorization.

For more information visit: <http://bit.ly/2pDc6Ed>

100% Affordable Housing Bonus Program

On July 29, 2016, Mayor Ed Lee signed the 100% Affordable Housing Bonus Ordinance into law.

To increase the amount of affordable housing built in San Francisco, 100% Affordable Housing Bonus (AHBP) offers housing developers incentives, including increased density and height, in return for building more permanently affordable homes into their projects. The Ordinance also establishes the procedures in which the 100% AHBP projects shall be reviewed and approved.

For more information visit: <http://bit.ly/2onMx5X> and <http://bit.ly/2pSbqqM>

Small sites program

Created in 2014, the Small Sites Program (SSP) is an initiative of the San Francisco Mayor’s Office of Housing and Community Development (MOHCD). The SSP is funded through a combination of Housing Trust Fund revenues and affordable housing fees paid by housing developers in San Francisco. This loan program provides acquisition and rehabilitation financing to developers that supports the purchase and renovation of multi-family rental buildings of 5 to 25 units. The program has been created to protect and establish long-term affordable housing in smaller properties throughout San

Francisco that are particularly vulnerable to market pressure resulting in property sales, increased evictions and rising tenant rents. This program was designed to protect residents who were susceptible to losing their homes due to evictions (mostly arising from the Ellis Act) or rising rents. Legislation approved by the Board in 2016 would allow developers of small projects (10-25 units) to direct their inclusionary housing in-lieu fees to the program.

For more information visit: <http://bit.ly/2pCX6WQ>

Creating/Clarifying Affordable Housing Preferences

An Ordinance Clarifying/Creating Preferences for Affordable Housing Units was adopted in 2016 to create and clarify housing preferences for the City's Affordable Housing Programs by expanding the Displaced Tenant Preference and creating a new Neighborhood Preference. It is designed to create additional preferences for

people displaced through Ellis Act and Owner-Move-In evictions and neighborhood residents.

For more information visit: <http://bit.ly/2onJdYS>

Applying Inclusionary Housing Requirements for Group Housing

An Ordinance Applying Inclusionary Housing Requirements to Group Housing was adopted in 2015. Inclusionary housing which requires new housing projects to "include" affordable units or pay a fee apply to Group Housing projects that have not received a First Construction Permit before May 20, 2015. Exposure requirements also apply to group housing and can be satisfied with either all bedrooms meeting the exposure requirements or an interior common area meeting these requirements. On-site inclusionary group housing rooms are exempt from density calculations.

For more information visit: <http://bit.ly/2pSlpfM>



HOUSING PRODUCTION

The combination of the City's diligent land use planning combined with focused policy and legislative adjustments, San Francisco is a regional leader in housing

growth. Table 2 documents the total number of housing units located within San Francisco PDAs.

TABLE 2. Housing units within San Francisco PDAs.

PDA NAME	EXISTING ZONING					IMMINENT REZONING ⁴	TOTAL NEW LOCAL SF CAPACITY	TOTAL REGIONAL ALLOCATION ⁵
	COMPLETED 2010-15 ¹	UNDER CONSTR. ²	REMAINING PIPELINE ²	SOFT SITES ³	OTHER			
19th Avenue/Park Merced	66	2	7	192	6,180		6,447	9,596
Balboa Park	70	13	19	943	16	500	1,561	233
Bayview/Hunters Point Shipyard/Candlestick Point	457	10	651	1,659	12,289	787	15,853	26,249
Downtown-Van Ness-Geary	4,010	2,588	4,802	10,467	3,304	0	25,171	16,351
Eastern Neighborhoods	2,106	2,316	6,303	12,243	1,986	8,227	33,181	24,817
Market & Octavia	1,479	573	4,829	3,618	349	2,023	12,871	3,658
Mission-San Jose Corridor	52	70	129	2,790	1,726	0	4,767	1,124
Mission Bay	1,792	375	437	0	3,692	0	6,296	4,191
Port of San Francisco	0	0	170	559	3,046	133	3,908	4,780
San Francisco/San Mateo Bi-County Area	41	1	28	675	3,338	0	4,083	3,451
Transit Center District	378	951	3,056	337	575	0	5,297	4,933
Treasure Island & Yerba Buena Island	0			0	7,800	0	7,800	8,692
SUBTOTAL PDAs	10,451	6,899	20,431	33,483	44,301	11,670	127,235	108,075
Rest of the City	484	220	965	8,314	11,285		21,268	29,814
TOTAL Citywide	10,935	7,119	21,396	41,797	55,586	11,670	148,503	137,889

TABLE 3. Jobs production within San Francisco PDAs.

PDA NAME	EXISTING ZONING					IMMINENT REZONING ⁴	TOTAL NEW LOCAL SF CAPACITY	JOB GROWTH 2010-15 INTO VACANT SPACE	LOCAL CAPACITY	TOTAL REGIONAL ALLOCATION ⁵
	COMPLETED 2010-15 ¹	UNDER CONSTR. ²	REMAINING PIPELINE ²	SOFT SITES	OTHER ³					
19th Avenue/Park Merced	29	0	(3)	272	1,316		1,614	1,085	2,699	121
Balboa Park	77	(7)	0	81	0	0	151	317	468	1,855
Bayview/Hunters Point Shipyard/Candlestick Point	683	309	600	7,992	15,067	658	25,309	3,663	28,972	27,185
Downtown-Van Ness-Geary	428	4,636	5,041	10,869	5,690		26,664	34,727	61,391	70,835
Eastern Neighborhoods	819	1,833	1,036	4,258	1,910	37,159	47,015	13,650	60,665	30,392
Market & Octavia	(1,654)	(94)	1,086	303	262	66	(31)	5,378	5,347	3,166
Mission-San Jose Corridor	5	20	41	830	1,006		1,902	1,439	3,341	6,348
Mission Bay		2,500	6,000		6,254	12,131	26,885	515	27,400	27,486
Port of San Francisco	96	0	63	1,965	0	12,681	14,805	1,478	16,283	10,644
San Francisco/San Mateo Bi-County Area	0	0	9	2,908	(2)		2,915	347	3,262	5,113
Transit Center District	2,413	8,101	10,830	2,182	8,017		31,543	13,614	45,157	46,292
Treasure Island & Yerba Buena Island					2,634		2,634	175	2,809	4,242
SUBTOTAL PDAs	2,896	17,298	24,703	31,660	42,154	62,695	181,406	76,388	257,794	233,679
Rest of the City	270	27	101	2,748	524		3,670	10,841	14,511	61,971
TOTAL Citywide	3,166	17,325	24,804	34,408	42,678	62,695	185,076	87,229	272,305	295,650

NOTES 1-5 appear at the top of the next page.

NOTES FOR TABLES 2 AND 3

1. Completed housing projects are from SF Planning's annual Housing Inventory. Remaining Pipeline data is the difference between under construction and total Pipeline in the GCA from 4Q2015
2. Reflects information through December 31, 2016. "Under Construction" data is from the 4Q2016 Pipeline Database
3. "Other" includes a range of larger multi-parcel proposals or plans (e.g., Trinity Plaza, Schlage Lock, Hope SF, etc.) and recently adopted re-zoning or ordinances (ADUs, UCSF LRDP, Laurel Heights, PDR/Office Cross-subsidy).
4. "Imminent Rezoning" includes Central SoMa, The Hub, India Basin and Balboa Reservoir.
5. Total Regional Allocation of Plan Bay Area is from Metropolitan Transportation Commission, Urban Sim Model Run, Draft Preferred Scenario, Nov. 2016

AFFORDABLE HOUSING PRODUCTION**TABLE 4. Affordable Housing Pipeline and Complete Projects by PDA**

PDA NAME	AFFORDABLE UNITS					AFFORDABLE PIPELINE HOUSING ²
	COMPLETED 2010-15 ¹					
	VLI	LI	MOD	ABOVE	TOTAL	
19th Avenue	0	0	2	64	66	0
Balboa Park	0	70	0	0	70	4
Bayview/Hunters Point Shipyard/ Candlestick Point	270	(75)	29	233	457	1
Downtown-Van Ness-Geary	544	302	212	2,952	4,010	563
Eastern Neighborhoods	137	207	78	1,684	2,106	1,105
Market & Octavia	311	80	71	1,017	1,479	466
Mission-San Jose Corridor	0	0	23	29	52	9
Mission Bay	0	150	27	1,615	1,792	0
Port of San Francisco	0	0	0	0	0	182
San Francisco/San Mateo Bi-County Area	0	0	8	33	41	1,128
Transit Center District	189	0	0	189	378	503
Treasure Island & Yerba Buena Island	0	0	0	0	0	0
SUBTOTAL PDAs	1,451	734	450	7,816	10,451	3,961
Rest of the City					484	79
TOTAL Citywide					10,935	4,040

NOTES FOR TABLE 4

1. End of year 2015. Completed Projects from the annual Housing Inventory, SF Planning.
2. Pipeline Projects from the 4Q2016 Pipeline data set and report, "NET AFFORDABLE UNITS" field. The "Pipeline" of development projects represent those building proposals for which a formal planning entitlement or building permit has been filed, approved, or is under construction. This measure of future development excludes planning affordable housing units in large phased projects or area plans for which a planning entitlement has been filed or approved but a building permit has not been filed or approved, or is not under construction. Such Plans include Hunters Point/Candlestick, Treasure Island, Parkmerced, HOPE SF, etc.

Chapter 4. Priority Development Area Transportation Needs

Planning for housing through land use plans and adopting comprehensive legislation to support those plans is one half of this Investment and Growth Strategy. Chapter 4 documents the complementary transportation plans that work to support the movement of new residents and employees of San Francisco.

COUNTY TRANSPORTATION PLANS

San Francisco planning agencies at all levels of government have collaborated to establish a vision for the future San Francisco transportation network including a Subway Vision for a comprehensive network throughout the city and a long range 50-year countywide transportation plan, Connect SF.

Connect SF

Connect SF is a long range effort to define the desired and achievable transportation future for San Francisco. Launched in 2016, it is a partnership of San Francisco's key planning and transportation agencies and the Mayor's Office, including the Transportation Authority, the SFMTA, San Francisco Planning, and the Office of Economic and Workforce Development (OEWD). The effort will produce a roadmap to arrive at that future, including policies, planning, project development, and funding strategies. The key outputs for the program include a vision document, a long-term transit study, a freeway and street traffic management study, a major update to the SFTP, and an update to the Transportation Element of the San Francisco General Plan. The Connect SF team has developed a scenario planning approach that will

engage a diverse set of stakeholders to understand potential future alternatives. In 2017, this process will produce an agreed upon 50-year vision for transportation that will inform all of the components described above.

Subway Vision

In 2016, the Connect SF agencies produced a Subway Vision in response to a Board of Supervisors Ordinance mandating that the City have a planning document for future subway expansion. The Subway Vision explored the existing and future needs of the subway system along with an analysis of the benefits and costs of a complete subway network. The agencies received input from the public on where they would like to see the next subway routes and stations using an online mapping tool as well as popup feedback stations in three San Francisco neighborhoods. This will serve as an input to the Connect SF long-term transit study.

LOCAL TRANSPORTATION PLANS

Complementing the county-level effort to establish a vision for San Francisco's transportation system, the SF Planning department also receives grants from MTC to focus and coordinate local neighborhood transportation improvements. Table 5 documents the planning grant status and is followed by descriptions of each.

Rail Storage Alt. Analysis and Feasibility Study

The Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) is a multi-agency program studying transportation and land use alternatives in the most

TABLE 5. San Francisco Priority Development Area Planning Grant Status

PROJECT TITLE	LEAD AGENCY	PROJECT MANAGER	PDA FUNDS	REQUIRED NON-FEDERAL MATCH	TOTAL COST	STATUS
Rail Storage Alt. Analysis & Feasibility Study	Planning	Susan Gygi	\$898,763	\$116,674	\$1,015,437	Scheduled completion 3/31/17
M-Ocean Realignment	MTA	Liz Brisson	\$492,000	\$63,869	\$555,893	Complete
Bayshore Station	Planning	Susan Gygi	\$255,774	\$33,204	\$288,978	Scheduled completion 3/31/17
Ocean Ave Streetscape Plan	Planning	Patrick Race	\$195,463	\$25,374	\$220,837	Complete
Embarcadero Multimodal Design	MTA	Patrick Golier	\$250,000	\$32,454	\$282,454	Complete
Market/Noe Streetscape Design	MTA	Patrick Golier	\$100,000	\$12,982	\$112,982	Complete
Balboa Reservoir TDM	Planning	Jeremy Shaw	\$76,000	\$9,866	\$85,866	Scheduled completion 3/31/17

rapidly growing areas of the city. This study will evaluate whether a comprehensive, regional alternative can address a number of challenges that potentially divides these densifying neighborhoods, reduces connectivity and exacerbate congestion for public transit, cars, pedestrians and cyclists.

For more information visit: <http://bit.ly/28SmG0G>

M-Ocean Realignment

This proposed project extends the subway tunnel that now stops at West Portal Station all the way to Parkmerced. This would make service on the M-Ocean View light-rail line faster, less crowded and more reliable by allowing longer trains and eliminating conflicts with traffic and the need to wait for signals.

Bayshore Station

The Bayshore Multi-Modal Facility Location Study is analyzing alternative locations, conceptual designs, and implementation plans for a multi-modal facility in the Bayshore area based on consultant analysis, public agency input and community feedback.

For more information visit: <http://bit.ly/2pDiwA6>

Ocean Ave Streetscape Plan

This plan proposes to improve pedestrian and streetscape to Ocean Avenue between San Jose and Phelan Avenues in the Balboa Park/Ingleside neighborhood of San Francisco. The Project would build on previous planning work to move conceptual ideas and initial recommendations to a detailed funding-ready design for the corridor as a whole.

Embarcadero Multimodal Design

This project is a program concept, conceptual design and cost estimate for a protected bikeway along the Embarcadero from Third Street to Powell/Jefferson Streets.

Market/Noe Streetscape Design

The goal of this preliminary design is to improve pedestrians and cyclists safety along the Upper Market Street corridor while enhancing the streetscape.

Balboa Reservoir TDM

The Balboa Area TDM Plan will provide a compilation of short- and long-term recommendations for the City, City College, and the future Balboa site that allows for the most efficient use of limited transportation infrastructure while minimizing impacts on the Balboa Park

community. The Plan will advise on the best approach to implement these recommendations and identify traffic circulation needs for further study.

For more information visit: <http://bit.ly/2oPDwE7>

TRANSPORTATION INVESTMENTS

San Francisco has consistently invested in transportation improvements to better serve its PDAs. The 2013 Strategy document identified several critical investments which serve SF's PDAs. Table 6 (next page) updates that list of capital improvements and is followed by a brief description of each new capital improvement or study.

BART Metro and transbay core capacity study

How will BART accommodate a projected 750,000 daily riders by 2025, or almost double its current ridership? BART Metro Vision is a comprehensive plan to keep a rapidly growing Bay Area moving by expand BART's capacity as both commuter rail and a metro service that provides all-day, frequent service.

The Core Capacity Transit Study is an inter-agency effort to identify investments and improvements that will increase transit capacity in San Francisco's core, which includes portions of the Financial District, SoMa, Mid-Market, and Mission Bay Neighborhoods. This joint effort between BART, Muni, AC Transit, Caltrain, and the Water Emergency Transportation Authority, (in coordination with the Transportation Authority and MTC) aims to relieve transit congestion in the Transbay Corridor and the San Francisco Metro Corridor. The study has provided the basis for a crowding-and-capacity strategy within the Plan Bay Area update (due to be adopted summer 2017) and catalyzed funding for near-term improvements such as alternative seat configurations on BART and funding purchase of additional AC Transit transbay buses. By the time of its conclusion in spring 2017, the study will recommend further short and medium term projects, as well as provide a framework for ongoing long term planning that may lead to a new transbay transit crossing.

SFMTA Fleet Expansion

Almost \$477 million in Prop K sales tax funds are committed to provide local match to fund new Muni vehicles:

- 425 new vehicles have been programmed and are awaiting allocation
- 327 new vehicles are on order
- 540 new vehicles have been placed in service

TABLE 6. PDA Supportive Transportation Investments

	19TH AVE/ PARK MERCED	BALBOA PARK	BAYVIEW/ HUNTERS POINT	SHIPYARD/ CANDLESTICK POINT	DOWNTOWN/ VAN NESS/ GEARY	EASTERN NEIGHBORHOODS	MARKET/ OCTAVIA	MISSION BAY	MISSION/ SAN JOSE CORRIDOR	PORT OF SF	SF/SAN MATEO BI-COUNTY AREA	TRANSBAY TERMINAL	TREASURE ISLAND
BART Metro Program, and Transbay Core Capacity*			x		x	x	x	x	x	x		x	
Better Market Street					x		x					x	
Bi-County Program			x								x		
Bicycling Improvements	x			x		x	x	x	x	x	x	x	x
Caltrain Electrification and Service Frequency Improvements			x		x	x					x	x	
Central Subway				x		x		x			x	x	
Downtown Congestion Pricing				x		x	x			x		x	
Downtown Extension of Caltrain, Transbay Center Phase 2			x		x	x		x			x	x	
Expand SFMTA Fleet*	x	x		x		x	x	x	x	x	x	x	x
Geary BRT				x		x						x	
Geneva-Harney Bus Rapid Transit*			x						x		x		
HOV/HOT Lanes on US 101 and I-280*				x		x					x		
Muni Forward	x	x		x		x	x	x	x	x	x	x	x
Pedestrian Improvements	x	x		x		x	x	x	x	x	x	x	x
Regional/Local Express Bus to Support Express Lanes*				x		x					x		
San Francisco Late Night Transportation Improvements*	x	x		x		x	x	x	x	x	x	x	x
Transbay Transit Center	x	x		x		x	x	x	x	x	x	x	x
Van Ness BRT				x		x							

* Projects added to the 2013 Strategy document.

Geneva-Harney BRT

The Geneva-Harney Bus Rapid Transit (BRT) line is a proposed high-quality, high-capacity transit service envisioned to provide existing and future neighborhoods along the San Mateo-San Francisco County border with a bus connection to area's key regional transit system hubs. The corridor extends from Balboa Park BART/Muni Station in the west to Hunters Point Shipyard in the east, including a connection to the Bayshore Caltrain Station. The project would provide faster, more frequent transit service as well as safety improvements for people walking and biking, and will support significant new growth in jobs, housing, and shopping along the corridor.

HOV/HOT Lanes on US 101 and I-280 | Regional/Local Express Bus to Support Express Lanes

Through the San Francisco Freeway Corridor Management Study (FCMS), one of the key recommendations from the 2013 SFTP, the Transportation Authority is exploring strategies to manage travel in the US 101 and I-280 corridors in San Francisco. These two heavily-traveled regional routes will see large increases in demand with projected jobs and housing growth. The study focuses on applying technology and efficiency-related approaches to improve the throughput of the existing facilities, such as managed lanes to act as a platform for reliable and efficient travel for regional transit and high-occupancy vehicles. The study began a multi-faceted technical analysis of potential improvements based on the Vision and Goals adopted by the Transportation Authority Board in 2015. Additionally, with the recognition that freeway travel in the Bay Area does not start and stop at county lines, the Transportation Authority began coordination with partners in San Mateo

County to plan for a continuous freeway management scheme along the entire US 101 corridor. With existing conditions analysis shared with the Board in Fall 2016, the FCMS team is proceeding with an evaluation of improvements to address existing and future conditions. In addition, staff is conducting community outreach and identifying potential scenarios for managed-lanes.

For more information visit: <http://bit.ly/2pD8TSj>

San Francisco Late Night Transportation Study

In January 2015, the Transportation Authority, the San Francisco Entertainment Commission and the OEWD released the Late Night Transportation Plan. The groundbreaking study contains recommendations to improve service, accessibility, reliability and safety for those who are working or playing after nightfall or before daybreak. Since then, the Transportation Authority developed a prioritized set of recommended changes and expansions to the network of All-Nighter transit service provided by the SFMTA, AC Transit, and SamTrans. These improvements are designed to better match the service provided to areas of the greatest need, particularly among workers who rely on transit to reach jobs in San Francisco and around the region. The Transportation Authority also developed a plan for ongoing monitoring of late night transportation system performance, including service reliability and ridership, as part of the agency's biennial Congestion Management Program. Meanwhile, the Transportation Authority coordinated with OEWD to launch an information campaign to increase awareness of late-night transit service and on an assessment of neighborhood improvement needs in a pilot nightlife district, the Lower Polk neighborhood.



Chapter 5. Informing Transportation Funding Decisions

The final element of the Transportation Investment and Growth Strategy documents the methodology by which the Transportation Authority prioritizes its competitive grants for transportation expenditures. This discussion primarily centers on the regional level One Bay Area Grant Program; the County’s priority transportation projects and their respective sponsors; and lastly, adjustments to the County definition of Communities of Concern that determines certain grant prioritization.

OBAG CYCLE I

Through the OBAG 1 County Program, the Transportation Authority programmed \$35 million to seven competitively selected projects reflecting a focus on complete streets and safety, such as the Chinatown Broadway Street Design and Mansell Corridor Improvement.

OBAG CYCLE II PRIORITIZATION

Major capital improvements serving PDAs

The Transportation Authority Board is anticipated to adopt San Francisco’s OBAG 2 project priorities in June 2016. We will be able to identify the funded capital improvements at that time.

Outreach plan for Cycle II

Consistent with MTC’s OBAG 2 guidelines, our public outreach builds on the City’s recent coordinated efforts to identify its transportation priorities for the Plan Bay Area and new revenue measures, as well as project spon-

sors’ public involvement activities to identify and refine their agency’s priorities. In addition, for the OBAG 2 call for projects, our public outreach approach includes, but is not be limited to, public meetings at the Transportation Authority Board and committees, as well as pedestrian and bicycle advisory committees; stakeholder meetings; commissioner engagement (e.g. briefings, newsletters, coordination with project sponsors or constituents); outreach tools (e.g. OBAG 2 website <www.sfcta.org/obag2>, email, and social media); and multi-language translations of materials and meetings as appropriate and also when requested.

OBAG Cycle II prioritization

The majority of the prioritization and screening criteria are required by the MTC guidelines, such as the PDA focus requiring at least 70% of the funds to be invested in PDAs. The criteria also retain most of the OBAG 1 criteria: multi-modal benefits, multiple project coordination, and safety. The OBAG 1 implementation process demonstrated the challenge of meeting the timely use of funds requirements, so we continue to give strong consideration to project readiness. In addition, we added new criteria that reflect the city’s growing needs in core capacity and reliability improvements, as identified in the San Francisco Transportation Plan and in Plan Bay Area. Given MTC’s intent that OBAG provide incentives for building affordable housing, we also introduced a new criterion that rewards transportation projects located near a proposed housing development with 75% or more affordable units.

PRIORITY TRANSPORTATION PROJECTS

TABLE 7. Priority Transportation Projects

PRIORITY TRANSPORTATION PROJECT IN PLAN BAY AREA 2040	PBA 2040 PROJECT SPONSOR	PROJECT DESCRIPTION
Arena Transit Capacity Improvements	SFMTA	Identifies transit improvements needed to accommodate growth in Mission Bay. Improvements might include track crossovers to allow for trains to be staged; a 6-inch raised area along existing tracks; a platform extension to accommodate crowds; other trackway modifications; and a traction power study to ensure that the power grid can accommodate a large number of idling vehicles.
Balboa Park Station Area: Closure of Northbound I-280 On-Ramp from Geneva Avenue	SFCTA	This project will study and implement closure of the northbound I-280 on-ramp from Geneva Avenue to improve safety. Closure of the ramp would initially be done as a pilot project, if possible, depending on the results of traffic studies. The linked on-ramp from Ocean Avenue would remain open.
Balboa Park Station Area: Southbound I-280 Off-Ramp Realignment at Ocean Avenue	SFCTA	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal and crosswalk on Ocean Avenue to control the off-ramp.

table continues next page

PRIORITY TRANSPORTATION PROJECT IN PLAN BAY AREA 2040	PBA 2040 PROJECT SPONSOR	PROJECT DESCRIPTION
BART Metro Program	BART	Investments in support of the region's Sustainable Communities Strategy, potentially including core system trackway and route service enhancements, capacity improvements at stations and facilities, integrated transit service and expansion of high capacity transit lines. This includes studies of a future Transbay Corridor Rail Crossing.
BART Transbay Core Capacity Project	BART	This project includes new train control system (\$915 million); 306 additional train cars (\$1,622 million); and necessary traction power upgrades (\$100 million).
Bayshore Station Multimodal Planning and Design	SFMTA	Planning, Preliminary Engineering, and Environmental Review to relocate the Bayshore Caltrain station. The project would also include inter-modal facilities and additional supporting structures and utilities.
Better Market Street	SFDPW	Improve Market Street between Steuart Street and Octavia Boulevard. Includes resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes, and utility relocation and upgrade.
Caltrain Electrification Phase 1 + CBOSS	Caltrain	Improve performance, reduce pollutants, improve operations, capacity, service and reduce dwell time through electrified/modernized trains and station improvements including: Santa Clara County's share of EMU conversion with longer EMUs, level boardings, and longer platforms.
Caltrain/HSR Downtown San Francisco Extension	TJPA	Extension of Caltrain commuter rail service from its current San Francisco terminus at 4th & King Streets to a new underground terminus.
Downtown San Francisco Ferry Terminal Expansio, Phase II	WETA	Expansion of berthing facilities along North Basin of Downtown San Francisco Ferry Terminal.
Downtown Value Pricing and Incentives	SFCTA	Implementation of a demonstration value pricing (tolls and incentives) program in the San Francisco downtown area; Increased frequencies of transit service to support value pricing pilot; A set of street improvements to support to support the anticipated mode shift to walking, bicycling, and transit with the implementation of congestion pricing.
Eastern Neighborhood Trips Street Improvements	SFMTA	Implement transit priority treatments for the 22-Fillmore route along 16th Street between the intersection of Church and Market Streets and a new terminal in Mission Bay. Streetscape improvements that would remove one travel lane on 7th and 8th Streets between Harrison and Market Streets in order to add pedestrian improvements and buffered bicycle lanes. Implement streetscape improvements on Folsom Street between 5th and 11th Streets and on Howard Street between 4th and 11th Streets.
New Ferry Terminal at Mission Bay 16th Street	Port of SF	Establish new Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods
Expand SFMTA Transit Fleet	SFMTA	This project entails expansion of the SFMTA transit fleet and needed facilities to house and maintain transit vehicles. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of transit vehicles as well as the development of needed modern transit facilities.
Geary Boulevard Bus Rapid Transit	SFMTA	Implement Geary Bus Rapid Transit (BRT) to improve service between Market Street and Point Lobos Avenue. This proposal includes dedicated bus lanes, enhanced platforms, new bus passing zones, adjustments to local bus stops, turn lane restrictions, new signalization with Transit Signal Priority, real-time arrival information, low-floor buses, and safety improvements in support of Vision Zero.
Geneva Light Rail Phase 1: Operational Improvements	SFMTA	Extend light rail track 2.7 miles along Geneva Avenue from the Green Railyard to Bayshore Boulevard and then to the existing T-Third terminus at Sunnydale Station. Project would deliver increased operational flexibility, system resiliency, and provide southern east west connection for the rail system. Project phase shown is for non-revenue service. Revenue service will be evaluated separately as part of the proposed Rail Capacity Long Term Planning and Conceptual Design project.
Geneva-Harney Bus Rapid Transit	SFMTA	Provides exclusive bus lanes, transit signal priority, and high-quality stations along Geneva Avenue (from Santos St to Executive Park Blvd), Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center. The project includes pedestrian and bicycle improvements in support of Vision Zero and connects with Muni Forward transit priority improvements west of Santos Street.

table continues next page

PRIORITY TRANSPORTATION PROJECT IN PLAN BAY AREA 2040	PBA 2040 PROJECT SPONSOR	PROJECT DESCRIPTION
Historic Streetcar Extension: Fort Mason to 4th and King	SFMTA	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman's Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.
HOV/HOT Lanes on US 101 and I-280	SFCTA	Phase 1: Convert an existing mixed traffic lane and/or shoulder/excess ROW in each direction to HOV 3+ lanes on US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street offramp to enhance carpool and transit operations during peak periods. Phase 2: Convert Phase 1 HOV lanes to HOT/Express Lanes. Express transit to be funded with HOT lane revenues.
Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	SFDPW	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.
Muni Forward (Transit Effectiveness Project)	SFMTA	Includes transit priority improvements along Rapid and High Frequency transit corridors, service increases, transfer and terminal investments, overhead wire changes, and street improvements in support of Vision Zero. Transit priority treatments include bus-only-lanes, bus bulbs, queue jumps, transit stop optimization and other treatments described in the Transit Preferential Streets Toolkit.
Parkmerced Transportation Improvements	SFMTA	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.
Presidio Parkway	SFCTA	Reconstruct Doyle Drive with standard lane widths, shoulders, and a median barrier. Reconstruct interchange at State Route 1 and State Route 101 and add an auxiliary lanes between this interchange and Richardson Avenue. The typical lane width of the roadway will be increased to 11 feet, with an outside lane width of 12 feet to accommodate buses. Usable outside shoulders will be added to improve emergency response and provide a refuge for disabled vehicles. Transit access will be improved through the provision of extended bus bays near Gorgas Avenue to accommodate multiple transit providers, and well defined pedestrian routes.
Regional/Local Express Bus to Support Express Lanes	SFCTA	A 3-year regional/local express bus pilot to provide service to/from downtown San Francisco to/from San Francisco neighborhoods, Marin, Contra Costa, Alameda, San Mateo and Santa Clara counties to complement other freeway corridor management strategies. Some service to be funded with HOT lane revenues. See HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco project. Includes vehicles.
San Francisco Late Night Transportation Improvements	SFCTA	New routes and increased frequency for all-night regional and local bus service, including Muni, AC Transit, Golden Gate Transit, and SamTrans routes.
SFgo Integrated Transportation Management System	SFMTA	SFgo is San Francisco's Citywide ITS program. It identifies signalized and non-signalized intersections located along arterials and the Muni transit system and prioritizes them for ITS upgrades, such as controllers, cabinets, transit signal priority, fiber optic or wireless communications, traffic cameras, and variable message signs. Also improves arterial safety and pedestrian safety.
Southeast San Francisco Caltrain Station: Environmental	SFCTA	Caltrain infill station to replace Paul Ave Station in Southeast San Francisco (e.g. Oakdale).
Southeast Waterfront Transportation Improvements, Phase 1	SFDPW	Create a 5 mile multi-modal corridor of streets, transit facilities, pedestrian paths, and dedicated bicycle lanes to link the Candlestick/Hunters Point Shipyard project area to BART, T-Third light rail, Caltrain, local bus lines and future ferry service. A BRT system would use exclusive transit right-of-way, station and shelter facilities, and transit signal priority infrastructure.
Treasure Island Mobility Management Program	SFCTA	Introduce a new congestion toll on the entrances to, and exits from, Treasure Island and the San Francisco-Oakland Bay Bridge consistent with development plan; New ferry terminal, bus transit vehicles, and shuttle vehicles to serve Treasure Island and Yerba Buena Islands; New ferry service between San Francisco and Treasure Island; AC Transit service between Treasure Island and Oakland; shuttle service on-Island; bike share on-Island; priced-managed parking on-Island; Travel Demand Management program.

table continues next page

PRIORITY TRANSPORTATION PROJECT IN PLAN BAY AREA 2040	PBA 2040 PROJECT SPONSOR	PROJECT DESCRIPTION
T-Third Mission Bay Loop	SFMTA	Connect the rail turnouts from the existing tracks on Third Street at 18th and 19th Streets with additional rail and overhead contact wire system on 18th, Illinois and 19th Streets. The loop would allow trains to turn around for special events and during peak periods to accommodate additional service between Mission Bay and the Market Street Muni Metro.
T-Third Phase II: Central Subway	SFMTA	Extends the Third Street Light Rail line north from King Street along Third Street, entering a new Central Subway near Bryant Street and running under Geary and Stockton Streets to Stockton & Clay Streets in Chinatown. New underground stations will be located at Moscone Center, Third & Market Streets, Union Square, and Clay Street in Chinatown. Includes procurement of four LRVs.
Transbay Transit Center	TJPA	New Transbay Transit Center built on the site of the former Transbay Terminal in downtown San Francisco serving 11 transportation systems.
Van Ness Avenue Bus Rapid Transit	SFMTA	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco. Project would include a dedicated lane for BRT buses in each direction between Mission and Lombard Streets. There will be nine BRT stations, with platforms on both sides for right-side passenger boarding and drop-off.
Yerba Buena Island (YBI) I-80 Interchange Improvement	SFCTA	Includes two major components: 1) On the east side of the island, the I-80/YBI Ramps project will construct new westbound on- and off- ramps to the new Eastern Span of the Bay Bridge; 2) On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures.

COMMUNITIES OF CONCERN BOUNDARY ADJUSTMENTS

As a regional planning authority, MTC's equity analysis measured disadvantaged communities at a larger geography—census tracts; however, that methodology does not fully capture many of San Francisco's disadvantaged communities, which often are part of the same census tract as more affluent neighborhoods. Consequently, projects within or serving these unidentified communities are unable to receive the same level of priority as MTC's official CoCs for some of the competitive grant awards (including One Bay Area and Lifeline Transportation Program) or inclusion in regional and local planning efforts (including MTC's Regional Transportation Plan Investment Strategy and the Transportation Authority's Neighborhood Transportation Improvement Program). Conducting a similar analysis at a more fine-grain level—the census block-group level—more accurately captures San Francisco's disadvantaged communities, particularly when they are immediately adjacent to more affluent areas.

Table 8 (next page) documents MTC's Communities of concern methodology and the eight disadvantaged factors and their respective thresholds for CoC inclusion.

To capture those smaller pockets of disadvantaged communities in San Francisco that had not been included in MTC's 2017 CoC definition, we conducted an analysis using the same factors and thresholds as MTC's analysis, but at the more fine-grained block group level rather than at the broader census tract level. Any block group meeting MTC's thresholds, that was part of a contiguous set of block groups with a combined population of at least 10,000 residents, was added as a CoC. Non-contiguous block groups that, together, contain less than 10,000 residents were not included in the CoC definition. As a result, one census tract that was identified in MTC's 2017 CoC definition, but that had a population of less than 10,000 residents, was not included in the San Francisco-specific CoC definition; this census tract is in the Sea Cliff neighborhood.

SF County CoC definition

- 1) Census tracts already identified as CoCs per MTC's 2017 update and with a population of at least 10,000, and
- 2) Contiguous census block groups that meet MTC's existing threshold analysis and with a population of at least 10,000.

FIGURE 8. MTC Community of Concern Disadvantaged Factors and Thresholds

DISADVANTAGED FACTORS	THRESHOLD
Minority	70%
Low-Income (less than 200% of Fed. poverty level)	30%
Level of English proficiency	20%
Elderly	10%
Zero-Vehicle Households	10%
Single Parent Households	20%
Disabled	25%
Rent-Burdened Households	15%

MTC 2017 definition:

CoC is defined either as 1) census tracts with a concentration of both Minority and low income populations; or 2) census tracts with concentrations of any four disadvantaged factors.

Concentration thresholds are based on one half standard deviation above the regional population's mean.

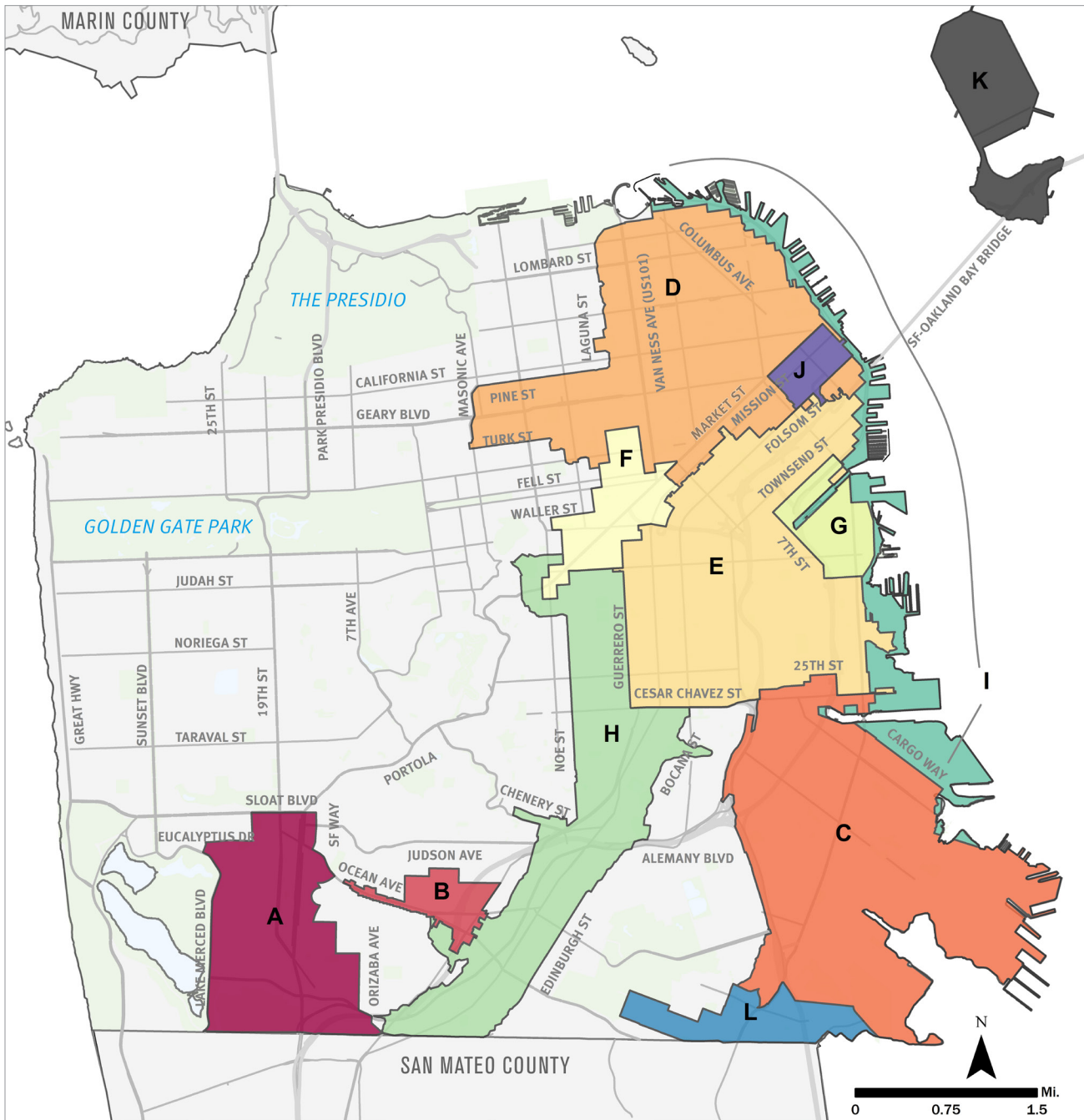
SF County 2017 definition:

1) Census tracts already identified as CoCs per MTC's 2017 definition and with a population of at least 10,000,

and

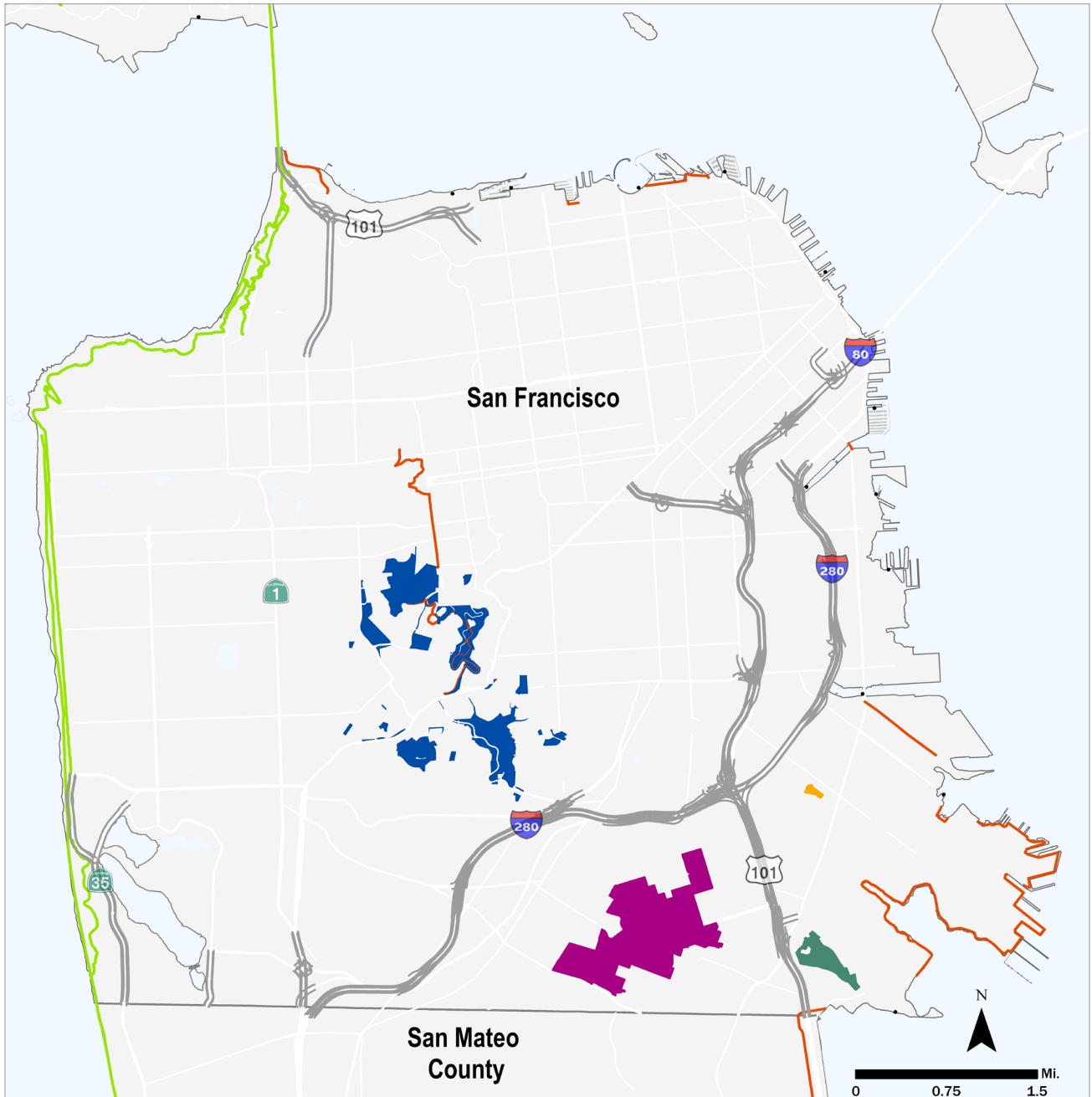
2) Contiguous census block groups that meet MTC's existing threshold analysis and with a population of at least 10,000.

APPENDIX A: PRIORITY DEVELOPMENT AREAS IN SAN FRANCISCO



- | | | |
|------------------------------------------------------------|---------------------------------------|--------------------------------------------------|
| A. 19th Avenue | E. Eastern Neighborhoods | J. Transit Center District |
| B. Balboa Park | F. Market-Octavia/Upper Market | K. Treasure Island and Yerba Buena Island |
| C. Bayview/Hunters Point Shipyard/Candlestick Point | G. Mission Bay | L. San Francisco/San Mateo Bi-County Area |
| D. Downtown-Van Ness-Geary | H. Mission-San Jose Corridor | |
| | I. Port of San Francisco | |

APPENDIX B: PRIORITY CONSERVATION AREAS IN SAN FRANCISCO



Priority Conservation Areas in San Francisco

- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
|  Bayview Hill Natural Area |  Palou Phelps Natural Area |
|  California Coastal Trail |  San Francisco Bay Area Water Trail |
|  Crosstown Trail: Connecting Twin Peaks Bio-Region/Glen Canyon |  San Francisco Bay Trail - Bay Area Ridge Trail |
|  Green Connections: McLaren Park Pivot | |

Source: The Association of Bay Area Governments (ABAG)



Memorandum

Date: April 20, 2017
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director of Planning
Subject: 05/09/17 Board Meeting: Adoption of the Transportation Investment and Growth Strategy 2017 Update

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Transportation Investment & Growth Strategy (TIGS) 2017 Update</p> <p>SUMMARY</p> <p>This memorandum provides a summary of San Francisco’s TIGS 2017 Update. TIGS reports on already approved and adopted City and County policies and plans related to housing growth and transportation planning and investments, and is intended strictly for reporting purposes to the Metropolitan Transportation Commission (MTC). It is a requirement of the One Bay Area Grant (OBAG) Program and a prerequisite to receive OBAG 2 funds. Transportation Authority and Planning Department staff jointly prepared the attached update.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contracts</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other: _____</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

DISCUSSION

All Congestion Management Agencies (CMAs), including the Transportation Authority, are required to prepare a full update of their TIGS as part of the One Bay Area Grant Program. In between Plan Bay Area updates, the CMAs submit more informal annual TIGS reports to MTC. The update includes details related to recently adopted housing policies, housing production statistics, and transportation planning and investment efforts.

Background.

Purpose of TIGS: TIGS is intended to coordinate the County’s housing and job growth with strategic investments in transportation. The goal is to focus that housing and job growth alongside transportation improvements within established Priority Development Areas (PDAs).

TIGS Structure: At its most basic, TIGS is a tool by which CMAs may demonstrate their efforts to achieve Plan Bay Area goals and report their progress related to housing policy, housing production, transportation planning and capital investment. The structure of TIGS includes the following subjects and discussions:

San Francisco Priority Development Areas and Priority Conservation Areas Overview

This section documents any new land use planning documents recently adopted and how they affect San Francisco PDA housing and transportation needs. Additionally, this section describes new Priority

Agenda Item 8

Conservation Areas (PCAs).

Housing Policies and Housing Production

This section identifies recently adopted housing policies and explains how they individually affect housing production within San Francisco, and collectively build toward focusing growth within PDAs. Additionally, this section documents San Francisco's housing production over the last five years.

Priority Development Area Transportation Needs

This section discusses recently completed and currently underway transportation planning efforts that document new transportation needs throughout San Francisco. It is intended to complement the housing production statistics by documenting connections between housing and job centers.

Transportation Funding Strategies

This section documents San Francisco's various funding strategies and identifies the methodology by which certain funds are prioritized.

TIGS 2017 Update Highlights.

Priority Development Area Planning: The San Francisco Planning Department has adopted eight land use plans within five PDAs. Each plan identifies new methods of focusing housing and job growth within Eastern Neighborhoods near transit investments. These plans are especially important to help our city meet Plan Bay Area growth targets.

Housing Policies: San Francisco voters have repeatedly demonstrated an intent to foster new initiatives to focus housing and job growth while also identifying new strategies for funding affordable housing and transportation improvements. The Transportation Sustainability Program is exceptionally noteworthy in that it marries incremental growth with site-specific transportation demand management improvements.

Housing Production: San Francisco is leading the region in housing growth. Between 2010 and 2016, San Francisco completed nearly 11,000 housing units in its PDAs. Over 7,000 more units are under construction and over 21,000 remain in the pipeline. While San Francisco's housing growth is exceptional, the region's overall success depends not only on our own efforts but on efforts by the two other largest cities, Oakland and San Jose, as well as on consistent efforts by the smaller cities in the other eight counties of the region.

Transportation Plans: Multiple agencies in San Francisco completed transportation plans, from the Transportation Authority's Countywide Plan to local transportation plans such as the Planning Department's Balboa Reservoir Transportation Demand Management Framework and the San Francisco Municipal Transportation Agency's (SFMTA's) Market/Noe Streetscape Design project. These plans are important in the process of identifying pipeline projects for various revenue sources, particularly for competitive funding programs.

Transportation Funding Strategies: San Francisco has consistently invested in transportation improvements across the city, with a particular focus on projects that help better serve the San Francisco's PDAs. Major planned capital investments supporting PDAs include the SFMTA's fleet expansion, the Geneva-Harney Bus Rapid Transit project, and the High-Occupancy Vehicle/High-Occupancy Toll Lanes on U.S. 101 and I-280, and regional/local express bus to support express lanes program.

FINANCIAL IMPACT

Agenda Item 8

The recommended action would not have an impact on the adopted Fiscal Year 2016/17 budget.

CAC POSITION

The CAC was briefed on this item at its April 26, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Transportation Investment & Growth Strategy, 2017



This Page Intentionally Left Blank

RESOLUTION ADOPTING PRINCIPLES AND APPROVING A LIST OF CANDIDATE PROJECTS AND FUNDING REQUESTS FOR REGIONAL MEASURE 3

WHEREAS, The Transportation Authority annually approves a set of legislative principles to guide transportation policy advocacy in the sessions of the State and Federal Legislatures; and

WHEREAS, The Transportation Authority's approved legislative principles for 2017 include supporting efforts to develop authorizing legislation to place a state-owned toll bridge increase measure on the ballot (known as Regional Measure 3 or RM3) and to advocate for San Francisco priority projects to be included in the RM3 expenditure plan; and

WHEREAS, The Bay Area Toll Authority (BATA) is governed by the Metropolitan Transportation Commission (MTC) governing board and is responsible for the programming, administration and allocation of toll revenues from state-owned toll bridges in the San Francisco Bay Area; and

WHEREAS, BATA is authorized to increase toll rates to provide funding to meet requirements of certain voter-approved regional measures, including Regional Measure 1 (voter-approved in 1988) and Regional Measure 2 (voter-approved in 2004); and

WHEREAS, The MTC identified the need for and expressed its intent to seek state authorization for RM3 in the adopted 2013 Plan Bay Area and in its update (Plan Bay Area 2040), which is approaching final approval this summer; and

WHEREAS, Senator Beall of Santa Clara County has introduced Senate Bill (SB) 595, which would require the City and County of San Francisco and the other 8 counties in the San Francisco Bay Area to conduct a special election on an unspecified increase in the amount of the toll rate an as-yet unspecified amount for as-yet unspecified projects and program, a toll increase generally referred to as RM3, to improve mobility and enhance travel options on the bridges and bridge corridors; and



WHEREAS, San Francisco's core, including portions of the Financial District, South of Market, Mid-Market and Mission Bay neighborhoods, is the Bay Area's largest and densest job center; and

WHEREAS, Draft projections included in Plan Bay Area 2040 have San Francisco's total number of households growing by 40% by 2040 and San Francisco's employment growing by 51% by 2040; and

WHEREAS, The San Francisco-Oakland Bay Bridge currently sees over one-third of the region's vehicular traffic on the seven state-owned toll bridges, is operating at capacity for vehicles, and is facing increasingly congested conditions; and

WHEREAS, Two-thirds of all Bay Area Rapid Transit District (BART) trips begin or end at one of the stations in the San Francisco core; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) Muni is the region's most-used transit system with several Muni Metro lines already operating at capacity in the core area during peak times; and

WHEREAS, A multimodal package of improvements is needed to provide congestion relief and enhance mobility and travel options in the short, medium and long term in the Bay Area's state-owned toll bridge corridors, including but not limited to transit capacity and reliability improvements, active congestion management, pedestrian and bike access to bridge corridors and transit, and related state of good repair improvements, all of which are required to support sustainable economic growth and improve the quality of life for the region's residents, visitors and workforce; and

WHEREAS, At its April 24 meeting, the Citizens Advisory Committee (CAC) was briefed on the staff recommended principles (Attachment 1) to guide development of the RM3 Expenditure Plan and the draft list of San Francisco candidate projects with specific RM3 funding requests for certain projects (Attachment 2) and the CAC unanimously adopted a motion of support for the staff

recommendation; ~~now, therefore, be it and~~

WHEREAS, At its May 9, 2017 meeting, the Board amended Attachment 2, San Francisco's project priorities, to assign dollar amounts for the city's RM3 asks as well as to change the description for Core Capacity & Transit Reliability Study as reflected in the revised Attachment 2; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached set of principles to guide development of the RM3 expenditure plan; and be it further

RESOLVED, That the Transportation Authority hereby approves the attached list of candidate projects with funding requests for advocacy at the State and with MTC for inclusion in the RM3 expenditure plan; and be it further

RESOLVED, That the Executive Director is directed to communicate these positions to all relevant parties.

Attachments (2):

1. San Francisco Principles for Regional Measure 3
2. San Francisco Project Priorities for Regional Measure 3 Funding

Attachment 1
Draft Regional Measure 3 (RM3) Principles

MTC Staff Draft Principles for Regional Measure 3 [MTC, December 2016]

Bridge Nexus

Ensure all projects benefit toll payers in the vicinity of the San Francisco Bay Area's seven state-owned toll bridges.

Regional Prosperity

Invest in projects that will sustain the region's strong economy by enhancing travel options and improving mobility in bridge corridors.

Sustainability

Ensure all projects are consistent with Plan Bay Area 2040's focused growth and greenhouse gas reduction strategy.

State of Good Repair

Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors.

Demand Management

Utilize technology and pricing to optimize roadway capacity.

Freight

Improve the mobility, safety and environmental impact of freight.

Resiliency

Invest in resilient bridges and approaches, including addressing sea level rise.

San Francisco Proposed Additional RM3 Principles

Equity

Ensure investment in projects that improve the affordability of, and access to, alternative travel options to single-occupancy vehicles in the bridge corridors, particularly for low-income residents of the Bay Area.

Multimodal

Invest in multiple modes transportation to provide alternative travel options in the bridge corridors, including bus, rail, ferry, bicycle and pedestrian projects.

Projects listed in alphabetical order by category; list is not prioritized ¹		amounts in millions of \$'s		MTC's Proposed RM3 Criteria								SF Proposed Addit	
Project	Description	Total Project Cost	Funding Gap	SF RM3 Ask	Bridge Nexus	Reg'l Prosperity	Sustainability	State of Good Repair	Demand Mgmt (road pricing/technology)	Freight	Resiliency	Equity	Multimodal
Transit Core Capacity													
a	BART Core Capacity/Metro Projects	TBD per CCTS	TBD per CCTS	TBD per CCTS	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Includes Bay Area Core Capacity Transit Study (CCTS) and operational projects.												
b	BART Expansion Vehicles	\$ 1,300	\$ 1,000	\$ 200	✓	✓	✓	✓	✓	✓	✓	✓	✓
	New vehicles will support increased service in the core of the BART system. [NOTE: funding gap includes \$300M each from San Francisco, Contra Costa, and San Francisco counties and \$100M from MTC.]												
c	Core Capacity & Transit Reliability (SFMTA)	\$ 1,300	\$ 1,000	\$ 600	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Includes projects recommended from the CCTS.												
d	Mission Bay Ferry Landing (Port of SF)	\$ 43	\$ 25	\$ 15	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Establishes new ferry terminal to directly connect Mission Bay and Central Waterfront SF neighborhoods to the East Bay via transbay corridor.												
e	Muni Fleet Expansion and Facilities (SFMTA)	\$ 944	\$ 799	\$ 350	✓	✓	✓	✓	✓	✓	✓	✓	✓
	A recommendation from the CCTS, includes light rail vehicles and buses to better meet current and future ridership, and facilities improvements to support the current and future fleet.												
f	Transbay Transit Center Operations	TBD per T/PA	TBD per T/PA	\$ 125	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Covers the funding gap needed to support operations and maintenance of the new Transbay Transit Center.												
g	Transbay Transit Center Phase 2: Caltrain Downtown Extension	\$ 3,935	\$2,653 - \$2,823	\$ 500	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Caltrain/HSR subway connection from south of 4th/King to the Transbay Transit Center [\$300M RM3 commitment in Plan Bay Area]												
h	2nd Transbay Tube	TBD per CCTS	TBD per CCTS	TBD per CCTS	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Study and conceptual engineering funds for a 2nd transbay tube as discussed in the CCTS.												
Active Congestion Management													
i	San Francisco Managed Lanes (SFCTA)	\$ 62	\$ 61	\$ 30	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Converts lanes on US-101 and I-280 in San Francisco to express lanes to support faster and more reliable transit and rideshare options from I-280 (King St.) to San Mateo county.												
j	Treasure Island Mobility Management Program (SFCTA)	\$ 32	\$ 32	\$ 32	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Funds would cover start-up costs for the Treasure Island Mobility Management Program, including procuring a new alternative-fuel ferry and advancing ferry service from downtown SF to Treasure Island by 3 years. [NOTE: project cost represents partial start-up costs only]												
k	Transportation Demand Management Program (MTC)	TBD	TBD	TBD	✓	✓	✓	✓	✓	✓	✓	✓	✓
	A regional Transportation Demand Management Program could provide funding to innovative incentive programs such as BART Perks, and to smart/innovative technology projects such as technology-enabled corridor management strategies, to help reduce congestion in the core.												
Equity													
l	BART Modernization (Embarcadero to Civic Center) ²	TBD per BART	TBD per BART	\$ 36	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Includes additional elevators and associated wayfindings, improving accessibility to BART at the Embarcadero to Civic Center stations in San Francisco.												
m	Bicycle/Pedestrian Facilities Program (MTC)	TBD	TBD	TBD	✓	✓	✓	✓	✓	✓	✓	✓	✓
	A regional bicycle/pedestrian program could provide funding for projects that improve access to the bridge corridors and to transit serving those corridors.												
n	Lifeline Transportation Program (MTC)	TBD	TBD	TBD	✓	✓	✓	✓	✓	✓	✓	✓	✓
	A regional program that could provide funding for late night transportation services, fare studies, and accessibility and mobility programs in the bridge corridors.												
o	Muni Metro Modernization (SFMTA) ²	\$ 175	\$ 175	\$ 75	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Improves existing stations to address much-needed state of good repair investments, including safety and accessibility improvements, including but not limited to escalators, elevators, and wayfinding.												

Totals: \$5,745 - \$ 1,963
 \$5,915 39%

¹These priorities assume a continuation of the federal Capital Investment Grants (e.g. New Starts) and TIGER programs. Should Congress or the Administration take action to end these programs, we would anticipate shifting priorities.
²These projects could be combined as part of a regional transit accessibility program.



Memorandum

Date: May 3, 2017; Revised 05/17/17
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: 05/09/17 Board Meeting: Adopt Principles for Regional Measure 3 (RM3) and Approve a List of San Francisco Candidate Projects and RM3 Advocacy Amounts

RECOMMENDATION Information Action

- Adopt RM3 principles
- Approve a list of San Francisco RM3 Candidate Projects
- Approve specific RM3 Advocacy Amounts

SUMMARY

The state legislature is currently working on legislation authorizing the Metropolitan Transportation Commission (MTC) to bring a bridge toll increase to Bay Area voters in 2018, known as Regional Measure 3 (RM3), intended to fund projects that improve mobility and enhance travel options in the region's state-owned toll bridge corridors. The legislation, Senate Bill (SB) 595 (Beall) is now in print with some general text pending amendments that would specify the amount of the toll (\$1 to \$3 are under consideration) and the projects and programs to be funded. Based on currently available information, it is anticipated that RM3 would include a 25-year expenditure plan for up to \$5 billion in capital projects and potentially an operating program as well. We have been working with San Francisco project sponsors, the Mayor's Office, our Chair and MTC representatives to develop our RM3 recommendations.

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contracts
- Procurement
- Other:

Follow-Up.

Following the May 9, 2017 Board meeting, staff has proposed a minor revision to Attachment 3, San Francisco's candidate projects, to increase the amount for the city's RM3 ask for project 'd', Mission Bay Ferry Landing, by \$10 million to a total of \$25 million (about a .5% change in the RM3 total ask). The change was initiated at the Port of San Francisco's request following notification by Transportation Authority staff that the project would not be recommended for One Bay Area Grant Cycle 2 funds since it doesn't meet full funding requirements associated with that grant program. At its May 16, 2017 Board meeting, the SFMTA approved the attached RM3 principles and project list with the sole difference being the increase in the Mission Bay Ferry Landing project amount to \$25 million.

DISCUSSION

Background.

The MTC, in its role as the Bay Area Toll Authority (BATA), administers the toll programs for the seven state-owned Bay Area bridges (San Francisco-Oakland Bay Bridge, San Mateo-Hayward Bridge, Dumbarton Bridge, Carquinez Bridge, Benicia-Martinez Bridge, Antioch Bridge and Richmond-San Rafael Bridge). The current toll on these bridges is \$5, except for the San Francisco-Oakland Bay Bridge which has weekday congestion pricing. All bridges have reduced rates during weekday peak times for high-occupancy vehicles using FasTrak to pay the toll. The current toll revenues are expended through three programs:

- Regional Measure 1 (RM1) was approved by Bay Area voters in 1988, establishing a uniform \$1 toll on the seven state-owned toll bridges. RM1 funded the new Carquinez and Benicia-Martinez bridges, bridge rehabilitation, and access and interchange improvements near bridges. All RM1 projects are now complete, and the revenues for this program service debt used to finance these projects.
- The Toll Bridge Seismic Retrofit Program accounts for \$3 of bridge toll revenues. All seven of the Bay Area's state-owned toll bridge have now achieved seismic safety. The program currently totals \$9.4 billion, and the bridge toll revenues service debt on bonds issued to finance the program.
- Regional Measure 2 (RM2) was approved by voters in 2004, raising the toll on these seven bridges by \$1. The program includes \$1.5 billion for capital projects, and up to 35% of total RM2 annual revenues on an operating program (about \$48 million per year).

Since 2004 and despite the recent recession, the Bay Area's economy and population has grown significantly. The population is expected to grow by 2.3 million by 2040 and the number of jobs by 1.3 million, compared to 2010 levels. As a response to this increasing demand on the system and projected growth, in late 2016 MTC and the state legislature began discussing a new bridge toll, known as Regional Measure 3 (RM3), to address the region's growing pains by improving mobility and enhancing travel options in the region's bridge corridors.

Status: SB 595 (Beall).

MTC is currently working with the State Legislature on SB 595 (Beall), which would require MTC to place a measure on the ballot in all nine Bay Area counties. The toll level, expenditure plan, and timing of this vote are not yet specified in the bill, and are subject to discussions with members of the Legislature and key stakeholders. Attachment 1 is a fact sheet on SB 595.

While the previous Regional Measures increased the bridge toll by \$1 each, the buying power of these tolls has decreased and there are significant needs across the region for additional transportation funds. SB 1, the state transportation funding package that was recently improved, focused on much needed repairs and maintenance to local streets and roads and highways ("aging pains"). As a complement, RM3 would focus on improving mobility and enhancing travel options in the region's bridge corridors where the bridges are incredibly congested and core transit systems like BART and Muni are overcrowded ("growing pains"). The MTC-led Core Capacity Transit Study has identified over \$11 billion in project investment recommendations to improve the Transbay Corridor alone. BART and MUNI each have significant fleet needs to meet the growing demand for transit services.

To ensure the bill keeps on track with legislative deadlines, SB 595 was heard in the Senate Transportation & Housing Committee on April 25 as that was the committee's last hearing for fiscal

Agenda Item 9

bills originating in the Senate to be heard. It was passed out of committee and re-referred to the Senate Appropriations Committee (anticipated May 26). The Bay Area delegation has already reached out to key stakeholders seeking input on the toll level, project priorities, etc. Given that the bill is now in print and starting to move, we are seeking Board input and action on RM3 to inform drafting of the bill language and Expenditure Plan.

Toll level.

MTC estimates that a \$1-3 increase in bridge tolls starting in 2019 would make between \$1.7 billion and \$5 billion available as a 25-year capital bond. A multi-dollar toll surcharge could be phased in over a period of years. Figure 2 below compares potential funding available at these different toll rates.

Figure 1. Estimated Toll Increase Revenue Comparison (MTC, April 2017)

Toll Surcharge Amount	Annual Revenue	Capital Funding Available (25-year bond)
\$1	\$127 million	\$1.7 billion
\$2	\$254 million	\$3.3 billion
\$3	\$381 million	\$5.0 billion

Including an operating program would impact the amount of toll revenues available for a capital bond. Figure 2 below demonstrates the trade-offs that would result from different shares of operations from a \$3 toll.

Figure 2. Estimated Toll Increase Trade-offs (MTC, April 2017)

Share of Funds for Operations (\$3 Toll Option)	Annual Operating Funding	Total Capital Budget
0%	-	\$5.0 billion
5%	\$19 million	\$4.7 billion
10%	\$37 million	\$4.5 billion
15%	\$56 million	\$4.2 billion
20%	\$75 million	\$4.0 billion

Proposed RM3 Principles.

To guide the development of the Expenditure Plan for RM3, MTC issued a list of draft principles in December 2016, which are included in Attachment 2 to this memo. We are recommending that the Board ask MTC to include two additional principles: Equity and Multimodal. These are also detailed in Attachment 2. We briefed the Plans and Programs Committee on these principles in February as part of an information item on RM3.

Proposed San Francisco Candidate Projects and RM3 Advocacy Amounts.

In order to develop our San Francisco candidate list, we considered a bridge nexus (regional connectivity) as the pre-requisite for eligibility for bridge toll funding as that is central to the fact that RM3 would be a fee (thus, requiring only a simple majority vote of the public to be approved). We also looked at how well projects meet MTC's principles and our two additional principles. Working

Agenda Item 9

closely with the San Francisco Municipal Transportation Agency (SFMTA) and the Mayor's Offices, as well as coordinating with BART, Port of San Francisco, Transbay Joint Powers Authority, and others we put together the attached list of candidate projects, including specific RM3 asks for certain projects (Attachment 3).

The proposed RM3 projects fall into three categories for ease of messaging:

- Transit Core Capacity: These projects are all included in the recommendations from MTC's Core Capacity Transit Study, a collaborative effort to find and prioritize investments that will improve travel in the Transbay corridor and the core of San Francisco (Muni Metro network).
- Active Congestion Management: This group of projects represents cost-effective investments that will improve the operations of the existing transportation networks by enabling management of demand in real time, including relieving pressure on the San Francisco-Oakland Bay Bridge. Examples include accelerating the provision of Treasure Island ferry service and implementing express lanes on U.S. 101/I-280 to provide faster and more reliable transit and shared-ride travel options, complementing similar improvements planned in San Mateo and Santa Clara counties for the congested peninsula corridor.
- Equity: User-fees tend to have a disproportionate impact on the lowest-income members of society. These projects would help mitigate these impacts through investments in alternative transportation modes, supporting additional transit service (such as late night and other lifeline transit service), and other accessibility improvements benefitting communities of concern (e.g. elevators, escalators and wayfinding as part of Muni's Metro Modernization project).

The SFMTA Board received an informational update on these proposed RM3 principles and candidate projects on May 2 and will consider taking action later this month. We will continue to closely coordinate with the Board, the SFMTA, the Mayor's Office, and other San Francisco stakeholders as the RM3 process evolves.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2016/17 budget.

CAC POSITION

The CAC considered this item at its April 26, 2017 meeting and unanimously adopted a motion of support for the staff position. Since the meeting, we have made some editorial and formatting changes to the candidate project list (Attachment 3) with the only substantive change being the addition of the BART Modernization (Embarcadero to Civic Center, which includes elevators and related wayfinding) under the Equity category without a specific RM3 ask recommended. This project could be combined with the Muni Metro Modernization project into a regional transit accessibility (capital) program.

SUPPLEMENTAL MATERIALS

Attachment 1 – SB595 (Beall) Fact Sheet

Attachment 2 – Draft Regional Measure 3 Principles

Attachment 3 – Draft San Francisco Regional Measure 3 (RM3) Candidate Projects

SB 595 (Beall)

Regional Measure to Improve Mobility in Bay Area Bridge Corridors Fact Sheet

ISSUE

Transportation infrastructure is key to supporting the San Francisco Bay Area's strong economy and maintaining California's leadership in high-tech and high-paying jobs. Traffic congestion on the region's freeways, overcrowding on BART, Caltrain, ferries and buses in the toll bridge corridors is eroding the Bay Area's quality of life, access to jobs, cultural and educational opportunities, and undermining job creation and retention. The traffic chokepoints are especially acute in the corridors of the seven state-owned toll bridges that are critical east-west and north-south arteries that bind the Bay Area together.

BACKGROUND

Bay Area voters have led California's "self-help" movement in supporting new local revenue for congestion relief, including strong voter support for toll increases in 1988 and 2004. In 1988, the Legislature enacted SB 45 (Lockyer), placing on the ballot Regional Measure 1, which standardized all bridge tolls at \$1 to help build the new Benicia-Martinez Bridge and the Carquinez Bridge replacement, among other projects. The measure was approved by 70 percent.

In 2003, Senate Bill 916 (Perata) authorized Regional Measure 2, a \$1 toll increase to fund transit and roadway improvements in the bridge corridors. The measure helped build numerous transportation improvements, including the Caldecott Tunnel's 4th Bore, BART to Warm Springs Extension (the first phase of BART to Silicon Valley), BART seismic retrofit and HOV lanes on Interstate 80, among other major projects. The measure was approved by 57 percent. In 2005, the Legislature delegated administration of all bridge toll revenue to the Bay Area Toll Authority, the Metropolitan Transportation Commission (MTC)'s affiliate agency which shares the same governing board.

THIS BILL

SB 595 would provide voters in the nine Bay Area counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma) the opportunity to jumpstart the next generation of critical transportation improvements in the bridge corridors funded by an increase in bridge tolls. The bill would require the MTC to place a measure on the ballot in all nine counties. The expenditure plan, the toll level and the timing of the vote are not yet specified in the bill and are subject to discussion with members of the Legislature and key stakeholders. SB 595 will include strong accountability provisions to ensure that funds are invested according to the voter-approved plan.

While SB 1 (Beall) provided a substantial increase in state funds focused primarily on repairing local roads and the state highway system – the state's *aging* pains – SB 595 will address the Bay Area's *growing* pains, by improving mobility and enhancing travel options in the region's bridge corridors.



STATUS/VOTES

SUPPORT

Metropolitan Transportation Commission

OPPOSITION

None on file

FOR MORE INFORMATION

Staff Contact: Lynne Jensen Andres
Lynne.Andres@sen.ca.gov (916) 651-4015

RESOLUTION ADOPTING A SUPPORT POSITION ON SENATE BILL (SB) 595

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the State and Federal Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco; and

WHEREAS, At its May 23, 2017 meeting, the Board reviewed and discussed Senate Bill (SB) 595 (Beall); now, therefore, be it

RESOLVED, That the Transportation Authority hereby does adopt a new support position on SB 595 (Beall); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

San Francisco County Transportation Authority
May 23, 2017

State Legislation – Proposed New Positions and Updates on Activity This Session

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

Staff is recommending a new support position on Senate Bill (SB) 595 (Beall) as shown in **Table 1**.

Table 1. Recommendation for New Positions and Select New Bills to Watch

Recommended Positions	Bill # Author	Bill Title and Description
Support	SB 595 Beall D	<p>Metropolitan Transportation Commission: toll bridge revenues.</p> <p>If approved, this bill would require the nine Bay Area counties to conduct a special election on a proposed increase in the toll rate on the seven state-owned toll bridges in an amount TBD to finance TBD projects and programs to improve mobility and enhance travel options on the bridges and bridge corridors. We, along with other agencies, advocates, legislators, and members of the public are actively involved in the process to define the measure (Regional Measure 3) and its expenditure plan. (See related Item 9 on SFCTA Board Agenda for May 23, 2017). At the May 9, 2017 Board meeting, the Board severed this bill to be considered separately and a motion to adopt a support position did not pass.</p>

Attachment 1 – SB 595 Language

AMENDED IN SENATE APRIL 18, 2017

AMENDED IN SENATE APRIL 5, 2017

AMENDED IN SENATE APRIL 3, 2017

SENATE BILL

No. 595

Introduced by Senator Beall

February 17, 2017

~~An act to add Section 14032.1 to the Government Code, relating to transportation. An act to add Section 30923 to the Streets and Highways Code, relating to transportation.~~

LEGISLATIVE COUNSEL'S DIGEST

SB 595, as amended, Beall. ~~Department of Transportation: report on redundant positions. Metropolitan Transportation Commission: toll bridge revenues.~~

Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as the MTC and makes the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law authorizes the BATA to increase the toll rates for certain purposes, including to meet its bond obligations, provide funding for certain costs associated with the bay area state-owned toll bridges, including for the seismic retrofit of those bridges, and provide funding to meet the requirements of certain voter-approved regional measures. Existing law provided for submission of 2 regional measures to the voters of 7 bay area counties in 1988 and

2004 relative to specified increases in bridge auto tolls on the bay area state-owned toll bridges, subject to approval by a majority of the voters.

The bill would require the City and County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election on a proposed unspecified increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for unspecified projects and programs. By requiring this election, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

~~Existing law specifies the powers and duties of the Department of Transportation, and provides that the department has full possession and control of all state highways and all property and rights on property acquired for state highway purposes:~~

~~This bill would require the department to, no later than January 1, 2019, identify at least 500 redundant positions at the department and would require the department to put any savings from eliminating those positions into state-owned roadway maintenance and upkeep.~~

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: ~~no~~-yes.

The people of the State of California do enact as follows:

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) The San Francisco Bay area's strong economy and growing
- 4 population are placing a tremendous burden on its aging
- 5 transportation infrastructure. Between 2010 and 2040, the
- 6 population is forecast to grow by 2.3 million, while the number of
- 7 jobs are projected to grow by 1.3 million.
- 8 (b) Traffic congestion on the region's seven state-owned toll
- 9 bridges degrades the bay area's quality of life, impairs its economy,
- 10 and shows no signs of abating. Between 2010 and 2015, combined
- 11 volumes on the region's seven state-owned toll bridges grew by

1 11 percent, while volumes on just the Dumbarton Bridge, the
2 Richmond-San Rafael Bridge, and the San Mateo-Hayward Bridge
3 grew by 20 percent.

4 (c) In 2015, five of the region's top 10 worst congested roadways
5 were in the South Bay (San Mateo or Santa Clara counties).

6 (d) In the San Francisco-Oakland Bay Bridge corridor from
7 Hercules to San Francisco, weekday traffic speeds average less
8 than 35 mph from 5:35 a.m. until 7:50 p.m.

9 (e) Weekday congestion on the west approach to the San
10 Francisco-Oakland Bay Bridge in the eastbound direction typically
11 begins before 1 p.m. and continues until 9:30 p.m.

12 (f) Weekday northbound traffic congestion on State Highway
13 Route 101 from Novato to Petaluma begins by 3 p.m. and typically
14 lasts over three hours.

15 (g) Daily peak-hour traffic on State Highway Route 37 between
16 Marin and Solano counties jumped over 40 percent from 2010 to
17 2015.

18 (h) The region's only rail link across San Francisco Bay, the
19 Bay Area Rapid Transit District (BART), is 44 years old and faces
20 multibillion-dollar capital funding shortfalls to accommodate
21 growing ridership and achieve a state of good repair. Meanwhile,
22 BART ridership is at record levels, exceeding 128 million in fiscal
23 year 2016, a 27-percent increase from fiscal year 2010.

24 (i) Annual ridership on ferries from Alameda, Oakland, and
25 Vallejo to San Francisco and South San Francisco more than
26 doubled between 2010 and 2016, from 1.1 million to 2.5 million.

27 (j) Ridership on the weekday transbay bus service provided by
28 the Alameda-Contra Costa Transit District rose 33 percent between
29 2012 and 2016.

30 (k) Truck traffic in and out of the Port of Oakland grew by 33
31 percent since 2000 and contributes to worsening congestion on
32 the region's bridges and roadways. An estimated 99 percent of
33 the containerized goods moving through northern California are
34 loaded or discharged at the port.

35 (l) The last time bay area voters had the opportunity to approve
36 new funding for improvements in the bridge corridors was in 2004,
37 when voters approved Regional Measure 2, a \$1 toll increase.

38 (m) To improve the quality of life and sustain the economy of
39 the San Francisco Bay area, it is the intent of the Legislature to
40 require the Metropolitan Transportation Commission to place on

1 *the ballot a measure authorizing the voters to approve an*
2 *expenditure plan to improve mobility and enhance travel options*
3 *on the bridges and bridge corridors to be paid for by an increase*
4 *in the toll rate on the seven state-owned bridges within its*
5 *jurisdiction.*

6 *SEC. 2. Section 30923 is added to the Streets and Highways*
7 *Code, to read:*

8 *30923. (a) The toll rate for vehicles crossing the bridges*
9 *described in Section 30910 shall not be increased to the ____ rate*
10 *prior to the availability of the results of a special election to be*
11 *held in the City and County of San Francisco and the Counties of*
12 *Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara,*
13 *Solano, and Sonoma to determine whether the residents of those*
14 *counties and of the City and County of San Francisco approve the*
15 *toll increase.*

16 *(b) The revenue derived from the toll increase shall be used to*
17 *meet all funding obligations associated with ____ projects and*
18 *programs. To the extent additional toll funds are available from*
19 *the toll increase, the authority may use them for bridge*
20 *rehabilitation and for projects and programs aimed at reducing*
21 *congestion and improving travel options in the bridge corridors.*

22 *(c) Notwithstanding any provision of the Elections Code, the*
23 *board of supervisors of the City and County of San Francisco and*
24 *of each of the counties described in subdivision (a) shall call a*
25 *special election to be conducted in the City and County of San*
26 *Francisco and in each of the counties that shall be consolidated*
27 *with the November ____, general election.*

28 *(d) The ballot pamphlet for the special election shall include a*
29 *detailed description of the expenditure plan detailing the projects*
30 *to be funded.*

31 *(e) The county clerks shall report the results of the special*
32 *election to the authority. If a majority of all voters voting on the*
33 *question at the special election vote affirmatively, the authority*
34 *shall adopt the increased toll schedule to be effective ____.*

35 *SEC. 3. If the Commission on State Mandates determines that*
36 *this act contains costs mandated by the state, reimbursement to*
37 *local agencies and school districts for those costs shall be made*
38 *pursuant to Part 7 (commencing with Section 17500) of Division*
39 *4 of Title 2 of the Government Code.*

1 SECTION 1. ~~Section 14032.1 is added to the Government~~
2 ~~Code, to read:~~
3 ~~14032.1. No later than January 1, 2019, the department shall~~
4 ~~identify at least 500 redundant positions at the department and~~
5 ~~shall put any savings from eliminating those positions into~~
6 ~~state-owned roadway maintenance and upkeep.~~

O



This Page Intentionally Left Blank

RESOLUTION ADOPTING POSITIONS ON STATE LEGISLATION

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the State and Federal Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco; ~~now, therefore, be it and~~

WHEREAS, At its May 9, 2017 meeting, the Board amended the staff recommendation to change the position on Assembly Bill (AB) 756 (Ting) from support to watch; now, therefore, be it

RESOLVED, That the Transportation Authority hereby does adopt new support positions on ~~Assembly Bill (AB) 378 (Garcia, Cristina), AB 756 (Ting), Senate Bill (SB) 422 (Wilk), SB 595 (Beall)~~ and SB 768 (Allen and Wiener) and a new oppose position on SB 182 (Bradford); and be it further

RESOLVED, That the Executive Director is directed to communicate these positions to all relevant parties.

Attachment:

1. New Bills and Recommended Positions

San Francisco County Transportation Authority
May 2017 [REVISED 5/17/17]

State Legislation – Proposed New Positions and Updates on Activity This Session

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

Staff is recommending new support positions on ~~Assembly Bill (AB) 378 (Garcia, Cristina)~~, Senate Bill (SB) 422 (Wilk), ~~SB 595 (Beall)~~ and SB 768 (Allen and Wiener) and a new oppose position on SB 182 (Bradford) as shown in **Table 1**. **Table 2** provides updates on several bills we have been tracking this session and **Table 3** indicates the status of bills on which the Board has already taken a position this session.

Table 1. Recommendation for New Positions and Select New Bills to Watch

Recommended Positions	Bill # Author	Bill Title and Description
Support	AB 378 Garcia, Cristina D	[Moved to Watch (see below) subsequent to May 9 SFCTA Board meeting.] California Global Warming Solutions Act of 2006: regulations. The bill would authorize the State Air Resources Board to extend the Cap and Trade program from 2020 to 2030. Doing so would extend a valuable greenhouse gas reduction program, provide additional revenue for transportation, and help stabilize auction outcomes, which have been lower than anticipated over the past year in part due to concerns about the duration of the program.
	SB 422 Wilk R	Transportation projects: comprehensive development lease agreements: P3. Current law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships (P3s) for certain transportation projects that may raise revenues from tolls and user fees. Prior authorization for these agreements ended on January 1, 2017. These two bills are very similar and would extend P3 authorization indefinitely. P3 could be used to more quickly and cost effectively deliver future revenue-generating projects in San Francisco and the region.
	SB 768 Allen, Wiener D	
<u>Oppose</u>	SB 182 Bradford D	[Added at request of the Chair since May 9 SFCTA Board meeting.] <u>Transportation network company: participating drivers: single business license.</u> <u>This bill would allow Transportation Network Company (TNC) drivers to obtain only a single business license to operate in all local jurisdictions statewide, irrespective of where they operate their business. SFMTA and the City have registered their opposition to this bill on the basis that it would hinder our ability to collect information from the approximately 45,000 TNC drivers that cause an estimated \$2-4 million per year in wear and tear on our local streets and an increased burden on traffic enforcement resources. As this bill is moving rapidly through the Legislature, at the discretion of the Chair we have already submitted a letter of opposition to the author's office.</u>

San Francisco County Transportation Authority
May 2017 **[REVISED 5/17/17]**

	AB 344 Melendez R	<p>Toll evasion violations. The bill would change current practice by toll agencies to require individuals to pay the levied penalty for fare evasion when the individual challenges an initial toll review finding and proceeds to an administrative review process (only 0.05% of violation protests for the Bay Area Toll Authority (BATA)). MTC is concerned that this bill would increase the number of administrative investigations, which are costly to administer and, to BATA's knowledge, has never resulted in a situation where a violation was overturned. Recognizing that a waiver of the upfront fee is fair and reasonable in cases of means-based need, MTC is seeking an amendment to align toll violation procedures with what is currently in place for parking violations, specifically waiving the levied penalty during the administrative review process when warranted due to need of the applicant.</p>
Watch	AB 378 Garcia, Cristina D	<p><u>California Global Warming Solutions Act of 2006: regulations.</u> <u>The bill would authorize the State Air Resources Board to extend the Cap and Trade program from 2020 to 2030. Prior language in the bill would have provided additional revenue for transportation and would have helped stabilize auction outcomes. However, recent amendments have altered it substantially. As revised it would completely change the way the state manages greenhouse gas emissions and shift important oversight responsibilities from local air districts to the state Air Resources Board. It is also likely to see further amendments. Staff from the Bay Area Air Quality Management District have expressed concern over the new language and are recommending their Board withdraw the agency's support.</u></p> <p><u>Change in Recommended Position from Support to Watch: Given the recent amendments, and the likelihood of additional ones, we no longer recommend a support position on the bill. We will continue to monitor it with our local and regional partners and will report on any progress next month.</u></p>
	AB 756 Ting D	<p>Prima facie speed limits: Golden Gate Park. This bill establishes a new speed limit of 15 miles per hour for Golden Gate Park roads excluding Crossover Drive, Park Presidio Bypass Boulevard, and Kezar Drive. The Mayor's Office State Legislative Committee has taken a support as amended position on this bill. It is consistent with Vision Zero policies. At the May 9, 2017 meeting, the Board revised the staff recommendation to change the position from support to watch to allow further review now that it is a two-year bill.</p>
	AB 1218 Obernolte R	<p>California Environmental Quality Act (CEQA): exemption: bicycle transportation plans. Extends current CEQA exemptions that sunset this year until 2021. Current exemptions apply to bicycle transportation plans and bicycle projects including roadway striping, signal timing, signage, storage, and other improvements.</p>
	AB 1444 Baker R	<p>Livermore Amador Valley Transit Authority (LAVTA): autonomous vehicle demonstration project. This bill would exempt LAVTA from state regulations for testing autonomous vehicles in a commercial center in Dublin. Within the specific boundaries of the demonstration pilot, it would allow testing of a vehicle without a driver seated in the driver's seat and not equipped with a steering wheel, a brake pedal, or an accelerator.</p>

San Francisco County Transportation Authority
May 2017 **[REVISED 5/17/17]**

Table 2. Select Updates on Tracked Bills

Active Positions	Bill # Author	Bill Title and Description	Update
Support	AB 342 Chiu D	<p>Vehicles: automated speed enforcement (ASE): five-year pilot program.</p> <p>This bill would authorize, no later than January 1, 2019, the City of San Jose (San Jose) and the City and County of San Francisco (San Francisco) to implement a 5-year pilot program utilizing an ASE system for speed limit enforcement. ASE has been an adopted legislative priority of the SFCTA and SFMTA for years, consistent with the City's adopted Vision Zero policies.</p>	<p>The bill was approved by the Assembly Privacy and Consumer Protection Committee on April 18 but was converted into a two-year bill at the subsequent Assembly Transportation Committee meeting. The California Highway Patrol provided the main source of opposition over concern that the cameras could increase hostility toward police officers and their ability to improve street safety. We will continue to support SFMTA's work to advance the bill next year.</p>
	SB 1 Beall D	<p>Transportation Funding.</p> <p>As reported earlier, this bill will raise \$52 billion in new revenue over the next ten years for transportation, focusing on fix it first for roads and transit. San Francisco will receive an estimated \$73 million in formula funds and will compete for additional funding in statewide competitive pots of funding.</p>	<p>Since the last Board meeting, the Governor signed the bill into law, along with a number of trailer bills. Among other things, these bills included the commitment of \$400 million for a rail extension to Ceres and Merced and \$427 million for transportation improvements in Riverside County. They also included SB 496 (Cannella) which transfers design risk from the private sector to the public sector. We have previously adopted oppose positions on similar design exemption bills.</p>
Watch	SCA 6 Wiener D	<p>Local transportation measures: special taxes: voter approval.</p> <p>This measure seeks to reduce vote threshold from 2/3 to 55% for local transportation sales tax revenues, parcel taxes, and other taxes. If approved, the measure would go to the state ballot for voter approval, which requires a majority statewide vote.</p>	<p>This bill used to only apply to local transportation sales taxes but was amended to include a broader range of possible revenue mechanisms for transportation.</p>

San Francisco County Transportation Authority
May 2017 [REVISED 5/17/17]

Table 3. Bill Status for Active Positions Taken This Session

Adopted Positions	Bill # Author	Bill Title	Bill Status (as of 5/2/17)
Support	AB 1 Frazier D	Transportation Funding.	Assembly Transportation
	AB 28 Frazier D	Department of Transportation: environmental review process: federal pilot program.	Chapters
	AB 87 Ting D	Autonomous vehicles.	Assembly Transportation
	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program.	Assembly Transportation
	SB 1 Beall D	Transportation Funding.	Chapters
Oppose	AB 65 Patterson R	Transportation bond debt service.	Assembly Transportation
	SB 423 Cannella R	Indemnity: design professionals.	Senate Judiciary
	SB 493 Hill D	Vehicles: right-turn violations.	Senate Appropriations



This Page Intentionally Left Blank

RESOLUTION APPROPRIATING \$250,000 IN PROP K FUNDS FOR THE LOMBARD CROOKED STREET CONGESTION MANAGEMENT SYSTEM DEVELOPMENT [NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM CAPITAL] PROJECT, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, At the request of the District 2 Commissioner, Transportation Authority staff is requesting appropriation of \$250,000 in Prop K funds for the Lombard Crooked Street Congestion Management System Development [Neighborhood Transportation Improvement Program (NTIP) Capital], as summarized in Attachments 1 and 2 and detailed in the attached allocation request form; and

WHEREAS, The request seeks funds from the Transportation Demand Management/ Parking Management category of the Prop K Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for the aforementioned Expenditure Plan programmatic category; and

WHEREAS, The appropriation request for the Lombard Crooked Street Congestion Management System Development [NTIP Capital] project requires a 5YPP amendment as detailed in the attached allocation request form; and

WHEREAS, After reviewing the request, staff recommended appropriating \$250,000 in Prop K funds for the Lombard Crooked Street Congestion Management System Development [Neighborhood Transportation Improvement Program (NTIP) Capital] project, as described in Attachment 3 and detailed in the attached allocation request form, which includes staff



recommendations for Prop K appropriation amount, required deliverables, timely use of funds requirements, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2016/17 budget to cover the proposed action; and

WHEREAS, At its April 26, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Transportation Demand Management/Parking Management 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby appropriates \$250,000 in Prop K funds for the Lombard Crooked Street Congestion Management System Development [Neighborhood Transportation Improvement Program (NTIP) Capital] project, as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority finds the appropriation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the Prop K Strategic Plan, and the Transportation Demand Management/Parking Management 5YPP; 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 Schedule detailed in the attached allocation request form; 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 the Capital Improvement Program of the Congestion Management Program and the Prop K Strategic Plan are hereby amended, as appropriate.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17
5. Prop K/AA Allocation Request Form

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	43	SFCTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital]	\$ 250,000	\$ 500,000	54%	50%	Planning/Conceptual Engineering	2

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 Acronym: SFCTA (San Francisco County Transportation Authority)

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 or non-Prop AA 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 Description ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Prop AA Funds Requested	Project Description
43	SFMTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital]	\$250,000		NTIP Capital funds (\$200,000) and additional Prop K funds will be used to develop a reservations and pricing system for managing automobile access to the Crooked Street (1000 block of Lombard Street). The project will develop the physical and operational/ institutional details of the system and evaluate the outcomes to be expected if the system were implemented. To fully fund the effort we are working with Supervisor Farrell to secure an additional \$250,000 from the General Fund. Operational scenarios will be developed by November 2017. Completion of the full scope of work is expected in January 2018, subject to funding availability.

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Recommended	Prop AA Funds Recommended	Recommendations
43	SFCTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital]	\$ 250,000		5YPP Amendment: The recommended appropriation is contingent upon a concurrent amendment to the Transportation Demand Management/Parking Management 5YPP. See the enclosed 5YPP amendment for details.

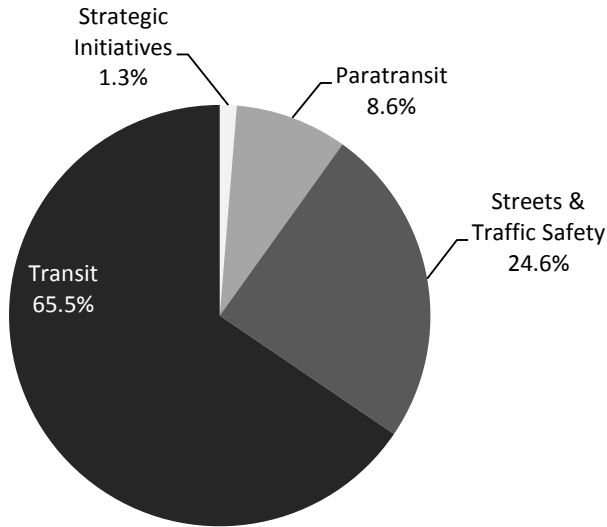
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2016/17**

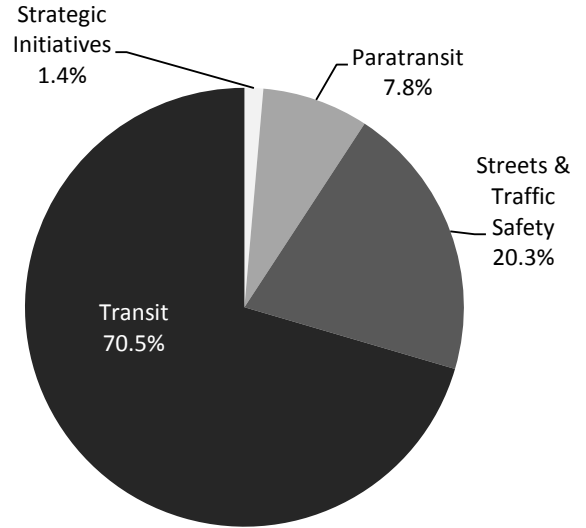
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 135,777,641	\$ 48,782,335	\$ 61,294,461	\$ 24,652,740	\$ 891,807	\$ 156,298
Current Request(s)	\$ 250,000	\$ -	\$ 250,000			
New Total Allocations	\$ 136,027,641	\$ 48,782,335	\$ 61,544,461	\$ 24,652,740	\$ 891,807	\$ 156,298

The above table shows maximum annual cash flow for all FY 2016/17 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



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

FY of Allocation Action: 2016/17

Project Name: Lombard Crooked Street Congestion Management System
Development [NTIP Capital]

Grant Recipient: San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Transportation Demand Management/Parking Management: (EP-43)

Prop K EP Line Number (Primary): 43 Current Prop K Request: \$ 250,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 02

REQUEST

Brief Project Description (type below)

This project will identify the physical and operational details, including user experience, of a reservations and pricing system for automobile access to the Crooked Street (1000 block of Lombard) as well as determining the expected outcomes on automobile and pedestrian circulation on the Crooked Street and the surrounding neighborhood.

Detailed Scope, Project Benefits and Community Outreach (type below)

See attached document for scope details.

Project Location (type below)

The project location is the 1000 block of Lombard St. The study area is bounded by Bay, Columbus, Union, and Van Ness.

Project Phase (select dropdown below)

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? New Project

Please describe and justify the necessary amendment:

The subject request includes an amendment to the Transportation Demand Management (TDM)/Parking Management (EP 43) 5YPP. The amendment would program \$154,200 from the Congestion/Trip Management Plan placeholder and \$95,800 from the TDM Program Evaluation placeholder to the subject project. Over \$200,000 in programming would remain for TDM Program Evaluation in the current 5YPP period. See the attached 5YPP amendment for details. We have reviewed the proposed amendment with SFMTA, which has no objection.

Lombard Crooked Street Congestion Management System Development [NTIP Capital]

Project Background

On March 21st, 2017, the SFCTA Board adopted the recommendations of the Managing Access to the Crooked Street District 2 NTIP report, including a recommendation to further study and develop a reservations and pricing system for managing automobile access to the Crooked Street (1000 block of Lombard Street). The scope of this project is intended to advance this recommendation by identifying the physical and operational details of the system as well as determining the expected outcomes on automobile and pedestrian circulation on the Crooked Street and the surrounding neighborhood.

The total anticipated budget of this effort is \$500,000, including \$45,000 kept in contingency. In addition to the subject Prop K request, \$250,000 in General Funds has been requested for the project but not yet secured. The scope description below calls out the elements that could be completed solely with the requested Prop K funds and those that would be dependent on securing additional funds.

Scope

- Task 1 – Project Management: \$50,000 Total, \$35,000 Prop K / \$15,000 Additional Funding
 - Description: Management of overall project tasks, invoices, general meetings, and correspondence.
 - Consultant Deliverables: Bi-weekly check-in calls, monthly invoices, progress reports
- Task 2 – Outreach & Stakeholder Involvement: \$30,000 Prop K
 - Description: Hold up to two public open house meetings, with consultant support. One-on-one outreach with elected stakeholders and neighborhood groups by TA Staff. Convene and meet regularly with a technical working group comprised of relevant City and regional agencies, as identified by SFCTA & SFMTA.
 - Consultant Deliverables: Meeting logistics, materials, and staffing.
- Task 3 – Data Collection: \$105,000 Prop K
 - Description: Collect 8-hour turning movement traffic data (including pedestrian volumes) at up to 36 intersections (encompassing an area roughly bounded by Van Ness, Bay, Taylor, and Union Streets). Collect queue length and delay time on up to 10 blocks (approximately 450 ft each). Design and perform price sensitivity analysis via intercept survey to current (optional: and potential) automobile visitors, including willingness to pay, willingness to visit with a reservation, expected behavior/ mode/ temporal shifts at various price levels, and respondent classification questions (place of residence, car owned vs rented, etc.); anticipated n<1100 over at least two separate days.
 - Consultant Deliverables: Traffic counts, average queue length by half-hour, intercept survey with one round of SFCTA/SFMTA review, raw data and relevant statistical summaries and cross tabulations of intercept survey results.
- Task 4 – Operational Scenarios: \$80,000 Prop K
 - Description: Develop up to three potential operational scenarios for a reservation and pricing system, including hours of operation, pricing levels by category (reservation vs. non-reservation, visitor vs. resident, etc.), price variances by time-of-day (if any), number of reservable automobile times per time period, and expected outcomes on both automobile and pedestrian volumes. Target performance metrics and performance

Lombard Crooked Street Congestion Management System Development [NTIP Capital]

metric thresholds to trigger reevaluation of scenario components, such as price level or hours of operation, should be included, including appropriate adjustments for each out-of-target metric.

- Consultant Deliverables: Technical memorandum outlining operational scenarios, and supportive business rules, including hours of operation, pricing levels by category, price variances by time-of-day, and expected outcomes on both automobile and pedestrian volumes, with one round of SFMTA/SFCTA review.
- Task 5 (Optional) – Traffic & Pedestrian Analysis: \$90,000 Additional Funding
 - Description: Perform traffic and pedestrian volume analysis on up to three potential scenarios as defined in Task 4, using baseline data as collected in Task 3. Care should be given to identify and account for potential increases in loading and unloading activity and pedestrian volumes resulting from any reduction in automobile traffic. Key metrics of this analysis include changes in pedestrian volumes and crowding, queue length, and intersection performance.
 - Deliverables: Technical memorandum outlining the results of the traffic analysis, with one round of SFMTA/SFCTA review.
- Task 6 (Optional) – Preliminary Engineering: \$60,000 Additional Funding
 - Description: This task will identify the components, both software and hardware, required for implementation of each or all of the up to three operational scenarios defined in Task 4. Design of the system using these components, as well as necessary interconnectivity and backhaul data connection, will be completed to a level necessary to evaluate the project under NEPA/CEQA, anticipated to be 30%. Priority should be given to minimizing visual impact of any hardware, including utilizing or upgrading and replacing-in-kind existing streetscape hardware, such as light standards and utility poles. Capital costs estimates should be included with each design or design variation, as necessary. Development of a conceptual design for the user experience of the software system for visitors, residents, guests, and management/operators of the system is also included in this task.
 - Deliverables: Plan sheets and quantities detailing physical system design components, and accompanying technical memorandum detailing software development requirements and conceptual user experiences, with one round of SFMTA/SFCTA review.
- Task 7 (Optional) – Final Report/Concept of Operations: \$35,000 Additional Funding
 - Description: The final report will summarize results of previous tasks and recommend and detail an operational scenario, forming a recommended Concept of Operations. Both the recommended and non-recommended scenarios should include anticipated revenues and operating costs, including system maintenance and transaction processing costs. The final report will also include an implementation roadmap, including identification of an appropriate managing entity, necessary interagency agreements, and NEPA/CEQA reviews that are required for implementation and operation of the recommended system. The implementation plan should also include a funding plan and identify and propose any necessary changes to local or state legislation required to operate the system.
 - Deliverables: Final report, with two rounds of SFCTA/SFMTA review.

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

Project Name: Lombard Crooked Street Congestion Management System Development [NTIP Capital]

ENVIRONMENTAL CLEARANCE

Environmental Type: TBD

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2017	Apr-Jun	2018
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (i.e., paratransit)				
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

See attached schedule by task.

PROJECT SCHEDULE

SFCTA Lombard Crooked Street Congestion Management System Development Schedule

Task	Jun-2017	Jul-2017	Aug-2017	Sep-2017	Oct-2017	Nov-2017	Dec-2017	Jan-2018	Feb-2018	Mar-2018
1. Proj. Mgmt.										
2. Outreach										
3. Data Collection										
4. Ops. Scenarios										
5. Traffic & Ped Analysis										
6. Preliminary Eng.										
7. Final Report										

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

Project Name: Lombard Crooked Street Congestion Management System Development [NTIP Capital]

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 250,000	\$ -	\$ -	\$ 250,000
Prop AA	\$ -	\$ -	\$ -	\$ -
General Fund	\$ 250,000	\$ -	\$ -	\$ 250,000
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 500,000	\$ -	\$ -	\$ 500,000

Prop K amount includes \$200,000 in NTIP Capital funds (District 2)

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

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

Cost of future phases TBD

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

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) 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.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 500,000	\$ 250,000		Engineer's preliminary estimate
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ -	\$ -	\$ -	
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 500,000	\$ 250,000	\$ -	

% Complete of Design: as of
 Expected Useful Life:

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Lombard Crooked Street Congestion Management System Development [NTIP Capital]

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - PLANNING PHASE

Agency	Task 1 (Partial Optional) - Project Management	Task 2 - Outreach & Stakeholder Engagement	Task 3 - Data Collection	Task 4 - Operational Scenarios	Task 5 (Optional) - Traffic & Pedestrian Analysis	Task 6 (Optional) - Preliminary Engineering	Task 7 (Optional) - Final Report / Concept of Operations	Contingency	Total
SFCTA	\$ 25,000	\$ 20,000	\$ 10,000	\$ 20,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 45,000	\$ 135,000
SFMTA	\$ 5,000	\$ 5,000	\$ 5,000	\$ 10,000	\$ 10,000	\$ 5,000	\$ 5,000	\$ -	\$ 45,000
Consultant	\$ 20,000	\$ 10,000	\$ 90,000	\$ 50,000	\$ 75,000	\$ 50,000	\$ 25,000	\$ -	\$ 320,000
Other Direct Costs *	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 50,000	\$ 35,000	\$ 105,000	\$ 80,000	\$ 90,000	\$ 60,000	\$ 35,000	\$ 45,000	\$ 500,000

* Direct Costs include mailing, reproduction costs room rental fees.

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Executive Director	12	\$ 127	2.50	\$ 317	1%	\$ 3,805
Deputy Director	80	\$ 94	2.50	\$ 236	4%	\$ 18,862
Senior Engineer	24	\$ 62	2.50	\$ 156	1%	\$ 3,745
Senior Planner	256	\$ 58	2.50	\$ 144	12%	\$ 36,832
Planner	176	\$ 50	2.50	\$ 124	8%	\$ 21,837
Administration	40	\$ 47	2.50	\$ 118	2%	\$ 4,724
Total	588				0.28	\$ 89,805

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Transportation Planner III (5289)	80	\$ 52	2.80	\$ 146	4%	\$ 11,648
Transportation Planner IV (5290)	48	\$ 62	2.80	\$ 174	2%	\$ 8,333
Transportation Engineer (5241)	80	\$ 69	2.80	\$ 193	4%	\$ 15,456
Principal Administrative Analyst (1824)	24	\$ 58	2.80	\$ 162	1%	\$ 3,898
Manager V (9179)	24	\$ 72	2.80	\$ 202	1%	\$ 4,838
Total	256				0.10	\$ 44,173

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 4/21/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Lombard Crooked Street Congestion Management System Development [NTIP Capital]

Grant Recipient: San Francisco County Transportation Authority

Funding Recommended:	Action	Amount	Phase
	Prop K Appropriation	\$ 250,000	Planning/Conceptual Engineering (PLAN)
	Total:	\$ 250,000	

Total Prop K Funds: \$ 250,000 **Total Prop AA Funds:** \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 12/31/2018 **Eligible expenses must be incurred prior to this date.**

Intended Future Action	Action	Amount	Fiscal Year	Phase

Trigger: _____

Deliverables:

1. Quarterly progress reports shall provide a percent complete by task, percent complete for the overall project scope, a listing of completed deliverables, and summary of outreach performed.
2. Within 2 weeks of each open house (Task 2) provide a summary of outreach activities prior to and including the open house as well as a summary of the input received.
3. Upon completion of Task 4 (anticipated October 31, 2017), provide technical memorandum outlining operational scenarios, supportive business rules, and expected outcomes.
4. Upon completion of Task 5 (anticipated November 30, 2017), provide technical memorandum outlining the results of the traffic analysis.
5. Upon completion of Task 7 (anticipated January 31, 2018), provide final report.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 4/21/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Lombard Crooked Street Congestion Management System Development [NTIP Capital]

Grant Recipient: San Francisco County Transportation Authority

Special Conditions:

1.

The subject request includes an amendment to the Transportation Demand Management (TDM)/Parking Management (EP 43) 5YPP. See the attached 5YPP amendment for details.
2.

--
3.

--

Notes:

1.

--
2.

--

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	50.00%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project Reviewer: CP

SGA PROJECT NUMBER

Sponsor: San Francisco County Transportation Authority

SGA Project Number: 143-901xxx **Name:** Lombard Crooked Street Congestion Management System Development [NTIP Capital]

Phase: Planning/Conceptual Engineering (PLAN) **Fund Share:** 50.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K		\$250,000				\$250,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 250,000

Current Prop AA Request: \$ -

Project Name: Lombard Crooked Street Congestion Management System Development [NTIP Capital]

Grant Recipient: San Francisco County Transportation Authority

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission
Initials of sponsor staff member verifying the above statement
AH

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Andrew Heidel

Anna LaForte

Title: Senior Planner

Deputy Director for Policy and Programming

Phone: 415-522-4803

415-522-4805

Email: andrew.heidel@sfcta.org

Anna.LaForte@sfcta.org



FIGURE 1. MAP OF THE CROOKED STREET

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Transportation Demand Management (TDM)/Parking Management (EP 43)
Programming and Allocations to Date

Pending May 23, 2017 Board Action

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Citywide TDM									
SFMTA	Citywide TDM Marketing	CON	Programmed	\$100,000					\$100,000
SFMTA	Citywide TDM Marketing	CON	Programmed				\$50,000		\$50,000
SFMTA	TDM Program Evaluation ²	PLAN/ CER	Programmed	\$4,200					\$4,200
SFMTA	TDM Program Evaluation	PLAN/ CER	Programmed			\$100,000			\$100,000
SFMTA	TDM Program Evaluation	PLAN/ CER	Programmed					\$100,000	\$100,000
SFMTA	Comprehensive Residential and Employee TDM Program	CON	Allocated	\$100,000					\$100,000
SFMTA	Comprehensive Residential and Employee TDM Program	CON	Programmed		\$350,000				\$350,000
SFMTA	Comprehensive Residential and Employee TDM Program	CON	Programmed			\$350,000			\$350,000
SFMTA	Comprehensive Residential and Employee TDM Program	CON	Programmed				\$350,000		\$350,000
SFMTA	Comprehensive Residential and Employee TDM Program	CON	Programmed					\$350,000	\$350,000
SFE	Commuter Benefits Ordinance Employer Outreach	CON	Allocated	\$77,546					\$77,546
SFE	Commuter Benefits Ordinance Employer Outreach	CON	Allocated		\$79,872				\$79,872
Modal Plans									
SFCTA	Bay Area Transit Core Capacity Study	PLAN/ CER	Appropriated	\$450,000					\$450,000
SFMTA	WalkFirst Data Refresh	PLAN/ CER	Programmed		\$200,000				\$200,000

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Demand and Pricing Management									
SFCTA, SFMTA	Congestion/Trip Management Plan ²	PLAN/ CER	Programmed		\$0				\$0
SFCTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital] ²	PLAN/ CER	Pending			\$250,000			\$250,000
SFCTA	San Francisco BART Travel Incentive Program	CON	Allocated		\$45,800				\$45,800
SFCTA	San Francisco Freeway Corridor Management Study	PLAN/ CER	Appropriated	\$300,000					\$300,000
SFCTA	San Francisco Freeway Corridor Management Study	PA&ED	Programmed			\$200,000			\$200,000
SFCTA	Treasure Island Mobility Management Program	PLAN/ CER	Appropriated	\$150,000					\$150,000
SFCTA	Treasure Island Mobility Management Program	PS&E	Appropriated		\$210,000				\$210,000
Communities of Concern Access									
SFMTA, Any Eligible	NTIP Placeholder ¹	CON	Programmed		\$240,000				\$240,000
SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP] ¹	CON	Allocated		\$60,000				\$60,000
SFCTA	Bayview Moves Van Sharing Pilot	CON	Allocated		\$54,225				\$54,225

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Total Programmed in 5YPP				\$1,181,746	\$1,239,897	\$900,000	\$400,000	\$450,000	\$4,171,643
Total Allocated and Pending in 5YPP				\$1,077,546	\$449,897	\$250,000	\$0	\$0	\$1,777,443
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$104,200	\$790,000	\$650,000	\$400,000	\$450,000	\$2,394,200
Total Programmed in 2014 Strategic Plan				\$1,331,771	\$1,339,872	\$650,000	\$400,000	\$450,000	\$4,171,643
Deobligated from Prior 5YPP Cycles **				\$22,396					\$22,396
Cumulative Remaining Programming Capacity				\$172,421	\$272,396	\$22,396	\$22,396	\$22,396	\$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Footnotes

- ¹ NTIP Placeholder funds from Fiscal Year 2015/16 (\$60,000) were allocated to Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP].
- ² 5YPP Amendment to accommodate appropriation for Lombard Crooked Street Congestion Management System Development [NTIP Capital] (Resolution 17-0XX, xx.xx.2017):
 Congestion/Trip Management Plan: Reduced placeholder from \$154,200 to \$0;
 TDM Program Evaluation: Reduced placeholder from \$100,000 to \$4,200. After this amendment over \$200,000 remains in the 5YPP period for evaluation of TDM projects;
 Lombard Crooked Street Congestion Management System Development [NTIP Capital]: Added project with \$250,000 in Fiscal Year 2016/17 for Planning.



This Page Intentionally Left Blank



Memorandum

Date: May 19, 2017
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 05/23/17 Board Meeting: Internal Accounting Report and Investment Report for the Nine Months Ending March 31, 2017

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The purpose of this memorandum is to provide the quarterly internal accounting report and investment report for the Fiscal Year (FY) 2016/17 period ending March 31, 2017.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contracts</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other: _____</p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

DISCUSSION

Background.

The Transportation Authority’s Fiscal Policy (Resolution 16-56) establishes an annual audit requirement and directs staff to report to the Board, on at least a quarterly basis, the Transportation Authority’s actual expenditures in comparison to the approved budget. The Transportation Authority’s Investment Policy (Resolution 16-56) directs a review of portfolio compliance with the Investment Policy in conjunction with, and in the context of, the quarterly expenditure and budgetary report.

Internal Accounting Report.

Using the format of the Transportation Authority’s annual financial statements for governmental funds, the Internal Accounting Report includes two attachments, a Balance Sheet (Attachment 1) and a Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison (Attachment 2). In Attachment 2, the last two columns show, respectively, the budget values, and the variance of revenues and expenditures as compared to the approved budget. For the nine months ending March 31, 2017, the numbers in the approved budget column are three-fourths of the total proposed amended budget for Fiscal Year (FY) 2016/17. Although the sales tax (Prop K) and vehicle registration fees (Prop AA) accruals are included for the nine-month total, the Internal Accounting Report does not include the Governmental Accounting Standards Board Statement Number 34 adjustments, or the other accruals, that are done at year-end. The Balance Sheet values as of March

31, 2017 are used as the basis for the Investment Policy compliance review.

Investment Report.

The investment policies and practices of the Transportation Authority are subject to and limited by applicable provisions of state law, and to prudent money management principles. All investable funds are invested in accordance with the Transportation Authority's Investment Policy and applicable provisions of Chapter 4 of Part 1 of Division 2 of Title 5 of the California Government Code (Section 53600 et seq.). Any investment of bond proceeds will be further restricted by the provisions of relevant bond documents.

In managing its investment program, the Transportation Authority observes the "Prudent Investor" standard as stated in Government Code Section 53600.3, applied in the context of managing an overall portfolio. Investments are to be made with care, skill, prudence and diligence, taking into account the prevailing circumstances, including, but not limited to general economic conditions, the anticipated needs of the Transportation Authority and other relevant factors that a prudent person acting in a fiduciary capacity and familiar with those matters would use in the stewardship of funds of a like character and purpose.

The primary objectives, in priority order, for the Transportation Authority's investment activities are:

- 1) **Safety.** Safety of the principal is the foremost objective of the investment program. Investments of the Transportation Authority will be undertaken in a manner that seeks to ensure preservation of the principal of the funds under its control.
- 2) **Liquidity.** The Transportation Authority's investment portfolio will remain sufficiently liquid to enable the Transportation Authority to meet its reasonably anticipated cash flow requirements.
- 3) **Return on Investment.** The Transportation Authority's investment portfolio will be managed with the objective of attaining a market rate of return throughout budgetary and economic cycles commensurate with the Transportation Authority's investment risk parameters and the cash flow characteristics of the portfolio.

Permitted investment instruments are specifically listed in the Transportation Authority's Investment Policy, and include the San Francisco City and County Treasury Pool, certificates of deposit, and money market funds.

Balance Sheet Analysis.

The Balance Sheet, Attachment 1, presents assets, liabilities, and fund balances as of March 31, 2017. Cash, deposits and investments total to \$46.6 million as of March 31, 2017. Other assets total \$42.2 million and includes \$13 million of program receivable mainly related to grant reimbursements for the I-80/Yerba Buena Island Interchange Improvement Project, and \$17.7 million in sales tax receivable. \$2.96 million of intergovernmental loan repayment was paid in February 2017 including \$505,647 of interest, bringing the remaining balance to \$51,299. Liabilities total \$138.6 million as of March 31, 2017.

There is a negative of \$49.9 million in total fund balances, which is largely the result of how multi-year programming commitments are accounted for. Future sales tax revenues and grant reimbursements will fully fund this difference. This amount is obtained as follows: \$10.2 million is restricted for capital projects, and \$60.2 million is an unassigned negative fund balance. The unassigned negative fund balance reflects grant-funded capital projects that are scheduled to be implemented over the course of several fiscal years. The commitments are multi-year commitments

Agenda Item 13

and are funded with non-current (i.e. future) revenues. Commitments of future revenues are tracked through the grant administration process, and there is no issue with the availability of future revenues to honor them. A negative fund balance is a result of how these commitments are accounted for, and it does not affect the viability of the projects or grants. In addition, the Transportation Authority does not hold or retain title for the projects it has constructed or for the vehicles and system improvements purchased with sales tax funds, which can result in a negative position. This reporting of all legal funding commitments without the corresponding revenue or assets creates or largely contributes to the \$49.9 million unassigned negative fund balance.

Statement of Revenues, Expenditures, and Changes in Fund Balances Analysis.

The Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison compares budget to actual levels for revenues and expenditures for the three quarters of the fiscal year. Sales tax revenues and vehicle registration fees total \$79.5 million and \$4.5 million, respectively for the nine months ending March 31, 2017 and program revenues total \$18.7 million.

As of March 31, 2017, the Transportation Authority incurred \$79 million of expenditures. Expenditures included \$72.8 million in capital projects costs, \$680,009 in interest and fiscal charges, and \$5.6 million for personnel and non-personnel expenditures.

For the nine months ending March 31, 2017, revenues were lower than budgetary estimates by \$935,374. Total expenditures were lower than the budgetary estimates by \$105.1 million. This amount includes a favorable variance of \$1.6 million for personnel and non-personnel expenditures, \$314,991 for interest and fiscal charges, and a favorable variance of \$103.2 million in capital project costs. The variance in capital project costs is due to costs from project sponsors that have not yet been received by the Transportation Authority for the third quarter. Consistent with normal prior year patterns, Transportation Authority staff anticipate a higher level of Prop K reimbursement requests during the next quarters. The variance in other financing sources (uses) is due to the annual \$21 million repayment of the revolving credit loan obligation in mid-November and the additional loan of \$46 million drawn down on April 10, 2017 to fund some of the major Prop K projects.

Investment Compliance.

As of March 31, 2017, approximately 69.6% of the Transportation Authority's investable assets were invested in the City and County of San Francisco Treasury Pool. These investments are in compliance with both the California Government Code and the Transportation Authority's Board-adopted Investment Policy, and provide sufficient liquidity to meet expenditures requirements for the next six months with the issuance of bond in Summer 2017. Attachment 3 is the most recent investment report furnished by the Office of the Treasurer.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Agenda Item 13

Attachment 1 – Balance Sheet (unaudited)

Attachment 2 – Statement of Revenue, Expenditures, and Changes in Fund Balances with Budget
Comparison (unaudited)

Attachment 3 – Investment Report for March 31, 2017

ATTACHMENT I

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Balance Sheet (unaudited) Governmental Funds March 31, 2017

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Total
Assets:						
Cash In Bank	\$ 1,334,883	\$ -	\$ 897,427	\$ 11,938,721	\$ -	\$ 14,171,031
Deposits and Investments with City Treasurer	32,464,290	-	-	-	-	32,464,290
Sales Tax Receivable	17,659,671	-	-	-	-	17,659,671
Vehicle Registration Fees Receivable	-	-	-	407,916	-	407,916
Interest Receivable from the City and County of San Francisco	65,229	-	-	-	-	65,229
Program Receivable	1,415,354	10,489,108	411,528	-	662,057	12,978,047
Intergovernmental Loan Receivable	51,299	-	-	-	-	51,299
Due From Other Funds	10,909,102	-	-	-	-	10,909,102
Prepaid Costs and Deposits	81,580	-	-	-	-	81,580
Total Assets	\$ 63,981,408	\$ 10,489,108	\$ 1,308,955	\$ 12,346,637	\$ 662,057	\$ 88,788,165
Liabilities:						
Accounts Payable	\$ 30,051,720	\$ 852,292	\$ 72,693	\$ 2,536,304	\$ 201,532	\$ 33,714,541
Accrued Salaries and Taxes Due to Other Funds	360,417	-	-	-	-	360,417
Revolver Credit Loan	-	9,636,816	811,761	-	460,525	10,909,102
	93,664,165	-	-	-	-	93,664,165
Total Liabilities	\$ 124,076,302	\$ 10,489,108	\$ 884,454	\$ 2,536,304	\$ 662,057	\$ 138,648,225
Fund Balances (Deficit):						
Nonspendable	81,580	-	-	-	-	81,580
Restricted for Capital Projects Unassigned	(60,176,474)	-	424,501	9,810,333	-	10,234,834
Total Fund Balances (Deficit)	\$ (60,094,894)	\$ -	\$ 424,501	\$ 9,810,333	\$ -	\$ (49,860,060)
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 63,981,408	\$ 10,489,108	\$ 1,308,955	\$ 12,346,637	\$ 662,057	\$ 88,788,165

ATTACHMENT 2

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Statement of Revenue, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)
 Governmental Funds
 For the Nine Months Ending March 31, 2017

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Total	Amended Budget Fiscal Year 2016/17	Variance with Amended Budget Positive (Negative)
Revenues:								
Sales Tax	\$ 79,468,521	\$ -	\$ -	\$ -	\$ -	\$ 79,468,521	\$ 81,164,354	\$ (1,695,833)
Vehicle Registration Fee	-	-	-	4,538,429	-	4,538,429	3,625,537	912,892
Investment Income	682,442	-	1,132	2,431	-	686,005	251,030	434,975
Program Revenue	1,441,793	16,083,629	404,332	-	799,044	18,728,798	19,302,584	(573,786)
Other Revenue	36,783	-	-	-	-	36,783	50,405	(13,622)
Total Revenues	\$ 81,629,539	\$ 16,083,629	\$ 405,464	\$ 4,540,860	\$ 799,044	\$ 103,458,536	\$ 104,393,910	\$ (935,374)
Expenditures:								
Personnel Expenditures	\$ 2,176,463	\$ 1,364,398	\$ 22,797	\$ 157,506	\$ 171,501	\$ 3,892,665	\$ 5,163,040	\$ 1,270,375
Non-personnel Expenditures	1,631,628	62,477	-	-	7,896	1,702,001	2,011,177	309,176
Capital Project Costs	62,194,491	8,431,074	352,532	1,550,343	234,251	72,762,691	176,001,923	103,239,232
Interest and Fiscal Charges	680,009	-	-	-	-	680,009	995,000	314,991
Total Expenditures	\$ 66,682,591	\$ 9,857,949	\$ 375,329	\$ 1,707,849	\$ 413,648	\$ 79,037,366	\$ 184,171,140	\$ 105,133,774
Excess of Revenues over Expenditures	\$ 14,946,948	\$ 6,225,680	\$ 30,135	\$ 2,833,011	\$ 385,396	\$ 24,421,170	\$ (79,777,230)	\$ 104,198,400
Other financing sources (uses):								
Transfers In and out	6,611,076	(6,225,680)	-	-	(385,396)	-	-	-
Draw down on Revolver Credit Loan	-	-	-	-	-	-	34,751,876	(34,751,876)
Revolver Credit Loan Repayment	(21,000,000)	-	-	-	-	(21,000,000)	(15,750,000)	(5,250,000)
Net Change in Fund Balances	\$ 558,024	\$ -	\$ 30,135	\$ 2,833,011	\$ -	\$ 3,421,170	\$ (60,775,354)	\$ (146,071,024)
Fund Balances (Deficit), Beginning of the Period	33,011,247	-	394,366	6,977,322	-	40,382,935		
Revolver Credit Loan	(93,664,165)	-	-	-	-	(93,664,165)		
Fund Balances (Deficit), End of the Period	\$ (60,094,894)	\$ -	\$ 424,501	\$ 9,810,333	\$ -	\$ (49,860,060)		

**Office of the Treasurer & Tax Collector
City and County of San Francisco**



Pauline Marx, Chief Assistant Treasurer
Michelle Durgy, Chief Investment Officer

José Cisneros, Treasurer

Investment Report for the month of March 2017

April 15, 2017

**The Honorable Edwin M. Lee
Mayor of San Francisco
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638**

**The Honorable Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638**

Ladies and Gentlemen,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of March 31, 2017. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of March 2017 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

CCSF Pooled Fund Investment Earnings Statistics *

<i>(in \$ million)</i>	Current Month		Prior Month	
	<u>Fiscal YTD</u>	<u>March 2017</u>	<u>Fiscal YTD</u>	<u>February 2017</u>
Average Daily Balance	\$ 7,600	\$ 8,280	\$ 7,514	\$ 8,210
Net Earnings	48.81	6.71	42.10	6.09
Earned Income Yield	0.86%	0.95%	0.84%	0.97%

CCSF Pooled Fund Statistics *

<i>(in \$ million)</i>	% of Portfolio	Book Value	Market Value	Wtd. Avg. Coupon	Wtd. Avg. YTM	WAM
Investment Type						
U.S. Treasuries	17.70%	\$ 1,486.0	\$ 1,486.7	0.29%	0.81%	238
Federal Agencies	51.83%	4,355.5	4,353.8	0.96%	1.01%	633
State & Local Government						
Agency Obligations	3.83%	324.1	321.6	1.73%	1.17%	478
Public Time Deposits	0.01%	1.2	1.2	1.01%	1.01%	166
Negotiable CDs	9.15%	767.8	768.4	1.28%	1.28%	170
Commercial Paper	11.17%	935.5	938.6	0.04%	1.09%	55
Medium Term Notes	1.11%	93.1	93.0	1.40%	1.27%	434
Money Market Funds	3.05%	256.4	256.4	0.54%	0.54%	1
Supranationals	2.14%	179.9	180.2	0.84%	1.23%	575
Totals	100.0%	\$ 8,399.5	\$ 8,399.8	0.79%	1.01%	428

In the remainder of this report, we provide additional information and analytics at the security-level and portfolio-level, as recommended by the California Debt and Investment Advisory Commission.

Very truly yours,

**José Cisneros
Treasurer**

cc: Treasury Oversight Committee: Aimee Brown, Ron Gerhard, Reeta Madhavan, Charles Perl
Ben Rosenfield, Controller, Office of the Controller
Tonia Lediju, Internal Audit, Office of the Controller
Cynthia Fong, Deputy Director for Finance & Administration, San Francisco County Transportation Authority
Carol Lu, Budget Analyst
San Francisco Public Library

* Please see last page of this report for non-pooled funds holdings and statistics.

Portfolio Summary Pooled Fund

As of March 31, 2017

<i>(in \$ million)</i>									
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?		
U.S. Treasuries	\$ 1,490.0	\$ 1,486.0	\$ 1,486.7	100.04	17.70%	100%	Yes		
Federal Agencies	4,355.9	4,355.5	4,353.8	99.96	51.83%	100%	Yes		
State & Local Government Agency Obligations	320.5	324.1	321.6	99.23	3.83%	20%	Yes		
Public Time Deposits	1.2	1.2	1.2	100.00	0.01%	100%	Yes		
Negotiable CDs	767.8	767.8	768.4	100.07	9.15%	30%	Yes		
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes		
Commercial Paper	940.0	935.5	938.6	100.33	11.17%	25%	Yes		
Medium Term Notes	92.9	93.1	93.0	99.96	1.11%	25%	Yes		
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes		
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes		
Money Market Funds - Government	256.4	256.4	256.4	100.00	3.05%	10%	Yes		
Money Market Funds - Prime	-	-	-	-	0.00%	5%	Yes		
LAIF	-	-	-	-	0.00%	\$50mm	Yes		
Supranationals	180.0	179.9	180.2	100.15	2.14%	5%	Yes		
TOTAL	\$ 8,404.7	\$ 8,399.5	\$ 8,399.8	100.00	100.00%	-	Yes		

The City and County of San Francisco uses the following methodology to determine compliance: Compliance is pre-trade and calculated on both a par and market value basis, using the result with the lowest percentage of the overall portfolio value. Cash balances are included in the City's compliance calculations.

Please note the information in this report does not include cash balances. Due to fluctuations in the market value of the securities held in the Pooled Fund and changes in the City's cash position, the allocation limits may be exceeded on a post-trade compliance basis. In these instances, no compliance violation has occurred, as the policy limits were not exceeded prior to trade execution.

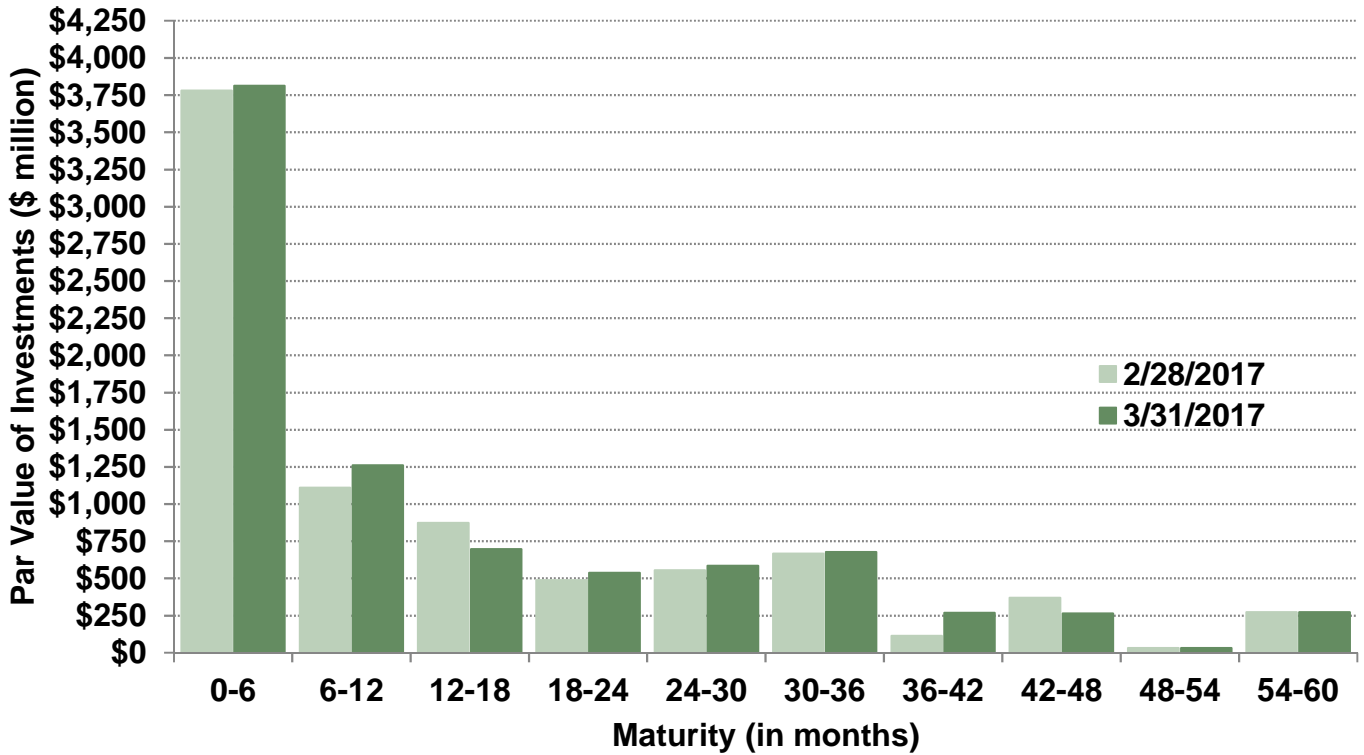
The full Investment Policy can be found at <http://www.sftreasurer.org/>, in the Reports & Plans section of the About menu.

Totals may not add due to rounding.

Portfolio Analysis

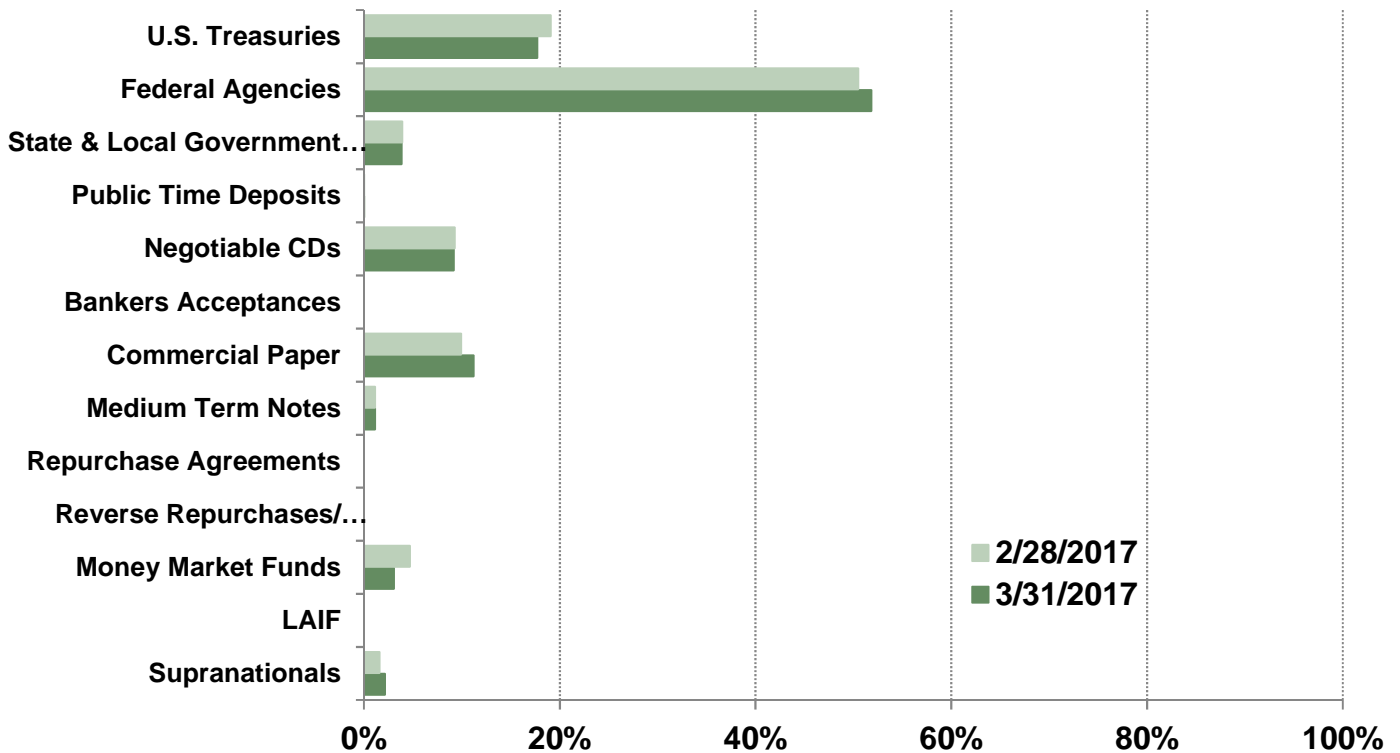
Pooled Fund

Par Value of Investments by Maturity

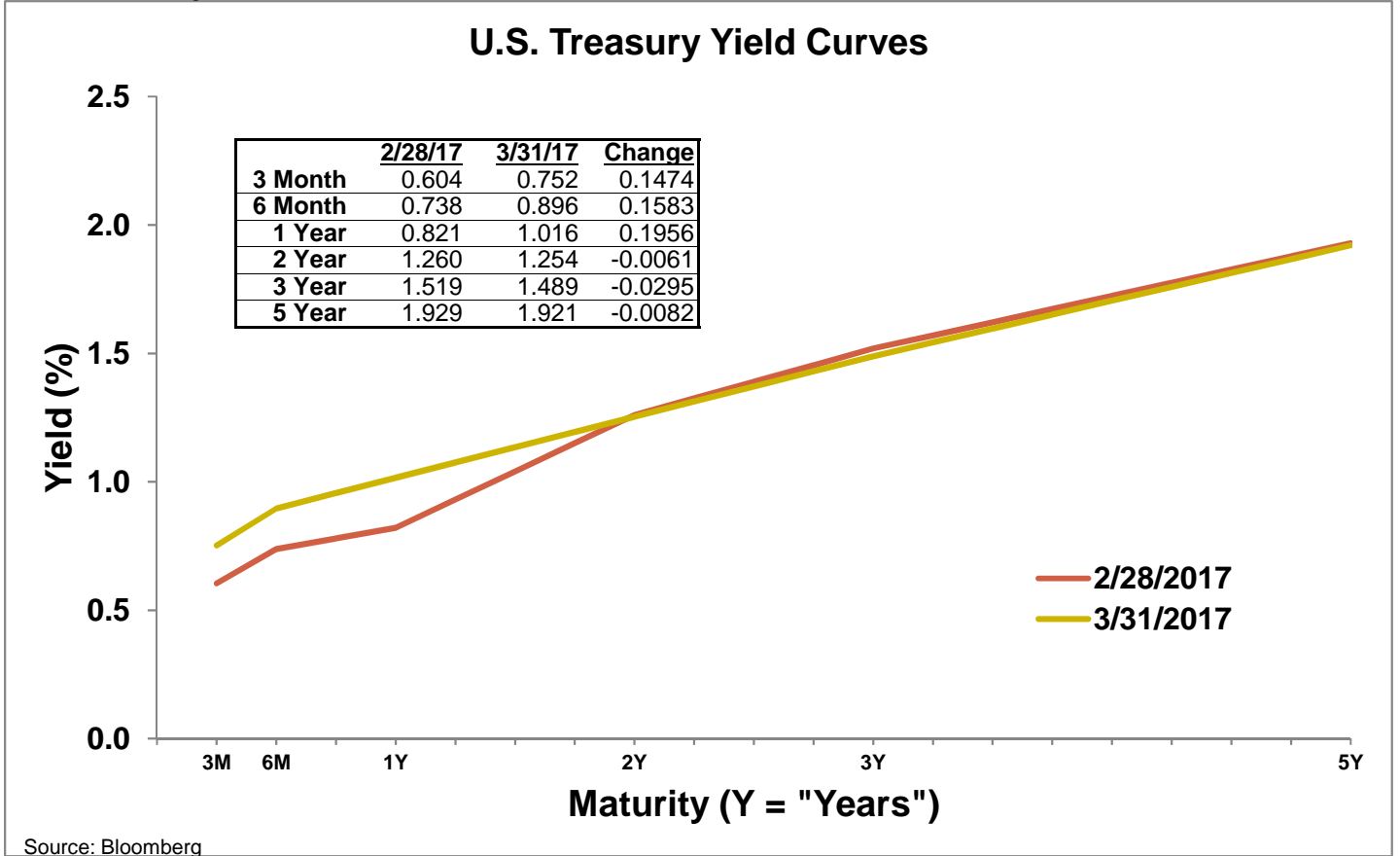
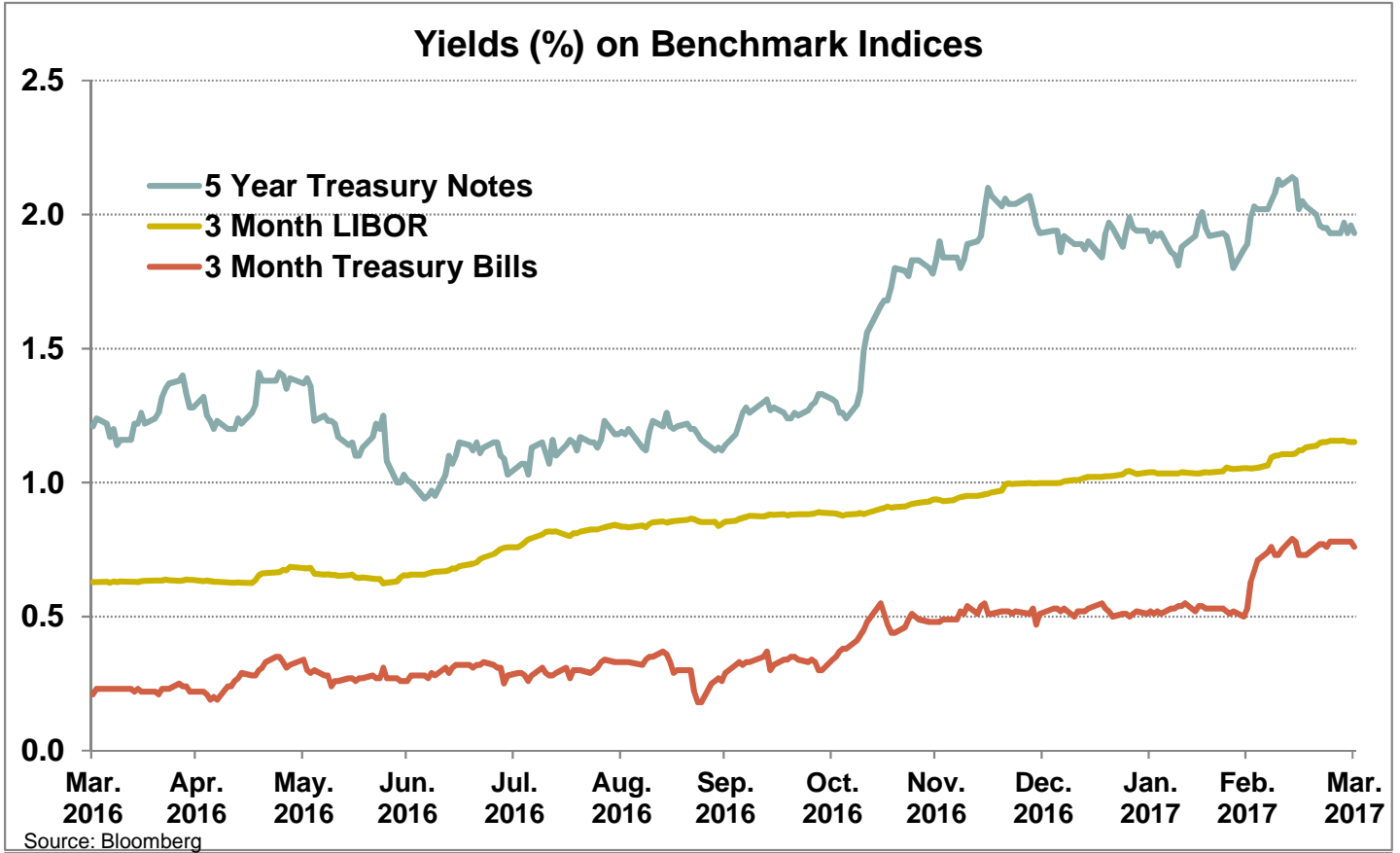


Callable bonds shown at maturity date.

Asset Allocation by Market Value



Yield Curves



Investment Inventory

Pooled Fund

As of March 31, 2017

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
U.S. Treasuries	912796KQ1	TREASURY BILL	10/6/2016	4/6/2017	0.00	\$ 75,000,000	\$ 74,815,725	\$ 74,815,725	\$ 74,815,725	\$ 74,996,250
U.S. Treasuries	912796KQ1	TREASURY BILL	10/6/2016	4/6/2017	0.00	150,000,000	149,628,417	149,628,417	149,628,417	149,992,500
U.S. Treasuries	912796KS7	TREASURY BILL	10/13/2016	4/13/2017	0.00	75,000,000	74,812,313	74,812,313	74,812,313	74,985,000
U.S. Treasuries	912796KT5	TREASURY BILL	10/20/2016	4/20/2017	0.06	40,000,000	39,907,787	39,907,787	39,907,787	39,986,400
U.S. Treasuries	912796JP5	TREASURY BILL	3/30/2017	4/27/2017	0.07	50,000,000	49,971,028	49,971,028	49,971,028	49,975,500
U.S. Treasuries	912796JP5	TREASURY BILL	10/27/2016	4/27/2017	0.07	75,000,000	74,819,896	74,819,896	74,819,896	74,963,250
U.S. Treasuries	912796LE7	TREASURY BILL	3/7/2017	6/15/2017	0.21	25,000,000	24,949,236	24,949,236	24,949,236	24,963,500
U.S. Treasuries	912796LE7	TREASURY BILL	3/16/2017	6/15/2017	0.21	175,000,000	174,654,958	174,654,958	174,654,958	174,744,500
U.S. Treasuries	912828WP1	US TSY NT	2/3/2017	6/15/2017	0.21	50,000,000	50,118,690	50,033,292	50,033,292	50,008,000
U.S. Treasuries	912796JX8	TREASURY BILL	3/23/2017	6/22/2017	0.23	125,000,000	124,759,861	124,759,861	124,759,861	124,791,250
U.S. Treasuries	912796LF4	TREASURY BILL	3/30/2017	6/29/2017	0.25	300,000,000	299,408,500	299,408,500	299,408,500	299,454,000
U.S. Treasuries	912828TM2	US TSY NT	12/15/2015	8/31/2017	0.42	100,000,000	99,433,594	99,862,250	99,862,250	99,922,000
U.S. Treasuries	912828M72	US TSY NT	12/17/2015	11/30/2017	0.68	50,000,000	49,882,813	49,960,117	49,960,117	49,963,000
U.S. Treasuries	912828M72	US TSY NT	12/17/2015	11/30/2017	0.66	50,000,000	49,878,906	49,958,787	49,958,787	49,963,000
U.S. Treasuries	912828T67	US TSY NT	11/10/2016	10/31/2021	4.45	50,000,000	49,591,484	49,607,512	49,607,512	48,599,500
U.S. Treasuries	912828U65	US TSY NT	12/13/2016	11/30/2021	4.48	100,000,000	99,375,000	99,353,833	99,353,833	99,348,000
Subtotals					0.63	\$ 1,490,000,000	\$ 1,486,008,206	\$ 1,486,503,512	\$ 1,486,655,650	
Federal Agencies	31315PTQ2	FARMER MAC	4/10/2012	4/10/2017	1.26	\$ 12,500,000	\$ 12,439,250	\$ 12,499,701	\$ 12,500,000	\$ 12,500,000
Federal Agencies	313385EE2	FED HOME LN DISCOUNT NT	2/23/2017	4/11/2017	0.00	25,000,000	24,983,028	24,983,028	24,983,028	24,996,250
Federal Agencies	313385EE2	FED HOME LN DISCOUNT NT	3/29/2017	4/11/2017	0.00	36,250,000	36,240,575	36,240,575	36,240,575	36,244,563
Federal Agencies	313385EL6	FED HOME LN DISCOUNT NT	2/2/2017	4/17/2017	0.05	25,000,000	24,973,278	24,973,278	24,973,278	24,993,250
Federal Agencies	313385EL6	FED HOME LN DISCOUNT NT	4/17/2013	4/17/2017	0.05	10,000,000	10,000,000	10,000,000	10,000,000	9,999,700
Federal Agencies	313385ET9	FEDERAL FARM CREDIT BANK	2/27/2017	4/24/2017	0.07	25,000,000	24,979,389	24,979,389	24,979,389	24,990,000
Federal Agencies	31315PUQ0	FARMER MAC	4/26/2012	4/26/2017	0.07	10,500,000	10,500,000	10,500,000	10,500,000	10,500,570
Federal Agencies	3135GQJ2	FANNIE MAE	7/1/2016	4/27/2017	0.07	8,058,000	8,096,823	8,061,365	8,061,365	8,059,934
Federal Agencies	313385FA9	FED HOME LN DISCOUNT NT	3/29/2017	5/1/2017	0.09	25,000,000	24,982,813	24,982,813	24,982,813	24,985,750
Federal Agencies	3137EADF3	FREDDIE MAC	5/14/2012	5/12/2017	0.12	25,000,000	25,133,000	25,002,990	25,002,990	25,011,500
Federal Agencies	3130A1NN4	FEDERAL HOME LOAN BANK	9/26/2016	5/24/2017	0.15	14,000,000	14,027,232	14,006,014	14,006,014	14,001,680
Federal Agencies	313385GB6	FED HOME LN DISCOUNT NT	2/27/2017	5/26/2017	0.15	50,000,000	49,932,411	49,932,411	49,932,411	49,946,500
Federal Agencies	313385GJ9	FED HOME LN DISCOUNT NT	3/3/2017	6/2/2017	0.17	50,000,000	49,907,420	49,907,420	49,907,420	49,937,500
Federal Agencies	31315PZQ5	FARMER MAC	12/28/2012	6/5/2017	0.18	9,000,000	9,122,130	9,004,900	9,004,900	9,005,760
Federal Agencies	313385GM2	FED HOME LN DISCOUNT NT	2/28/2017	6/5/2017	0.18	50,000,000	49,925,229	49,925,229	49,925,229	49,934,500
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12/19/2014	6/9/2017	0.19	12,000,000	12,020,760	12,001,586	12,001,586	12,003,360
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12/29/2015	6/9/2017	0.19	20,600,000	20,594,026	20,599,219	20,599,219	20,605,768
Federal Agencies	31330A3SL9	FEDERAL HOME LOAN BANK	6/30/2014	6/15/2017	0.21	25,000,000	24,959,750	24,996,638	24,996,638	25,007,000
Federal Agencies	313385GJ9	FEDERAL FARM CREDIT BANK	6/19/2012	6/19/2017	0.22	50,000,000	50,000,000	50,000,000	50,000,000	50,000,500
Federal Agencies	313385GJ9	FEDERAL FARM CREDIT BANK	12/26/2014	6/26/2017	0.24	8,400,000	8,397,312	8,399,747	8,399,747	8,399,496
Federal Agencies	3137EADH9	FREDDIE MAC	5/25/2016	6/29/2017	0.25	15,000,000	15,035,850	15,007,977	15,007,977	15,004,650
Federal Agencies	3137EADH9	FREDDIE MAC	3/25/2014	6/29/2017	0.25	25,000,000	24,920,625	24,994,074	24,994,074	25,007,750
Federal Agencies	3134G5W50	FREDDIE MAC	12/30/2014	6/30/2017	0.25	50,000,000	50,000,000	50,000,000	50,000,000	50,021,500
Federal Agencies	313385HR0	FED HOME LN DISCOUNT NT	3/2/2017	7/3/2017	0.26	50,000,000	49,904,333	49,904,333	49,904,333	49,901,500
Federal Agencies	313385GJ9	FEDERAL FARM CREDIT BANK	7/24/2013	7/24/2017	0.07	50,000,000	50,000,000	50,000,000	50,000,000	50,042,000
Federal Agencies	313385GJ9	FEDERAL FARM CREDIT BANK	8/5/2013	7/26/2017	0.07	23,520,000	23,520,000	23,520,000	23,520,000	23,547,283
Federal Agencies	313385GJ9	FEDERAL FARM CREDIT BANK	9/16/2015	8/16/2017	0.04	25,000,000	24,995,153	24,999,051	24,999,051	25,021,500
Federal Agencies	313385GJ9	FEDERAL FARM CREDIT BANK	12/23/2014	8/23/2017	0.06	50,000,000	50,000,000	50,000,000	50,000,000	50,053,500
Federal Agencies	3137EADL0	FREDDIE MAC	3/25/2014	9/29/2017	0.50	25,000,000	24,808,175	24,972,959	24,972,959	25,005,500
Federal Agencies	3135GOF57	FANNIE MAE	10/5/2015	10/19/2017	0.01	25,000,000	24,992,356	24,998,044	24,998,044	25,021,750
Federal Agencies	313385GJ9	FEDERAL FARM CREDIT BANK	9/25/2015	10/19/2017	0.05	30,000,000	30,000,000	30,000,000	30,000,000	30,029,400
Federal Agencies	3130A6LZ8	FEDERAL HOME LOAN BANK	4/28/2016	10/26/2017	0.57	25,000,000	24,929,500	24,973,143	24,973,143	24,951,250

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	3133EEBR0	FEDERAL FARM CREDIT BANK	11/18/2014	11/13/2017	0.04	0.91	25,000,000	24,988,794	24,997,679	25,034,500
Federal Agencies	3133EEJ76	FEDERAL FARM CREDIT BANK	8/20/2015	11/13/2017	0.12	0.94	25,000,000	24,991,500	24,997,646	25,016,000
Federal Agencies	3134G44F2	FREDDIE MAC	5/21/2013	11/21/2017	0.64	0.80	50,000,000	50,000,000	50,000,000	49,983,000
Federal Agencies	3130A3HF4	FEDERAL HOME LOAN BANK	12/22/2014	12/8/2017	0.68	1.13	25,000,000	24,955,500	24,989,677	25,013,000
Federal Agencies	3137EADX4	FREDDIE MAC	12/11/2015	12/15/2017	0.70	1.00	25,000,000	24,969,000	24,989,118	24,997,000
Federal Agencies	3133EEFE5	FEDERAL FARM CREDIT BANK	12/19/2014	12/18/2017	0.71	1.13	50,000,000	49,914,500	49,979,621	50,028,000
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	5/27/2015	2/2/2018	0.01	0.84	4,000,000	3,999,480	3,999,837	4,007,600
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	2/2/2015	2/2/2018	0.01	0.84	35,000,000	34,978,893	34,994,088	35,066,500
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/5/2014	2/5/2018	0.01	0.87	25,000,000	25,000,000	25,000,000	25,045,750
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/5/2014	2/5/2018	0.01	0.87	25,000,000	24,991,750	24,997,847	25,045,750
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/5/2014	2/5/2018	0.01	0.87	50,000,000	49,983,560	49,995,710	50,091,500
Federal Agencies	3133EFNK9	FEDERAL FARM CREDIT BANK	11/9/2015	2/9/2018	0.02	0.93	25,000,000	24,994,315	24,997,831	25,055,000
Federal Agencies	3132XOJL6	FARMER MAC	9/1/2016	3/1/2018	0.91	0.88	50,000,000	50,000,000	50,000,000	49,892,000
Federal Agencies	3133EEN71	FEDERAL FARM CREDIT BANK	5/22/2015	3/22/2018	0.06	1.01	50,000,000	49,992,500	49,997,428	50,100,500
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	5/27/2015	3/26/2018	0.24	1.01	50,000,000	49,978,500	49,992,535	49,975,500
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	5/29/2015	3/26/2018	0.24	1.01	50,000,000	49,978,500	49,992,521	49,975,500
Federal Agencies	3133EFWG8	FEDERAL FARM CREDIT BANK	1/26/2016	3/26/2018	0.07	1.14	25,000,000	24,997,200	24,998,728	25,081,500
Federal Agencies	3137EAEA3	FREDDIE MAC	2/8/2017	4/9/2018	1.02	0.75	25,000,000	25,006,729	24,951,510	24,901,250
Federal Agencies	3133EEZC7	FEDERAL FARM CREDIT BANK	4/16/2015	4/16/2018	0.04	0.98	50,000,000	49,992,422	49,997,372	50,114,500
Federal Agencies	31331KJB7	FEDERAL FARM CREDIT BANK	2/2/2016	4/25/2018	1.05	3.00	14,230,000	14,876,184	14,539,183	14,509,620
Federal Agencies	3133EEU40	FEDERAL FARM CREDIT BANK	6/3/2015	5/3/2018	0.01	0.85	69,000,000	68,994,894	68,998,097	69,140,760
Federal Agencies	3134GAXQ2	FREDDIE MAC	11/30/2016	5/15/2018	1.12	0.63	25,000,000	24,998,010	24,993,453	24,988,250
Federal Agencies	3135G0WJ8	FANNIE MAE	5/23/2013	5/21/2018	1.13	0.88	25,000,000	24,786,500	24,951,424	24,914,750
Federal Agencies	3130ABVL4	FEDERAL HOME LOAN BANK	8/24/2016	5/24/2018	1.14	1.00	10,000,000	10,000,000	10,000,000	9,946,600
Federal Agencies	3134G9HC4	FREDDIE MAC	5/25/2016	5/25/2018	1.14	1.00	25,000,000	25,000,000	25,000,000	24,866,500
Federal Agencies	3133EFC72	FEDERAL FARM CREDIT BANK	9/8/2015	6/8/2018	0.02	0.90	25,000,000	25,000,000	25,000,000	25,059,000
Federal Agencies	3133EFC72	FEDERAL FARM CREDIT BANK	9/8/2015	6/8/2018	0.02	0.90	50,000,000	50,000,000	50,000,000	50,118,000
Federal Agencies	3133EEW48	FEDERAL FARM CREDIT BANK	6/11/2015	6/11/2018	0.03	0.93	50,000,000	49,996,000	49,998,409	50,112,500
Federal Agencies	3133EFSH1	FEDERAL FARM CREDIT BANK	12/18/2015	6/14/2018	1.19	1.17	25,000,000	24,952,250	24,976,939	25,010,000
Federal Agencies	3133EGGC3	FEDERAL FARM CREDIT BANK	6/20/2016	6/20/2018	0.05	1.10	25,000,000	25,000,000	25,000,000	25,079,750
Federal Agencies	3132XOLZ2	FARMER MAC	12/22/2016	6/22/2018	0.06	1.04	25,000,000	25,000,000	25,000,000	25,062,000
Federal Agencies	3134G9RZ2	FREDDIE MAC	6/22/2016	6/22/2018	1.22	1.00	8,950,000	8,950,000	8,950,000	8,944,988
Federal Agencies	3134G9UY1	FREDDIE MAC	6/29/2016	6/29/2018	1.24	1.00	25,000,000	25,000,000	25,000,000	24,946,250
Federal Agencies	3134G9UY1	FREDDIE MAC	6/29/2016	6/29/2018	1.24	1.00	25,000,000	25,000,000	25,000,000	24,946,250
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	5/19/2016	7/19/2018	0.05	1.11	25,000,000	25,000,000	25,000,000	25,087,250
Federal Agencies	3130ARU50	FEDERAL HOME LOAN BANK	7/29/2016	7/25/2018	1.31	0.83	22,250,000	22,223,211	22,232,288	22,136,080
Federal Agencies	3134G9Q67	FREDDIE MAC	7/27/2016	7/27/2018	1.31	1.05	25,000,000	25,000,000	25,000,000	24,952,000
Federal Agencies	3134G9Q67	FREDDIE MAC	7/27/2016	7/27/2018	1.31	1.05	25,000,000	24,993,750	24,995,873	24,952,000
Federal Agencies	3133EGFG3	FEDERAL FARM CREDIT BANK	9/21/2016	9/14/2018	1.45	0.88	25,000,000	24,981,000	24,986,046	24,882,500
Federal Agencies	3130A9C90	FEDERAL HOME LOAN BANK	9/28/2016	9/28/2018	1.48	1.05	25,000,000	25,000,000	25,000,000	24,928,750
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	6/17/2016	10/17/2018	0.05	1.07	25,000,000	25,000,000	25,000,000	25,080,250
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	6/17/2016	10/17/2018	0.05	1.07	25,000,000	25,000,000	25,000,000	25,080,250
Federal Agencies	3134GAVU5	FREDDIE MAC	1/26/2017	11/16/2018	1.62	0.63	7,980,000	7,986,506	7,977,123	7,978,244
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	12/20/2016	12/14/2018	1.68	1.75	15,131,725	15,131,725	15,109,408	15,125,550
Federal Agencies	3133EGDM4	FEDERAL FARM CREDIT BANK	6/2/2016	1/2/2019	0.01	0.95	25,000,000	25,000,000	25,000,000	25,119,000
Federal Agencies	3133EG2V6	FEDERAL FARM CREDIT BANK	1/3/2017	1/3/2019	0.01	0.86	25,000,000	25,000,000	25,000,000	25,071,250
Federal Agencies	3134GAH23	FREDDIE MAC	1/17/2017	1/17/2019	1.78	1.00	25,000,000	25,000,000	25,000,000	24,989,250
Federal Agencies	3130ARVZ3	FEDERAL HOME LOAN BANK	7/28/2016	1/25/2019	1.80	1.05	25,000,000	25,000,000	25,000,000	24,857,500
Federal Agencies	3132XOEK3	FARMER MAC	1/25/2016	1/25/2019	0.07	1.14	25,000,000	25,000,000	25,000,000	25,161,500

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	3134GAS39	FREDDIE MAC	2/1/2017	2/1/2019	1.82	1.00	25,000,000	25,000,000	25,000,000	24,993,750
Federal Agencies	3130AANW4	FEDERAL HOME LOAN BANK	2/14/2017	2/14/2019	1.86	0.63	25,000,000	25,000,000	25,000,000	24,986,000
Federal Agencies	3133EGBU8	FEDERAL FARM CREDIT BANK	5/25/2016	2/25/2019	0.07	1.16	50,000,000	50,000,000	50,000,000	50,261,000
Federal Agencies	3136G2Y68	FANNIE MAE	2/26/2016	2/26/2019	1.89	1.00	15,935,000	15,927,033	15,929,940	15,932,769
Federal Agencies	3132X0ED9	FARMER MAC	1/19/2016	3/19/2019	0.22	1.22	40,000,000	40,000,000	40,000,000	40,244,400
Federal Agencies	3134GBAK8	FREDDIE MAC	3/20/2017	3/20/2019	1.95	1.05	25,000,000	25,000,000	25,000,000	24,993,750
Federal Agencies	3136G3FC4	FANNIE MAE	3/29/2016	3/29/2019	1.98	1.00	6,250,000	6,250,000	6,250,000	6,237,563
Federal Agencies	3134G8VT3	FREDDIE MAC	5/23/2016	4/25/2019	2.05	0.80	14,559,272	14,559,272	14,559,486	14,557,816
Federal Agencies	3136G3QP3	FANNIE MAE	5/24/2016	5/24/2019	2.12	1.25	10,000,000	10,000,000	10,000,000	9,916,300
Federal Agencies	3134G9LF2	FREDDIE MAC	6/7/2016	6/7/2019	2.17	0.75	75,000,000	75,000,000	75,000,000	74,907,000
Federal Agencies	3136G3NK7	FANNIE MAE	6/7/2016	6/7/2019	2.17	1.00	25,000,000	24,996,250	24,997,271	24,909,750
Federal Agencies	3136G3NM3	FANNIE MAE	6/7/2016	6/7/2019	2.17	0.75	50,000,000	50,000,000	50,000,000	49,919,000
Federal Agencies	3134G9QW0	FREDDIE MAC	6/14/2016	6/14/2019	2.18	0.88	12,500,000	12,500,000	12,500,000	12,482,250
Federal Agencies	3134G9QW0	FREDDIE MAC	6/14/2016	6/14/2019	2.17	1.28	50,000,000	50,000,000	50,000,000	49,530,000
Federal Agencies	3134G9YR2	FREDDIE MAC	7/12/2016	7/12/2019	2.26	1.00	50,000,000	50,000,000	50,000,000	49,736,000
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	6/9/2016	8/9/2019	0.02	1.04	25,000,000	25,000,000	25,000,000	25,146,500
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	6/9/2016	8/9/2019	0.02	1.04	25,000,000	25,000,000	25,000,000	25,146,500
Federal Agencies	3134G94F1	FREDDIE MAC	8/15/2016	8/15/2019	2.35	1.00	25,000,000	25,000,000	25,000,000	24,769,000
Federal Agencies	3133EGX67	FEDERAL FARM CREDIT BANK	12/20/2016	8/20/2019	0.05	1.10	50,000,000	50,000,000	50,000,000	50,217,000
Federal Agencies	3135G0P23	FANNIE MAE	8/30/2016	8/23/2019	2.36	1.25	20,000,000	20,000,000	20,000,000	19,889,800
Federal Agencies	3136G3X59	FANNIE MAE	8/23/2016	8/23/2019	2.37	1.10	25,000,000	25,000,000	25,000,000	24,644,000
Federal Agencies	3134G9G50	FREDDIE MAC	5/26/2016	8/26/2019	2.37	1.25	25,000,000	25,000,000	25,000,000	24,725,750
Federal Agencies	3134GAHR8	FREDDIE MAC	9/23/2016	9/23/2019	2.46	1.00	25,000,000	25,000,000	25,000,000	24,917,250
Federal Agencies	3135G0Q30	FANNIE MAE	10/21/2016	9/27/2019	2.46	1.18	50,000,000	50,000,000	50,000,000	49,571,500
Federal Agencies	3132X0KH3	FARMER MAC	10/6/2016	10/1/2019	0.00	1.01	50,000,000	50,000,000	50,000,000	50,266,000
Federal Agencies	3134G8TG4	FREDDIE MAC	4/11/2016	10/11/2019	2.47	1.50	15,000,000	15,000,000	15,000,000	14,929,800
Federal Agencies	3134GAPT5	FREDDIE MAC	10/18/2016	10/18/2019	2.52	0.75	10,000,000	10,000,000	10,000,000	9,970,000
Federal Agencies	3136G4FJ7	FANNIE MAE	10/25/2016	10/25/2019	2.52	1.20	25,000,000	25,000,000	25,000,000	24,614,500
Federal Agencies	3136G4EZ2	FANNIE MAE	10/28/2016	10/30/2019	2.54	1.13	50,000,000	49,950,000	49,957,065	49,301,000
Federal Agencies	3134GAVL5	FREDDIE MAC	11/4/2016	11/4/2019	2.56	1.00	100,000,000	100,000,000	100,000,000	98,933,000
Federal Agencies	3136G3LV5	FANNIE MAE	5/26/2016	11/26/2019	2.60	1.35	8,950,000	8,950,000	8,950,000	8,872,762
Federal Agencies	3133EGN43	FEDERAL FARM CREDIT BANK	12/2/2016	12/2/2019	0.01	0.95	50,000,000	50,000,000	50,000,000	50,265,500
Federal Agencies	3132X0PG0	FARMER MAC	2/10/2017	1/3/2020	0.01	0.88	50,000,000	50,000,000	50,000,000	50,142,500
Federal Agencies	3134G9VR5	FREDDIE MAC	7/6/2016	1/6/2020	2.73	1.15	25,000,000	25,000,000	25,000,000	24,805,750
Federal Agencies	3134GAK60	FREDDIE MAC	1/27/2017	1/27/2020	2.76	1.80	50,000,000	50,000,000	50,000,000	49,981,000
Federal Agencies	3134GAT87	FREDDIE MAC	1/27/2017	1/27/2020	2.79	1.00	25,000,000	25,000,000	25,000,000	24,971,000
Federal Agencies	3133EG6V6	FEDERAL FARM CREDIT BANK	2/10/2017	2/10/2020	0.03	0.91	25,000,000	25,000,000	25,000,000	25,053,750
Federal Agencies	3133EG6V6	FEDERAL FARM CREDIT BANK	2/10/2017	2/10/2020	0.03	0.91	25,000,000	25,000,000	25,000,000	25,053,750
Federal Agencies	3134GAR22	FREDDIE MAC	2/10/2017	2/10/2020	2.82	1.00	24,995,000	24,995,000	24,995,228	24,991,250
Federal Agencies	3134GAY57	FREDDIE MAC	2/14/2017	2/14/2020	2.83	1.05	25,000,000	25,000,000	25,000,000	24,986,500
Federal Agencies	3134GAZ64	FREDDIE MAC	2/14/2017	2/14/2020	2.83	1.05	25,000,000	25,000,000	25,000,000	24,986,500
Federal Agencies	3134GA6R0	FREDDIE MAC	3/20/2017	3/20/2020	2.92	1.25	10,150,000	10,150,000	10,150,000	10,144,215
Federal Agencies	3134GBAH5	FREDDIE MAC	3/20/2017	3/20/2020	2.93	1.10	25,000,000	25,000,000	25,000,000	24,997,500
Federal Agencies	3134GBAZ5	FREDDIE MAC	3/27/2017	3/27/2020	2.94	1.25	25,000,000	25,000,000	25,000,000	25,005,750
Federal Agencies	3134GBBR2	FREDDIE MAC	3/27/2017	3/27/2020	2.94	1.25	25,000,000	25,000,000	25,000,000	24,988,250
Federal Agencies	3136G3TK1	FANNIE MAE	7/6/2016	4/6/2020	2.98	1.00	15,000,000	15,000,000	15,000,000	14,766,150
Federal Agencies	3136G4BL6	FANNIE MAE	10/17/2016	4/17/2020	2.98	1.25	15,000,000	15,000,000	15,000,000	14,766,150
Federal Agencies	3132X0AT8	FARMER MAC	6/5/2015	6/2/2020	0.01	0.93	41,000,000	41,000,000	41,000,000	41,175,070
Federal Agencies	3136G3TG0	FANNIE MAE	6/30/2016	6/30/2020	3.19	1.15	103,500,000	103,500,000	103,500,000	103,818,780
Federal Agencies	3130A9FR7	FEDERAL HOME LOAN BANK	9/29/2016	9/28/2020	0.08	1.13	103,500,000	103,500,000	103,500,000	103,818,780
Federal Agencies	3132X0KR1	FARMER MAC	11/2/2016	11/2/2020	0.01	0.99	25,000,000	25,000,000	25,000,000	25,139,250

Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	12/21/2016	12/21/2020	0.06	1.17	50,000,000	50,000,000	50,000,000	50,251,000
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	12/24/2015	12/24/2020	0.07	1.31	100,000,000	100,000,000	100,000,000	101,012,000
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	1/25/2017	1/25/2021	0.07	1.14	20,000,000	20,000,000	20,000,000	20,074,800
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	1/25/2017	1/25/2021	0.07	1.14	20,000,000	20,000,000	20,000,000	20,074,800
Federal Agencies	3132XONQ0	FARMER MAC	2/3/2017	2/3/2021	0.01	0.93	50,000,000	50,000,000	50,000,000	50,109,000
Federal Agencies	3135G0Q89	FANNIE MAE	10/21/2016	10/7/2021	4.37	1.38	25,013,368	25,013,368	25,000,000	24,389,000
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	4.42	1.38	14,500,000	14,500,000	14,500,000	14,106,165
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	4.42	1.38	15,000,000	15,000,000	15,000,000	14,591,550
Federal Agencies	3133EGS97	FEDERAL FARM CREDIT BANK	12/8/2016	12/8/2021	0.02	1.12	25,000,000	25,000,000	25,000,000	25,056,750
Federal Agencies	3133EGS97	FEDERAL FARM CREDIT BANK	12/8/2016	12/8/2021	0.02	1.12	25,000,000	25,000,000	25,000,000	25,056,750
Federal Agencies	3134GAK52	FREDDIE MAC	1/26/2017	1/26/2022	4.70	1.13	17,300,000	17,300,000	17,300,000	17,299,481
Subtotals			0.89	0.96	\$4,355,883,000	\$4,355,488,862	\$4,355,528,356	\$4,353,761,975		
State/Local Agencies	91411SS50	UNIVERSITY OF CALIFORNIA	2/6/2017	5/5/2017	0.10	0.00	\$ 50,000,000	\$ 49,892,444	\$ 49,892,444	\$ 49,957,500
State/Local Agencies	91412GL45	UNIV OF CALIFORNIA CA REVENUE	6/30/2016	5/15/2017	0.12	0.65	5,505,000	5,505,000	5,505,000	5,500,541
State/Local Agencies	91412GUJ7	UNIV OF CALIFORNIA CA REVENUE	4/10/2014	5/15/2017	0.12	1.22	3,250,000	3,250,000	3,250,000	3,250,065
State/Local Agencies	718814XY7	PHOENIX AZ	9/27/2016	7/1/2017	0.25	3.50	20,000,000	20,414,800	20,136,270	20,130,800
State/Local Agencies	0104105D6	ALABAMA ST	11/4/2016	8/1/2017	0.34	3.50	22,185,000	22,643,342	22,377,122	22,377,122
State/Local Agencies	13063CFC9	CALIFORNIA ST	11/5/2013	11/1/2017	0.58	1.75	16,500,000	16,558,905	16,508,652	16,554,120
State/Local Agencies	13063CPN4	CALIFORNIA ST	12/22/2014	11/1/2017	0.58	1.25	5,000,000	5,004,550	5,000,932	5,002,150
State/Local Agencies	13063CPN4	CALIFORNIA ST	11/25/2014	11/1/2017	0.58	1.25	50,000,000	50,121,500	50,024,255	50,021,500
State/Local Agencies	91412GL52	UNIV OF CALIFORNIA CA REVENUE	6/30/2016	5/15/2018	1.12	0.99	2,470,000	2,470,000	2,470,000	2,461,479
State/Local Agencies	546456CY8	LOUISIANA ST CITIZENS PROPERT	1/30/2016	6/1/2018	1.12	6.13	4,500,000	4,822,065	4,750,364	4,766,940
State/Local Agencies	646065QQ8	NEW JERSEY ST EDUC TNL FACS A	9/29/2016	7/1/2018	1.22	5.00	5,000,000	5,360,700	5,256,999	5,248,100
State/Local Agencies	603786J7	MINNEAPOLIS MN REVENUE	12/1/2016	8/1/2018	1.30	4.88	1,000,000	1,057,030	1,045,680	1,050,350
State/Local Agencies	13063CV9	CALIFORNIA ST	11/3/2016	11/1/2018	1.57	1.05	50,117,500	50,117,311	50,117,311	49,773,000
State/Local Agencies	13063CKL3	CALIFORNIA ST	10/27/2016	5/1/2019	2.03	2.25	4,750,000	4,879,058	4,857,078	4,821,583
State/Local Agencies	91412GL60	UNIV OF CALIFORNIA CA REVENUE	6/30/2016	5/15/2019	2.10	1.23	2,000,000	2,000,000	2,000,000	1,980,960
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	10/5/2015	7/1/2019	2.21	1.80	4,180,000	4,214,443	4,200,716	4,202,530
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	10/2/2015	7/1/2019	2.21	1.80	16,325,000	16,461,640	16,407,004	16,412,992
State/Local Agencies	6055804W6	MISSISSIPPI ST	4/23/2015	10/1/2019	2.31	6.09	8,500,000	10,217,510	9,466,761	9,431,430
State/Local Agencies	977100CW4	WISCONSIN ST GEN FUND ANNUA	8/16/2016	5/1/2020	3.02	1.45	18,000,000	18,000,000	18,000,000	17,804,880
State/Local Agencies	13066VY5	CALIFORNIA ST DEPT OF WTR RE	2/6/2017	5/1/2021	3.94	1.71	29,600,000	29,279,452	29,116,673	29,114,856
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUE	8/9/2016	5/15/2021	3.96	1.91	1,769,000	1,810,695	1,805,064	1,741,421
Subtotals			1.28	1.73	\$ 320,534,000	\$ 324,110,635	\$ 322,203,307	\$ 321,604,318		
Public Time Deposits	PPF00EG62	BANK OF SAN FRANCISCO	4/11/2016	4/11/2017	0.00	0.89	\$ 240,000	\$ 240,000	\$ 240,000	\$ 240,000
Public Time Deposits	PPQJ03J86	PREFERRED BANK LA CALIF	5/16/2016	5/16/2017	0.13	0.85	240,000	240,000	240,000	240,000
Public Time Deposits	PP7C0E3S1	UMPQUA BANK	6/29/2016	6/29/2017	0.25	0.79	240,000	240,000	240,000	240,000
Public Time Deposits	PP9J2NRE9	MISSION NATIONAL BK SF	2/21/2017	2/21/2018	0.89	1.15	240,000	240,000	240,000	240,000
Public Time Deposits	PP9F2HFF8	TRANS-PAC NATIONAL BK	3/21/2017	3/21/2018	0.97	1.35	240,000	240,000	240,000	240,000
Subtotals			0.44	1.01	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000
Negotiable CDs	89113E5Z5	TORONTO DOMINION BANK NY	4/8/2016	4/12/2017	0.00	1.10	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 25,002,090
Negotiable CDs	96121TZ84	WESTPAC BANKING CORP NY	12/20/2016	4/19/2017	0.05	1.05	50,000,000	50,000,000	50,000,000	50,005,474
Negotiable CDs	06427K3A3	BANK OF MONTREAL CHICAGO	8/3/2016	5/3/2017	0.09	1.43	25,000,000	25,000,000	25,000,000	25,013,572
Negotiable CDs	89113WE44	TORONTO DOMINION BANK NY	3/30/2017	5/3/2017	0.09	0.95	50,000,000	50,000,000	50,000,000	50,005,037
Negotiable CDs	06427KLG0	BANK OF MONTREAL CHICAGO	12/19/2016	6/15/2017	0.21	1.20	50,000,000	50,000,000	50,000,000	50,037,632
Negotiable CDs	89113WJJ6	TORONTO DOMINION BANK NY	9/9/2016	6/15/2017	0.21	1.32	40,000,000	40,000,000	40,000,000	40,039,935
Negotiable CDs	78009NP26	ROYAL BANK OF CANADA NY	1/3/2017	7/3/2017	0.01	1.19	50,000,000	50,000,000	50,000,000	50,020,921
Negotiable CDs	89113WD60	TORONTO DOMINION BANK NY	3/27/2017	7/3/2017	0.26	1.15	50,000,000	50,000,000	50,000,000	50,015,608

Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Negotiable CDs	89113WZH2	TORONTO DOMINION BANK NY	3/15/2017	7/3/2017	0.26	50,000,000	50,000,000	50,000,000	50,000,000	50,014,255
Negotiable CDs	06417HUR5	BANK OF NOVA SCOTIA HOUS	9/25/2014	9/25/2017	0.24	50,000,000	50,000,000	50,000,000	50,000,000	50,096,742
Negotiable CDs	89113WQN9	TORONTO DOMINION BANK NY	12/6/2016	12/6/2017	0.18	50,000,000	50,000,000	50,000,000	50,000,000	50,051,669
Negotiable CDs	06427KJV0	BANK OF MONTREAL CHICAGO	12/9/2016	12/8/2017	0.19	50,000,000	50,000,000	50,000,000	50,000,000	50,054,251
Negotiable CDs	78009NL61	ROYAL BANK OF CANADA NY	12/8/2016	12/8/2017	0.19	50,000,000	50,000,000	50,000,000	50,000,000	50,054,251
Negotiable CDs	89009NM60	ROYAL BANK OF CANADA NY	12/19/2016	12/19/2017	0.22	50,000,000	50,000,000	50,000,000	50,000,000	50,073,197
Negotiable CDs	78009NS56	ROYAL BANK OF CANADA NY	3/20/2017	12/20/2017	0.05	50,000,000	50,000,000	50,000,000	50,000,000	49,995,730
Negotiable CDs	96121TD9	WESTPAC BANKING CORP NY	12/28/2016	12/28/2017	0.08	50,000,000	50,000,000	50,000,000	50,000,000	50,046,111
Negotiable CDs	06427KSW8	BANK OF MONTREAL CHICAGO	3/9/2017	3/8/2019	0.19	27,838,000	27,838,000	27,838,000	27,838,000	27,829,370
Subtotals					0.15	\$ 767,838,000	\$ 767,838,000	\$ 767,838,000	\$ 767,838,000	\$ 768,355,843
Commercial Paper	06538BR39	BANK TOKYO-MIT UFJ NY	12/5/2016	4/3/2017	0.00	25,000,000	24,914,056	24,914,056	24,914,056	24,998,750
Commercial Paper	06538BR39	BANK TOKYO-MIT UFJ NY	3/23/2017	4/3/2017	0.00	25,000,000	24,992,896	24,992,896	24,992,896	24,998,750
Commercial Paper	06538BR39	BANK TOKYO-MIT UFJ NY	3/24/2017	4/3/2017	0.00	25,000,000	24,993,542	24,993,542	24,993,542	24,998,750
Commercial Paper	19416ER33	COLGATE-PALMOLIVE CO	3/31/2017	4/3/2017	0.00	15,000,000	14,999,025	14,999,025	14,999,025	14,999,250
Commercial Paper	62478XR36	MUFG UNION BANK NA	3/31/2017	4/3/2017	0.00	40,000,000	39,997,667	39,997,667	39,997,667	39,998,000
Commercial Paper	19416ER58	COLGATE-PALMOLIVE CO	3/31/2017	4/5/2017	0.00	40,000,000	39,995,833	39,995,833	39,995,833	39,996,000
Commercial Paper	89233GR73	TOYOTA MOTOR CREDIT CORP	7/13/2016	4/7/2017	0.00	50,000,000	49,547,931	49,547,931	49,547,931	49,975,000
Commercial Paper	06538BRM7	BANK TOKYO-MIT UFJ NY	7/26/2016	4/21/2017	0.06	50,000,000	25,000,000	25,000,000	25,000,000	24,987,500
Commercial Paper	89233APL7	TOYOTA MOTOR CREDIT CORP	7/28/2016	4/21/2017	0.06	25,000,000	24,755,285	24,755,285	24,755,285	24,978,750
Commercial Paper	06538BS53	BANK TOKYO-MIT UFJ NY	8/9/2016	5/5/2017	0.10	25,000,000	39,603,956	39,603,956	39,603,956	39,966,000
Commercial Paper	06538BS53	BANK TOKYO-MIT UFJ NY	8/10/2016	5/5/2017	0.10	25,000,000	24,750,611	24,750,611	24,750,611	24,974,375
Commercial Paper	06538BSC8	BANK TOKYO-MIT UFJ NY	8/17/2016	5/12/2017	0.12	25,000,000	39,592,044	39,592,044	39,592,044	39,935,244
Commercial Paper	06538BT29	BANK TOKYO-MIT UFJ NY	9/7/2016	6/2/2017	0.17	40,000,000	24,767,500	24,767,500	24,767,500	24,956,917
Commercial Paper	89233GT63	TOYOTA MOTOR CREDIT CORP	9/9/2016	6/6/2017	0.18	25,000,000	24,839,646	24,839,646	24,839,646	24,953,000
Commercial Paper	06538BTE6	BANK TOKYO-MIT UFJ NY	12/15/2016	6/12/2017	0.20	25,000,000	24,840,542	24,840,542	24,840,542	24,953,000
Commercial Paper	89233GTE6	TOYOTA MOTOR CREDIT CORP	2/2/2017	6/14/2017	0.21	20,000,000	19,922,267	19,922,267	19,922,267	19,961,356
Commercial Paper	06538BT0	BANK TOKYO-MIT UFJ NY	12/30/2016	6/15/2017	0.21	25,000,000	24,857,354	24,857,354	24,857,354	24,951,042
Commercial Paper	36164JTF1	GE CAPITAL TREASURY LLC	1/26/2017	6/15/2017	0.21	25,000,000	24,884,306	24,884,306	24,884,306	24,951,042
Commercial Paper	36164JTF1	GE CAPITAL TREASURY LLC	2/2/2017	6/15/2017	0.21	50,000,000	49,830,639	49,830,639	49,830,639	49,902,083
Commercial Paper	89233GTF3	TOYOTA MOTOR CREDIT CORP	2/2/2017	6/15/2017	0.21	50,000,000	49,831,903	49,831,903	49,831,903	49,902,083
Commercial Paper	89233GTS5	TOYOTA MOTOR CREDIT CORP	2/2/2017	6/15/2017	0.21	30,000,000	29,882,517	29,882,517	29,882,517	29,941,250
Commercial Paper	36164JTU8	GE CAPITAL TREASURY LLC	12/20/2016	6/26/2017	0.24	50,000,000	49,686,667	49,686,667	49,686,667	49,887,722
Commercial Paper	06538BU35	BANK TOKYO-MIT UFJ NY	2/23/2017	7/3/2017	0.24	50,000,000	49,845,486	49,845,486	49,845,486	49,885,111
Commercial Paper	89233GU38	TOYOTA MOTOR CREDIT CORP	3/20/2017	7/3/2017	0.26	25,000,000	24,915,417	24,915,417	24,915,417	24,932,833
Commercial Paper	89233GU38	TOYOTA MOTOR CREDIT CORP	3/6/2017	7/3/2017	0.26	25,000,000	24,915,708	24,915,708	24,915,708	24,932,833
Commercial Paper	89233GU38	TOYOTA MOTOR CREDIT CORP	3/3/2017	7/3/2017	0.26	50,000,000	49,822,083	49,822,083	49,822,083	49,865,667
Commercial Paper	36164JUA0	GE CAPITAL TREASURY LLC	3/27/2017	7/10/2017	0.28	50,000,000	49,858,542	49,858,542	49,858,542	49,855,556
Subtotals					0.15	\$ 940,000,000	\$ 935,530,753	\$ 935,530,753	\$ 935,530,753	\$ 938,631,864
Medium Term Notes	91159HHD5	US BANCORP	2/3/2016	5/15/2017	0.12	3,090,000	3,111,908	3,111,908	3,092,064	3,090,278
Medium Term Notes	459200JD4	IBM CORP	2/19/2016	8/18/2017	0.13	25,000,000	25,000,000	25,000,000	25,000,000	25,045,000
Medium Term Notes	459200GJ4	IBM CORP	3/22/2016	9/14/2017	0.46	1,325,000	1,415,378	1,415,378	1,352,732	1,351,619
Medium Term Notes	911312AP1	UNITED PARCEL SERVICE	1/28/2016	10/1/2017	0.50	2,000,000	2,003,780	2,003,780	2,001,130	1,997,360
Medium Term Notes	459200HK0	IBM CORP	5/6/2016	2/8/2018	0.85	11,450,000	11,519,616	11,519,616	11,483,888	11,444,504
Medium Term Notes	89236TDN2	TOYOTA MOTOR CREDIT CORP	1/9/2017	1/9/2019	0.03	50,000,000	50,000,000	50,000,000	50,000,000	50,084,000
Subtotals					0.18	\$ 92,865,000	\$ 93,050,682	\$ 93,050,682	\$ 92,929,814	\$ 93,012,761

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	3/31/2017	4/1/2017	0.00	0.51	\$ 5,022,467	\$ 5,022,467	\$ 5,022,467	\$ 5,022,467
Money Market Funds	31607A703	FIDELITY INST GOV FUND	3/31/2017	4/1/2017	0.00	0.54	225,956,062	225,956,062	225,956,062	225,956,062
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUI	3/31/2017	4/1/2017	0.00	0.51	25,422,953	25,422,953	25,422,953	25,422,953
Subtotals					0.00	0.54	\$ 256,401,482	\$ 256,401,482	\$ 256,401,482	\$ 256,401,482
Supranationals	45905UXQ2	INTL BK RECON & DEVELOP	7/27/2016	1/26/2018	0.07	1.10	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 24,996,000
Supranationals	45950VFH4	INTL FINANCE CORP	11/15/2016	2/2/2018	0.01	0.81	30,000,000	29,967,600	29,977,597	29,988,600
Supranationals	45950VKP0	INTL FINANCE CORP	3/6/2017	3/6/2018	0.02	0.88	50,000,000	50,000,000	50,000,000	50,045,500
Supranationals	459058ER0	INTL BK RECON & DEVELOP	10/7/2015	10/5/2018	1.50	1.00	25,000,000	24,957,500	24,978,556	24,871,250
Supranationals	459058FZ1	INTL BK RECON & DEVELOP	3/21/2017	4/21/2020	2.96	1.88	50,000,000	49,956,500	49,956,925	50,255,500
Subtotals					1.05	1.19	\$ 180,000,000	\$ 179,881,600	\$ 179,913,078	\$ 180,156,850
Grand Totals					0.68	0.79	\$ 8,404,721,482	\$ 8,399,510,220	\$ 8,398,048,300	\$ 8,399,780,744

Monthly Investment Earnings

Pooled Fund

For month ended March 31, 2017

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
U.S. Treasuries	912796KN8	TREASURY BILL	\$	0.00	0.48	09/16/16	03/16/17	\$ 15,000	\$ -	\$ -	\$ 15,000
U.S. Treasuries	912796KN8	TREASURY BILL	-	0.00	0.48	09/19/16	03/16/17	14,891	-	-	14,891
U.S. Treasuries	912796KN8	TREASURY BILL	-	0.00	0.47	09/20/16	03/16/17	14,719	-	-	14,719
U.S. Treasuries	912796KP3	TREASURY BILL	-	0.00	0.47	09/22/16	03/23/17	21,542	-	-	21,542
U.S. Treasuries	912796KP3	TREASURY BILL	-	0.00	0.39	09/23/16	03/23/17	26,015	-	-	26,015
U.S. Treasuries	912796JJ9	TREASURY BILL	-	0.00	0.42	09/29/16	03/30/17	33,431	-	-	33,431
U.S. Treasuries	912796JJ9	TREASURY BILL	-	0.00	0.42	09/30/16	03/30/17	33,833	-	-	33,833
U.S. Treasuries	912796JJ9	TREASURY BILL	-	0.00	0.43	10/03/16	03/30/17	34,357	-	-	34,357
U.S. Treasuries	912828SM3	US TSY NT	-	1.00	1.07	04/04/12	03/31/17	41,209	2,701	-	43,910
U.S. Treasuries	912796KQ1	TREASURY BILL	75,000,000	0.00	0.49	10/06/16	04/06/17	31,388	-	-	31,388
U.S. Treasuries	912796KQ1	TREASURY BILL	150,000,000	0.00	0.49	10/06/16	04/06/17	63,292	-	-	63,292
U.S. Treasuries	912796K57	TREASURY BILL	75,000,000	0.00	0.50	10/13/16	04/13/17	31,969	-	-	31,969
U.S. Treasuries	912796KT5	TREASURY BILL	40,000,000	0.00	0.46	10/20/16	04/20/17	15,707	-	-	15,707
U.S. Treasuries	912796JP5	TREASURY BILL	50,000,000	0.00	0.75	03/30/17	04/27/17	2,069	-	-	2,069
U.S. Treasuries	912796JP5	TREASURY BILL	75,000,000	0.00	0.48	10/27/16	04/27/17	30,677	-	-	30,677
U.S. Treasuries	912796LE7	TREASURY BILL	25,000,000	0.00	0.73	03/07/17	06/15/17	12,691	-	-	12,691
U.S. Treasuries	912796LE7	TREASURY BILL	175,000,000	0.00	0.78	03/16/17	06/15/17	60,667	-	-	60,667
U.S. Treasuries	912828WP1	US TSY NT	50,000,000	0.88	0.55	02/03/17	06/15/17	37,260	(13,761)	-	23,499
U.S. Treasuries	912796JX8	TREASURY BILL	125,000,000	0.00	0.76	03/23/17	06/22/17	23,750	-	-	23,750
U.S. Treasuries	912796LF4	TREASURY BILL	300,000,000	0.00	0.78	03/30/17	06/29/17	13,000	-	-	13,000
U.S. Treasuries	912828TM2	US TSY NT	100,000,000	0.63	0.96	12/15/15	08/31/17	52,649	28,094	-	80,743
U.S. Treasuries	912828M72	US TSY NT	50,000,000	0.88	1.00	12/17/15	11/30/17	37,260	5,088	-	42,348
U.S. Treasuries	912828M72	US TSY NT	50,000,000	0.88	1.00	12/17/15	11/30/17	37,260	5,258	-	42,517
U.S. Treasuries	912828T67	US TSY NT	50,000,000	1.25	1.43	11/10/16	10/31/21	53,522	7,268	-	60,790
U.S. Treasuries	912828U65	US TSY NT	100,000,000	1.75	1.90	12/13/16	11/30/21	149,038	11,755	-	160,794
Subtotals			\$ 1,490,000,000					\$ 887,193	\$ 46,404	\$ -	\$ 933,597
Federal Agencies	3130A8D83	FEDERAL HOME LOAN BANK	\$	0.80	0.80	06/02/16	03/02/17	\$ 555	\$ -	\$ -	\$ 555
Federal Agencies	313385CN4	FED HOME LN DISCOUNT NT	-	0.00	0.45	02/28/17	03/02/17	128	-	-	128
Federal Agencies	313385CF9	FED HOME LN DISCOUNT NT	-	0.00	0.46	03/01/17	03/03/17	639	-	-	639
Federal Agencies	313385DD5	FED HOME LN DISCOUNT NT	-	0.00	0.65	03/16/17	03/17/17	903	-	-	903
Federal Agencies	313385DG8	FED HOME LN DISCOUNT NT	-	0.00	0.63	03/17/17	03/20/17	2,625	-	-	2,625
Federal Agencies	313385DG8	FED HOME LN DISCOUNT NT	-	0.00	0.63	03/17/17	03/20/17	2,625	-	-	2,625
Federal Agencies	3133EDP30	FEDERAL FARM CREDIT BANK	-	0.82	0.36	10/03/14	03/24/17	13,612	(238)	-	13,374
Federal Agencies	313385DR4	FED HOME LN DISCOUNT NT	-	0.00	0.73	03/28/17	03/29/17	1,014	-	-	1,014
Federal Agencies	313385DR4	FED HOME LN DISCOUNT NT	-	0.00	0.73	03/28/17	03/29/17	507	-	-	507
Federal Agencies	3133EDZW5	FEDERAL FARM CREDIT BANK	-	0.80	0.81	10/29/14	03/29/17	15,566	8	-	15,574
Federal Agencies	313385DS2	FED HOME LN DISCOUNT NT	-	0.00	0.70	03/29/17	03/30/17	972	-	-	972
Federal Agencies	31315PTQ2	FARMER MAC	12,500,000	1.26	1.36	04/10/12	04/10/17	13,125	1,031	-	14,156
Federal Agencies	313385EE2	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.52	02/23/17	04/11/17	11,194	-	-	11,194
Federal Agencies	313385EE2	FED HOME LN DISCOUNT NT	36,250,000	0.00	0.72	03/29/17	04/11/17	2,175	-	-	2,175
Federal Agencies	313385EL6	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.52	02/02/17	04/17/17	11,194	-	-	11,194
Federal Agencies	3133ECLL6	FEDERAL FARM CREDIT BANK	10,000,000	0.60	0.60	04/17/13	04/17/17	5,000	-	-	5,000
Federal Agencies	313385ET9	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.53	02/27/17	04/24/17	11,410	-	-	11,410
Federal Agencies	31315PUQ0	FARMER MAC	10,500,000	1.13	1.13	04/26/12	04/26/17	9,844	-	-	9,844
Federal Agencies	3135G0UA2	FANNIE MAE	8,058,000	1.13	0.54	07/01/16	04/27/17	7,554	(4,012)	-	3,543
Federal Agencies	313385FA9	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.75	03/29/17	05/01/17	1,563	-	-	1,563
Federal Agencies	3137EADF3	FREDDIE MAC	25,000,000	1.25	1.14	05/14/12	05/12/17	26,042	(2,260)	-	23,781
Federal Agencies	3130A1NNA	FEDERAL HOME LOAN BANK	14,000,000	0.88	0.58	09/26/16	05/24/17	10,208	(3,517)	-	6,691
Federal Agencies	313385GB6	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.55	02/27/17	05/26/17	23,810	-	-	23,810

Monthly Investment Earnings Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	313385G9	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.73	03/03/17	06/02/17	29,503	-	-	29,503
Federal Agencies	31315PZQ5	FARMER MAC	9,000,000	1.11	0.80	12/28/12	06/05/17	8,325	(2,337)	-	5,988
Federal Agencies	313385GM2	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.56	02/28/17	06/05/17	23,896	-	-	23,896
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12,000,000	1.00	0.93	12/19/14	06/09/17	10,000	(713)	-	9,287
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	20,600,000	1.00	1.02	12/29/15	06/09/17	17,167	351	-	17,517
Federal Agencies	3130A3SL9	FEDERAL HOME LOAN BANK	25,000,000	0.95	1.02	12/30/14	06/15/17	19,792	1,389	-	21,181
Federal Agencies	3133EAUW6	FEDERAL FARM CREDIT BANK	50,000,000	1.11	1.11	06/19/12	06/19/17	41,477	-	-	41,477
Federal Agencies	3133EEGH7	FEDERAL FARM CREDIT BANK	8,400,000	0.93	0.94	12/26/14	06/26/17	6,510	91	-	6,601
Federal Agencies	3137EADH9	FREDDIE MAC	15,000,000	1.00	0.78	05/25/16	06/29/17	12,500	(2,778)	-	9,722
Federal Agencies	3137EADH9	FREDDIE MAC	25,000,000	1.00	1.10	03/25/14	06/29/17	20,833	2,064	-	22,898
Federal Agencies	3134G5W50	FREDDIE MAC	50,000,000	1.00	1.00	12/30/14	06/30/17	41,667	-	-	41,667
Federal Agencies	313385HR0	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.56	03/02/17	07/03/17	23,333	-	-	23,333
Federal Agencies	3133ECV92	FEDERAL FARM CREDIT BANK	50,000,000	1.02	1.02	07/24/13	07/24/17	37,553	-	-	37,553
Federal Agencies	3133ECV66	FEDERAL FARM CREDIT BANK	23,520,000	1.03	1.03	08/05/13	07/26/17	20,897	-	-	20,897
Federal Agencies	3135G0F24	FANNIE MAE	25,000,000	0.94	0.98	09/16/15	08/16/17	18,551	215	-	18,766
Federal Agencies	3133EEFX3	FEDERAL FARM CREDIT BANK	50,000,000	1.03	1.03	12/23/14	08/23/17	38,184	-	-	38,184
Federal Agencies	3137EADL0	FREDDIE MAC	25,000,000	1.00	1.22	03/25/14	09/29/17	20,833	4,631	-	25,465
Federal Agencies	3135G0F57	FANNIE MAE	25,000,000	0.84	0.89	10/05/15	10/05/17	17,935	324	-	18,259
Federal Agencies	3133EETS9	FEDERAL FARM CREDIT BANK	30,000,000	1.01	1.00	09/25/15	10/19/17	23,082	(25)	-	23,057
Federal Agencies	3130A6LZ8	FEDERAL HOME LOAN BANK	25,000,000	0.63	0.82	04/28/16	10/26/17	13,021	4,003	-	17,024
Federal Agencies	3133EEBRO	FEDERAL FARM CREDIT BANK	25,000,000	0.91	0.98	11/18/14	11/13/17	18,697	318	-	19,015
Federal Agencies	3133EEJ76	FEDERAL FARM CREDIT BANK	25,000,000	0.94	0.99	08/20/15	11/13/17	20,292	323	-	20,615
Federal Agencies	3134G44F2	FREDDIE MAC	50,000,000	0.80	0.80	05/21/13	11/21/17	33,333	-	-	33,333
Federal Agencies	3130A3HF4	FEDERAL HOME LOAN BANK	25,000,000	1.13	1.19	12/22/14	12/08/17	23,438	1,275	-	24,712
Federal Agencies	3137EADX5	FREDDIE MAC	25,000,000	1.00	1.06	12/11/15	12/15/17	20,833	1,307	-	22,141
Federal Agencies	3133EEFE4	FEDERAL FARM CREDIT BANK	50,000,000	1.13	1.18	12/19/14	12/18/17	46,875	2,421	-	49,296
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	4,000,000	0.84	0.85	05/27/15	02/02/18	2,888	16	-	2,905
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	35,000,000	0.84	0.90	02/02/15	02/02/18	25,274	597	-	25,871
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	25,000,000	0.87	0.87	11/05/14	02/05/18	18,581	-	-	18,581
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	25,000,000	0.87	0.91	11/05/14	02/05/18	18,581	215	-	18,796
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	50,000,000	0.87	0.91	11/05/14	02/05/18	37,162	429	-	37,591
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	25,000,000	0.93	0.96	11/09/15	02/09/18	19,663	214	-	19,877
Federal Agencies	3133EFNK9	FEDERAL FARM CREDIT BANK	50,000,000	0.88	0.88	09/01/16	03/01/18	36,458	-	-	36,458
Federal Agencies	3132X0JL6	FARMER MAC	50,000,000	1.01	1.03	05/22/15	03/22/18	37,748	225	-	37,973
Federal Agencies	3133EEN71	FEDERAL FARM CREDIT BANK	50,000,000	1.01	1.05	05/27/15	03/26/18	37,352	645	-	37,997
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	50,000,000	1.01	1.05	05/29/15	03/26/18	37,352	646	-	37,998
Federal Agencies	3133EFW88	FEDERAL FARM CREDIT BANK	25,000,000	1.14	1.15	01/26/16	03/26/18	21,047	110	-	21,157
Federal Agencies	3137EAE3	FREDDIE MAC	25,000,000	0.75	0.94	02/08/17	04/09/18	15,625	4,030	-	19,655
Federal Agencies	3133EEZC7	FEDERAL FARM CREDIT BANK	50,000,000	0.98	0.99	04/16/15	04/16/18	38,824	214	-	39,038
Federal Agencies	31331KJB7	FEDERAL FARM CREDIT BANK	14,230,000	3.00	0.94	02/02/16	04/25/18	35,575	(24,639)	-	10,936
Federal Agencies	3133EEU40	FEDERAL FARM CREDIT BANK	69,000,000	0.85	0.86	06/03/15	05/03/18	50,420	149	-	50,569
Federal Agencies	3134GAXQ2	FREDDIE MAC	25,000,000	0.63	0.65	11/30/16	05/15/18	13,021	496	-	13,517
Federal Agencies	3135G0WJ8	FANNIE MAE	25,000,000	0.88	1.05	05/23/13	05/21/18	18,229	3,629	-	21,858
Federal Agencies	3130A8VL4	FEDERAL HOME LOAN BANK	10,000,000	1.00	1.00	08/24/16	05/24/18	8,333	-	-	8,333
Federal Agencies	3130A8VL4	FEDERAL HOME LOAN BANK	25,000,000	1.00	1.00	08/24/16	05/24/18	20,833	-	-	20,833
Federal Agencies	3134G9HC4	FREDDIE MAC	10,000,000	1.00	1.03	05/25/16	05/25/18	8,333	212	-	8,546
Federal Agencies	3133EECT2	FEDERAL FARM CREDIT BANK	25,000,000	0.90	0.90	09/08/15	06/08/18	19,064	-	-	19,064
Federal Agencies	3133EECT2	FEDERAL FARM CREDIT BANK	50,000,000	0.90	0.90	09/08/15	06/08/18	38,128	-	-	38,128
Federal Agencies	3133EEW48	FEDERAL FARM CREDIT BANK	50,000,000	0.93	0.93	06/11/15	06/11/18	38,347	113	-	38,460
Federal Agencies	3133EESH1	FEDERAL FARM CREDIT BANK	25,000,000	1.17	1.25	12/18/15	06/14/18	24,375	1,628	-	26,003
Federal Agencies	3133EGGC3	FEDERAL FARM CREDIT BANK	25,000,000	1.10	1.10	06/20/16	06/20/18	21,035	-	-	21,035

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3132X0LZ2	FARMER MAC	25,000,000	1.00	1.04	12/22/16	06/22/18	19,412	-	-	19,412
Federal Agencies	3134G9RZ2	FREDDIE MAC	8,950,000	1.00	1.00	06/22/16	06/22/18	7,458	-	-	7,458
Federal Agencies	3134G9UY1	FREDDIE MAC	25,000,000	1.00	1.00	06/29/16	06/29/18	20,833	-	-	20,833
Federal Agencies	3134G9UY1	FREDDIE MAC	25,000,000	1.00	1.00	06/29/16	06/29/18	20,833	-	-	20,833
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	25,000,000	1.11	1.11	05/19/16	07/19/18	21,388	-	-	21,388
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	25,000,000	1.11	1.11	05/19/16	07/19/18	21,388	-	-	21,388
Federal Agencies	3130A8U50	FEDERAL HOME LOAN BANK	22,250,000	0.83	0.89	07/29/16	07/25/18	15,390	1,144	-	16,533
Federal Agencies	3134G9Q67	FREDDIE MAC	25,000,000	1.05	1.05	07/27/16	07/27/18	21,875	-	-	21,875
Federal Agencies	3134G9Q67	FREDDIE MAC	25,000,000	1.05	1.06	07/27/16	07/27/18	21,875	265	-	22,140
Federal Agencies	3133EGFQ3	FEDERAL FARM CREDIT BANK	25,000,000	0.88	0.91	09/21/16	09/14/18	18,229	815	-	19,044
Federal Agencies	3130A9C90	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	09/28/16	09/28/18	21,875	-	-	21,875
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	25,000,000	1.07	1.07	06/17/16	10/17/18	21,199	-	-	21,199
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	25,000,000	1.07	1.07	06/17/16	10/17/18	21,199	-	-	21,199
Federal Agencies	3134GAVU5	FREDDIE MAC	7,980,000	0.63	0.65	01/26/17	11/16/18	4,156	150	-	4,306
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	15,000,000	1.75	1.31	12/20/16	12/14/18	21,875	(5,453)	-	16,422
Federal Agencies	3133EGDM4	FEDERAL FARM CREDIT BANK	25,000,000	0.95	0.95	06/02/16	01/02/19	20,421	-	-	20,421
Federal Agencies	3133EG2V6	FEDERAL FARM CREDIT BANK	25,000,000	0.86	0.86	01/03/17	01/03/19	18,484	-	-	18,484
Federal Agencies	3134GAH23	FREDDIE MAC	25,000,000	1.00	1.00	01/17/17	01/17/19	20,833	-	-	20,833
Federal Agencies	3130A8V23	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	07/28/16	01/25/19	21,875	-	-	21,875
Federal Agencies	3132X0EK3	FARMER MAC	25,000,000	1.14	1.14	01/25/16	01/25/19	24,496	-	-	24,496
Federal Agencies	3134GAS39	FREDDIE MAC	25,000,000	1.00	1.00	02/01/17	02/01/19	20,833	-	-	20,833
Federal Agencies	3130AANW4	FEDERAL HOME LOAN BANK	25,000,000	0.63	0.63	02/14/17	02/14/19	13,021	-	-	13,021
Federal Agencies	3133EGBU8	FEDERAL FARM CREDIT BANK	50,000,000	1.16	1.16	05/25/16	02/25/19	43,023	-	-	43,023
Federal Agencies	3136G2Y68	FANNIE MAE	15,935,000	1.00	1.03	02/26/16	02/26/19	13,279	225	-	13,505
Federal Agencies	3132X0ED9	FARMER MAC	40,000,000	1.22	1.22	01/19/16	03/19/19	38,911	-	-	38,911
Federal Agencies	3134GBAK8	FREDDIE MAC	25,000,000	1.05	1.05	03/20/17	03/20/19	8,021	-	-	8,021
Federal Agencies	3136G3FC4	FANNIE MAE	6,250,000	1.00	1.00	03/29/16	03/29/19	5,208	-	-	5,208
Federal Agencies	3134G8VT3	FREDDIE MAC	14,560,000	0.80	0.80	05/23/16	04/25/19	9,707	21	-	9,728
Federal Agencies	3136G3QP3	FANNIE MAE	10,000,000	1.25	1.25	05/24/16	05/24/19	10,417	-	-	10,417
Federal Agencies	3134G9LF2	FREDDIE MAC	75,000,000	0.75	0.75	06/07/16	06/07/19	46,875	-	-	46,875
Federal Agencies	3136G3NK7	FANNIE MAE	25,000,000	1.00	1.01	06/07/16	06/07/19	20,833	106	-	20,940
Federal Agencies	3136G3NM3	FANNIE MAE	50,000,000	0.75	0.75	06/07/16	06/07/19	31,250	-	-	31,250
Federal Agencies	3134G9QN0	FREDDIE MAC	12,500,000	0.88	0.88	06/14/16	06/14/19	9,115	-	-	9,115
Federal Agencies	3134G9QW0	FREDDIE MAC	50,000,000	1.28	1.28	06/14/16	06/14/19	53,333	-	-	53,333
Federal Agencies	3134G9YR2	FREDDIE MAC	50,000,000	1.00	1.00	07/12/16	07/12/19	41,667	-	-	41,667
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	25,000,000	1.04	1.04	06/09/16	08/09/19	21,923	-	-	21,923
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	25,000,000	1.04	1.04	06/09/16	08/09/19	21,923	-	-	21,923
Federal Agencies	3134G94F1	FREDDIE MAC	25,000,000	1.00	1.00	08/15/16	08/15/19	20,833	-	-	20,833
Federal Agencies	3133EGX67	FEDERAL FARM CREDIT BANK	50,000,000	1.10	1.10	12/20/16	08/20/19	42,070	-	-	42,070
Federal Agencies	3135G0P23	FANNIE MAE	20,000,000	1.25	1.25	08/30/16	08/23/19	20,833	-	-	20,833
Federal Agencies	3136G3X59	FANNIE MAE	25,000,000	1.10	1.10	08/23/16	08/23/19	22,917	-	-	22,917
Federal Agencies	3134G9GS0	FREDDIE MAC	25,000,000	1.25	1.25	05/26/16	08/26/19	26,042	-	-	26,042
Federal Agencies	3134GAHR8	FREDDIE MAC	25,000,000	1.00	1.00	09/23/16	09/23/19	18,924	-	-	18,924
Federal Agencies	3135G0Q30	FANNIE MAE	50,000,000	1.18	1.18	10/21/16	09/27/19	49,167	-	-	49,167
Federal Agencies	3132X0KH3	FARMER MAC	50,000,000	1.01	1.01	10/06/16	10/01/19	43,395	-	-	43,395
Federal Agencies	3134G8TG4	FREDDIE MAC	15,000,000	1.50	1.50	04/11/16	10/11/19	18,750	-	-	18,750
Federal Agencies	3134GAPT5	FREDDIE MAC	10,000,000	0.75	0.75	10/18/16	10/18/19	6,250	-	-	6,250
Federal Agencies	3136G4FJ7	FANNIE MAE	25,000,000	1.20	1.20	10/25/16	10/25/19	25,000	-	-	25,000
Federal Agencies	3136G4EZ2	FANNIE MAE	50,000,000	1.13	1.16	10/28/16	10/30/19	46,875	1,413	-	48,288
Federal Agencies	3134GAVL5	FREDDIE MAC	100,000,000	1.00	1.00	11/04/16	11/04/19	83,333	-	-	83,333
Federal Agencies	3136G3LV5	FANNIE MAE	8,950,000	1.35	1.35	05/26/16	11/26/19	10,069	-	-	10,069

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3133EGN43	FEDERAL FARM CREDIT BANK	50,000,000	0.95	0.95	12/02/16	12/02/19	40,842	-	-	40,842
Federal Agencies	3132X0PG0	FARMER MAC	50,000,000	0.88	0.88	02/10/17	01/03/20	37,805	-	-	37,805
Federal Agencies	3134G9VR5	FREDDIE MAC	25,000,000	1.15	1.15	07/06/16	01/06/20	23,958	-	-	23,958
Federal Agencies	3134GAK60	FREDDIE MAC	50,000,000	1.80	1.80	01/27/17	01/27/20	75,000	-	-	75,000
Federal Agencies	3134GAT87	FREDDIE MAC	25,000,000	1.00	1.00	01/27/17	01/27/20	20,833	-	-	20,833
Federal Agencies	3133EG6Y6	FEDERAL FARM CREDIT BANK	25,000,000	0.91	0.91	02/10/17	02/10/20	19,004	-	-	19,004
Federal Agencies	3134GAR22	FREDDIE MAC	25,000,000	1.00	1.01	02/10/17	02/10/20	20,833	142	-	20,975
Federal Agencies	3134GAY57	FREDDIE MAC	25,000,000	1.05	1.05	02/14/17	02/14/20	21,875	35	-	21,910
Federal Agencies	3134GAZ64	FREDDIE MAC	25,000,000	1.05	1.05	02/14/17	02/14/20	21,875	-	-	21,875
Federal Agencies	3134GA6R0	FREDDIE MAC	10,150,000	1.25	1.25	03/20/17	03/20/20	3,877	-	-	3,877
Federal Agencies	3134GBAH5	FREDDIE MAC	25,000,000	1.10	1.10	03/20/17	03/20/20	8,403	-	-	8,403
Federal Agencies	3134GBAZ5	FREDDIE MAC	25,000,000	1.25	1.25	03/27/17	03/27/20	3,472	-	-	3,472
Federal Agencies	3134GBBR2	FREDDIE MAC	25,000,000	1.25	1.25	03/27/17	03/27/20	3,472	-	-	3,472
Federal Agencies	3136G3TK1	FANNIE MAE	25,000,000	1.00	1.00	07/06/16	04/06/20	20,833	-	-	20,833
Federal Agencies	3136G4BL6	FANNIE MAE	15,000,000	1.25	1.25	10/17/16	04/17/20	15,625	-	-	15,625
Federal Agencies	3132X0AT8	FARMER MAC	41,000,000	0.93	0.93	06/05/15	06/02/20	32,784	-	-	32,784
Federal Agencies	3136G3TG0	FANNIE MAE	15,000,000	1.15	1.15	06/30/16	06/30/20	14,375	-	-	14,375
Federal Agencies	3130A9FR7	FEDERAL HOME LOAN BANK	103,500,000	1.13	1.13	09/29/16	09/28/20	85,298	-	-	85,298
Federal Agencies	3132X0KR1	FARMER MAC	50,000,000	0.99	0.99	11/02/16	11/02/20	21,282	-	-	21,282
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	50,000,000	1.17	1.17	12/21/16	12/21/20	44,744	-	-	44,744
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	100,000,000	1.31	1.31	12/24/15	12/24/20	100,078	-	-	100,078
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	20,000,000	1.14	1.14	01/25/17	01/25/21	16,951	-	-	16,951
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	20,000,000	1.14	1.14	01/25/17	01/25/21	16,951	-	-	16,951
Federal Agencies	3132X0NQ0	FARMER MAC	50,000,000	0.93	0.93	02/03/17	02/03/21	39,981	-	-	39,981
Federal Agencies	3135G0Q89	FANNIE MAE	25,000,000	1.38	1.38	10/21/16	10/07/21	28,646	-	-	28,646
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	14,500,000	1.38	1.38	10/25/16	10/25/21	16,615	-	-	16,615
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	15,000,000	1.38	1.38	10/25/16	10/25/21	17,188	-	-	17,188
Federal Agencies	3133EGS97	FEDERAL FARM CREDIT BANK	25,000,000	1.12	1.12	12/08/16	12/08/21	23,692	-	-	23,692
Federal Agencies	3133EGS97	FEDERAL FARM CREDIT BANK	25,000,000	1.12	1.12	12/08/16	12/08/21	23,692	-	-	23,692
Federal Agencies	3134GAK52	FREDDIE MAC	17,300,000	1.13	1.13	01/26/17	01/26/22	16,219	-	-	16,219
Subtotals			\$4,355,883,000					\$3,507,147	\$(8,335)	\$	\$3,498,812
State/Local Agencies	91411SS50	UNIVERSITY OF CALIFORNIA	\$ 50,000,000	0.00	0.88	02/06/17	05/05/17	\$ 37,889	\$ -	\$ -	\$ 37,889
State/Local Agencies	91412GL45	UNIV OF CALIFORNIA CA REVENUE	5,505,000	0.65	0.65	06/30/16	05/15/17	2,982	-	-	2,982
State/Local Agencies	91412GULU7	UNIV OF CALIFORNIA CA REVENUE	3,250,000	1.22	1.22	04/10/14	05/15/17	3,310	-	-	3,310
State/Local Agencies	718814XY7	PHOENIX AZ	20,000,000	3.50	0.76	09/27/16	07/01/17	58,333	(46,422)	-	11,912
State/Local Agencies	0104105D6	ALABAMA ST	22,185,000	3.50	0.70	11/04/16	08/01/17	64,706	(52,624)	-	12,082
State/Local Agencies	13063CF9	CALIFORNIA ST	16,500,000	1.75	1.66	11/05/13	11/01/17	24,063	(1,253)	-	22,809
State/Local Agencies	13063CPN4	CALIFORNIA ST	5,000,000	1.25	1.22	12/22/14	11/01/17	5,208	(135)	-	5,073
State/Local Agencies	13063CPN4	CALIFORNIA ST	50,000,000	1.25	1.17	11/25/14	11/01/17	52,083	(3,514)	-	48,570
State/Local Agencies	91412GL52	UNIV OF CALIFORNIA CA REVENUE	2,470,000	0.99	0.99	06/30/16	05/15/18	2,044	-	-	2,044
State/Local Agencies	548456C48	LOUISIANA ST CITIZENS PROPERT	4,500,000	6.13	1.30	11/30/16	06/01/18	22,969	(18,219)	-	4,750
State/Local Agencies	646065QQ8	NEW JERSEY ST EDUCNTL FACS #	5,000,000	5.00	0.85	09/29/16	07/01/18	20,833	(17,471)	-	3,362
State/Local Agencies	603786GJ7	MINNEAPOLIS MN REVENUE	1,000,000	4.88	1.40	12/01/16	08/01/18	4,063	(2,908)	-	1,155
State/Local Agencies	13063C4V9	CALIFORNIA ST	50,000,000	1.05	0.90	11/03/16	11/01/18	43,750	(6,281)	-	37,469
State/Local Agencies	13063CKL3	CALIFORNIA ST	4,750,000	2.25	1.15	10/27/16	05/01/19	8,906	(4,368)	-	4,539
State/Local Agencies	91412GL60	UNIV OF CALIFORNIA CA REVENUE	2,000,000	1.23	1.23	06/30/16	05/15/19	2,047	-	-	2,047
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	4,180,000	1.80	1.57	10/05/15	07/01/19	6,256	(782)	-	5,474
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	16,325,000	1.80	1.56	10/02/15	07/01/19	24,433	(3,096)	-	21,337
State/Local Agencies	6055804W6	MISSISSIPPI ST	8,500,000	6.09	1.38	04/23/15	10/01/19	43,130	(32,825)	-	10,305

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
State/Local Agencies	977100CW4	WISCONSIN ST GEN FUND ANNUA	18,000,000	1.45	1.45	08/16/16	05/01/20	21,690	-	-	21,690
State/Local Agencies	13066YTY5	CALIFORNIA ST DEPT OF WTR RES	29,600,000	1.71	2.13	02/06/17	05/01/21	42,254	10,049	-	52,303
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUE	1,769,000	1.91	1.40	08/09/16	05/15/21	2,816	(743)	-	2,073
Subtotals			\$ 320,534,000					\$ 493,765	\$ (180,592)	\$	\$ 313,172
Public Time Deposits	PP600XGA1	TRANS-PAC NATIONAL BK	-	1.05	1.05	03/21/16	03/21/17	138	-	-	138
Public Time Deposits	PPF00EG62	BANK OF SAN FRANCISCO	240,000	0.89	0.89	04/11/16	04/11/17	184	-	-	184
Public Time Deposits	PPQJ03J86	PREFERRED BANK LA CALIF	240,000	0.85	0.85	05/16/16	05/16/17	173	-	-	173
Public Time Deposits	PP7C0E3S1	UMPQUA BANK	240,000	0.79	0.79	06/29/16	06/29/17	161	-	-	161
Public Time Deposits	PP9I2NRE1	MISSION NATIONAL BK SF	240,000	1.15	1.15	02/21/17	02/21/18	234	-	-	234
Public Time Deposits	PP9F2HFF8	TRANS-PAC NATIONAL BK	240,000	1.35	1.35	03/21/17	03/21/18	98	-	-	98
Subtotals			\$ 1,200,000					\$ 989	\$	\$	\$ 989
Negotiable CDs	06427EX55	BANK OF MONTREAL CHICAGO	-	1.03	1.03	06/08/16	03/06/17	3,576	-	-	3,576
Negotiable CDs	78009NZW9	ROYAL BANK OF CANADA NY	-	1.28	1.28	03/10/16	03/10/17	16,021	-	-	16,021
Negotiable CDs	06427KKJ5	BANK OF MONTREAL CHICAGO	-	1.08	1.08	12/15/16	03/15/17	21,000	-	-	21,000
Negotiable CDs	06427EDJ7	BANK OF MONTREAL CHICAGO	-	1.17	1.17	09/17/15	03/17/17	13,025	-	-	13,025
Negotiable CDs	78009ND94	ROYAL BANK OF CANADA NY	-	0.96	0.96	07/01/16	03/27/17	17,333	-	-	17,333
Negotiable CDs	89113EC79	TORONTO DOMINION BANK NY	-	1.25	1.25	10/02/15	03/28/17	46,765	-	-	46,765
Negotiable CDs	89113E525	TORONTO DOMINION BANK NY	25,000,000	1.10	1.10	04/08/16	04/12/17	23,681	-	-	23,681
Negotiable CDs	96121T284	WESTPAC BANKING CORP NY	50,000,000	1.05	1.05	12/20/16	04/19/17	45,208	-	-	45,208
Negotiable CDs	06427K3A3	BANK OF MONTREAL CHICAGO	25,000,000	1.43	1.43	08/03/16	05/03/17	30,883	-	-	30,883
Negotiable CDs	89113WE44	TORONTO DOMINION BANK NY	50,000,000	0.95	0.95	03/30/17	05/03/17	2,639	-	-	2,639
Negotiable CDs	06427KLG0	BANK OF MONTREAL CHICAGO	50,000,000	1.20	1.20	12/19/16	06/15/17	51,667	-	-	51,667
Negotiable CDs	89113WJJ6	TORONTO DOMINION BANK NY	40,000,000	1.32	1.32	09/09/16	06/15/17	45,467	-	-	45,467
Negotiable CDs	78009NP26	ROYAL BANK OF CANADA NY	50,000,000	1.19	1.19	01/03/17	07/03/17	51,175	-	-	51,175
Negotiable CDs	89113WD60	TORONTO DOMINION BANK NY	50,000,000	1.15	1.15	03/27/17	07/03/17	7,986	-	-	7,986
Negotiable CDs	89113WZ42	TORONTO DOMINION BANK NY	50,000,000	1.14	1.14	03/15/17	07/03/17	26,917	-	-	26,917
Negotiable CDs	06417HUR5	BANK OF NOVA SCOTIA HOUS	50,000,000	1.42	1.42	09/25/14	09/25/17	55,636	-	-	55,636
Negotiable CDs	89113WQ99	TORONTO DOMINION BANK NY	50,000,000	1.40	1.40	12/06/16	12/06/17	59,211	-	-	59,211
Negotiable CDs	06427KJV0	BANK OF MONTREAL CHICAGO	50,000,000	1.41	1.41	12/09/16	12/08/17	59,035	-	-	59,035
Negotiable CDs	78009NL61	ROYAL BANK OF CANADA NY	50,000,000	1.41	1.41	12/08/16	12/08/17	59,035	-	-	59,035
Negotiable CDs	78009NM60	ROYAL BANK OF CANADA NY	50,000,000	1.45	1.45	12/19/16	12/19/17	58,322	-	-	58,322
Negotiable CDs	89233GQ74	ROYAL BANK OF CANADA NY	50,000,000	1.24	1.24	03/20/17	12/20/17	20,639	-	-	20,639
Negotiable CDs	96121T2D9	WESTPAC BANKING CORP NY	50,000,000	1.49	1.49	12/28/16	12/28/17	56,689	-	-	56,689
Negotiable CDs	06427KSW8	BANK OF MONTREAL CHICAGO	27,838,000	1.39	1.39	03/09/17	03/08/19	24,654	-	-	24,654
Subtotals			\$ 767,838,000					\$ 796,563	\$	\$	\$ 796,563
Commercial Paper	62478XQ11	MUFG UNION BANK NA	-	0.00	0.50	02/28/17	03/01/17	-	-	-	-
Commercial Paper	313397CN9	FREDDIE MAC DISCOUNT NT	-	0.00	0.45	03/01/17	03/02/17	313	-	-	313
Commercial Paper	47816FQ38	JOHNSON & JOHNSON	-	0.00	0.54	03/01/17	03/03/17	750	-	-	750
Commercial Paper	62478XQ37	MUFG UNION BANK NA	-	0.00	0.50	03/02/17	03/03/17	417	-	-	417
Commercial Paper	89233GQ33	TOYOTA MOTOR CREDIT CORP	-	0.00	1.02	06/06/16	03/03/17	1,403	-	-	1,403
Commercial Paper	62478XQ60	MUFG UNION BANK NA	-	0.00	0.50	03/03/17	03/06/17	1,667	-	-	1,667
Commercial Paper	89233GQ66	TOYOTA MOTOR CREDIT CORP	-	0.00	1.01	06/09/16	03/06/17	3,472	-	-	3,472
Commercial Paper	89233GQ74	TOYOTA MOTOR CREDIT CORP	-	0.00	1.01	06/10/16	03/07/17	4,167	-	-	4,167
Commercial Paper	06538BQL0	BANK TOKYO-MIT UFJ NY	-	0.00	1.00	11/17/16	03/20/17	13,194	-	-	13,194
Commercial Paper	06538BQL0	BANK TOKYO-MIT UFJ NY	-	0.00	1.02	11/23/16	03/20/17	26,917	-	-	26,917
Commercial Paper	58934AQN9	MERCK & CO INC	-	0.00	0.64	03/02/17	03/22/17	5,333	-	-	5,333
Commercial Paper	36960LQ15	GENERAL ELECTRIC CO	-	0.00	0.81	03/17/17	03/27/17	5,625	-	-	5,625
Commercial Paper	19416EQW0	COLGATE-PALMOLIVE CO	-	0.00	0.75	03/29/17	03/30/17	729	-	-	729

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Commercial Paper	19416EQX8	COLGATE-PALMOLIVE CO	-	0.00	0.75	03/30/17	03/31/17	523	-	-	523
Commercial Paper	47816FQX2	JOHNSON & JOHNSON	-	0.00	0.80	03/28/17	03/31/17	2,067	-	-	2,067
Commercial Paper	06538BR39	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.04	12/05/16	04/03/17	22,389	-	-	22,389
Commercial Paper	06538BR39	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	0.93	03/23/17	04/03/17	5,813	-	-	5,813
Commercial Paper	06538BR39	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	0.93	03/24/17	04/03/17	5,167	-	-	5,167
Commercial Paper	19416ER33	COLGATE-PALMOLIVE CO	15,000,000	0.00	0.78	03/31/17	04/03/17	325	-	-	325
Commercial Paper	62478XR36	MJFG UNION BANK NA	40,000,000	0.00	0.70	03/31/17	04/03/17	778	-	-	778
Commercial Paper	19416ER58	COLGATE-PALMOLIVE CO	40,000,000	0.00	0.75	03/31/17	04/05/17	833	-	-	833
Commercial Paper	89233GR73	TOYOTA MOTOR CREDIT CORP	40,000,000	0.00	1.06	07/13/16	04/07/17	36,167	-	-	36,167
Commercial Paper	06538BRM7	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	1.22	07/26/16	04/21/17	52,097	-	-	52,097
Commercial Paper	89233APL7	TOYOTA MOTOR CREDIT CORP	25,000,000	1.53	1.53	07/28/16	04/21/17	29,206	-	-	29,206
Commercial Paper	06538BS53	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.32	08/09/16	05/05/17	28,201	-	-	28,201
Commercial Paper	06538BS53	BANK TOKYO-MIT UFJ NY	40,000,000	0.00	1.34	08/10/16	05/05/17	45,811	-	-	45,811
Commercial Paper	06538BS53	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.35	08/17/16	05/12/17	28,847	-	-	28,847
Commercial Paper	06538BT29	BANK TOKYO-MIT UFJ NY	40,000,000	0.00	1.38	09/07/16	06/02/17	47,189	-	-	47,189
Commercial Paper	89233GT63	TOYOTA MOTOR CREDIT CORP	25,000,000	0.00	1.25	09/09/16	06/06/17	26,694	-	-	26,694
Commercial Paper	06538BT7	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.30	12/15/16	06/12/17	27,771	-	-	27,771
Commercial Paper	06538BT7	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.30	12/16/16	06/12/17	27,771	-	-	27,771
Commercial Paper	89233GTE6	TOYOTA MOTOR CREDIT CORP	20,000,000	0.00	1.06	02/02/17	06/14/17	18,256	-	-	18,256
Commercial Paper	06538BT0	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.24	12/30/16	06/15/17	26,479	-	-	26,479
Commercial Paper	06538BT0	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.20	01/26/17	06/15/17	25,618	-	-	25,618
Commercial Paper	36164JTF1	GE CAPITAL TREASURY LLC	50,000,000	0.00	0.91	02/01/17	06/15/17	39,181	-	-	39,181
Commercial Paper	36164JTF1	GE CAPITAL TREASURY LLC	50,000,000	0.00	0.91	02/02/17	06/15/17	39,181	-	-	39,181
Commercial Paper	89233GTF3	TOYOTA MOTOR CREDIT CORP	30,000,000	0.00	1.06	02/02/17	06/15/17	27,383	-	-	27,383
Commercial Paper	89233GTS5	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.21	12/20/16	06/26/17	51,667	-	-	51,667
Commercial Paper	36164JTU8	GE CAPITAL TREASURY LLC	50,000,000	0.00	0.89	02/23/17	06/28/17	38,319	-	-	38,319
Commercial Paper	06538BU35	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.16	03/20/17	07/03/17	9,667	-	-	9,667
Commercial Paper	89233GU38	TOYOTA MOTOR CREDIT CORP	25,000,000	0.00	1.02	03/06/17	07/03/17	18,417	-	-	18,417
Commercial Paper	89233GU38	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.05	03/03/17	07/03/17	42,292	-	-	42,292
Commercial Paper	36164JUA0	GE CAPITAL TREASURY LLC	50,000,000	0.00	0.97	03/27/17	07/10/17	6,736	-	-	6,736
Subtotals			\$ 940,000,000					\$ 794,828	\$ -	\$ -	\$ 794,828
Medium Term Notes	91159HHD5	US BANCORP	\$ 3,090,000	1.65	1.09	02/03/16	05/15/17	\$ 4,249	\$ (1,454)	\$ -	\$ 2,794
Medium Term Notes	459200JD4	IBM CORP	25,000,000	1.50	1.50	02/19/16	08/18/17	32,342	-	-	32,342
Medium Term Notes	459200GJ4	IBM CORP	1,325,000	5.70	1.04	03/22/16	09/14/17	6,294	(5,179)	-	1,115
Medium Term Notes	911312AP1	UNITED PARCEL SERVICE	2,000,000	1.13	1.01	01/28/16	10/01/17	1,875	(191)	-	1,684
Medium Term Notes	459200HK0	IBM CORP	11,450,000	1.25	0.90	05/06/16	02/08/18	11,927	(3,356)	-	8,571
Medium Term Notes	89236TDN2	TOYOTA MOTOR CREDIT CORP	50,000,000	1.27	1.27	01/09/17	01/09/19	54,650	-	-	54,650
Subtotals			\$ 92,865,000					\$ 111,336	\$ (10,181)	\$ -	\$ 101,155
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	\$ 5,022,467	0.51	0.51	03/31/17	04/01/17	\$ 2,174	\$ -	\$ -	\$ 2,174
Money Market Funds	31607A703	FIDELITY INST GOV FUND	225,956,062	0.54	0.54	03/31/17	04/01/17	111,795	-	-	111,795
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUJ	25,422,953	0.51	0.51	03/31/17	04/01/17	21,326	-	-	21,326
Subtotals			\$ 256,401,482					\$ 135,295	\$ -	\$ -	\$ 135,295

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Supranationals	459053DH4	INTL BK RECON & DEVELOP	\$ -	0.00	0.51	02/28/17	03/21/17	\$ 14,167	\$ -	\$ -	\$ 14,167
Supranationals	45905JXQ2	INTL BK RECON & DEVELOP	25,000,000	1.10	1.10	07/27/16	01/26/18	20,083	-	-	20,083
Supranationals	45950VFH4	INTL FINANCE CORP	30,000,000	0.81	0.93	11/15/16	02/02/18	20,914	2,262	-	23,176
Supranationals	45950VKP0	INTL FINANCE CORP	50,000,000	0.88	0.88	03/06/17	03/06/18	31,871	-	-	31,871
Supranationals	459058ER0	INTL BK RECON & DEVELOP	25,000,000	1.00	1.07	10/07/15	10/05/18	20,833	1,204	-	22,038
Supranationals	459058FZ1	INTL BK RECON & DEVELOP	50,000,000	1.88	1.90	03/21/17	04/21/20	26,042	425	-	26,466
Subtotals			\$ 180,000,000					\$ 133,910	\$ 3,891	\$ -	\$ 137,801
Grand Totals			\$ 8,404,721,482					\$ 6,861,026	\$ (148,814)	\$ -	\$ 6,712,212

¹Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended March 31, 2017

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	3/1/2017	3/3/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385CP9	\$ 25,000,000	0.00	0.46	\$ 100.00	\$ -	24,999,361
Purchase	3/1/2017	3/2/2017	Commercial Paper	FREDDIE MAC DISCOUNT NT	313397CN9	25,000,000	0.00	0.45	100.00	-	24,999,688
Purchase	3/1/2017	3/3/2017	Commercial Paper	JOHNSON & JOHNSON	47816FQ38	25,000,000	0.00	0.54	100.00	-	24,999,250
Purchase	3/2/2017	4/1/2017	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	1,554	0.51	0.51	100.00	-	1,554
Purchase	3/2/2017	7/3/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385HR0	50,000,000	0.00	0.56	99.81	-	49,904,333
Purchase	3/2/2017	3/22/2017	Commercial Paper	MERCK & CO INC	58934AQN9	15,000,000	0.00	0.64	99.96	-	14,994,667
Purchase	3/2/2017	3/3/2017	Commercial Paper	MUFG UNION BANK NA	313385GJ9	30,000,000	0.00	0.50	100.00	-	29,999,583
Purchase	3/3/2017	6/2/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385GJ9	50,000,000	0.00	0.73	99.81	-	49,907,420
Purchase	3/3/2017	3/6/2017	Commercial Paper	MUFG UNION BANK NA	62478XQ37	40,000,000	0.00	0.50	100.00	-	39,998,333
Purchase	3/3/2017	7/3/2017	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233GU38	50,000,000	0.00	1.05	99.64	-	49,822,083
Purchase	3/6/2017	3/6/2018	Supranationals	INTL FINANCE CORP	45950VKP0	50,000,000	0.83	1.00	100.00	-	50,000,000
Purchase	3/6/2017	7/3/2017	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233GU38	25,000,000	0.00	1.02	99.66	-	24,915,708
Purchase	3/7/2017	6/15/2017	U.S. Treasuries	TREASURY BILL	912796LE7	25,000,000	0.00	0.73	99.80	-	24,949,236
Purchase	3/9/2017	3/8/2019	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427KSW8	27,838,000	1.39	1.39	100.00	-	27,838,000
Purchase	3/15/2017	4/1/2017	Money Market Funds	FIDELITY INST GOV FUND	31607A703	25,000,000	0.54	0.54	100.00	-	25,000,000
Purchase	3/15/2017	7/3/2017	Negotiable CDs	TORONTO DOMINION BANK NY	89113WZ72	50,000,000	1.14	1.14	100.00	-	50,000,000
Purchase	3/16/2017	3/17/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DD5	50,000,000	0.00	0.65	100.00	-	49,999,097
Purchase	3/16/2017	6/15/2017	U.S. Treasuries	TREASURY BILL	912796LE7	175,000,000	0.00	0.78	99.80	-	174,654,958
Purchase	3/17/2017	3/20/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DG8	50,000,000	0.00	0.63	99.99	-	49,997,375
Purchase	3/17/2017	3/20/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DG8	50,000,000	0.00	0.63	99.99	-	49,997,375
Purchase	3/17/2017	3/27/2017	Commercial Paper	GENERAL ELECTRIC CO	36960LQT5	25,000,000	0.00	0.81	99.98	-	24,994,375
Purchase	3/20/2017	7/3/2017	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BU35	25,000,000	0.00	1.16	99.66	-	24,915,417
Purchase	3/20/2017	3/20/2020	Federal Agencies	FREDDIE MAC	3134GA6R0	10,150,000	1.25	1.25	100.00	-	10,150,000
Purchase	3/20/2017	3/20/2020	Federal Agencies	FREDDIE MAC	3134GBAH5	25,000,000	1.10	1.10	100.00	-	25,000,000
Purchase	3/20/2017	3/20/2019	Federal Agencies	FREDDIE MAC	3134GBAK8	25,000,000	1.05	1.05	100.00	-	25,000,000
Purchase	3/20/2017	12/20/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NS56	50,000,000	1.24	1.24	100.00	-	50,000,000
Purchase	3/21/2017	4/21/2020	Supranationals	INTL BK RECON & DEVELOP	459058FZ1	50,000,000	1.88	1.90	99.91	-	49,956,500
Purchase	3/21/2017	3/21/2018	Public Time Deposits	TRANS-PAC NATIONAL BK	PP9F2HFF8	240,000	1.35	1.35	100.00	-	240,000
Purchase	3/23/2017	4/3/2017	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BR39	25,000,000	0.00	0.93	99.97	-	24,992,896
Purchase	3/23/2017	6/22/2017	U.S. Treasuries	TREASURY BILL	912796JX8	125,000,000	0.00	0.76	99.81	-	124,759,861
Purchase	3/24/2017	4/3/2017	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BR39	25,000,000	0.00	0.93	99.97	-	24,993,542
Purchase	3/27/2017	3/27/2020	Federal Agencies	FREDDIE MAC	3134GBAZ5	25,000,000	1.25	1.25	100.00	-	25,000,000
Purchase	3/27/2017	3/27/2020	Federal Agencies	FREDDIE MAC	3134GBBR2	25,000,000	1.25	1.25	100.00	-	25,000,000
Purchase	3/27/2017	7/10/2017	Commercial Paper	GE CAPITAL TREASURY LLC	36164JJA0	50,000,000	0.00	0.97	99.72	-	49,858,542
Purchase	3/27/2017	7/3/2017	Negotiable CDs	TORONTO DOMINION BANK NY	89113WD60	50,000,000	1.15	1.15	100.00	-	50,000,000
Purchase	3/28/2017	3/29/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DR4	25,000,000	0.00	0.73	100.00	-	24,999,493
Purchase	3/28/2017	3/29/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DR4	50,000,000	0.00	0.73	100.00	-	49,998,986
Purchase	3/28/2017	3/31/2017	Commercial Paper	JOHNSON & JOHNSON	47816FQX2	31,000,000	0.00	0.80	99.99	-	30,997,933
Purchase	3/29/2017	3/30/2017	Commercial Paper	COLGATE-PALMOLIVE CO	19416EQW0	35,000,000	0.00	0.75	100.00	-	34,999,271
Purchase	3/29/2017	3/30/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DS2	50,000,000	0.00	0.70	100.00	-	49,999,028
Purchase	3/29/2017	4/1/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385EE2	36,250,000	0.00	0.72	99.97	-	36,240,575
Purchase	3/29/2017	5/1/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385FA9	25,000,000	0.00	0.75	99.93	-	24,982,813
Purchase	3/30/2017	3/31/2017	Commercial Paper	COLGATE-PALMOLIVE CO	19416EQX8	25,081,000	0.00	0.75	100.00	-	25,080,477
Purchase	3/30/2017	5/3/2017	Negotiable CDs	TORONTO DOMINION BANK NY	89113WE44	50,000,000	0.95	0.95	100.00	-	50,000,000
Purchase	3/30/2017	4/27/2017	U.S. Treasuries	TREASURY BILL	912796JP5	50,000,000	0.00	0.75	99.94	-	49,971,028

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	3/30/2017	6/29/2017	U.S. Treasuries	TREASURY BILL	912796LF4	300,000,000	0.00	0.78	99.80	-	299,408,500
Purchase	3/31/2017	4/1/2017	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	2,174	0.51	0.51	100.00	-	2,174
Purchase	3/31/2017	4/3/2017	Commercial Paper	COLGATE-PALMOLIVE CO	19416ER33	15,000,000	0.00	0.78	99.99	-	14,999,025
Purchase	3/31/2017	4/5/2017	Commercial Paper	COLGATE-PALMOLIVE CO	19416ER58	40,000,000	0.00	0.75	99.99	-	39,995,833
Purchase	3/31/2017	4/1/2017	Money Market Funds	FIDELITY INST GOV FUND	31607A707	111,795	0.54	0.54	100.00	-	111,795
Purchase	3/31/2017	4/1/2017	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	21,326	0.51	0.51	100.00	-	21,326
Purchase	3/31/2017	4/3/2017	Commercial Paper	MUFG UNION BANK NA	62478XR36	40,000,000	0.00	0.70	99.99	-	39,997,667
Subtotals						\$2,145,695,849	0.25	0.84	\$ 99.90	\$	\$2,143,645,078
Sale	3/6/2017	4/1/2017	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	\$ 20,000,000	0.51	0.51	\$ 100.00	\$	20,000,000
Sale	3/8/2017	4/1/2017	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	50,000,000	0.51	0.51	100.00	-	50,000,000
Sale	3/9/2017	4/1/2017	Money Market Funds	FIDELITY INST GOV FUND	31607A703	10,000,000	0.54	0.54	100.00	-	10,000,000
Sale	3/13/2017	4/1/2017	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	25,000,000	0.51	0.51	100.00	-	25,000,000
Sale	3/17/2017	4/1/2017	Money Market Funds	FIDELITY INST GOV FUND	31607A703	50,000,000	0.54	0.54	100.00	-	50,000,000
Subtotals						\$ 155,000,000	0.52	0.52	\$ 100.00	\$	\$ 155,000,000
Maturity	3/1/2017	3/1/2017	Commercial Paper	MUFG UNION BANK NA	62478XQ11	\$ 25,000,000	0.00	0.50	100.00	\$	25,000,000
Maturity	3/2/2017	3/2/2017	Federal Agencies	FEDERAL HOME LOAN BANK	3130A8D83	25,000,000	0.80	0.80	100.00	15,536	25,015,536
Maturity	3/2/2017	3/2/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385CN4	10,265,000	0.00	0.45	100.00	-	10,265,000
Maturity	3/2/2017	3/2/2017	Commercial Paper	FREDDIE MAC DISCOUNT NT	313397CN9	25,000,000	0.00	0.45	100.00	-	25,000,000
Maturity	3/3/2017	3/3/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385CP9	25,000,000	0.00	0.46	100.00	-	25,000,000
Maturity	3/3/2017	3/3/2017	Commercial Paper	JOHNSON & JOHNSON	47816FQ38	25,000,000	0.00	0.54	100.00	-	25,000,000
Maturity	3/3/2017	3/3/2017	Commercial Paper	MUFG UNION BANK NA	62478XQ37	30,000,000	0.00	0.50	100.00	-	30,000,000
Maturity	3/3/2017	3/3/2017	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233GQ33	25,000,000	0.00	1.02	100.00	-	25,000,000
Maturity	3/6/2017	3/6/2017	Negotiable CDs	62478XQ37	06427EX55	25,000,000	1.03	1.03	100.00	193,840	25,193,840
Maturity	3/6/2017	3/6/2017	Commercial Paper	MUFG UNION BANK NA	62478XQ60	40,000,000	0.00	0.50	100.00	-	40,000,000
Maturity	3/6/2017	3/6/2017	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233GQ66	25,000,000	0.00	1.01	100.00	-	25,000,000
Maturity	3/7/2017	3/7/2017	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233GQ74	25,000,000	0.00	1.01	100.00	-	25,000,000
Maturity	3/10/2017	3/10/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NZW9	50,000,000	1.28	1.28	100.00	49,843	50,049,843
Maturity	3/15/2017	3/15/2017	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427KKJ5	50,000,000	1.08	1.08	100.00	135,000	50,135,000
Maturity	3/16/2017	3/16/2017	U.S. Treasuries	TREASURY BILL	912796KN8	75,000,000	0.00	0.48	100.00	-	75,000,000
Maturity	3/16/2017	3/16/2017	U.S. Treasuries	TREASURY BILL	912796KN8	75,000,000	0.00	0.48	100.00	-	75,000,000
Maturity	3/16/2017	3/16/2017	U.S. Treasuries	TREASURY BILL	912796KN8	75,000,000	0.00	0.47	100.00	-	75,000,000
Maturity	3/17/2017	3/17/2017	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427EDJ7	25,000,000	1.17	1.17	100.00	22,793	25,022,793
Maturity	3/17/2017	3/17/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DD5	50,000,000	0.00	0.65	100.00	-	50,000,000
Maturity	3/20/2017	3/20/2017	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BQL0	50,000,000	0.00	1.00	100.00	-	50,000,000
Maturity	3/20/2017	3/20/2017	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BQL0	25,000,000	0.00	1.02	100.00	-	25,000,000
Maturity	3/20/2017	3/20/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DG8	50,000,000	0.00	0.63	100.00	-	50,000,000
Maturity	3/20/2017	3/20/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DG8	50,000,000	0.00	0.63	100.00	-	50,000,000
Maturity	3/21/2017	3/21/2017	Supranationals	INTL BK RECON & DEVELOP	459053DH4	50,000,000	0.00	0.51	100.00	-	50,000,000
Maturity	3/21/2017	3/21/2017	Public Time Deposits	TRANS-PAC NATIONAL BK	PP600XGA1	240,000	1.05	1.05	100.00	621	240,621
Maturity	3/22/2017	3/22/2017	Commercial Paper	MERCK & CO INC	58934AQN9	15,000,000	0.00	0.64	100.00	-	15,000,000
Maturity	3/23/2017	3/23/2017	U.S. Treasuries	TREASURY BILL	912796KP3	75,000,000	0.00	0.47	100.00	-	75,000,000
Maturity	3/23/2017	3/23/2017	U.S. Treasuries	TREASURY BILL	912796KP3	110,000,000	0.00	0.39	100.00	-	110,000,000
Maturity	3/24/2017	3/24/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDP30	26,000,000	0.82	0.36	100.00	16,571	26,016,571
Maturity	3/27/2017	3/27/2017	Commercial Paper	GENERAL ELECTRIC CO	36960LQT5	25,000,000	0.00	0.81	100.00	-	25,000,000

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Maturity	3/27/2017	3/27/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009ND94	25,000,000	0.96	0.96	100.00	179,333	25,179,333
Maturity	3/28/2017	3/28/2017	Negotiable CDs	TORONTO DOMINION BANK NY	89113EC79	50,000,000	1.25	1.25	100.00	155,883	50,155,883
Maturity	3/29/2017	3/29/2017	Federal Agencies	FED HOME LN DISCOUNT NY	313385DR4	25,000,000	0.00	0.73	100.00		25,000,000
Maturity	3/29/2017	3/29/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DR4	50,000,000	0.00	0.73	100.00		50,000,000
Maturity	3/29/2017	3/29/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDZW5	25,000,000	0.80	0.81	100.00	16,122	25,016,122
Maturity	3/30/2017	3/30/2017	Commercial Paper	COLGATE-PALMOLIVE CO	19416EQW0	35,000,000	0.00	0.75	100.00		35,000,000
Maturity	3/30/2017	3/30/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DS2	50,000,000	0.00	0.70	100.00		50,000,000
Maturity	3/30/2017	3/30/2017	U.S. Treasuries	TREASURY BILL	912796JJ9	100,000,000	0.00	0.42	100.00		100,000,000
Maturity	3/30/2017	3/30/2017	U.S. Treasuries	TREASURY BILL	912796JJ9	100,000,000	0.00	0.42	100.00		100,000,000
Maturity	3/30/2017	3/30/2017	U.S. Treasuries	TREASURY BILL	912796JJ9	100,000,000	0.00	0.43	100.00		100,000,000
Maturity	3/31/2017	3/31/2017	Commercial Paper	COLGATE-PALMOLIVE CO	19416EQX8	25,081,000	0.00	0.75	100.00		25,081,000
Maturity	3/31/2017	3/31/2017	Commercial Paper	JOHNSON & JOHNSON	47816FQX2	31,000,000	0.00	0.80	100.00		31,000,000
Maturity	3/31/2017	3/31/2017	U.S. Treasuries	US TSY NT	912828SM3	50,000,000	1.00	1.07	100.00	250,000	50,250,000
Subtotals						\$1,847,586,000	0.20	0.66	\$	1,035,543	\$1,848,621,543
Interest	3/1/2017	3/1/2018	Federal Agencies	FARMER MAC	3132X0JL6	50,000,000	0.88	0.88	0.00	0.00	218,750
Interest	3/2/2017	6/2/2020	Federal Agencies	FARMER MAC	3132X0AT8	41,000,000	0.92	0.92	0.00	0.00	29,320
Interest	3/2/2017	11/2/2020	Federal Agencies	FARMER MAC	3132X0KR1	25,000,000	0.98	0.98	0.00	0.00	19,045
Interest	3/2/2017	2/2/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEMH0	4,000,000	0.83	0.84	0.00	0.00	2,580
Interest	3/2/2017	2/2/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEMH0	35,000,000	0.83	0.89	0.00	0.00	22,579
Interest	3/2/2017	1/2/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGDM4	25,000,000	0.94	0.94	0.00	0.00	18,267
Interest	3/2/2017	12/2/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGN43	50,000,000	0.94	0.94	0.00	0.00	36,534
Interest	3/2/2017	2/2/2018	Supranationals	INTL FINANCE CORP	45950VFH4	30,000,000	0.80	0.91	0.00	0.00	18,600
Interest	3/3/2017	2/3/2021	Federal Agencies	FARMER MAC	3132X0NQ0	50,000,000	0.90	0.90	0.00	0.00	35,000
Interest	3/3/2017	1/3/2020	Federal Agencies	FARMER MAC	3132X0PG0	50,000,000	0.84	0.84	0.00	0.00	24,549
Interest	3/3/2017	5/3/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEU40	69,000,000	0.82	0.83	0.00	0.00	44,007
Interest	3/3/2017	1/3/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG2V6	25,000,000	0.83	0.83	0.00	0.00	16,139
Interest	3/3/2017	7/3/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NP26	50,000,000	1.16	1.16	0.00	0.00	45,111
Interest	3/5/2017	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	25,000,000	0.82	0.82	0.00	0.00	15,880
Interest	3/5/2017	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	25,000,000	0.82	0.85	0.00	0.00	15,880
Interest	3/5/2017	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	50,000,000	0.82	0.85	0.00	0.00	31,759
Interest	3/5/2017	10/5/2017	Federal Agencies	FANNIE MAE	3135G0F57	25,000,000	0.79	0.83	0.00	0.00	15,296
Interest	3/6/2017	12/6/2017	Negotiable CDs	TORONTO DOMINION BANK NY	89113WQ99	50,000,000	1.25	1.25	0.00	0.00	155,799
Interest	3/8/2017	12/8/2017	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427KJ00	50,000,000	1.25	1.25	0.00	0.00	154,616
Interest	3/8/2017	6/8/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFT2	25,000,000	0.83	0.83	0.00	0.00	16,144
Interest	3/8/2017	6/8/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFT2	50,000,000	0.83	0.83	0.00	0.00	32,289
Interest	3/8/2017	12/8/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGS97	25,000,000	1.05	1.05	0.00	0.00	20,325
Interest	3/8/2017	12/8/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGS97	25,000,000	1.05	1.05	0.00	0.00	20,325
Interest	3/8/2017	12/8/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NL61	50,000,000	1.25	1.25	0.00	0.00	156,354
Interest	3/9/2017	2/9/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFNK9	25,000,000	0.85	0.88	0.00	0.00	16,582
Interest	3/9/2017	8/9/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGED3	25,000,000	0.96	0.96	0.00	0.00	18,624
Interest	3/9/2017	8/9/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGED3	25,000,000	0.96	0.96	0.00	0.00	18,624
Interest	3/10/2017	2/10/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG6Y6	25,000,000	0.82	0.82	0.00	0.00	15,977
Interest	3/10/2017	2/10/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG6Y6	25,000,000	0.82	0.82	0.00	0.00	15,977
Interest	3/11/2017	6/11/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEW48	50,000,000	0.82	0.82	0.00	0.00	31,716
Interest	3/13/2017	11/13/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEBR0	25,000,000	0.80	0.86	0.00	0.00	15,566
Interest	3/14/2017	9/14/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGFQ3	25,000,000	0.88	0.91	0.00	0.00	109,375
Interest	3/14/2017	9/14/2017	Medium Term Notes	IBM CORP	459200GJ4	1,325,000	5.70	1.04	0.00	0.00	37,763

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	3/16/2017	4/16/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEZC7	50,000,000	0.82	0.83	0.00	0.00	31,889
Interest	3/16/2017	8/16/2017	Federal Agencies	FANNIE MAE	3135G0F24	25,000,000	0.78	0.82	0.00	0.00	15,167
Interest	3/17/2017	10/17/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGFK6	25,000,000	0.90	0.90	0.00	0.00	17,543
Interest	3/17/2017	10/17/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGFK6	25,000,000	0.90	0.90	0.00	0.00	17,543
Interest	3/19/2017	3/19/2019	Federal Agencies	FARMER MAC	3132X0ED9	40,000,000	1.06	1.06	0.00	0.00	106,317
Interest	3/19/2017	6/19/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EAUW6	50,000,000	0.86	0.86	0.00	0.00	109,125
Interest	3/19/2017	10/19/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EETS9	30,000,000	0.81	0.81	0.00	0.00	18,913
Interest	3/19/2017	7/19/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBQ7	25,000,000	0.91	0.91	0.00	0.00	17,705
Interest	3/19/2017	7/19/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBQ7	25,000,000	0.91	0.91	0.00	0.00	17,705
Interest	3/20/2017	6/20/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGGC3	25,000,000	0.90	0.90	0.00	0.00	17,511
Interest	3/20/2017	8/20/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX67	50,000,000	0.90	0.90	0.00	0.00	35,022
Interest	3/20/2017	12/19/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NM60	50,000,000	1.29	1.29	0.00	0.00	163,442
Interest	3/21/2017	12/21/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX75	50,000,000	0.97	0.97	0.00	0.00	37,700
Interest	3/22/2017	6/22/2018	Federal Agencies	FARMER MAC	3132X0LZ2	25,000,000	0.84	0.84	0.00	0.00	16,279
Interest	3/22/2017	3/22/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEN71	50,000,000	0.81	0.83	0.00	0.00	31,586
Interest	3/23/2017	8/23/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEFX3	50,000,000	0.83	0.83	0.00	0.00	32,256
Interest	3/23/2017	9/23/2019	Federal Agencies	FREDDIE MAC	3134GAHR8	25,000,000	0.88	0.88	0.00	0.00	54,688
Interest	3/24/2017	7/24/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ECV92	50,000,000	0.82	0.82	0.00	0.00	31,867
Interest	3/24/2017	12/24/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFTX5	100,000,000	1.11	1.11	0.00	0.00	86,290
Interest	3/25/2017	1/25/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG4T9	20,000,000	0.94	0.94	0.00	0.00	14,596
Interest	3/25/2017	1/25/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG4T9	20,000,000	0.94	0.94	0.00	0.00	14,596
Interest	3/25/2017	2/25/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBU8	50,000,000	0.95	0.95	0.00	0.00	37,074
Interest	3/26/2017	3/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEQ86	50,000,000	0.83	0.87	0.00	0.00	97,250
Interest	3/26/2017	3/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEQ86	50,000,000	0.83	0.87	0.00	0.00	97,250
Interest	3/26/2017	3/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFWG8	25,000,000	0.94	0.95	0.00	0.00	18,245
Interest	3/27/2017	9/25/2017	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417HUR5	50,000,000	1.27	1.27	0.00	0.00	156,623
Interest	3/27/2017	9/27/2019	Federal Agencies	FANNIE MAE	3135G0Q30	50,000,000	1.18	1.18	0.00	0.00	295,000
Interest	3/27/2017	1/26/2018	Supranationals	INTL BK RECON & DEVELOP	45905UXQ2	25,000,000	0.90	0.90	0.00	0.00	17,500
Interest	3/28/2017	9/28/2018	Federal Agencies	FEDERAL HOME LOAN BANK	3130A9C90	25,000,000	1.05	1.05	0.00	0.00	131,250
Interest	3/28/2017	9/28/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130A9FR7	103,500,000	0.93	0.93	0.00	0.00	74,946
Interest	3/28/2017	4/21/2017	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233APL7	25,000,000	1.33	1.33	0.00	0.00	25,872
Interest	3/28/2017	12/28/2017	Negotiable CDs	WESTPAC BANKING CORP NY	96121T2D9	50,000,000	1.29	1.29	0.00	0.00	50,188
Interest	3/29/2017	3/29/2019	Federal Agencies	FANNIE MAE	3136G3FC4	6,250,000	1.00	1.00	0.00	0.00	31,250
Interest	3/29/2017	9/29/2017	Federal Agencies	FREDDIE MAC	3137EADL0	25,000,000	1.00	1.22	0.00	0.00	125,000
Interest	3/30/2017	6/29/2017	Public Time Deposits	UMPQUA BANK	PP7C0E3S1	240,000	0.79	0.79	0.00	0.00	468
Interest	3/31/2017	4/1/2017	Money Market Funds	FIDELITY INST GOV FUND	31607A703	225,956,062	0.54	0.54	0.00	0.00	111,795
Interest	3/31/2017	4/1/2017	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	25,422,953	0.51	0.51	0.00	0.00	21,326
Subtotals						\$2,726,694,014	0.92	0.92	\$	-	\$ 3,624,128

Grand Totals	52 Purchases	(5) Sales	(43) Maturities / Calls	4 Change in number of positions



This Page Intentionally Left Blank



Memorandum

Date: May 19, 2017
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 05/23/17 Board Meeting: Preliminary Fiscal Year 2017/18 Budget and Work Program

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The purpose of this memorandum is to present the Transportation Authority’s preliminary Fiscal Year (FY) 2017/18 annual budget and work program and seek input. The proposed budget and work program will come back to the Board for adoption in June.</p>	<p><input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Procurement <input type="checkbox"/> Other:</p> <hr/>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

DISCUSSION

Update. Since the presentation of the preliminary FY 2017/18 annual budget at the April CAC meeting and based on continued discussions with project sponsors, we have increased the Prop K capital projects budget by \$25 million. This change is primarily due to the delay in what were anticipated to be FY 2016/17 expenditures for the San Francisco Municipal Transportation Agency’s (SFMTA) Radio Communications System & Computer-Aided Dispatch Replacement (\$18.8 million) and Central, Control and Communications (\$4.7 million) projects. The SFMTA is using other funding sources first, therefore pushing these expenditures into FY 2017/18. The impact of this change will increase our total capital projects cost to \$273.4 and decrease our fund balance to \$59.4 million. We will continue to monitor capital spending closely during the upcoming year through a combination of cash flow needs for allocation reimbursements, progress reports, and conversations with project sponsors, particularly for our largest grant recipient, the SFMTA.

Background. Pursuant to State statutes (California Public Utilities Code Sections 131000 et seq.) the Transportation Authority must adopt an annual budget by June 30 of each year. As called for in the Transportation Authority’s Fiscal Policy (Resolution 16-56) and Administrative Code (Ordinance 16-01), the Board shall set both the overall budget parameters for administrative and capital expenditures, the spending limits on certain line items, as well as adopt the budget prior to June 30 of each year.

Organization. The Transportation Authority’s preliminary FY 2017/18 Work Program includes activities in five major functional areas that are overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects delivery support and oversight, 3) Planning, 4) Technology, Data &

Analysis and 5) Finance and Administration. These categories of activities are organized to efficiently address the Transportation Authority's designated mandates, including overseeing the Prop K Sales Tax Expenditure Plan, functioning as the Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program and administering the \$10 Prop AA vehicle registration fee. Our organizational approach also reflects the principle that all activities at the Transportation Authority contribute to the efficient delivery of transportation plans and projects, even though many activities are funded with a combination of revenue sources and in coordination with a number of San Francisco agencies as well as federal, state and regional agencies.

The Transportation Authority is segregating its functions as the Treasure Island Mobility Management Agency (TIMMA) as a separate legal and financial entity effective July 1, 2017. The TIMMA FY 2017/18 Budget and Work Program will be presented to the TIMMA Board as a separate item at its June meeting.

Attachment 1 contains a description of the Transportation Authority's preliminary work program for FY 2017/18. Attachment 2 displays the preliminary budget in a format described in the Transportation Authority's Fiscal Policy. The division of revenues and expenditures into the Sales Tax program, CMA program, TFCA program and Prop AA program in Attachment 2 reflects the four distinct Transportation Authority responsibilities and mandates. Attachment 3 shows a more detailed version of the proposed budget and Attachment 4 provides additional descriptions of line items in the budget.

Revenues. Total revenues are projected to be \$130.8 million and are budgeted to decrease by an estimated \$6.6 million from the FY 2016/17 Amended Budget, or 4.8%, which is primarily due to the substantial completion of the I-80/Yerba Buena Island Interchange Improvement construction project in October 2016, funded by federal and state grant funds.

Sales tax revenues, net of interest earnings, are projected to be \$106.5 million, or 81.5% of revenues, is a decrease of \$1.7 million from the sales tax revenues expected to be received by the Transportation Authority in FY 2016/17. Sales tax revenues have recovered from the FY 2009/10 low; however, FY 2017/18 is projecting a slight decrease compared to prior year based on indications of a recent slowdown in San Francisco's economy, as well as across the state and nation.

Expenditures. Total expenditures are projected to be about \$360.6 million. Of this amount, capital project costs, most of which are awarded as grants to agencies like the SFMTA, are \$273.4 million. Capital projects costs are 75.84% of total projected expenditures, with 2.7% of expenditures budgeted for administrative operating costs, and 21.5% for debt service and interest costs. Capital expenditures in FY 2017/18 of \$273.4 million are budgeted to increase by \$39.9 million, or 17.1%, from the FY 2016/17 Amended Budget, which is primarily due to an anticipated higher capital expenditures for the Prop K program overall.

Debt service costs of \$77.6 million are for costs related to the continuation of the Revolving Credit Agreement and for a proposed \$300 million sales tax revenue bond that includes a re-financing \$46 million of the \$140 million Revolving Credit Agreement with a sales tax revenue bond. The intention of re-financing is to preserve our ability to quickly access cash in the Revolving Credit Agreement, if needed. This line item also includes debt issuance costs and related underwriter fees funded from bond proceeds.

Other Sources and Uses. The Other Financing Sources (Uses) section of the Line Item Detail for the FY 2017/18 budget includes inter-fund transfers (for example between the sales tax and CMA funds). These transfers represent the required local match or appropriation of Prop K to federal grants

Agenda Item 14

such as the Surface Transportation Program and South of Market Freeway Ramp Intersection Safety Improvement Study (also known as Vision Zero Ramps). In addition, the estimated level of sales tax capital expenditures for FY 2016/17 and FY 2017/18 will likely trigger the need to issue a fixed rate bond up to a maximum of \$300 million in the beginning of FY 2017/18. While the 2013 Strategic Plan anticipated the bond, the precise timing of the bond issue will depend on our analyses of Prop K capital project cash needs and our ongoing analysis of credit market conditions. We will continue to monitor and forecast capital spending closely during the upcoming year through a combination of evaluating cash flow needs for allocation reimbursements, project delivery progress reports and conversations with project sponsors, particularly our largest grant recipient, the San Francisco Municipal Transportation Agency. The size and duration of needed financing will be easier to forecast following receipt of FY 2016/17 third quarter invoices. We will bring a separate request for approval to issue the proposed \$300 million sales tax revenue bond in the next few months

Fund Balance. The budgetary fund balance is generally defined at the difference between assets and liabilities, and the ending balance is based on previous year's audited fund balance plus the current year's budget amendment and the budgeted year's activity. There is a positive amount of \$84.4 million in total fund balances, as a result of the anticipated debt issuance.

Next Steps. The preliminary FY 2017/18 budget will be presented for information to the Board in May. The final proposed FY 2017/18 Annual Budget and Work Program will be presented to the Citizens Advisory Committee in May, and the Transportation Authority Board in June. A public hearing will precede consideration of the FY 2017/18 Annual Budget and Work Program at the Transportation Authority's June 13 Board meeting.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Preliminary Work Program
- Attachment 2 – Preliminary Budget
- Attachment 3 – Preliminary Budget – Line Item Detail
- Attachment 4 – Line Item Descriptions



The Transportation Authority's preliminary Fiscal Year (FY) 2017/18 Work Program includes activities in five major divisions overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects, 3) Planning, 4) Technology, Data and Analysis, and 5) Finance and Administration. The Executive Director's office is responsible for directing the agency in keeping with the annual Board-adopted goals, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director's office is responsible for regular and effective communications with the Board, the Mayor's Office, San Francisco's elected representatives at the state and federal levels and the public, as well as for coordination and partnering with other city, regional, state and federal agencies.

The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: serving as the transportation sales tax administrator and Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program and administering the \$10 Prop AA vehicle registration fee. The Transportation Authority is also operating as the Treasure Island Mobility Management Agency (TIMMA). The TIMMA FY 2017/18 Work Program will be presented to the TIMMA Board as a separate item. Our work program also reflects the multi-disciplinary and collaborative nature of our roles in planning, funding and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

PLAN

Long-range, countywide transportation planning and CMA-related policy, planning and coordination are at the core of the agency's planning functions. In FY 2017/18, we will continue to implement recommendations from the 2013 San Francisco Transportation Plan (SFTP), while we advance Connect SF (previously known as the Long-Range Transportation Planning Project) as part of our multi-agency partnership with the San Francisco Municipal Transportation Agency (SFMTA), Planning Department, and others. This will include transit and freeway modal studies, as well as a continued emphasis on demand management policies. We will also continue to further corridor, neighborhood and community-based transportation plans under our lead, while supporting efforts led by others.

We will undertake new planning efforts meant to inform and respond to emerging trends and policy areas (e.g. transportation network companies and autonomous vehicles). This strategic area of focus for our planning work includes planning for mobility as a service (MaaS) and "active congestion management," such as the mobility management work on Treasure Island. Active congestion management encompasses the planning, design, implementation, and potentially regulation or operation of infrastructure or operational tools to optimize travel demand across modes for a given area in real time.

Most of the FY 2017/18 activities listed below are strong multi-divisional efforts, often lead by the Planning Division in close coordination with Transportation, Data and Analysis; Capital Projects; and the Policy and Programming Divisions. Proposed activities include:

Active Congestion Management:

- Freeway Corridor Management Study (FCMS) Phase 2: Complete Phase 2 corridor planning study in close coordination with city, regional and state agencies to advance a feasible set of near-term freeway management projects for US 101 and I-280 corridors, including potential managed lanes connecting San Francisco to San Mateo and Santa Clara counties along US 101. Advance initial SF corridor through Caltrans project development process and initiate environmental review Participate in the Metropolitan Transportation Commission's (MTC's) Managed Lanes Implementation Study and position SF's corridor for Regional Measure 3 (RM3) and Senate Bill 1 (SB1) funds (e.g. Congested Corridor

Program).

- Bay Area Rapid Transit (BART) Perks: Complete an evaluation of the travel incentives pilot program conducted in partnership with BART. The pilot program tested the use of incentives to shift peak period travel demand into San Francisco on BART, using gamification and technology to generate changes in travel patterns.

SFTP Implementation and Board Support:

- Geary Corridor Bus Rapid Transit (BRT) Environmental Clearance and Design Support: Complete federal environmental review of the Geary Corridor BRT Final Environmental Impact Statement (FEIS), transition project lead to the SFMTA, support the SFMTA's efforts to enter the project into the Federal Transit Administration's Small Starts program to secure federal funds, and provide engineering support and oversight as the SFMTA advances design of the near-term and core BRT projects.
- Neighborhood Transportation Improvement Program: Continue implementation of the sales tax-funded Neighborhood Transportation Improvement Program (NTIP), identified as a new equity initiative in the 2013 SFTP. We will continue to work closely on identification and scoping of new NTIP planning and capital efforts, including advancing recommendations from recently completed plans, in coordination with Board members and SFMTA's NTIP Coordinator, as well as to monitor and provide support to underway NTIP efforts led by other agencies.
- Vision Zero Ramps Study: Complete Phase 1 and continue Phase 2 of the Freeway Ramp Vision Zero Safety Assessment of pedestrian, bicycle, and vehicle conflicts and road safety on local San Francisco streets associated with I-80 on- and off- ramps, including developing recommendations for 10 ramps. Phase 1 is funded by a District 6 NTIP Planning grant. Phase 2 is funded by a Caltrans Partnership Planning grant.
- Late Night Transportation Study Phase II: In partnership with the San Francisco Entertainment Commission and the Office of Economic and Workforce Development (OEWD), we have led several elements of the Late Night Transportation Study Phase II. This year we will advance service recommendations and support transit operators and stakeholders in advocating for funding (RM3, SB1, MTC Lifeline Transportation Program (LTP)) to implement needed services. We will also explore ways to potentially partner with private mobility services to serve late-night needs.

Long Range, Countywide, and Inter-Jurisdictional Planning:

- SFTP Update: In collaboration with San Francisco agencies and regional partners, complete a minor update of the 2013 SFTP in parallel with the completion of Plan Bay Area 2040 and as one of the early deliverables of Connect SF. This work includes, reporting on relevant transportation and demographic trends, progress implementing recommendations since the last update, incorporating new sector work performed by the Transportation Authority and others, and updating project costs and funding.
- Emerging Mobility Services & Technologies: This year we will complete our policy study in collaboration with the SFMTA, to establish a policy framework, objectives, and metrics to evaluate potential impacts and assess whether and how new mobility services and transportation technologies, including autonomous vehicles, are helping San Francisco meet its primary SFTP goals related to healthy environment, livability, economic competitiveness, and state of good repair in addition to other transportation lenses such as equity and affordability. The outputs of this project will serve



as a policy memorandum supporting Connect SF and the next update of the SFTP, as well as shaping current policy initiatives in this area.

- Support Statewide and Regional Planning Efforts: Continue to support studies at the state and regional levels including the California High-Speed Rail Authority's Environmental Impact Report, the California State Transportation Agency's Statewide Rail Plan, Caltrans' Transportation Plan and Statewide Bicycle Plan and Transit Plans.

Transportation Forecasting and Analysis:

- Travel Forecasting and Analysis for Transportation Authority Studies: Provide modeling, data analysis, technical advice and graphics services to support efforts such as SFTP, subsequent phases of FCMS, Treasure Island program, the Congestion Management Program (CMP), Emerging Mobility Services and Technology transit ridership and traffic congestion impact studies, and Travel Demand Management strategy effectiveness research.
- Modeling Service Bureau: Provide modeling, data analysis, and technical advice to city agencies and consultants in support of many projects and studies. Expected service bureau support this year for partner agencies and external parties is to be determined.
- Data Warehouse and Research Support: Continue to serve as a data resource for city agencies, consultants, and the public and enhance data management and dissemination capabilities by initiating implementation of a data warehouse and visualization tools to facilitate easy access to travel data, review and querying of datasets, and supporting web-based tools for internal and external use. Analyze and publish important results from the 2012 California Household Travel Survey. Support researchers working on topics that complement and enhance our understanding of travel behavior. Potential topics include: gather and analyze trip data on Transportation Network Companies and acquire or partner with private big data sources; explore the fusion of multiple geographic data sources such as cell phone data with transit fare card, vehicle location, and passenger data; investigate bicycle route choice data before and after the implementation of bicycle infrastructure projects.
- Model Consistency/Land Use Allocation: Complete the requirements for model consistency in coordination with MTC as a part of the CMP update. Participate in Bay Area Model Users Group. Continue supporting the refinement of the Bay Area land use growth allocation model with the Planning Department, the Association of Bay Area Governments (ABAG) and MTC. Coordinate land use analysis activities in cooperation with these same agencies.
- Travel Demand Model Enhancements: Continue to implement SF-CHAMP and Dynamic Traffic Assignment model improvements, with special emphasis on transit reliability and model performance. In conjunction with MTC and the Puget Sound Regional Council, continue development of a dynamic transit assignment model that will enhance our ability to analyze the impacts of service reliability and crowding on transit trip-making. In collaboration of MTC, the San Diego Association of Governments, Puget Sound Regional Council, and ARC, continue development of an open-source activity-based travel demand model platform.

FUND

The agency was initially established to serve as the administrator of the Prop B half-cent transportation sales tax (superseded by the Prop K transportation sales tax in 2003). This remains one of the agency's core functions, which has been complemented and expanded upon by several other roles which have

subsequently been taken on including acting as the administrator for Prop AA and the TFCA County Program, and serving as CMA for San Francisco. We serve as a funding and financing strategist for San Francisco projects; we advocate for discretionary funds and legislative changes to advance San Francisco project priorities; provide support to enable sponsors to comply with timely-use-of-funds and other grant requirements; and seek to secure new sources of revenues for transportation-related projects and programs. The work program activities highlighted below are typically led by the Policy and Programming Division with support from all agency divisions.

Fund Programming and Allocations: Administer the Prop K sales tax, Prop AA vehicle registration fee, and TFCA programs, which the agency directly allocates or prioritizes projects for grant funding; oversee calls for projects and provide project delivery support and oversight for the LTP, One Bay Area Grant (OBAG), and county share State Transportation Improvement Program in our role as CMA. Provide technical, strategic and advocacy support for a host of other fund programs, such as the new revenues to be generated and distributed under SB1, the State's Cap-and-Trade and Active Transportation Programs, and federal competitive grant programs. Notable efforts planned for FY 2017/18 include:

- Prop K Strategic Plan Model Update: The Prop K Strategic Plan model is the financial planning tool that guides implementation of the sales tax program. In preparation for the 2018 Strategic Plan and 5-Year Prioritization Program quadrennial updates, we will be exploring the potential to fund another cycle of Neighborhood Transportation Improvement Program grants and administration, as well as upgrading the model to increase functionality and make it more user friendly and easier to maintain for Policy and Programming Division staff.
- Prop K Customer Service and Efficiency Improvements: This ongoing multi-division initiative will continue to improve the Transportation Authority's processes to make them more user friendly and efficient for both internal and external customers, while maintaining a high level of transparency and accountability appropriate for administration of voter-approved revenue measures. Planned improvements include design and implementation of an online allocation request form, upgrades to mystreetsf.com – our interactive project map, and ongoing enhancements to the Portal – our web-based grants management database used by our staff and project sponsors.
- Implement the 2017 Prop AA Strategic Plan: We will work closely with project sponsors and continue to support delivery of projects underway, as well as advance new projects with funds programmed in the 2017 Prop AA Strategic Plan (pending approval by the Board in May)..
- OBAG Cycle 2: In March 2017 we released a call for projects for \$42.3 million in OBAG 2 funds. Project applications were due to us in April 2017, and we anticipate our programming recommendations will be submitted to MTC in mid-2017. In the fall, we will work to advance our project priorities through the MTC approval process and work with project sponsors to obligate the FY 2017/18 federal funds.
- LTP and Community Based Transportation Plans (CBTPs): In late summer 2017 we anticipate MTC will approve LTP guidelines enabling us to program an estimated \$2.5 million in LTP funds through a competitive call for projects, with project priorities due to MTC by the end of 2017. MTC will also embark upon a new round of CBTP funding, and we anticipate we will receive approximately \$175,000 to update some of our existing CBTPs in Communities of Concern or to implement new ones.
- Federal-Aid Sponsor Support and Streamlining Advocacy: Our staff will continue to provide expertise in grants administration for federally funded projects and to play a leadership role in supporting regional



efforts to streamline the current federal-aid grant processes and provide input to new guidelines being promulgated as a result of the federal Fixing America's Surface Transportation (FAST) Act.

Capital Financing Program Management: Jointly led by the Finance and Administration Division and the Policy and Programming Division, and in close coordination with our Financial Advisors, we will continue to provide effective and efficient management of our debt program to enable accelerated delivery of sales-tax funded capital projects at the lowest possible cost to the public. We anticipate issuing a sales tax revenue bond in the first half of the fiscal year, and using the bond to re-finance the recent \$46 million Revolver draw and to finance anticipated capital expenditures over the next three years.

Plan Bay Area 2040: As CMA, continue to coordinate San Francisco's input to Plan Bay Area 2040 during the final stage of project approval in summer 2017. After Plan adoption, engage in subsequent implementation efforts around affordable housing, economic vitality, and resilience. This involves close coordination with San Francisco agencies, the Mayor's office, and our ABAG and MTC Commissioners, as well as coordination with Bay Area CMAs, regional transit agencies and other community stakeholders.

SB1: Engage with state and regional agencies to coordinate advocacy as the program guidelines are developed in order to ensure a fair distribution of revenues that is beneficial to San Francisco's interests. Seek discretionary funding for our agency's priorities, particularly with regard to our Treasure Island work and US 101/280 Express Lanes, and support other City and regional agencies' applications. Ensure our Board and MTC Commissioners are engaged in the process of prioritizing funds.

New Revenue Advocacy: Advocate for San Francisco priorities and new local, regional, state and federal funds by providing Board member staffing, issue advocacy at various venues (such as at MTC committees, Bay Area CMA meetings, and SPUR) and ongoing coordination with, and appearances before, the MTC, California Transportation Commission, and federal agencies. Notable efforts planned for FY17/18 include:

- **RM3:** We will continue to lead efforts to set priorities for an additional bridge toll on state owned bridges to fund projects that alleviate congestion on bridge corridors.
- **Task Force 2045:** Work closely with our Board members, the Mayor's Office, the SFMTA and key stakeholders to target the 2018 ballot for consideration of a new local revenue measure.

Legislative Advocacy: We will continue to monitor and take positions on state legislation affecting San Francisco's transportation programs, and develop strategies for advancing legislative initiatives beneficial to San Francisco's interests and concerns at the state and federal level. Working with other toll operators through the California Toll Operations Committee, we will identify and engage in legislative efforts to support our future Treasure Island work and other managed lanes efforts. Our advocacy builds off of SFTP recommendations, the agency's adopted legislative program (e.g. includes Vision Zero, new revenue, and project delivery advocacy), and is done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other city and regional agencies.

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

DELIVER

The timely and cost-effective delivery of Transportation Authority-funded transportation projects and programs requires a multi-divisional effort, led primarily by the Capital Projects Division with support from other divisions. As in past years, the agency focuses on providing engineering support and overseeing the delivery of the Prop K sales tax major capital projects, such as the Presidio Parkway, the SFMTA's Central Subway, Radio Replacement and facility upgrade projects; the Transbay Transit Center/Caltrain Downtown Extension; and Caltrain Electrification. The agency is also serving as lead agency for the delivery of certain projects, such as the I-80/Yerba Buena Island (YBI) Interchange Improvement Project and I-280/Balboa Park Area Freeway Ramps projects, which typically are multi-jurisdictional in nature and often involve significant coordination with the Caltrans. Key delivery activities for FY 2017/18 include the following:

Transportation Authority – Lead Construction:

- I-80/YBI West Bound (WB) On-Off Ramps Project and YBI Bridge Structures: Continue to lead construction of new I-80/YBI WB on-off ramps on the east side of YBI. Construction activities for the I-80/East Side YBI Ramps Improvement Project began in February 2014 and are anticipated to be complete in late 2017. Work with Caltrans, BATA, Treasure Island Development Authority (TIDA), and the U.S. Coast Guard on implementation (supplemental environmental analysis, final design and right of way certification) of the YBI west bound on-off ramps (Phase 2) Southgate Road Realignment project. Continue supplemental environmental analysis, final engineering and design of the West Side Bridges and prepare for construction. Prepare for Construction Manager/General Contractor (CM/GC) implementation of the West Side Bridges project. Continue coordination activities with Caltrans, BATA, the OEWD and TIDA.
- Presidio Parkway Project: Continue supporting Caltrans through the final stages of project delivery of the Phase 2 project, including landscaping components. Work with Caltrans to ensure compliance with conditions associated with prior allocations of federal economic stimulus funds; actively assist Caltrans with oversight of the public-private partnership (P3) contract including implementation of various programs outlined in the contract such as the Workforce Development Program and the Underutilized Disadvantaged Business Enterprise Program. In FY 2017/18, we anticipate completing the P3 study that is comparing the effectiveness of delivering Phase 1 of the project using the more traditional design-bid-build model, with Phase 2 which is being delivered as a P3. We anticipate construction close-out for Phase 2 by spring 2018.

Transportation Authority – Lead Project Development:

- Quint-Jerrold Connector Road: Coordinate with city agencies on right of way issues with Union Pacific Railroad and Caltrain and advance design and support the Quint Street Bridge Replacement project.

Transportation Authority – Project Delivery Support:

- Caltrain Early Investment Program and California High-Speed Rail Program: Coordinate with the California High-Speed Rail Authority (CHSRA) and city agencies on high-speed rail issues affecting the city; work with Caltrain, MTC, the Mayor's Office and other Peninsula and regional stakeholders to monitor and support delivery of the Caltrain Early Investment Program including the Communications Based Overlay Signal System and Electrification projects. Continue to work closely with aforementioned stakeholders to fully fund electrification and support delivery of the blended system to the Peninsula corridor that extends to the new Transbay Transit Center.
- Central Subway: Project management oversight; scope/cost/schedule and funding assessment and strategy.
- Transbay Transit Center/Caltrain Downtown Extension: Project management oversight and provide support for



Board member participation on other oversight bodies (Transbay Joint Powers Authority, Board of Supervisors), assist with funding assessment and strategy and participate on Planning Department-led Railyard Alternatives and I-280 Boulevard Feasibility Study.

- Van Ness Avenue BRT: Oversee SFMTA construction efforts including environmental compliance and general project oversight. Work closely with SFMTA and an inter-agency project team to maintain project integrity and quality while controlling budget and schedule.
- Vision Zero: Continue to support the Vision Zero Committee and agency staff in delivering the program of projects that will enable San Francisco to achieve the goal of Vision Zero.
- Engineering Support: Provide engineering support, as needed, for other Transportation Authority-led planning and programming efforts.

TRANSPARENCY & ACCOUNTABILITY

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

- Board Operations and Support: Staff Board meetings including standing and ad hoc committees, Vision Zero Committee and Treasure Island Mobility Management Agency meetings.
- Audits: Prepare, procure, and manage fiscal compliance and management audits.
- Budget, Reports and Financial Statements: Develop and administer Transportation Authority budget, including performance monitoring, internal program and project tracking. Monitor internal controls and prepare reports and financial statements.
- Accounting and Grants Management: Maintain payroll functions, general ledger and accounting system, including paying, receiving and recording functions. Manage grants and prepare invoices for reimbursement.
- Debt Management and Oversight: Monitor financial and debt performance, analyze finance options and develop recommendations, issuing and managing debt.
- Systems Integration: Ongoing enhancement and maintenance of the enterprise resource planning system (business management and accounting software) to improve accounting functions, general ledger reconciliations and financial reporting, as well as enabling improved data sharing with the Portal (web-based grants management database used by agency staff and project sponsors).
- Contract Support: Oversee procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated Memoranda of Agreement and Understanding.
- Disadvantaged Business Enterprise and Local Business Enterprise: Administer program, review and update policy for any new state and federal requirements, conduct outreach and review applications and award certifications.
- Communications and Community Relations: Execute the agency's communications strategy with the general

Attachment 1
Preliminary Fiscal Year 2017/18 Annual Work Program



public, the agency's board, various interest groups and other government agencies. This is accomplished through various means, including fostering media and community relations, developing strategic communications plans for projects and policy initiatives, disseminating agency news and updates through 'The Messenger' newsletter, supporting public outreach and helping coordinate events to promote the agency's work. This year the agency plans to develop an agency-wide strategic communications plan to institutionalize best practices. We will also continue participating in racial equity training and multi-agency working groups.

- **Website Maintenance:** Update content and maintain and enhance interactive project delivery reporting features such as the mystreetsf.com project map.
- **Policies:** Maintain and update Administrative Code, Rules of Order, fiscal, debt, procurement, investment, travel, and other policies.
- **Human Resources:** Administer recruitment, personnel and benefits management and office procedures. Conduct or provide training for staff. Advance agency workplace excellence initiatives through staff working groups, training and other means.
- **Office Management and Administrative Support:** Maintain facilities and provide procurement of goods and services and administration of services contracts. Staff front desk reception duties. Provide assistance to the Clerk of the Board as required with preparation of agenda packets and minutes, updates to website and clerking meetings.
- **Legal Issues:** Manage routine legal issues, claims and public records requests.
- **Information Technology:** Provide internal development and support; maintain existing technology systems including phone and data networks; develop new collaboration tools to further enhance efficiency and technological capabilities; and expand contact management capabilities.

**San Francisco County Transportation Authority
Attachment 2
Preliminary Fiscal Year 2017/18 Annual Budget**



Preliminary Annual Budget by Fund		Vehicle		Preliminary Budget Fiscal Year 2017/18	Increase/ (Decrease)	Amended Budget Fiscal Year 2016/17
Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Registration Fee For Transportation Improvements Program			
Revenues:						
Sales Tax Revenues	\$ 106,530,189	\$ -	\$ -	\$ 106,530,189	\$ (1,688,950)	\$ 108,219,139
Vehicle Registration Fee	-	-	4,834,049	4,834,049	-	4,834,049
Interest Income	201,748	-	1,698	287,571	(47,135)	334,706
Federal/State/Regional Revenues	-	18,396,590	737,931	19,134,521	(4,783,609)	23,918,130
Other Revenues	2,000	-	-	2,000	(65,207)	67,207
Total Revenues	106,733,937	18,396,590	739,629	130,788,330	(6,584,901)	137,373,231
Expenditures:						
Capital Project Costs	250,472,242	16,493,328	645,660	273,368,530	39,991,051	233,377,479
Administrative Operating Costs	6,486,127	2,954,049	46,003	9,683,951	691,295	8,992,656
Debt Service	77,590,968	-	-	77,590,968	55,264,301	22,326,667
Total Expenditures	334,549,337	19,447,377	691,663	360,643,449	95,946,647	264,696,802
Other Financing Sources (Uses):						
	328,888,704	1,050,787	-	329,939,491	283,603,656	46,335,835
Net Change in Fund Balance	\$ 101,073,304	\$ -	\$ 47,966	\$ 100,084,372	\$ 181,072,108	\$ (80,987,736)
Budgetary Fund Balance, as of July 1	\$ (45,667,323)	\$ -	\$ (47,966)	\$ (40,650,870)	N/A	\$ 40,382,935
Budgetary Fund Balance, as of June 30	\$ 55,405,981	\$ -	\$ -	\$ 59,433,502	N/A	\$ (40,604,801)

Note: As of July 1, 2017, TIMMA will be a separate legal and financial entity from the Transportation Authority. The TIMMA FY2017/18 Budget will be presented to the TIMMA Board as a separate item at its June 2017 meeting.

**San Francisco County Transportation Authority
Attachment 3
Preliminary Fiscal Year 2017/18 Budget
Line Item Detail**



	Preliminary Budget by Fund				Preliminary Budget Fiscal Year 2017/18	Increase/ (Decrease)	Amended Budget Fiscal Year 2016/17
	Congestion Management Agency Programs		Transportation Fund For Clean Air Program				
	Sales Tax Program			Vehicle Registration Fee For Transportation Improvements Program			
Revenues:							
Sales Tax Revenues	\$ 106,530,189	\$ -	\$ -	\$ -	\$ 106,530,189	\$ (1,688,950)	\$ 108,219,139
Vehicle Registration Fee	-	-	-	4,834,049	4,834,049	-	4,834,049
Interest Income	201,748	-	1,698	84,125	287,571	(47,135)	334,706
Federal/State/Regional Revenues							
Federal BART Travel Incentives Program	-	27,822	-	-	27,822	(191,504)	219,326
Federal CMAQ Program: eFleet Carsharing Electrified Project	-	-	-	-	-	(11,530)	11,530
Federal CMAQ Program: Transportation Demand Management Partnership Project	-	28,810	-	-	28,810	28,810	-
Federal FHWA Transit Reliability Research	-	-	-	-	-	(48,500)	48,500
Federal Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement	-	10,612,249	-	-	10,612,249	6,937,908	3,674,341
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures	-	2,932,097	-	-	2,932,097	1,725,516	1,206,581
Federal South of Market Freeway Ramp Intersection Safety Improvement Study	-	124,342	-	-	124,342	47,170	77,172
Federal Strategic Highway Research Program	-	77,650	-	-	77,650	258	77,392
Federal Surface Transportation Program 3% Revenue	-	1,833,272	-	-	1,833,272	447,955	1,385,317
State Planning, Programming & Monitoring SB45 Funds	-	667,000	-	-	667,000	220,000	447,000
State Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	1,374,929	-	-	1,374,929	898,879	476,050
Regional Agency Contributions - Model Service Bureau	-	-	-	-	-	(71,257)	71,257
Regional BART - Travel Incentives Program	-	1,800	-	-	1,800	(29,032)	30,832
Regional BATA - I-80/Yerba Buena Island Interchange Improvement	-	291,619	-	-	291,619	(526,119)	817,738
Regional San Francisco (OEVD) - Late Night Transportation	-	100,000	-	-	100,000	100,000	-
Regional San Francisco (Planning, SFMTA) - Travel Demand Modeling Assistance	-	225,000	-	-	225,000	-	225,000
Regional San Francisco (SFMTA) - Alemany Interchange Improvement Study	-	-	-	-	-	(99,670)	99,670
Regional San Francisco (SFMTA) - Commuter Shuttle Hub Study	-	-	-	-	-	(70,027)	70,027
Regional San Francisco (SFMTA) - Lombard Crooked Street Congestion Mgmt System Development	-	100,000	-	-	100,000	100,000	-
Regional San Francisco (SFMTA) - School Transportation Survey	-	-	-	-	-	(45,100)	45,100
Regional Vehicle Registration Fee Revenues (TFCA)	-	-	737,931	-	737,931	(13,393)	751,324
Prior Year Program Revenue Carryover	-	-	-	-	-	(14,183,973)	14,183,973
Other Revenues							
Local Match: City CarShare eFleet Carsharing Electrified	-	-	-	-	-	(195)	195
San Francisco Dept of Environment - Shower Facilities	2,000	-	-	-	2,000	-	2,000
SFMTA - Project Management Training	-	-	-	-	-	(24,800)	24,800
Sublease of Office Space	-	-	-	-	-	(40,212)	40,212
Total Revenues	106,733,937	18,396,590	739,629	4,918,174	130,788,330	(6,584,901)	137,373,231

Note: As of July 1, 2017, TIMMA will be a separate legal and financial entity from the Transportation Authority. The TIMMA FY2017/18 Budget will be presented to the TIMMA Board as a separate item at its June 2017 meeting.

**San Francisco County Transportation Authority
Attachment 3
Preliminary Fiscal Year 2017/18 Budget
Line Item Detail**



	Preliminary Budget by Fund				Preliminary Budget Fiscal Year 2017/18	Increase/ (Decrease)	Amended Budget Fiscal Year 2016/17
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program			
Expenditures:							
Capital Project Costs							
Individual Project Grants, Programs & Initiatives	250,000,000	-	645,660	5,713,370	256,359,030	48,692,191	207,666,839
Technical Professional Services	472,242	16,493,328	-	43,930	17,009,500	(8,701,140)	25,710,640
Administrative Operating Costs							
Personnel Expenditures							
Salaries	2,324,835	1,897,437	31,282	134,485	4,388,039	145,843	4,242,196
Fringe Benefits	1,094,040	892,912	14,721	63,287	2,064,960	68,632	1,996,328
Pay for Performance	194,965				194,965	-	194,965
Non-personnel Expenditures							
Administrative Operations	2,670,287	163,700	-	-	2,833,987	491,320	2,342,667
Equipment, Furniture & Fixtures	150,000	-	-	-	150,000	5,300	144,700
Commissioner-Related Expenses	52,000	-	-	-	52,000	(19,800)	71,800
Debt Service							
Debt Issuance Costs	2,150,000				2,150,000	2,150,000	-
Interest and Fiscal Charges	7,105,133				7,105,133	5,778,466	1,326,667
Revolving Credit Agreement Repayment	22,000,000				22,000,000	1,000,000	21,000,000
Revolving Credit Agreement Re-finance Repayment	46,335,835				46,335,835	46,335,835	-
Total Expenditures	334,549,337	19,447,377	691,663	5,955,072	360,643,449	95,946,647	264,696,802
Other Financing Sources (Uses):							
Transfers in - Prop K Match to Grant Funding		1,050,787			1,050,787	(1,231,346)	2,282,133
Transfers out - Prop K Match to Grant Funding	(1,050,787)				(1,050,787)	1,231,346	(2,282,133)
Face Value of Debt Issued (\$300 million)	253,664,165				253,664,165	253,664,165	-
Sales Tax Revenue Bond Proceeds	46,335,835				46,335,835	46,335,835	-
Revolving Credit Agreement Re-finance	29,939,491				29,939,491	29,939,491	-
Premium on Issuance of Debt						(46,335,835)	46,335,835
Draw on Revolving Credit Agreement							
Total Other Financing Sources (Uses)	328,888,704	1,050,787	-	-	329,939,491	283,603,656	46,335,835
Net Change in Fund Balance	\$ 101,073,304	\$ -	\$ 47,966	\$ (1,036,898)	\$ 100,084,372	\$ 181,072,108	\$ (80,987,736)
Budgetary Fund Balance, as of July 1	\$ (45,667,323)	\$ -	\$ (47,966)	\$ 5,064,419	\$ (40,650,870)	N/A	\$ 40,382,935
Budgetary Fund Balance, as of June 30	\$ 55,405,981	\$ -	\$ -	\$ 4,027,521	\$ 59,433,502	N/A	\$ (40,604,801)

Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency

Fund Reserved for Program and Operating Contingency \$ 10,653,019 \$ - \$ - \$ 483,405 \$ 11,136,424

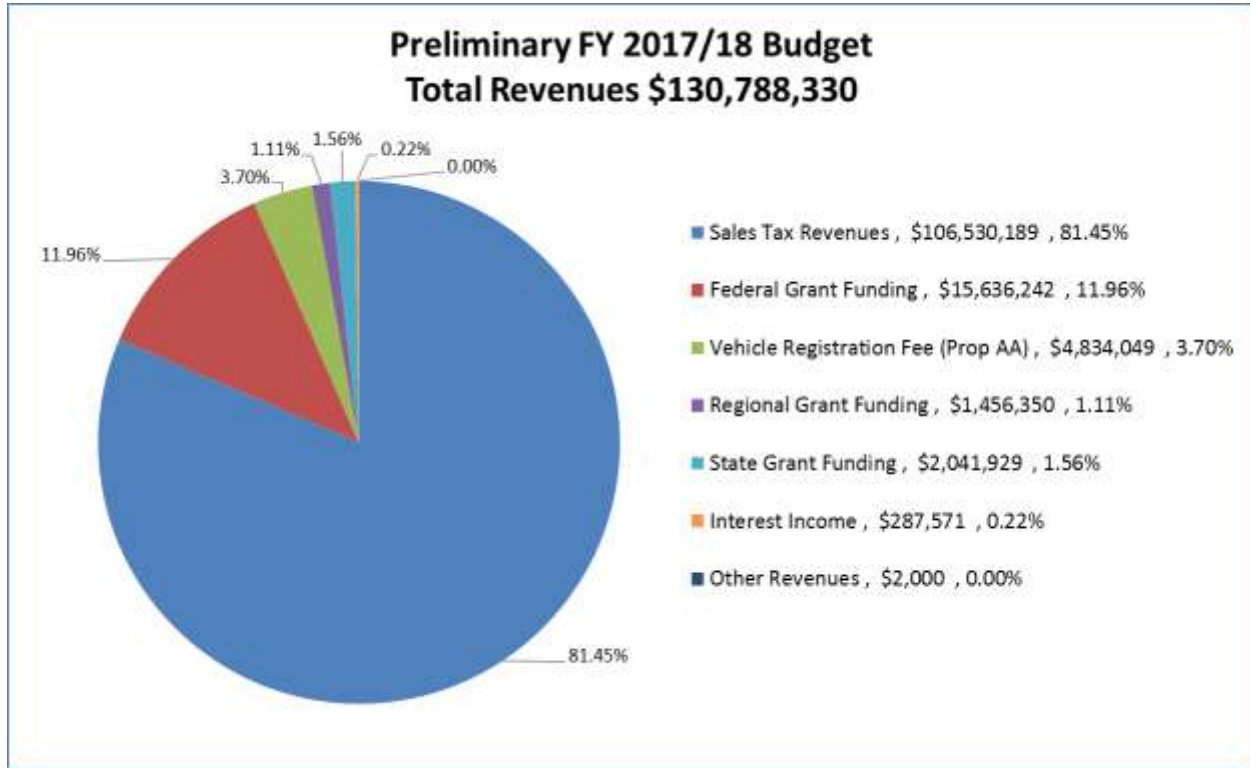
Note: As of July 1, 2017, TIMMA will be a separate legal and financial entity from the Transportation Authority. The TIMMA FY2017/18 Budget will be presented to the TIMMA Board as a separate item at its June 2017 meeting.

Attachment 4
Line Item Descriptions



TOTAL PROJECTED REVENUES.....\$130,788,330

The following chart shows the composition of revenues for the preliminary FY 2017/18 budget.



Prop K Sales Tax Revenues:\$106,530,189

The budgeted revenues for the Sales Tax program are from a voter-approved levy of 0.5% sales tax in the County of San Francisco for transportation projects and programs included in the voter-approved Expenditure Plan. The 2003 Prop K Sales Tax Revenue’s Expenditure Plan 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. Based on Fiscal Year (FY) 2016/17 revenues to date, the Transportation Authority projects FY 2017/18 sales tax revenues to decrease compared to the budgeted revenues for FY 2016/17 by 1.6% or \$1.7 million. The sales tax revenue projection is net of the Board of Equalization’s charges for the collection of the tax and excludes interest earnings budgeted in Interest Income. Sales tax revenues have recovered from the FY 2009/10 low; however, FY 2017/18 is projecting a slight decrease compared to prior year based on indications of a recent slowdown in San Francisco’s economy, as well as across the state and nation.

Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Revenues:\$4,834,049

These revenues (excluding interest earnings budgeted in Interest Income) fund projects that will be delivered under Prop AA’s Expenditure Plan. This measure, approved by San Francisco voters in November 2010, collects an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco. Revenues must be used to fund projects included in the voter-approved Expenditure Plan, such as local road repairs, pedestrian safety improvements, and transit reliability improvements. This

**Attachment 4
Line Item Descriptions**



amount is net of the Department of Motor Vehicle’s charges for the collection of these fees. Prop AA Revenues for FY 2017/18 are based on the Prop AA Strategic Plan.

Interest Income: \$287,571

Most of the Transportation Authority’s investable assets are deposited in the City’s Treasury Pool. Based on the average interest income earned over the past year, the deposits in the Pooled Investment Fund are assumed to earn approximately 0.8% for FY 2017/18. The level of Transportation Authority deposits held in the pool during the year depends on the Prop K capital project reimbursement requests. The budget cash balance consists largely of allocated Prop K funds, which are invested until invoices are received and sponsors are reimbursed. In addition, we are assuming to earn approximately 0.3% interest income on the proposed \$300 million sales tax revenue bond in FY 2017/18.

Congestion Management Agency (CMA) Programs Federal, State and Regional Grant Revenues: \$18,396,590

The CMA program revenues (excluding Other Revenues) for FY 2017/18 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in the Transportation Authority’s role as CMA. The FY 2017/18 budget includes \$15.2 million from federal, state and regional funding for work on the I-80/Yerba Buena Island (YBI) Interchange Improvement Project and YBI Bridge structures (collectively known as YBI Project). CMA revenues are also comprised of federal, state and regional grant funds, including funds received from the Federal Highway Administration, Metropolitan Transportation Commission (MTC), and the California Department of Transportation (Caltrans). Several of these grants are project-specific, such as those for the BART Travel Incentives Program, Strategic Highway Research Program, Transit Reliability Research Project, and South of Market Freeway Ramp Intersection Safety Improvement Study (also known as Vision Zero Ramps project). Other funding sources, such as federal Surface Transportation Program and state Planning, Programming, and Monitoring funds, can be used to fund a number of eligible planning, programming, model development, and project delivery support activities, including the Freeway Corridor Management Study and San Francisco Transportation Plan update. Regional CMA program revenues include technical and travel demand model services provided to City agencies in support of various projects.

Transportation Fund for Clean Air (TFCA) Program Regional Revenues: \$737,931

The TFCA Vehicle Registration Fee Revenues (excluding interest earnings included in Interest Income above) are derived from a \$4 surcharge on vehicles registered in the nine Bay Area counties and must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. Budgeted revenues are based on a funding estimate provided by the Bay Area Air Quality Management District, which administers these revenues.

Other Revenues: \$2,000

Other revenues budgeted in FY 2017/18 include a nominal contribution from the San Francisco Department of Environment for shared office space.

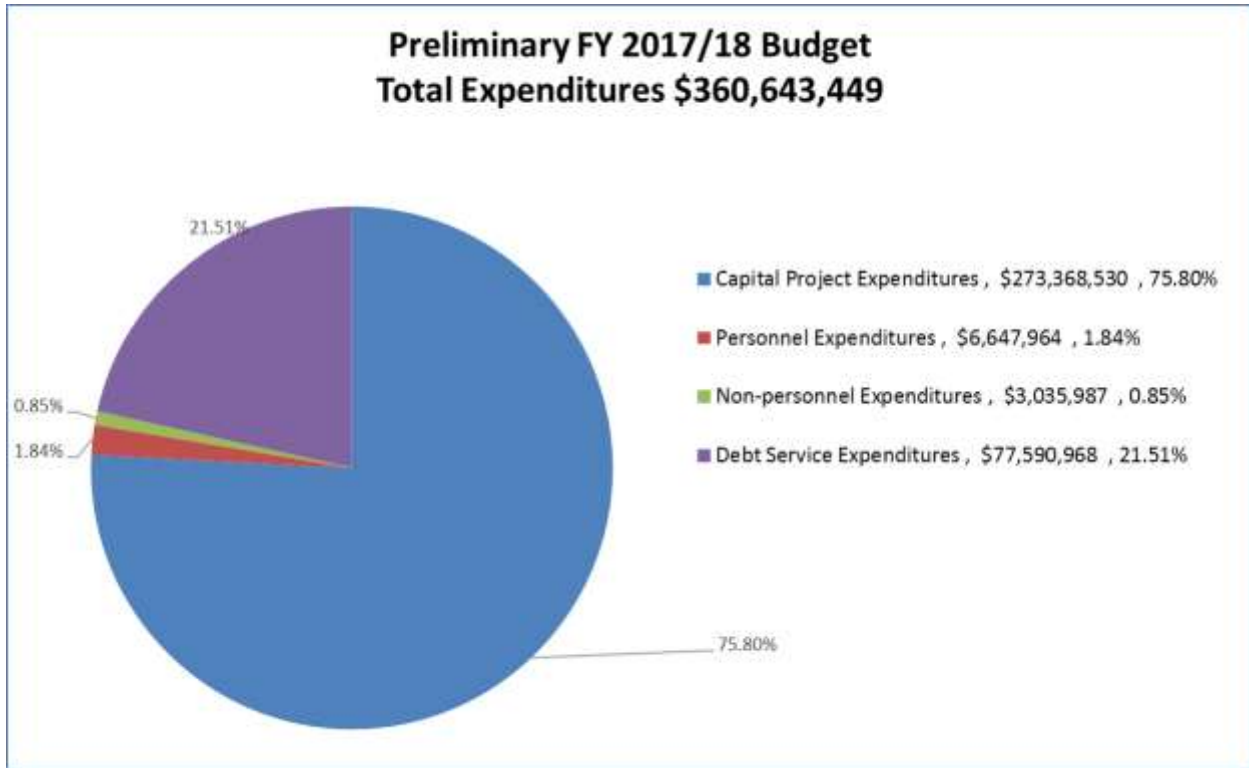
TOTAL PROJECTED EXPENDITURES\$360,643,449

The Transportation Authority’s Total Expenditures projected for the budget year are comprised of Capital Expenditures of \$273.4 million, Administrative Operating Expenditures of \$9.7 million, and Debt Service Expenditures of \$77.6 million.

Attachment 4
Line Item Descriptions



The following chart shows the composition of expenditures for the preliminary FY 2017/18 budget.



CAPITAL EXPENDITURES.....\$273,368,530

Capital expenditures in FY 2017/18 are budgeted to increase from the FY 2016/17 Amended Budget by an estimated 17.1%, which is primarily due to an anticipated higher capital expenditures for the Prop K program overall, most of which are awarded as grants to agencies like the San Francisco Municipal Transportation Agency (SFMTA). Project expenditures by Program Fund are detailed below.

Sales Tax Program Expenditures:.....\$250,472,242

The estimate for sales tax capital expenditures reflects a combination of estimated cash flow needs for existing allocations based on review of reimbursements, project delivery progress reports and conversations with project sponsors, as well as anticipated new allocations estimated for FY 2017/18. The anticipated largest capital project expenditures include the SFMTA’s vehicle procurements, Radio Communications System & Computer-Aided Dispatch Replacement and Central, Control and Communications projects.

CMA Programs Expenditures:.....\$16,493,328

This line item includes staff time and technical consulting services such as planning, programming, engineering, design, environmental, or programming services, which are needed in order to fulfill the Transportation Authority’s CMA responsibilities under state law. Included are various planning efforts and projects such as the Geary Corridor Bus Rapid Transit project, Freeway Corridor Management Study, San Francisco Transportation Plan update, Strategic Highway Research Program, South of Market Freeway Ramp Intersection Safety Improvement Study (also known as Vision Zero Ramps),

Attachment 4
Line Item Descriptions



and travel demand model services. Also included is the additional construction and engineering activities for the YBI Bridge Structures and YBI Southgate Road Realignment Improvement project, which is supported by federal and state funding.

TFCA Program Expenditures:..... \$645,660

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Bay Area Air Quality Management District, with the Transportation Authority serving as the County Program Manager for San Francisco. These monies must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The TFCA capital expenditures program includes carryover prior year projects with multi-year schedules as well as projects not anticipated to be completed in FY 2016/17. It also includes an estimate for expenditures for the FY 2017/18 program of projects, which is scheduled to be approved by the Board in June 2017.

Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Expenditures: \$5,757,300

This line item includes projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Expenditure Plan, the revenues will be used for design and construction of local road repairs, pedestrian safety improvements, transit reliability improvements, and travel demand management projects. The Prop AA capital expenditures include new FY 2017/18 projects based on the approved Prop AA Strategic Plan, and carryover prior year projects with multi-year schedules as well as projects not anticipated to be completed in FY 2016/17. The largest capital project expenditures include the Brannan Street Pavement Renovation project, the Broadway Chinatown Streetscape Improvement project, and the Muni Metro Station Enhancements project.

ADMINISTRATIVE OPERATING EXPENDITURES \$9,683,951

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

Personnel:..... \$6,647,964

Personnel costs are budgeted at a higher level by 3.3% compared to the FY 2016/17 Amended Budget. In December 2016, through Resolution 17-17, the Board approved a staff reorganization plan to address staff capacity and sustainability issues given the ongoing ambitious work programs, Board interest in expanding and enhancing certain aspects of the work program and are needed to support our agency’s role as the Treasure Island Mobility Management Agency. The reorganization plan included adding five new positions, raising the agency’s total staff from 41 to 46 full time equivalents, and reclassification of two positions. The FY 2017/18 budget reflects the addition of two of the five approved new positions and two promotions. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any annual pay increase. Transportation Authority employees are not entitled to cost of living increases. All salary adjustments are determined by the Executive Director based on merit only.

Non-Personnel: \$3,035,987

This line item includes typical operating expenditures for office rent, telecommunications, postage, materials and office supplies, printing and reproduction equipment and services, and other administrative support requirements for all Transportation Authority activities, along with all administrative support contracts, whether for City-supplied services, such as the City Attorney legal

**Attachment 4
Line Item Descriptions**



services and the Department of Technology cablecast services, or for competitively procured services (such as auditing, legislative advocacy, outside computer system support, etc.). Also included are funds for ongoing maintenance and operation of office equipment; computer hardware; licensing requirements for computer software; and an allowance for replacement furniture and fixtures. This line item also includes Commissioner meeting fees, and compensation for Commissioners' direct furniture, equipment and materials expenditures. Non-personnel expenditures in FY 2017/18 are budgeted to increase from the FY 2016/17 Amended Budget by an estimated 18.6%, which is primarily due an increase in office rent, additional legal services related to the Geary Corridor Bus Rapid Transit project, financial advisory services related to the Strategic Plan model update, and independent analysis and oversight services.

DEBT SERVICE EXPENDITURES..... \$77,590,968

In June 2015, the Transportation Authority substituted its \$200 million commercial paper notes (Limited Tax Bonds), Series A and B with a \$140 million tax-exempt revolving credit loan agreement (Revolver Credit Agreement). By 2021, it is expected that the Revolving Credit Loan, which financed past capital expenditures, will be fully repaid. As of April 10, 2017, \$140 million of the Revolving Credit Agreement is outstanding. This line item also assumes a continuation of the current Revolving Loan Agreement and a \$22 million repayment against the outstanding \$140 million balance.

Debt service expenditures in FY 2017/18 are budgeted to increase by \$55.3 million from prior year, which is primarily due to re-financing \$46 million of Revolving Credit Agreement with a proposed sales tax revenue bond. The intention of re-financing is to preserve our ability to quickly access cash in the Revolving Credit Agreement, if needed. This line item also includes debt issuance costs and related underwriter fees funded from bond proceeds.

OTHER FINANCING SOURCES/USES.....\$329,939,491

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2017/18 budget includes inter-fund transfers (for example between the sales tax and CMA funds). These transfers represent the required local match or appropriation of Prop K to federal and state grants such as the Surface Transportation Program and Vision Zero Ramps. In addition, the estimated level of sales tax capital expenditures for FY 2016/17 and FY 2017/18 will likely trigger the need to issue a fixed rate bond up to a maximum of \$300 million in the beginning of FY 2017/18. The proposed \$300 million sales tax revenue bond will be paying approximately \$254 million of planned capital expenditures, based on the 2013 Strategic Plan, and re-financing the \$46 million of Revolving Credit Agreement drawn down in April 2017 per Resolution 17-26. While the 2013 Strategic Plan anticipated the bond, the precise timing of the bond issue will depend on our analyses of Prop K capital project cash needs and our ongoing analysis of credit market conditions. We will continue to monitor and forecast capital spending closely during the upcoming year through a combination of evaluating cash flow needs for allocation reimbursements, project delivery progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA. The size and duration of needed financing will be easier to forecast following receipt of FY 2016/17 third quarter invoices. We will bring a separate request for approval to issue the proposed \$300 million sales tax revenue bond in the next few months.

BUDGETARY FUND BALANCE FOR CONTINGENCIES..... \$11,136,424

The Transportation Authority's Fiscal Policy directs that the Transportation Authority shall allocate not less than five percent (5%) and up to fifteen percent (15%) of estimated annual sales tax revenues as a hedge against an emergency occurring during the budgeted fiscal year. In the current economic climate, a budgeted fund balance of \$10.7 million, or 10% of annual projected sales tax revenues, is

Attachment 4
Line Item Descriptions



set aside as a program and operating contingency reserve. The Transportation Authority has also set aside \$483,405 or about 10% as a program and operating contingency reserve respectively for the Prop AA Program.