



# AGENDA

## CITIZENS ADVISORY COMMITTEE Meeting Notice

**Date:** 6:00 p.m., Wednesday, May 27, 2015

**Location:** 1455 Market Street, 22<sup>nd</sup> Floor

**Members:** Christopher Waddling (Chair), Wells Whitney (Vice Chair), Myla Ablog, Brian Larkin, John Larson, Santiago Lerma, John Morrison, Eric Rutledge, Jacqueline Sachs, Raymon Smith and Peter Tannen

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|------|-------------------------|--|----|
| 6:00 | 1.                      | <b>Committee Meeting Call to Order</b>   |    |
| 6:01 | 2.                      | <b>Chair's Report – INFORMATION</b>  |    |
| 6:05 | <b>Consent Calendar</b> |  |    |
|      | 3.                      | <b>Approve the Minutes of the April 22, 2015 Meeting – ACTION*</b>   | 7  |
|      | 4.                      | <b>Adopt a Motion of Support to Authorize the Executive Director to Execute Annual Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$1,950,000 and to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*</b>   | 11 |
|      |                         | <p>The Transportation Authority contracts with City and County of San Francisco (City) departments and outside firms for certain specialized professional services in areas where factors like costs, work volume, or the degree of specialization required would not justify the use of in-house staff. As summarized in Attachment 1, we are recommending renewing annual contracts for general legal counsel, video production services for Transportation Authority Board and Committee meetings, and exercising an option for on-call program management oversight and general engineering consulting services, in an amount not to exceed \$1,950,000.</p> |    |
|      | 5.                      | <b>Adopt a Motion of Support for the Award of a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Vavrinek, Trine, Day &amp; Co., LLP in an Amount Not to Exceed \$300,000 for Annual Audit Services, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*</b>  | 15 |

Under its fiscal policy, Transportation Authority financial transactions and records are to be audited by an independent certified public accountant (CPA) firm at least annually and a report be submitted to the Transportation Authority Board on the results of the audit. The prior auditing services contract with Macias, Gini & O'Connell LLP will expire on June 30, 2015. The Transportation Authority's policy is to competitively re-bid professional services contracts after five years. Therefore on March 13, 2015, we issued a Request for Proposals (RFP 14/15-04) for annual audit services for a three-year contract covering audit for Fiscal Years 2014/15 through 2016/17, with two additional one-year extension options. By the due date of April 22, we received three responsive bids, which included

both a technical and cost component. Interviews were conducted on May 6 by a selection panel comprised of staff from the Transportation Authority and the City's Controller's Office. Based on this competitive process, the selection panel recommended award of an annual audit services contract to the highest-ranking firm, Vavrinek, Trine, Day & Co., LLP.

- 6. Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$224,600 for a Total Amount Not to Exceed \$596,600, for Planning and Engineering Services for the 19th Avenue/M-Ocean View Project Pre-Environmental Study Phase and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION\*** 19

The Transportation Authority is serving as the procuring agency for the 19th Avenue/M-Ocean View Project Pre-Environmental Study Phase being led by the San Francisco Municipal Transportation Agency (SFMTA). This phase of work continues work started in the Transportation Authority-led 19th Avenue Transit Study (Feasibility Study). The major objectives of this phase are to advance project development to the 5-10% level of engineering and prepare California Department of Transportation (Caltrans) Project Study Report-Project Development Support (PSR-PDS) documentation required given the project's location within Caltrans-owned right-of-way. Substantial progress has been made since initiation of this phase in Summer 2014 with the project team anticipating submittal of the draft PSR-PDS package to Caltrans for review in early Summer 2015. Additional funding is being sought primarily for two reasons: 1) to cover additional costs incurred as a result of an incorrect assumption that the level of engineering work completed in the Feasibility Study was adequate to carry directly into the PSR-PDS; and 2) to conduct additional conceptual engineering work to consider refinements to the southern grade-separated crossing that is essential to conduct in advance of the subsequent environmental review phase of the project. Amendment of the Parsons Brinckerhoff contract is contingent on the approval of additional Prop K funds (a separate item on the CAC's agenda) and on the amendment of Contract No. SFMTA-2014-44 between the Transportation Authority and the SFMTA that provides budget for all Transportation Authority staff and consultant costs dedicated to this phase of the project.

- 7. Internal Accounting Report and Investment Report for the Nine Months Ending March 31, 2015 – INFORMATION\*** 25

The Transportation Authority's Fiscal Policy directs staff to give a quarterly report of expenditures including a comparison to the approved budget. The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented along with the quarterly report. The Internal Accounting Report for the nine months ending March 31, 2015 is presented for information.

- 8. State and Federal Legislative Update – INFORMATION\*** 51

Every month, we provide an update on state and federal legislation and, when appropriate, seek recommendations to adopt new positions on active legislation. The attached matrix tracks the latest activity on state bills and the positions previously adopted by the Transportation Authority. At its May 12 meeting, the Finance Committee recommended a support position on Assembly Bill (AB) 35 (Chiu), AB 1335 (Atkins) and Senate Bill (SB) 413 (Wieckowski), and an oppose position on AB 156 (Perea), AB 1176 (Perea), AB 1336 (Salas) and SB 760 (Mendoza).

- 9. Plan Bay Area 2040 and Call for Projects – INFORMATION**

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments have kicked off their update of Plan Bay Area, the regional transportation plan/sustainable communities strategy adopted in 2013. Plan Bay Area 2040 is a roadmap to help Bay Area cities and counties preserve the character of our diverse communities while adapting to the challenges of future population growth. It is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide more housing and transportation choices and reduce transportation-related pollution in the nine-county Bay Area. (See [planbayarea.org](http://planbayarea.org) for more details.) As the Congestion Management Agency for San Francisco, the Transportation Authority leads the City's involvement in the effort and is charged with submitting San Francisco's project priorities through a call for projects. Public agencies will submit projects for consideration and members of the public are encouraged to share their own ideas at [www.sfcta.org/rtp](http://www.sfcta.org/rtp) by July 17, 2015. At the June CAC meeting we will provide an overview of Plan Bay Area and the call for projects

process. We will bring a proposed list of initial project priorities to the CAC in September prior to submitting it to MTC. This list will be refined over the coming year as our initial funding target will be pared down to a fiscally constrained list as part of development of the preferred scenario for Plan Bay Area 2040.

**10. Update of Citizens Advisory Committee By-Laws- INFORMATION\* 83**

At the April 22, 2015 Citizens Advisory Committee (CAC) meeting, Chair Waddling established a subcommittee to review and propose amendments to the CAC's By-Laws. On May 14, 2015 the subcommittee met and proposed amendments, which consisted of changes needed to align the by-laws with the Transportation Authority's Administrative Code and other non-substantive changes. The sub-committee was chaired by Raymon Smith and included Santiago Lerma and Chris Waddling, as well. A red-lined version of the proposed amendments is attached for information, and will be considered for adoption by the CAC at its June 24 meeting.

**11. Minutes of the May 14, 2015 Subcommittee Meeting – INFORMATION\* 87**

**End of Consent Calendar**

**6:15 12. Adopt a Motion of Support for the Adoption of the Potrero Hill Neighborhood Transportation Plan Final Report – ACTION\* 89**

The Potrero Hill Neighborhood Transportation Plan (NTP) is the result of a community-based planning effort in the southern Potrero Hill neighborhood of San Francisco, and was funded by a California Department of Transportation Environmental Justice Planning grant and a Metropolitan Transportation Commission Community Based Transportation Planning grant. The technical team, led by the Transportation Authority, collaborated with community stakeholders to identify multimodal transportation priorities at the neighborhood scale, prioritizing near-term improvements to improve connectivity across the site and to the broader neighborhood, city, and region. The final recommendations focus on low-cost improvements that could be implemented before the site is redeveloped wholesale through the Rebuild Potrero project. Prioritized projects include pedestrian safety and transit stop enhancements, including transit bulbouts that would be built using non-infrastructure materials (i.e., construction that does not require regrading the street or moving sewer catchbasins). If successful, this innovative feature could be replicated throughout the city, bringing benefits to transit riders more quickly and cost effectively, particularly on streets that are not scheduled for near term repaving. The NTP includes complete funding plans for these enhancements, with allocations from all sources (including Lifeline Transportation Program funds from the Transportation Authority) anticipated by July 2015 and implementation anticipated by early 2016. The NTP also studied a potential shuttle route to improve access across the site and to connect residents with nearby amenities.

**6:25 13. Adopt a Motion of Support for the Allocation of \$40,678,143 in Prop K Funds, with Conditions, and Appropriation of \$162,400 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION\* 93**

As summarized in Attachments 1 and 2, we have sixteen requests totaling \$40,840,543 in Prop K sales tax funds to present to the Citizens Advisory Committee. We are requesting \$12.3 million for allocation to Caltrans as the Prop K portion of a \$276.4 million milestone payment due to the Public Private Partnership concessionaire upon substantial completion of the Presidio Parkway project, which is anticipated this September. There are two NTIP requests. One is for \$150,000 for San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority staff to provide NTIP program support and the other is for \$100,000 for concept development and evaluation of a new north-south multimodal pathway connecting San Bruno Avenue to the Alemany Farmer's Market, and new bicycle lanes along Alemany Boulevard between Putnam Street and Bayshore Boulevard. This is the District 9 NTIP planning project. The remaining projects include ten from the SFMTA: additional funds for pre-environmental work for the proposed Southwest Subway (19<sup>th</sup> Avenue/M Ocean View); procurement of 26 60-ft articulated hybrid-diesel buses; 5 traffic signal related projects, replacement or upgrade of safe-hit posts, green bike lanes and bike boxes; planning funds for the Fiscal Year 2015/16 local-track Traffic Calming program; and an environmental impact report for the 6th Street Pedestrian Safety Improvement Project. San Francisco Public Works is requesting Prop K funds for repair of sidewalks damaged by city street trees (\$514,349) and replacement, establishment, and maintenance of about 1,700 street trees. BART is requesting

\$160,000 for design of replacement cross-passage doors in the Transbay Tube.

**6:40 14. Adopt a Motion of Support to Approve the Fiscal Year 2015/16 Transportation Fund for Clean Air Program of Projects – ACTION\* 105**

The Transportation Fund for Clean Air (TFCA) Program was established to fund the most effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District's) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles. As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the Program of Projects for the TFCA Program Manager funds. In February we issued the call for Fiscal Year 2015/2016 TFCA applications. We received six project applications by the April 30, 2015 deadline, requesting \$1,490,986 in TFCA funds compared to \$857,723 in available funds. We reviewed the projects for eligibility, then evaluated eligible projects following the Board-adopted local expenditure criteria which include project type (e.g., first priority to zero emission projects), cost effectiveness of emissions reduced, program diversity, project readiness, and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Based on this review, we are recommending awarding TFCA funds to the five projects shown in Attachment 3. We've recommended partial funding for one scale-able project to allow us to fund five of the six projects. Two projects are recommended for slightly less funding than requested to comply with Air District cost effectiveness requirements.

**6:45 15. Adopt a Motion of Support for the Adoption of the Proposed Fiscal Year 2015/16 Annual Budget and Work Program – ACTION\* 115**

Pursuant to State statutes (PUC Code Sections 131000 et seq.) and the Transportation Authority's Fiscal Policy, the Transportation Authority Board must adopt an annual budget for the following fiscal year by June 30. The proposed Fiscal Year (FY) 2015/16 Annual Budget includes projections of sales tax revenues; federal, state and regional grants; investment income for the fiscal period; and projections of operating and administrative costs, capital expenditures, and associated financing costs. The proposed FY 2015/16 Annual Budget also includes a description of the Transportation Authority's proposed Work Program for the coming fiscal year. Total revenues are project to be \$214.8 million, including \$101.3 million in sales tax revenues. Total expenditures are project to be \$273.1 million. Capital project expenditures are projected to be \$241.4 million or about 88.4% of total expenditures. The final proposed FY 2015/16 Annual Budget and Work Program will be presented to the Finance Committee and Transportation Authority Board in June for approval. A public hearing will precede consideration of the FY 2015/16 Annual Budget and Work Program at the Transportation Authority Board's June meeting.

**6:55 16. Update on Caltrain and High Speed Rail Compatibility – INFORMATION\* 137**

The Peninsula Corridor Joint Powers Board's (PCJPB's) electrification project will replace Caltrain's existing diesel service with a fully electrified service from the 4th and King station in San Francisco to San Jose. The electrification project, which includes the installation of infrastructure and the acquisition of electric rolling stock, known as electric multiple units (EMUs), is a necessary investment to support a blended Caltrain and high-speed rail system. Before PCJPB proceeds with issuing a request for proposals for the vehicle procurement (planned for July), PCJPB and the California High-Speed Rail Authority (CHSRA) have committed to work together to reach an agreement on how to achieve compatibility between the two systems, an essential requirement to provide maximum interoperability, resiliency, and flexibility for the two systems, supporting more reliable travel times and the ability to recover more quickly from unexpected delays and incidents. At the request of Chris Wadding, CAC Chair, representatives from PCJPB and CHSRA will present on the progress made on compatibility to date.

**7:30 17. Transportation Sustainability Program Update – INFORMATION\* 167**

The Transportation Sustainability Program (TSP) is a joint effort between the San Francisco Planning Department, the San Francisco County Transportation Authority, the Office of Economic and Workforce Development, and the San Francisco Municipal Transportation Agency. The program aims to take a comprehensive approach to new development's role in supporting the transportation needs of San Francisco. The TSP is comprised of three components: 1) In coordination with State reforms, make the development review process align with the City's longstanding environmental policies by



## CAC Meeting Agenda

changing how we analyze the impacts of new development on the transportation system under the California Environmental Quality Act (CEQA); 2) Ensure developers include on-site transportation amenities (transportation demand management) that reduce reliance on driving; and 3) Expand the transportation development fee to help fund transit and safer streets. Implementation of the three TSP components is anticipated by the end of 2015.

**7:45 18. Introduction of New Business – INFORMATION**

During this segment of the meeting, CAC members may make comments on items not specifically listed above, or introduce or request items for future consideration.

**7:50 19. Public Comment****8:00 20. Adjournment**

\* Additional materials

### **Next Regular Meeting: June 24, 2015**

#### **CAC MEMBERS WHO ARE UNABLE TO ATTEND SHOULD CONTACT THE CLERK OF THE AUTHORITY AT (415) 522-4817**

The Hearing Room at the Transportation Authority offices is wheelchair accessible. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability.

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 6, 9, 9L, 14, 14L, 21, 47, 49, 71, 71L, and 90. For more information about MUNI accessible services, call (415) 701-4485.

There is accessible parking in 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 11<sup>th</sup> Street.

In order to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at all public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the Transportation Authority accommodate these individuals.

If any materials related to an item on this agenda have been distributed to the Citizens Advisory Committee after distribution of the agenda 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](http://www.sfethics.org).



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# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

April 22, 2015 MEETING

### 1. Committee Meeting Call to Order

The meeting was called to order by Chair Christopher Waddling at 6:02 p.m. CAC members present were Myla Ablog, John Larson, Santiago Lerma, Eric Rutledge, Jacqueline Sachs, Raymon Smith, Peter Tannen, Chris Waddling and Wells Whitney. Transportation Authority staff members present were Cynthia Fong, Anna LaForte, Vanessa Lauf, Maria Lombardo, Mike Pickford, Chad Rathmann and Steve Rehn.

### 2. Chair's Report – INFORMATION

Chair Waddling announced that votes would now be taken by roll call.

#### Consent Calendar

3. **Approve the Minutes of the March 25, 2015 Meeting and the April 8, 2015 Special Meeting – ACTION**
4. **State and Federal Legislative Update – INFORMATION**
5. **Citizens Advisory Committee Appointment – INFORMATION**

Raymon Smith requested that the April 8 Special Meeting minutes be amended to correct his statement on Item 3 from 'the community might want to know how individual members of the CAC voted' to 'the community has a right to know'. Myla Ablog commented on Item 5, saying she encouraged the Plans and Programs Committee to continue to cultivate diversity on the CAC. Ms. Sachs echoed Ms. Ablog's comments.

There was no public comment on the Consent Calendar.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Rutledge, Sachs, Smith, Tannen and Waddling

Abstained: CAC Member Whitney

Absent: CAC Member Larkin

#### End of Consent Calendar

6. **Adopt a Motion of Support for the Allocation of \$772,900 in Prop K Funds, with Conditions, and Appropriation of \$90,000 in Prop K Funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Mike Pickford, Transportation Planner, presented the item per the staff memorandum. He stated that the staff recommendation had since changed to include an additional location to the scope of the Chavez/Bayshore/Potrero NTIP Capital project as requested by the San Francisco Municipal Transportation Agency.

During public comment, Roland Lebrun asked if the presentation, including the revised staff recommendation, could be attached to the agenda packet and uploaded to the Transportation Authority's website.

Chair Waddling moved to amend the item to include the additional location in the scope, seconded by Wells Whitney.

The motion to amend the item was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Rutledge, Sachs, Smith, Tannen, Waddling and Whitney

Absent: CAC Member Larkin

The amended item was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Rutledge, Sachs, Smith, Tannen, Waddling and Whitney

Absent: CAC Member Larkin

## 7. **Major Capital Projects Update – Presidio Parkway – INFORMATION**

Lee Saage, Deputy Director for Capital Projects, introduced the item and John Fisher, Assistant Vice President at Parsons Brinckerhoff, presented the item.

Wells Whitney said it was clear the park would not be finished by June 1st but asked for confirmation that all traffic would be transferred to the newly constructed roadways by that date. Mr. Fisher confirmed that was correct. Mr. Whitney asked if work on the park would continue while traffic was flowing. Mr. Fisher said that it would.

Myla Ablog said that she had worked on Crissy Field and that there was currently a big outreach effort underway to seek public input on the parkland.

Jacqueline Sachs asked why there were not many workers on the project from Marin and Napa Counties. Mr. Fisher responded that the San Francisco Office of Economic and Workforce Development fielded requests from contractors for workers and had made an effort to utilize local workers. He noted that to some extent the statistics reflect who was available with the right skills when needed for the job.

There was no public comment.

## 8. **Adopt a Motion of Support for Authorizing the Executive Director to: Replace the Transportation Authority's Commercial Paper Program with a Revolving Credit Agreement (Revolver); Enter into an up-to-\$140 Million Revolver with State Street Public Lending Corporation; Enter into an Alternate Credit Facility if Negotiations with State Street are Not Successful; Amend or Enter into the Associated Legal Documents; Take All Necessary Related Actions; and Negotiate the Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION**

Cynthia Fong, Deputy Director for Finance & Administration, presented the item per the staff memorandum.

Mr. Waddling asked if the \$600,000 in savings from implementing the new credit agreement was an annual savings or accrued over the life of the agreement. Ms. Fong responded that it was an annual savings, totaling \$1.8 million over the life of the agreement.

Santiago Lerma asked if the Transportation Authority had consulted outside financial advisors. Ms. Fong responded that both the Transportation Authority's financial advisors and bond

counsel were consulted and agreed with the proposed recommendation.

Wells Whitney asked if there were reasons besides reduced risk and cost for implementing the new instrument, such as expiration of the current letter of credit agreement. Ms. Fong responded in the affirmative.

Mr. Lerma asked why, if the new loan was such a good deal, staff was not recommending a longer term. Ms. Fong responded that interest rates were substantially higher for the longer term options.

During public comment, Ed Mason noted that the proposed credit instrument was linked to the LIBOR index, and asked if the recent LIBOR scandal should be considered. Ms. Fong responded that any agreement the Transportation Authority enters includes a back-door exit or termination clause. Mr. Lerma commented that the City and County of San Francisco had analyzed the effect of the scandal on its finances and concluded that the net loss was low, as City investments included both winners and losers as a result of manipulation of the index. Raymon Smith asked for clarification if there would be a termination clause. Ms. Fong responded in the affirmative.

The motion was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Rutledge, Sachs, Tannen, Waddling and Whitney

Abstained: CAC Member Smith

Absent: CAC Member Larkin

## **9. Preliminary Fiscal Year 2015/16 Annual Budget and Work Program– INFORMATION**

Cynthia Fong, Deputy Director for Finance & Administration, presented the item per the staff memorandum.

Chair Waddling asked about sales tax revenue projections. Ms. Fong responded that revenues had been increasing steadily since the recession, but that the budget and work program assumed a conservative three percent increase over the course of Fiscal Year 2015/16. Maria Lombardo, Chief Deputy, added that the Prop K Strategic Plan incorporated conservative projection for increasing revenues over the entire 30-year life of the Prop K program and that current budget projections exceeded Strategic Plan projections.

Santiago Lerma asked how expenditures could exceed revenues by approximately \$55 million. Ms. Fong responded that the difference reflected grant-funded capital projects expenditures committed for Fiscal Year 2015/16 and that the Transportation Authority did not hold or retain title for the projects it had constructed or for the vehicles and system improvements purchased with sales tax funds. Ms. Lombardo pointed out that Transportation Authority services were categorized into Plan, Fund and Deliver to try and make the work program more digestible.

Jacqueline Sachs asked if the Folsom and Fremont Off-Ramp Realignment project was part of the Transbay Transit Center project. Ms. Lombardo responded that it was a separate project, but that it supported the Transbay Redevelopment Plan. She offered to provide a map of the Transbay Redevelopment Plan improvements made possible by the Folsom Ramps project.

Eric Rutledge asked about the relationship between the budget and the Prop K and Prop AA 5-year prioritization programs. Ms. Lombardo responded that the Prop K and Prop AA 5-Year Prioritization Programs provided a 5-year road map of which projects would be funded in which year. She said the budget focused on projects with funds programmed in Fiscal Year

2015/16 and carryover funds from prior years.

During public comment, Roland Lebrun commented that some Transportation Authority projects include funding from City revenue bonds. He suggested that the presentation slide for the work program include costs.

#### **11. Introduction of New Business – INFORMATION**

Chair Waddling announced that Eric Rutledge would be leaving the CAC for graduate school at Portland State University. Mr. Rutledge said that he had enjoyed working with the CAC, along with the Transportation Authority Board and staff.

Raymon Smith requested that the CAC revisit its by-laws, since they appeared to not have been updated since their adoption. He mentioned the rules on meeting attendance as one area where the by-laws might be refined. Chair Waddling said that he could appoint a subcommittee of three members to review the by-laws if there was interest. Mr. Smith and Santiago Lerma volunteered for the subcommittee and Chair Waddling volunteered to be the third member. Chair Waddling said that the subcommittee would schedule a meeting in the near future. Mr. Smith said that in the meantime, he would review the by-laws to identify specific issues.

Wells Whitney suggested that the Transportation Authority provide legal advice to the subcommittee. Chair Waddling asked whether Transportation Authority council could attend the subcommittee meeting. Maria Lombardo, Chief Deputy, responded in the affirmative.

Raymon Smith requested that the courier who delivered the CAC packets enter his building to drop the materials off and provided instructions.

Jacqueline Sachs stated that Jerry Lee, a former CAC member and former San Francisco Municipal Transportation Agency board member, had passed away.

Peter Tannen said that Bay Area Rapid Transit (BART) and Muni were looking for input on changes to the Civic Center station and that he had spoken with a planner at BART who would be willing to present to the CAC on the project.

Raymon Smith said that he participated in Walk to Work Day and felt it was a big success.

There was no public comment.

#### **12. Public Comment**

During public comment, Ed Mason asked about the issue of floor height compatibility between the vehicles planned for the California High-Speed Rail project and the new vehicles planned for the Caltrain system, and asked if the issue had been resolved yet. Maria Lombardo, Chief Deputy, said a decision was expected by the end of June. Roland Lebrun commented that the amount of passenger seating in draft designs for the new Caltrain vehicles had been reduced from 900 to 600 in an effort to resolve the issue of the floor height compatibility with high-speed rail trains, and recommended finding a solution with less impact on capacity.

#### **13. Adjournment**

The meeting was adjourned at 7:35 p.m.



# Memorandum

**Date:** 05.19.15

**RE:** Citizens Advisory Committee  
May 27, 2014

**To:** Citizens Advisory Committee

**From:** Cynthia Fong – Deputy Director for Finance and Administration *CF*

**Subject:** **ACTION** – Adopt a Motion of Support to Authorize the Executive Director to Execute Annual Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$1,950,000 and to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

## Summary

The Transportation Authority contracts with City and County of San Francisco (City) departments and outside firms for certain specialized professional services in areas where factors like costs, work volume, or the degree of specialization required would not justify the use of in-house staff. As summarized in Attachment 1, we are recommending renewing annual contracts for general legal counsel, video production services for Transportation Authority Board and Committee meetings, and exercising an option for on-call program management oversight and general engineering consulting services, in an amount not to exceed \$1,950,000.

## BACKGROUND

The Transportation Authority manages administrative costs through successful contract negotiations and through the transfer of certain routine professional service tasks to in-house staff. The Transportation Authority annually contracts for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. Services requested from outside firms include general legal counsel, video production services for Transportation Authority Board and Committee meetings, and on-call program management oversight (PMO) and general engineering consulting (GEC) services. The contract amounts proposed are annual limitations, as these professional support services are provided through contracts where costs are incurred only when the specific services are used.

## DISCUSSION

The purpose of this memorandum is to brief the Citizens Advisory Committee (CAC) on the annual contract renewals and options for Fiscal Year (FY) 2015/16 and to seek a motion of support to authorize the Executive Director to modify contract payment terms and non-material terms and conditions and execute those contract renewals and options.

Attachment A provides summary information for the proposed contracts for FY 2015/16. Below are brief descriptions of the recommended services and amounts.

**Office of the City Attorney.....\$100,000**

The Office of the City Attorney (City Attorney) provides verbal and written legal representation, advice and counsel on matters related to the routine operations of the Transportation Authority, contracts and interagency agreements, and labor matters. The Transportation Authority also utilizes the City Attorney for litigation activities when appropriate.

**Department of Technology.....\$50,000**

The Department of Technology records and telecasts all Transportation Authority Board and Committee meetings held at City Hall with a regularly scheduled playback date and time for public review. In FY 2015/16, we will utilize additional services for the record and telecast of Vision Zero Committee (established in February 2014 through Resolution 14-58) meetings to support the City's efforts to take comprehensive and coordinated actions to improve pedestrian and cyclist safety in the near-term. We also anticipate additional services for the record and telecast of the Treasure Island Mobility Management Agency (established in February 2014 through Resolution 14-53) meetings to implement elements of the Treasure Island Transportation Implementation Plan in support of the Treasure Island/Yerba Buena Island Development Project.

**Cordoba/Zurinaga Joint Venture (C/Z) and VSCE, Inc. ....\$1,800,000**

The Transportation Authority makes use of on-call PMO and GEC services, which are intended to augment and complement the Transportation Authority's existing resources by providing specialized expertise, serving as an on-call supplement to staff particularly for oversight and delivery support for major capital projects, handling tasks during peak workloads, and taking on tasks requiring quicker response times than existing staff resources alone would permit. In July 2013, through Resolution 14-03, the Transportation Authority awarded one-year consultant contracts, with options to extend for two additional one year periods, to C/Z and VSCE, Inc., in a combined total not to exceed \$1,800,000, for on-call PMO and GEC services. Given the wide range of desired proficiencies and experience, the amount and complexity of the Transportation Authority's activities, and possibility for conflicts of interest to arise for specific tasks, the Transportation Authority contracted with multiple consultant teams on a task order basis.

Since then, the consultant teams have provided oversight services for the Transportation Authority's major capital projects, such as the Central Subway, Transbay Transit Center, and Caltrain Modernization (e.g. Electrification). In addition, the consultant teams have provided technical support for planning projects for which the Transportation Authority is the lead agency or an active participant in the planning and preliminary project development phases, including Van Ness Avenue BRT and Geary Corridor BRT and provided program management services for the I-80/Yerba Buena Island Interchange Improvement Project and Yerba Buena Island Bridge Structures (collectively known as YBI Project) and the Folsom Street Ramp Realignment projects, for which the Transportation Authority is taking the lead on behalf of the Treasure Island Development Authority and the Office of Community Investment and Infrastructure, respectively. The consultant teams have also provided project management support for the development and implementation documents for the Treasure Island Mobility Management Program.

For the coming year, we forecast continuous need for project delivery oversight and delivery support as a large number of major projects are simultaneously moving into more advanced phases. For example, the San Francisco Municipal Transportation Agency's (SFMTA's) Central Subway and the Transbay Joint Powers Board's Transbay Transit Center are under construction; the SFMTA's Radio Communications System and Computer-Aided Dispatch Replacement continues to move forward with implementation,



and the YBI Project has moved into the construction phase. Other anticipated PMO and GEC services during Fiscal Year 2015/16 include continued support for the following projects: 19<sup>th</sup> Avenue Combined City Project Study Report, Treasure Island Mobility Management Agency, Caltrain Electrification and High-Speed Rail. The proposed action will exercise the second of two options of the initial contract and maintain the annual contract amount.

## **ALTERNATIVES**

1. Adopt a motion of support to authorize the Executive Director to execute annual contract renewals and options for various annual professional services in an amount not to exceed \$1,950,000, and to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Adopt a motion of support to authorize the Executive Director to execute annual contract renewals and options for various annual professional services in an amount not to exceed \$1,950,000, and to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

Sufficient funds have been identified for these contracts in the proposed FY 2015/16 work program and budget. The proposed contracts will be funded by a combination of federal and state grants, funding from other agencies through memoranda of agreement, and Prop K funds.

## **RECOMMENDATION**

Adopt a motion of support to authorize the Executive Director to execute annual contract renewals and options for various annual professional services in an amount not to exceed \$1,950,000, and to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Proposed Fiscal Year 2015/16 Professional Services Expenditures

**Attachment 1:**  
**Proposed Fiscal Year 2015/16 Professional Services Expenditures**

<b>Professional Services</b>	<b>Annual Services</b>	<b>Previous Year Contract</b>	<b>Increase/ (Decrease)</b>	<b>Proposed Fiscal Year 2015/16 Contract</b>	<b>Procurement Type/Contract Options</b>	<b>DBE Goal</b>	<b>DBE Percentage to Date</b>
CCSF-Office of the City Attorney	General Counsel Services	\$ 100,000	\$ -	\$ 100,000	Sole Source	N/A	N/A
CCSF-Department of Technology	Video Production Services for Transportation Authority Committee and Board Meetings	\$ 40,000	\$ 10,000	\$ 50,000	Sole Source	N/A	N/A
Cordoba/Zurinaga Joint Venture and VSCE, Inc.	On-Call Program Management Oversight and General Engineering Consulting Services	\$ 1,800,000	\$ -	\$ 1,800,000	Competitively bid. Second of two renewal options.	22% DBE	76% DBE
	<b>Total</b>	<b>\$ 1,940,000</b>	<b>\$ 10,000</b>	<b>\$ 1,950,000</b>			



# Memorandum

**Date:** 05.19.15 **RE:** Citizens Advisory Committee  
May 27, 2015

**To:** Citizens Advisory Committee

**From:** Cynthia Fong – Deputy Director for Finance and Administration CF

**Subject:** **ACTION** – Adopt a Motion of Support for the Award of a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Vavrinek, Trine, Day & Co., LLP in an Amount Not to Exceed \$300,000 for Annual Audit Services, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

## Summary

Under its fiscal policy, Transportation Authority financial transactions and records are to be audited by an independent certified public accountant (CPA) firm at least annually and a report be submitted to the Transportation Authority Board on the results of the audit. The prior auditing services contract with Macias, Gini & O'Connell LLP will expire on June 30, 2015. The Transportation Authority's policy is to competitively re-bid professional services contracts after five years. Therefore on March 13, 2015, we issued a Request for Proposals (RFP 14/15-04) for annual audit services for a three-year contract covering audit for Fiscal Years 2014/15 through 2016/17, with two additional one-year extension options. By the due date of April 22, we received three responsive bids, which included both a technical and cost component. Interviews were conducted on May 6 by a selection panel comprised of staff from the Transportation Authority and the City's Controller's Office. Based on this competitive process, the selection panel recommended award of an annual audit services contract to the highest-ranking firm, Vavrinek, Trine, Day & Co., LLP.

## BACKGROUND

Under its fiscal policy, Transportation Authority financial transactions and records are to be audited by an independent certified public accountants (CPA) firm at least annually and a report be submitted to the Transportation Authority's Board on the results of the audit. The Transportation Authority's prior auditing services contract with Macias, Gini & O'Connell LLP will expire on June 30, 2015. The Transportation Authority's policy is to competitively re-bid professional services contracts after five years.

## DISCUSSION

The purpose of this memorandum is to describe the procurement process and recommend award of the annual audit services contract to Vavrinek, Trine, Day & Co., LLP. The contract will be for three years covering audits for Fiscal Years 2014/15, 2015/16 and 2016/17, with two additional one-year extension options.

On March 13, 2015, the Transportation Authority issued a Request for Proposals (RFP 14/15-04) for annual audit services. By the due date of April 22, 2015, we received three proposals in response to the

RFP. The review panel, consisting of Transportation Authority staff and the City's Controller's Office staff, reviewed the proposals based on the qualifications and other criteria detailed in the RFP. The panel interviewed all three firms on May 6, 2015. Based on the selection panel's evaluation of the proposals, the review panel recommended award of the contract to the highest-ranked firm of Vavrinek, Trine, Day & Co., LLP. The recommended team distinguished itself on the basis of its strong audit approach and its extensive experience working with transportation agencies. Vavrinek, Trine, Day & Co., LLP has provided auditing services for the Santa Clara Valley Transportation Authority since 2005, the Golden Gate Bridge, Highway and Transportation District since 2008, the Transbay Joint Powers Authority since 2009, the Orange County Transportation Authority since 2011, and the Alameda County Transportation Commission since 2012.

We will receive federal financing assistance to fund a portion of this procurement, and will adhere to federal regulations pertaining to Disadvantaged Business Enterprises (DBE). For this contract, we have established a DBE goal of 10%, accepting certifications by the Transportation Authority and the California Unified Certification Program. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in eight local newspapers: El Reportero, Nichi Bei Weekly, San Francisco Bay View, San Francisco Examiner, San Francisco Chronicle, Small Business Exchange, the Western Edition and the World Journal. We also distributed the RFP to certified small, disadvantaged and local businesses, the Bay Area and cultural Chambers of Commerce, and the Small Business Councils. The Vavrinek, Trine, Day & Co., LLP team has pledged a total DBE utilization of 10% through its DBE-certified contractor, Calvin Y. Louie.

## **ALTERNATIVES**

1. Adopt a motion of support for the award of a three-year professional services contract, with an option to extend for two additional one-year periods, to Vavrinek, Trine, Day & Co., LLP in an amount not to exceed \$300,000 for annual audit services, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, as requested.
2. Adopt a motion of support for the award of a three-year professional services contract, with an option to extend for two additional one-year periods, to Vavrinek, Trine, Day & Co., LLP in an amount not to exceed \$300,000 for annual audit services, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.
3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

The contract will be funded from a combination of federal, state, regional and Prop K funds. The first year's activity is included in the Transportation Authority's proposed Fiscal Year 2015/16 Budget. Sufficient funds will be included in future budgets to cover the remaining cost of the contract.

## **RECOMMENDATION**

Adopt a motion of support for the award of a three-year professional services contract, with an option to extend for two additional one-year periods, to Vavrinek, Trine, Day & Co., LLP in an amount not to exceed \$300,000 for annual audit services, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.

Attachment:

1. Annual Audit Scope of Services

### **Attachment 1: Annual Audit Scope of Services**

Audit services will be requested on an hourly reimbursable basis, plus expenses, and may include, but are not limited to, the following categories of action:

- Conduct an annual audit of all the Transportation Authority's funds in accordance with generally accepted auditing standards as promulgated by the American Institute of Certified Public Accountants (AICPA) and the GASB with the objectives of expressing an opinion on the financial statements. The successful proposer (the Auditor) will deliver an independent auditor's report;
- Perform the procedures necessary to ensure that the Transportation Authority may use the Auditor's opinion on the basic financial statements in connection with any official statements for public debt issuance. The Auditor will issue a debt service certificate;
- Perform a single audit on the expenditures of federal grants in accordance with U.S. Office of Management and Budget (OMB) Circular A-133 and render the appropriate audit reports on Internal Control Over Financial Reporting based upon the audit of the Transportation Authority's financial statements in accordance with Government Auditing Standards and the appropriate reports on compliance with Requirements Applicable to each Major Program, Internal Control over Compliance and on the Schedule of Expenditures of Federal Awards in Accordance with OMB Circular A-133. The single audit will include appropriate schedule of expenditures of federal awards, footnotes, findings and questioned costs, including reportable conditions and material weaknesses, and follow up on prior audit findings where required. In additions, completion and filing of the federal Data Collection Form. If the Transportation Authority does not meet the minimum requirements to necessitate a single audit, the fees shall be adjusted accordingly;
- Prepare a separate audit report on TIMMA;
- Issue a Management Letter that includes a listing of all non-material items, which were identified during the audit, as well as a listing of the status of resolved and unresolved Management Letter comments from prior audits will be submitted to Transportation Authority staff; and
- Present audit results and Management Letter to the Citizens Advisory Committee, Finance Committee, and Board.

The following auditing standards will be followed:

- Accounting principles and auditing standards generally accepted in the United States;
- Standards for financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States; and
- Provisions of U.S. OMB Circular A-133.

The Transportation Authority assumes the responsibility to prepare the Management Discussion and Analysis, the basic financial statements, other required supplementary information, schedule of expenditures of federal awards, and footnotes. The Auditor may then be asked to produce the final published financial statements and single audit. Any costs for this production should be built into the cost estimate. The following assistance will be available to the Auditor:

- The Transportation Authority's staff will be available to work with the selected firm to ensure a smooth implementation for the year ending June 30, 2015; and
- The Auditor will be provided workspace within the Transportation Authority's offices. Please note that the Transportation Authority has limited office space. All space requirements and other miscellaneous requirements and concerns should be made known to the Transportation Authority in the response and during contract negotiations.

### **Additional Accounting and Audit-Related Service**

From time to time the Transportation Authority may require additional or special auditing and/or audit related services such as compliance audits of recipients of Prop K funds. Where it can be demonstrated that it is to the Transportation Authority's benefit to engage the Auditor for such services, the Transportation Authority may amend the Auditor's contract by task orders to include said services without a subsequent formal bid process, provided that the cost of the amendments is less than \$75,000 in a fiscal year. Proposals submitted should address the proposer's ability and willingness to provide special support services upon request and provide reasonable estimates of hourly rates, by fiscal year, to be anticipated by the Transportation Authority should such services be required. These additional audit services may also be bid separately, at the sole discretion of the Transportation Authority.

Examples of additional or special accounting and/or audit services are:


- Proposition K Compliance Agreed-Upon Procedures;
- Proposition K Compliance Audit Procedures;
- Debt Consent Agreed-Upon Procedures;
- Management Audit; and
- Reviews or audits as required by any grantors.



# Memorandum

**Date:** 05.20.15 **RE:** Citizens Advisory Committee  
May 27, 2015

**To:** Citizens Advisory Committee

**From:** Lee Saage – Deputy Director for Capital Projects 

**Subject:** **ACTION** – Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$224,600 for a Total Amount Not to Exceed \$596,600, for Planning and Engineering Services for the 19th Avenue/M-Ocean View Project Pre-Environmental Study Phase and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

## Summary

The Transportation Authority is serving as the procuring agency for the 19th Avenue/M-Ocean View Project Pre-Environmental Study Phase being led by the San Francisco Municipal Transportation Agency (SFMTA). This phase of work continues work started in the Transportation Authority-led 19<sup>th</sup> Avenue Transit Study (Feasibility Study). The major objectives of this phase are to advance project development to the 5-10% level of engineering and prepare California Department of Transportation (Caltrans) Project Study Report-Project Development Support (PSR-PDS) documentation required given the project's location within Caltrans-owned right-of-way. Substantial progress has been made since initiation of this phase in Summer 2014 with the project team anticipating submittal of the draft PSR-PDS package to Caltrans for review in early Summer 2015. Additional funding is being sought primarily for two reasons: 1) to cover additional costs incurred as a result of an incorrect assumption that the level of engineering work completed in the Feasibility Study was adequate to carry directly into the PSR-PDS; and 2) to conduct additional conceptual engineering work to consider refinements to the southern grade-separated crossing that is essential to conduct in advance of the subsequent environmental review phase of the project. Amendment of the Parsons Brinckerhoff contract is contingent on the approval of additional Prop K funds (a separate item on the CAC's agenda) and on the amendment of Contract No. SFMTA-2014-44 between the Transportation Authority and the SFMTA that provides budget for all Transportation Authority staff and consultant costs dedicated to this phase of the project.

## BACKGROUND

On May 24, 2011, the Parkmerced project was approved by the San Francisco Board of Supervisors. The Parkmerced development will add more than 5,600 net new housing units and supportive mixed uses, approximately tripling the density of the site. Instrumental to that plan's vision of a transit-oriented development was bringing the M-Ocean View line out of the median of 19<sup>th</sup> Avenue and through the heart of the Parkmerced site to provide strong transit access to new residents. As a condition of the Development Agreement between Parkmerced and the City and County of San Francisco, Parkmerced is committed to implementing a re-location of the M-Ocean View line through the site via one of two options: 1) introducing new at-grade crossings of 19<sup>th</sup> Avenue at Holloway and Junipero Serra; or 2) grade-separating (subway or bridge) the M-Ocean View crossings of 19<sup>th</sup> Avenue.

If the City and County of San Francisco wishes to move forward with the second option, Parkmerced would be required to contribute approximately \$70 million as a local match contribution to this larger project. The Development Agreement further specifies that the second option would need to receive project approvals by July 2018.

To provide additional information about the potential to pursue the second grade-separated option, the Transportation Authority led the 19<sup>th</sup> Avenue Transit Study (Feasibility Study) in partnership with the San Francisco Municipal Transportation Agency (SFMTA) and other partner agencies and stakeholders. This Feasibility Study was conducted between 2012 and 2014 and identified high-performing options to advance to a subsequent phase of Pre-Environmental Study. On March 25, 2014, through Resolution 14-67, the Transportation Authority Board unanimously approved the Feasibility Study Final Report, concluding this phase of work.

Under agreement between the Transportation Authority and the SFMTA, SFMTA has taken over leadership of the project and launched the Pre-Environmental Study phase in continued partnership with the Transportation Authority and other stakeholders. The Transportation Authority is serving as the contracting agency for the planning and engineering professional services needed for this phase as one of its roles and responsibilities as agreed to in Contract No. SFMTA-2014-44 executed in May 2014.

On June 24, 2014, through Resolution 14-83, the Transportation Authority Board unanimously awarded an 18-month contract for planning and engineering services for the 19<sup>th</sup> Avenue/M-Ocean View Project to Parsons Brinckerhoff, Inc. in an amount not to exceed \$372,000.

## **DISCUSSION**

The purpose of this memo is to seek a motion of support to increase the amount of the professional services contract with Parsons Brinckerhoff by \$224,600, for a total not to exceed \$596,600 for planning and engineering services for the 19<sup>th</sup> Avenue/M-Ocean View Project and to authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Consistent with the agreement between SFMTA and the Transportation Authority, we have undertaken management of the professional consultant services to provide the necessary scoped planning and engineering services to prepare California Department of Transportation (Caltrans) Project Study Report-Project Development Support (PSR-PDS) documentation and other necessary activities. The PSR-PDS scopes the level of effort needed for the environmental review phase, and engages Caltrans staff in early review of conceptual plans, profiles, and cross-sections of Build Alternatives to be further engineered and undergo environmental review in the subsequent phase. The project team has made substantial progress in moving this work forward. The project schedule anticipates the full Draft Caltrans PSR-PDS documentation package to be submitted to Caltrans for review in June 2015. During Project Development Team meetings, Caltrans staff gave the project a “medium-low” risk of any of the non-standard features proposed by the project threatening its ultimate approval by Caltrans in the next phase.

Attachment 1 describes the scope additions and rationale for each in detail, but the need for additional budget can be summarized by two major reasons:

- 1) The consultant scope of work for this phase assumed that the engineering work conducted during the Feasibility Study was sufficient to carry directly into the PSR-PDS; however, major re-work was needed to adhere to SFMTA, Caltrans, and Parkmerced design criteria. This work represents approximately half of the overall contract amendment increase and is further described in Task 4 in



Attachment 1. Also, the additional engineering required for this task has necessitated additional and more frequent meetings than initially anticipated, requiring an increase in Task 1 project management, approximately another 25% of the budget addition.

2) While not essential to the Caltrans process, the SFMTA wishes to have certainty that a first phase of the project can move forward in a timeframe that supports the City and County of San Francisco's Parkmerced Development Agreement responsibilities, which would require full funding and project approvals on a timeframe much faster than would be typical for a project of this scale. To this end, Task 3 includes engineering study of new alternative variations where the southern grade-separated crossing is a tunnel instead of a bridge. This concept development work is prudent because consideration of a southern tunnel may enable new phasing options that would allow a first phase to move forward before full funding for the larger project is identified and may also allow for fewer community impacts and constructability challenges than would likely occur with the proposed bridge.

The additional work would commence as soon as the contract amendment has been executed and be completed within the original contract period that extends through December 2015.

In order to fund the additional work, SFMTA has requested a Prop K allocation that is a separate item on the Citizens Advisory Committee's agenda. The contract amendment is contingent on approval of this allocation as well as amendment of Contract No. SFMTA-2014-44 between the Transportation Authority and the SFMTA that provides budget for all Transportation Authority staff and consultant costs dedicated to this phase of the project.

Since a portion of this contract is funded with federal financial assistance, the Transportation Authority will adhere to federal regulations pertaining to disadvantaged business enterprises (DBEs). To date, Parsons Brinckerhoff is close to achieving the 13% DBE goal established for this project with 10% DBE participation from three firms: Asian Pacific-owned firms, CHS Consulting Group and WRECO; and Women-owned firm, Merrill Morris Partners. CHS Consulting Group and Merrill Morris Partners are also based in San Francisco. The proposed contract amendment includes \$15,838 in additional funds to one of the DBE firms, Merrill Morris Partners, however with the extension of the contract to include the additional work the expected DBE participation will drop to 12% at the completion of the contract.

## **ALTERNATIVES**

1. Adopt a motion of support to increase the amount of the professional services contract with Parsons Brinckerhoff, Inc. by \$224,600, for a total not to exceed \$596,600 for planning and engineering services for the 19th Avenue/M-Ocean View Project, and to authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Adopt a motion of support to increase the amount of the professional services contract with Parsons Brinckerhoff, Inc. by \$224,600, for a total not to exceed \$596,600 for planning and engineering services for the 19th Avenue/M-Ocean View Project, and to authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

The proposed contract amendment will be 100% reimbursed by SFMTA. Budget for these activities will be included in the Transportation Authority's budget amendment.

### **RECOMMENDATION**

Adopt a motion of support to increase the amount of the professional services contract with Parsons Brinckerhoff, Inc. by \$224,600, for a total not to exceed \$596,600 for planning and engineering services for the 19th Avenue/M-Ocean View Project, and to authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. 19<sup>th</sup> Avenue/M-Ocean View Pre-Environmental Study Phase Contract Amendment Scope of Services

## Attachment 1

### 19th Avenue/M-Ocean View Pre-Environmental Study Phase Contract Amendment Draft Scope of Additional Services

#### **Task 1 – Project Management**

The consultant contract scope assumed a streamlined management effort, including limited coordination and meetings in an effort to be as cost-effective as possible in developing the Caltrans required Project Study Report – Project Development Support (PSR-PDS). However, longer and more frequent meetings have been needed to adequately review project progress and make decisions. Also, this phase will continue approximately four months longer than originally budgeted.

This effort includes a minimum of 10 additional meetings – by phone and in person – for the purpose of reporting progress, seeking direction and input from SFMTA, SFCTA, SF Planning, Parkmerced, and other stakeholders, providing updates on engineering issues, and generally coordinating to ensure smooth progress of the project.

**Deliverables:** On-going project management through completion of the effort in November 2015.

#### **Task 2 – Communications/Outreach Strategy and Implementation**

Engineering work completed during this phase has revealed a need for more intensive and focused outreach in the Oceanview-Merced-Ingleside Heights (OMI) neighborhood. This outreach will allow for adequate community dialogue and input to inform the refined project definition used in the next phase of environmental review. The team is anticipating to contract with a community-based organization to support this work which would include a variety of activities such as Chinese translation, joining existing community-building activities in the neighborhood, organizing special meetings and events, and documenting the input.

**Deliverables:** Outreach notices, meetings/events/activities, and summary documentation.

#### **Task 3 – Build Alternative Options Development, Screening, and Evaluation**

This task includes work that is not essential to the Caltrans PSR-PDS, but that SFMTA needs to complete in advance of commencement of environmental review. Specifically it includes concept level engineering of a low-cost alternative that is a standard requirement for environmental review to compare the higher cost project alternatives against. In addition, this task includes engineering study of a new alternative variation where the southern grade-separated crossing is a tunnel instead of a bridge. This concept development work is prudent because 1) additional engineering work of the bridge has revealed technical constructability challenges; 2) additional engineering work of the bridge has revealed potential community impacts; 3) consideration of a southern tunnel may enable new phasing options that would allow a first phase to move forward before full funding for the larger project is identified.

**Deliverables:** two additional sets of planning-level design drawings, including plan and profiles, for a lowest-cost option and a southern tunnel option.

#### **Task 4 – Project Development**

Sub-Task 4.1 Plans and Cross-Sections: This task covers additional engineering work that was not anticipated during initiation of this phase. The original scope assumed the alignment and profile prepared during the Feasibility Study

would be carried directly into the PSR-PDS but in reality major additional work was needed to adhere to SFMTA, Caltrans, and Parkmerced design criteria. This task allows for the additional engineering work that will be needed to develop the main Build Alternative being scoped in the PSR-PDS.

#### Sub-Task 4.2 Conceptual Design for Stations

This task covers production of conceptual station designs additional to those initially scoped, including underground stations at St. Francis Circle, two locations for Stonestown, SF State, and within Parkmerced. While originally three station concept designs were scoped that included two Stonestown and one SF State location, two of these designs must be re-worked to work with underground median-running rather than west-side running tracks. This task also covers production of conceptual illustrations of two concepts for a new surface station in the OMI. This additional effort will result in conceptual station designs that reflect the most likely future configuration that future project development will focus on, and is prudent to invest in now rather in the subsequent phase of work as it will result in a more streamlined Caltrans review. This effort will also be invaluable for the community outreach efforts during this phase, as well as for cooperative discussions with westside property owners.

#### Sub-Task 4.3 Utility, Research, Coordination, and Mapping

Several utility files have been obtained but are not assembled in one composite map. It is financially prudent to invest in production of this composite map now as it will be needed eventually and can be produced based on the knowledge the project engineer has developed as a result of the work completed this year. This task covers consultant work to update the existing utility mapping to reflect the most current known field conditions.

#### **Deliverables:**

- Plan and profiles drawings
- Five underground station concept designs including locations for pedestrian, bicycle, bus and ADA accessible access, and conceptual illustrations
- Composite utility map

### **Task 5 – Evaluation**

The original scope did not include adequate consultant effort required to provide information to capital cost estimator to support development of station/platform cost estimates. This task covers time from consultant station/platform cost estimator to review conceptual station drawings to estimate station/platform capital costs. This expertise will improve the overall capital cost estimates as stations will be one of the most substantial drivers of the capital costs of the project.

**Deliverables:** Evaluation Results memorandum, including capital costs (same deliverable as originally scoped).



# Memorandum

**Date:** 05.04.15 **RE:** Finance Committee  
May 12, 2015

**To:** Finance Committee: Commissioners Avalos (Chair), Mar (Vice Chair), Campos, Cohen, Kim and Wiener (Ex Officio)

**From:** Cynthia Fong – Deputy Director for Finance and Administration *CF*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **INFORMATION** – Accounting Report and Investment Report for the Nine Months Ending March 31, 2015

## Summary

The Transportation Authority's Fiscal Policy directs staff to give a quarterly report of expenditures including a comparison to the approved budget. The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented along with the quarterly report. **The Internal Accounting Report for the nine months ending March 31, 2015 is presented for information.**

## BACKGROUND

The Transportation Authority's Fiscal Policy (Resolution 15-31) establishes an annual audit requirement, and also directs staff to report to the Finance Committee, 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 15-31) 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 tables, a Balance Sheet (Table 1) and a Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison (Table 2). In Table 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, 2015, the numbers in the approved budget column are three-fourths of the total proposed amended annual budget for Fiscal Year (FY) 2014/15. 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, 2015 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.

The purpose of this memorandum is to provide the Finance Committee with the Internal Accounting Report and the Investment Report for the FY 2014/15 period ending March 31, 2015.

## DISCUSSION

The Balance Sheet, Table 1, presents assets, liabilities, and fund balances as of March 31, 2015. Cash, deposits and investments total to \$94.3 million as of March 31, 2015. Other assets total \$76.4 million and include \$20.4 million of program receivables mainly related to grant reimbursements for Yerba Buena Island Interchange Improvement Project and Yerba Buena Island Bridge Structures, \$10.6 million in an intergovernmental loan receivable from the Treasure Island Development Authority for the repayment of preliminary engineering and design costs for the Yerba Buena Island Interchange Improvement Project, and \$22.9 million in sales tax receivable. Half of the outstanding loan balance will be repaid in June 2015. Liabilities total \$185.2 million as of March 31, 2015 and include outstanding commercial paper repayment obligations of \$135 million.

There is a negative of \$15.4 million in total fund balances, which is largely the result of how multi-year programming commitments are accounted for. Sales tax revenues, grant reimbursements and debt proceeds collected for the remaining months in FY 2014/15 will fully fund this difference. This amount is obtained as follows: \$337,564 is restricted for debt service, \$11.8 million is restricted for capital projects, and \$27.7 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 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 \$27.7 million unassigned negative fund balance.

**Table 1**

**San Francisco County Transportation Authority**  
Internal Accounting Report  
Balance Sheet (Unaudited)  
Government Funds  
March 31, 2015

	Sales Tax Program	Congestion Management Agency Program	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Total
<b>Assets:</b>						
Cash In Bank	\$ 2,254,561	\$ -	\$ 1,629,391	\$ 14,660,742	\$ -	\$ 18,544,694
Deposits and Investments with City Treasurer	75,388,064	-	-	-	-	75,388,064
Restricted Investments with Fiscal Agent	337,564	-	-	-	-	337,564
Sales Tax Receivable	22,919,334	-	-	-	-	22,919,334
Vehicle Registration Fees Receivable	-	-	-	841,006	-	841,006
Interest Receivable from the City and County of San Francisco	115,678	-	-	-	-	115,678
Program Receivables - Federal	-	16,999,968	-	-	577,448	17,577,416
Program Receivables - State	-	2,605,438	-	-	-	2,605,438
Program Receivables - Other	-	457,511	-	-	-	457,511
Receivables from the City and County of San Francisco	-	1,320,334	-	-	-	1,320,334
Other Receivable	110,540	-	-	-	-	110,540
Intergovernmental Loan Receivable	10,606,801	-	-	-	-	10,606,801
Due From Other Fund	19,315,795	-	-	-	-	19,315,795
Prepaid Costs and Deposits	112,135	-	-	-	-	112,135
<b>Total Assets</b>	<b>\$ 131,160,472</b>	<b>\$ 21,383,251</b>	<b>\$ 1,629,391</b>	<b>\$ 15,501,748</b>	<b>\$ 577,448</b>	<b>\$ 170,252,310</b>
<b>Liabilities:</b>						
Accounts Payable	\$ 23,664,736	\$ 4,355,299	\$ 188,716	\$ 2,366,990	\$ 142,148	\$ 30,717,889
Accrued Salaries and Taxes	137,774	58,625	1,111	4,267	7,189	208,966
Interest Payable	6,115	-	-	-	-	6,115
Due to Other Fund	-	16,969,327	475,111	1,446,057	425,300	19,315,795
Commercial Paper Notes Payable	135,000,000	-	-	-	-	135,000,000
<b>Total Liabilities</b>	<b>158,808,625</b>	<b>21,383,251</b>	<b>664,938</b>	<b>3,817,314</b>	<b>574,637</b>	<b>185,248,765</b>
<b>Deferred Inflows of Resources:</b>						
<b>Unavailable Program Revenues</b>	<b>459,409</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>459,409</b>
<b>Fund Balances (Deficit):</b>						
Nonspendable	112,135	-	-	-	-	112,135
Restricted for Debt Service	337,564	-	-	-	-	337,564
Restricted for Capital Projects	-	-	756,482	11,025,549	-	11,782,031
Unassigned	(28,533,184)	-	207,971	658,885	2,811	(27,663,517)
<b>Total Fund Balances (Deficit)</b>	<b>(28,083,485)</b>	<b>-</b>	<b>964,453</b>	<b>11,684,434</b>	<b>2,811</b>	<b>\$ (15,431,787)</b>
<b>Total Liabilities, deferred inflows of resources and fund balances (deficits)</b>	<b>\$ 131,184,549</b>	<b>\$ 21,383,251</b>	<b>\$ 1,629,391</b>	<b>\$ 15,501,748</b>	<b>\$ 577,448</b>	

The Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison, compares budget to actual levels for revenues and expenditures for the first nine months of the fiscal year. Sales tax revenues and vehicle registration fees total \$71.6 million and \$3.2 million, respectively, for the nine months ending March 31, 2015 and program revenues total \$28.2 million.

As of March 31, 2015, the Transportation Authority incurred \$74.5 million of expenditures. Expenditures included \$67.6 million in capital projects costs, \$660,318 of interest and fiscal charges, and \$6.3 million for personnel and non-personnel expenditures.

Table 2

**San Francisco County Transportation Authority**  
Internal Accounting Report  
Statement of Revenues and Changes in Fund Balances with Budget Comparison  
(Unaudited) Governmental Funds  
For the Nine Months Ended March 31, 2015

	Sales Tax Program	Congestion Management Agency Program	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Total	Amended Budget	Variance With Final Budget Positive (Negative)
<b>Revenues:</b>								
Sales Tax	\$ 71,632,113	\$ -	\$ -	\$ -	\$ -	\$ 71,632,113	\$ 74,117,250	\$ (2,485,137)
Vehicle Registration Fee	-	-	-	3,217,914	-	3,217,914	3,545,789	(327,875)
Investment Income	318,355	-	1,397	2,889	-	322,641	259,643	62,998
Program Revenue	24,077	27,185,638	379,836	-	577,448	28,166,999	36,111,690	(7,944,691)
Other Revenue	129,632	-	-	-	-	129,632	4,252,963	(4,123,331)
<b>Total Revenues</b>	<b>72,104,177</b>	<b>27,185,638</b>	<b>381,233</b>	<b>3,220,803</b>	<b>577,448</b>	<b>103,469,299</b>	<b>118,287,335</b>	<b>(14,818,036)</b>
<b>Expenditures:</b>								
Personnel Expenditures	2,730,448	941,072	17,443	63,136	316,234	4,068,333	4,310,570	242,237
Non-personnel Expenditures	2,165,261	29,910	-	84	397	2,195,652	2,987,458	791,806
Capital Project Costs	33,994,071	30,678,663	155,819	2,498,698	258,006	67,585,257	138,125,701	70,540,444
Interest and Fiscal Charges	660,318	-	-	-	-	660,318	1,339,950	679,632
<b>Total Expenditures</b>	<b>39,550,098</b>	<b>31,649,645</b>	<b>173,262</b>	<b>2,561,918</b>	<b>574,637</b>	<b>74,509,560</b>	<b>146,763,679</b>	<b>72,254,119</b>
Excess (Deficiency) of Revenues over (under) Expenditures	32,554,079	(4,464,007)	207,971	658,885	2,811	28,959,739	(28,476,344)	57,436,083
<b>Other Financing Sources (uses):</b>								
Transfers In	-	4,464,007	-	-	-	4,464,007	1,008,252	3,455,755
Transfers Out	(4,464,007)	-	-	-	-	(4,464,007)	(1,008,252)	(3,455,755)
Total Other Financing Sources (uses)	(4,464,007)	4,464,007	-	-	-	-	-	-
<b>Net Change in Fund Balances</b>	<b>28,090,072</b>	<b>-</b>	<b>207,971</b>	<b>658,885</b>	<b>2,811</b>	<b>28,959,739</b>	<b>\$ (28,476,344)</b>	<b>\$ 57,436,083</b>
Fund Balances (Deficit), Beginning of the Period	(56,173,557)	-	756,482	11,025,549	-	(44,391,526)		
Fund Balances (Deficit), End of the Period	<u>\$ (28,083,485)</u>	<u>\$ -</u>	<u>\$ 964,453</u>	<u>\$ 11,684,434</u>	<u>\$ 2,811</u>	<u>\$ (15,431,787)</u>		

For the nine months ending March 31, 2015, revenues were less than budgetary estimates by \$14.8 million for all of the Transportation Authority's programs. Though the variance is rather large, the grant amounts have not changed. The Transportation Authority must receive contractor invoices and pay expenditures before it can submit reimbursements request on local, regional, state or federal grants. The granting agencies do not always reimburse on a schedule matching the budgetary estimates. In addition, the other revenues variance is due to the outstanding first loan repayment from TIDA (repayment expected in June 2015). Total expenditures were less than the budgetary estimates by \$72.3 million. This amount includes favorable variances of \$242,237 for personnel expenditures since positions from the staff reorganization plan approved by the Board in May 2014 were not all hired, \$791,806 for non-personnel expenditures for costs that have not yet been incurred, and \$70.5 million in capital project costs due to costs from project sponsors and consultants that have not yet been received by the Transportation Authority's second and third quarters. Consistent with prior year patterns, Transportation Authority staff anticipates a higher level of reimbursement requests and invoices during the fourth quarter.

As of March 31, 2015, approximately 80% of the Transportation Authority's investable assets were invested in the City and County of San Francisco Treasury Pool. Other investment assets include a money market investment pool held by US Bank per the terms of the Transportation Authority's



Commercial Paper indenture. 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. Attachment 1 is the most recent investment report furnished by the Office of the Treasurer.

**ALTERNATIVES**

None. This is an information item.

**CAC POSITION**

None. This is an information item.

**FINANCIAL IMPACTS**

None. This is an information item.

**RECOMMENDATION**

None. This is an information item.

Attachment:

1. Investment Report for March 31, 2015

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



José Cisneros, Treasurer

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

Investment Report for the month of March 2015

April 15, 2015

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, 2015. 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 2015 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	
	Fiscal YTD	March 2015	Fiscal YTD	February 2015
Average Daily Balance	\$ 6,053	\$ 6,602	\$ 5,983	\$ 6,440
Net Earnings	34.57	4.07	30.49	3.90
Earned Income Yield	0.76%	0.73%	0.77%	0.79%

**CCSF Pooled Fund Statistics \***

<i>(in \$ million)</i>	% of Portfolio	Book Value	Market Value	Wtd. Avg. Coupon	Wtd. Avg. YTM	WAM
<b>Investment Type</b>						
U.S. Treasuries	7.99%	\$ 532.0	\$ 538.4	1.04%	1.14%	543
Federal Agencies	70.18%	4,718.9	4,726.4	0.86%	0.79%	775
State & Local Government						
Agency Obligations	2.76%	187.6	186.2	1.43%	0.89%	616
Public Time Deposits	0.01%	0.5	0.5	0.52%	0.52%	183
Negotiable CDs	7.88%	530.5	530.5	0.45%	0.46%	564
Commercial Paper	2.23%	150.0	150.0	0.00%	0.09%	1
Medium Term Notes	8.73%	589.4	587.7	0.79%	0.41%	403
Money Market Funds	0.22%	15.1	15.1	0.02%	0.02%	1
<b>Totals</b>	<b>100.0%</b>	<b>\$ 6,723.9</b>	<b>\$ 6,734.9</b>	<b>0.83%</b>	<b>0.74%</b>	<b>684</b>

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, Ronald Gerhard, Joe Grazioli, Charles Perl  
Ben Rosenfield, Controller, Office of the Controller  
Tonia Ledju, 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, 2015

<i>(in \$ million)</i>									
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?		
U.S. Treasuries	\$ 535.0	\$ 532.0	\$ 538.4	101.22	7.99%	100%	Yes		
Federal Agencies	4,715.2	4,718.9	4,726.4	100.16	70.18%	100%	Yes		
State & Local Government Agency Obligations	185.5	187.6	186.2	99.24	2.76%	20%	Yes		
Public Time Deposits	0.5	0.5	0.5	100.00	0.01%	100%	Yes		
Negotiable CDs	530.5	530.5	530.5	100.01	7.88%	30%	Yes		
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes		
Commercial Paper	150.0	150.0	150.0	100.00	2.23%	25%	Yes		
Medium Term Notes	586.2	589.4	587.7	99.72	8.73%	25%	Yes		
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes		
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes		
Money Market Funds	15.1	15.1	15.1	100.00	0.22%	10%	Yes		
LAIF	-	-	-	-	0.00%	\$50mm	Yes		
Supranationals	-	-	-	-	0.00%	5%	Yes		
<b>TOTAL</b>	<b>\$ 6,718.0</b>	<b>\$ 6,723.9</b>	<b>\$ 6,734.9</b>	<b>100.16</b>	<b>100.00%</b>	<b>-</b>	<b>Yes</b>		

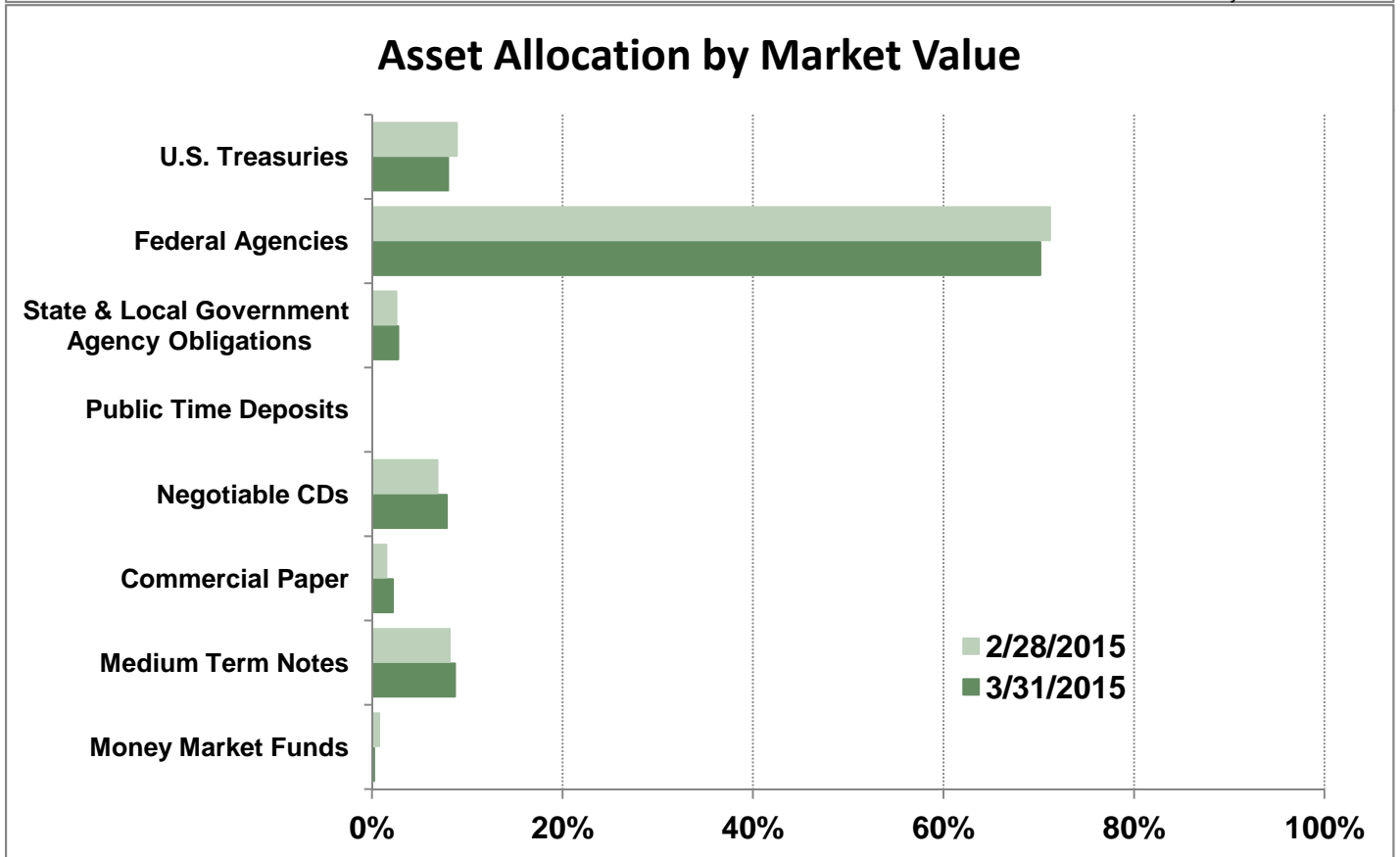
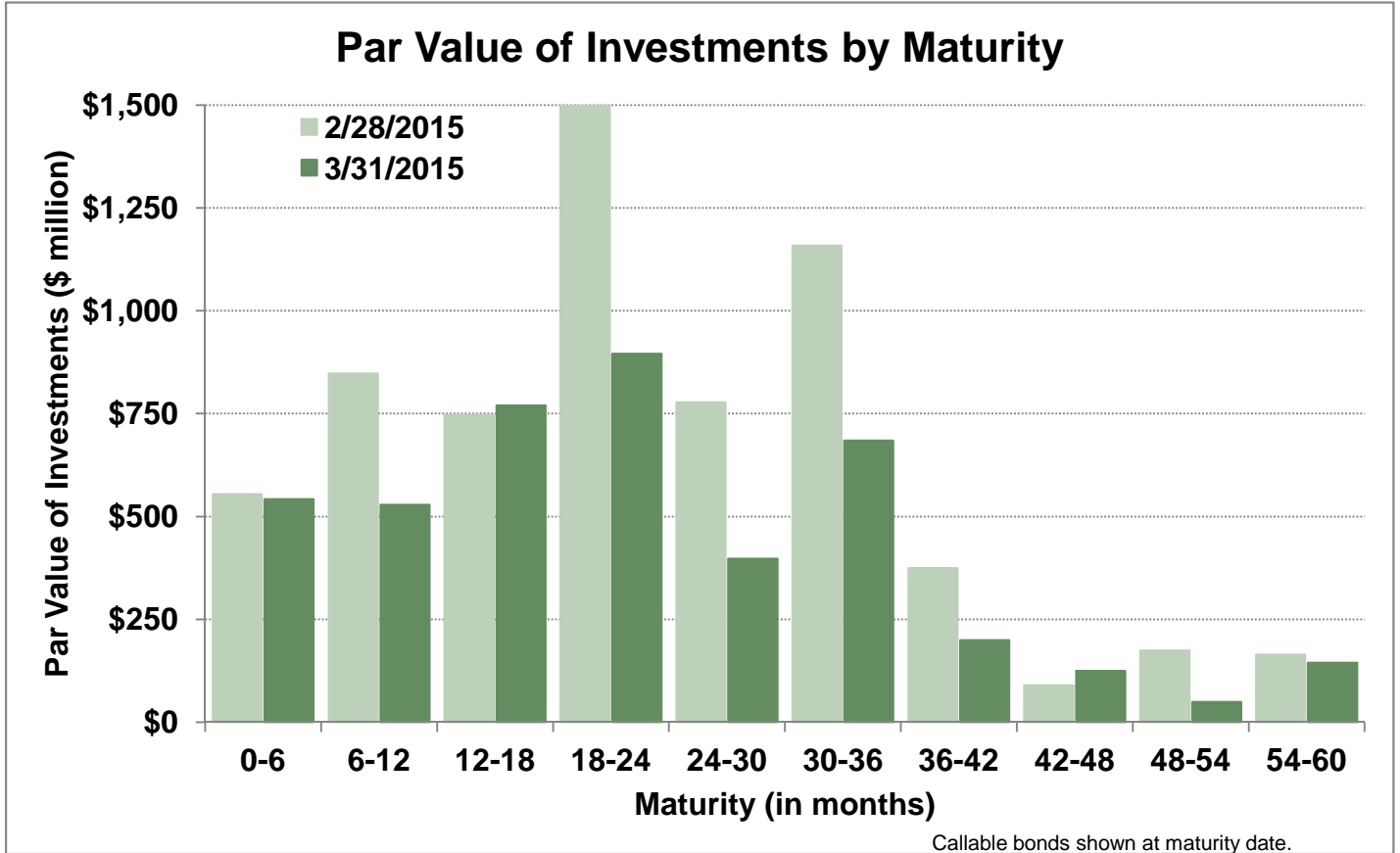
The City and County of San Francisco uses the following methodology to determine compliance: Compliance is pre-trade and calculated on both a par and market value basis, using the result with the lowest percentage of the overall portfolio value. Cash balances are included in the City's compliance calculations.

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.

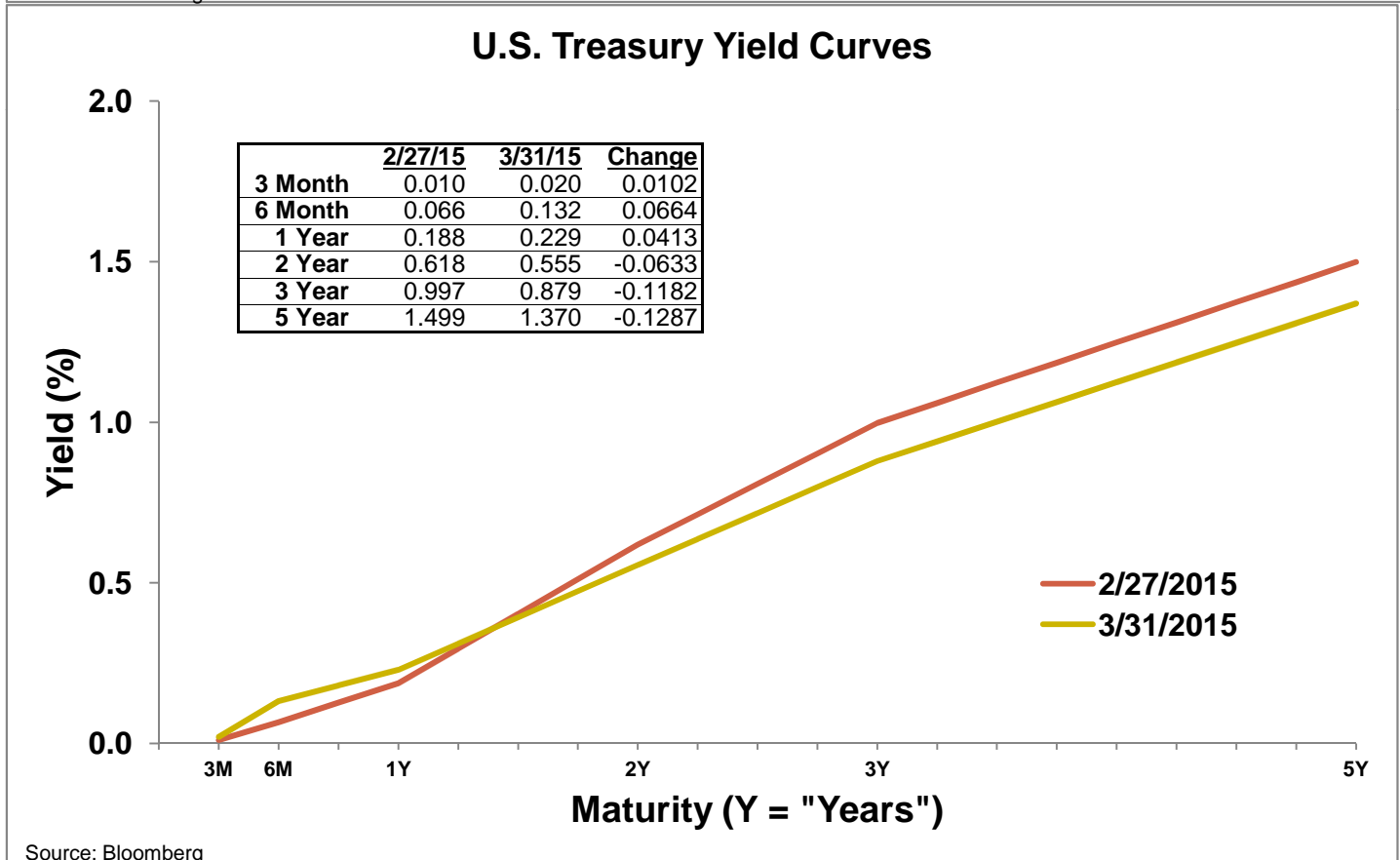
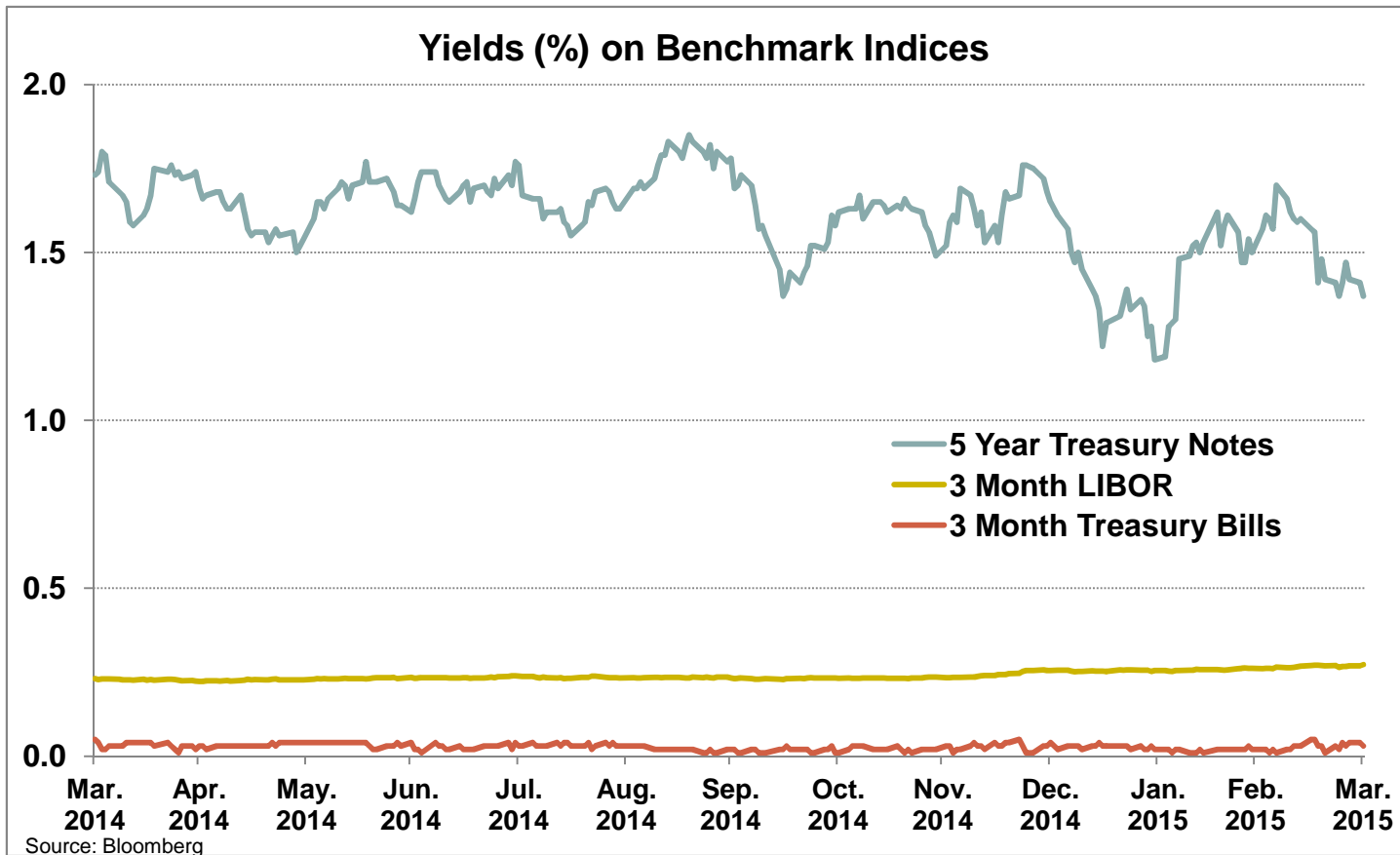
The full Investment Policy can be found at <http://www.sftreasurer.org/>, in the Reports & Plans section of the About menu.

Totals may not add due to rounding.

## Portfolio Analysis Pooled Fund



# Yield Curves



# Investment Inventory

## Pooled Fund

As of March 31, 2015

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
U.S. Treasuries	912828PE4	US TSY NT	12/23/11	10/31/15	0.58	1.25	\$ 25,000,000	\$ 25,609,375	\$ 25,092,185	\$ 25,154,250
U.S. Treasuries	912828PJ3	US TSY NT	12/16/10	11/30/15	0.66	1.38	50,000,000	49,519,531	49,935,495	50,386,500
U.S. Treasuries	912828PJ3	US TSY NT	12/16/10	11/30/15	0.66	1.38	50,000,000	49,519,531	49,935,495	50,386,500
U.S. Treasuries	912828PJ3	US TSY NT	12/23/10	11/30/15	0.66	1.38	50,000,000	48,539,063	49,803,102	50,386,500
U.S. Treasuries	912828RJ1	US TSY NT	10/11/11	9/30/16	1.49	1.00	75,000,000	74,830,078	74,948,724	75,644,250
U.S. Treasuries	912828RM4	US TSY NT	12/26/13	10/31/16	1.57	1.00	25,000,000	25,183,594	25,102,212	25,218,750
U.S. Treasuries	912828RX0	US TSY NT	2/25/14	12/31/16	1.74	0.88	25,000,000	25,145,508	25,089,543	25,170,000
U.S. Treasuries	912828SJ0	US TSY NT	3/14/12	2/28/17	1.90	0.88	75,000,000	74,771,484	74,911,847	75,474,750
U.S. Treasuries	912828SJ0	US TSY NT	3/21/12	2/28/17	1.90	0.88	25,000,000	24,599,609	24,844,946	25,158,250
U.S. Treasuries	912828SJ0	US TSY NT	3/21/12	2/28/17	1.90	0.88	25,000,000	24,599,609	24,844,946	25,158,250
U.S. Treasuries	912828SM3	US TSY NT	4/4/12	3/31/17	1.99	1.00	50,000,000	49,835,938	49,934,267	50,418,000
U.S. Treasuries	912828TM2	US TSY NT	9/17/12	8/31/17	2.40	0.63	60,000,000	59,807,813	59,906,190	59,892,000
<b>Subtotals</b>					<b>1.48</b>	<b>1.04</b>	<b>\$ 535,000,000</b>	<b>\$ 531,961,133</b>	<b>\$ 534,348,953</b>	<b>\$ 538,448,000</b>

Federal Agencies	3133EAQC5	FFCB FLT NT 1ML+1	6/8/12	5/14/15	0.04	0.18	\$ 50,000,000	\$ 49,985,500	\$ 49,999,417	\$ 50,005,500
Federal Agencies	3133EAVE5	FFCB FLT NT 1ML+2	12/5/12	6/22/15	0.06	0.19	50,000,000	49,987,300	49,998,879	50,012,000
Federal Agencies	31315PDZ9	FAMCA	11/22/13	7/22/15	0.31	2.38	15,000,000	15,511,350	15,094,351	15,100,350
Federal Agencies	3133ECVW1	FFCB FLT NT T-BILL+14	8/5/13	8/5/15	0.10	0.16	62,500,000	62,487,500	62,497,842	62,511,250
Federal Agencies	313383V81	FHLB	12/12/13	8/28/15	0.41	0.38	9,000,000	9,014,130	9,003,374	9,006,210
Federal Agencies	3137EACM9	FHLMC BONDS	12/15/10	9/10/15	0.45	1.75	50,000,000	49,050,000	49,911,040	50,339,500
Federal Agencies	313370JB5	FHLB	12/15/10	9/15/15	0.45	1.75	75,000,000	73,587,000	74,866,945	75,504,000
Federal Agencies	31315PGT0	FARMER MAC	9/15/10	9/15/15	0.46	2.13	45,000,000	44,914,950	44,992,222	45,365,850
Federal Agencies	3133ECJB1	FFCB FLT NT QTR T-BILL+16	4/24/13	9/18/15	0.22	0.18	16,200,000	16,198,073	16,199,626	16,205,184
Federal Agencies	31398A3T7	FNMA EX-CALL NT	10/14/11	9/21/15	0.48	2.00	25,000,000	25,881,000	25,105,990	25,211,750
Federal Agencies	3133EAJF6	FFCB FLT NT 1ML+2.5	11/30/12	9/22/15	0.06	0.20	27,953,000	27,941,120	27,950,985	27,966,138
Federal Agencies	31398A4M1	FNMA	12/15/10	10/26/15	0.57	1.63	25,000,000	24,317,500	24,920,068	25,199,750
Federal Agencies	31398A4M1	FNMA	12/15/10	10/26/15	0.57	1.63	42,000,000	40,924,380	41,873,456	42,335,580
Federal Agencies	31331J2S1	FFCB	12/15/10	11/16/15	0.62	1.50	25,000,000	24,186,981	24,896,393	25,193,000
Federal Agencies	3133ECLZ5	FFCB FLT NT MONTHLY 1ML+0	5/8/13	11/19/15	0.05	0.18	25,000,000	24,997,000	24,999,248	25,010,250
Federal Agencies	313371ZY5	FHLB	12/3/10	12/11/15	0.69	1.88	25,000,000	24,982,000	24,997,507	25,279,500
Federal Agencies	3133ED5A6	FFCB FLT	12/12/13	1/20/16	0.05	0.18	50,000,000	50,000,000	50,000,000	50,559,000
Federal Agencies	3130A3P81	FHLB	12/29/14	1/29/16	0.83	0.25	25,000,000	25,000,000	25,000,000	25,989,750
Federal Agencies	313375RN9	FHLB NT	4/13/12	3/11/16	0.94	1.00	22,200,000	22,357,620	22,238,080	22,326,540
Federal Agencies	3133XXP43	FHLB	12/12/13	3/11/16	0.94	3.13	14,000,000	14,848,400	14,356,949	14,364,000
Federal Agencies	3133EAJU3	FFCB NT	4/12/12	3/28/16	0.99	1.05	25,000,000	25,220,750	25,055,264	25,172,000
Federal Agencies	3135G0VA8	FNMA GLOBAL NT	12/13/13	3/30/16	1.00	0.50	25,000,000	25,022,250	25,009,665	25,044,500
Federal Agencies	31315PTF6	FAMCA FLT MTN 1ML+0	4/1/13	4/1/16	0.17	0.81	20,000,000	19,992,200	19,997,955	20,087,400
Federal Agencies	313379Z21	FHLB NT	4/18/12	4/18/16	1.04	0.81	20,000,000	19,992,200	19,997,955	20,087,400
Federal Agencies	3133ECWT7	FFCB NT	11/20/13	5/9/16	1.10	0.65	22,650,000	22,746,489	22,693,265	22,758,041
Federal Agencies	3133EDB35	FFCB FLT NT 1ML+3	1/15/14	6/2/16	0.01	0.20	50,000,000	49,991,681	49,995,903	50,040,000
Federal Agencies	31315PB73	FAMCA NT	2/9/12	6/9/16	1.18	0.90	10,000,000	10,000,000	10,000,000	10,070,200

# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	313373SZ6	FHLB	10/20/13	6/10/16	1.18	2.13	28,000,000	28,790,468	28,578,262	28,567,000
Federal Agencies	313771AA5	FHLB SUB NT	5/20/14	6/13/16	1.16	5.63	16,925,000	19,472,890	17,923,682	17,963,518
Federal Agencies	313771AA5	FHLB SUB NT	5/30/13	6/13/16	1.16	5.63	14,195,000	16,259,095	15,011,340	15,066,005
Federal Agencies	313771AA5	FHLB SUB NT	9/4/14	6/13/16	1.16	5.63	8,620,000	9,380,715	9,135,361	9,148,923
Federal Agencies	3133EDDP4	FFCB NT	2/11/14	6/17/16	1.21	0.52	50,000,000	50,062,000	50,032,049	50,059,500
Federal Agencies	3130A1BK3	FHLB EX-CALL NT	3/24/14	6/24/16	1.23	0.50	25,000,000	25,000,000	25,000,000	25,015,750
Federal Agencies	3135G0XP3	FNMA GLOBAL NT	3/25/14	7/5/16	1.26	0.38	50,000,000	49,753,100	49,863,360	49,969,500
Federal Agencies	31315PA25	FAMCA MTN	7/27/11	7/27/16	1.31	2.00	15,000,000	14,934,750	14,982,750	15,293,100
Federal Agencies	31315PA25	FAMCA MTN	3/26/13	7/27/16	1.31	2.00	14,100,000	14,735,205	14,351,685	14,375,514
Federal Agencies	31315PA25	FAMCA MTN	3/26/13	7/27/16	1.31	2.00	11,900,000	12,440,498	12,114,160	12,132,526
Federal Agencies	31315PA25	FAMCA MTN	3/26/14	7/27/16	1.31	2.00	20,643,350	20,643,350	20,363,862	20,390,800
Federal Agencies	3134G4UC0	FHLMC CALL NT	11/20/14	7/29/16	1.32	0.65	15,000,000	15,022,500	15,017,686	15,017,850
Federal Agencies	3135G0YE7	FNMA GLOBAL NT	3/17/14	8/26/16	1.40	0.63	50,000,000	50,124,765	50,071,674	50,132,500
Federal Agencies	31315PQB8	FAMCA NT	10/29/13	9/1/16	1.41	1.50	7,000,000	7,156,240	7,078,120	7,093,170
Federal Agencies	313370TW8	FHLB BD	10/11/11	9/9/16	1.42	2.00	25,000,000	25,727,400	25,213,560	25,548,250
Federal Agencies	313370TW8	FHLB	11/5/14	9/9/16	1.42	2.00	25,000,000	25,662,125	25,517,715	25,548,250
Federal Agencies	3133EDH21	FFCB FLT NT 1ML+2	3/14/14	9/14/16	0.04	0.19	50,000,000	49,993,612	49,996,286	50,030,500
Federal Agencies	3134G4XW3	FHLMC EX-CALL MTN	3/26/14	9/26/16	1.48	0.60	25,000,000	25,000,000	25,000,000	24,957,500
Federal Agencies	3130A1CD8	FHLB NT CALL	1/9/15	9/28/16	1.48	1.48	25,000,000	25,137,500	25,094,466	25,085,500
Federal Agencies	3134G3P38	FHLMC NT CALL	12/14/12	10/5/16	1.50	0.75	75,000,000	75,071,250	75,000,338	75,004,500
Federal Agencies	313378UB5	FHLB	10/23/14	10/11/16	1.51	1.13	5,000,000	5,062,083	5,048,687	5,047,600
Federal Agencies	3133EDJA1	FFCB FLT NT 1ML+2	4/11/14	10/11/16	0.03	0.20	25,000,000	24,993,750	24,996,178	25,014,750
Federal Agencies	3130A3CE2	FHLB	11/3/14	10/14/16	1.53	0.63	40,000,000	40,045,194	40,038,488	40,054,800
Federal Agencies	3137EADS5	FHLMC GLOBAL NT	3/3/14	10/14/16	1.52	0.88	25,000,000	25,200,250	25,117,720	25,140,000
Federal Agencies	3136G1WP0	FNMA CALL NT	11/4/13	11/4/16	1.57	1.50	18,000,000	18,350,460	18,104,178	18,123,120
Federal Agencies	3134G5LS2	FHLMC CALL MTN	11/17/14	11/17/16	1.62	0.60	25,000,000	25,000,000	25,000,000	24,952,250
Federal Agencies	3130A3J70	FHLB	11/17/14	11/23/16	1.64	0.63	25,000,000	24,990,000	24,991,832	25,023,750
Federal Agencies	313381GAY	FHLB NT	11/30/12	11/30/16	1.66	0.57	23,100,000	23,104,389	23,101,830	23,104,158
Federal Agencies	313371PV2	FHLB	11/6/14	12/9/16	1.67	1.63	25,000,000	25,513,000	25,414,966	25,429,000
Federal Agencies	313371PV2	FHLB	12/4/14	12/9/16	1.67	1.63	25,000,000	25,486,750	25,408,711	25,429,000
Federal Agencies	313371PV2	FHLB	12/12/14	12/9/16	1.67	1.63	25,000,000	25,450,885	25,383,269	25,429,000
Federal Agencies	3130A12F4	FHLB CALL NT	3/19/14	12/19/16	1.71	0.70	20,500,000	20,497,950	20,498,720	20,505,535
Federal Agencies	313381KR5	FHLB NT CALL	12/28/12	12/28/16	1.73	0.63	13,500,000	13,500,000	13,500,000	13,515,120
Federal Agencies	313381KR5	FHLB NT CALL	12/28/12	12/28/16	1.73	0.63	9,000,000	9,000,000	9,000,000	9,010,080
Federal Agencies	3134G5VG7	FHLMC CALL MTN	12/29/14	12/29/16	1.73	0.78	50,000,000	50,000,000	50,000,000	50,058,000
Federal Agencies	3130A3QU1	FHLB NT CALL	12/30/14	12/30/16	1.74	0.75	8,000,000	8,000,000	8,000,000	8,019,840
Federal Agencies	3130A3QU1	FHLB NT CALL	12/30/14	12/30/16	1.74	0.75	50,000,000	50,000,000	50,000,000	50,124,000
Federal Agencies	3134G33C2	FHLMC NT	1/3/13	1/3/17	1.75	0.60	50,000,000	50,000,000	50,000,000	50,019,500
Federal Agencies	3133ECB37	FFCB NT	12/20/12	1/12/17	1.77	0.58	14,000,000	14,000,000	14,000,000	13,988,240
Federal Agencies	31315PWW5	FARMER MAC MTN	5/4/12	1/17/17	1.78	1.01	49,500,000	49,475,250	49,490,541	49,836,600
Federal Agencies	3133EDRD6	FFCB FLT QTR T-BILL+14	12/12/14	1/30/17	0.08	0.16	50,000,000	49,981,400	49,984,023	50,012,000
Federal Agencies	3134G5X91	FHLMC CALL MTN	1/30/15	1/30/17	1.82	0.90	25,000,000	25,000,000	25,000,000	25,013,750

# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	3133786Q9	FHLB NT	1/10/13	2/13/17	1.85	1.00	67,780,000	68,546,456	68,130,673	68,242,937
Federal Agencies	3130A45K4	FHLB CALL NT	2/27/15	2/27/17	1.89	0.80	30,000,000	29,959,200	29,961,042	30,030,300
Federal Agencies	3130A45K4	FHLB CALL NT	2/27/15	2/27/17	1.89	0.80	19,500,000	19,473,480	19,474,677	19,519,695
Federal Agencies	3133EDFW7	FFCB FLT NT 1ML+5.5	2/27/14	2/27/17	0.07	0.23	50,000,000	50,000,000	50,000,000	50,062,500
Federal Agencies	3133782N0	FHLB	12/15/14	3/10/17	1.93	0.88	50,000,000	50,058,500	50,050,829	50,250,500
Federal Agencies	3133EDP30	FARMER MAC FLT NT 1ML+4	10/3/14	3/24/17	0.07	0.21	26,000,000	26,009,347	26,007,484	26,025,480
Federal Agencies	3134G4XM5	FHLMC CALL MTN	3/28/14	3/28/17	1.98	0.78	25,000,000	25,000,000	25,000,000	25,054,000
Federal Agencies	3136G1ZB8	FNMA CALL NT	3/28/14	3/28/17	1.98	0.88	25,000,000	25,000,000	25,000,000	25,081,250
Federal Agencies	3133EDZW5	FFCB FLT NT 1ML+2	10/29/14	3/29/17	0.08	0.20	25,000,000	24,999,750	24,999,794	25,014,750
Federal Agencies	31315PTQ2	FARMER MAC MTN	4/10/12	4/10/17	1.99	1.26	12,500,000	12,439,250	12,475,381	12,621,250
Federal Agencies	3133ECLL6	FFCB NT	4/17/13	4/17/17	2.03	0.60	10,000,000	10,000,000	10,000,000	9,989,700
Federal Agencies	31315PUQ0	FARMER MAC MTN	4/26/12	4/26/17	2.04	1.13	10,500,000	10,500,000	10,500,000	10,586,100
Federal Agencies	3137EADF3	FHLMC NT	5/14/12	5/12/17	2.08	1.25	25,000,000	25,133,000	25,056,292	25,298,250
Federal Agencies	31315PZQ5	FARMER MAC MTN	12/28/12	6/5/17	2.15	1.11	9,000,000	9,122,130	9,060,010	9,036,720
Federal Agencies	313379FW4	FHLB	12/19/14	6/9/17	2.16	1.00	12,000,000	12,024,093	12,021,725	12,072,480
Federal Agencies	3130A3SL9	FHLB	12/30/14	6/15/17	2.18	0.95	25,000,000	24,959,750	24,963,874	25,115,500
Federal Agencies	3133EAUW6	FFCB FLT NT FF+22	6/19/12	6/19/17	0.22	0.34	50,000,000	50,000,000	50,000,000	50,099,000
Federal Agencies	3133EEGH7	FFCB	12/26/14	6/26/17	2.21	0.93	8,400,000	8,397,312	8,397,595	8,431,332
Federal Agencies	3137EADH9	FHLMC GLOBAL NT	3/25/14	6/29/17	2.22	1.00	24,920,625	24,920,625	24,945,396	25,139,250
Federal Agencies	3134G5VV4	FHLMC CALL MTN	12/30/14	6/30/17	2.23	1.05	25,000,000	25,000,000	25,000,000	25,043,000
Federal Agencies	3134G5VV4	FHLMC CALL MTN	12/30/14	6/30/17	2.23	1.05	25,000,000	25,000,000	25,000,000	25,043,000
Federal Agencies	3134G5W50	FHLMC	12/30/14	6/30/17	2.24	1.00	50,000,000	50,000,000	50,000,000	50,253,000
Federal Agencies	3133ECV92	FFCB FLT NT 1ML+4	7/24/13	7/24/17	0.07	0.21	50,000,000	50,000,000	50,000,000	50,043,000
Federal Agencies	3134G3ZH6	FHLMC EX-CALL MTN	4/15/14	7/25/17	2.29	1.00	19,000,000	18,995,250	18,996,643	19,076,380
Federal Agencies	3133ECVG6	FFCB FLT NT 3ML+0	8/5/13	7/26/17	0.07	0.26	23,520,000	23,520,000	23,520,000	23,549,165
Federal Agencies	3133EEFX3	FFCB FLT 1ML+5	12/23/14	8/23/17	0.06	0.22	50,000,000	50,000,000	50,000,000	50,051,500
Federal Agencies	3134G6ER0	FHLMC CALL MTN	2/25/15	8/23/17	2.38	1.00	18,300,000	18,300,000	18,300,000	18,337,515
Federal Agencies	3134G5HS7	FHLMC CALL MTN	9/25/14	9/25/17	2.46	1.13	20,100,000	20,079,900	20,083,348	20,168,340
Federal Agencies	3137EADL0	FHLMC GLOBAL NT	3/25/14	9/23/17	2.47	1.00	25,000,000	24,808,175	24,863,750	25,077,500
Federal Agencies	3136G0Y39	FNMA STEP NT	11/8/12	11/8/17	2.58	0.80	50,000,000	50,000,000	50,000,000	49,904,000
Federal Agencies	3133EEBR0	FFCB FLT NT 1ML+3	11/18/14	11/13/17	0.04	0.21	25,000,000	24,988,794	24,990,170	25,009,750
Federal Agencies	3134G44F2	FHLMC CALL MTN	5/21/13	11/21/17	2.61	0.80	50,000,000	50,000,000	50,000,000	49,754,500
Federal Agencies	3134G5NE1	FHLMC CALL STEP	11/24/14	11/24/17	2.63	0.63	25,000,000	25,000,000	25,000,000	25,016,000
Federal Agencies	3134G5NE1	FHLMC CALL STEP	11/24/14	11/24/17	2.63	0.63	11,191,600	11,191,600	11,192,581	11,207,168
Federal Agencies	31315PJ83	FARMER MAC FLT CALL 1ML+17	12/1/14	12/1/17	0.00	0.34	25,000,000	25,000,000	25,000,000	25,068,250
Federal Agencies	3130A3HF4	FHLB	12/22/14	12/8/17	2.64	1.13	25,000,000	24,988,313	24,992,425	25,147,250
Federal Agencies	3133EEFE5	FFCB	12/18/14	12/18/17	2.67	1.13	50,000,000	50,012,500	50,011,314	50,211,000
Federal Agencies	3133EEFE5	FFCB	12/19/14	12/18/17	2.67	1.13	50,000,000	49,916,063	49,924,105	50,211,000
Federal Agencies	31315PZ28	FAMCA MTN	12/22/14	12/22/17	2.68	1.20	46,000,000	46,000,000	46,000,000	46,340,400
Federal Agencies	3136G13Q0	FNMA STEP NT	12/26/12	12/26/17	2.71	0.75	29,000,000	29,000,000	29,000,000	29,020,300
Federal Agencies	3136G13T4	FNMA STEP NT	12/26/12	12/26/17	2.71	0.80	39,000,000	39,000,000	39,000,000	39,029,250
Federal Agencies	3134G32M1	FHLMC CALL NT	12/28/12	12/28/17	2.71	1.00	50,000,000	50,000,000	50,000,000	49,844,000



# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	3134G5VA0	FHLMC CALL MTN	12/29/14	12/29/17	2.70	1.25	25,000,000	25,000,000	25,000,000	25,030,000
Federal Agencies	31315PA55	FARMER MAC FLT CALL 1ML+16	1/5/15	1/5/18	0.01	0.33	25,000,000	25,000,000	25,000,000	50,082,000
Federal Agencies	3134G5XM2	FHLMC CALL STEP NT	1/30/15	1/30/18	2.81	0.50	25,000,000	25,000,000	25,000,000	24,994,500
Federal Agencies	3133EEMH0	FFCB FLT NT 1ML+5	2/2/15	2/2/18	0.01	0.22	35,000,000	34,978,893	34,980,010	35,025,900
Federal Agencies	3133EEAN0	FFCB FLT NT 1ML+4	11/5/14	2/5/18	0.01	0.21	25,000,000	25,000,000	25,000,000	25,011,250
Federal Agencies	3133EEAN0	FFCB FLT NT 1ML+4	11/5/14	2/5/18	0.01	0.21	25,000,000	24,991,750	24,992,771	25,011,250
Federal Agencies	3133EEAN0	FFCB FLT NT 1ML+4	11/5/14	2/5/18	0.01	0.21	50,000,000	49,983,560	49,985,594	50,022,500
Federal Agencies	3134G5ZK4	FHLMC STEP CALL MTN	2/6/15	2/6/18	2.82	0.75	24,900,000	24,900,000	24,900,000	24,873,606
Federal Agencies	3134G6AX1	FHLMC CALL MTN	2/20/15	2/20/18	2.86	0.75	22,000,000	22,000,000	22,000,000	21,997,800
Federal Agencies	3130A4AT9	FHLB	2/27/15	2/27/18	2.87	0.85	25,000,000	25,000,000	25,000,000	25,021,750
Federal Agencies	3134G6ED1	FHLMC CALL STEP	2/27/15	2/27/18	2.89	0.50	25,000,000	25,000,000	25,000,000	25,009,750
Federal Agencies	3134G6ED1	FHLMC CALL STEP	2/27/15	2/27/18	2.89	0.50	25,000,000	25,000,000	25,000,000	25,009,750
Federal Agencies	3135G0UN1	FNMA GLOBAL NT CALL	2/26/14	2/28/18	2.87	1.15	19,000,000	18,877,450	18,910,873	18,948,510
Federal Agencies	3135G0UN1	FNMA GLOBAL NT CALL	2/26/14	2/28/18	2.87	1.15	8,770,000	8,713,434	8,728,861	8,746,233
Federal Agencies	3134G6FR9	FHLMC STEP CALL MTN	3/5/15	3/5/18	2.90	0.75	25,000,000	25,000,000	25,000,000	25,011,250
Federal Agencies	3134G6JN4	FHLMC STEP CALL MTN	3/16/15	3/16/18	2.92	1.00	50,000,000	50,000,000	50,000,000	50,056,500
Federal Agencies	3134G6LN1	FHLMC STEP CALL MTN	3/26/15	3/26/18	2.95	1.00	25,000,000	25,000,000	25,000,000	25,029,750
Federal Agencies	3130A35B6	FHLB FLT CALL NT 1ML+23	10/2/14	4/2/18	0.01	0.40	50,000,000	50,000,000	50,000,000	50,000,000
Federal Agencies	3136G1KN8	FNMA NT CALL	4/24/13	4/24/18	2.99	1.50	50,000,000	50,903,000	50,028,451	50,035,000
Federal Agencies	3136G1K81	FNMA NT STEP	4/30/13	4/30/18	3.04	0.75	12,600,000	12,600,000	12,600,000	12,604,914
Federal Agencies	31315PZM4	FARMER MAC STEP NT	5/3/13	5/3/18	3.05	0.70	24,600,000	24,600,000	24,600,000	24,612,054
Federal Agencies	313382XX4	FHLB STEP NT	5/23/13	5/22/18	3.07	0.75	25,000,000	25,000,000	25,000,000	25,014,500
Federal Agencies	3133ECPB4	FFCB NT	5/23/13	5/14/18	3.07	0.88	10,000,000	9,934,600	9,959,004	9,913,300
Federal Agencies	3135G0WJ8	FNMA NT	3/27/15	5/21/18	3.09	0.88	25,000,000	24,786,500	24,865,860	24,940,500
Federal Agencies	3133834P3	FHLB STEP NT	5/22/13	5/22/18	3.12	0.50	50,000,000	50,000,000	50,000,000	50,019,500
Federal Agencies	3130A4MX7	FHLB CALL STEP	4/17/14	7/17/18	3.21	0.50	4,000,000	4,000,111	4,000,111	4,002,120
Federal Agencies	3134G52D6	FHLMC CALL MTN	1/27/15	7/27/18	3.28	0.75	25,000,000	25,000,000	25,000,000	25,099,500
Federal Agencies	3134G5ZP3	FHLMC CALL STEP NT	1/30/15	7/30/18	3.28	1.00	25,000,000	25,000,000	25,000,000	25,015,750
Federal Agencies	3134G5Z1	FHLMC STEP CALL MTN	3/18/15	9/18/18	3.40	1.33	15,000,000	15,000,000	15,000,000	25,014,500
Federal Agencies	3130A4GL0	FHLB NT CALL	3/3/15	12/3/18	0.18	0.40	50,000,000	50,000,000	50,000,000	15,038,550
Federal Agencies	31315PS59	FARMER MAC CALL FLT 3ML+14	3/3/15	12/3/18	0.18	0.38	50,000,000	50,000,000	50,000,000	50,130,000
Federal Agencies	31315PW96	FARMER MAC FLT CALL 3ML+12	3/3/15	12/3/18	0.18	0.38	50,000,000	50,000,000	50,000,000	50,094,000
Federal Agencies	3134G4LZ9	FHLMC CALL STEP	12/10/13	12/10/18	3.63	0.88	50,000,000	50,000,000	50,000,000	50,230,000
Federal Agencies	3136G2C39	FHLMC CALL MULTI-STEP	12/18/13	12/18/18	3.61	1.50	25,000,000	25,000,000	25,000,000	25,065,750
Federal Agencies	3136G2C39	FNMA CALL NT	12/30/14	12/28/18	3.63	1.63	15,000,000	15,000,000	15,000,000	15,127,050
Federal Agencies	31315PQ69	FARMER MAC FLT CALL NT 3ML+15	4/3/14	4/3/19	0.01	0.41	50,000,000	50,000,000	50,000,000	50,000,000
Federal Agencies	31315PE47	FARMER MAC FLT CALL NT 1ML+31	11/3/14	5/3/19	0.01	0.48	25,000,000	25,000,000	25,000,000	25,007,500
Federal Agencies	31315PS91	FARMER MAC FLT CALL NT 3ML+12	8/12/14	8/12/19	0.12	0.38	50,000,000	50,000,000	50,000,000	50,033,500
Federal Agencies	3130A35A8	FHLB FLT CALL NT 1ML+40	10/2/14	10/2/19	0.01	0.57	50,000,000	50,000,000	50,000,000	50,000,000
Federal Agencies	313586RC5	FNMA 0 CPN	11/21/14	10/9/19	4.53	0.00	29,675,000	26,700,081	26,918,654	27,268,654
Federal Agencies	313586RC5	FNMA 0 CPN	11/24/14	10/9/19	4.53	0.00	25,000,000	22,498,750	22,678,615	22,972,750
Federal Agencies	313586RC5	FNMA 0 CPN	11/24/14	10/9/19	4.53	0.00	10,000,000	9,005,200	9,076,736	9,189,100
Federal Agencies	31315PJ26	FARMER MAC FLT CALL 3ML+12	12/2/14	12/2/19	0.17	0.38	50,000,000	50,000,000	50,000,000	50,027,000
Federal Agencies	3130A4HA3	FHLB STEP CALL NT	3/18/15	3/18/20	4.83	1.25	25,000,000	25,000,000	25,000,000	25,033,250
Federal Agencies	3134G6KV4	FHLMC STEP CALL MTN	3/25/15	3/25/20	4.81	1.63	15,000,000	15,000,000	15,000,000	15,029,400
<b>Subtotals</b>					<b>1.45</b>	<b>0.86</b>	<b>\$ 4,715,188,000</b>	<b>\$ 4,718,852,316</b>	<b>\$ 4,715,206,663</b>	<b>\$ 4,726,431,696</b>

# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
State/Local Agencies	91412GPPW9	UNIV OF CALIFORNIA REVENUE BC	3/14/13	5/15/15	0.12	0.39	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,001,000
State/Local Agencies	612574DQ3	MONTEREY COMM COLLEGE GO	5/7/13	8/1/15	0.34	0.63	315,000	315,000	315,000	315,428
State/Local Agencies	13063BH28	CALIFORNIA ST TAXABLE GO BD	8/19/14	11/1/15	0.57	3.95	5,000,000	5,215,300	5,104,953	5,100,300
State/Local Agencies	64966GXS6	NEW YORK CITY TAXABLE GO	4/1/13	12/1/15	0.65	5.13	12,255,000	13,700,477	12,617,111	12,610,027
State/Local Agencies	13063BN73	CALIFORNIA ST TAXABLE GO BD	3/27/13	2/1/16	0.83	1.05	11,000,000	11,037,180	11,010,929	11,046,200
State/Local Agencies	13063BN73	CALIFORNIA ST GO BD	12/19/14	2/1/16	0.83	1.05	7,000,000	7,044,310	7,033,151	7,029,400
State/Local Agencies	13063BN73	CALIFORNIA ST GO BD	3/31/15	2/1/16	0.83	1.05	21,000,000	21,150,150	21,149,781	21,088,200
State/Local Agencies	91412GUT0	UNIV OF CALIFORNIA REVENUE	4/10/14	5/15/16	1.12	0.63	2,500,000	2,500,000	2,500,000	2,499,550
State/Local Agencies	612574DR1	MONTEREY COMM COLLEGE GO	5/7/13	8/1/16	1.33	0.98	2,670,000	2,670,000	2,670,000	2,679,105
State/Local Agencies	13063CPM6	CALIFORNIA ST TAXABLE GO BD	12/9/14	11/1/16	1.57	0.75	44,000,000	44,059,033	44,051,500	43,946,760
State/Local Agencies	91412GUU7	UNIV OF CALIFORNIA REVENUE BD	4/10/14	5/15/17	2.09	1.22	3,250,000	3,250,000	3,250,000	3,262,968
State/Local Agencies	13063CFC9	CALIFORNIA ST GO BD	11/5/13	11/1/17	2.52	1.75	16,500,000	16,558,905	16,538,205	16,688,595
State/Local Agencies	13063CPN4	CALIFORNIA ST GO BD	11/25/14	11/1/17	2.54	1.25	50,000,000	50,121,500	50,107,106	49,942,000
State/Local Agencies	13063CPN4	CALIFORNIA ST GO BD	12/22/14	11/1/17	2.55	1.25	5,000,000	5,009,238	5,008,802	4,994,200
<b>Subtotals</b>					<b>1.66</b>	<b>1.43</b>	<b>\$ 185,490,000</b>	<b>\$ 187,631,093</b>	<b>\$ 186,356,538</b>	<b>\$ 186,203,733</b>
Public Time Deposits		BANK OF SAN FRANCISCO PTD	4/9/14	4/9/15	0.03	0.45	\$ 240,000	\$ 240,000	\$ 240,000	\$ 240,000
Public Time Deposits		TRANS PACIFIC NATIONAL BANK P	3/20/15	3/21/16	0.97	0.58	240,000	240,000	240,000	240,000
<b>Subtotals</b>					<b>0.49</b>	<b>0.29</b>	<b>\$ 480,000</b>	<b>\$ 480,000</b>	<b>\$ 480,000</b>	<b>\$ 480,000</b>
Negotiable CDs	78009NGU4	ROYAL BANK OF CANADA NY YCD	5/19/14	6/25/15	0.24	0.37	\$ 5,500,000	\$ 5,497,250	\$ 5,499,419	\$ 5,498,961
Negotiable CDs	78009NSA5	ROYAL BANK OF CANADA NY YCD	9/16/14	3/10/16	0.03	0.34	25,000,000	25,000,000	25,000,000	25,003,300
Negotiable CDs	96121TWJ3	WESTPAC FLT YCD 3ML+15	4/24/14	4/25/16	0.07	0.41	25,000,000	25,000,000	25,000,000	24,994,200
Negotiable CDs	96121TWK0	WESTPAC FLT YCD 1ML+22	4/24/14	4/25/16	0.07	0.39	50,000,000	50,000,000	50,000,000	49,988,750
Negotiable CDs	06417HKT2	BANK OF NOVA SCOTIA YCD 3ML+1	5/9/14	5/9/16	0.11	0.45	25,000,000	24,989,525	24,994,211	24,993,325
Negotiable CDs	06366CWA2	BANK OF MONTREAL CHICAGO YCI	2/12/15	8/12/16	0.04	0.42	25,000,000	25,000,000	25,000,000	24,989,875
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO YCI	3/31/15	9/23/16	0.06	0.44	50,000,000	50,000,000	50,000,000	50,000,000
Negotiable CDs	06417HUV4	BANK OF MONTREAL CHICAGO YCI	3/31/15	9/23/16	0.06	0.44	25,000,000	25,000,000	25,000,000	25,000,000
Negotiable CDs	06417HVR4	BANK OF NOVA SCOTIA FLT 3ML+2	9/25/14	9/23/16	0.23	0.46	50,000,000	50,000,000	50,000,000	49,958,750
Negotiable CDs	78009NSX5	BANK OF NOVA SCOTIA YCD 3ML+2	10/7/14	10/7/16	0.02	0.45	50,000,000	50,000,000	50,000,000	49,985,000
Negotiable CDs	06417HE36	ROYAL BANK OF CANADA YCD 3ML	12/15/14	12/15/16	0.21	0.45	100,000,000	100,000,000	100,000,000	100,146,700
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA YCD 3ML+2	2/23/15	2/23/17	0.15	0.54	25,000,000	25,000,000	25,000,000	24,995,150
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA YCD 3ML+2	2/23/15	2/23/17	0.15	0.54	25,000,000	25,000,000	25,000,000	24,995,150
Negotiable CDs	06417HUR5	BANK OF NOVA SCOTIA YCD 3ML+2	9/25/14	9/25/17	0.24	0.54	50,000,000	50,000,000	50,000,000	49,970,650
<b>Subtotals</b>					<b>0.13</b>	<b>0.45</b>	<b>\$ 530,500,000</b>	<b>\$ 530,486,775</b>	<b>\$ 530,493,629</b>	<b>\$ 530,519,811</b>
Commercial Paper	62478YR18	MUFG UNION BANK NA	3/31/15	4/1/15	0.00	0.00	\$ 100,000,000	\$ 99,999,861	\$ 99,999,861	\$ 100,000,000
Commercial Paper	06538CR29	BANK OF TOKYO-MITSUBISHI UFJ C	3/10/15	4/2/15	0.00	0.00	50,000,000	49,994,569	49,994,569	49,999,792
<b>Subtotals</b>					<b>0.00</b>	<b>0.00</b>	<b>\$ 150,000,000</b>	<b>\$ 149,994,430</b>	<b>\$ 149,994,430</b>	<b>\$ 149,999,792</b>

# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Medium Term Notes	89236TAG0	TOYOTA MOTOR CREDIT CORP 3M	4/12/13	4/8/15	0.02	0.40	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,500
Medium Term Notes	64952WAW3	NEW YORK LIFE MTN	9/22/14	5/4/15	0.09	3.00	5,000,000	5,084,250	5,012,412	5,010,600
Medium Term Notes	459200HD6	IBM MTN	12/19/13	5/11/15	0.11	0.75	5,425,000	5,460,859	5,427,824	5,427,170
Medium Term Notes	36962G5Z3	GE CAPITAL CORP MTN	8/19/13	7/2/15	0.26	1.63	5,000,000	5,075,250	5,010,151	5,015,150
Medium Term Notes	36962G4M3	GE CAPITAL CORP FLT MTN 3ML+7:	11/25/13	7/9/15	0.02	1.00	8,565,000	8,624,955	8,575,043	8,580,503
Medium Term Notes	89233P6J0	TOYOTA MTN	11/15/13	7/17/15	0.30	0.88	10,000,000	10,072,000	10,012,650	10,016,200
Medium Term Notes	89233P6J0	TOYOTA MTN	3/4/14	7/17/15	0.30	0.88	6,100,000	6,147,885	6,110,247	6,109,882
Medium Term Notes	594918AG9	MICROSOFT MTN	10/30/13	9/25/15	0.49	1.63	3,186,000	3,260,266	3,204,914	3,205,626
Medium Term Notes	961214BW2	WESTPAC NT	9/15/14	10/9/15	0.49	1.13	10,152,000	10,232,201	10,189,855	10,189,055
Medium Term Notes	369604BE2	GENERAL ELECTRIC MTN	3/5/14	10/9/15	0.52	0.85	10,000,000	10,069,000	10,022,605	10,031,500
Medium Term Notes	369604BE2	GENERAL ELECTRIC MTN	5/7/14	10/9/15	0.52	0.85	8,000,000	8,043,680	8,016,044	8,025,200
Medium Term Notes	369604BE2	GENERAL ELECTRIC MTN	5/19/14	10/9/15	0.52	0.85	9,300,000	9,358,311	9,321,924	9,329,295
Medium Term Notes	06366RJH9	BANK OF MONTREAL MTN	3/27/14	11/6/15	0.60	0.80	8,500,000	8,532,470	8,512,073	8,521,760
Medium Term Notes	36962G4T8	GE CAPITAL CORP MTN	5/12/14	11/9/15	0.60	2.25	7,000,000	7,183,890	7,074,768	7,072,730
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	3/7/14	11/15/15	0.62	1.80	23,025,000	23,588,652	23,232,949	23,229,692
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	3/12/14	11/15/15	0.62	1.80	10,000,000	10,231,900	10,086,253	10,088,900
Medium Term Notes	459200GU9	IBM CORP NT	2/11/14	1/5/16	0.76	2.00	19,579,000	20,139,743	19,804,754	19,820,213
Medium Term Notes	46625HHW3	JPMORGAN CHASE & CO	2/11/15	1/15/16	0.78	2.60	12,836,000	13,079,085	13,047,339	13,013,265
Medium Term Notes	064255AK8	BTMUFJ FLT MTN 3ML+45	3/17/14	2/26/16	0.15	0.71	10,000,000	10,035,800	10,016,666	10,011,600
Medium Term Notes	36962G2V5	GE FLT MTN 3ML+20	5/19/14	5/11/16	0.11	0.46	17,689,000	17,703,328	17,697,046	17,708,635
Medium Term Notes	36962G7A6	GE FLT MTN 3ML+65	3/23/15	7/12/16	0.04	0.90	27,951,000	27,902,111	27,898,288	27,835,985
Medium Term Notes	064159CQ7	BANK OF NOVA SCOTIA	2/13/15	7/15/16	1.28	1.38	16,483,000	16,639,415	16,626,822	16,624,094
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK 3ML+4f	12/15/14	9/9/16	0.19	0.72	18,930,000	19,016,132	19,001,595	19,002,123
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK 3ML+4f	3/2/15	9/9/16	0.19	0.72	24,000,000	24,103,620	24,098,039	24,091,440
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP 3M	9/23/14	9/23/16	0.23	0.36	50,000,000	50,000,000	50,000,000	49,973,500
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP 3M	12/9/14	9/23/16	0.23	0.36	14,150,000	14,145,331	14,146,137	14,142,501
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP 3M	2/11/15	9/23/16	0.23	0.36	28,150,000	28,142,963	28,143,547	28,135,081
Medium Term Notes	89236TBV6	TOYOTA MOTOR CREDIT CORP FF-	9/25/14	9/23/16	0.23	0.37	47,500,000	47,500,000	47,500,000	47,486,225
Medium Term Notes	9612E0DB0	WESTPAC FLT MTN 1ML+25	10/10/14	10/7/16	0.02	0.43	50,000,000	50,000,000	50,000,000	50,000,000
Medium Term Notes	36967FAB7	GENERAL ELEC CAP CORP FLT 3M	1/9/15	1/9/17	0.02	0.53	20,000,000	20,000,000	20,000,000	20,024,400
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP 3M	2/20/15	2/16/17	0.13	0.45	50,000,000	50,000,000	50,000,000	50,008,500
<b>Subtotals</b>					<b>0.27</b>	<b>0.79</b>	<b>\$ 586,221,000</b>	<b>\$ 589,373,095</b>	<b>\$ 587,789,947</b>	<b>\$ 587,731,325</b>
Money Market Funds	09248U718	BLACKROCK T-FUND INSTL	3/31/15	4/1/15	0.00	0.01	\$ 5,001,493	\$ 5,001,493	\$ 5,001,493	\$ 5,001,493
Money Market Funds	316175108	FIDELITY INSTL GOVT PORT	3/31/15	4/1/15	0.00	0.01	5,003,920	5,003,920	5,003,920	5,003,920
Money Market Funds	61747C707	MS INSTL GOVT FUND	3/31/15	4/1/15	0.00	0.04	5,090,186	5,090,186	5,090,186	5,090,186
<b>Subtotals</b>					<b>0.00</b>	<b>0.02</b>	<b>\$ 15,095,599</b>	<b>\$ 15,095,599</b>	<b>\$ 15,095,599</b>	<b>\$ 15,095,599</b>
<b>Grand Totals</b>					<b>1.21</b>	<b>0.83</b>	<b>\$ 6,717,974,599</b>	<b>\$ 6,723,874,440</b>	<b>\$ 6,719,765,759</b>	<b>\$ 6,734,909,955</b>

# Monthly Investment Earnings Pooled Fund

For month ended March 31, 2015

Type of Investment	CUSIP	Issue Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
U.S. Treasuries	912828MM7	US TSY NT	\$	2.50	0.48	2/24/12	3/31/15	\$ 103,022	\$(82,373)	\$	\$ 20,649
U.S. Treasuries	912828PE4	US TSY NT	25,000,000	1.25	0.61	12/23/11	10/31/15	26,761	(13,417)	-	13,344
U.S. Treasuries	912828PJ3	US TSY NT	50,000,000	1.38	1.58	12/16/10	11/30/15	58,551	8,229	-	66,780
U.S. Treasuries	912828PJ3	US TSY NT	50,000,000	1.38	1.58	12/16/10	11/30/15	58,551	8,229	-	66,780
U.S. Treasuries	912828PJ3	US TSY NT	50,000,000	1.38	2.00	12/23/10	11/30/15	58,551	25,119	-	83,670
U.S. Treasuries	912828RJ1	US TSY NT	75,000,000	1.00	1.05	10/11/11	9/30/16	63,862	2,901	-	66,763
U.S. Treasuries	912828RM4	US TSY NT	25,000,000	1.00	0.74	12/26/13	10/31/16	21,409	(5,473)	-	15,936
U.S. Treasuries	912828RX0	US TSY NT	25,000,000	0.88	0.67	2/25/14	12/31/16	18,733	(4,337)	-	14,395
U.S. Treasuries	912828SJ0	US TSY NT	75,000,000	0.88	0.94	3/14/12	2/28/17	55,282	3,909	-	59,191
U.S. Treasuries	912828SJO	US TSY NT	25,000,000	0.88	1.21	3/21/12	2/28/17	18,427	6,877	-	25,304
U.S. Treasuries	912828SJO	US TSY NT	25,000,000	0.88	1.21	3/21/12	2/28/17	18,427	6,877	-	25,304
U.S. Treasuries	912828SM3	US TSY NT	50,000,000	1.00	1.07	4/4/12	3/31/17	42,575	2,791	-	45,366
U.S. Treasuries	912828TM2	US TSY NT	60,000,000	0.63	0.69	9/17/12	8/31/17	31,590	3,293	-	34,883
<b>Subtotals</b>			<b>\$ 535,000,000</b>					<b>\$ 575,741</b>	<b>\$(37,375)</b>	<b>\$</b>	<b>\$ 538,366</b>

Federal Agencies	3135G0HG1	FNMA GLOBAL	\$	0.38	0.20	1/13/14	3/16/15	\$ 1,469	\$(671)	\$	\$ 798
Federal Agencies	31315PWJ4	FARMER MAC FLT NT FF+26		0.37	0.37	5/3/12	5/1/15	4,597	-	12,500	17,097
Federal Agencies	3133EAQC5	FFCB FLT NT 1ML+1	50,000,000	0.18	0.36	6/8/12	5/14/15	7,899	420	-	8,319
Federal Agencies	3135EAVE5	FFCB FLT NT 1ML+2	50,000,000	0.19	0.29	12/5/12	6/22/15	8,328	424	-	8,752
Federal Agencies	31315PDZ9	FAMCA	15,000,000	2.38	0.32	11/22/13	7/22/15	29,688	(26,115)	-	3,572
Federal Agencies	3133ECVW1	FFCB FLT NT T-BILL+14	62,500,000	0.16	0.21	8/5/13	8/5/15	8,652	531	-	9,183
Federal Agencies	313383V81	FHLB	9,000,000	0.38	0.28	12/12/13	8/28/15	2,813	(702)	-	2,111
Federal Agencies	3137EACM9	FHLB	50,000,000	1.75	2.17	12/15/10	9/10/15	72,917	17,023	-	89,940
Federal Agencies	313370JB5	FHLB	75,000,000	1.75	2.31	12/15/10	9/11/15	109,375	25,305	-	134,680
Federal Agencies	31315PGT0	FARMER MAC	45,000,000	2.13	2.17	9/15/10	9/15/15	79,688	1,444	-	81,131
Federal Agencies	3133ECJB1	FFCB FLT NT QTR T-BILL+16	16,200,000	0.18	0.20	4/24/13	9/18/15	2,456	68	-	2,524
Federal Agencies	31398A3T7	FNMA EX-CALL NT	25,000,000	2.00	2.08	10/14/11	9/21/15	41,667	(18,992)	-	22,674
Federal Agencies	3133EAFJ6	FFCB FLT NT 1ML+2.5	27,953,000	0.20	0.28	11/30/12	9/22/15	4,776	359	-	5,135
Federal Agencies	31398A4M1	FNMA	25,000,000	1.63	2.22	12/15/10	10/26/15	33,854	11,913	-	45,767
Federal Agencies	31398A4M1	FNMA	42,000,000	1.63	2.19	12/23/10	10/26/15	56,875	18,860	-	75,735
Federal Agencies	31331J2S1	FFCB	25,000,000	1.50	2.20	12/15/10	11/16/15	31,250	14,025	-	45,275
Federal Agencies	3133ECLZ5	FFCB FLT NT MONTHLY 1ML+0	25,000,000	0.18	0.20	5/8/13	11/19/15	3,771	101	-	3,872
Federal Agencies	313371ZY5	FHLB	25,000,000	1.88	1.89	12/3/10	12/11/15	39,063	304	-	39,367
Federal Agencies	313371ZY5	FHLB	50,000,000	1.88	1.93	12/14/10	12/11/15	78,125	2,185	-	80,310
Federal Agencies	3133ED5A6	FFCB FLT	50,000,000	0.18	0.18	12/12/13	1/20/16	7,512	-	-	7,512
Federal Agencies	3130A3P81	FHLB	25,000,000	0.25	0.25	12/29/14	1/29/16	5,208	-	-	5,208
Federal Agencies	313375RN9	FHLB NT	22,200,000	1.00	0.82	4/13/12	3/11/16	18,500	(3,422)	-	15,078
Federal Agencies	3133XXP43	FHLB	14,000,000	3.13	0.41	12/12/13	3/11/16	36,458	(32,074)	-	4,385
Federal Agencies	3133EAJJ3	FFCB NT	25,000,000	1.05	0.82	4/12/12	3/28/16	21,875	(4,733)	-	17,142
Federal Agencies	3135G0VA8	FNMA GLOBAL NT	25,000,000	0.50	0.46	12/13/13	3/30/16	10,417	(823)	-	9,594
Federal Agencies	31315PTF6	FAMCA FLT MTN 1ML+0	50,000,000	0.17	0.17	4/1/13	4/1/16	7,401	-	-	7,401
Federal Agencies	313379ZT1	FHLB NT	20,000,000	0.81	0.82	4/18/12	4/18/16	13,500	166	-	13,666
Federal Agencies	3133ECW77	FFCB NT	22,650,000	0.65	0.48	11/20/13	5/9/16	12,269	(3,320)	-	8,949
Federal Agencies	3133EDB35	FFCB FLT NT 1ML+3	50,000,000	0.20	0.22	1/15/14	6/2/16	8,692	297	-	8,988

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	31315PB73	FAMCA NT	10,000,000	0.90	0.90	2/9/12	6/9/16	7,500	-	-	7,500
Federal Agencies	313373SZ6	FHLB	28,000,000	2.13	0.39	10/23/14	6/10/16	49,583	(41,115)	-	8,468
Federal Agencies	313771AA5	FHLB SUB NT	16,925,000	5.63	0.65	5/20/13	6/13/16	79,336	(70,522)	-	8,814
Federal Agencies	313771AA5	FHLB SUB NT	14,195,000	5.63	0.77	5/30/13	6/13/16	66,539	(57,646)	-	8,893
Federal Agencies	313771AA5	FHLB SUB NT	8,620,000	5.63	0.62	9/4/14	6/13/16	40,406	(36,392)	-	4,014
Federal Agencies	3133EDDP4	FFCB NT	50,000,000	0.52	0.44	2/11/14	6/17/16	21,667	(2,243)	-	19,424
Federal Agencies	3130A1BK3	FHLB EX-CALL NT	25,000,000	0.50	0.50	3/24/14	6/24/16	10,417	-	-	10,417
Federal Agencies	3135G0XP3	FNMA GLOBAL NT	50,000,000	0.38	0.59	3/25/14	7/5/16	15,625	9,188	-	24,813
Federal Agencies	31315PA25	FAMCA MTN	15,000,000	2.00	2.09	7/27/11	7/27/16	23,500	1,107	-	26,107
Federal Agencies	31315PA25	FAMCA MTN	14,100,000	2.00	0.63	3/26/13	7/27/16	25,000	(16,154)	-	7,346
Federal Agencies	31315PA25	FAMCA MTN	11,900,000	2.00	0.62	3/26/13	7/27/16	19,833	(13,745)	-	6,088
Federal Agencies	31315PA25	FAMCA MTN	20,000,000	2.00	0.61	3/26/14	7/27/16	33,333	(23,353)	-	9,980
Federal Agencies	3134G4UC0	FHLMC CALL NT	15,000,000	0.65	0.56	11/20/14	7/29/16	8,125	(1,130)	-	6,995
Federal Agencies	3135G0YE7	FNMA GLOBAL NT	50,000,000	0.63	0.52	3/17/14	8/26/16	26,042	(4,331)	-	21,711
Federal Agencies	31315PQB8	FAMCA NT	7,000,000	1.50	0.70	10/29/13	9/1/16	8,750	(4,666)	-	4,084
Federal Agencies	313370TW8	FHLB	25,000,000	2.00	1.39	10/11/11	9/9/16	41,667	(30,454)	-	29,104
Federal Agencies	313370TW8	FHLB	25,000,000	2.00	0.55	11/5/14	9/9/16	41,667	(30,454)	-	11,213
Federal Agencies	3133EDH21	FHLC FLT NT 1ML+2	50,000,000	0.19	0.20	3/14/14	9/14/16	8,329	216	-	8,546
Federal Agencies	3134G4XW3	FHLMC EX-CALL MTN	25,000,000	0.60	0.60	3/26/14	9/26/16	12,500	-	-	12,500
Federal Agencies	3130A1CD8	FHLB NT CALL	25,000,000	1.75	0.80	1/9/15	9/28/16	23,438	(16,269)	-	7,168
Federal Agencies	3134G3P38	FHLMC NT CALL	75,000,000	0.13	0.72	12/14/12	10/5/16	46,875	(2,623)	-	44,252
Federal Agencies	313378UB5	FHLB	5,000,000	1.13	0.51	10/23/14	10/11/16	4,708	(2,596)	-	2,113
Federal Agencies	3133EDJA1	FHLC FLT NT 1ML+2	25,000,000	0.20	0.21	4/11/14	10/11/16	4,200	212	-	4,412
Federal Agencies	3130A3CE2	FHLB	40,000,000	0.88	0.58	11/3/14	10/14/16	20,833	(1,395)	-	19,438
Federal Agencies	3137EADS5	FHLMC GLOBAL NT	25,000,000	0.63	0.57	3/3/14	10/14/16	18,229	(6,493)	-	11,736
Federal Agencies	3136G1WP0	FNMA CALL NT	18,000,000	1.50	0.84	11/4/13	11/4/16	22,500	(14,883)	-	7,617
Federal Agencies	3134G5LS2	FHLMC CALL MTN	25,000,000	0.60	0.60	11/17/14	11/17/16	12,500	-	-	12,500
Federal Agencies	3130A3J70	FHLB	25,000,000	0.63	0.64	11/17/14	11/23/16	13,021	421	-	13,441
Federal Agencies	313381GA7	FHLB NT	23,100,000	0.57	0.57	11/30/12	11/30/16	10,973	(93)	-	10,879
Federal Agencies	313371PV2	FHLB	25,000,000	1.63	0.64	11/6/14	12/9/16	33,854	(20,815)	-	13,039
Federal Agencies	313371PV2	FHLB	25,000,000	1.63	0.65	12/4/14	12/9/16	33,854	(20,502)	-	13,352
Federal Agencies	313371PV2	FHLB	25,000,000	1.63	0.72	12/12/14	12/9/16	33,854	(19,056)	-	14,799
Federal Agencies	3130A12F4	FHLB CALL NT	20,500,000	0.70	0.70	3/19/14	12/19/16	11,958	63	-	12,022
Federal Agencies	313381KR5	FHLB NT CALL	13,500,000	0.63	0.63	12/28/12	12/28/16	7,031	-	-	7,031
Federal Agencies	313381KR5	FHLB NT CALL	9,000,000	0.63	0.63	12/28/12	12/28/16	4,688	-	-	4,688
Federal Agencies	3134G5VQ7	FHLMC CALL MTN	50,000,000	0.78	0.78	12/29/14	12/29/16	32,500	-	-	32,500
Federal Agencies	3130A3QU1	FHLB NT CALL	8,000,000	0.75	0.75	12/30/14	12/30/16	5,000	-	-	5,000
Federal Agencies	3130A3QU1	FHLB NT CALL	50,000,000	0.75	0.75	12/30/14	12/30/16	31,250	-	-	31,250
Federal Agencies	3134G33C2	FHLMC NT	50,000,000	0.60	0.60	1/3/13	1/3/17	25,000	-	-	25,000
Federal Agencies	3133EGB37	FHLMC NT	14,000,000	0.58	0.58	12/20/12	1/12/17	6,767	-	-	6,767
Federal Agencies	31315PWW5	FARMER MAC MTN	49,500,000	1.01	1.02	5/4/12	1/17/17	41,663	446	-	42,109
Federal Agencies	3133EDRD6	FHLC FLT QTR T-BILL+14	50,000,000	0.16	0.18	12/12/14	1/30/17	6,922	739	-	7,661
Federal Agencies	3134G5X91	FHLMC CALL MTN	25,000,000	0.90	0.90	1/30/15	1/30/17	18,750	-	-	18,750
Federal Agencies	3133786Q9	FHLB NT	67,780,000	1.00	0.72	1/10/13	2/13/17	56,483	(15,893)	-	40,590
Federal Agencies	3130A45K4	FHLB CALL NT	30,000,000	0.80	0.87	2/27/15	2/27/17	20,000	1,730	-	21,730

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3130A45K4	FHLB CALL NT	19,500,000	0.80	0.87	2/27/15	2/27/17	13,000	1,125	-	14,125
Federal Agencies	3133EDFW7	FFCB FLT NT 1ML+5.5	50,000,000	0.23	0.23	2/27/14	2/27/17	9,799	-	-	9,799
Federal Agencies	3133782N0	FHLB	50,000,000	0.88	0.82	12/15/14	3/10/17	36,458	(2,222)	-	34,236
Federal Agencies	3133EDP30	FARMER MAC FLT NT 1ML+4	26,000,000	0.21	0.20	10/3/14	3/24/17	4,750	(321)	-	4,429
Federal Agencies	3134G4XM5	FHLMC CALL MTN	25,000,000	0.78	0.78	3/28/14	3/28/17	16,250	-	-	16,250
Federal Agencies	3136G1ZB8	FNMA CALL NT	25,000,000	0.88	0.88	3/28/14	3/28/17	18,229	-	-	18,229
Federal Agencies	3133EDZW5	FFCB FLT NT 1ML+2	25,000,000	0.20	0.20	10/29/14	3/29/17	4,143	9	-	4,152
Federal Agencies	31315PTQ2	FARMER MAC MTN	12,500,000	1.26	1.36	4/10/12	4/10/17	13,125	1,031	-	14,156
Federal Agencies	3133ECLL6	FFCB NT	10,000,000	0.60	0.60	4/17/13	4/17/17	5,000	-	-	5,000
Federal Agencies	31315PUQ0	FARMER MAC MTN	10,500,000	1.13	1.13	4/26/12	4/26/17	9,844	-	-	9,844
Federal Agencies	3137EADF3	FHLMC NT	25,000,000	1.25	1.14	5/14/12	5/12/17	26,042	(2,260)	-	23,781
Federal Agencies	31315PZQ5	FARMER MAC MTN	9,000,000	1.11	0.80	12/28/12	6/5/17	8,325	(2,337)	-	5,988
Federal Agencies	313379FW4	FHLB	12,000,000	1.00	0.93	12/19/14	6/9/17	10,000	-	-	9,287
Federal Agencies	3130A3SL9	FHLB	25,000,000	0.95	1.02	12/30/14	6/15/17	19,792	1,369	-	21,161
Federal Agencies	3133EAUW6	FFCB FLT NT FF+22	50,000,000	0.34	0.34	6/19/12	6/19/17	13,964	-	-	13,964
Federal Agencies	3133EEGH7	FHLB	8,400,000	0.93	0.94	12/26/14	6/26/17	6,510	91	-	6,601
Federal Agencies	3137EADH9	FHLMC GLOBAL NT	25,000,000	1.00	1.10	3/25/14	6/29/17	20,833	2,064	-	22,898
Federal Agencies	3134G5VV4	FHLMC CALL MTN	25,000,000	1.05	1.05	12/30/14	6/30/17	21,875	-	-	21,875
Federal Agencies	3134G5VV4	FHLMC CALL MTN	25,000,000	1.05	1.05	12/30/14	6/30/17	21,875	-	-	21,875
Federal Agencies	3134G5W50	FHLMC	50,000,000	1.00	1.00	12/30/14	6/30/17	41,667	-	-	41,667
Federal Agencies	3133ECV92	FFCB FLT NT 1ML+4	50,000,000	0.21	0.21	7/24/13	7/24/17	9,134	-	-	9,134
Federal Agencies	3134G3ZH6	FHLMC EX-CALL MTN	19,000,000	1.00	1.01	4/15/14	7/25/17	15,833	123	-	15,956
Federal Agencies	3133ECV66	FFCB FLT NT 3ML+0	23,520,000	0.26	0.26	8/5/13	7/26/17	5,020	-	-	5,020
Federal Agencies	3133EEFX3	FFCB FLT 1ML+5	50,000,000	0.22	0.22	12/23/14	8/23/17	9,620	-	-	9,620
Federal Agencies	3134G6R0	FHLMC CALL MTN	18,300,000	1.00	1.00	2/25/15	8/25/17	15,250	-	-	15,250
Federal Agencies	3134G5HS7	FHLMC CALL MTN	20,100,000	1.13	1.16	9/25/14	9/25/17	18,844	569	-	19,412
Federal Agencies	3136G0D81	FNMA STEP NT	-	0.72	0.72	9/27/12	9/27/17	52,000	4,631	-	52,000
Federal Agencies	3137EADL0	FHLMC GLOBAL NT	25,000,000	1.00	1.22	3/25/14	9/29/17	20,833	-	-	25,465
Federal Agencies	3136G0Y39	FNMA STEP NT	50,000,000	0.80	0.80	11/8/12	11/8/17	33,333	-	-	33,333
Federal Agencies	3133EEBR0	FFCB FLT NT 1ML+3	25,000,000	0.21	0.22	11/18/14	11/13/17	4,399	318	-	4,717
Federal Agencies	3134G44F2	FHLMC CALL MTN	50,000,000	0.80	0.80	5/21/13	11/21/17	33,333	-	-	33,333
Federal Agencies	3134G5NE1	FHLMC CALL STEP	25,000,000	0.63	0.63	11/24/14	11/24/17	13,021	-	-	13,021
Federal Agencies	3134G5NE1	FHLMC CALL STEP	11,200,000	0.63	0.65	11/24/14	11/24/17	5,833	238	-	6,071
Federal Agencies	31315PJ83	FARMER MAC FLT CALL 1ML+17	25,000,000	0.34	0.34	12/1/14	12/1/17	7,123	-	-	7,123
Federal Agencies	3130A3HF4	FHLB	25,000,000	1.13	1.19	12/22/14	12/18/17	23,438	1,275	-	24,712
Federal Agencies	3133EEFE5	FFCB	50,000,000	1.13	1.12	12/18/14	12/18/17	46,875	(354)	-	46,521
Federal Agencies	3133EEFE5	FFCB	50,000,000	1.13	1.18	12/19/14	12/18/17	46,875	2,421	-	49,296
Federal Agencies	31315PZ28	FAMCA MTN	46,000,000	1.20	1.20	12/22/14	12/22/17	46,000	-	-	46,000
Federal Agencies	3136G13Q0	FNMA STEP NT	29,000,000	0.75	0.75	12/26/12	12/26/17	18,125	-	-	18,125
Federal Agencies	3136G13T4	FNMA STEP NT	39,000,000	0.80	0.80	12/26/12	12/26/17	26,000	-	-	26,000
Federal Agencies	3134G32M1	FHLMC CALL NT	50,000,000	1.00	1.00	12/28/12	12/28/17	41,667	-	-	41,667
Federal Agencies	3134G5VA0	FHLMC CALL MTN	25,000,000	1.25	1.25	12/29/14	12/29/17	26,042	-	-	26,042
Federal Agencies	31315P4S5	FARMER MAC FLT CALL 1ML+16	50,000,000	0.33	0.33	1/5/15	1/5/18	13,864	-	-	13,864
Federal Agencies	3134G5XM2	FHLMC CALL STEP NT	25,000,000	0.50	0.50	1/30/15	1/30/18	10,417	-	-	10,417

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3133EEMH0	FFCB FLT NT 1ML+5	35,000,000	0.22	0.24	2/2/15	2/2/18	6,687	597	-	7,284
Federal Agencies	3133EEAN0	FFCB FLT NT 1ML+4	25,000,000	0.21	0.21	11/5/14	2/5/18	4,580	-	-	4,580
Federal Agencies	3133EEAN0	FFCB FLT NT 1ML+4	25,000,000	0.21	0.22	11/5/14	2/5/18	4,580	215	-	4,795
Federal Agencies	3133EEAN0	FFCB FLT NT 1ML+4	50,000,000	0.21	0.22	11/5/14	2/5/18	9,160	429	-	9,589
Federal Agencies	3134G5ZK4	FHLMC STEP CALL MTN	24,900,000	0.75	0.75	2/6/15	2/6/18	15,563	-	-	15,563
Federal Agencies	3134G6AX1	FHLMC CALL MTN	22,000,000	0.75	0.75	2/20/15	2/20/18	13,750	-	-	13,750
Federal Agencies	3130A4AT9	FHLB	25,000,000	0.85	0.85	2/27/15	2/27/18	17,708	-	-	17,708
Federal Agencies	3134G6ED1	FHLMC CALL STEP	25,000,000	0.50	0.50	2/27/15	2/27/18	10,417	-	-	10,417
Federal Agencies	3134G6ED1	FHLMC CALL STEP	25,000,000	0.50	0.50	2/27/15	2/27/18	10,417	-	-	10,417
Federal Agencies	3135G0UN1	FNMA GLOBAL NT CALL	19,000,000	1.15	1.32	2/26/14	2/28/18	18,208	-	-	20,805
Federal Agencies	3135G0UN1	FNMA GLOBAL NT CALL	8,770,000	1.15	1.32	2/26/14	2/28/18	8,405	2,597	-	9,603
Federal Agencies	3134G6FR9	FHLMC STEP CALL MTN	25,000,000	0.75	0.75	3/16/15	3/16/18	20,833	1,199	-	20,833
Federal Agencies	3134G6JN4	FHLMC STEP CALL MTN	50,000,000	1.00	1.00	3/16/15	3/16/18	3,472	-	-	20,833
Federal Agencies	3134G6LN1	FHLMC STEP CALL MTN	25,000,000	1.00	1.00	3/26/15	3/26/18	16,749	-	-	16,749
Federal Agencies	3130A35B6	FHLB FLT CALL NT 1ML+23	50,000,000	0.40	0.40	10/2/14	4/2/18	62,500	(38,347)	-	24,153
Federal Agencies	3136G1KN8	FNMA NT CALL	50,000,000	1.50	1.13	4/24/13	4/30/18	7,875	-	-	7,875
Federal Agencies	3136G1K81	FNMA NT STEP	12,600,000	0.75	0.75	4/30/13	4/30/18	7,875	-	-	7,875
Federal Agencies	31315PZM4	FARMER MAC STEP NT	24,600,000	0.70	0.70	5/3/13	5/3/18	14,350	-	-	14,350
Federal Agencies	313382XK4	FHLB STEP NT	25,000,000	0.75	0.75	5/7/13	5/7/18	15,625	-	-	15,625
Federal Agencies	313382XK4	FHLB STEP NT	10,000,000	0.88	1.01	5/23/13	5/21/18	7,292	1,116	-	8,407
Federal Agencies	313382XK4	FHLB STEP NT	25,000,000	0.88	1.01	5/23/13	5/21/18	18,229	3,629	-	21,858
Federal Agencies	3135G0WJ8	FNMA NT	50,000,000	0.50	0.50	5/22/13	5/22/18	20,833	-	-	20,833
Federal Agencies	3133834P3	FHLB STEP NT	-	0.37	0.37	6/6/14	6/6/18	1,269	-	-	1,269
Federal Agencies	31315P4W6	FARMER MAC FLT CALL	4,000,000	0.50	0.50	3/27/15	6/25/18	222	-	-	222
Federal Agencies	3130A4MX7	FHLB CALL STEP	25,000,000	1.64	1.64	4/17/14	7/17/18	34,167	-	-	34,167
Federal Agencies	3134G52D6	FHLMC CALL MTN	25,000,000	0.75	0.75	1/27/15	7/27/18	15,625	-	-	15,625
Federal Agencies	3134G5ZP3	FHLMC CALL STEP NT	25,000,000	1.00	1.00	1/30/15	7/30/18	20,833	-	-	20,833
Federal Agencies	3134G5ZZ1	FHLMC STEP CALL MTN	15,000,000	1.33	1.33	3/18/15	9/18/18	7,204	-	-	7,204
Federal Agencies	3130A4GL0	FHLB NT CALL	50,000,000	0.40	0.40	3/3/15	12/3/18	16,186	-	-	16,186
Federal Agencies	31315PS59	FARMER MAC CALL FLT 3ML+14	50,000,000	0.38	0.38	3/3/15	12/3/18	14,850	-	-	14,850
Federal Agencies	31315PW96	FARMER MAC FLT CALL 3ML+12	50,000,000	0.38	0.38	3/3/15	12/3/18	14,850	-	-	14,850
Federal Agencies	3134G4LZ9	FHLMC CALL STEP	50,000,000	0.88	0.88	12/10/13	12/10/18	36,458	-	-	36,458
Federal Agencies	3134G4MB1	FHLMC CALL MULTI-STEP	25,000,000	1.50	1.50	12/18/13	12/18/18	31,250	-	-	31,250
Federal Agencies	3136G2C39	FNMA CALL NT	15,000,000	1.63	1.63	12/30/14	12/28/18	20,313	-	-	20,313
Federal Agencies	31315PQ69	FARMER MAC FLT CALL NT 3ML+15	50,000,000	0.41	0.41	4/3/14	4/3/19	16,900	-	-	16,900
Federal Agencies	31315PE47	FARMER MAC FLT CALL NT 1ML+31	25,000,000	0.48	0.48	11/3/14	5/3/19	10,060	-	-	10,060
Federal Agencies	31315P3W7	FARMER MAC FLT CALL	-	0.38	0.38	6/3/14	6/3/19	1,068	-	-	1,068
Federal Agencies	31315PS91	FARMER MAC FLT CALL NT 3ML+12	50,000,000	0.38	0.38	8/12/14	8/12/19	15,754	-	-	15,754
Federal Agencies	3130A35A8	FHLB FLT CALL NT 1ML+40	50,000,000	0.57	0.57	10/2/14	10/2/19	23,832	-	-	23,832
Federal Agencies	313586RC5	FNMA 0 CPN	29,675,000	0.00	2.18	11/21/14	10/9/19	-	51,723	-	51,723
Federal Agencies	313586RC5	FNMA 0 CPN	25,000,000	0.00	2.17	11/24/14	10/9/19	-	43,561	-	43,561
Federal Agencies	313586RC5	FNMA 0 CPN	10,000,000	0.00	2.16	11/24/14	10/9/19	-	17,325	-	17,325
Federal Agencies	31315PJ26	FARMER MAC FLT CALL 3ML+12	50,000,000	0.38	0.38	12/2/14	12/2/19	15,861	-	-	15,861
Federal Agencies	3130A4HA3	FHLB STEP CALL NT	25,000,000	1.25	1.25	3/18/15	3/18/20	11,285	-	-	11,285
Federal Agencies	3134G6KV4	FHLMC STEP CALL MTN	15,000,000	1.63	1.63	3/25/15	3/25/20	4,063	-	-	4,063
<b>Subtotals</b>			<b>\$ 4,715,188,000</b>					<b>\$ 3,328,092</b>	<b>\$ (327,114)</b>	<b>\$ 12,500</b>	<b>\$ 3,013,478</b>



# Monthly Investment Earnings Pooled Fund

Type of Investment	CUSIP	Issue Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
State/Local Agencies	649791JS0	NEW YORK ST TAXABLE GO	\$	0.39	0.40	3/21/13	3/1/15	\$	-	\$	-
State/Local Agencies	91412G9W9	UNIV OF CALIFORNIA REVENUE BC	5,000,000	0.39	0.39	3/14/13	5/15/15	1,633	-	-	1,633
State/Local Agencies	612574DQ3	MONTEREY COMM COLLEGE GO	315,000	0.63	0.63	5/7/13	8/1/15	165	-	-	165
State/Local Agencies	13063BHZ8	CALIFORNIA ST TAXABLE GO BD	5,000,000	3.95	0.35	8/19/14	11/1/15	16,458	(15,203)	-	1,255
State/Local Agencies	64966GXS6	NEW YORK CITY TAXABLE GO	12,255,000	5.13	0.66	4/1/13	12/1/15	52,390	(46,006)	-	6,384
State/Local Agencies	13063BN73	CALIFORNIA ST TAXABLE GO BD	11,000,000	1.05	0.91	3/27/13	2/1/16	9,625	(1,107)	-	8,518
State/Local Agencies	13063BN73	CALIFORNIA ST GO BD	7,000,000	1.05	0.48	12/19/14	2/1/16	6,125	(3,358)	-	2,767
State/Local Agencies	13063BN73	CALIFORNIA ST GO BD	21,000,000	1.05	0.40	3/31/15	2/1/16	-	(369)	-	(369)
State/Local Agencies	91412GU00	UNIV OF CALIFORNIA REVENUE	2,500,000	0.63	0.63	4/10/14	5/15/16	1,321	-	-	1,321
State/Local Agencies	612574DR1	MONTEREY COMM COLLEGE GO	2,670,000	0.98	0.98	5/7/13	8/1/16	2,185	-	-	2,185
State/Local Agencies	13063CPM6	CALIFORNIA ST TAXABLE GO BD	44,000,000	0.75	0.69	12/9/14	11/1/16	27,500	(2,067)	-	25,433
State/Local Agencies	91412GU07	UNIV OF CALIFORNIA REVENUE BD	3,250,000	1.22	1.22	4/10/14	5/15/17	3,310	-	-	3,310
State/Local Agencies	13063CFC9	CALIFORNIA ST GO BD	16,500,000	1.75	1.66	11/5/13	11/1/17	24,063	(1,253)	-	22,809
State/Local Agencies	13063CPN4	CALIFORNIA ST GO BD	50,000,000	1.25	1.17	11/25/14	11/1/17	52,083	(3,514)	-	48,570
State/Local Agencies	13063CPN4	CALIFORNIA ST GO BD	5,000,000	1.25	1.22	12/22/14	11/1/17	5,208	(135)	-	5,073
<b>Subtotals</b>			<b>\$ 185,490,000</b>				<b>\$ 202,067</b>	<b>\$ (73,013)</b>	<b>\$</b>	<b>\$</b>	<b>129,054</b>
Public Time Deposits		BANK OF SAN FRANCISCO PTD	\$	0.45	0.45	4/9/14	4/9/15	\$	-	\$	93
Public Time Deposits		TRANS PACIFIC NATIONAL BANK P <sup>2</sup>	240,000	0.58	0.58	3/20/15	3/21/16	46	-	-	46
<b>Subtotals</b>			<b>\$ 480,000</b>				<b>\$ 139</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>139</b>
Negotiable CDs	78009NGU4	ROYAL BANK OF CANADA NY YCD	\$	0.37	0.57	5/19/14	6/25/15	\$	212	\$	1,848
Negotiable CDs	78009NSA5	ROYAL BANK OF CANADA NY YCD	25,000,000	0.34	0.34	9/16/14	3/10/16	7,298	-	-	7,298
Negotiable CDs	96121TWJ3	WESTPAC FLT YCD 3ML+15	25,000,000	0.41	0.41	4/24/14	4/25/16	8,742	-	-	8,742
Negotiable CDs	96121TWK0	WESTPAC FLT YCD 1ML+22	50,000,000	0.39	0.39	4/24/14	4/25/16	16,884	-	-	16,884
Negotiable CDs	06417HKT2	BANK OF NOVA SCOTIA YCD 3ML+1	25,000,000	0.45	0.48	5/9/14	5/9/16	9,604	444	-	10,048
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO YCI	25,000,000	0.42	0.42	2/12/15	8/12/16	8,949	-	-	8,949
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO YCI	50,000,000	0.44	0.44	3/31/15	9/23/16	608	-	-	608
Negotiable CDs	06417HUW4	BANK OF MONTREAL CHICAGO YCI	25,000,000	0.44	0.44	3/31/15	9/23/16	304	-	-	304
Negotiable CDs	06417HUW4	BANK OF NOVA SCOTIA FLT 3ML+2	50,000,000	0.46	0.46	9/25/14	9/23/16	19,621	-	-	19,621
Negotiable CDs	78009NSX5	ROYAL BANK OF CANADA YCD 3ML	100,000,000	0.45	0.45	10/7/14	10/7/16	19,530	-	-	19,530
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA YCD 3ML+2	25,000,000	0.54	0.54	12/15/14	12/15/16	37,552	-	-	37,552
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA YCD 3ML+2	25,000,000	0.54	0.54	2/23/15	2/23/17	11,657	-	-	11,657
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA YCD 3ML+2	25,000,000	0.54	0.54	2/23/15	2/23/17	11,657	-	-	11,657
Negotiable CDs	06417THUR5	BANK OF NOVA SCOTIA YCD 3ML+2	50,000,000	0.54	0.54	9/25/14	9/25/17	22,706	-	-	22,706
<b>Subtotals</b>			<b>\$ 530,500,000</b>				<b>\$ 176,748</b>	<b>\$ 656</b>	<b>\$</b>	<b>\$</b>	<b>177,405</b>
Commercial Paper	06538CQ61	BANK OF TOKYO-MITSUBISHI UFJ C	\$	0.00	0.13	2/27/15	3/6/15	\$	-	\$	1,806
Commercial Paper	62478YQX9	MUFG UNION BANK NA	-	0.00	0.06	3/27/15	3/31/15	667	-	-	667
Commercial Paper	62478YR18	MUFG UNION BANK NA	100,000,000	0.00	0.05	3/31/15	4/1/15	139	-	-	139
Commercial Paper	06538CR29	BANK OF TOKYO-MITSUBISHI UFJ C	50,000,000	0.00	0.17	3/10/15	4/2/15	5,194	-	-	5,194
<b>Subtotals</b>			<b>\$ 150,000,000</b>				<b>\$ 7,806</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>7,806</b>



# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Medium Term Notes	717081DA8	PFIZER MTN	\$	5.35	0.44	12/9/13	3/15/15	\$ 6,242	\$ (5,644)	\$ -	\$ 598
Medium Term Notes	89236TAG0	TOYOTA MOTOR CREDIT CORP 3M	50,000,000	0.40	0.40	4/12/13	4/8/15	17,270	-	-	17,270
Medium Term Notes	64952WAW3	NEW YORK LIFE MTN	5,000,000	3.00	0.26	9/22/14	5/4/15	12,500	(11,660)	-	840
Medium Term Notes	459200HD6	IBM MTN	5,425,000	0.75	0.27	12/19/13	5/11/15	3,391	(2,188)	-	1,202
Medium Term Notes	36962G5Z3	GE CAPITAL CORP MTN	5,000,000	1.63	0.81	8/19/13	7/2/15	6,771	(3,420)	-	3,350
Medium Term Notes	36962G4M3	GE CAPITAL CORP FLT MTN 3ML+7:	8,565,000	1.00	-0.40	11/25/13	7/9/15	7,152	(3,145)	-	4,008
Medium Term Notes	89233P6J0	TOYOTA MTN	10,000,000	0.88	0.44	11/15/13	7/17/15	7,292	(3,665)	-	3,627
Medium Term Notes	89233P6J0	TOYOTA MTN	6,100,000	0.88	0.30	3/4/14	7/17/15	4,448	(2,969)	-	1,479
Medium Term Notes	594918AG9	MICROSOFT MTN	3,186,000	1.63	0.39	10/30/13	9/25/15	4,314	(3,313)	-	1,002
Medium Term Notes	961214BW2	WESTPAC NT	10,152,000	1.13	0.35	9/15/14	9/25/15	9,518	(6,630)	-	2,888
Medium Term Notes	369604BE2	GENERAL ELECTRIC MTN	10,000,000	0.85	0.42	3/5/14	10/9/15	7,083	(3,669)	-	3,414
Medium Term Notes	369604BE2	GENERAL ELECTRIC MTN	8,000,000	0.85	0.46	5/7/14	10/9/15	5,667	(2,604)	-	3,063
Medium Term Notes	369604BE2	GENERAL ELECTRIC MTN	8,000,000	0.85	0.40	5/19/14	10/9/15	6,588	(3,558)	-	3,029
Medium Term Notes	06366RJH9	BANK OF MONTREAL MTN	8,500,000	0.80	0.56	3/27/14	11/6/15	5,667	(1,709)	-	3,958
Medium Term Notes	36962G4T8	GE CAPITAL CORP MTN	7,000,000	2.25	0.48	5/12/14	11/9/15	13,125	(10,441)	-	2,684
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	23,025,000	1.80	0.34	3/12/14	11/15/15	34,538	(28,274)	-	6,264
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	10,000,000	1.80	0.41	3/12/14	11/15/15	15,000	(11,727)	-	3,273
Medium Term Notes	459200GU9	IBM CORP NT	19,579,000	2.00	0.48	2/11/14	1/5/16	32,632	(25,084)	-	7,548
Medium Term Notes	46625HHW3	JPMORGAN CHASE & CO	12,836,000	2.60	0.75	2/11/15	1/15/16	27,811	(20,084)	-	7,727
Medium Term Notes	064255AK8	BTMJFJ FLT MTN 3ML+45	10,000,000	0.71	0.35	3/17/14	2/26/16	6,123	(1,561)	-	4,562
Medium Term Notes	36962G2V5	GE FLT MTN 3ML+20	17,689,000	0.46	0.39	5/19/14	5/11/16	6,982	(614)	-	6,367
Medium Term Notes	36962G7A6	GE FLT MTN 3ML+65	27,651,000	0.90	0.34	3/23/15	7/12/16	6,236	(3,823)	-	2,413
Medium Term Notes	064159CQ7	BANK OF NOVA SCOTIA	16,483,000	1.38	0.78	2/13/15	7/15/16	18,887	(8,306)	-	10,581
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK 3ML+44	18,930,000	0.72	0.42	12/15/14	9/9/16	11,678	(4,211)	-	7,466
Medium Term Notes	89236TBU8	TORONTO-DOMINION BANK 3ML+44	24,000,000	0.72	0.44	3/2/15	9/9/16	14,341	(5,581)	-	8,760
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP 3M	50,000,000	0.36	0.36	9/23/14	9/23/16	15,315	-	-	15,315
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP 3M	14,150,000	0.36	0.39	12/9/14	9/23/16	4,334	221	-	4,556
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP 3M	28,150,000	0.36	0.38	2/11/15	9/23/16	8,623	370	-	8,992
Medium Term Notes	89236TBV6	TOYOTA MOTOR CREDIT CORP FF-	47,500,000	0.37	0.37	9/25/14	9/23/16	14,812	-	-	14,812
Medium Term Notes	9612E0DB0	WESTPAC FLT MTN 1ML+25	50,000,000	0.43	0.43	10/10/14	10/7/16	18,254	-	-	18,254
Medium Term Notes	36967FAB7	GENERAL ELEC CAP CORP FLT 3M	20,000,000	0.53	0.53	1/9/15	1/9/17	9,164	-	-	9,164
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP 3M	50,000,000	0.45	0.45	2/20/15	2/16/17	19,401	-	-	19,401
<b>Subtotals</b>			<b>\$ 586,221,000</b>				<b>\$ 381,156</b>	<b>\$ (173,289)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 207,868</b>
Money Market Funds	09248U718	BLACKROCK T-FUND INSTL	\$	0.01	0.01	3/31/15	4/1/15	42	\$ -	\$ -	\$ 42
Money Market Funds	316175108	FIDELITY INSTL GOVT PORT	5,003,920	0.01	0.01	3/31/15	4/1/15	43	-	-	43
Money Market Funds	61747C707	MS INSTL GOVT FUND	5,090,186	0.04	0.04	3/31/15	4/1/15	250	-	-	250
<b>Subtotals</b>			<b>\$ 15,095,599</b>				<b>\$ 335</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 335</b>
<b>Grand Totals</b>			<b>\$ 6,717,974,599</b>				<b>\$ 4,672,083</b>	<b>\$ (610,134)</b>	<b>\$ 12,500</b>	<b>\$ -</b>	<b>\$ 4,074,449</b>

<sup>1</sup>Yield to maturity is calculated at purchase

# Investment Transactions

## Pooled Fund

For month ended March 31, 2015

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	3/2/2015	4/1/2015	Money/Market Funds	BLACKROCK T-FUND INSTL	09248U718	\$ 156	0.01	0.01	\$ 100.00	\$ -	156
Purchase	3/2/2015	9/9/2016	Medium Term Notes	TORONTO-DOMINION BANK 3M	89114QAL2	24,000,000	0.70	0.41	100.43	38,490	24,142,110
Purchase	3/3/2015	12/3/2018	Federal Agencies	FARMER MAC CALL FLT 3ML+	31315P5S9	50,000,000	0.40	0.40	100.00	-	50,000,000
Purchase	3/3/2015	12/3/2018	Federal Agencies	FARMER MAC FLT CALL 3ML+	31315PW96	50,000,000	0.26	0.26	100.00	-	50,000,000
Purchase	3/5/2015	3/5/2018	Federal Agencies	FHLMC STEP CALL MTN	3134G6FR9	25,000,000	0.75	0.75	100.00	-	25,000,000
Purchase	3/10/2015	4/2/2015	Commercial Paper	BANK OF TOKYO-MITSUBISHI	06538CR29	50,000,000	0.00	0.17	99.99	-	49,994,569
Purchase	3/16/2015	3/16/2018	Federal Agencies	FHLMC STEP CALL MTN	3134G6JN4	50,000,000	1.00	1.00	100.00	-	50,000,000
Purchase	3/18/2015	9/18/2020	Federal Agencies	FHLB NT CALL	3130A4GL0	15,000,000	1.33	1.33	100.00	-	15,000,000
Purchase	3/18/2015	3/18/2020	Federal Agencies	FHLB STEP CALL NT	3130A4HA3	25,000,000	1.25	1.25	100.00	-	25,000,000
Purchase	3/20/2015	3/21/2016	Public Time Deposits	TRANS PACIFIC NATIONAL B	XTPNB1604	240,000	0.58	0.58	100.00	-	240,000
Purchase	3/23/2015	7/12/2016	Medium Term Notes	GE FLT MTN 3ML+65	36962G7A6	27,651,000	0.90	0.34	100.73	48,502	27,902,111
Purchase	3/25/2015	3/25/2020	Federal Agencies	FHLMC STEP CALL MTN	3134G6KV4	15,000,000	1.63	1.63	100.00	-	15,000,000
Purchase	3/26/2015	3/26/2018	Federal Agencies	FHLMC STEP CALL MTN	3134G6LN1	25,000,000	1.00	1.00	100.00	-	25,000,000
Purchase	3/27/2015	6/25/2018	Federal Agencies	FHLB CALL STEP	3130A4MX7	4,000,000	0.50	0.50	100.00	111	4,000,111
Purchase	3/27/2015	3/31/2015	Commercial Paper	MUFG UNION BANK NA	62478YQX9	100,000,000	0.00	0.06	100.00	-	99,999,333
Purchase	3/31/2015	4/1/2015	Money/Market Funds	MS INSTL GOVT FUND	61747C707	250	0.04	0.04	100.00	-	250
Purchase	3/31/2015	4/1/2015	Money/Market Funds	FIDELITY INSTL GOVT PORT	316175108	43	0.01	0.01	100.00	-	43
Purchase	3/31/2015	2/1/2016	State/Local Agencies	CALIFORNIA ST GO BD	13063BN73	21,000,000	1.05	0.40	100.54	36,750	21,150,150
Purchase	3/31/2015	9/23/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CA32	50,000,000	0.44	0.44	100.00	-	50,000,000
Purchase	3/31/2015	9/23/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CA32	25,000,000	0.44	0.44	100.00	-	25,000,000
Purchase	3/31/2015	4/1/2015	Commercial Paper	MUFG UNION BANK NA	62478YR18	100,000,000	0.00	0.05	100.00	-	99,999,861
<b>Subtotals</b>						<b>\$ 656,891,448</b>	<b>0.46</b>	<b>0.43</b>	<b>\$ 100.06</b>	<b>\$ 123,853</b>	<b>\$ 657,428,694</b>
Sale	3/3/2015	4/1/2015	Money/Market Funds	MS INSTL GOVT FUND	61747C707	\$ 35,000,000	0.04	0.04	\$ 100.00	\$ -	\$ 35,000,000
Sale	3/10/2015	5/1/2015	Federal Agencies	FARMER MAC FLT NT FF+26	31315PWJ4	50,000,000	0.37	0.37	100.03	19,250	50,031,750
<b>Subtotals</b>						<b>\$ 85,000,000</b>	<b>0.23</b>	<b>0.23</b>	<b>\$ 100.01</b>	<b>\$ 19,250</b>	<b>\$ 85,031,750</b>
Call	3/3/2015	6/3/2019	Federal Agencies	FARMER MAC FLT CALL	31315P3W7	\$ 50,000,000	0.39	0.38	\$ 100.00	\$ -	\$ 50,000,000
Call	3/6/2015	6/6/2018	Federal Agencies	FARMER MAC FLT CALL	31315P4W6	25,000,000	0.37	0.37	100.00	-	25,000,000
Call	3/27/2015	9/27/2017	Federal Agencies	FNMA STEP NT	3136G0D81	100,000,000	0.72	0.72	100.00	-	100,000,000
<b>Subtotals</b>						<b>\$ 175,000,000</b>	<b>0.41</b>	<b>0.41</b>	<b>\$ 100.00</b>	<b>\$ -</b>	<b>\$ 175,000,000</b>
Maturity	3/1/2015	3/1/2015	State/Local Agencies	NEW YORK ST TAXABLE GO	649791J50	\$ 4,620,000	0.39	0.40	\$ 100.00	\$ 9,009	\$ 4,629,009
Maturity	3/6/2015	3/6/2015	Commercial Paper	BANK OF TOKYO-MITSUBISHI	06538CQ61	100,000,000	0.00	0.13	100.00	-	100,000,000
Maturity	3/15/2015	3/15/2015	Medium Term Notes	PFIZER MTN	717081DA8	3,000,000	5.35	0.44	100.00	80,250	3,080,250
Maturity	3/16/2015	3/16/2015	Federal Agencies	FNMA GLOBAL	3135G0HG1	9,399,000	0.38	0.20	100.00	17,623	9,416,623
Maturity	3/31/2015	3/31/2015	U.S. Treasuries	US TSY NT	912828MW7	50,000,000	2.50	0.48	100.00	625,000	50,625,000
Maturity	3/31/2015	3/31/2015	Commercial Paper	MUFG UNION BANK NA	62478YQX9	100,000,000	0.00	0.06	100.00	-	100,000,000
<b>Subtotals</b>						<b>\$ 267,019,000</b>	<b>0.55</b>	<b>0.18</b>	<b>\$ 100.00</b>	<b>\$ 731,882</b>	<b>\$ 267,750,882</b>
Interest	3/1/2015	4/1/2016	Federal Agencies	FAMCA FLT MTN 1ML+0	31315PTF6	\$ 50,000,000	0.17	0.17	\$ -	\$ -	\$ 6,646
Interest	3/1/2015	9/1/2016	Federal Agencies	FAMCA NT	31315PQB8	7,000,000	1.50	0.70	-	-	52,500
Interest	3/1/2015	12/1/2017	Federal Agencies	FARMER MAC FLT CALL 1ML+	31315PJ83	25,000,000	0.34	0.34	-	-	7,102
Interest	3/2/2015	6/2/2016	Federal Agencies	FFCB FLT NT 1ML+3	3133EDB35	50,000,000	0.20	0.21	-	-	7,813
Interest	3/2/2015	4/2/2018	Federal Agencies	FHLB FLT CALL NT 1ML+23	3130A35B6	50,000,000	0.40	0.40	-	-	16,708
Interest	3/2/2015	10/2/2019	Federal Agencies	FHLB FLT CALL NT 1ML+40	3130A35A8	50,000,000	0.57	0.57	-	-	23,792
Interest	3/2/2015	2/2/2019	Federal Agencies	FARMER MAC FLT CALL 3ML+	31315PJ26	50,000,000	0.35	0.35	-	-	44,200
Interest	3/2/2015	2/2/2019	Federal Agencies	FFCB FLT NT 1ML+5	3133EEMH0	35,000,000	0.22	0.24	-	-	6,013
Interest	3/3/2015	6/3/2019	Federal Agencies	FARMER MAC FLT CALL	31315P3W7	50,000,000	0.39	0.38	-	-	48,075
Interest	3/3/2015	5/3/2019	Federal Agencies	FARMER MAC FLT CALL NT 1	31315PEA7	25,000,000	0.48	0.48	-	-	10,026
Interest	3/5/2015	2/5/2018	Federal Agencies	FFCB FLT NT 1ML+4	3133EEAN0	25,000,000	0.21	0.21	-	-	4,103
Interest	3/5/2015	2/5/2018	Federal Agencies	FFCB FLT NT 1ML+4	3133EEAN0	25,000,000	0.21	0.22	-	-	4,103

# Investment Transactions

## Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	3/5/2015	2/5/2018	Federal Agencies	FFCB FLT NT 1ML+4	3133EEAN0	50,000,000	0.21	0.22	-	-	8,206
Interest	3/5/2015	1/5/2018	Federal Agencies	FARMER MAC FLT CALL 1ML+	31315PAS5	50,000,000	0.33	0.33	-	-	13,792
Interest	3/6/2015	6/6/2018	Federal Agencies	FARMER MAC FLT CALL	31315P4W6	25,000,000	0.37	0.37	-	-	22,834
Interest	3/9/2015	9/9/2016	Federal Agencies	FHLB BD	313370TW8	25,000,000	2.00	1.39	-	-	250,000
Interest	3/9/2015	10/7/2016	Medium Term Notes	WESTPAC FLT MTN 1ML+25	9612E0DB0	50,000,000	0.42	0.42	-	-	16,372
Interest	3/9/2015	9/9/2016	Federal Agencies	FHLB	313370TW8	50,000,000	2.00	0.55	-	-	250,000
Interest	3/9/2015	9/9/2016	Medium Term Notes	TORONTO-DOMINION BANK 3M	89114QAL2	18,930,000	0.70	0.43	-	-	32,919
Interest	3/9/2015	9/9/2016	Medium Term Notes	TORONTO-DOMINION BANK 3M	89114QAL2	24,000,000	0.70	0.41	-	-	41,736
Interest	3/10/2015	9/10/2016	Federal Agencies	FHLMC BONDS	3137EACM9	50,000,000	1.75	2.17	-	-	437,500
Interest	3/10/2015	3/10/2016	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NSA5	25,000,000	0.34	0.34	-	-	6,543
Interest	3/10/2015	3/10/2017	Federal Agencies	FHLB	3133782N0	50,000,000	0.88	0.82	-	-	218,750
Interest	3/11/2015	9/11/2015	Federal Agencies	FHLB	313370JB5	75,000,000	1.75	2.31	-	-	656,250
Interest	3/11/2015	3/11/2016	Federal Agencies	FHLB	313375RN9	22,200,000	1.00	0.82	-	-	111,000
Interest	3/11/2015	3/11/2016	Federal Agencies	FHLB	3133XP43	14,000,000	3.13	0.41	-	-	218,750
Interest	3/11/2015	10/11/2016	Federal Agencies	FFCB FLT NT 1ML+2	3133EDJA1	25,000,000	0.19	0.21	-	-	3,737
Interest	3/12/2015	8/12/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CWA2	25,000,000	0.41	0.41	-	-	8,005
Interest	3/14/2015	5/14/2015	Federal Agencies	FFCB FLT NT 1ML+3	3133EEBR0	25,000,000	0.20	0.22	-	-	3,922
Interest	3/14/2015	9/14/2016	Federal Agencies	FFCB FLT NT 1ML+1	3133EAQC5	50,000,000	0.18	0.30	-	-	7,078
Interest	3/14/2015	9/14/2016	Federal Agencies	FFCB FLT NT 1ML+2	3133EDH21	50,000,000	0.19	0.20	-	-	7,467
Interest	3/15/2015	9/15/2015	Federal Agencies	FARMER MAC	31315PGT0	45,000,000	2.13	2.17	-	-	478,125
Interest	3/16/2015	12/15/2016	Negotiable CDs	ROYAL BANK OF CANADA YCD	78009NSX5	100,000,000	0.42	0.42	-	-	106,318
Interest	3/18/2015	9/18/2015	Federal Agencies	FFCB FLT NT QTR T-BILL+1	3133ECJB1	16,200,000	0.18	0.20	-	-	7,401
Interest	3/19/2015	6/19/2017	Federal Agencies	FFCB FLT NT FF+22	3133EALW6	50,000,000	0.31	0.31	-	-	41,806
Interest	3/19/2015	11/19/2015	Federal Agencies	FFCB FLT NT MONTHLY 1ML+	3133ECLZ5	25,000,000	0.17	0.19	-	-	3,374
Interest	3/20/2015	1/20/2016	Federal Agencies	FFCB FLT	3133ED5A6	50,000,000	0.17	0.17	-	-	6,747
Interest	3/21/2015	9/21/2015	Federal Agencies	FNMA EX-CALL NT	31398A3T7	25,000,000	2.00	1.08	-	-	250,000
Interest	3/22/2015	9/22/2015	Federal Agencies	FFCB FLT NT 1ML+2.5	3133EJF6	27,953,000	0.20	0.27	-	-	4,316
Interest	3/22/2015	6/22/2015	Federal Agencies	FFCB FLT NT 1ML+2	3133EAVF5	50,000,000	0.19	0.27	-	-	7,525
Interest	3/23/2015	9/23/2016	Medium Term Notes	TOYOTA MOTOR CREDIT CORP	89236TBJ8	50,000,000	0.35	0.35	-	-	44,013
Interest	3/23/2015	9/23/2016	Negotiable CDs	BANK OF NOVA SCOTIA FLT	06417HUW4	50,000,000	0.45	0.45	-	-	56,513
Interest	3/23/2015	9/23/2016	Medium Term Notes	TOYOTA MOTOR CREDIT CORP	89236TBV6	47,500,000	0.36	0.36	-	-	43,357
Interest	3/23/2015	9/23/2017	Federal Agencies	FFCB FLT 1ML+5	3133EEFX3	50,000,000	0.22	0.22	-	-	12,456
Interest	3/23/2015	9/23/2016	Medium Term Notes	TOYOTA MOTOR CREDIT CORP	89236TBJ8	28,150,000	0.35	0.37	-	-	24,779
Interest	3/24/2015	7/24/2017	Federal Agencies	FFCB FLT NT 1ML+4	3133ECV92	50,000,000	0.21	0.21	-	-	8,225
Interest	3/24/2015	6/24/2016	Federal Agencies	FHLB EX-CALL NT	3130A1BK3	25,000,000	0.50	0.50	-	-	62,500
Interest	3/24/2015	4/25/2016	Negotiable CDs	WESTPAC FLT YCD 1ML+22	96121TWK0	50,000,000	0.39	0.39	-	-	15,225
Interest	3/24/2015	3/24/2017	Federal Agencies	FARMER MAC FLT NT 1ML+4	3133EDP30	26,000,000	0.21	0.19	-	-	4,277
Interest	3/25/2015	9/25/2015	Medium Term Notes	MICROSOFT MTN	594918AG9	3,186,000	1.63	0.39	-	-	25,886
Interest	3/25/2015	6/25/2015	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NGU4	5,500,000	0.36	0.45	-	-	4,876
Interest	3/25/2015	9/25/2017	Federal Agencies	FHLMC CALL MTN	3134G5HS7	20,100,000	1.13	1.16	-	-	113,063
Interest	3/25/2015	9/25/2015	Medium Term Notes	WESTPAC NT	961214BW2	10,152,000	1.13	0.35	-	-	57,105
Interest	3/25/2015	9/25/2017	Negotiable CDs	BANK OF NOVA SCOTIA YCD	06417HUR5	50,000,000	0.53	0.52	-	-	62,661
Interest	3/26/2015	9/26/2016	Federal Agencies	FHLMC EX-CALL MTN	3134G4XW3	25,000,000	0.60	0.60	-	-	75,000
Interest	3/27/2015	9/27/2017	Federal Agencies	FNMA STEP NT	3136G0D81	100,000,000	0.72	0.72	-	-	360,000
Interest	3/27/2015	2/27/2017	Federal Agencies	FFCB FLT NT 1ML+5.5	3133EDFW7	50,000,000	0.23	0.23	-	-	8,828
Interest	3/28/2015	3/28/2016	Federal Agencies	FFCB NT	3133EJAU3	25,000,000	1.05	0.82	-	-	131,250
Interest	3/28/2015	3/28/2017	Federal Agencies	FHLMC CALL MTN	3134G4XM5	25,000,000	0.78	0.78	-	-	97,500
Interest	3/28/2015	3/28/2017	Federal Agencies	FNMA CALL NT	3136G1ZB8	25,000,000	0.88	0.88	-	-	109,375
Interest	3/28/2015	9/28/2016	Federal Agencies	FHLB NT CALL	3130A1CD8	25,000,000	1.13	0.80	-	-	140,625
Interest	3/29/2015	9/29/2017	Federal Agencies	FHLMC GLOBAL NT	3137EADL0	25,000,000	1.00	1.22	-	-	125,000
Interest	3/29/2015	3/29/2017	Federal Agencies	FFCB FLT NT 1ML+2	3133EDZW5	25,000,000	0.19	0.19	-	-	3,865
Interest	3/30/2015	3/30/2016	Federal Agencies	FNMA GLOBAL NT	3135G0VA8	25,000,000	0.50	0.46	-	-	62,500

# Investment Transactions

## Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	3/31/2015	9/30/2016	U.S. Treasuries	US TSY NT	912828RJ1	75,000,000	1.00	1.05	-	-	375,000
Interest	3/31/2015	3/31/2017	U.S. Treasuries	US TSY NT	912828SM3	50,000,000	1.00	1.07	-	-	250,000
Interest	3/31/2015	4/1/2015	Money/Market Funds	MS INSTL GOVT FUND	61747C707	5,090,186	0.04	0.04	-	-	250
Interest	3/31/2015	4/1/2015	Money/Market Funds	FIDELITY INSTL GOVT PORT	316175108	5,003,920	0.01	0.01	-	-	43
<b>Subtotals</b>						<b>\$ 2,475,115,106</b>	<b>0.61</b>	<b>0.58 \$</b>	<b>- \$</b>	<b>- \$</b>	<b>5,734,413</b>

Grand Totals	21	Purchases
	(2)	Sales
	(9)	Maturities / Calls
	10	Change in number of positions

# Non-Pooled Investments

As of March 31, 2015

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Slate/Local Agencies	797712AD8	SFRDA SOUTH BEACH HARBOR	1/20/12	12/1/16	1.62	3.50	\$ 2,640,000	\$ 2,640,000	\$ 2,640,000	\$ 2,640,000
<b>Subtotals</b>					<b>1.62</b>	<b>3.50</b>	<b>\$ 2,640,000</b>	<b>\$ 2,640,000</b>	<b>\$ 2,640,000</b>	<b>\$ 2,640,000</b>
<b>Grand Totals</b>					<b>1.62</b>	<b>3.50</b>	<b>\$ 2,640,000</b>	<b>\$ 2,640,000</b>	<b>\$ 2,640,000</b>	<b>\$ 2,640,000</b>

## NON-POOLED FUNDS PORTFOLIO STATISTICS

	Current Month		Prior Month	
	Fiscal YTD	March 2015	Fiscal YTD	February 2015
Average Daily Balance	\$ 2,991,788	\$ 2,640,000	\$ 3,036,667	\$ 2,640,000
Net Earnings	\$ 78,488	\$ 7,700	\$ 70,788	\$ 7,700
Earned Income Yield	3.50%	3.43%	3.50%	3.80%

Note:

All non-pooled securities were inherited by the City and County of San Francisco as successor agency to the San Francisco Redevelopment Agency. Book value and amortized book value are derived from limited information received from the SFRDA and are subject to verification.



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**Bills of Interest**

To view documents associated with the bill, click the bill number link. To view the bill text, click the PDF or HTML link.

Staff is recommending new support positions on Assembly Bill (AB) 35 (Chiu), AB 1335 (Atkins), and Senate Bill (SB) 413 (Wieckowski), and oppose positions on AB 156 (Perca), AB 1176 (Perca), AB 1336 (Salas) and SB 760 (Mendoza) this month.

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (Dist 30)	<b>Community revitalization authority.</b> Would authorize certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization plan for the community revitalization and investment area that includes elements describing and governing revitalization activities.	Assembly Appropriations	Watch	Formerly a Spot bill. The intent is to provide for the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
<a href="#">AB 4</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Vehicle weight fees: transportation bond debt service.</b> Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Assembly Transportation - 2 year bill	Watch	Similar to several bills from 2014, this bill seeks to restore state truck fees to fund highway repair instead of supporting Prop. 1B bond debt service.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 6</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wilk R</a> (Dist 38)	<b>Bonds: transportation: school facilities.</b> Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	Assembly Transportation – 2 year bill	Oppose	Prohibits sale of bonds to support High-Speed Rail program. Directs unspent bond funds to retire debt from Prop 1A and would authorize use of bond proceeds for K-12 building purposes.
<a href="#">AB 8</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a> (Dist 43)	<b>Emergency services: hit-and-run incidents.</b> Would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.	Assembly Appropriations	Support	This bill expands the Amber Alert system to create a new yellow alert to call attention to hit and run incidents when a person dies or suffers bodily harm.



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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 23</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Assembly Natural Resources – 2 year bill	Oppose	This bill would postpone the effective date of the imposition of Cap and Trade emission regulations on fuel from 2015 to 2020 scheduled for the transportation fuels system.  The author is concerned that the public will be subject to a spike in fuel prices.  However, the effect of the deferral will be to reduce Cap and Trade auction revenues.
<a href="#">AB 24</a> Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian D</a> (Dist 46)	<b>Transportation network companies: public safety requirements.</b> Would prohibit the Public Utilities Commission from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system. This bill would specifically require a transportation network company to comply with this provision and to provide for a mandatory controlled substance and alcohol testing certification program.	Assembly Appropriations	Watch	Intended to further develop the existing transportation network company regulatory statutes by requiring TNCs to participate in DMV "pull-notice" program and that drivers are subject to drug/alcohol tests.
<a href="#">AB 28</a> Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu D</a> (Dist 25)	<b>Bicycle safety: rear lights.</b> Current law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. This bill would require that a bicycle operated under those circumstances be equipped with a red reflector, a solid red light, or a flashing red light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.	Assembly Appropriations	Watch	This is a new approach to bike safety that, as amended, would authorize bicyclists to have a solid or flashing red light in place of a reflector.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 35</a> Amended: 4/16/2015 <a href="#">pdf.html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Income taxes: credits: low-income housing: allocation increase.</b> This bill, for calendar years beginning 2015, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$300,000,000, as specified. The bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that meet specified criteria.	Assembly Revenue and Taxation	New – Recommend Support	AB 35 would increase the state tax credit for low income housing allocation by an additional \$300 million which would allow the state to leverage an additional \$200 million in federal tax credits and at least \$400 million in federal tax-exempt bond authority annually for the creation and preservation of affordable rental homes for a broad range of lower income households through the state.
<a href="#">AB 40</a> Amended: 4/15/2015 <a href="#">pdf.html</a>	<a href="#">Ting D</a> (Dist 19)	<b>Toll bridges: pedestrians and bicycles.</b> Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and by private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian or bicycle over these various toll bridges.	Assembly Appropriations Suspense File	Support	This measure would prohibit the Golden Gate Bridge District from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks.
<a href="#">AB 61</a> Amended: 4/20/2015 <a href="#">pdf.html</a>	<a href="#">Allen, Travis R</a> (Dist 72)	<b>Shuttle services: loading and unloading of passengers.</b> Would allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services.	Assembly Transportation	Watch	The bill expands authority now existing for local authorities to grant transit agencies the right to stop and pick up passengers to also apply to shuttle service vehicles.

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Bill #	Author	Description	Status	Position	Comments
<p><a href="#">AB 156</a> Amended: 4/27/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Perea D</a> (Dist 31)</p>	<p><b>Greenhouse Gas Reduction Fund: technical assistance program.</b> This bill would require the state board to establish a comprehensive technical assistance program, upon the appropriation of moneys from the Greenhouse Gas Reduction Fund, for eligible applicants, as specified, assisting disadvantaged communities and other specified communities. This bill would also require the department to include in the 3-year investment plan an allocation to the state board for that technical assistance program.</p>	<p>Assembly Appropriations Suspense File</p>	<p>New – Recommend Oppose</p>	<p>This bill requires the Air Resources Board (ARB) to include technical assistance funds to assist disadvantaged and low-income communities in its AB 32 Greenhouse Gas Reduction Fund (GGRF) Investment Plan.  The Metropolitan Transportation Commission has opposed this bill as the Bay Area has very few areas classified as “disadvantaged communities” and this program would redirect funds that would otherwise be directed to other transportation programs.</p>
<p><a href="#">AB 162</a> Amended: 3/24/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Rodriguez D</a> (Dist 52)</p>	<p><b>State highways: wrong-way driving.</b> Would require the Department of Transportation, in consultation with the Department of the California Highway Patrol, to update a 1989 report on wrong-way driving on state highways to account for technological advancements and innovation, to include a review of methods studied or implemented by other jurisdictions and entities to prevent wrong-way drivers from entering state highways, and to provide the report to specified legislative committees on or before January 1, 2017. This bill contains other related provisions.</p>	<p>Senate Rules</p>	<p>Watch</p>	<p>This bill would initiate a formalized analysis by Caltrans on wrong-way driving.</p>

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 194</a> Amended: 4/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>High-occupancy toll lanes.</b> Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would authorize a regional transportation agency, in cooperation with the department, to apply to the California Transportation Commission to develop other toll facilities, as specified	Assembly Appropriations Suspense File	Support	The author introduced this bill for the Self-Help County Caucus to provide authority for the State and regional transportation agencies to develop and operate toll facilities.  As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility.  Proposed amendments would permit local authority, under agreement to be responsible for environmental, design and financial studies. MPO would operate the facility.
<a href="#">AB 208</a> Amended: 4/21/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bigelow R</a> (Dist 5)	<b>Vehicles: highway: lane use.</b> Current law requires, on a 2-lane highway where passing is unsafe due to specified reasons, a slow-moving vehicle behind which 5 or more vehicles are formed in a line to turn off the roadway at the nearest place designed as a turnout or wherever sufficient area of a safe turnout exists in order to permit the vehicles following it to proceed. This bill would make a technical, nonsubstantive change to that provision.	Assembly Consent Calendar	Watch	Adds to the new 3 foot bike clearance law a new requirement that the bicyclist pull over at a turnout if 5 or more vehicles are following.
<a href="#">AB 212</a> Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Achadjian R</a> (Dist 35)	<b>State highways.</b> Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print – 2 year bill	Watch	This is a spot bill for which the author has not disclosed his intentions.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 227</a> Amended: 4/15/2015 <a href="#">pdf.html</a>	<a href="#">Alejo D</a> (Dist 30)	<b>Transportation funding.</b> Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Assembly Budget	Support	This bill mandates that State General Fund loans from transportation revenues be repaid. Also, extends P3 law.
<a href="#">AB 239</a> Introduced: 2/5/2015 <a href="#">pdf.html</a>	<a href="#">Gallagher R</a> (Dist 3)	<b>Greenhouse gases: regulations.</b> Would prohibit the State Air Resources Board, on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	Assembly Natural Resources – 2 year bill	Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.
<a href="#">AB 313</a> Introduced: 2/12/2015 <a href="#">pdf.html</a>	<a href="#">Atkins D</a> (Dist 78)	<b>Enhanced infrastructure financing districts.</b> Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.	Assembly Local Government	Watch	The author is addressing the elimination of dwelling units under the state's new Enhanced IFD law; essentially the bill would establish requirements for replacement of units and a relocation assistance process.
<a href="#">AB 378</a> Introduced: 2/18/2015 <a href="#">pdf.html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>State Highway 101 corridor.</b> Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.	Assembly Print – 2 year bill	Support	The author seeks innovative means to address mobility in the Bay region's SR 101 corridor. We have met with the author's staff to discuss and are engaged in ongoing discussions with state/regional/local stakeholders in the corridor.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 457</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez R</a> (Dist 67)	<b>High-occupancy toll lanes.</b> Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes. Current law requires the commission, in cooperation with the Legislative Analyst, to annually prepare a report on the progress of the development and operation of these facilities. This bill would instead require the commission, in cooperation with the Legislative Analyst, to prepare this report every two years.	Assembly Transportation – 2 year bill	Watch	A spot bill. Discussions with the author's office indicate that she seeks more transparent notification to motorists on toll signs in Orange county.
<a href="#">AB 464</a> Amended: 4/6/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>Transactions and use taxes: maximum combined rate.</b> Current law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Assembly Second Reading - Floor	Support	Provides significant new local government sales tax capacity by setting local cap at 3%.
<a href="#">AB 481</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper R</a> (Dist 74)	<b>Automated traffic enforcement systems.</b> Current law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the system meets certain requirements. Current law authorizes a governmental agency to contract out the operation of the system under certain circumstances, except for specified activities. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print – 2 year bill	Watch	This is a spot bill. The author has not indicated his ultimate intent for the bill, but it is apparent from public statements he does not endorse use of automated traffic enforcement.



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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 516</a> Amended: 4/20/2015 <a href="#">pdf.html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>Vehicles: temporary license plates.</b> Would require the DMV to develop a temporary license plate system to enable the DMV, vehicle dealers that are private industry partners, and first-line service providers, as defined, to provide temporary license plates, and would require the system to begin operation on January 1, 2017. The bill would require, commencing January 1, 2017, a motor vehicle dealer that is a private-industry partner to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate.	Assembly Appropriations	Support	This bill requires development of a statewide temporary license plate (TLP) system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser. This bill is sponsored by the Metropolitan Transportation Commission (MTC) to address bridge toll revenue evasion.
<a href="#">AB 518</a> Introduced: 2/23/2015 <a href="#">pdf.html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>Department of Transportation.</b> Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	Assembly Transportation – 2 year bill	Watch	Spot bill.
<a href="#">AB 528</a> Introduced: 2/23/2015 <a href="#">pdf.html</a>	<a href="#">Baker R</a> (Dist 16)	<b>San Francisco Bay Area Rapid Transit District (BART): strikes: prohibition.</b> Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	Assembly Public Employees, Retirement and Social Security	Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 620</a> Introduced: 2/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández, Roger D</a> (Dist 48)	<b>High-occupancy toll lanes: exemptions from tolls.</b> Would require the Los Angeles County Metropolitan Transportation Authority, in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.	Assembly Transportation	Watch	Expands LA Metro authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income.
<a href="#">AB 779</a> Amended: 4/14/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Cristina D</a> (Dist 58)	<b>Environmental quality: transit priority areas.</b> CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, proposed revisions to the guidelines for the implementation of CEQA to establish criteria for determining the significance of transportation impacts of projects within transit priority areas that, among other things, promote the reduction of greenhouse gas emissions. This bill would provide that the revised guidelines shall not be effective before July 1, 2017. This bill contains other existing laws.	Assembly Appropriations	Oppose	Originally a spot bill. Now it requires OPR to delay guidelines that address other impacts of traffic in PDA's that seek to reduce GHG emissions to 2017.
<a href="#">AB 828</a> Amended: 4/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Low D</a> (Dist 28)	<b>Vehicles: transportation network companies (TNCs).</b> Current law defines a "transportation network company" to mean an organization, including, but not limited to, a corporation, limited liability company, partnership, sole proprietor, or any other entity, operating in California that provides prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with drivers using a personal vehicle. This bill would exclude from the definition of "commercial vehicle," for purposes of the Vehicle Code, any motor vehicle operated in connection with a transportation network company, if specified conditions are satisfied.	Assembly Third Reading	Watch	Amended to exclude TNC vehicles from "commercial vehicle" definition under certain conditions.



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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 869</a> Amended: 4/13/2015 <a href="#">pdf.html</a>	<a href="#">Cooper D</a> (Dist 9)	<b>Public transportation agencies: fare evasion and prohibited conduct.</b> Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties.	Assembly Consent Calendar	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
<a href="#">AB 877</a> Amended: 3/26/2015 <a href="#">pdf.html</a>	<a href="#">Chu D</a> (Dist 25)	<b>Transportation.</b> Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.	Assembly Transportation – 2 year bill	Watch	This remains a spot bill regarding state transportation funding.
<a href="#">AB 886</a> Amended: 3/26/2015 <a href="#">pdf.html</a>	<a href="#">Chau D</a> (Dist 49)	<b>Transportation service network provider: passenger privacy.</b> This bill would require transportation service network providers (TSNP) to adopt certain privacy standards pertaining to a passenger's personally identifiable data.	Assembly – 2 Year Bill	New – Recommend Watch	The bill seeks to encompass not just TNCs, but all future transportation services, including taxis, which may someday adopt online-enabled applications or platforms. This bill then seeks to protect TSNP customer data consistent with PUC information practices principles by limiting its collection, use, and sharing to only purposes necessary to complete a transaction, investigate criminal activities, and maintaining a user's account.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 902</a> Amended: 3/26/2015 <a href="#">pdf.html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Traffic violations: diversion programs.</b> Current law provides that a local authority may not allow a person who has committed a Traffic Violation Under the vehicle code to participate in a driver awareness or education program as an alternative to those penalties and procedures, unless the program is a diversion program for a minor who commits an infraction not involving a motor vehicle and for which no fee is charged. This bill would instead allow any person of any age who commits an infraction not involving a motor vehicle to participate in a diversion program of the type described above.	Senate Rules	Watch	Initially a spot bill related to bicyclist laws. Now relates to motor vehicle code violation related to bicycles and diversion programs for minors.
<a href="#">AB 945</a> Amended: 4/27/2015 <a href="#">pdf.html</a>	<a href="#">Ting D</a> (Dist 19)	<b>Sales and use taxes: exemption: low-emission vehicles.</b> The bill, on and after January 1, 2016, until January 1, 2020, would provide a partial exemption from state sales taxes with respect to the sale of specified low-emission vehicles, as provided.	Assembly Revenue and Taxation	New – Recommend Watch	The bill is intended to encourage out-of-state electric vehicle buyers to come to the factory and visit the state as part of their experience.  Recent amendments apply the exemption only on state, not local, sales taxes. The Bay Area Air Quality Management District has adopted a support position.
<a href="#">AB 1015</a> Amended: 4/23/2015 <a href="#">pdf.html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Parking: car share vehicles.</b> Would authorize a local authority to, by ordinance or resolution, designate certain streets or portions of streets for the nonexclusive parking privilege of motor vehicles participating in a car share vehicle program or ridesharing program.	Assembly Consent Calendar	Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
<a href="#">AB 1030</a> Introduced: 2/26/2015 <a href="#">pdf.html</a>	<a href="#">Ridley-Thomas D</a> (Dist 54)	<b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</b> Would require a state agency that allocates moneys from the Greenhouse Gas Reduction Fund to prioritize projects that include project labor agreements with targeted hire goals, community workforce agreements that connect local residents to jobs or training opportunities, or partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.	Assembly Appropriations	Watch	Requires priority for cap and trade - funded projects by state grant agencies for projects with PLA or local work force agreements.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1033</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Eduardo D</a> (Dist 56)	<b>Infrastructure financing.</b> The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank, within the Governor's Office of Business and Economic Development, to be governed by a specified board of directors. The act makes findings and declarations, provides definitions, and authorizes the board to take various actions in connection with the bank, including the issuance of bonds, as specified. This bill, among other things, would revise the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure.	Assembly Jobs, Economic Development and the Economy – 2 year bill	Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of P3s.
<a href="#">AB 1087</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Grove R</a> (Dist 34)	<b>Greenhouse Gas Reduction Fund: high-speed rail.</b> Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.	Assembly Transportation – 2 year bill	Watch	This bill would dedicate the 25% share of cap and trade to (1) the ICS, and (2) blended system projects (including Caltrain Electrification). This would prevent the ultimate HSR project from being fully realized without an alternate funding source.
<a href="#">AB 1096</a> Amended: 4/29/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Vehicles: electric bicycles.</b> Would define an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and would create 3 classes of electric bicycles, as specified. The bill would require manufacturers or distributors of electric bicycles to affix a label to each electric bicycle that describes its classification number, top assisted speed, and motor wattage. This bill contains other related provisions and other existing laws.	Assembly Appropriations	Watch	This bill pertains to the definition of motorized bikes.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1098</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Transportation: congestion management.</b> Current law requires a congestion management program to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would delete the traffic level of service standards as an element of a congestion management program and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. This bill contains other related provisions and other existing laws.	Assembly Transportation – 2 year bill	Watch	This bill would revise the metrics related to congestion management programs, bringing them in line with SB 375, require the regional agency to evaluate how the CMP is achieving GHG reductions, and support the region's Sustainable Communities Strategy.  We are supportive of recent amendments, and we are actively working with other Bay Area Congestion Management Agencies to review and comment upon the proposed legislation, and will reach out to author and the Office of Planning & Research.
<a href="#">AB 1138</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	<b>High-speed rail: eminent domain.</b> Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.	Assembly Transportation – 2 year bill	Oppose	Effect of the bill is to stop progress on ICS phases of High Speed Rail project.
<a href="#">AB 1160</a> Amended: 4/14/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper R</a> (Dist 74)	<b>Vehicles: automated traffic enforcement systems.</b> Would, beginning January 1, 2016, prohibit a governmental agency from installing an automated traffic enforcement system. The bill would authorize a governmental agency that is operating an automatic traffic enforcement system on that date to continue to do so after that date only if the agency begins conducting a traffic safety study on or before February 28, 2016, at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents at that intersection.	Assembly Transportation – 2 year bill	Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1164</a> Amended: 4/21/2015 <a href="#">pdf.html</a>	<a href="#">Gatto D</a> (Dist 43)	<b>State highways: evaluation and rating.</b> Would require the Department of Transportation, in consultation with specified entities, to conduct an annual evaluation and rating of the overall quality of the state highway system and the resources needed to provide a system in good repair, and would require a report to specified committees of the Legislature in that regard annually until 2020. The bill would also require the department to post the report on its Internet Web site.	Assembly Appropriations	Support	Requires Caltrans to develop performance measures in consultation with a host of entities that include county transportation agencies.
<a href="#">AB 1171</a> Amended: 4/21/2015 <a href="#">pdf.html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</b> Would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if the expressways are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath.	Assembly Appropriations	Watch	Extends to regional entities the use of CM/GC, but only in cases that the project is on an expressway in a local sales tax expenditure plan.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1176</a> Amended: 4/23/2015 <a href="#">pdf.html</a>	<a href="#">Perea D</a> (Dist 31)	<b>Vehicular air pollution.</b> This bill would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the commission, in consultation with the state board, for the purpose of reducing the greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified.  This bill would require the commission and the state board to allocate no less than 50% of the available moneys under the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program to projects that provide direct benefits to or serve or are located in disadvantaged communities.  In addition, This bill would appropriate \$35,000,000 from the fund to the commission to implement the Advanced Low-Carbon Diesel Fuels Access Program.	Assembly Appropriations	New – Recommend Oppose	Creates the Advanced Low-Carbon Diesel Fuels Access Program, administered by the Energy Commission to fund advanced low-carbon diesel fueling infrastructure projects in disadvantaged communities.  MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine “disadvantaged communities” is flawed.
<a href="#">AB 1250</a> Amended: 3/19/2015 <a href="#">pdf.html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Vehicles: buses: gross axle weight.</b> This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.	Senate Rules	Watch	This is a California Transit Association sponsored bill to provide an extension of time to reconcile the policy difference between local jurisdictions and transit agencies over the operation of buses that exceed state vehicle code limits on bus weights. Cities/counties claim excess weight damages roadways, while some transit buses exceed legal limits due to ADA equipment, CNG tanks and other causes that are implemented in the furtherance of mandates.



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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1236</a> Amended: 4/20/2015 <a href="#">pdf.html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Local ordinances: electric vehicle charging stations.</b> Would require a city, county, or city and county to approve the installation of electric vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. The bill would provide for appeal of that decision to the planning commission, as specified.	Assembly Appropriations	Watch	Subjects EV charging station to requirement that local governments approve installations.
<a href="#">AB 1265</a> Amended: 4/29/2015 <a href="#">pdf.html</a>	<a href="#">Perea D</a> (Dist 31)	<b>Transportation projects: comprehensive development lease agreements.</b> Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.	Assembly Appropriations	Support	Extends P3 law through 2030.
<a href="#">AB 1284</a> Amended: 4/8/2015 <a href="#">pdf.html</a>	<a href="#">Baker R</a> (Dist 16)	<b>Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee.</b> Current law requires the Department of Transportation and the Bay Area Toll Authority (BATA) to form the Toll Bridge Program Oversight Committee. Current law provides that the committee is not a state body or a local agency for the purposes of the open meeting laws applicable to either state bodies or local agencies known as the Bagley-Keene Open Meeting Act and the Ralph M. Brown Act, respectively. This bill would delete that provision and would provide that the Toll Bridge Program Oversight Committee is subject to the Bagley-Keene Open Meeting Act.	Assembly Appropriations	Watch	Subjects BATA to open meeting Act requirements.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1287</a> Amended: 4/29/2015 <a href="#">pdf.html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Vehicles: parking and moving violations: cameras.</b> Would authorize San Francisco to install forward-facing cameras to record parking violations and exclusive or preferential transit-only lane and intersection obstruction violations. The bill would require an exclusive or preferential transit-only lane or intersection obstruction violation recorded pursuant to these provisions to be subject to a civil penalty not to exceed \$100. The bill would delete the repeal date, thereby extending the operation of these provisions indefinitely. This bill contains other related provisions and other existing laws.	Assembly Appropriations	Support	Grants city of San Francisco extended authority to install cameras for enforcement of parking and HOV violations.
<a href="#">AB 1335</a> Amended: 4/20/2015 <a href="#">pdf.html</a>	<a href="#">Atkins D</a> (Dist 78)	<b>Building Homes and Jobs Act.</b> This bill would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. The bill would impose a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225.	Assembly Appropriations	New – Recommend Support	This bill, which is similar to SB 391 (DeSaulnier) which we supported last year would impose a fee of \$75 on real property transactions. The bill is supported by the City and County of San Francisco, as a means to fulfill affordable housing needs in existing, developed communities.
<a href="#">AB 1336</a> Amended: 3/26/2015 <a href="#">pdf.html</a>	<a href="#">Salas D</a> (Dist 32)	<b>California Global Warming Solutions Act of 2006: disadvantaged communities.</b> This bill would require a minimum of 40% of the available moneys in the Green House Reduction fund to be allocated to projects that provide benefits to disadvantaged communities.	Assembly Natural Resources – 2 year bill	New – Recommend Oppose	The author seeks to increase the amount of cap and trade funds available for the various ongoing cap and trade programs to disadvantaged communities from 25% in current law, to 40%.  MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine “disadvantaged communities” is flawed.



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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1364</a> Introduced: 2/27/2015 <a href="#">pdf.html</a>	<a href="#">Linder R</a> (Dist 60)	<b>California Transportation Commission.</b> Current law vests the California Transportation Commission (CTC) with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Assembly Transportation – 2 year bill	Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.
<a href="#">AB 1384</a> Introduced: 2/27/2015 <a href="#">pdf.html</a>	<a href="#">Baker R</a> (Dist 16)	<b>Toll facilities: Metropolitan Transportation Commission (MTC)</b> Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to the Metropolitan Transportation Commission in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would make a technical, nonsubstantive change to this limitation on contributions.	Assembly Print – 2 year bill	Watch	Spot bill relating to fiscal relationship between BATA and MTC.
<a href="#">AB 1486</a> Introduced: 2/27/2015 <a href="#">pdf.html</a>	<a href="#">Obernalte R</a> (Dist 33)	<b>Vehicles: toll highways.</b> Current law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print – 2 year bill	Watch	Spot bill pertaining to toll highways.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">ACA 4</a> Introduced: 2/27/2015 <a href="#">pdf.html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>Local government transportation projects: special taxes: voter approval.</b> Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.	Assembly Revenue and Taxation	Support	This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.
<a href="#">SB 1</a> Introduced: 12/1/2014 <a href="#">pdf.html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.	Senate Environmental Quality – 2 year bill	Oppose	This bill would eliminate the extension of Cap and Trade emission regulations scheduled for the transportation fuels system.  Differs from AB 23 as this bill permanently prohibits the Cap and Trade regulations from affecting the fuels sector.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 5</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak R</a> (Dist 14)	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Senate Environmental Quality – 2 year bill	Oppose	This bill would postpone the effective date of the extension of Cap and Trade emission regulations from 2015 to 2020 scheduled for the transportation fuels system.  The author is concerned that the public will be subject to a spike in fuel prices.  However, the effect of the deferred will be to reduce Cap and Trade auction revenues.
<a href="#">SB 8</a> Amended: 2/10/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hertzberg D</a> (Dist 18)	<b>Taxation.</b> Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate, would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.	Senate Governance and Finance	Watch	Formerly a spot bill, this is the author's attempt to change the emphasis of California's taxation system to incorporate taxes on services.

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May 2015

Bill #	Author	Description	Status	Position	Comments
<p><a href="#">SB 9</a> Amended: 4/15/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Beall D</a> (Dist 15)</p>	<p><b>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</b> Current law provides various sources of funding for transportation programs, including capital and operating funds for rail services, including intercity, commuter, and urban rail systems, including the Transit and Intercity Rail Capital Program which receives 10% of the annual proceeds of the Greenhouse Gas Reduction Fund as a continuous appropriation. This bill would require that the Transportation Agency adopt a multiyear program of projects for funding, and require the California Transportation Commission to allocate funding to applicants pursuant to the program of projects.</p>	<p>Senate Appropriations</p>	<p>Watch</p>	<p>This bill would alter the focus for Rail and Transit Cap and Trade funds to only address large-scale transit projects that promote a direct connection to the state's High Speed Rail System.</p> <p>Amended to apply 90% of these funds for large projects that cost in excess of \$100 million; the remaining 10% would be reserved for others.</p> <p>Guidelines for expanding the first \$25 million in this category were finalized; a competitive call for projects was released by the State Transportation Agency. The San Francisco Municipal Transportation Agency is targeting this program to pay back funds committed by the Metropolitan Transportation Commission to its light rail vehicle procurement contract option for 40 expansion vehicles.</p>

San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 16</a> Amended: 4/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Transportation funding.</b> Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.	Senate Governance and Finance	Watch	Latest amendments to provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. See attached summary of the proposal.  We generally support the author's proposal except we are concerned that the Vehicle License Fee (VLF) increase would decrease funding available if San Francisco passes its own VLF increase, which is currently planned to be placed on the ballot in November 2016. San Francisco currently has authorization under SB1492 (Leno) to increase the VLF up to a total of 2%, with the increment between the state's rate (currently 0.65%) and 2% going to the general fund. We are working with the Mayor's office and partner agencies to develop potential remedies related to the VLF and to seek flexibility to use funds for transit, as well.
<a href="#">SB 34</a> Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a> (Dist 13)	<b>Automated license plate recognition systems: use of data.</b> Would impose specified requirements on an "ALPR operator" as defined, including, among others, ensuring that the information the ALPR operator collects is protected with certain safeguards, and implementing and maintaining specified security procedures and a usage and privacy policy with respect to that information. This bill contains other related provisions and other existing laws.	Senate Appropriations	Watch	The bill is intended to enhance the automated license plate recognition end-user data collection.

## San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 39</a> Amended: 4/8/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pavley D</a> (Dist 27)	<b>Vehicles: high-occupancy vehicle lanes.</b> Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to 85,000. This bill contains other related provisions and other current laws.	Senate Appropriations	Oppose	The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted, increase from 40,000 to 70,000.
<a href="#">SB 59</a> Introduced: 12/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Knight R</a> (Dist 0)	<b>Vehicles: high-occupancy vehicle lanes.</b> Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.	Senate Rules	Watch	This spot bill amends the core statute that provides authority for exclusive HOV lanes. The author has since assumed his congressional seat and there is no clear understanding of what plans may be in store for this bill.
<a href="#">SB 64</a> Introduced: 1/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Liu D</a> (Dist 25)	<b>California Transportation Plan.</b> This bill would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.	Senate Appropriations	New – Recommend Watch	The bill seeks an independent review of Caltrans's 2015 California Transportation Plan and designates the CTC to prepare recommendations for statewide integrated multimodal transportation system improvements.
<a href="#">SB 154</a> Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (Dist 29)	<b>California Environmental Quality Act.</b> The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report, as defined, on a project that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would make technical, nonsubstantive changes to the definition of "environmental impact report."	Senate Rules – 2 year bill	Watch	This is a CEQA spot bill.



San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 158</a> Amended: 3/26/2015 <a href="#">pdf.html</a>	<a href="#">Huiff R</a> (Dist 29)	<b>Transportation projects: comprehensive development lease agreements.</b> Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.	Senate Transportation and Housing – 2 year bill	Watch	This was initially a spot bill to address the P3 law. It has been amended to apply solely to the 710 N project in LA county.
<a href="#">SB 166</a> Introduced: 2/5/2015 <a href="#">pdf.html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>California Environmental Quality Act.</b> The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes to those provisions. This bill contains other existing laws.	Senate Rules – 2 year bill	Watch	CEQA spot bill.
<a href="#">SB 167</a> Introduced: 2/5/2015 <a href="#">pdf.html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>California Global Warming Solutions Act of 2006.</b> The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would make nonsubstantive changes to these provisions. This bill contains other existing laws.	Senate Rules – 2 year bill	Watch	Spot bill that addresses AB 32 regulatory process.
<a href="#">SB 192</a> Amended: 4/30/2015 <a href="#">pdf.html</a>	<a href="#">Liu D</a> (Dist 25)	<b>Bicycles: helmets.</b> Would require the Office of Traffic Safety, in coordination with the Department of the California Highway Patrol (CHP), to conduct a comprehensive study of bicycle helmet use, including specified information, and to report the study's findings by January 1, 2017, as specified.	Senate Appropriations	Watch	The bill originally mandated that all bicycle riders and passengers wear helmets and, at night to also wear reflective safety apparel.  Amended to require a study by CHP of helmet use.

## San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 321</a> Amended: 4/23/2015 <a href="#">pdf.html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Motor vehicle fuel taxes: rates: adjustments.</b> Current law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by current law to maintain revenue neutrality.	Senate Appropriations	Support	This bill would provide more flexibility to the Board of Equalization in establishing the annual gas excise tax rates by extending the period from 3 to 5 years to ensure "revenue neutrality". This would address the volatility now observed in the annual tax-rate-setting process.
<a href="#">SB 413</a> Amended: 4/16/2015 <a href="#">pdf.html</a>	<a href="#">Wieckowski D</a> (Dist 10)	<b>Public transit: prohibited conduct.</b> Existing law also authorizes a public transportation agency to adopt an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. Existing law requires the ordinance to include the statutory provisions governing the administrative penalties.	Senate Appropriations	New – Recommend Support	Expands available administrative adjudicative remedies under law for new crimes including loud noise and not yielding reserved seats for elderly or disabled persons. SFMTA has requested our support for this bill to decriminalize youth fare evasion.  Per Finance Committee direction, we will seek additional information and, if needed, amendments to the bill in order to ensure that youth are not negatively impacted by this bill (e.g. ensure no impacts on juvenile record).



San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 433</a> Amended: 4/6/2015 <a href="#">pdf.html</a>	<a href="#">Berryhill R</a> (Dist 8)	<b>Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments.</b> Would, for the 2016-17 fiscal year and each fiscal year thereafter, instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.	Senate Appropriations	New - Watch	Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.
<a href="#">SB 491</a> Amended: 4/22/2015 <a href="#">pdf.html</a>	<b>Committee on Transportation and Housing</b>	<b>Transportation: omnibus bill.</b> Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures.	Senate Appropriations	Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.
<a href="#">SB 508</a> Amended: 4/27/2015 <a href="#">pdf.html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Transit operations: financial requirements.</b> This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years.	Senate Second Reading	Watch	Updates decade-old mass transit program efficiency standards. Sponsored by California Transit Association.

## San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 516</a> Amended: 4/21/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Fuller R</a> (Dist 16)	<b>Transportation: motorist aid services.</b> Current law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. This bill would require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes.	Senate Appropriations	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.
<a href="#">SB 564</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: school zone fines.</b> Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Senate Third Reading	Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor.
<a href="#">SB 595</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: prima facie speed limits: schools.</b> Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.	Senate Rules – 2 year bill	Watch	Spot bill related to school zone speeds; part of a larger school traffic safety package.

San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 632</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: prima facie speed limits: schools.</b> Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour 24 hours a day. This bill would provide that a 25 miles per hour prima facie limit in a residence district, on a highway, with a posted speed limit of 30 miles per hour or slower, applies, as to those local authorities, when approaching, at a distance of 500 to 1,320 feet from a school building or grounds thereof.	Senate Transportation and Housing – 2 year bill	Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.
<a href="#">SB 698</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Active Transportation Program: school zone safety projects.</b> Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.	Senate Environmental Quality – 2 year bill	Watch	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade.
<a href="#">SB 760</a> Amended: 5/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mendoza D</a> (Dist 32)	This bill would require the Strategic Growth Council to develop and implement the Disadvantaged Community Enhancement Program to award grants to disadvantaged communities, as defined, to facilitate projects for community enhancement improvements.	Senate Appropriations	New – Recommend Oppose	The bill creates a new Disadvantaged Community Enhancement Program within the Strategic Growth Council that would be provide grants for enhancement programs to reduce GHG emissions and provide environmental benefits to disadvantaged communities. Projects would include urban greening, park development, and active transportation facilities.  MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine “disadvantaged communities” is flawed.

## San Francisco County Transportation Authority

May 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 782</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a> (Dist 26)	<b>State highways: relinquishment.</b> Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.	Senate Rules – 2 year bill	Watch	This is a spot bill that is intended to streamline state highway relinquishments.
<a href="#">SCA 5</a> Introduced: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hancock D</a> (Dist 9)	<b>Local government: special taxes: voter approval.</b> Would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	Senate Governance and Finance	Support	Would specify that the voter approval requirement is 55% for local government special taxes.

**Total Measures: 73****Total Tracking Forms: 73**

Attachment:

1. SB 16 – Summary of Proposal

## Attachment 1

**Transportation Finance Plan  
5 Year Road Maintenance Program**

- 1) The plan shall draw from the following sources:
  - a) A 10 cent increase in the excise tax on gasoline and 12 cent increase on diesel tax.
    - a. The 2 cent increase on diesel tax shall go towards freight movement and port congestion.
  - b) Returning truck weight fees to the transportation fund over a five year period, 20% each year.
  - c) Loan paybacks each year for 3 years from the Rainy Day Fund.
  - d) A 0.35 percent increase in the VLF over five years to backfill the loss to the general fund of the truck weight fees and continues until the bonds are retired.
  - e) A \$35 VRF increase for all vehicles.
  - f) A \$100 VRF increase for zero-emission vehicles.
  - g) Identify whether savings can be accrued through bond defeasance.
  - h) This would raise an additional \$3.4 – 3.8 billion annually for five years.

**\*\*There are NO impacts to the General Fund.**

- 2) The funding shall be allocated as follows:
  - a) 5% shall be set aside to be made available to cities and counties that approve local funding measures after January 1, 2016.

The remainder of the funds shall be shared equally between the State, Cities and Counties as follows:

- b) 50% shall be allocated to the SHOPP program.
  - c) 50% shall be allocated to cities and counties.
- 3) The proposal shall have performance criteria and accountability measures.
- 4) The proposal shall establish protections to ensure funding only be used for maintenance backlog.
- 5) The proposal shall establish efficiencies within CalTrans.

	RATE	PHASE	ADDITIONAL REVENUE BY YEAR (in millions)				
	INCREASE	IN (YRS)	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Excise on Gasoline (in cents)	10	1	\$ 1,600	\$ 1,460	\$ 1,460	\$ 1,460	\$ 1,460
VLF (in percent)	35%	5	\$ 224	\$ 448	\$ 672	\$ 896	\$ 1,120
VRF (in dollars)	35	1	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
Weight Fees (in millions)	0	5	\$ -	\$ -	\$ -	\$ -	\$ -
Annual ZEV Fees (in dollars)	100	1	\$ 10	\$ 12	\$ 15	\$ 20	\$ 25
Excise on Diesel (in cents)	10	1	\$ 260	\$ 260	\$ 260	\$ 260	\$ 260
GF Loan Paybacks		3	\$ 330	\$ 330	\$ 340	\$ -	\$ -
Diesel Excise for Freight	2	1	\$ 52	\$ 52	\$ 52	\$ 52	\$ 52
<b>Total New Revenue</b>			<b>\$ 3,476</b>	<b>\$ 3,562</b>	<b>\$ 3,799</b>	<b>\$ 3,688</b>	<b>\$ 3,917</b>



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## CITIZENS ADVISORY COMMITTEE

### By-Laws

#### ARTICLE I – ~~MEMBERSHIP~~ AUTHORITY

Section 1. ~~Per Section 5.3 of the Transportation Authority's Administrative Code, t~~The eleven ~~(4)~~ members of the Citizens Advisory Committee (CAC) are appointed by the San Francisco County Transportation Authority (~~SFCTA~~Transportation Authority) to advise the ~~SFCTA~~Transportation Authority on the development and implementation of the ~~Transportation~~ Expenditure Plan ~~and the Traffic Congestion Management Plan.~~

#### ARTICLE II – MEMBERSHIP

Section 21. ~~Per the Transportation Authority's Administrative Code,~~ CAC members shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled, environmentalists and the neighborhoods. ~~The Committee members shall be residents of San Francisco and shall serve for two-year periods.~~

Section 2. ~~Per the Transportation Authority's Administrative Code, any member who is absent for four of any twelve regularly scheduled consecutive meetings shall automatically be terminated. Any resulting vacancy shall be filled for a new two-year period. Any terminated member who wishes to be reappointed shall contact his or her district Supervisor and shall reappear before the Plans and Programs Committee to speak on his or her behalf.~~

#### ARTICLE III – OFFICERS

Section 1. The Officers of the CAC shall be a Chairperson and a Vice-Chairperson. Their duties shall be as follows:

**Chairperson:** Presides over CAC meetings; develops the monthly meeting agenda; appoints subcommittees and subcommittee chairpersons; represents the CAC's actions and decisions to the ~~SFCTA~~Transportation Authority, appropriate agencies, and to the community at large, or designates other CAC members to perform these duties.

**Vice-Chairperson:** Presides over the CAC meetings in the absence of the Chairperson; conducts the other duties of the Chairperson in his/her absence.

Section 2. ~~Nominations for the Chairperson and Vice-Chairperson shall be made at the last CAC meeting of the calendar year (e.g. December) in order to be eligible for election at the first CAC meeting of the following year (e.g. January). A nomination must be accepted by the candidate. Self-nominations are allowed. Candidates are required to submit statements of qualifications and objectives to the Clerk of the Transportation Authority one week prior to the January CAC meeting to be included in the meeting packet.~~

Section 23. Selection of Officers shall be made as follows:

**Chairperson:** The Chairperson shall be elected by a majority of the appointed members at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected

Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, the Vice-Chairperson will serve as Chairperson ~~until the following January for the remainder of the term.~~

**Vice-Chairperson:** ~~This Officer~~ The Vice-Chairperson shall be elected by a majority of the appointed members at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected Vice-Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, the ~~Committee-CAC will shall~~ hold an election at the next regular meeting of the CAC for a Vice-Chairperson to serve out the remainder of the term.

## ARTICLE ~~III~~ IV – MEETINGS

Section 1. The regular meetings of the CAC shall be held on the fourth Wednesday of each month at 6:00 p.m. ~~in at~~ the Transportation Authority offices. ~~s at 100 Van Ness Avenue, 26th Floor, San Francisco, California.~~

Section 2. The CAC meetings are subject to the Ralph M. Brown Act and the ~~City's~~ Sunshine Ordinance.

~~Section 3. The rules contained within the current edition of Robert's Rules of Order (Newly Revised) shall govern the CAC in all cases to which they are applicable and in which they are not inconsistent with these by-laws, the Transportation Authority's Administrative Code and any special rules of order the CAC may adopt. A quorum is defined as a majority of currently appointed members.~~

~~Section 3. Any member who is absent for four (4) of any twelve (12) regularly scheduled consecutive meetings shall automatically be terminated. Any resulting vacancy shall be filled for a new two-year period.~~

## ARTICLE ~~IV~~ V – SUBCOMMITTEES

Section 1. Subcommittees and Ad Hoc Committees may be established by the Chairperson as necessary.

Section 2. Each Subcommittee shall consist of at least three but not more than five (3) CAC members appointed by the CAC Chairperson.

## ~~ARTICLE V – PARLIAMENTARY AUTHORITY~~

~~The rules contained within the current edition of Robert's Rules of Order (Newly Revised) shall govern the CAC in all cases to which they are applicable and in which they are not inconsistent with these by-laws, the SFCTA Administrative Code and any special rules of order the CAC may adopt. A quorum is defined as a majority of currently appointed members.~~

## ARTICLE VI – AMENDMENT OF BY-LAWS

These by-laws may be amended at any regular meeting of the CAC by a two-thirds ~~(2/3)~~ vote of the CAC members present and voting, and constituting not less than a majority of the CAC members appointed, provided that the amendment has been submitted in writing at the previous regular meeting.

## ARTICLE VII – CONFLICT OF INTEREST

Per the Transportation Authority's Administrative Code, ~~t~~he CAC members serve without any compensation. There shall be no personal or monetary gain by members of the CAC as a result of their membership and actions on the CAC.



## ARTICLE VIII – CONDUCT OF MEMBERS

No CAC member shall directly or indirectly by any form of words impute to another CAC member or to other CAC members any conduct or motive unworthy or unbecoming of a CAC member.

## ARTICLE ~~VIII~~ IX – MAJORITY/MINORITY REPORTS

CAC members may ~~elect to~~ present separate reports on decisions and actions by the CAC under the following circumstances: A majority report will reflect at least two-thirds ~~(2/3)~~ of the CAC members present and voting, and constituting not less than a majority of CAC members. A minority report will reflect at least ~~twenty five percent~~ one-fourth (25%) of the CAC members present and voting.

Rev. Month Day, 2015



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# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE May 14, 2015 SUBCOMMITTEE MEETING

### 1. Subcommittee Meeting Call to Order

The meeting was called to order by Chair Christopher Waddling at 5:35 p.m. Subcommittee members present were Santiago Lerma, Raymon Smith and Chris Waddling. Transportation Authority staff members present were Cynthia Fong, Maria Lombardo and Steve Stamos.

### 2. Election of Subcommittee Chair – ACTION

Chair Waddling opened the floor for nominations for the Subcommittee Chair seat.

Raymon Smith nominated himself, seconded by Santiago Lerma. There were no further nominations.

There was no public comment.

The motion to appoint Raymon Smith as Subcommittee Chair was approved by the following vote:

Ayes: CAC Members Lerma, Smith and Waddling

### 3. Update of Citizens Advisory Committee By-Laws – ACTION

The subcommittee reviewed the by-laws section by section and approved all staff recommendations with the following revisions. All changes were made unanimously.

The subcommittee renamed Article I from Membership to Authority and added a reference to the Transportation Authority's Administrative Code.

The subcommittee created a new article titled Membership and moved Section 3 from Article IV (Meetings) to the new article (Membership) as Section 2. The subcommittee added clarification language to the new Section 2 regarding terminated members seeking reappointment.

The subcommittee created a new Section 2 regarding nominations under Article II (Officers).

The subcommittee moved Article V (Parliamentary Authority) to Article III (Meetings) as Section 3.

The subcommittee removed language from Article VIII (Majority/Minority Reports) for clarification.

During discussions, members of the subcommittee noted that the Citizens Advisory Committee (CAC) was approaching a gender imbalance and stated that the CAC should be as diverse and representative as possible.

Members of the subcommittee requested that staff provide greater detail on the benefits of proposed projects in the meeting materials.

Members of the subcommittee requested a look ahead of what items would appear before the CAC in the months ahead. Maria Lombardo, Chief Deputy, stated that programming of Prop K projects for the next five years could be found on the Transportation Authority's MyStreetSF page at [www.sfcta.org/mystreetsf-projects-map](http://www.sfcta.org/mystreetsf-projects-map).

There was no public comment.

The item was approved by the following vote:

Ayes: CAC Members Lerma, Smith and Waddling

**4. Public Comment**

There was no public comment.

**5. Adjournment**

The meeting was adjourned at 6:45 p.m.



# Memorandum

**Date:** 05.20.15 **RE:** Citizens Advisory Committee  
May 27, 2015

**To:** Citizens Advisory Committee

**From:** David Uniman – Deputy Director for Planning *DUE*

**Subject:** **ACTION** – Adopt a Motion of Support for the Adoption of the Potrero Hill Neighborhood Transportation Plan Final Report

## Summary

The Potrero Hill Neighborhood Transportation Plan (NTP) is the result of a community-based planning effort in the southern Potrero Hill neighborhood of San Francisco, and was funded by a California Department of Transportation Environmental Justice Planning grant and a Metropolitan Transportation Commission Community Based Transportation Planning grant. The technical team, led by the Transportation Authority, collaborated with community stakeholders to identify multimodal transportation priorities at the neighborhood scale, prioritizing near-term improvements to improve connectivity across the site and to the broader neighborhood, city, and region. The final recommendations focus on low-cost improvements that could be implemented before the site is redeveloped wholesale through the Rebuild Potrero project. Prioritized projects include pedestrian safety and transit stop enhancements, including transit bulbouts that would be built using non-infrastructure materials (i.e., construction that does not require regrading the street or moving sewer catchbasins). If successful, this innovative feature could be replicated throughout the city, bringing benefits to transit riders more quickly and cost effectively, particularly on streets that are not scheduled for near term repaving. The NTP includes complete funding plans for these enhancements, with allocations from all sources (including Lifeline Transportation Program funds from the Transportation Authority) anticipated by July 2015 and implementation anticipated by early 2016. The NTP also studied a potential shuttle route to improve access across the site and to connect residents with nearby amenities.

## BACKGROUND

The Potrero Hill Neighborhood Transportation Plan (NTP) is the result of a community-based planning effort in the southern Potrero Hill neighborhood of San Francisco, and was funded by a California Department of Transportation Environmental Justice Planning grant and a Metropolitan Transportation Commission Community Based Transportation Planning grant. The technical team, led by the Transportation Authority, collaborated with community stakeholders to identify multimodal transportation priorities at the neighborhood scale, prioritizing near-term improvements to improve connectivity across the site and to the broader neighborhood, city, and region. The final recommendations focus on low-cost improvements that could be implemented before the site is redeveloped wholesale through the Rebuild Potrero project.

## DISCUSSION

**Project Site and Existing Conditions:** The plan study area is bordered by US 101 to the west, I-280 to the east, Cesar Chavez Street to the south, and 22nd Street/20th Street to the north (see Figure 1-1), wholly encompassing the Potrero Annex and Potrero Terrace public housing sites, with approximately 1,200 people living in 606 homes on the steep, south-facing slope of the hill. The sites were developed in the middle of the 20th Century, during a period in which accommodating cars was the highest transportation priority. A product of its time, the Potrero Annex and Terrace are characterized by wide roads and narrow sidewalks interrupted by curb cuts that provide access to ample off-street parking. While traffic volumes through the site are relatively low, street widths encourage cars to travel at high speeds, and intersection design prioritizes efficient vehicle movement rather than safe and comfortable pedestrian crossings. The circuitous internal street grid and the area's steep topography further reduce pedestrian accessibility.

The public housing sites are also isolated from the rest of San Francisco with relatively few and challenging connections to the surrounding neighborhoods. A number of these connections require crossing the I-280 and US 101 freeways, which form major barriers just east and west of the site. While there are multiple transit lines that stop along or within the housing site, the lines do not connect residents from one end of the site to the other, forcing residents to undertake a steep walk or an untimed transfer to access many locations outside of the site.

Finally, there are few transit amenities on the site. Narrow sidewalks do not have the space to allow for Muni shelters. Stops are demarcated by painted lines on either the street or a light pole. This lack of amenities makes using transit a less desirable option.

BRIDGE Housing is the lead developer for Rebuild Potrero and also leads community building efforts such as the Healthy Generations Project, the sites' walking club, community gardening program, and the walking school bus. Using their intimate knowledge and relationships with residents, BRIDGE served as the outreach consultant for the project. Appendix A of the final report includes a summary of outreach conducted as part of the NTP.

**Rebuild Potrero Project:** The Rebuild Potrero project will demolish and re-build the public housing sites in their entirety as a mixed-use, mixed-income neighborhood, replacing all of the public housing units and adding up to 1,000 moderate-income and market-rate units and building a new gridded street network. The effort is currently undergoing environmental review and seeking funding for implementation. The groundbreaking is expected by 2016, but the project is broken into multiple phases that will not be fully completed for at least 10 to 15 years.

**Previous Planning Efforts:** Previous planning efforts led by community partners have identified important and urgent transportation needs before Rebuild Potrero can be completed; Potrero Hill NTP aimed to identify and prioritize projects to address those needs while advancing design, cost estimation, and funding and implementation strategies. The NTP built on the following studies: Baseline Conditions Assessment of HOPE SF Redevelopment: Potrero Terrace and Annex (San Francisco Department of Public Health), Potrero Hope SF Master Plan EIR, and Potrero Hill Traffic Calming Project (San Francisco Municipal Transportation Agency).

**Prioritized Projects and Plan Recommendations:** Due to the extensive planning processes preceding the current effort as well as the anticipated redevelopment of the Potrero Terrace and Annex housing sites through the Rebuild Potrero project, this NTP was focused on developing low-infrastructure transportation solutions (i.e., construction that does not require regrading the street or moving sewer catchbasins) that could bring benefit to residents in the very near term. Three priority projects emerged:

1. Building on the success of the neighborhood's walking school bus program, the team partnered with residents to design pedestrian safety improvements at five intersections throughout the project site where the program currently operates. These improvements call for the use of materials that do not require infrastructure changes. Therefore, they are lower in cost and can be reused in other parts of the city once development begins for Rebuild Potrero. They also will allow space for transit amenities such as shelters, allowing the city to test the use of non-infrastructure materials for a concept such as a bus bulb.
2. Complementing the intersection design improvements, the team also proposed a lighting project behind the Potrero Hill Recreation Center to improve security for the walking school bus participants as well as other residents using this key link in the dark.
3. Finally, the project team developed a potential shuttle route to enhance access for residents across the site and to other goods and services.

The Potrero Hill NTP includes cost estimates and a funding and implementation strategy for each of the projects described above. The first two pedestrian safety projects should be fully funded by the time the study is adopted, and implementation could be as soon as the end of 2015. In February, the Transportation Authority recommended the pedestrian improvement and traffic calming project for \$375,854 of Lifeline Transportation Program funds for final design and construction, and MTC approved this programming last month. SFMTA anticipated filling the gap with an in-kind match of staff time and \$60,000 in other funds, which could include Prop K. At its September 2014 meeting, the Eastern Neighborhoods CAC voted to recommend the allocation of \$150,000 in developer impact fees to the lighting project, thereby fully funding it. The shuttle project will require further refinement and identification of funding sources, and implementation is likely at least one to two years away.

## **ALTERNATIVES**

1. Adopt a motion of support for the adoption of the Potrero Hill Neighborhood Transportation Plan Final Report, as requested.
2. Adopt a motion of support for the adoption of the Potrero Hill Neighborhood Transportation Plan Final Report, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

None.

## **RECOMMENDATION**

Adopt a motion of support for the adoption of the Potrero Hill Neighborhood Transportation Plan Final Report.

Enclosure:

1. Draft Potrero Hill Neighborhood Transportation Plan Final Report



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# Memorandum

**Date:** 05.22.15 **RE:** Citizens Advisory Committee  
May 27, 2015

**To:** Citizens Advisory Committee

**From:** Anna LaForte – Deputy Director for Policy and Programming

**Subject:** **ACTION** – Adopt a Motion of Support for the Allocation of \$40,678,143 in Prop K Funds, with Conditions, and Appropriation of \$162,400 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have sixteen requests totaling \$40,840,543 in Prop K sales tax funds to present to the Citizens Advisory Committee. We are requesting \$12.3 million for allocation to Caltrans as the Prop K portion of a \$276.4 million milestone payment due to the Public Private Partnership concessionaire upon substantial completion of the Presidio Parkway project, which is anticipated this September. There are two NTIP requests. One is for \$150,000 for San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority staff to provide NTIP program support and the other is for \$100,000 for concept development and evaluation of a new north-south multimodal pathway connecting San Bruno Avenue to the Alemany Farmer's Market, and new bicycle lanes along Alemany Boulevard between Putnam Street and Bayshore Boulevard. This is the District 9 NTIP planning project. The remaining projects include ten from the SFMTA: additional funds for pre-environmental work for the proposed Southwest Subway (19<sup>th</sup> Avenue/M Ocean View); procurement of 26 60-ft articulated hybrid-diesel buses; 5 traffic signal related projects, replacement or upgrade of safe-hit posts, green bike lanes and bike boxes; planning funds for the Fiscal Year 2015/16 local-track Traffic Calming program; and an environmental impact report for the 6th Street Pedestrian Safety Improvement Project. San Francisco Public Works is requesting Prop K funds for repair of sidewalks damaged by city street trees (\$514,349) and replacement, establishment, and maintenance of about 1,700 street trees. BART is requesting \$160,000 for design of replacement cross-passage doors in the Transbay Tube.

## BACKGROUND

We have sixteen requests totaling \$40,840,543 in Prop K sales tax funds to present to the Citizens Advisory Committee (CAC) at the May 27, 2015 meeting, for potential Board approval on June 23, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Other Transit Enhancements
- Vehicles - SFMTA
- Guideways - BART
- Presidio Parkway
- New Signals & Signs
- Signals & Signs
- Pedestrian and Bicycle Facility Maintenance

- Traffic Calming
- Pedestrian Circulation/ Safety
- Tree Planting and Maintenance
- Transportation/ Land Use Coordination

Transportation Authority Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K programmatic categories is a prerequisite for allocation of funds from each of these categories except Presidio Parkway, a single-project category programmed directly in the Prop K Strategic Plan.

## DISCUSSION

The purpose of this memorandum is to present sixteen Prop K requests totaling \$40,840,543 to the CAC and to seek a motion of support to allocate or appropriate the funds as requested. 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 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project is included in the attached Allocation Request Forms.

**Staff Recommendation:** Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendment and other items of interest.

Representatives from sponsor agencies will attend the CAC meeting to answer questions.

## ALTERNATIVES

1. Adopt a motion of support for the allocation of \$40,678,143 in Prop K funds, with conditions, and appropriation of \$162,400 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for the allocation of \$40,678,143 in Prop K funds, with conditions, and appropriation of \$162,400 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

## FINANCIAL IMPACTS

This action would allocate \$40,678,143 and appropriate \$162,400 in Fiscal Year 2015/16 Prop K funds, with conditions, for a total of sixteen requests. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

The Fiscal Year 2015/16 Prop K Allocation Summary (Attachment 4) shows that the allocations and cash flows recommended in this memorandum are the first of Fiscal Year 2015/16.

Sufficient funds are included in the amended Fiscal Year 2015/16 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.

## RECOMMENDATION

Adopt a motion of support for the allocation of \$40,678,143 in Prop K funds, with conditions, and appropriation of \$162,400 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash

Flow Distribution Schedules.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary

Enclosure:

Prop K Allocation Request Forms (16)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	16	SFMTA	Southwest Subway (19th Avenue/M Ocean View) - Pre-Environmental Supplement	\$ 255,700		\$ 1,275,700	74%	80%	Planning	7, 11
Prop K	17M	SFMTA	61 60-ft Low Floor Diesel Hybrid Coaches (26 replace+35 expand)	\$ 12,352,094		\$ 78,688,113	84%	84%	Procurement	Citywide
Prop K	22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 160,000		\$ 500,000	78%	68%	Design	6
Prop K	24	Caltrans	Presidio Parkway	\$ 20,400,000		\$ 276,400,000	79%	93%	Construction	2
Prop K	31	SFMTA	New Signal Contract 62	\$ 1,500,000		\$ 1,960,000	16%	23%	Construction	1, 3, 4, 5, 6
Prop K	33, 31	SFMTA	Traffic Signal Conduit	\$ 550,000		\$ 550,000	41%	0%	Construction	1, 7, 8, 11
Prop K	33	SFMTA	Traffic Signal Upgrade Contract 34	\$ 518,000		\$ 518,000	41%	0%	Design	1, 2, 3, 5, 6, 7, 8, 9, 11
Prop K	33	SFMTA	3rd Street Traffic Signal Detection Upgrade Phase I	\$ 300,000		\$ 300,000	41%	0%	Construction	10
Prop K	33	SFMTA	19th Avenue Signals Phase III	\$ 630,000		\$ 630,000	41%	0%	Design	4, 7
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 150,000		\$ 150,000	48%	0%	Construction	Citywide
Prop K	37	SFPW	Public Sidewalk Repair	\$ 514,349		\$ 745,470	48%	31%	Construction	Citywide
Prop K	38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 203,400		\$ 203,400	51%	0%	Planning	Citywide
Prop K	40	SFMTA	6th Street Pedestrian Safety Improvement	\$ 2,012,000		\$ 2,050,601	25%	2%	Environmental	6
Prop K	42	SFPW	Tree Planting & Maintenance	\$ 1,045,000		\$ 4,681,517	57%	78%	Construction	Citywide
Prop K	44	SFCTA/SFMTA	NTIP Program Support	\$ 150,000		\$ 150,000	40%	0%	Planning	Citywide
Prop K	44	SFCTA/SFMTA	Alemany Interchange Improvement Study [NTIP Planning]	\$ 100,000		\$ 200,000	40%	50%	Planning	9, 10
<b>TOTAL</b>						<b>\$ 40,840,543</b>	<b>\$ -</b>	<b>78%</b>	<b>89%</b>	

## Attachment 1: Summary of Applications Received

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### Footnotes

<sup>1</sup> 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)

<sup>2</sup> Acronyms: BART (Bay Area Rapid Transit District); Caltrans (California Department of Transportation); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works).

<sup>3</sup> "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%.

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

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
16	SFMTA	Southwest Subway (19th Avenue/M Ocean View) - Pre-Environmental Supplement	\$ 255,700	Funds will be used for planning, conceptual engineering, community outreach and preparation of documents that will be needed for the environmental phase of the project. Additional funding is being sought primarily to: 1) cover additional costs incurred as a result of an incorrect assumption that the level of engineering work completed in the Feasibility Study was adequate to carry directly into the required Caltrans documents (PSR-PDS); and 2) conduct additional conceptual engineering work to consider refinements to the southern grade-separated crossing. The overall project will improve transit performance and pedestrian safety and reduce congestion in the 19th Avenue corridor, as well as supporting anticipated growth along the west side of the corridor. The full cost of the project is estimated at \$520 million.
17M	SFMTA	61 60-ft Low Floor Diesel Hybrid Coaches (26 replace+ 35 expand)	\$ 12,352,094	Prop K funds will be used to purchase 26 60-ft low floor hybrid buses to replace buses that have reached their useful life of 12 years. This purchase is part of a larger \$80 million procurement that includes 35 additional buses for expansion. The new hybrid buses will allow the SFMTA to provide more reliable and fuel-efficient service. SFMTA already awarded the contract to New Flyer of America, Inc. and has received the first vehicle. All the buses are expected to be delivered by February 2016.
22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 160,000	This request fully funds the design phase for the replacement of up to 10 cross-passage doors on the San Francisco side of the Transbay Tube. These doors are the means of emergency egress to an interior passageway between the tunnels. Current doors are 40 years old and have reached the end of their useful lives. Design is anticipated to be completed by March 2016.
24	Caltrans	Presidio Parkway	\$ 20,400,000	Phase II of the Presidio Parkway project is being delivered as a public-private partnership (PPP). As part of the PPP agreement between Caltrans and the concessionaire (GLC), Caltrans is to pay a \$276.4 million milestone payment to GLC upon substantial completion of Phase II which is anticipated to occur on September 24, 2015. The requested Prop K funds will provide the \$20.4 million Prop K share of the milestone payment consistent with the project funding agreement approved by the Transportation Authority in 2011.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
31	SFMTA	New Signal Contract 62	\$ 1,500,000	Prop K funds will be used for the construction of new traffic signals on Sunset at Wawona and Moraga Streets, Geary at 22nd and 26th Avenues, 34th/Lincoln Way, and O'Farrell and Webster Streets, and a new flashing beacon system at 350 Francisco Street near the Francisco Middle School. Contract 62 also includes a new signal at 8th and Natoma Streets, funded through previously allocated Prop AA funds, as recommended in the Western SoMa Neighborhood Transportation Plan. New signals will have pedestrian countdown signals, curb ramps, mast-arms, conduit, and other necessary signal infrastructure. Design was funded by Prop K and Prop AA funds. SFMTA expects all of the signals to be open for use by August 2016.
33, 31	SFMTA	Traffic Signal Conduit	\$ 550,000	Requested funds will be used to install underground conduit at 7 to 10 intersections where the SFMTA is planning new or upgraded traffic signals. This project will occur in advance of SFPW paving projects on San Jose Avenue, Guerrero Street, Sagamore Street and Naples Avenue, which are scheduled to begin construction before the end of 2015. Installing the conduit now ensures that all work is done before the 5-year moratorium for work on newly paved streets. It also allows for construction coordination to minimize disruption to the public. Installation of 7 of the signals is scheduled to be complete by 2018. Locations are on page 3 of the allocation request.
33	SFMTA	Traffic Signal Upgrade Contract 34	\$ 518,000	This request will fund the design of traffic signal-related upgrades at 14 locations across the city. Upgrades will include new controllers, poles, mast arms, larger signal heads and pedestrian countdown indicators, as well as curb ramps and separated left turn phasing in certain locations. Eight of the intersections are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors. The SFMTA expects to complete design by August 2016 and complete construction by June 2018. See the allocation request for the list of locations.
33	SFMTA	3rd Street Traffic Signal Detection Upgrade Phase I	\$ 300,000	This project will replace the video camera-based vehicle detection systems at 12 of the 67 intersections along the T-Third light rail line, from 18th Street to Burke Avenue, including Cesar Chavez Street. The new wireless traffic detection system will alert the signal controller that vehicles and bicycles are waiting in the traffic lanes. The SFMTA has found wireless detection is more reliable, accurate, and easier to maintain than the video detection system. The wireless detection system will operate independently from the Vetag transit priority system on 3rd Street, which detects light rail vehicles, though both systems will use the same traffic controller. Work will be done by December 2016.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
33	SFMTA	19th Avenue Signals Phase III	\$ 630,000	Requested funds will be used for design of 5 of the remaining 9 signals needing upgrades along the 19th Avenue corridor. Phases I and II were completed in 2010 through a partnership between the SFMTA and Caltrans and improved signals at 25 intersections along the corridor with larger signal heads mounted on mast arms, pedestrian countdown indicators, new curb ramps, and related signal infrastructure. For Phase III, SFMTA and Caltrans are responsible for 5 and 4 locations respectively. SFMTA expects to complete design by late 2016 at its 5 locations (Moraga, Wawona, Sloat, Rossmoor, and Winstron). Construction will be combined with the larger 19th Avenue improvement project, which includes bulbouts, street resurfacing, water and sewer work. Signal upgrades at 19th and Rossmoor will be constructed as part of the 19th Avenue M-Line contract.
37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	SFMTA will replace approximately 400 safe-hit posts and to upgrade and/or maintain green bike lanes and bike boxes in poor condition at identified high-need locations. In addition, these funds will allow SFMTA staff to test new, more substantial types of safe-hit posts, and to coordinate with SFPW on testing power washing techniques for green bike boxes that can be adopted into existing street facility maintenance. SFMTA staff will complete this project by summer 2016. See pages 2-3 of the enclosed allocation request for the list of locations.
37	SFPW	Public Sidewalk Repair	\$ 514,349	Prop K funds will leverage \$231,000 in state funds to repair a total of 320 sidewalk locations around City street trees. Prioritization criteria include information based on inspection, public requests and other factors detailed in the 5YPP.
38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 203,400	Prop K funds will be used for the planning and conceptual engineering phase of the Fiscal Year 2015/16 program, including citywide outreach, evaluation and prioritization of up to 100 applications, and project development for up to 25 locations including balloting, legislation, and public hearing to approve the devices. The SFMTA anticipates evaluating applications following the August 1, 2015 deadline and notifying residents if their applications have been accepted or not by January 2016. Design of the recommended traffic calming devices, most of which are anticipated to be speed humps, is expected to be completed by August 2016. The construction phase would be funded through a future Prop K request and occur August-December 2016.



Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
40	SFMTA	6th Street Pedestrian Safety Improvement	\$ 2,012,000	Prop K funds will be used to fully fund an Environmental Impact Report (EIR) for the subject project, which will improve the safety and livability of the corridor for all roadway users between Market and Bryant Streets and on Golden Gate Avenue from Jones to Market Streets. The central component of this project is a road diet on 6th Street from the existing two lanes of travel in each direction to one lane of travel in each direction. In addition to calming vehicular traffic on this crowded pedestrian corridor, the proposed road diet will provide space in the right-of-way for pedestrian safety bulb-outs, raised crosswalks, landscaping, and streetscape improvements. Based on past practice, EIRs can take 18-36 months. Contract award is anticipated in fall 2015.
42	SFPW	Tree Planting & Maintenance	\$ 1,045,000	Prop K funds will be used to replace 325 street trees in the public right-of-way, establish 622 young trees by watering them on a weekly basis, and maintain 779 mature street trees. Prioritized locations are listed on page 2 of the allocation request. SFPW is notifying property owners of their eventual maintenance responsibility through community meetings, web outreach and notices at the time of transfer. Prop K will leverage over \$3.6 million in state gas tax and local funds.
44	SFCTA/ SFMTA	NTIP Program Support	\$ 150,000	Requested funds enable the SFMTA and Transportation Authority staff to work together to support commissioners' efforts to identify potential Neighborhood Transportation Improvement Program (NTIP) planning and capital projects; to develop proposed scope, schedule, and budget information to support allocation of NTIP grants; and to provide ongoing NTIP support as grants are implemented.
44	SFCTA/ SFMTA	Alemany Interchange Improvement Study [NTIP Planning]	\$ 100,000	Requested funds will be used to develop and evaluate a new north-south multimodal pathway connecting San Bruno Avenue to the Alemany Farmer's Market, and new bicycle lanes along Alemany Boulevard between Putnam Street and Bayshore Boulevard. The SFCTA will lead the Study in coordination with partner agencies and the surrounding communities. The proposed budget assumes availability of \$100,000 from the General Fund. If General Fund money is not available the scope will include study of the multimodal pathway only. The request includes a \$12,600 allocation to the SFMTA to support its staff work on the NTIP study. The study will be completed by June 2016.
<b>TOTAL</b>			<b>\$ 40,840,543</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Recommendation
16	SFMTA	Southwest Subway (19th Avenue/M Ocean View) - Pre-Environmental Supplement	\$ 255,700	<b>5YPP Amendment:</b> Requires a revenue neutral swap of current funding not needed for the Quint Jerrod Connector Road with FY 16/17 funding for the environmental phase of the subject project. The Connector Road is moving more slowly than anticipated so this fund swap holds the project harmless.
17M	SFMTA	61 60-ft Low Floor Diesel Hybrid Coaches (26 replace+35 expand)	\$ 12,352,094	<b>Strategic Plan Policy Waiver</b> is required as SFMTA awarded the contract and incurred expenses prior to allocation of Prop K funds. Prop K policy requires allocation of funds prior to advertisement. SFMTA indicates this was due to an administrative oversight.
22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 160,000	<b>Commitment to Allocate:</b> Approving this request would fulfill the Transportation Authority's commitment to allocate FY 15/16 Prop K funds to fully fund the project (Resolution 15-28).
24	Caltrans	Presidio Parkway	\$ 20,400,000	The terms and conditions of this allocation shall be governed by the existing Cooperative Agreement between Caltrans and the Transportation Authority for the subject project, rather than by a Prop K Standard Grant Agreement.
31	SFMTA	New Signal Contract 62	\$ 1,500,000	<b>Strategic Plan Policy Waiver</b> was granted on January 9, 2015, at the SFMTA's request to advertise the project in advance of the Transportation Authority Board allocating the requested Prop K funds to the project. <b>Commitment to Allocate:</b> Approving this request would fulfill the Transportation Authority's commitment to allocate FY 15/16 Prop K funds to fully fund the project (Resolution 15-34).
33, 31	SFMTA	Traffic Signal Conduit	\$ 550,000	
33	SFMTA	Traffic Signal Upgrade Contract 34	\$ 518,000	
33	SFMTA	3rd Street Traffic Signal Detection Upgrade Phase I	\$ 300,000	
33	SFMTA	19th Avenue Signals Phase III	\$ 630,000	
37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	
37	SFPW	Public Sidewalk Repair	\$ 514,349	
37	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 203,400	

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Recommendation
40	SFMTA	6th Street Pedestrian Safety Improvement	\$ 2,012,000	<b>Strategic Plan Policy Waiver</b> was granted administratively by SFCTA staff on May 4, 2015, at the SFMTA's request to advertise the consultant contract in advance of the Transportation Authority Board allocating the requested Prop K funds.  <b>5YPP Amendment:</b> Our recommendation is contingent on an amendment to the Pedestrian Circulation/Safety 5YPP to redirect \$2,012,000 from the design and construction phase of the subject project to the environmental phase. Since adoption of the 5YPP in July 2014, the Planning Department determined that the project needs a focused EIR because of the proposed lane changes and traffic modifications developed through the planning phase.
42	SFPW	Tree Planting & Maintenance	\$ 1,045,000	
44	SFCTA/ SFMTA	NTIP Program Support	\$ 150,000	
44	SFCTA/ SFMTA	Alemany Interchange Improvement Study [NTIP Planning]	\$ 100,000	
<b>TOTAL</b>			<b>\$ 40,840,543</b>	

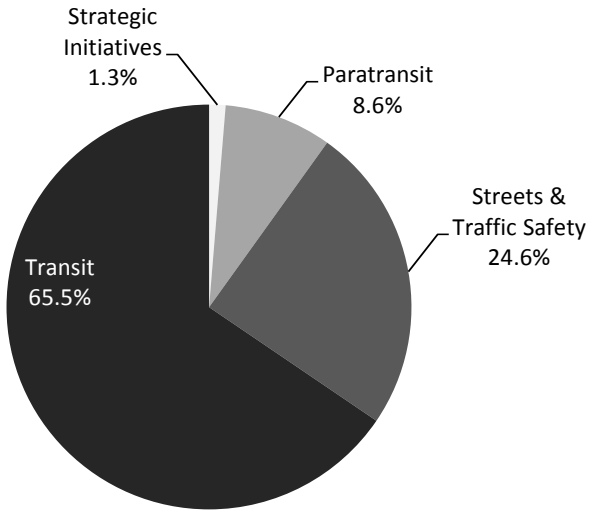
<sup>1</sup> See Attachment 1 for footnotes.

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

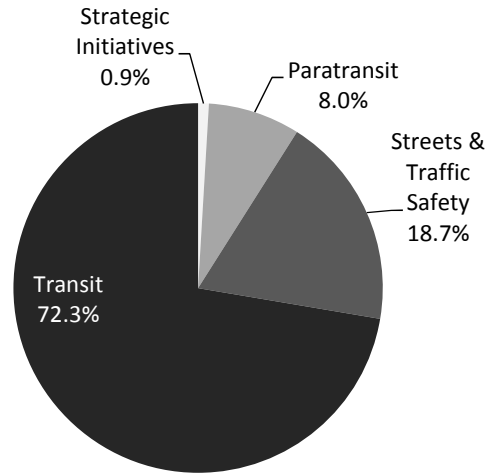
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2015/16</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>2019/20</b>
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 40,840,543	\$ 38,430,543	\$ 2,410,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 40,840,543	\$ 38,430,543	\$ 2,410,000	\$ -	\$ -	\$ -

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

**Investment Commitments, per Prop K Expenditure Plan**



**Prop K Investments To Date**



# Memorandum

**Date:** 05.19.15 **RE:** Citizens Advisory Committee  
May 27, 2015

**To:** Citizens Advisory Committee

**From:** Anna LaForte – Deputy Director for Policy and Programming *all*

**Subject:** **ACTION** – Adopt a Motion of Support for the Fiscal Year 2015/2016 Transportation Fund for Clean Air Program of Projects

## Summary

The Transportation Fund for Clean Air (TFCA) Program was established to fund the most effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District's) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles. As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the Program of Projects for the TFCA Program Manager funds. In February we issued the call for Fiscal Year 2015/2016 TFCA applications. We received six project applications by the April 30, 2015 deadline, requesting \$1,490,986 in TFCA funds compared to \$857,723 in available funds. We reviewed the projects for eligibility, then evaluated eligible projects following the Board-adopted local expenditure criteria which include project type (e.g., first priority to zero emission projects), cost effectiveness of emissions reduced, program diversity, project readiness, and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Based on this review, we are recommending awarding TFCA funds to the five projects shown in Attachment 3. We've recommended partial funding for one scale-able project to allow us to fund five of the six projects. Two projects are recommended for slightly less funding than requested to comply with Air District cost effectiveness requirements.

## BACKGROUND

The Transportation Fund for Clean Air (TFCA) Program was established to fund the most effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles in San Francisco. 40% of the funds are distributed on a return-to-source basis to Program Managers for each of the nine counties in the Air District. The Transportation Authority is the designated County Program Manager for the City and County of San Francisco. The remaining 60% of the revenues, referred to as the TFCA Regional Fund, are distributed on a competitive basis to applicants from the nine Bay Area counties. The TFCA Regional Fund is administered by the Air District through a separate application process.

On February 25, 2015 we issued the call for Fiscal Year 2015/2016 TFCA applications to San Francisco project sponsors. We received six project applications by the April 30, 2015 deadline, requesting \$1,490,986 in TFCA funds compared to \$857,723 in available funds.

## DISCUSSION

The purpose of this memorandum is to present the staff recommendation for San Francisco's Fiscal Year 2014/15 TFCA Program of Projects to the Citizens Advisory Committee (CAC), and to seek a motion of support for its approval.

**Available Funds:** We have a total of \$857,723 in available TFCA funds to program in Fiscal Year 2015/16. As shown in the table below, this amount is comprised of estimated Fiscal Year 2015/16 TFCA revenues, interest income, and de-obligated funds from completed and canceled prior-year TFCA projects.

<b>Estimated TFCA Funds Available for Projects Fiscal Year 2015/16</b>	
Estimated TFCA Revenues (Fiscal Year 2015/16)	\$770,282
Interest Income	\$2,116
De-obligated Funds and Previously Unallocated Funds	\$123,839
Total Funds	\$896,237
5% Administrative Expense	(\$38,514)
<b>Total Available for Projects</b>	<b>\$857,723</b>

Eight projects were completed under budget over the past year. Unused funds were deobligated and made available for the 2015/16 call for projects. After netting out 5% for Transportation Authority staff administrative expenses as allowed by the Air District, the estimated amount available to program to projects is \$857,723.

**Prioritization Process:** We evaluated the TFCA project applications following the prioritization process for developing the TFCA Program of Projects shown in Attachment 1. The first step involved screening projects to ensure eligibility according to the Air District's TFCA guidelines. One of the most important aspects of this screening was ensuring a project's cost effectiveness (CE) ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to measure the cost effectiveness of a project in reducing air pollutant emissions and to encourage submittal of projects that leverage funds from non-TFCA sources. Consistent with TFCA guidelines, most projects must have a CE ratio that is less than or equal to \$90,000 per ton of motor vehicle emissions reduced in order to be eligible for TFCA funds. Pilot shuttle projects in Community Air Risk Evaluation (CARE) Program areas must have a CE ratio that is \$500,000 or less during the first year, \$250,000 or less by the end of the second year and \$125,000 or less by the end of the third year to be eligible.

We performed our review of the CE ratio calculations in consultation with project sponsors and the Air District. The focus was to ensure that the forms were completed correctly, that values other than default values had adequate justification, and that assumptions were consistently applied across all project applications for a fair evaluation. Inevitably, as a result of our review, we had to adjust some of the submitted CE worksheets. In these cases, we worked with the project sponsor to determine the correct CE ratio and whether or not it exceeded the Air District's CE threshold.

We then prioritized projects that passed the eligibility screening using factors such as project type (e.g., first priority to zero emission projects), cost effectiveness, program diversity, project delivery (i.e.,

readiness), and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Our prioritization process also considered carbon dioxide (CO<sub>2</sub>) emissions reduced by each project. CO<sub>2</sub> emissions are measured in the Air District's CE worksheets, but are not included in the CE calculations.

**Staff Recommendation:** Tables A and B in Attachment 2 show the six candidate projects and other information including a brief project description, total project cost, and amount of TFCA funds requested. Table A shows the projects we are recommending to receive TFCA funds. Table B details the one project not recommended for funding.

**Projects Recommended for Funding:** We are recommending TFCA funding for five of the six candidate projects, which includes two transportation demand management projects, one bicycle parking project, one bicycle facility/transit island project, and one shuttle project. Four of the five projects recommended for funding are zero emissions non-vehicles projects, which is the top priority project type in the Transportation Authority's prioritization criteria.

We recommend fully funding two projects and partially funding three projects, as described in Table A of Attachment 2.

**Project Not Recommended for Funding:** As described in Table B of Attachment 2, the San Francisco Department of Public Health (DPH) requested funds for a 3-year shuttle bus pilot project to connect San Francisco General Hospital (SFGH) directly to the 4th and King Caltrain Station and the Transbay Terminal. A high proportion of employees use single occupant vehicles to get to work at SFGH, including 82% of employees who commute from the Peninsula, according to a staff survey, so we believe this project has potential to reduce vehicle emissions, however, shuttles projects are the second priority project type in the Transportation Authority's Local Priorities and this year's available TFCA funds cannot accommodate this request which is for more than 50% of the available funds. Transportation Authority staff will work with DPH to seek out alternate funding sources including the upcoming cycle of Regional TFCA funds.

**Schedule for Funds Availability:** We expect to enter into a master funding agreement with the Air District by July 1, 2015 after which we will issue grant agreements for the recommended Fiscal Year 2015/16 TFCA funds. Pending timely review and execution of the grant agreements by the Air District and project sponsors, we expect funds to be available for expenditure beginning in July 2015.

## ALTERNATIVES

1. Adopt a motion of support for the Fiscal Year 2015/16 TFCA Program of Projects, as requested.
2. Adopt a motion of support for the Fiscal Year 2015/16 TFCA Program of Projects, with modifications.
3. Defer action, pending additional information or further staff analysis.

## FINANCIAL IMPACTS

The estimated total budget for the recommended Fiscal Year 2015/16 TFCA program is \$896,237. This includes \$857,723 for the five proposed projects and \$38,514 for administrative expenses. The latter is consistent with Air District rules, which allow the Transportation Authority to set aside up to 5% of each year's annual income to use for administrative expenses. Revenues and expenditures for the TFCA program are included in the proposed Transportation Authority's Fiscal Year 2015/16 budget, which will be considered for adoption by the Transportation Authority Board in June 2015.

**RECOMMENDATION**

Adopt a motion of support for the Fiscal Year 2015/16 TFCA Program of Projects.

Attachments (3):

1. Fiscal Year 2015/16 TFCA Local Expenditure Criteria
2. Fiscal Year 2015/16 TFCA Program of Projects – Detailed Staff Recommendation
3. Fiscal Year 2015/16 TFCA Program of Projects – Summary Staff Recommendation





## Attachment 1

### Fiscal Year 2015/16 Transportation Fund for Clean Air (TFCA)

#### LOCAL EXPENDITURE CRITERIA

The following are the Fiscal Year 2015/16 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

#### ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year 2015/16. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project (both Regional Funds and County Program Manager Funds combined) are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations, and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO<sub>2</sub>) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

**Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2015/16 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NO<sub>x</sub>, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet this threshold cannot be considered for funding.**

#### PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

**Step 1** – TFCA funds are programmed to eligible projects, prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

**Step 2** – If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2015/16 funds are not programmed by November 2015, funds can be redirected (potentially to non-San

Francisco projects) at the Air District's discretion. New candidate projects must meet all of the TFCA eligibility requirements, and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

### Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

**Project Type** – In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

**Emissions Reduced and CE** – Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District's CE worksheet predicts the amount of reductions each project will achieve in ROG, NO<sub>x</sub>, PM, and CO<sub>2</sub> emissions. However, the Air District's calculation only includes the reductions in ROG, NO<sub>x</sub>, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO<sub>2</sub> emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO<sub>2</sub> emissions is consistent with the City and County of San Francisco's 2004 *Climate Action Plan for San Francisco*.

**Project Delivery** – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2016 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

**Program Diversity** – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

**Other Considerations** – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during Fiscal Years 2013/14 or 2014/15:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Authority; or the project sponsor has violated the terms of the funding agreement.

Attachment 2  
San Francisco County Transportation Authority  
Draft Fiscal Year 2014/2015 TFCA Program of Projects – Detailed Staff Recommendation

TABLE A. PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by project type and cost-effectiveness (CE) ratio]									
No.	Sponsor <sup>1</sup>	Project Description	District	Project Priority <sup>2</sup>	CE Ratio <sup>3</sup>	CO <sub>2</sub> Reduction <sup>4</sup>	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFMTA	<p><b>Short-Term Bicycle Parking</b> - SFMTA will plan, design, environmentally clear, and install 500 bicycle parking racks in San Francisco, providing an additional 1,000 bicycle parking spaces. Bicycle parking spaces will provide end-of-trip facilities for new bicycle trips, thereby replacing vehicle trips and reducing motor vehicle emissions. Project sites will be selected in response to requests from business owners and citizens submitted through the SFMTA website.</p> <p><b>Notes:</b> Because of TFCA program oversubscription, staff is recommending that this project be funded at 74% of the requested amount. SFMTA staff have confirmed that this funding level would allow the project to advance (revised number of racks pending) while additional funding sources are identified (e.g. Prop K, ATP, Regional TFCA).</p>	Citywide	1	\$87,426	1729.2	\$542,928	\$495,528	\$ 366,925
2	SFE	<p><b>Emergency Ride Home</b> - Provides reimbursement for taxi, carshare or rental car ride home in cases of emergency or supervisor-approved unscheduled overtime for employees who use alternative modes to get to work. This program provides one year of funding.</p> <p><b>Notes:</b> Staff costs are higher than prior years because SFE plans to implement a system to allow participants to register directly rather than through employers. The Emergency Ride Home Program has been supported by TFCA since Fiscal Year 2005/06.</p>	Citywide	1	\$89,396	229.9	\$42,991	\$42,991	\$ 42,991
3	SFMTA	<p><b>New Resident Outreach</b> - SFMTA will provide information to new San Francisco residents about available transportation options (e.g., rideshare, biking, transit) with the intention of reducing single occupancy vehicle (SOV) use before travel habits are established. SFMTA would send mailers to all new residents, then self-selecting respondents would receive further information and engagement. Goal is to reduce ten percent of total SOV vehicles miles traveled by new residents.</p> <p><b>Notes:</b> Revised cost-effectiveness inputs per Air District guidance for this project type resulted in a staff recommended amount \$7,000 lower than requested by the SFMTA.</p>	Citywide	1	\$89,991	723.5	\$250,500	\$250,500	\$ 243,500

No.	Sponsor <sup>1</sup>	Project Description	District	Project Priority <sup>2</sup>	CE Ratio <sup>3</sup>	CO <sub>2</sub> Reduction <sup>4</sup>	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
4	SFMTA	<p><b>8th and Market Bikeway Improvement</b> - Project will improve bicyclist safety and comfort at the intersection of Market, Grove, Hyde, and 8th Streets. Improvements include two-stage left turn boxes for turns onto eastbound Market Street and onto southbound 8th Street, and a new separated bike facility on 8th Street just south of Market Street, including a transit island for the 19 and 83X bus routes. Project treatments would reduce conflicts between turning bicyclists and motorists, as well as conflicts between bicyclists and transit. SFMTA will plan, environmentally clear, design, and construct the improvements. Construction is anticipated to begin as early as summer 2016.</p> <p><b>Notes:</b> Revised cost-effectiveness inputs per Air District guidance for this project type resulted in a staff recommended amount \$13,013 lower than requested by the SFMTA.</p>	6	1	\$89,999	944.2	\$175,401	\$175,401	\$ 162,388
5	SFDPH	<p><b>San Francisco General Hospital Shuttle: BART Loop Expansion Pilot</b> - Provides three years of funding for the addition of a single early morning run to existing shuttle service that connects SFGH to 24th Street BART station. According to the 2013 SFGH Transportation Commute Survey, 20% of employees arrive at the hospital at 6:00 AM, before comparable MUNI bus service begins. The shuttle would be open to the public. Funds will be used for shuttle operations contract and DPH labor for marketing and evaluation.</p> <p><b>Notes:</b> To meet Air District cost effectiveness requirements, this pilot project must result in a minimum of 10 daily trips the first year, 20 daily trips the second year, and 40 daily trips the third year.</p>	10 (6,9)	2	\$249,505	61.3	\$41,919	\$41,919	\$ 41,919

**TOTAL \$1,053,739 \$1,006,339 \$857,723**  
 Total TFCA Funding Available for Projects: \$857,723  
 Total TFCA Recommended: \$857,723  
 Surplus/(Shortfall) \$0

No.	Sponsor <sup>1</sup>	Project Description	District	Project Priority <sup>2</sup>	CE Ratio <sup>3</sup>	CO <sub>2</sub> Reduction <sup>4</sup>	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
6	SFDPH	<p><b>San Francisco General Hospital Shuttle: Pilot Loop to Caltrain and Transbay Terminal</b> - Would provide three years of funding for a shuttle bus pilot project to connect SFGH directly to the 4th and King Caltrain Station and the Transbay Terminal to encourage more regional commuters to take advantage of public transit. According to the 2013 SFGH Transportation Commute Survey, 56% of SFGH commuters drive alone to work. The shuttle would operate 4 hours during both the morning and afternoon commute hours, and would consist of two buses, each with a 35-passenger capacity able to make 12 trips per vehicle per day.</p> <p><b>Notes:</b> Project not recommended for funding because of project type priority order and size of request. Staff believes the project would be effective in reducing emissions and will work with DPH and Air District staff to explore funding options with Regional TFCA funding in early Fiscal Year 2015/16.</p>	10 (6,9)	2	\$116,568	2166.7	\$729,840	\$484,647	\$ -
<b>Total:</b>							\$729,840	\$484,647	\$ -

**TABLE B--PROJECT NOT RECOMMENDED FOR TFCA FUNDS**

<sup>1</sup> Sponsor acronyms include Department of the Environment (SFE), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Department of Public Health (SFDPH).

<sup>2</sup> Priority based on project type is established in the Local Expenditure Criteria.

<sup>3</sup> The TFCA cost effectiveness ratio (CE) is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. Most projects must have a CE ratio that is \$90,000 or less to be eligible for Fiscal Year 2015/16 funds. Pilot shuttle projects in Community Air Risk Evaluation (CARE) Program areas must have a CE ratio that is \$500,000 or less during the first year, \$250,000 or less by the end of the second year and \$125,000 or less by the end of the third year to be eligible.

<sup>4</sup> CO<sub>2</sub> Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet.

Attachment 3  
 San Francisco County Transportation Authority  
 Fiscal Year 2014/2015 Transportation Fund for Clean Air County Program Manager Fund  
 Summary of Draft Recommendations<sup>1</sup>

RECOMMENDED PROJECTS (sorted by cost-effectiveness (CE) ratio)					
Sponsor <sup>2</sup>	Project	Total Project Cost	TFCA Requested	TFCA Recommended	TFCA
SFMTA	Short-Term Bicycle Parking <sup>3</sup>	\$542,928	\$495,528	\$366,925	
SFE	Emergency Ride Home	\$42,991	\$42,991	\$42,991	
SFMTA	New Resident Outreach <sup>4</sup>	\$250,500	\$250,500	\$243,500	
SFMTA	Bikeway Intersection Improvement Project <sup>4</sup>	\$175,401	\$175,401	\$162,388	
SFDPH	SF General Hospital Shuttle Bus: BART Loop Expansion Pilot	\$41,919	\$41,919	\$41,919	
<b>Totals:</b>		<b>\$1,053,739</b>	<b>\$1,006,339</b>	<b>\$857,723</b>	

Total TFCA Funding Available for Projects: \$857,723

<sup>1</sup>Projects are listed in ranked order by project priority type and cost-effectiveness ratio.

<sup>2</sup>See Attachment 2 for acronyms and other notes.

<sup>3</sup>Project scaled down with concurrence of sponsor to allow us to fund two additional projects.

<sup>4</sup>TFCA recommended amount is the maximum eligible for TFCA funds, as determined by revised cost effectiveness worksheets, consistent with Air District Guidance.



# Memorandum

**Date:** 05.19.15 **RE:** Citizens Advisory Committee  
May 27, 2015

**To:** Citizens Advisory Committee

**From:** Cynthia Fong – Deputy Director for Finance and Administration *CF*

**Subject:** **ACTION** – Adopt a Motion of Support for the Adoption of the Proposed Fiscal Year 2015/16 Annual Budget and Work Program

## Summary

Pursuant to State statutes (PUC Code Sections 131000 et seq.) and the Transportation Authority's Fiscal Policy, the Transportation Authority Board must adopt an annual budget for the following fiscal year by June 30. The proposed Fiscal Year (FY) 2015/16 Annual Budget includes projections of sales tax revenues; federal, state and regional grants; investment income for the fiscal period; and projections of operating and administrative costs, capital expenditures, and associated financing costs. The proposed FY 2015/16 Annual Budget also includes a description of the Transportation Authority's proposed Work Program for the coming fiscal year. Total revenues are project to be \$214.8 million, including \$101.3 million in sales tax revenues. Total expenditures are project to be \$273.1 million. Capital project expenditures are projected to be \$241.4 million or about 88.4% of total expenditures. The final proposed FY 2015/16 Annual Budget and Work Program will be presented to the Finance Committee and Transportation Authority Board in June for approval. A public hearing will precede consideration of the FY 2015/16 Annual Budget and Work Program at the Transportation Authority Board's June meeting.

## BACKGROUND

Pursuant to State statutes (PUC Code Sections 131000 et seq.), the Transportation Authority must adopt an annual budget for Fiscal Year (FY) 2015/16 by June 30, 2015. As called for in the Transportation Authority's Fiscal Policy (Resolution 14-43) and Administrative Code (Ordinance 14-01), it is the responsibility of the Finance Committee to set both the overall budget parameters for administrative and capital expenditures, the spending limits on certain line items, as well as to recommend adoption of the budget to the Board of Commissioners prior to June 30 of each year.

**Update:** Since the presentation of the preliminary FY 2015/16 annual budget last month, the Transportation Authority has secured commitments for up to \$200,000 of revenues for "SF-CHAMP," the San Francisco Travel Demand Forecasting Model. The Transportation Authority maintains "SF-CHAMP" which is the official transportation modeling tool for San Francisco and is certified as compliant with the Regional Transportation Plan by the Metropolitan Transportation Commission. The San Francisco Municipal Transportation Agency (SFMTA) and Planning Department frequently requests travel demand services from SF-CHAMP to evaluate the impacts for various City projects. The SFMTA and the Planning Department each agreed to continue to contribute up to \$100,000 to the Transportation Authority for the care, maintenance and updates of SF-CHAMP, in order to implement new relevant features, reporting tools and up-to-date assumptions about travel behavior. All project

expenditures were included in the preliminary FY 2015/16 annual budget. The net effect of the additional funding increases Regional Revenues by \$21,554 since these new revenues allow us to preserve Federal Surface Transportation Program 3% grant funds for future project needs, providing a critical reserve given the lack of State Planning, Programming and Monitoring SB45 funds in FY 2015/16.

## DISCUSSION

The purpose of this memorandum is to present the Transportation Authority's proposed FY 2015/16 Annual Budget and Work Program and to seek a motion for its adoption.

The Transportation Authority's proposed FY 2015/16 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, administering the \$10 Prop AA vehicle registration fee and operating as the Treasure Island Mobility Management Agency (TIMMA) for San Francisco. Our organizational approach also reflects the principle that all 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 and federal, state and regional agencies. Attachment A contains a description of the Transportation Authority's proposed Work Program for FY 2015/16.

Attachment B displays the proposed budget in a format described in the Transportation Authority's Fiscal Policy. Total revenues are projected to be \$214.8 million. Sales tax revenues, net of interest earnings, are projected to be \$101.3 million, or 47.2% of FY 2015/16 revenues. Total expenditures are projected to be about \$273.1 million. Of this amount, capital project costs are \$241.4 million. Capital projects costs are 88.4% of total projected expenditures, with 3.6% of expenditures budgeted for administrative operating costs, and 8% for debt service and interest costs. The division of revenues and expenditures into the sales tax program, CMA program, TFCA program, Prop AA program and TIMMA program on Attachment B reflects the five distinct Transportation Authority responsibilities and mandates. The TIMMA program was separated as a new fund and program in the FY 2014/15 budget. On April 1, 2014, through Resolution No. 110-14, the San Francisco Board of Supervisors designated the Transportation Authority as the TIMMA for San Francisco to oversee the implementation of the Treasure Island Transportation Implementation Plan in accordance with the Treasure Island Transportation Management Act (AB 981), which includes congestion pricing and travel demand management on Treasure Island.

Attachment C shows a more detailed version of the proposed budget.

**Revenues:** The sales tax revenue projection of \$101.3 million is an increase from the prior year sales tax revenue collected.. Sales tax revenues have recovered from the FY 2009/10 low and FY 2015/16 revenues are projected to be the highest collected in a single fiscal year since the inception of the Prop K program.

CMA revenues of \$29 million include federal, state, regional and other sources, and are used for professional services contracts and staffing expenditures to implement the Transportation Authority's



planning, oversight and programming responsibilities. CMA revenues include project specific grants, and also include annual funding sources such as federal Surface Transportation Program funds that we receive from the Metropolitan Transportation Commission to undertake our CMA-related planning, policy, programming, project delivery support and other activities.

CMA revenues also include federal and state reimbursements of \$26.8 million for construction activities on the I-80/Yerba Buena Island Interchange Improvement Project and Yerba Buena Island Bridge Structures (collectively known as YBI Project), an effort undertaken under agreement by the Transportation Authority in its role as CMA for San Francisco. Other CMA revenues include the San Francisco Freeway Performance Initiative Study and Strategic Highway Research Program.

Prop AA revenues in FY 2015/16 are projected to be \$4.8 million or 2.2% of all budgeted revenues, consistent with the Prop AA Strategic Plan. These funds are available for projects and programs identified in the Strategic Plan or through periodic competitive calls for projects.

**Expenditures:** The estimate for sales tax capital expenditures reflects a combination of estimated cash flow needs for existing allocations based on review of reimbursements, progress reports and conversations with project sponsors, as well as anticipated new allocations estimated for FY 2015/16. The anticipated largest capital project expenditures for existing allocations include the SFMTA's Radio Communications System & Computer-Aided Dispatch Replacement and Central Subway projects; and the Transbay Joint Powers Authority's (TJPA's) Transbay Transit Center/Downtown Extension Project; as well as various transit and street maintenance improvements, and pedestrian and bicycle projects. One of the largest anticipated new allocations and corresponding expenditures will be over \$20 million in sales tax funds for the milestone payment due to the concessionaire at substantial completion of Presidio Parkway project, anticipated this fall. We anticipate needing to revise the capital budget mid-year, given the large portfolio of sales tax projects that we are overseeing and the complexity of forecasting reimbursement needs with such a large and diverse portfolio. We continue to work closely with our sponsors, particularly SFMTA and the TJPA to monitor project progress and anticipate project cost reimbursement needs especially for the grants with the largest remaining balances.

CMA capital expenditures of \$28.9 million include technical consulting services which are needed in order to fulfill the Transportation Authority's CMA Program responsibilities under state law. Projects in this category include the Geary Corridor and Van Ness Avenue Bus Rapid Transit projects, Freeway Corridor Management Study, San Francisco Transportation Plan, Modeling Service Bureau, and various local area plans studies, such as the 19<sup>th</sup> Avenue M-Ocean View and eFleet Carsharing Electrified and Strategic Highway Research Programs. The FY 2015/16 budget also includes \$26.8 million from federal, state, and regional funding for work on the YBI Project.

Prop AA capital expenditures of \$9.1 million include projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Expenditure Plan, the vehicle registration fee revenues will be used for design and construction of ready-to-go local road repairs, pedestrian safety improvements, transit reliability improvements, and travel demand management projects. The Prop AA capital expenditures include new FY 2015/16 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 2014/15. The largest capital project expenditures for existing allocations include the Dolores Street Pavement Renovation project, the Hunters View Phase II: Transit Connection, and the Mansell Corridor Improvement Project, which is also a OneBayArea Grant project.

Administrative operating expenditures of \$10 million includes personnel and non-personnel costs. Personnel costs are budgeted at \$7 million. In May 2014, through Resolution 14-80, the Transportation

Authority approved a staff reorganization plan to address staff capacity and sustainability issues given the ongoing ambitious work programs and Board interest in expanding and enhancing certain aspects of the work program. Adoption of the staff reorganization plan increased Administrative costs by 7.1%. Employees are not entitled to any cost of living adjustment, and all salary adjustments are determined by the Executive Director based on performance only. Non-personnel costs are budgeted at \$2.9 million, which includes a decrease of 7.7% related to the implementation of the Enterprise Resource Planning (ERP) software system. We fully transitioned to the new ERP system in September 2014.

Debt service costs of \$21.8 million are included in the FY 2015/16 budget, which assumes a continuation of the current Commercial Paper Program agreements and an increase in commercial paper interest rates and a \$20 million paydown on the outstanding \$135 million commercial paper program. By 2021, it is expected that the outstanding commercial paper will be fully repaid. Any savings from the proposed changes to the commercial paper program (e.g. replacing the program with a revolving credit agreement) would be reflected in the mid-year budget revision.

**Other Sources and Uses:** The Other Financing Sources (Uses) section of the Line Item Detail for the FY 2015/16 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 TIMMA Program.

**Fund Balance and Contingency Reserve:** The budgetary fund balance is generally defined as the difference between assets and liabilities, and the ending balance is based on previous year's audited fund balance plus the current year's budget amendment and the budgeted year's activity. There is a negative of \$140.7 million in total fund balances, which is largely the result of how multi-year programming commitments are accounted for. A large portion of the negative fund balance reflects grant-funded capital projects that are scheduled to be implemented over the course of several fiscal years 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. This is a conservative accounting presentation of multi-year programming because these commitments are funded with non-current (i.e. future) revenues. 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 \$140.7 million negative fund balance.

The Transportation Authority's Fiscal Policy directs that the Transportation Authority shall allocate between 5% and 15% of the estimated annual sales tax revenues as a hedge against emergencies in the fiscal year. The FY 2015/16 budget sets aside \$10.1 million, or 10% of annual projected sales tax revenues, as a set-aside for a program and operating contingency reserve. The Transportation Authority has also set aside \$477,654 and \$77,240 or 10% as a program and operating contingency reserve for the Prop AA and TFCA Programs, respectively.

Attachment D provides additional descriptions of line items in the budget.

**Next Steps:** The final proposed FY 2015/16 Annual Budget and Work Program will be presented to the Finance Committee and Transportation Authority Board in June. A public hearing will precede consideration of the FY 2015/16 Annual Budget and Work Program at the Transportation Authority Board's June meeting.

**ALTERNATIVES**

1. Adopt a motion of support for the adoption of the proposed FY 2015/16 Annual Budget and Work Program, as presented.
2. Adopt a motion of support for the adoption of the proposed FY 2015/16 Annual Budget and Work Program, with modifications.
3. Defer action, pending additional information or further staff analysis.

**FINANCIAL IMPACTS**

As described above.

**RECOMMENDATION**

Adopt a motion of support for the adoption of the proposed 2015/16 Annual Budget and Work Program.

Attachments (4):

- A. Proposed FY 2015/16 Annual Work Program
- B. Proposed FY 2015/16 Annual Budget
- C. Proposed FY 2015/16 Annual Budget – Line Item Detail
- D. Line Item Descriptions

**Attachment A**  
Proposed Fiscal Year 2015/16 Annual Work Program



The Transportation Authority's proposed Fiscal Year (FY) 2015/16 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 & Analysis, and 5) Finance & 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, and other county Congestion Management 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, administering the \$10 Prop AA vehicle registration fee and operating as the new Treasure Island Mobility Management Agency (TIMMA). 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

In FY 2015/16 we will continue to move forward key planning efforts previously identified through the 2013 San Francisco Transportation Plan (SFTP), as well as undertake new planning efforts meant to inform and respond to emerging trends and policy areas (e.g. shared mobility). We will also continue the planning phase to deliver the Treasure Island Transportation Implementation Plan as the recently designated TIMMA. Most of the FY 2015/16 activities listed below are strong multi-divisional efforts, often lead by the Planning Division in close coordination with Transportation, Data & Analysis; Capital Projects; and the Policy and Programming Divisions. Proposed activities include:

**TIMMA:** Continue advancing the Treasure Island Transportation Implementation Plan, which includes transit planning, congestion pricing and travel demand management on Treasure Island. Efforts this year will focus on implementing governance arrangements and advancing both program-wide planning and systems engineering in response to the development program schedule for Treasure Island. This effort will require integration of policies with the San Francisco Municipal Transportation Agency (SFMTA) and the Bay Area Tolling Authority (BATA) and coordination of project scope, schedule and implementation with a number of local partners.

**Geary Corridor Bus Rapid Transit (BRT) Environmental Clearance and Design Support, Geneva Harney BRT Feasibility Study:** Complete environmental review of the Geary BRT study, 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 SFMTA advances design of the near-term and core BRT projects. Complete the Geneva Harney BRT Feasibility Study looking at multi-modal east-west BRT and light rail options through Daly City, San Francisco and Brisbane with community and agency partners on both sides of the San Francisco/San Mateo county line. Transition project lead to the SFMTA and support SFMTA as it advances the project to the environmental review phase.

**Freeway Corridor Management Study (FCMS):** Start Phase 2 corridor planning study efforts in close coordination with city, regional and State agencies to determine a feasible set of near-term freeway management projects for US 101 and I-280 corridors, as well as a strategic network of managed lanes for the future. Participate in Metropolitan Transportation Commission's (MTC's) Managed Lanes

Implementation Study. This work will also include a Freeway Ramp Vision Zero Safety Assessment of pedestrian, bicycle, and vehicle conflicts and road safety on local San Francisco streets associated with US 101, I-280, and possibly I-80 on- and off- ramps, as part of the FCMS.

**Regional Core Capacity Transit Study:** As part of the multi-agency project team, support the launch and execution of this two-year MTC-led effort, looking at major transit capacity improvements for the core of San Francisco and the Transbay corridor. Includes participation in BART's Embarcadero and Montgomery Station Study and Muni Rail Capacity Study.

**San Francisco Transportation Plan (SFTP) Update:** In collaboration with San Francisco agencies and regional partners, update the SFTP in parallel with the Plan Bay Area update that is underway. As part of this effort, a white paper on the Shared Mobility/Commercial Transportation Services sector will be produced to reflect evolving conditions within the city and to support development of a policy framework for this sector.

**Congestion Management Program (CMP):** Update the CMP, incorporating new traffic volumes in addition to speed monitoring efforts, and an updated set of performance metrics for multi-modal travel. Incorporate the latest thinking on transportation demand management (TDM) based on the Transportation Sustainability Project (TSP) and TDM Partnership Project. Work closely with state and regional stakeholders to revamp CMP statutes to modernize them and bring them in line with SB 375 and other relevant planning and policy changes that have come to pass since the CMP statutes were first developed.

**Neighborhood Transportation Planning:** Continue implementation of the sales tax-funded Neighborhood Transportation Improvement Program (NTIP), identified as a new equity initiative in the previous SFTP. In some cases the Transportation Authority will carry out neighborhood transportation plans directly but for the most part, we will provide support to other agencies delivering planning studies and capital projects. NTIP planning studies have been approved in the Western Addition and Richmond. We anticipate Board approval of a NTIP planning study and NTIP capital project this month in Districts 2 (Lombard "Crooked") and 10 (I-280 "Hairball" Interchange), with other proposals currently in active pre-development.

**Sector Plans/Policy Studies:** Complete the Parking Utilization Study and assist city agencies with the Transportation Sustainability Project. Complete the West Side Strategic Analysis Report (SAR) and work with Commissioner Cohen's office to scope a potential District 10 SAR. Coordinate with SFMTA to provide policy framework and advice on jitney transit services per the request of Commissioner Farrell. Complete San Francisco Public-Private Travel Demand Management Partnership Project and initiate Late Night Transportation Study Part II.

**Corridor Studies and Plans:** Continue to support city agencies on the Better Market Street Project through environmental review phase. Support finalization of designs and the Caltrans approval process for the 19th Avenue Pedestrian and Transit Bulb-outs Project.

**San Francisco Travel Incentives Pilot:** In partnership with BART, the Transportation Authority will conduct employer outreach in anticipation of a travel incentives pilot to explore the potential for cost-effective peak period shifts in travel behavior to mitigate the capacity-constrained BART and MUNI Embarcadero and Montgomery systems in the San Francisco core. The pilot will use gamification and technology to generate changes in travel patterns, testing this new approach and its potential impacts.

**Travel Forecasting and Analysis for Transportation Authority Studies:** Provide modeling, data analysis, technical advice and graphics services to support efforts such as Geneva BRT Feasibility Study, Parking Pricing and Utilization Study, SFTP, FCMS, Balboa I-280 Interchange improvements, CMP, Core Capacity Transit Study, and the Geary Corridor BRT environmental analysis.

**Attachment A**  
Proposed Fiscal Year 2015/16 Annual Work Program



**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 will be provided for the 16<sup>th</sup> Street Busway, Better Market Street Study, provide in-kind technical support to Transit Sustainability Program and Caltrain Railyard/Boulevard Study.

**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 developing web-based tools such as the “Count Dracula” portal for organizing, mapping, and analyzing traffic, bike, and pedestrian counts. 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: explore the potential use of new data sources from Transportation Network Companies (TNC’s) and 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:** Implement numerous 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.

## FUND

One of the agency’s core functions is to serve as the administrator of the Prop K half-cent sales tax (which superseded Prop B). This funding role complements the agency’s other core roles (e.g. Prop AA administrator and CMA). We serve as 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. 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, TFCA, Lifeline, OneBayArea Grant, and Regional Improvement Program funds which the agency directly allocates or prioritizes projects for grant funding. Provide technical, strategic and advocacy support for a host of other fund programs such as the State’s Cap-and-Trade and Active Transportation Programs and federal competitive grant programs. Notable special initiatives for FY 2015/16 include:

- **Prop K Customer Service and Efficiency Improvements:** This multi-division initiative will continue to improve the Transportation Authority’s grants administration process and the Portal – a web-based grants management database – in terms of efficiency and user-friendliness.
- **Federal-Aid Streamlining Advocacy and Sponsor Support:** The Transportation Authority will continue to provide expertise in grants administration for federally funded projects and is playing a leadership role supporting regional efforts to streamline the current federal-aid grant process.



**Attachment A**

## Proposed Fiscal Year 2015/16 Annual Work Program

**Capital Financing Program Management:** Provide monitoring of financial performance, maintain the cash flow model, analyzing finance options, developing recommendations, issuing and managing debt to enable accelerated delivery of sales-tax funded projects.

**Plan Bay Area Update:** As CMA, coordinate San Francisco's input to the 2017 Plan Bay Area update, drawing upon the 2013 SFTP recommendations and the update that is now underway. This includes: conducting the call for projects, providing San Francisco's input on changes to regional fund program guidelines and policy frameworks, new revenue advocacy and other policy initiatives. 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, the "big 3 cities" (San Francisco, Oakland, and San Jose), transit agencies and other community stakeholders.

**New Revenue Advocacy:** Advocate for San Francisco priorities and new 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. Locally, we continue to support efforts related to the Mayor's Transportation 2030 Task Force, which include targeting the 2016 ballot for consideration of a vehicle license fee and shaping San Francisco's input to BART's anticipated 2016 revenue measure. We will develop revenue advocacy white papers as part of the SFTP update.

**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 transportation programs. This 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 which are also included in MTC's Regional Transit Expansion Agreement: i.e. Caltrain Electrification, Central Subway, Transbay Transit Center/Downtown Extension and Van Ness BRT. Continue to serve as a funding resource for all San Francisco project sponsors, including brokering fund swaps, as needed.

**Fiscal Agent/Advisor:** Continue to serve as fiscal agent for City CarShare's eFleet: Carsharing Electrified Project, which will deploy a fleet of electric vehicles with supportive infrastructure and operations. Provide ongoing funding and technical support to Bayview Mobility Study community group exploring van-sharing operations in the Bayview.

**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 Yerba Buena Island Interchange Improvement Project and I-280/Balboa Park Area Freeway Ramps projects, which typically are multijurisdictional in nature and often involve significant coordination with the California Department of Transportation (Caltrans). Key delivery activities for FY 2015/16 include the following:

**Attachment A**  
Proposed Fiscal Year 2015/16 Annual Work Program



**TA – Lead Construction:**

- **I-80/Yerba Buena Island (YBI) Interchange Improvement Project and Yerba Buena Island Bridge Structures:** Continue to lead construction of the East Side Ramps. Continue final engineering and design of the West Side Bridges and prepare for construction. Includes consideration of alternative delivery methods for the West Side Bridges project. Continue coordination activities with Caltrans, Bay Area Toll Authority, the Office of Economic and Workforce Development and the Treasure Island Development Authority.
- Folsom Off-Ramp Realignment Project:** Complete construction of the Folsom Off-Ramp Realignment Project for the Office of Community Investment and Infrastructure, providing pedestrian safety improvements and supporting the goals of the Transbay Redevelopment Project Area.
- **Presidio Parkway Project:** Continue supporting Caltrans with construction management and design support during construction; serve as lead for various components of the public private partnership (P3) contract; work with Caltrans to ensure compliance with conditions associated with prior allocations of federal economic stimulus funds; actively assist Caltrans with oversight of the 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 15/16, 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.

**TA – Lead Project Development:**

- **I-280 Interchange Modifications at Balboa Park Ramps:** Lead next steps for implementing recommendations from the recently completed Balboa Park Circulation Study. This includes working towards achieving Caltrans approval and environmental clearance of the realignment of the southbound I-280 off-ramp to Ocean Avenue (to improve safety at the ramp/local street interface) by July 2016, and preparing a Ramp Closure Analysis for the northbound I-280 on-ramp from Geneva Avenue, anticipated to be completed by early 2016.
- **Quint-Jerrold Connector Road:** Advance design and support the Quint Street Bridge Replacement.

**TA – Project Delivery Support:**

- **Caltrain Early Investment Program and California High-Speed Rail Program:** Coordinate with the California High-Speed Rail Authority (CHSRA) and San Francisco 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 (IJPA, Board of Supervisors), assist with funding assessment and strategy and participate on Planning Department-led Railyard/Boulevard Study.
- **Van Ness Avenue Bus Rapid Transit (BRT):** Project engineering support, environmental compliance, and



general project oversight. Work closely with SFMTA and an interagency project team to maintain project integrity and quality while controlling budget and schedule. Assist SFMTA in implementing a Construction Manager/General Contractor (CM/GC) approach to construction.

- **Engineering Support:** Support for SFMTA-led 19th Avenue/M-Ocean View Project Pre-Environmental Study, including support for Caltrans coordination during the production of a Project Study Report-Project Development Support document. 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 & Administration Division (e.g. accounting, human resources, procurement support), by the Transportation, Data & Analysis Division (e.g. IT 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 Transportation Authority 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.
- **Systems Integration:** Ongoing enhancement and maintenance of the new 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 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 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. In this second half the 25<sup>th</sup> Anniversary year of the agency, the Executive Director's office will continue to lead special commemorative activities to highlight major Prop K accomplishments and program management activities.

**Attachment A**  
Proposed Fiscal Year 2015/16 Annual Work Program



- **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, fiscal, debt, procurement, investment, and travel policies.
- **Human Resources:** Administer recruitment, personnel and benefits management and office procedures. Conduct or provide training for staff.
- **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 Authority 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 B**  
**Proposed Fiscal Year 2015/16 Annual Budget**



**Proposed Budget by Fund**

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Fiscal Year 2015/16	Increase (Decrease) from Prior Year	Amended Budget Fiscal Year 2014/15
<b>Revenues:</b>								
Sales Tax Revenues	\$ 101,293,575	\$ -	\$ -	\$ -	\$ -	\$ 101,293,575	\$ 2,470,575	\$ 98,823,000
Vehicle Registration Fee	-	-	-	4,776,540	-	4,776,540	48,822	4,727,718
Interest Income	328,196	-	2,140	4,370	-	334,706	(11,484)	346,190
Federal/State/Regional Revenues	75,000,000	29,041,216	772,398	-	650,000	105,463,614	56,114,694	49,348,920
Other Revenues	2,909,880	6,210	-	-	-	2,916,090	(2,754,527)	5,670,617
<b>Total Revenues</b>	<b>179,531,651</b>	<b>29,047,426</b>	<b>774,538</b>	<b>4,780,910</b>	<b>650,000</b>	<b>214,784,525</b>	<b>55,868,080</b>	<b>158,916,445</b>
<b>Expenditures:</b>								
Capital Project Costs	201,816,864	28,943,668	1,225,593	9,108,958	274,400	241,369,483	56,001,882	185,367,601
Administrative Operating Costs	7,143,980	2,065,647	37,486	228,830	475,600	9,951,543	220,839	9,730,704
Debt Service	21,760,000	-	-	-	-	21,760,000	19,973,400	1,786,600
<b>Total Expenditures</b>	<b>230,720,844</b>	<b>31,009,315</b>	<b>1,263,079</b>	<b>9,337,788</b>	<b>750,000</b>	<b>273,081,026</b>	<b>76,196,121</b>	<b>196,884,905</b>
<b>Other Financing Sources (Uses):</b>	(2,061,889)	1,961,889	-	-	100,000	-	-	-
<b>Net Change in Fund Balance</b>	<b>\$ (53,251,082)</b>	<b>\$ -</b>	<b>\$ (488,541)</b>	<b>\$ (4,556,878)</b>	<b>\$ -</b>	<b>\$ (58,296,501)</b>	<b>\$ (20,328,041)</b>	<b>\$ (37,968,460)</b>
Budgetary Fund Balance, as of July 1	\$ (87,859,874)	\$ -	\$ 488,541	\$ 5,011,347	\$ -	\$ (82,359,986)	N/A	\$ (44,391,526)
Budgetary Fund Balance, as of June 30	\$ (141,110,956)	\$ -	\$ -	\$ 454,469	\$ -	\$ (140,656,487)	N/A	\$ (82,359,986)

**San Francisco County Transportation Authority  
Attachment C  
Proposed Fiscal Year 2015/16 Annual Budget  
Line Item Detail**



	Proposed Budget Amendment by Fund							Increase (Decrease) from Prior Year	Amended Budget Fiscal Year 2014/15
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Fiscal Year 2015/16			
<b>Revenues:</b>									
Sales Tax Revenues	\$ 101,293,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,470,575	\$ 98,823,000	
Vehicle Registration Fee	-	-	-	4,776,540	-	-	48,822	4,727,718	
Interest Income	328,196	-	2,140	4,370	-	-	(11,484)	346,190	
Federal/State/Regional Revenues									
Federal Congestion Mitigation and Air Quality (CMAQ) Program: eFleet	-	367,623	-	-	-	-	(528,975)	896,598	
Federal CMAQ Program: Transportation Demand Management Partnership Project	-	-	-	-	-	-	(191,831)	191,831	
Federal Geneva-Harney Bus Rapid Transit Feasibility Study	-	-	-	-	-	-	(205,500)	205,500	
Federal Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement Project	-	23,230,106	-	-	-	-	(7,745,074)	30,975,180	
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures	-	582,527	-	-	-	-	(1,740,058)	2,322,585	
Federal San Francisco Freeway Performance Initiative Study	-	219,000	-	-	-	-	219,000	-	
Federal San Francisco Parking Pricing and Regulation Study	-	-	-	-	-	-	(332,209)	332,209	
Federal Small Smart Funds (from SFMTA): Van Ness Avenue Bus Rapid Transit	-	-	-	-	-	-	(208,159)	208,159	
Federal Strategic Highway Research Program	-	123,947	-	-	-	-	61,972	61,972	
Federal Surface Transportation Program 3% Revenue	-	1,255,107	-	-	-	-	288,561	966,546	
Federal Treasure Island Mobility Management Priority Development	-	-	-	-	-	-	(476,000)	476,000	
Federal Value Pricing Pilot Program: Treasure Island Mobility	-	-	-	-	-	-	(329,423)	329,423	
State Planning, Programming & Monitoring SB45 Funds	-	-	-	-	-	-	(161,000)	161,000	
State Potrero Hill Community-Based Transportation Plan	-	-	-	-	-	-	(56,856)	56,856	
State Seismic Retrofit Proposition IB - I/80 YBI Interchange Improvement Project	-	3,009,707	-	-	-	-	(979,714)	3,989,421	
State TCRP Presidio Parkway	-	-	-	-	-	-	(48,310)	48,310	
Regional MTC - Chinatown Community-Based Transportation Plan	-	-	-	-	-	-	(21,000)	21,000	
Regional MTC - Potrero Hill Community-Based Transportation Plan	-	-	-	-	-	-	(60,000)	60,000	
Regional MTC - Presidio Parkway (ABI171)	-	-	-	-	-	-	(1,408,129)	1,408,129	
Regional MTC - San Francisco Parking Pricing and Regulation Study (MTC)	-	-	-	-	-	-	(60,000)	60,000	
Regional San Francisco (OCII) - Folsom Street Ramps	-	-	-	-	-	-	(4,492,114)	4,492,114	
Regional San Francisco (OEWD) - Late Night Transportation	-	-	-	-	-	-	(40,000)	40,000	
Regional San Francisco (Planning) - Transportation Sustainability Program	-	-	-	-	-	-	(17,451)	17,451	
Regional San Francisco (Planning, SFMTA) - Travel Demand Modeling Assistance	-	200,000	-	-	-	-	-	200,000	
Regional San Francisco (SFMTA) - 19th Avenue M-Ocean View	-	53,199	-	-	-	-	(383,602)	436,801	
Regional San Francisco (SFMTA) - Waterfront Transportation Assessment	-	-	-	-	-	-	(140,368)	140,368	
Regional San Francisco (SFPUC) - 19th Avenue City-Combined Project	-	-	-	-	-	-	(160,000)	160,000	
Regional TFCA Match Transportation Demand Management Partnership Project	-	-	-	-	-	-	(34,419)	34,419	
Regional (Planning, SFE, SFMTA) - Travel Demand Management Partnership Project	-	-	-	-	-	-	(7,252)	7,252	
Regional TIDA - Treasure Island Mobility Management Agency	-	-	-	-	650,000	-	350,000	300,000	
Regional San Francisco (GGBHTD) Funding - Presidio Parkway	75,000,000	-	-	-	-	-	75,000,000	-	
Regional Vehicle Registration Fee Revenues (TFCA)	-	-	772,398	-	-	-	22,605	749,793	
Other Revenues									
Local Match: City CarShare eFleet Carsharing Electrified	-	6,210	-	-	-	-	(19,959)	26,169	
Private Contributions: 19th Avenue M-Ocean View	-	-	-	-	-	-	(8,367)	8,367	
San Francisco Dept of Environment - Bicycle Racks/Shower Facilities	2,000	-	-	-	-	-	(21,851)	23,851	
Sublease of Office Space	45,384	-	-	-	-	-	7,200	38,184	
TIDA Loan Reimbursement - YBI Interchange Improvement Project	2,862,496	-	-	-	-	-	(2,711,550)	5,574,046	
<b>Total Revenues</b>	<b>179,531,651</b>	<b>29,047,426</b>	<b>774,538</b>	<b>4,780,910</b>	<b>650,000</b>	<b>214,784,525</b>	<b>55,868,080</b>	<b>158,916,445</b>	



**San Francisco County Transportation Authority  
Attachment C  
Proposed Fiscal Year 2015/16 Annual Budget  
Line Item Detail**

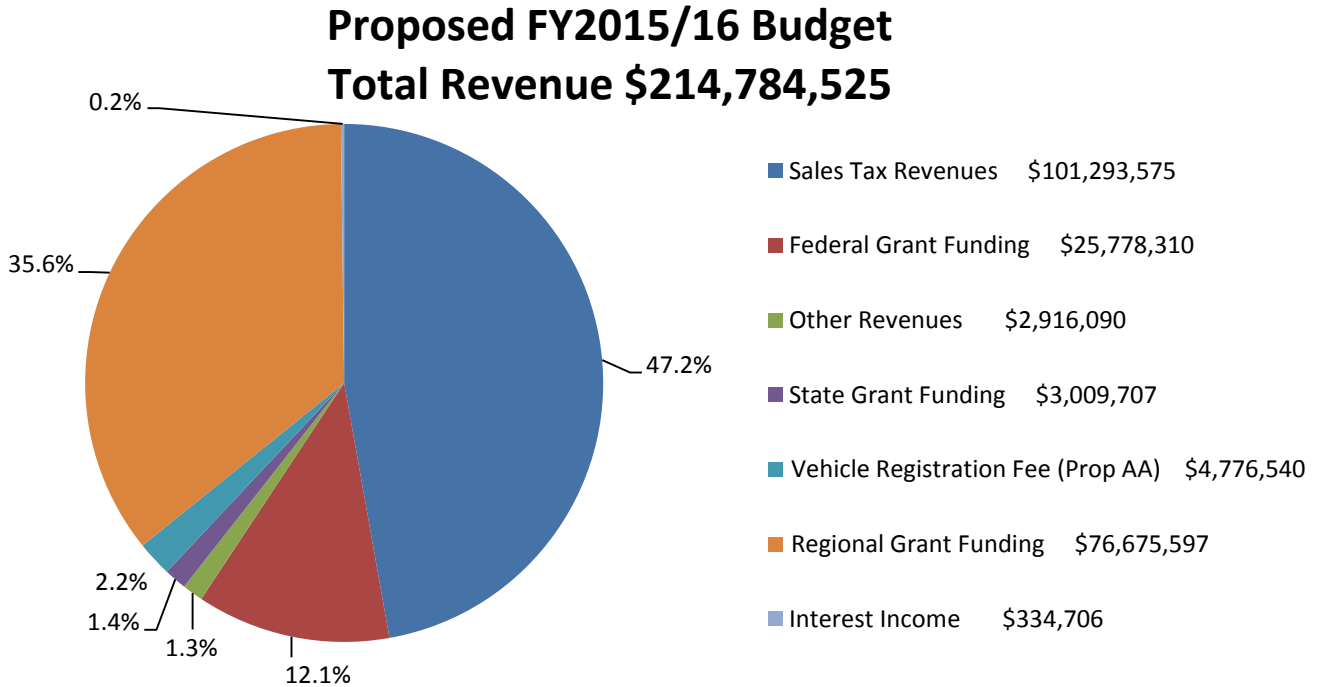
	Proposed Budget Amendment by Fund						Increase (Decrease) from Prior Year	Amended Budget Fiscal Year 2014/15
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Fiscal Year 2015/16		
<b>Expenditures:</b>								
Capital Project Costs								
Individual Project Grants, Programs & Initiatives	125,000,000	-	1,225,593	9,083,958	-	135,309,551	(1,132,318)	136,441,869
Technical Professional Services	76,816,864	28,943,668	-	25,000	274,400	106,059,932	57,134,200	48,925,732
Administrative Operating Costs								
Personnel Expenditures								
Salaries	3,018,317	1,235,626	25,490	69,858	290,964	4,640,255	329,685	4,310,570
Fringe Benefits	1,420,384	582,124	11,996	32,874	134,209	2,181,587	120,928	2,060,659
Pay for Performance	194,965	-	-	-	-	194,965	15,720	179,245
Non-personnel Expenditures								
Administrative Operations	2,295,214	247,897	-	126,098	46,227	2,715,436	(136,394)	2,851,830
Equipment, Furniture & Fixtures	144,700	-	-	-	-	144,700	(113,300)	258,000
Commissioner-Related Expenses	70,400	-	-	-	4,200	74,600	4,200	70,400
Debt Service								
Principal Retirement	20,000,000	-	-	-	-	20,000,000	20,000,000	-
Interest and Fiscal Charges	1,760,000	-	-	-	-	1,760,000	(26,600)	1,786,600
Total Expenditures	230,720,844	31,009,315	1,263,079	9,337,788	750,000	273,081,026	76,196,121	196,884,905
<b>Other Financing Sources (Uses):</b>								
Transfers in - Prop K Match to Grant Funding	(2,061,889)	-	-	-	-	(2,061,889)	(3,070,141)	1,008,252
Transfers out - Prop K Match to Grant Funding	-	1,961,889	-	-	100,000	2,061,889	3,070,141	(1,008,252)
Total Other Financing Sources (Uses)	(2,061,889)	1,961,889	-	-	100,000	-	-	-
<b>Net Change in Fund Balance</b>	\$ (53,251,082)	\$ (488,541)	\$ (488,541)	\$ (4,556,878)	\$ -	\$ (58,296,501)	\$ (20,328,041)	\$ (37,968,460)
Budgetary Fund Balance, as of July 1	\$ (87,859,874)	\$ -	\$ 488,541	\$ 5,011,347	\$ -	\$ (82,359,986)	N/A	\$ (44,391,526)
Budgetary Fund Balance, as of June 30	\$ (141,110,956)	\$ -	\$ -	\$ 454,469	\$ -	\$ (140,656,487)	N/A	\$ (82,359,986)
Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency								
Fund Reserved for Program and Operating Contingency	\$ 10,129,358	\$ -	\$ 77,240	\$ 477,654	\$ -	\$ 10,684,251		

Attachment D  
Line Item Descriptions



**TOTAL PROJECTED REVENUES..... \$214,784,525**

The following chart shows the composition of revenues for the proposed FY 2015/16 budget.



Prop K Sales Tax Revenues: .....\$101,293,575

The budgeted revenues for Sales Tax programs 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) 2014/15 revenues to date, the Transportation Authority projects FY 2015/16 sales tax revenues to increase compared to the budgeted revenues for FY 2014/15 by \$2.5 million. The sales tax revenue projection is net of the Board of Equalization's charges for the collection of the tax.

Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Revenues: ..... \$4,776,540

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. The Department of Motor Vehicles (DMV) began assessing the fee on vehicle registrations starting May 2011. This amount is net of the DMV's charges for the collection of these fees.



Attachment D  
Line Item Descriptions



Interest Income: ..... \$334,706

Most of the Transportation Authority’s investable assets are deposited in the City’s Treasury Pool. Per direction from the Treasurer’s Office, the deposits in the Pooled Investment Fund are assumed to earn approximately 0.5% during the year. The level of Transportation Authority deposits held in the pool during the year depends on the Prop K capital project reimbursement requests. An average sales tax fund budget cash balance during the year of approximately \$40 million was assumed. The budget cash balance consists largely of allocated Prop K funds, which are invested until invoices are received and sponsors are reimbursed.

Sales Tax Program Regional Revenue: .....\$75,000,000

The Presidio Parkway Project Phase II is being delivered as a public private partnership. The contract with Golden Link Concessionaire, LLC is structured such that Caltrans must make a one-time milestone payment to the concessionaire upon substantial completion, which is anticipated by September 2015. Caltrans will subsequently provide quarterly availability payments to the concessionaire. In support of the Presidio Parkway Project, one of the Transportation Authority’s responsibilities is arranging for and serving as aggregator of local funds for the milestone payment, including \$75 million from the Golden Gate Bridge, Highway and Transportation District (Bridge District) and \$20.3 million of Prop K funds. Based on the funding agreement between the Bridge District and the Transportation Authority, the Bridge District shall pay the Transportation Authority no later than 75 days prior to the substantial completion date and then the Transportation Authority will pass those funds onto Caltrans to pay the concessionaire. Prop K funds will be requested through a separate appropriation request.

Congestion Management Agency (CMA) Programs Federal, State and Regional Grant Revenues: ..... \$29,041,216

The CMA program revenues (excluding Other Revenues) for FY 2015/16 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 2015/16 budget includes \$26.8 million from federal and state 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 Freeway Corridor Management Study, Strategic Highway Research Program and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for eFleet: Car Sharing Electrified projects, a high-impact, innovative project with the greatest potential to reduce greenhouse gas emissions that can be replicated on a larger-scale around the region. Other funding sources, such as federal Surface Transportation Program funds can be used to fund a number of eligible planning, programming, model development, and project delivery support activities, including the Congestion Management and San Francisco Transportation Plan. Regional CMA program revenues include project management and travel demand model services provided to City agencies in support of various projects and studies, such as the 19<sup>th</sup> Avenue M-Ocean View Study.

Transportation Fund for Clean Air (TFCA) Program Regional Revenues: ..... \$772,398

The TFCA Vehicle Registration Fee Revenues (excluding interest earnings included in Interest

Attachment D  
Line Item Descriptions



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. The FY 2015/16 budgeted amount includes new estimated revenues only.

Treasure Island Mobility Management Agency (TIMMA) Program Federal and Regional Revenues:  
..... \$650,000

The TIMMA program revenues for FY 2015/16 are planned to cover the full costs of all Transportation Authority activities in support of TIMMA. This includes ongoing staffing and professional/technical service contracts required to conduct pre-implementation planning and administration. The FY 2015/16 budget consists of local funds from the Treasure Island Development Authority (TIDA). The TIDA funds provide support for administrative, operating, planning and engineering functions including: developing agency policies and partnership agreements; analyzing policy alternatives, developing the budget, cost estimates, financial profile and schedule management of the program; legal counsel; and other direct costs.

Other Revenues: ..... \$2,916,090

Other revenues budgeted in FY 2015/16 include contributions from City CarShare for the eFleet: CarSharing Electrified Project and revenues from the sublease of office space. In addition, the Transportation Authority will receive the second of three loan repayments from TIDA on the environmental phase of the YBI Project.

**TOTAL PROJECTED EXPENDITURES ..... \$273,081,026**

The Transportation Authority's Total Expenditures projected for the budget year are comprised of Capital Expenditures of \$241.4 million, Administrative Operating Expenditures of \$10 million, and Debt Service Expenditures of \$21.8 million.

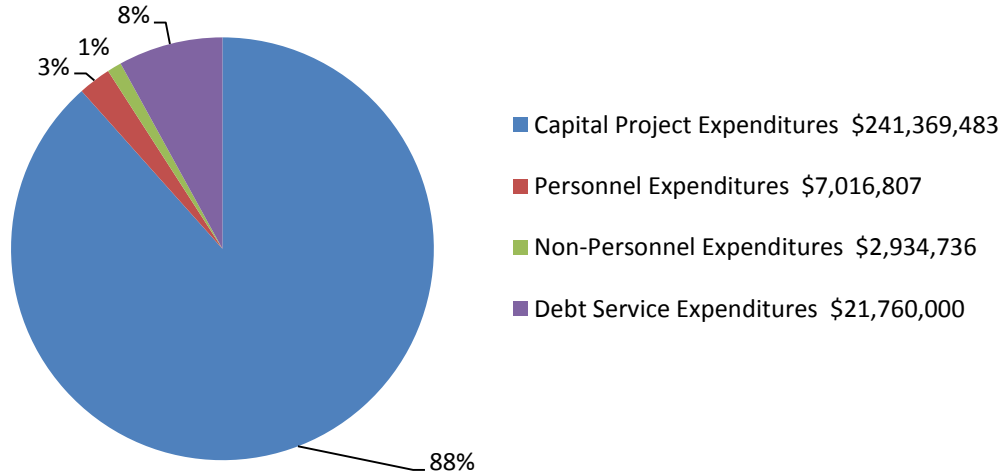
The following chart shows the composition of expenditures for the proposed FY 2015/16 budget.



Attachment D  
Line Item Descriptions



**Proposed FY2015/16 Budget**  
**Total Expenditure \$273,081,026**



**CAPITAL EXPENDITURES.....\$241,369,483**

Capital expenditures in FY 2015/16 are budgeted to increase from the FY 2014/15 Amended Budget by an estimated 30.2% due to higher activity existing projects, project delays and billing other grants first in the prior year, for both Prop K and Prop AA capital programs. Project expenditures by Program Fund are detailed below.

Sales Tax Program Expenditures:.....\$201,816,864

The estimate for sales tax capital expenditures reflects a combination of estimated cash flow needs for existing allocations based on review of reimbursements, progress reports and conversations with project sponsors, as well as anticipated new allocations estimated for FY 2015/16. The anticipated largest capital project expenditures for existing allocations include the SFMTA’s Radio Communications System & Computer-Aided Dispatch Replacement and Central Subway projects; and the Transbay Joint Powers Authority’s (TJPA’s) Transbay Transit Center/Downtown Extension Project; as well as various transit and street maintenance improvements, and pedestrian and bicycle projects. One of the largest anticipated new allocations and corresponding expenditures will be over \$20 million in sales tax funds for the milestone payment due to the concessionaire at substantial completion of Presidio Parkway project, anticipated this fall. We anticipate needing to revise the capital budget mid-year, given the large portfolio of sales tax projects that we are overseeing and the complexity of forecasting reimbursement needs with such a large and diverse portfolio. We continue to work closely with our sponsors, particularly SFMTA and the TJPA to monitor project progress and anticipate project cost reimbursement needs especially for the grants with the largest remaining balances.

CMA Programs Expenditures: .....\$28,943,668

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 Congestion Management Agency responsibilities under state law. Included are technical services contracts for the Geary Corridor and Van Ness Avenue Bus Rapid

**Attachment D  
Line Item Descriptions**



Transit projects, the Freeway Corridor Management Study, the San Francisco Transportation Plan, and various other planning efforts and projects such as the 19<sup>th</sup> Avenue M-Ocean View, and eFleet Carsharing Electrified and Strategic Highway Research Program. Also included is ongoing construction activity for the YBI Project, being funded by federal and state funding matched with funds from the Treasure Island Development Authority.

TFCA Program Expenditures:..... \$1,225,593

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Bay Area Air Quality Management District. These monies must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The TFCA capital expenditures program includes new FY 2015/16 projects, and carryover prior year projects with multi-year schedules as well as projects not anticipated to be completed in FY 2014/15. We have included an estimate for expenditures for the FY 2015/16 program of projects, which is scheduled to be approved by the Transportation Authority Board in June 2015.

Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Expenditures: ..... \$9,108,958

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 ready-to-go local road repairs, pedestrian safety improvements, transit reliability improvements, and travel demand management projects. The Prop AA capital expenditures include new FY 2015/16 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 2014/15. The largest capital project expenditures for existing allocations include the Dolores Street Pavement Renovation project, the Hunters View Phase II: Transit Connection, and the Mansell Corridor Improvement Project.

Treasure Island Mobility Management Agency (TIMMA) Program Expenditures:..... \$274,400

This line item includes technical consulting services which are needed in order to fulfill the Transportation Authority's responsibilities as TIMMA per state and local law. Technical consulting services include planning, engineering, design, communications, and environmental services. Included are technical services contracts already awarded: for the Treasure Island Mobility Management Study; Treasure Island demand model development and application; and project management support. Additional technical services contracts anticipated in this line item include strategic communications, legal services, and outreach services.

**ADMINISTRATIVE OPERATING EXPENDITURES ..... \$9,951,543**

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

Personnel:..... \$7,016,807

Personnel costs are budgeted at a higher level as in the amended budget for FY 2014/15. In May 2014, through Resolution 14-80, the Transportation Authority approved a staff reorganization plan to address staff capacity and sustainability issues given the ongoing ambitious work programs and Board interest in expanding and enhancing certain aspects of the work program. Adoption of the staff reorganization plan increased administrative costs by 7.1%. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any

Attachment D  
Line Item Descriptions



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: ..... \$2,934,736

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 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 and equipment expenditures. Non-personnel expenditures are budgeted lower in FY 2015/16 due to a decrease of 7.7% related to the implementation of the Enterprise Resource Planning (ERP) software system. We transitioned to the new ERP system in September 2014.

**DEBT SERVICE EXPENDITURES.....\$21,760,000**

This line item assumes a continuation of the current Commercial Paper Program agreements with an increase in commercial paper interest rates and a \$20 million paydown on the outstanding \$135 million commercial paper program. By 2021, it is expected the outstanding commercial paper will be fully repaid.

**OTHER FINANCING SOURCES/USES.....\$0**

The Other Financing Sources Uses section of the Line Item Detail for the FY 2015/16 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 TIMMA Program.

**BUDGETARY FUND BALANCE FOR CONTINGENCIES.....\$10,684,251**

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 \$10.1 million, or 10% of annual projected sales tax revenues, is set aside as a program and operating contingency reserve. The Transportation Authority has also set aside \$477,654 and \$77,240 or about 10% as a program and operating contingency reserve for the Prop AA Program and TFCA Program.



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# Caltrain Modernization EMU Procurement Boarding Height

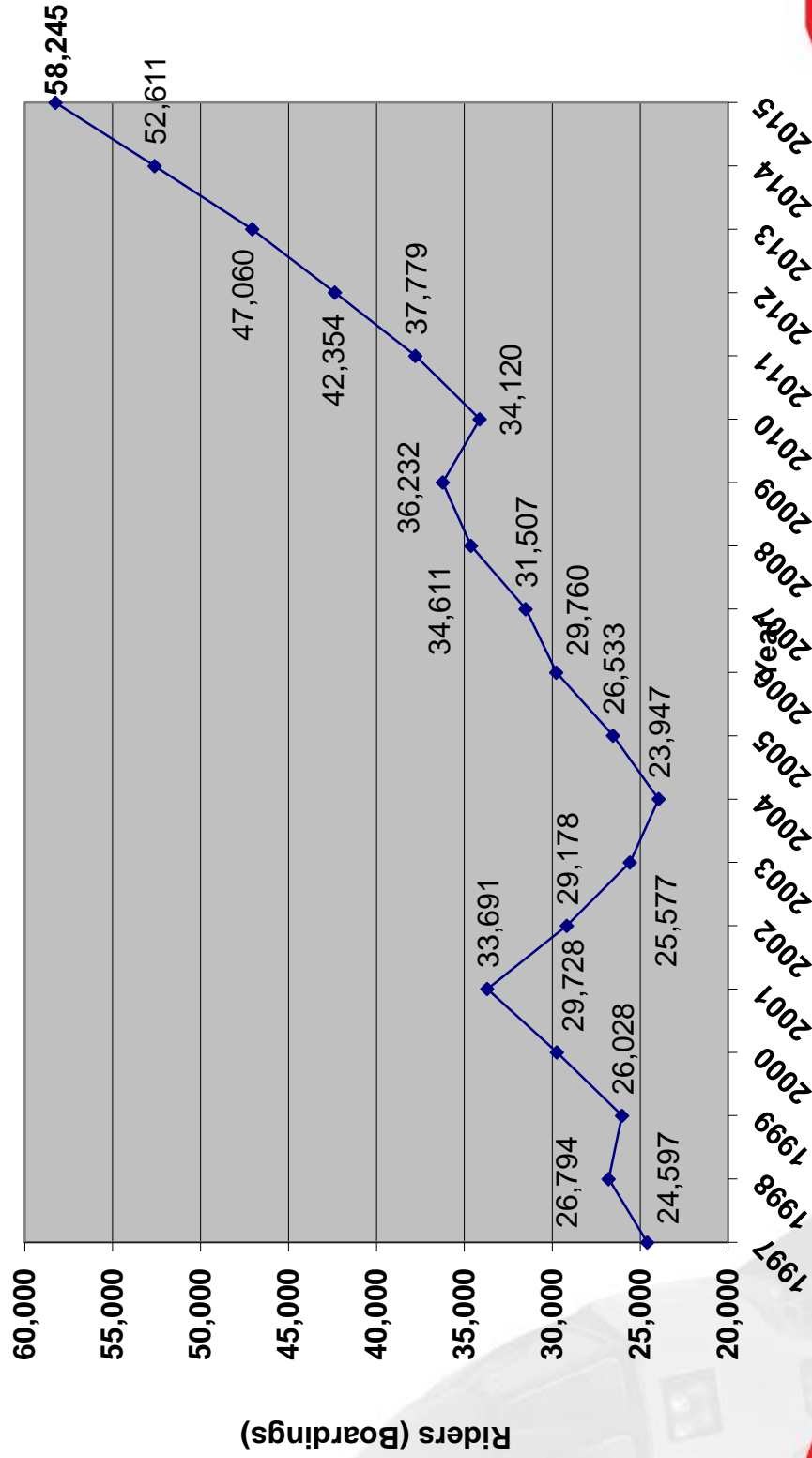
SFCTA CAC  
May 27, 2015

# Context



# Average Weekday Ridership

Since 2004 143% increase





# Exceeding Capacity Today



Northbound		
Depart Sj	Percent of Seated Capacity (low season)	Percent of Seated Capacity (high season)
7:03 AM	135%	158%
7:45 AM	128%	150%
8:03 AM	127%	149%
5:23 PM	122%	143%
6:57 AM	122%	142%
7:50 AM	117%	137%
6:45 AM	108%	126%
6:50 AM	106%	124%
4:39 PM	106%	124%
7:55 AM	103%	121%
8:40 AM	102%	119%
4:23 PM	96%	113%





# Regional Transportation Needs

- US 101 and Interstate 280 Congested
- Corridor supports growing economy
  - 14% CA GDP; 52% CA patents; 25% CA tax revenue
- Caltrain Commuter Coalition (formed 2014)
  - 75% caltrain rider's commute to work; 60% choice riders



# Need to Maximize Capacity

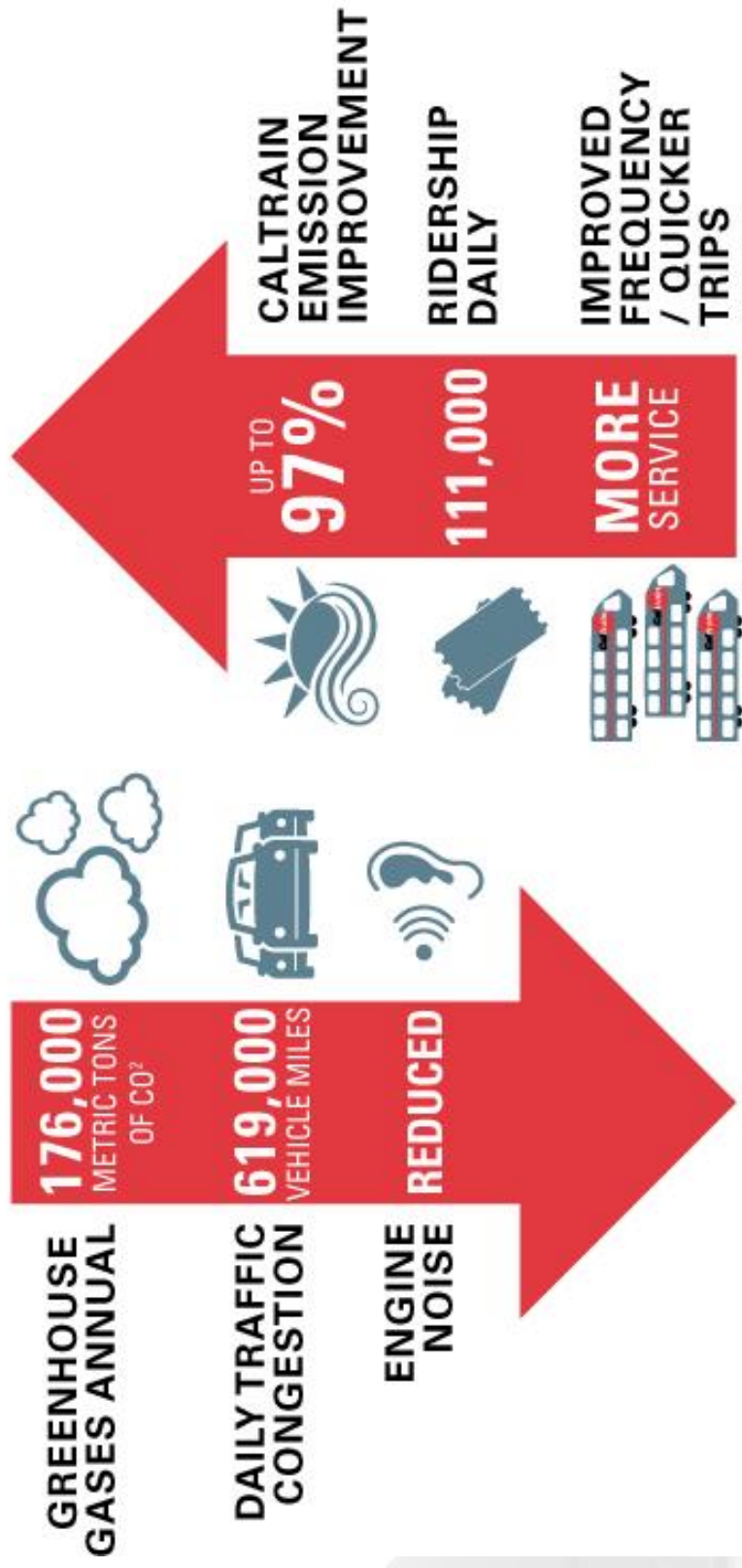
- Add Metrolink Cars to Diesel Trains (Now)
- Caltrain Electrification (2020)
  - More trains / serve more riders
  - Increase station stops and/or reduced travel times
- Level Boarding and Longer Trains (Future)





# Caltrain Modernization

# Key Regional Benefits

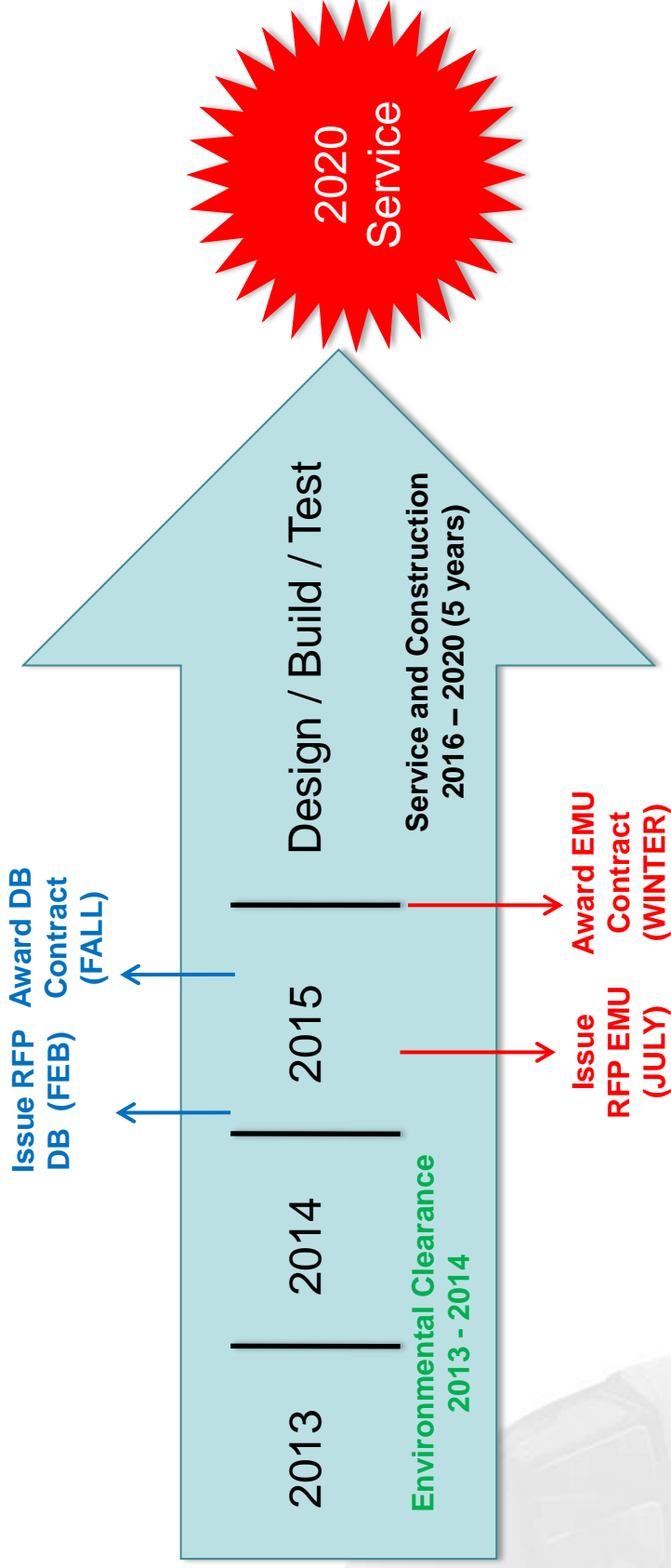


Note: 2013 BAC Report, generates \$2.5B economic activity and 9,600 jobs

# PCEP Service Benefits

Metric	Today	PCEP
Trains / peak hour / direction	5	6
Passengers / peak hour / direction	5,100	6,300
<b>Example Baby Bullet Train</b>		
Retain 5-6 stops	60 minutes	45 minutes
Retain SF to SJ 60 minutes	6 stops	13 stops
<b>Example RWC Station</b>		
Train stops / peak hour	3	5

# 2020 Revenue Service



Important milestones to meet 2020 service date



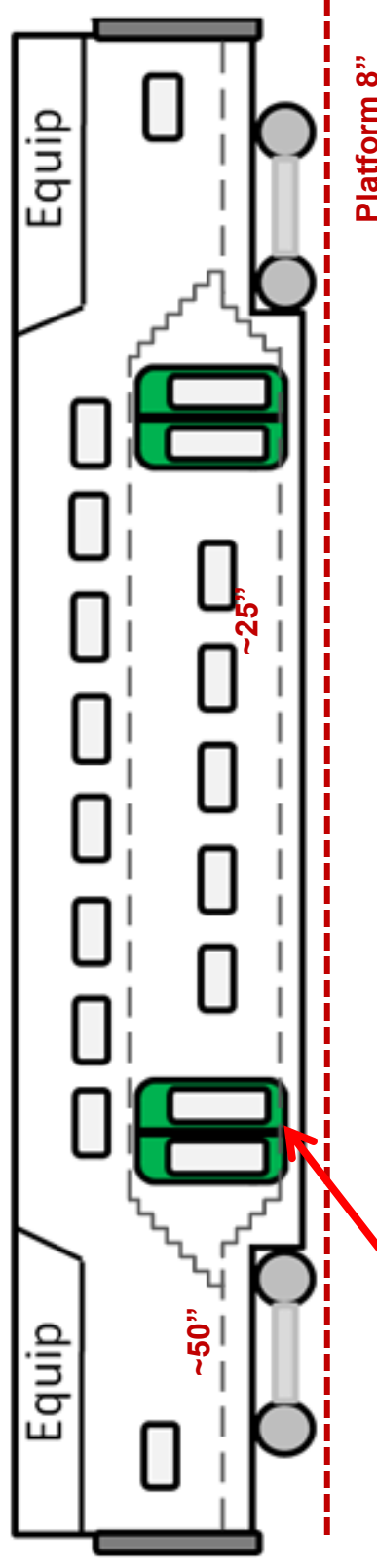
# Request for Information

## Summer 2014

Attributes	Industry Confirmation
Maximize Capacity	<ul style="list-style-type: none"> <li>• Bi-level (versus single level)</li> </ul>
Previously Made	<ul style="list-style-type: none"> <li>• Service proven options</li> <li>• Saves costs / time</li> </ul>
US Regulation Compliance	<ul style="list-style-type: none"> <li>• ADA</li> <li>• Buy America</li> <li>• FRA Waiver / Alternative Compliant Vehicles Criteria</li> <li>• Meet Caltrain Technical / Quality Standards</li> </ul>
Floor Threshold	<ul style="list-style-type: none"> <li>• 2 double doors per car (low level boarding)</li> <li>• ~22" to ~25" most common</li> </ul>

Note: Anticipate adequate competition for the RFP

# Recommended EMU



1-2 steps onboard

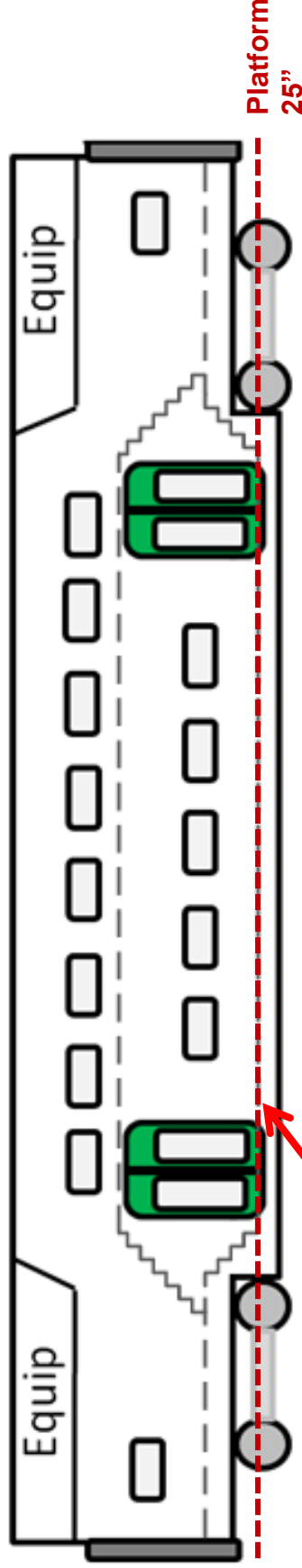
- Bi-level car
- 2 double doors (located: ~25" floor)
- Passengers step (1-2) from platform
- ADA passengers and bikes located ~25" level
- ADA use mini highs and wayside lifts



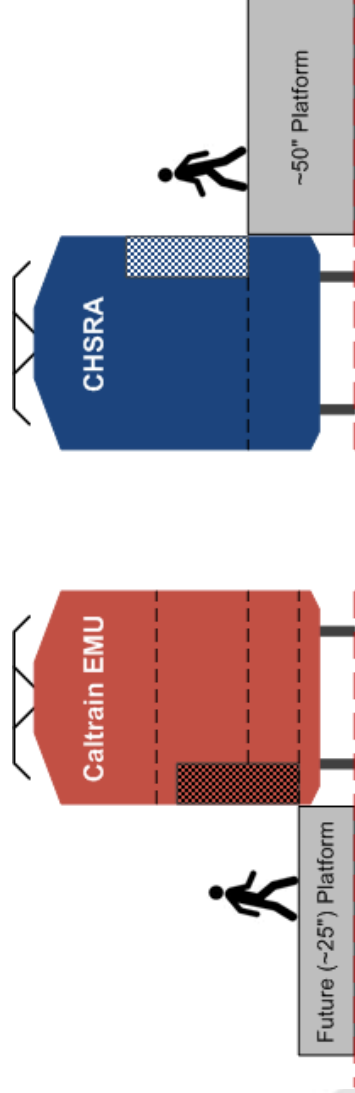
# Similar to Today's Bombardier



# Future Level Boarding (Beyond Electrification)



No steps, use at 27 stations



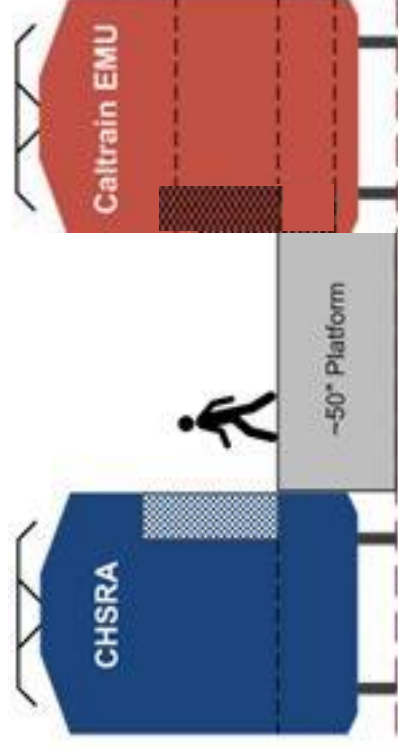
HSR / Caltrain Dedicated Platforms



# Request for EMU Modification

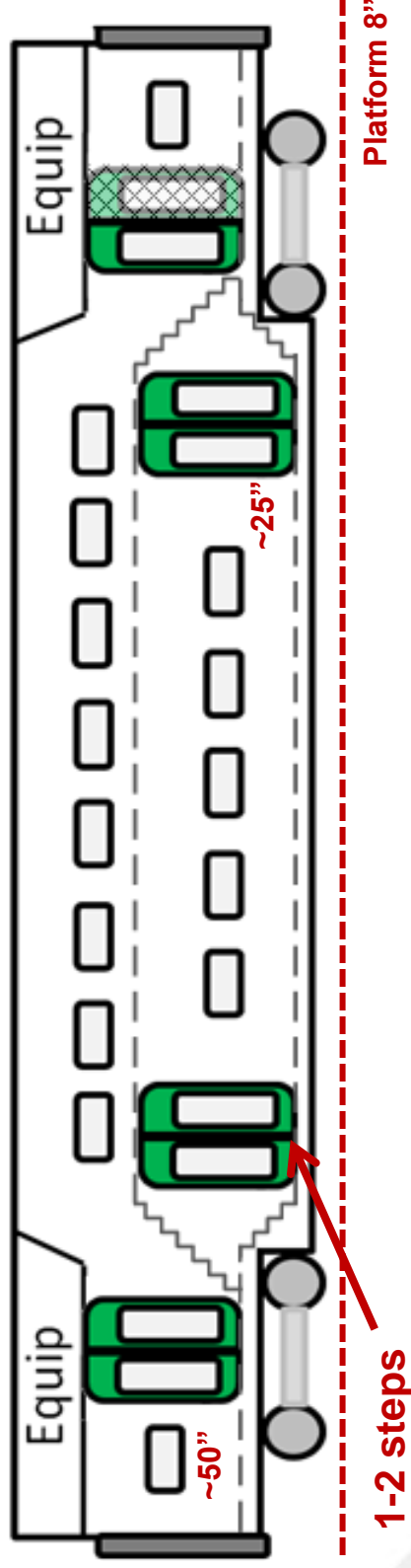
# Request for EMU Modifications

- Stakeholder request for car modification
- Caltrain bi-level EMU ~25" boarding height
- HSR single level cars ~50" boarding height (different needs than Caltrain)
- **Can Caltrain modify EMUs to not preclude ~50" boarding in the future?**



# Modification A (2020)

*Cars with More Doors*

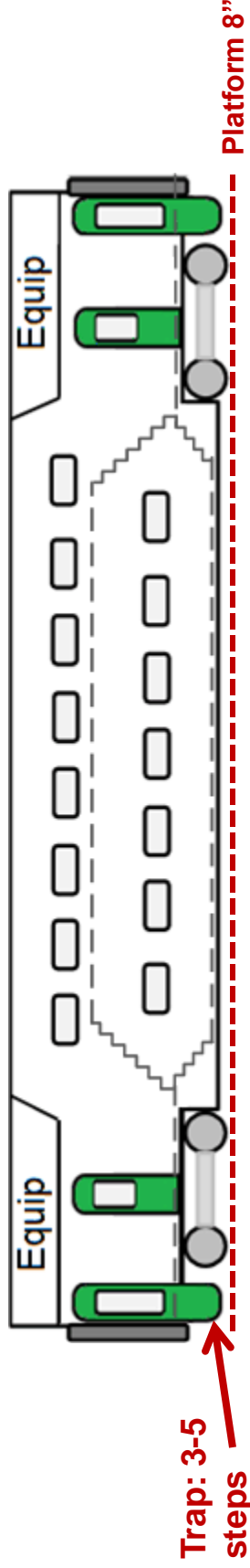


Wayside Infrastructure for ADA



# Modification B (2020)

*Cars with Traps*



Open Trap



Close Trap



Single Door w/  
Trap

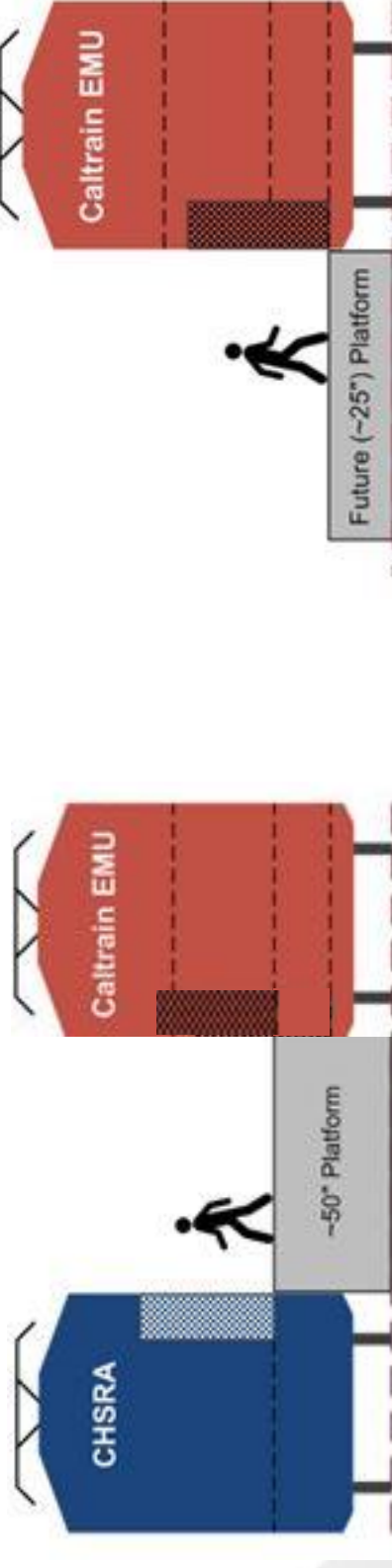


# **Future Blended System Evaluation**

## **Full Fleet EMU Service**

(HSR and Modified Level Boarding Stations)

# Scenario 1: Shared Platform at HSR Stations Only

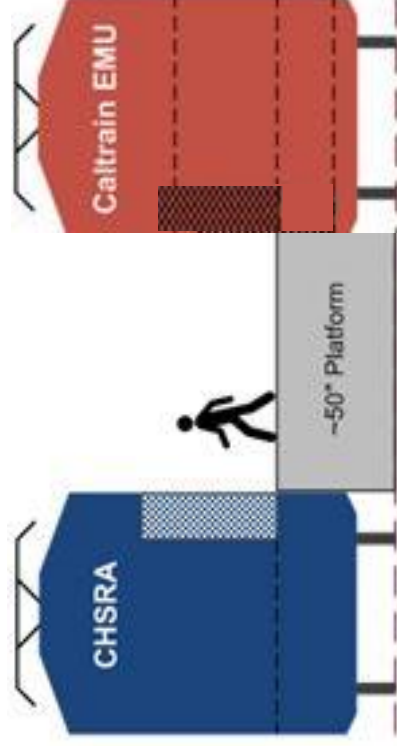


2-3 Stations: Caltrain / HSR  
Stations Common Platforms ~50"

25 Stations: Caltrain Level  
Boarding ~25"



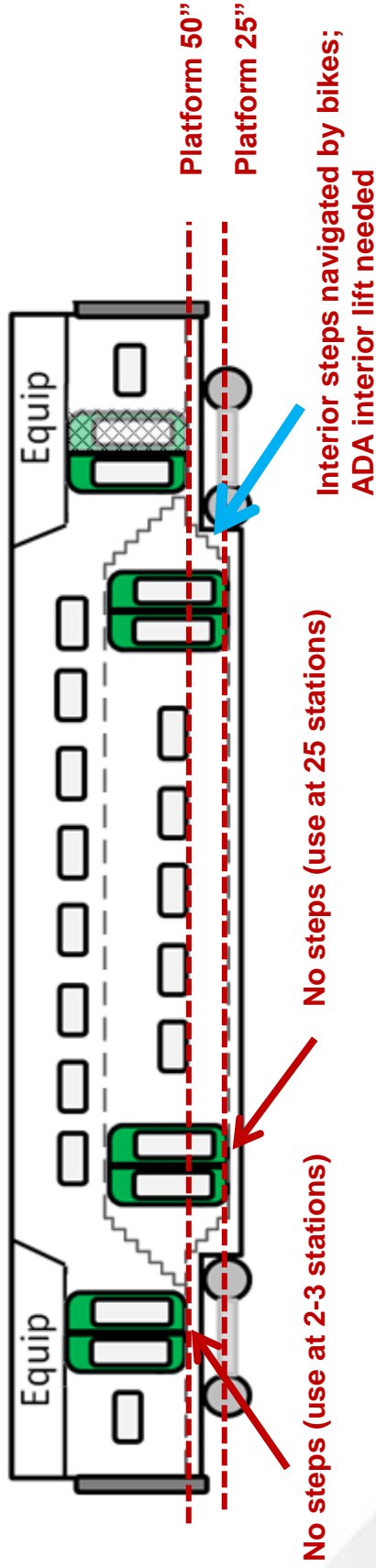
# Scenario 2: Share Platforms at All Stations



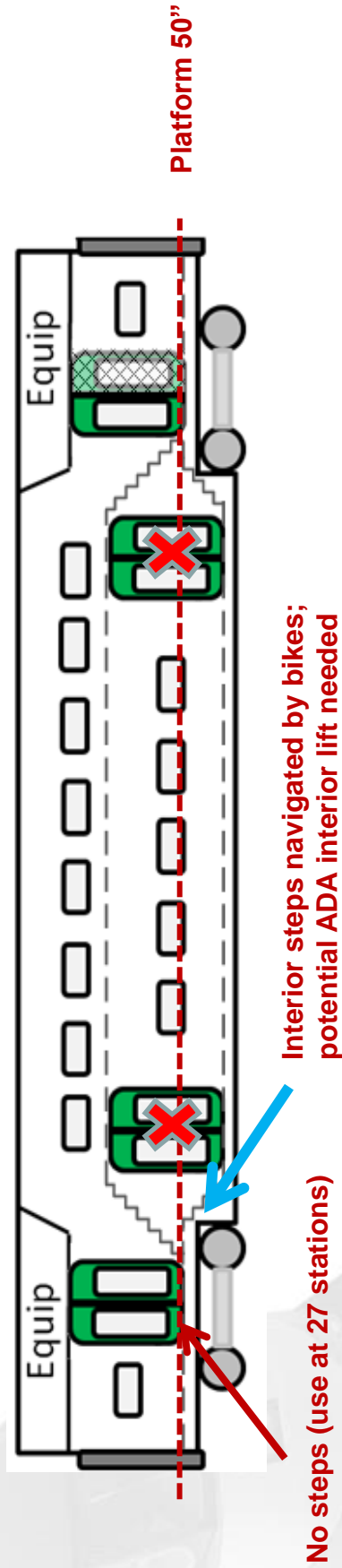
27 Stations: Caltrain / HSR Stations  
Common Platforms ~50"

# Modification A (Future)

## Scenario 1 Shared at 2 – 3 (seat loss w/ both doors open )

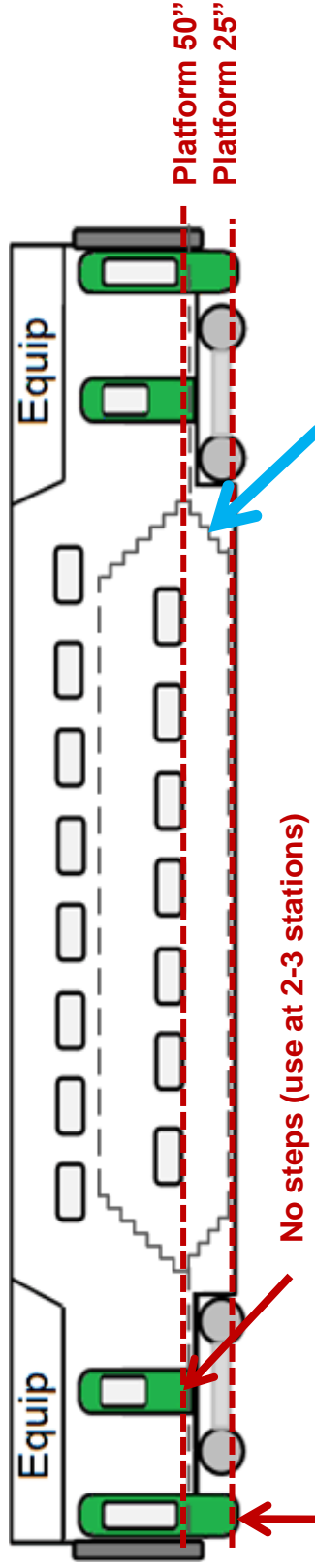


## Scenario 2 Shared at All



# Modification B (Future)

## Scenario 1 Shared at 2 - 3

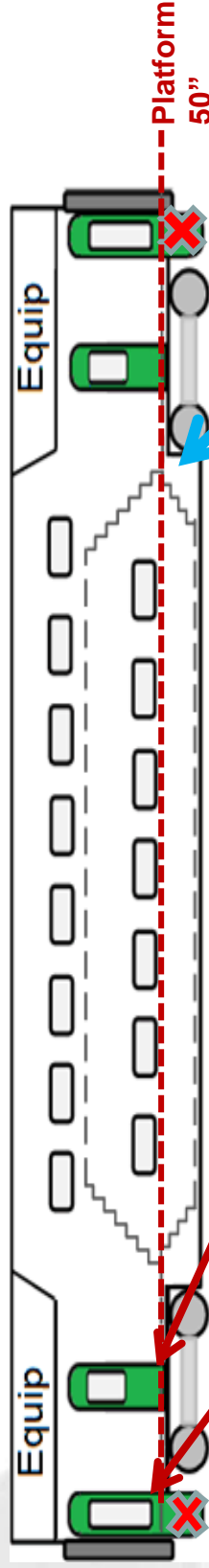


No steps (use at 2-3 stations)

Less steps (use at 25 stations)

Interior steps navigated by bikes;

## Scenario 2 Shared at All



No steps; use at 27 stations

Seal Traps No steps (use at 27 stations)

Interior steps navigated by bikes

# Potential Path Forward

# Framework

- HSR / Caltrain blended system partnership
- Blended system not yet defined
  - Community planning
  - Environmental evaluation
- Early investment program (defined / environmentally cleared)
  - CBOSS PTC (2015)
  - Electrification Project (2020)
- Need to make EMU design decision now to not preclude common platforms w/ HSR in future

# Cars with More Doors Option

- Challenges Associated with More Doors
  - Seat loss
  - Passenger circulation inside car
- Short-Term Solution (2020)
  - Design car with 2 sets of doors
  - Keep high doors sealed / use low doors
  - Car configured similar to original EMUs (mitigate challenges)
  - Request HSR to fund modification costs
- Future Blended System (TBD)
  - Community planning / environmental review
  - Define blended service plan and capital improvements
  - Evaluate use of high doors / interior reconfiguration



# Next Steps

## May – July Activities

- Public Meetings
- Release Draft RFP to Car Builders
- June JPB
  - Update on proposed path forward
  - Seats/Standees/Bikes/Bathroom balance
- July JPB
  - Release EMU RFP
  - Regional funding plan update





# Questions

website: [www.caltrain.com/calmod](http://www.caltrain.com/calmod)

email: [calmod@caltrain.com](mailto:calmod@caltrain.com)



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**TSP**

# Transportation Sustainability Program

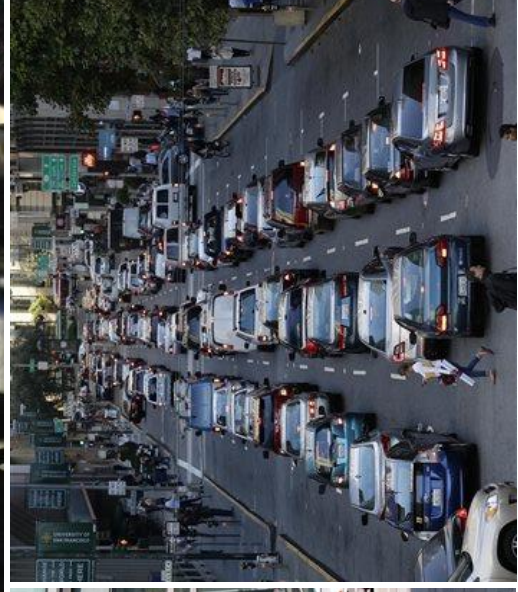
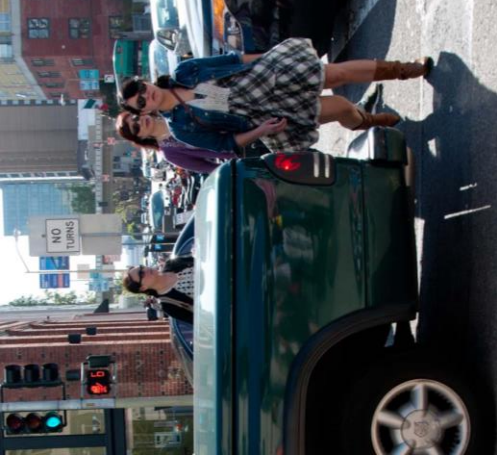
Photo: Sergio Ruiz





**San Francisco is a popular place to work, live and visit, straining the existing transportation network**

- Roads and transit vehicles nearing capacity in some areas
- Lifestyle preferences and new infrastructure have contributed to increases in cycling and walking, even in less-than-ideal conditions



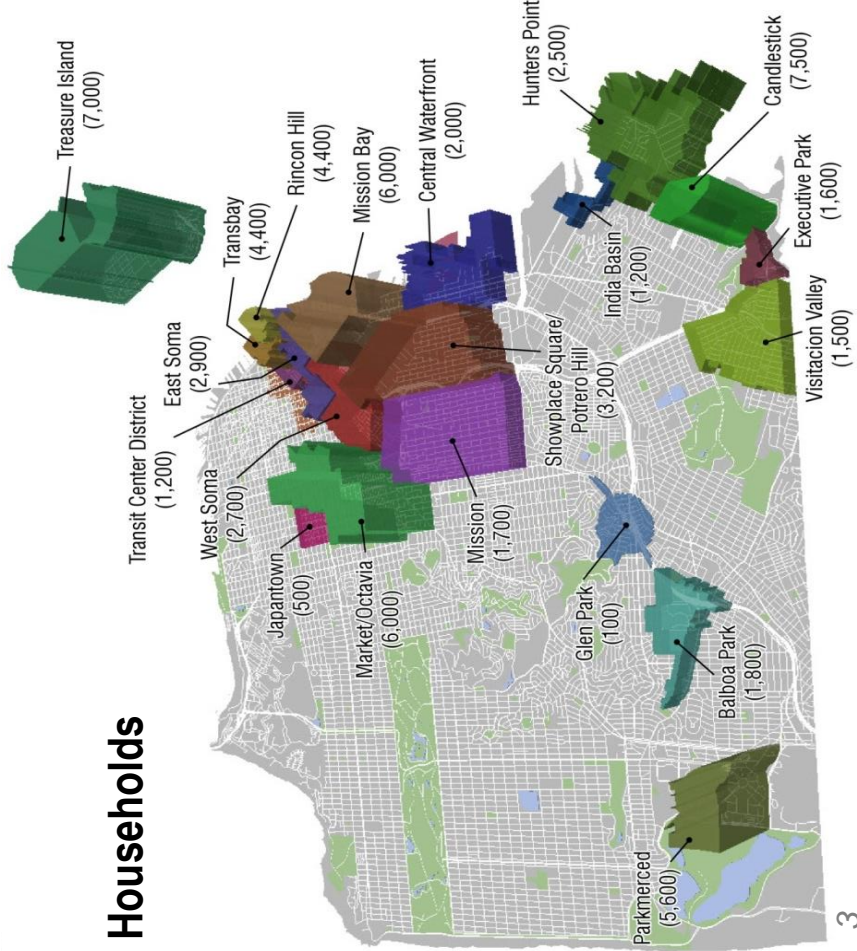


# HOW DO WE GROW SUSTAINABLY?

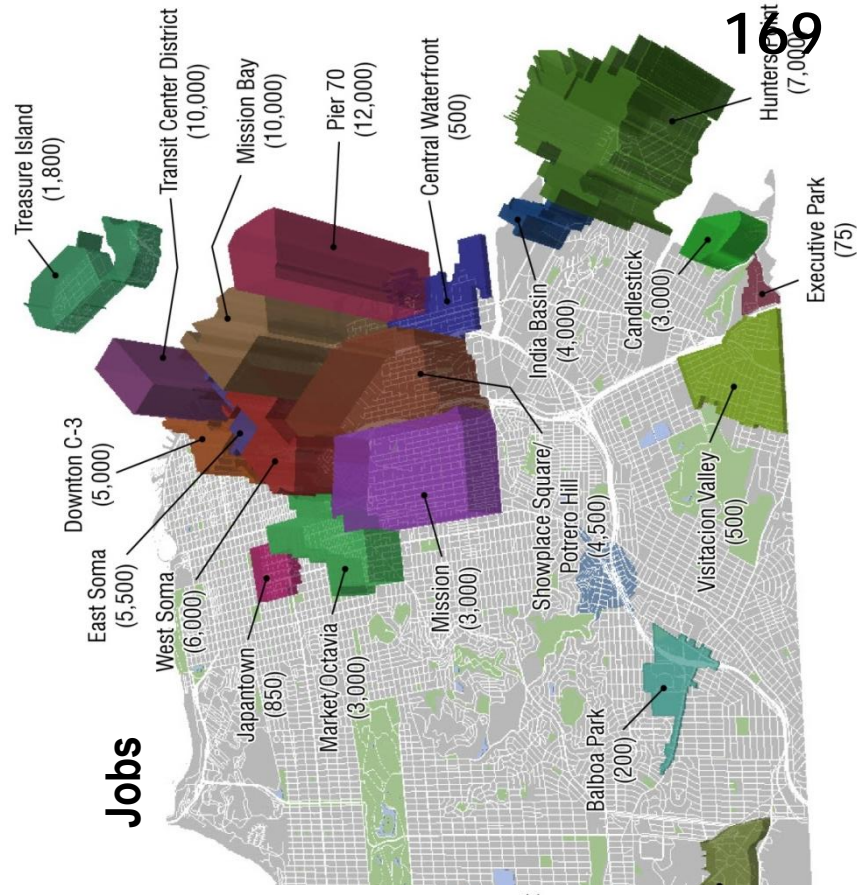
By 2040: **100,000+** new households  
**190,000+** new jobs

**40%** of housing projections  
 already in pipeline

## Households



## Jobs





## WE NEED A COMPREHENSIVE APPROACH TO ADDRESS THESE CHALLENGES....

### *Public investment for existing and future population underway*

- Transit capital and operational investments (Central Subway, Muni Forward, BRT, DTX, etc.)
- Bicycle infrastructure (protected lanes, parking, etc.)
- Pedestrian safety (Vision Zero, Walk First, etc.)
- Demand Management (bike sharing, shuttles, citywide TDM, etc.)

### *New development contribution*

- Transportation Sustainability Program

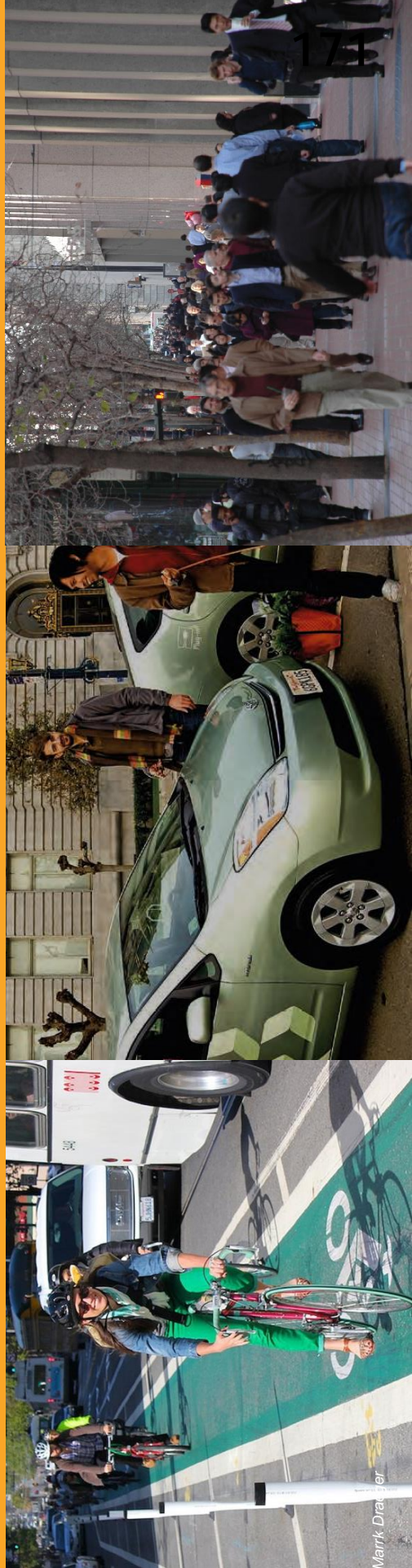




# TRANSPORTATION SUSTAINABILITY PROGRAM



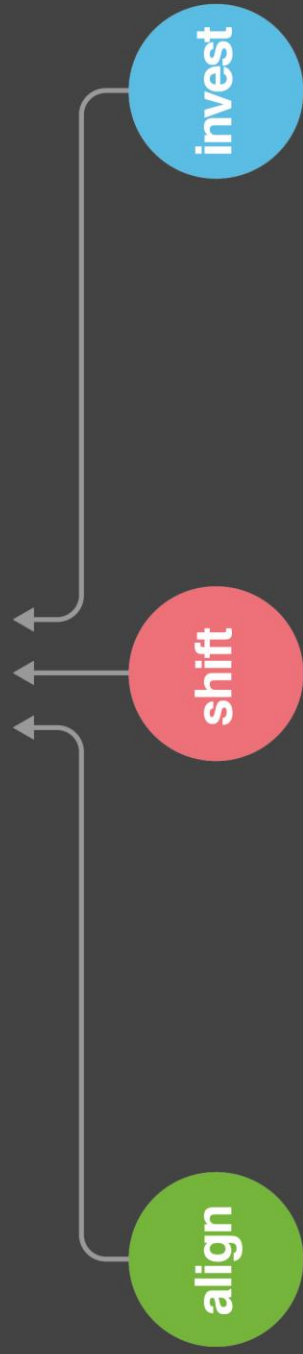
*Keeping people moving  
as our city grows*



# TRANSPORTATION SUSTAINABILITY PROGRAM



*Keeping people moving as our city grows*



**MODERNIZE ENVIRONMENTAL REVIEW**



*More meaningful transportation analysis that better captures environmental effects*

**ENCOURAGE SUSTAINABLE TRAVEL**



*On-site transportation amenities that reduce reliance on driving*

**ENHANCE TRANSPORTATION TO SUPPORT GROWTH**



*Development fee to help fund transit and safer streets*





**MODERNIZE ENVIRONMENTAL REVIEW**



**THE WAY IT IS**

**THE WAY IT WOULD BE**



**STATE**

sets standard

*Auto-centric review standard*



**CITY**

develops threshold (metric)

*Multi-modal review standard with a focus on vehicle level of service (LOS)*



*Multi-modal review standard*

*Multi-modal review standard that promotes mobility and access*

# SUMMARY OF PROPOSED OPR GUIDELINES

- Land Use Projects
  - VMT ratio < regional average = LTS impact
  - Consistency with City Policies = LTS impact
- Land Use Plans
  - Consistency with Plan Bay Area or achieve similar VMT reduction = LTS impact
- Transportation Projects
  - Improve safety/operations, including transit operations = LTS impact
  - Pedestrian, bicycle and transit projects that lead to a net decrease in VMT = LTS impact (even if they require reallocation or removal of vehicle lanes)
  - Physical automobile roadway capacity increase (induced demand) = **Impact**
- Safety
- Mitigation Measure and Alternatives
  - TDM measures





# OUTCOMES OF CEQA REFORM

*Goodbye LOS...Hello VMT!*

align



## LAND USE PROJECTS

- More certainty during environmental review
- Reduced time & cost of technical studies
- Better environmental outcomes

## TRANSPORTATION PROJECTS

- Faster delivery of many transportation projects
- Better environmental outcomes



**shift**

**ENCOURAGE SUSTAINABLE TRAVEL**



# SAN FRANCISCO TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

178

shift



***Developing  
a consolidated  
TDM Toolkit***

*What can  
developers do*

***Creating  
a SF TDM Efficacy  
Tool***

*How well do the  
measures work*

***Establishing  
Implementation  
Strategy***

*Measuring and  
enforcing progress to  
ensure goals are  
achieved*

# TRANSPORTATION DEMAND MANAGEMENT POTENTIAL LEGISLATION

- VMT ratio reduction goal
- Developers select from a menu of TDMs
  - Flexibility
  - Consistency
  - Predictability during the entitlement process
- The City provides technical advisories to guide the TDM selection process
- The City monitors and enforces implementation





## EXAMPLE OF TRANSPORTATION DEMAND MANAGEMENT (TDM) MENU

- Subsidize Transit Passes
- Subsidize Bike Share or Car Share Membership
- Hire TDM Coordinator
- Shuttle or Vanpool Service
- Reduce On-site Parking Supply
- Provide Delivery Service
- Sponsor Bike-share Stations
- Commute Reduction Programs
- Charge for Parking/Parking Pricing





**invest**



**ENHANCE TRANSPORTATION  
TO SUPPORT GROWTH**



# URGENT FUNDING NEED

## TRANSPORTATION TASK FORCE 2030

### EXISTING PLANS/ PROJECTS/POLICIES

Facilities Vision	Bicycle Strategy	SF Area Plans	SF County Transportation Plan
Ped Strategy	Muni Fleet Plan	SF Capital Plan	
MTA Capital Plan	MTA Strategic Plan	Regional Transportation Growth	
ADA Plan	TEP	Neighborhood Transportation Plans	

**\$10 BILLION TRANSPORTATION FUNDING NEED TO 2030**

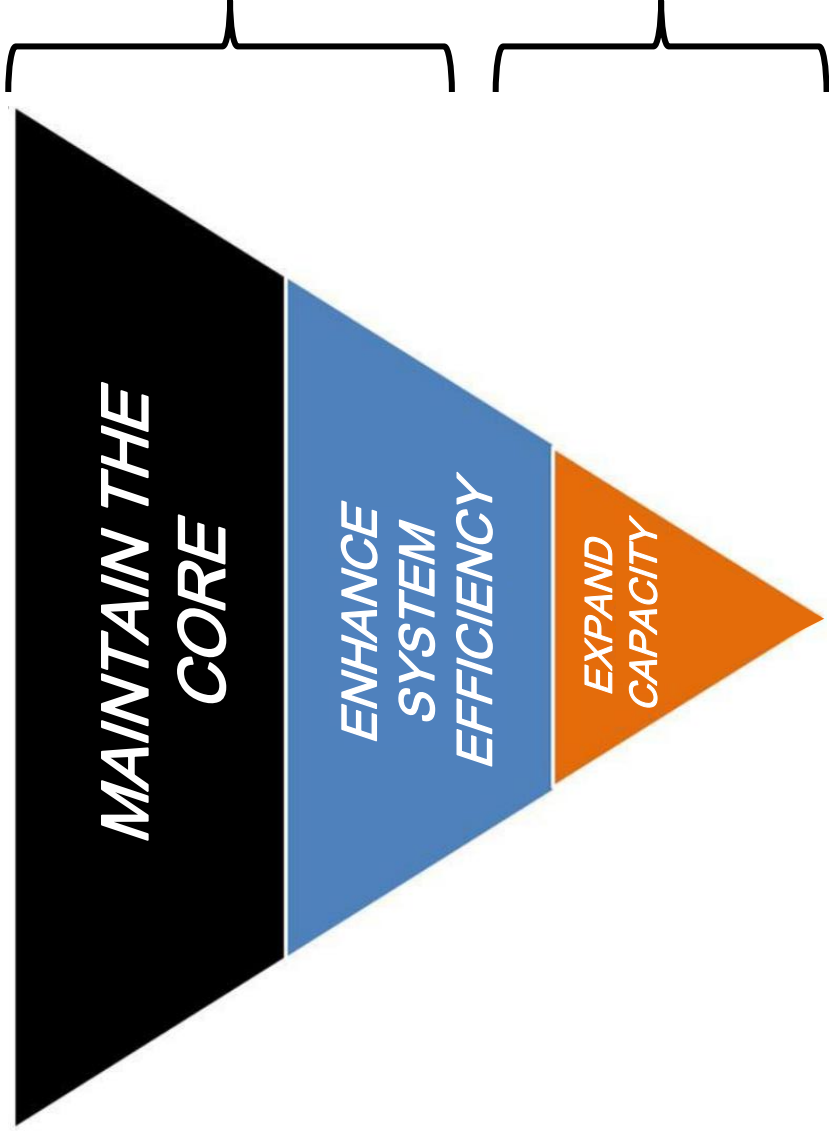
**\$3.7 BILLION IN EXISTING FUNDING**

**\$3 BILLION IN TTF FUNDING**

**\$3.3 BILLION UNFUNDED**

# INVESTMENT PRIORITIES

TRANSPORTATION TASK FORCE 2030





## TRANSPORTATION SUSTAINABILITY FEE

- Citywide transportation fee to ensure that new development pays its fair share for impacts on the transit system
- Replaces existing TIDF and expands applicability to include market-rate residential development and major institutions
- Nexus and Feasibility Studies underway



# EXPENDITURE PLAN: OUTCOMES

- More Muni buses and trains
- Faster and more reliable local transit
- Roomier and faster regional transit (e.g. BART, Caltrain)
- Safer walking and bicycling



## NEXT STEPS

- Finalize the Technical Analysis
- Confirm Policy Approach
- Stakeholder Outreach



# TSP TIMELINE

2015

SPRING

SUMMER

FALL

WINTER

*Public Outreach*

*Complete Technical Work*



**PUBLIC HEARING**  
*Fee Ordinance  
Reintroduced / Adopted*



**PUBLIC HEARING**  
*Sustainable Travel Legislation  
Introduced / Adopted*



*State Upgrades  
Environmental  
Review Standard*

*THANK YOU*

# TRANSPORTATION SUSTAINABILITY PROGRAM



*Keeping people moving  
as our city grows*

*<http://tsp.sfplanning.org>*

