



## RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2017/18 BUDGET

WHEREAS, In June 2017, through approval of Resolution 17-56, the Transportation Authority adopted the Fiscal Year (FY) 2017/18 Annual Budget and Work Program; and

WHEREAS, The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred; and

WHEREAS, Revenue and expenditure revisions are related to several capital project costs, administrative operating costs, and debt service reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, Transportation Fund for Clean Air Program, Vehicle Registration Fee for Transportation Improvements Program, and Treasure Island Mobility Management Agency Program and impacted the following projects: Interstate 80/Yerba Buena Island Ramps Interchange Improvement and Bridge Structures projects; 101/280 Managed Lanes; 19<sup>th</sup> Ave Combined City Project & Lombard Street Vision Zero projects; Bay Area Rapid Transit Travel Incentives Program; D10 Mobility Management Study; Emerging Mobility Services & Technologies; Hub and Civic Center Travel Demand Modeling; Late Night Transportation; Lombard Crooked Street Congestion Management System Development; Solano County Water Transit Plan Travel Demand Modeling; South of Market Freeway Ramp Intersection Safety Improvement Study; Transportation Network Companies Research; Treasure Island Mobility Management Agency; Strategic Highway Research Program; and other revenues and expenditures need to be updated from the original estimates contained in the adopted FY 2017/18 budget, as shown in Attachment 1; and

WHEREAS, At its March 28, 2018 meeting, the Citizens Advisory Committee considered the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority's adopted FY 2017/2018 budget is hereby



amended to decrease revenues by \$6,843,543, increase expenditures by \$34,672,238 and decrease other financing sources by \$59,806,486 for a total net decrease in fund balance of \$101,322,267 as shown in Attachment 1.

Attachment:

1. Proposed Fiscal Year 2017/18 Budget Amendment

**San Francisco County Transportation Authority**  
**Attachment I**  
**Proposed Fiscal Year 2017/18 Budget Amendment**



**Proposed Budget Amendment by Fund**

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Amendment Fiscal Year 2017/18	Increase/ (Decrease)	Adopted Budget Fiscal Year 2017/18
<b>Revenues:</b>								
Sales Tax Revenues	\$ 104,271,926	\$ -	\$ -	\$ -	\$ -	\$ 104,271,926	\$ (2,258,263)	\$ 106,530,189
Vehicle Registration Fee	-	-	-	4,834,049	-	4,834,049	-	4,834,049
Interest Income	627,418	-	1,683	3,853	-	632,954	345,383	287,571
Program Revenues	1,342,655	13,962,810	737,931	-	1,522,170	17,565,566	(4,972,123)	22,537,689
Other Revenues	43,460	-	-	-	-	43,460	41,460	2,000
<b>Total Revenues</b>	<b>106,285,459</b>	<b>13,962,810</b>	<b>739,614</b>	<b>4,837,902</b>	<b>1,522,170</b>	<b>127,347,955</b>	<b>(6,843,543)</b>	<b>134,191,498</b>
<b>Expenditures:</b>								
Capital Project Costs	251,112,187	10,822,952	933,921	3,488,603	925,951	267,283,614	(8,704,465)	275,988,079
Administrative Operating Costs	6,072,690	4,204,720	46,003	241,702	596,219	11,161,334	436,396	10,724,938
Debt Service	120,531,275	-	-	-	-	120,531,275	42,940,307	77,590,968
<b>Total Expenditures</b>	<b>377,716,152</b>	<b>15,027,672</b>	<b>979,924</b>	<b>3,730,305</b>	<b>1,522,170</b>	<b>398,976,223</b>	<b>34,672,238</b>	<b>364,303,985</b>
<b>Other Financing Sources (Uses):</b>	<b>269,068,143</b>	<b>1,064,862</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>270,133,005</b>	<b>(59,806,486)</b>	<b>329,939,491</b>
<b>Net Change in Fund Balance</b>	<b>\$ (2,362,550)</b>	<b>\$ -</b>	<b>\$ (240,310)</b>	<b>\$ 1,107,597</b>	<b>\$ -</b>	<b>\$ (1,495,263)</b>	<b>\$ (101,322,267)</b>	<b>\$ 99,827,004</b>
Budgetary Fund Balance, as of July 1	\$ 19,004,989	\$ -	\$ 430,670	\$ 9,095,341	\$ -	\$ 28,531,000	N/A	\$ (40,650,870)
Budgetary Fund Balance, as of June 30	\$ 16,642,439	\$ -	\$ 190,360	\$ 10,202,938	\$ -	\$ 27,035,737	N/A	\$ 59,176,134



# Memorandum

**Date:** March 28, 2018  
**To:** Transportation Authority Board  
**From:** Cynthia Fong – Deputy Director for Finance and Administration  
**Subject:** 04/10/18 Board Meeting: Proposed Fiscal Year 2017/18 Budget Amendment

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Adopt a motion of support for amendment of the adopted Fiscal Year (FY) 2017/18 budget to decrease revenues by \$6,843,543, increase expenditures by \$34,672,238 and decrease other financing sources by \$59,806,486 for a total net decrease in fund balance of \$101,322,267.</p> <p><b>SUMMARY</b></p> <p>Every year we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2017, through Resolution 17-56, the Board adopted the FY 2017/18 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2017/18 Budget. Our Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2017/18 Budget be amended as shown in Attachment 1.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input checked="" type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contracts</li> <li><input type="checkbox"/> Procurement</li> <li><input type="checkbox"/> Other:</li> </ul> <hr/>
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**DISCUSSION**

**Background.** The budget revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original budget approval, and adjust for unforeseen expenditures. The budget revision is also an opportunity for us to revise revenue projections and expenditure line items to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

**Discussion.** The budget revision reflects a decrease of \$6,843,543 in revenues, increase of \$34,672,238 in expenditures and decrease of \$59,806,486 in other financing sources for a total net decrease of \$101,322,267 in fund balance. These revisions include carryover expenditures from the prior period. The effect of the amendment on the adopted FY 2017/18 Budget (in the aggregate line item format specified in the Fiscal Policy) is shown in Attachments 1 and 2. The detailed budget explanations by line item are included in Attachment 3.

## Agenda Item 10

Revenue and expenditure revisions are related to sales tax revenue, several capital project costs, administrative operating costs, and debt service reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, Transportation Fund for Clean Air Program; Vehicle Registration Fee for Transportation Improvements Program, and Treasure Island Mobility Management Agency Program and impacted the following projects: Interstate 80/Yerba Buena Island Ramps Interchange Improvement and Bridge Structures projects; 101/280 Managed Lanes; 19<sup>th</sup> Ave Combined City Project & Lombard Street Vision Zero projects; Bay Area Rapid Transit Travel Incentives Program, D10 Mobility Study; Emerging Mobility Services & Technologies; Hub and Civic Center Travel Demand Modeling; Late Night Transportation; Lombard Crooked Street Congestion Management System Development; Solano County Water Transit Plan Travel Demand Modeling; South of Market Freeway Ramp Intersection Safety Improvement Study; Transportation Network Companies Research; Treasure Island Mobility Management Agency; Strategic Highway Research Program; and other revenues and expenditures need to be updated from the original estimates contained in the adopted FY 2017/18 budget.

We propose that the adopted FY 2017/18 Budget be amended as shown in Attachment 1.

### **FINANCIAL IMPACT**

If approved, the proposed amendment to the FY 2017/18 Budget would decrease \$6,843,543 in revenues, increase expenditures by \$34,672,238 and decrease other financing sources by \$59,806,486 for a total net decrease in fund balance of \$101,322,267 in fund balance as described above.

### **CAC Position**

The CAC considered this item at its March 28, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Proposed Fiscal Year 2017/18 Budget Amendment

Attachment 2 – Proposed Fiscal Year 2017/18 Budget Amendment Line Item Detail

Attachment 3 – Fiscal Year 2017/18 Budget Amendment Explanations

**San Francisco County Transportation Authority**  
**Attachment 2**  
**Proposed Fiscal Year 2017/18 Budget Amendment**  
**Line Item Detail**



**Proposed Budget Amendment by Fund**

	Proposed Budget Amendment by Fund					Proposed Budget Amendment Fiscal Year 2017/18	Increase/ (Decrease)	Adopted Budget Fiscal Year 2017/18
	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			
<b>Revenues:</b>								
Sales Tax Revenues	\$ 104,271,926	\$ -	\$ -	\$ -	\$ -	\$ 104,271,926	\$ (2,258,263)	\$ 106,530,189
Vehicle Registration Fee	-	-	-	4,834,049	-	4,834,049	-	4,834,049
Interest Income	627,418	-	1,683	3,853	-	632,954	345,383	287,571
Program Revenues								
Federal Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	24,928	24,928	(1,803,240)	1,828,168
Federal BART Travel Incentives Program	-	51,764	-	-	-	51,764	23,942	27,822
Federal CMAQ Program: Transportation Demand Management Partnership Project	-	28,810	-	-	-	28,810	-	28,810
Federal Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement	-	7,044,212	-	-	-	7,044,212	(3,568,037)	10,612,249
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures	-	1,888,657	-	-	-	1,888,657	(1,043,440)	2,932,097
Federal South of Market Freeway Ramp Intersection Safety Improvement Study	-	97,008	-	-	-	97,008	(27,334)	124,342
Federal Strategic Highway Research Program	-	145,378	-	-	-	145,378	67,728	77,650
Federal Surface Transportation Program 3% Revenue and Augmentation	-	2,260,706	-	-	-	2,260,706	427,434	1,833,272
State Planning, Programming & Monitoring SB45 Funds	-	667,000	-	-	-	667,000	-	667,000
State Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	550,582	-	-	-	550,582	(824,347)	1,374,929
Regional AB 1171 - Presidio Parkway (MTC)	1,242,655	-	-	-	-	1,242,655	1,242,655	-
Regional BART - Travel Incentives Program	-	1,445	-	-	-	1,445	(355)	1,800
Regional BATA - I-80/Yerba Buena Island Interchange Improvement	-	378,296	-	-	-	378,296	86,677	291,619
Regional San Francisco (OEVD) - Late Night Transportation	-	1,393	-	-	-	1,393	(98,607)	100,000
Regional San Francisco (Planning) - Hub and Civic Center Travel Demand Modeling	-	39,837	-	-	-	39,837	39,837	-
Regional San Francisco (Planning, SFMTA) - Travel Demand Modeling Assistance	-	225,000	-	-	-	225,000	-	225,000
Regional San Francisco (SFMTA) - Alemany Interchange Improvement Study	100,000	-	-	-	-	100,000	100,000	-
Regional San Francisco (Public Works) - 19th Ave Combined City Project & Lombard St VZ Project	-	147,423	-	-	-	147,423	147,423	-
Regional San Francisco (SFMTA) - Lombard Crooked Street Congestion Mgmt System Development	-	-	-	-	-	-	(100,000)	100,000
Regional San Francisco (SFMTA) - Treasure Island Mobility Management Agency	-	-	-	-	95,017	95,017	20,017	75,000
Regional San Mateo County Transportation Authority - 101/280 Managed Lanes	-	123,125	-	-	-	123,125	123,125	-
Regional WETA - Solano Water Transit Plan Travel Demand Modeling	-	20,000	-	-	-	20,000	20,000	-
Regional TIDA - Treasure Island Mobility Management Agency	-	-	-	-	1,402,225	1,402,225	(97,775)	1,500,000
Regional TIDA - Yerba Buena Island Bridge Structures	-	167,476	-	-	-	167,476	167,476	-
Regional Vehicle Registration Fee Revenues (TFCA)	-	-	737,931	-	-	737,931	-	737,931
Contributions from Schmidt Family Foundation/The 11th Hour Project - TNC Research	-	50,000	-	-	-	50,000	50,000	-
Contributions from Toyota Mobility Foundation - D10 Mobility Study	-	74,698	-	-	-	74,698	74,698	-
Other Revenues								
San Francisco Dept of Environment - Shower Facilities	2,000	-	-	-	-	2,000	-	2,000
Sublease of Office Space	41,460	-	-	-	-	41,460	41,460	-
<b>Total Revenues</b>	<b>106,285,459</b>	<b>13,962,810</b>	<b>739,614</b>	<b>4,837,902</b>	<b>1,522,170</b>	<b>127,347,955</b>	<b>(6,843,543)</b>	<b>134,191,498</b>

**San Francisco County Transportation Authority**  
**Attachment 2**  
**Proposed Fiscal Year 2017/18 Budget Amendment**  
**Line Item Detail**



	Proposed Budget Amendment by Fund					Proposed Budget Amendment Fiscal Year 2017/18	Increase/ (Decrease)	Adopted Budget Fiscal Year 2017/18
	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			
<b>Expenditures:</b>								
Capital Project Costs								
Individual Project Grants, Programs & Initiatives	250,000,000	-	933,921	3,488,603	-	<b>254,422,524</b>	(1,936,506)	256,359,030
Technical Professional Services	1,112,187	10,822,952	-	-	925,951	<b>12,861,090</b>	(6,767,959)	19,629,049
Administrative Operating Costs								
Personnel Expenditures								
Salaries	2,001,969	2,509,933	31,282	164,357	360,489	<b>5,068,030</b>	-	5,068,030
Fringe Benefits	942,103	1,181,145	14,721	77,345	169,642	<b>2,384,956</b>	-	2,384,956
Pay for Performance	194,965	-	-	-	-	<b>194,965</b>	-	194,965
Non-personnel Expenditures								
Administrative Operations	2,731,653	513,642	-	-	61,888	<b>3,307,183</b>	436,396	2,870,787
Equipment, Furniture & Fixtures	150,000	-	-	-	-	<b>150,000</b>	-	150,000
Commissioner-Related Expenses	52,000	-	-	-	4,200	<b>56,200</b>	-	56,200
Debt Service								
Debt Issuance Costs	2,051,579	-	-	-	-	<b>2,051,579</b>	(98,421)	2,150,000
Interest and Fiscal Charges	3,479,696	-	-	-	-	<b>3,479,696</b>	(3,625,437)	7,105,133
Revolving Credit Agreement Repayment	69,000,000	-	-	-	-	<b>69,000,000</b>	47,000,000	22,000,000
Revolving Credit Agreement Re-finance Repayment	46,000,000	-	-	-	-	<b>46,000,000</b>	(335,835)	46,335,835
<b>Total Expenditures</b>	<b>377,716,152</b>	<b>15,027,672</b>	<b>979,924</b>	<b>3,730,305</b>	<b>1,522,170</b>	<b>398,976,223</b>	<b>34,672,238</b>	<b>364,303,985</b>
<b>Other Financing Sources (Uses):</b>								
Transfers in - Prop K Match to Grant Funding	-	1,064,862	-	-	-	<b>1,064,862</b>	(243,293)	1,308,155
Transfers out - Prop K Match to Grant Funding	(1,064,862)	-	-	-	-	<b>(1,064,862)</b>	243,293	(1,308,155)
Face Value of Debt Issued								
Sales Tax Revenue Bond Proceeds	205,660,000	-	-	-	-	<b>205,660,000</b>	(48,004,165)	253,664,165
Revolving Credit Agreement Re-finance	42,590,000	-	-	-	-	<b>42,590,000</b>	(3,745,835)	46,335,835
Premium on Issuance of Debt	21,883,005	-	-	-	-	<b>21,883,005</b>	(8,056,486)	29,939,491
<b>Total Other Financing Sources (Uses)</b>	<b>269,068,143</b>	<b>1,064,862</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>270,133,005</b>	<b>(59,806,486)</b>	<b>329,939,491</b>
<b>Net Change in Fund Balance</b>	<b>\$ (2,362,550)</b>	<b>\$ -</b>	<b>\$ (240,310)</b>	<b>\$ 1,107,597</b>	<b>\$ -</b>	<b>\$ (1,495,263)</b>	<b>\$ (101,322,267)</b>	<b>\$ 99,827,004</b>
Budgetary Fund Balance, as of July 1	\$ 19,004,989	\$ -	\$ 430,670	\$ 9,095,341	\$ -	\$ 28,531,000	N/A	\$ (40,650,870)
Budgetary Fund Balance, as of June 30	\$ 16,642,439	\$ -	\$ 190,360	\$ 10,202,938	\$ -	\$ 27,035,737	N/A	\$ 59,176,134
<u>Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency</u>								
Fund Reserved for Program and Operating Contingency	\$ 10,427,193	\$ -	\$ -	\$ 483,405	\$ -	\$ 10,910,598		

**Attachment 3**

**San Francisco County Transportation Authority  
Fiscal Year (FY) 2017/18 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
1.	Sales Tax Revenue	\$106,530,189	\$(2,258,263)	\$104,271,926	Based on FY 2017/18 sales tax revenues earned through January 2018, we project sales tax revenues to decrease compared to the budgeted revenues for FY 2017/18 by 2.17% or \$2.26 million. This projection is aligned with the San Francisco Controller's Office's projection that FY 2017/18 sales tax revenue will decrease as compared to actual revenues earned in FY 2016/17.
2.	Interest Income	287,571	345,383	632,954	In November 2017, we issued Sales Tax Revenue Bonds with the total face amount of \$248.25 million. Interest income has increased due to the investment of proceeds from the bond sale and interest rates have changed from 1.19% to 1.72% over the past eight months in the City's Treasury Pool. This amendment increases Interest Income by \$345,383.
3.	Treasure Island Mobility Management Agency (TIMMA)	\$3,403,168	(1,880,998)	1,522,170	The original work scope for FY 2017/18 included issuance of the Request for Proposals for a System Integrator, launch of System Integration work, and completion of Civil Engineering Design. Since adoption of the original work scope and budget, the developer, Treasure Island Community Development (TICD), estimated a delay in the Treasure Island construction schedule of at least 18 months. Therefore, System Integration should not proceed until FY 2018/19. The estimated contributions from federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) funds need to be updated to reflect the reduced work scope and need in this fiscal year. The costs will be incurred and the revenue realized in FY 2018/19. At the same time, we expect to execute the federal ATCMTD grant funding agreement this fiscal year and launch the Autonomous Vehicle (AV) Shuttle pilot project, funded by ATCMTD funds with matching funds from the Treasure Island Development Authority (TIDA). This amendment adds the cost and revenues associated with the launch of the AV Shuttle pilot. In aggregate, this amendment will decrease Federal Revenues by \$1,803,240 and Regional Revenues by \$77,758. Corresponding Capital Project – Technical Professional Services



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**San Francisco County Transportation Authority  
Fiscal Year (FY) 2017/18 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
					Expenditures will decrease by \$1,693,598, Administrative Operating – Non-personnel Costs will increase by \$25,088, and Administrative Operating – Personnel Costs will shift from TIMMA Program to Sales Tax Program by \$469,856 for a total decrease of \$2,138,366 in expenditures.
4.	BART Travel Incentives Program	29,622	23,587	53,209	We are partnering with the BART District on a pilot project to address train crowding in downtown San Francisco, by incentivizing riders to shift their travel off the peak period. Modeling activities relating to analyzing the effects of the BART Perks program were deferred to the first half of FY 2017/18. This amendment increases Federal Revenues by \$23,942 and decreases BART operating revenues by \$355. Corresponding Capital Project – Technical Professional Services Expenditures will increase by \$23,587.
5.	I-80/YBI Improvement Project	12,278,797	(4,305,707)	7,973,090	We are working jointly with TIDA on the development of the I-80/YBI Ramps Improvement Project. In FY 2016/17, the scope of the project was expanded to include 1) construction activities for the I-80/YBI Ramps project; 2) Vista Point improvements and associated coordination with the opening of the bicycle and pedestrian path on the east span of the San Francisco-Oakland Bay Bridge; and 3) Southgate Road Realignment Improvements. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic. To expedite the design and environmental documentation of the Southgate Road Realignment Improvements project, Metropolitan Transportation Commission (MTC) is taking the lead as the contracting agency for the design consultant contract. During the design process, a number of environmental challenges and design issues have been encountered and completion of the project design plans have been delayed. As a result, construction, which was anticipated to start in FY 2017/18, has been delayed to FY 2018/19. In addition, budgeted revenues from the prior fiscal year's anticipated reimbursements have been deferred to the current fiscal year. Revenues collected 60 days after June 30, 2017 for FY 2016/17 services are

**Attachment 3**

**San Francisco County Transportation Authority  
Fiscal Year (FY) 2017/18 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
					considered as revenue for FY 2017/18. Revenues were collected in September and October 2017. In aggregate, this amendment decreases Federal Revenues by \$3,568,037 and State Revenues by \$824,347 and increases Regional Revenues by \$86,677. Corresponding Capital Project – Technical Professional Services Expenditures will decrease by \$4,305,707.
6.	YBI Bridge Structures	2,932,097	(875,964)	2,056,133	We are also working jointly with TIDA on the seismic retrofit of the YBI Bridge Structures on the west side of the island. The project schedule has been extended to accommodate coordination with and completion of two projects: 1) Southgate Road Realignment Improvements; and 2) Macalla Road/Treasure Island Road reconstruction (being completed by TICD). The West-Side Bridges project is scheduled to begin construction in 2020. In order to coordinate with the Construction Manager/General Contractor (CMGC) project delivery method, a portion of the design and engineering activities for the project is deferred until we have a CMGC contractor onboard, anticipated to be in summer of 2018. TIDA is providing local match to the federal grant funds, and we've modified our agreement with TIDA from a loan agreement to a reimbursement agreement. This amendment decreases Federal Revenues by \$1,043,440 and increases Regional Revenues by \$167,476. Corresponding Capital Project – Technical Professional Services Expenditures will decrease by \$875,964.
7.	South of Market Freeway Ramp Intersection Safety Improvement Project	124,342	(27,334)	97,008	This project will expand upon the work of the Vision Zero Ramp Intersection Study Phase 1 to develop a prioritized set of short-, medium-, and long-term safety improvements at up to 10 ramp intersections in the South of Market area with some of the highest rates of injury collisions in the city. We have shifted budgeted expenditures from FY 2017/18 to FY 2018/19, reflecting a longer project initiation process than expected and more staff and consultant time now expected to be spent later in the study timeline. We still expect to complete the

**Attachment 3**

**San Francisco County Transportation Authority  
Fiscal Year (FY) 2017/18 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
					study by January 2019. This amendment decreases both Federal Revenues and Capital Project – Technical Professional Services Expenditures by \$27,334.
8.	Strategic Highway Research Program	77,650	67,728	145,378	In fall 2014, the Federal Highway Administration (FHWA) awarded us, as part of a three-agency consortium, a \$700,000 grant to implement applied research on transit passenger simulation in a real-world planning environment. At the conclusion of this grant, San Francisco will have a more robust set of tools with which to analyze transit crowding and transit reliability. A portion of the activities in FY 2016/17 was deferred to FY 2017/18 in order to focus resources through the end of FY 2016/17 on other grants with earlier expiration dates. This amendment increases Federal Revenues by \$67,728. Corresponding Administrative Operating - Personnel Costs will shift from Sales Tax Program to CMA Program by \$67,728.
9.	Surface Transportation Program 3% Revenue and Augmentation	1,833,272	427,434	2,260,706	As the CMA for San Francisco, we receive federal Surface Transportation Program (STP3%) funds to support various planning and programming activities, including the San Francisco Transportation Plan and Congestion Management Program updates. The proposed increase in STP3% funds this year is mainly attributed to expanded scope and increased level of effort on three projects, including Transportation Network Companies Research, Emerging Mobility Services and Technologies, and Freeway Corridor Management Study. In January 2018, MTC authorized additional STP3% funds for CMA activities from our share of One Bay Area Grant Program (OBAG) funds, consistent with our 2017 OBAG Board action. This amendment increased Federal Revenues by \$427,434. Corresponding Administrative Operating - Personnel Costs will shift from Sales Tax Program to CMA Program by \$427,434.
10.	Presidio Parkway	-	1,242,655	1,242,655	Budgeted revenues from the prior fiscal year's anticipated reimbursements have been deferred to the current fiscal year. Revenues collected 60 days after June

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**San Francisco County Transportation Authority  
Fiscal Year (FY) 2017/18 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
					30, 2017 for FY 2016/17 services are considered as revenue for FY 2017/18. Revenues were collected in September 2017. This includes \$1,242,655 in revenue reimbursements on the Presidio Parkway Phase I construction costs.
11.	Late Night Transportation	100,000	(98,607)	1,393	In partnership with the San Francisco Entertainment Commission and the Office of Economic and Workforce Development, we have led several elements of the Late Night Transportation Study Phase II. This year we anticipated exploring ways to potentially partner with private mobility services on a pilot program to serve late-night needs. However, during this fiscal year we focused staff resources to complete our EMST policy study in collaboration with the SFMTA, to establish a policy framework, objectives, and metrics prior to pursuing potential EMST pilot programs. This amendment decreases Regional Revenues by \$98,607. Corresponding Capital Project – Technical Professional Services Expenditures will decrease by \$25,000 and Administrative Operating – Personnel Costs will shift from CMA Programs to Sales Tax Programs by \$73,607.
12.	Hub and Civic Center Travel Demand Modeling	-	39,837	39,837	We maintain the “SF-CHAMP” San Francisco Travel Demand Forecasting Model, which is the official transportation modeling tool for San Francisco and is certified as compliant with the Regional Transportation Plan by the MTC. The San Francisco Planning Department seeks to use travel demand projections from SF-CHAMP for analysis of the impacts of street designs within the Hub and Civic Center areas, generally bounded by Octavia, Hayes, 9th, Howard, and 13th streets in the Hub area and Gough, Turk, Market, and Fell streets in the Civic Center area. We have agreed to conduct travel demand forecasting in support of the Planning Department’s efforts related to the Hub/Civic Center Plan project. This amendment increases Regional Revenues by \$39,837. Corresponding Administrative Operating – Personnel Costs will shift from Sales Tax Program to CMA Programs by \$39,837.

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**San Francisco County Transportation Authority  
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No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
13.	19 <sup>th</sup> Ave Combined City Project & Lombard Street Vision Zero Projects	-	\$147,423	\$147,423	San Francisco Public Works (SFPW) is providing funding for our guidance and assistance in the preparation of the Project Study Report-Project Report for the 19 <sup>th</sup> Avenue Combined City and the Lombard Street Vision Zero projects, required by Caltrans as part of the project approval process. This amendment increases Regional Revenues by \$147,423. Corresponding Capital Project – Technical Professional Services Expenditures will increase by \$131,023 and Administrative Operating - Personnel Costs will shift from Sales Tax Programs to CMA Program by \$16,400.
14.	Alemany Interchange Improvement Study	-	100,000	100,000	Budgeted revenues from the prior fiscal year's anticipated reimbursements have been deferred to the current fiscal year. Revenues collected 60 days after June 30, 2017 for FY 2016/17 services are considered as revenue for FY 2017/18. Revenues were collected in October 2017. This includes \$100,000 in revenue reimbursements for Alemany Interchange Improvement Study costs.
15.	Lombard Crooked Street Congestion Management System Development (SFMTA)	100,000	(100,000)	-	On March 21, 2017, the 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). We will utilize NTIP capital funds and other Prop K funds, appropriated through Resolution 17-52 this year, and will defer additional funds from the City's General Fund until FY 2018/19. This amendment decreases both Regional Revenues and corresponding Capital Project – Technical Professional Services Expenditures by \$100,000.
16.	U.S. 101/I-280 Managed Lanes	-	123,125	123,125	The U.S. 101/I-280 Managed Lanes project seeks to increase person throughput, improve travel time and reliability between San Francisco and the Peninsula. We are beginning work on the Project Initiation Document (PID), required by Caltrans, which will refine a suite of alternatives for managed lanes

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					in the U.S. 101/I-280 corridor between 5 <sup>th</sup> and King in downtown San Francisco and San Mateo County. The two counties will enter into a cost-sharing agreement to split the expense of the PID phase. Additional funding from the San Mateo County Transportation Authority increases Regional Revenues and corresponding Capital Project – Technical Professional Services Expenditures by \$123,125.
17.	Solano County Water Transit Plan Travel Demand Modeling	-	20,000	20,000	The Water Emergency Transportation Authority (WETA) seeks to use travel demand projections from SF-CHAMP for the Solano County Prospective Water Transit Services Analysis & Conceptual Plan (the Solano Water Transit Plan) analysis, and we have agreed to conduct travel demand forecasting in support of the WETA and Solano Transportation Authority efforts related to the Solano Water Transit Plan. This amendment increases Regional Revenues by \$20,000. Corresponding Administrative Operating – Personnel Costs will shift from Sales Tax Program to CMA Programs by \$20,000.
18.	D10 Mobility Study	-	74,698	74,698	We are leading the District 10 (Bayview/Southeast sector) Mobility Management study (partially funded by Prop K NTIP funds) which will develop near- and mid-term strategies to improve multimodal transportation options, and mitigate existing and potential future congestion impacts with a view to increasing access and improving neighborhood livability in District 10. The Toyota Mobility Foundation seeks to undertake projects in District 10 to support responsible mobility. This amendment increases Program Revenues by \$74,698. Corresponding Administrative Operating – Personnel Costs will shift from Sales Tax Program to CMA Programs by \$74,698.
19.	Sublease of Office	-	41,460	41,460	We are continuing our sublease agreement with Zurinaga Associates, for a portion of our office space, after approval of a new three-year contract with

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					Zurinaga Associates for on-call project management oversight and general engineering services. This amendment increases Other Revenues by \$41,460.
20.	Transportation Fund for Clean Air Program – Capital Project Costs	645,660	288,252	933,912	Because this program is small and has few active projects at any given time, changes to the timing of cash flow needs for only a few projects can trigger the need to amend the annual capital budget. This fiscal year, higher than expected expenditures are largely attributed to the SFMTA’s Paratransit Sedans project, a new project with projections to invoice more quickly than anticipated in the FY 2017/18 budget, which was done before the annual call for projects was completed. The amendment is also needed due to delay in invoicing for the San Francisco State University Gator Pass project, which we had projected to fully bill in FY 2016/17, but ended up billing in FY 2017/18. This amendment increases Capital Project - Individual Project Grants, Programs & Initiatives Expenditures by \$288,252.
21.	Vehicle Registration Fee for Transportation Improvement Program – Capital Project Costs	5,757,300	(2,268,697)	3,488,603	Delays in expenditures are due primarily to the following projects: 1) SFPW’s Brannan Street Pavement Renovation had a delay in issuing the Notice to Proceed to the contractor due to Contract Administration awaiting the confirmation of submission of escrow bid documents and local hire forms. 2) SFPW’s Haight Street Resurfacing and Pedestrian Lighting project is delayed because SFPW received no bids in response to contract advertisement. SFPW is currently negotiating with qualified contractors to advance the project. 3) SFMTA has delayed finalizing the construction bid documents for the Muni Metro Station Enhancements Phase 1 project to allow additional time during design to refine and maximize the potential work window during construction, and to re-evaluate the location of the wayfinding signage in the stations, some of which is very close to the platform edge. This amendment decreases Capital Project - Individual Project Grants, Programs & Initiatives Expenditures by \$2,268,697.

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22.	Administrative Operating Costs – Non-personnel Expenditures	2,870,787	436,396	3,307,183	Administrative Operating Costs for non-personnel expenditures need to be updated from the original estimates contained in the adopted FY 2017/18 budget. Original estimates did not anticipate higher legal fees for on-going litigation related to the Presidio Parkway and Geary Corridor Bus Rapid Transit projects. This amendment increases Administrative Operating Costs – Non-personnel Expenditures by \$436,396.
23.	Debt Service Expenditures – Interest and Fiscal Charges	7,105,133	(3,625,437)	3,479,696	We initially anticipated issuing \$300 million of sales tax revenue bonds. In September 2017, the Board authorized issuance of bonds in an amount up to \$255 million based on Prop K capital program needs. In November 2017, we competitively sold Sales Tax Revenue Bonds with the total face amount of \$248.25 million. Bond proceeds, bond premiums and interest and fiscal charges came under budget due to the favorable municipal market rates at the time of sale. This amendment decreases Debt Service Expenditures – Interest and Fiscal Charges by \$3,625,437.
24.	Revolving Credit Agreement Repayment	22,000,000	47,000,000	69,000,000	Since interest rates have increased from 1.04% to 1.78% over the past eight months, we are increasing the amount to pay off the revolving credit loan to minimize interest costs. We will continue to monitor capital spending, cash balance and interest rates closely before deciding to accelerate repayment. This amendment increases Revolving Credit Agreement Repayment by \$47,000,000.
25.	Sales Tax Revenue Bond Proceeds and Premium on Issuance of Debt	283,603,656	(59,814,726)	223,788,930	We initially anticipated issuing \$300 million of sales tax revenue bonds. In September 2017, the Board authorized issuance of bonds up to \$255 million based on Prop K capital program needs. In November 2017, we competitively sold Sales Tax Revenue Bonds with the total face amount of \$248.25 million. Bond proceeds, bond premiums and interest and fiscal charges came under budget due to the favorable municipal market rates at the time of sale. This



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					amendment decreases Sales Tax Revenue Bond Proceeds and Premium on Issuance of Debt by \$59,814,726.