



AGENDA

CITIZENS ADVISORY COMMITTEE Special Meeting Notice

Date: Wednesday, September 2, 2015; 6:00 p.m.
Location: 1455 Market Street, Floor 22
Members: Christopher Waddling (Chair), Wells Whitney (Vice Chair), Myla Ablog, Brian Larkin, John Larson, Santiago Lerma, John Morrison, Jacqueline Sachs, Peter Sachs, Raymon Smith and Peter Tannen

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|-------------|--------------------------------|---|-----------|
| 6:00 | 1. | Committee Meeting Call to Order | |
| 6:05 | 2. | Chair's Report – INFORMATION | |
| 6:10 | Consent Calendar | | |
| | 3. | Accept the Minutes of the May 14, 2015 Subcommittee Meeting – ACTION* | 5 |
| | 4. | Approve the Minutes of the June 24, 2015 Meeting – ACTION* | 7 |
| | 5. | State and Federal Legislative Update – INFORMATION* | 15 |
| | | <p>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 July 28 meeting, the Transportation Authority Board adopted the following new positions: support on Assembly Bill (AB) 744 (Chau), AB 902 (Bloom), AB First Extraordinary Session (ABX1) 1 (Alejo), ABX1 2 (Perea), and Senate Constitutional Amendment First Extraordinary Session (SCAX1) 1 (Huff); new support and seek amendment positions on Senate Bill (SB) 16 (Beall) and Senate Bill First Extraordinary Session (SBX1) 1 (Beall); and new oppose positions on SBX1 2 (Huff) and SBX1 3 (Vidak); and a change in position from oppose to watch on AB 744 (Perea).</p> | |
| | 6. | Investment Report for the Quarter Ended June 30, 2015 – INFORMATION* | 43 |
| | | <p>The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented quarterly. As year-end closing is just wrapping up, the investment report for the quarter ended June 30, 2015 is presented independently. Following the annual audit, the Basic Financial Statements will be presented to the Citizens Advisory Committee along with the results of the fiscal audit, single audit, and management review.</p> | |
| | End of Consent Calendar | | |
| 6:20 | 7. | Adopt a Motion of Support for the Allocation of \$9,878,876 in Prop K funds, with Conditions, and Appropriation of \$120,800 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION* | 65 |

As summarized in Attachments 1 and 2, we have fourteen requests totaling \$9,999,676 in Prop K sales tax funds to present to the Citizens Advisory Committee. The Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) has requested \$5 million for San Francisco's Fiscal Year (FY) 2015/16 member contribution to the Caltrain capital budget for state of good repair projects, including new train departure monitors at the 4th and King station and the design phase for the retrofit or replacement of

the Marin Street and Napoleon Avenue bridges. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$2 million for its share of settlement costs associated with the 4th Street Bridge Seismic Retrofit and Rehabilitation Project (Segment A of the Third Street Light Rail project), as well as \$100,000 for the District 3 Neighborhood Transportation Improvement Program planning project to increase safety, access, and connectivity along Kearny and Montgomery streets. San Francisco Public Works is requesting \$738,000 to procure street repair and cleaning equipment, and, with the Transportation Authority, is requesting \$2 million to acquire the right of way and perform archaeological investigation of the future site of the Quint-Jerrold Connector Road. We are also requesting \$45,800 to leverage over \$900,000 in federal grant and Bay Area Rapid Transit (BART) funds to pilot an innovative program aimed at mitigating rush hour congestion on BART by incentivizing riders to shift their travel to the shoulders of the peak period. Finally, San Francisco Environment is requesting \$80,000 to administer and conduct outreach to San Francisco employers on the Commuter Benefits Ordinance. Fully funding Caltrain and SFMTA's 4th Street Bridge Settlement requests requires Prop K Strategic Plan amendments and corresponding 5-Year Prioritization Program amendments to advance funding from later fiscal years to FY 15/16.

6:35 8. Adopt a Motion of Support to Execute a Funding Agreement with the Bay Area Rapid Transit (BART) District for a Three-Year Period in an Amount Not to Exceed \$406,000 for the San Francisco BART Travel Incentives Pilot Project and to Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION* 77

The Transportation Authority is partnering with the Bay Area Rapid Transit (BART) District on a pilot project to address train crowding in downtown San Francisco by incentivizing riders to shift their travel to the shoulders of the peak period or other stations and routes (the San Francisco BART Travel Incentives Pilot Project). The pilot project will involve creating a BART loyalty program whereby riders receive rewards for using BART during off-peak periods. Traveler responses to the incentives will be monitored closely using transit smart card (Clipper) data and project staff will adjust incentives in response to traveler route and time-of-day choices. The pilot project budget includes a \$508,000 federal Value Pricing Program grant, \$400,000 in BART operating revenues, and a \$45,800 Prop K appropriation being sought concurrently with this request.

6:45 9. Plan Bay Area 2040: San Francisco Call for Projects and Draft Goals and Objectives – INFORMATION* 83

In May, we issued a call for projects for San Francisco project priorities for Plan Bay Area 2040 (PBA 2040), the Regional Transportation Plan/Sustainable Communities Strategy led by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments. PBA is the region's blueprint for transportation investment through 2040. Projects seeking federal funding or a federal action before 2021 must be included in PBA as a stand-alone project or be consistent with a programmatic category. Large capacity-changing or regionally significant projects that trigger air quality conformity analyses must be listed in PBA as individual projects. Concurrent with our call for projects, MTC is undertaking similar processes for transit, local roads, and state highway state of good repair needs and for projects from multi-county project sponsors such as BART and Caltrain. Together these efforts create the universe of projects that will be considered for inclusion in PBA. MTC has given us an initial discretionary county budget of \$8.4 billion but ultimately we will need to meet a lower financially constrained budget. Even at the inflated initial target, San Francisco's needs exceed projected available funds; thus, we must work closely with project sponsors to ensure priority for those projects that need to be in PBA 2040 to avoid delay. The overall PBA process also includes opportunities to shape regional policies, fund programs, and new revenue advocacy. Our draft goals and objectives for PBA 2040 are shown in Attachment 1. Attachment 2 includes the preliminary draft list of existing and new project recommendations as well as a draft list of regional projects of interest to San Francisco. This information item represents an opportunity for the Citizens Advisory Committee (CAC) and public to provide input into the preliminary draft list of projects. The final list will be considered for action at the September 30 CAC meeting and then forwarded to the Board for approval in October.

7:05 10. Major Capital Projects Update – Transbay Transit Center and Downtown Extension – INFORMATION* 103

The Transbay Transit Center (TTC) project, one of the signature Prop K projects, is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2 is the downtown

extension of commuter rail service into the new TTC, accommodating both Caltrain and high speed trains (DTX). In 2013, the Transbay Joint Powers Authority (TJPA) conducted a full cost and schedule Risk Assessment Workshop for Phase 1. In July 2013, the TJPA Board approved a revised Phase 1 budget of \$1.899 billion, an increase of \$310.4 million over the May 2010 baseline. On July 9, 2015, the TJPA Board was briefed on an additional Phase 1 budget increase of \$246.92 million, to be approved at its September meeting. The increase is attributed to changed market conditions, complex facility design, overly optimistic cost estimates in some instances, and a competitive bidding environment, which now require replenishing project contingencies and program reserve at prudent levels. TJPA staff has proposed deferral of the offsite bus storage facility (reduces cost by \$19.5 million) and has identified \$160 million in additional revenues through the sale of land (Parcel F) originally designated for DTX, leaving an \$87.5 million funding gap. Possible sources to close the gap include redirecting Community Facility District revenues from Phase 2, land sales, sponsorship, and federal grants. Phase 1 construction began in November 2008 and as is about 50% complete. Bus operations at the new TTC are scheduled to commence in December 2017, reflecting a three month delay relative to the last project update in fall of 2013. DTX is essentially on hold given a significant funding shortfall, which will be larger after dealing with Phase 1 cost increases.

7:25 11. Chinatown Neighborhood Transportation Plan Final Report – INFORMATION* 113

The Chinatown Neighborhood Transportation Plan (NTP) is a community-based transportation planning study led by the Transportation Authority, in partnership with community organizations in the Chinatown neighborhood. The NTP was funded by Prop K sales tax and the Metropolitan Transportation Commission's Community-Based Transportation Planning program. The NTP focuses on strategies to improve pedestrian safety on two high pedestrian-injury corridors in Chinatown: Broadway Street between Van Ness and Columbus Avenues, and Kearny Street between Bush and Jackson Streets. On Broadway Street, the study finds that safety improvements are planned for each intersection between Van Ness Avenue and Columbus Street, and will be delivered within the next two years. The study encourages consideration of additional changes to signal timing to further enhance pedestrian safety. On Kearny Street, the study recommends immediate implementation of near-term pedestrian safety treatments at the intersection of Clay and Kearny Streets, where an elderly pedestrian was killed in June. It also recommends that the San Francisco Municipal Transportation Agency (SFMTA) identify and implement a plan for improving safety all along the corridor, which is in the top 10 percent of pedestrian high injury corridors in the city. For Kearny Street, the study recommends that SFMTA consider a series of pedestrian scrambles, a road diet, or systematic signal timing and striping treatments to eliminate pedestrian injuries and fatalities while meeting other objectives for the street including implementation of Muni Forward and the SFMTA Bicycle Strategy. Commissioner Christensen requested that we accelerate adoption of this report to address the need for urgency in implementing safety treatments on Kearny Street. We are working with her office and SFMTA to explore the possibility of Neighborhood Transportation Improvement Program funding to advance implementation of some of the study's recommendations. SFMTA staff will attend the Citizens Advisory Committee meeting to discuss how existing and planned SFMTA efforts will build upon the report's recommendations.

7:40 12. Update on One Bay Area Grant Program Cycle 1 Projects – INFORMATION* 117

In May 2012, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Program (OBAG) Cycle 1 framework to guide programming of federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds to better integrate the region's federal transportation program with California's climate law and its Sustainable Communities Strategy (SCS). One of the many programs funded in the OBAG framework is the County CMA Block Grant Program that allows Congestion Management Agencies (CMAs) to fund eligible projects with the intent of supporting the SCS, particularly by prioritizing funding for projects that support Priority Development Areas (see map in Attachment 1). In June 2013, in its capacity as CMA, the Transportation Authority Board programmed \$35 million in OBAG Cycle 1 County CMA Program funds to seven projects that were competitively selected based on multiple prioritization criteria, such as project readiness, multi-modal benefits, safety, and community support. Attachment 2 provides a project delivery update on San Francisco's OBAG Cycle 1 projects. Six of the seven projects have obligated their OBAG funds and Second Street Streetscape Improvement is the only remaining OBAG project scheduled to receive authorization in Fiscal Year 2015/16. Approximately half of the projects are proceeding with construction on schedule or with a relatively minor delay. The others are experiencing six to nine months in delay due to a longer-than-anticipated Caltrans approval process,

CAC Meeting Agenda

complicated environmental review, utility coordination, and unanticipated scope changes. We are evaluating the performance of the Cycle 1 OBAG projects to inform our strategy for OBAG Cycle 2, for which MTC anticipates approving guidelines in November 2015. We will bring an update on the proposed Cycle 2 framework to the CAC on September 30.

7:50 13. 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.

7:55 14. Public Comment

8:00 15. Adjournment

* Additional materials

Next CAC Meeting: September 30, 2015

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

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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, 7, 9, 9R, 14, 14R, 21, 47, 49, 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 11th Street.

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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.

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.



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

June 24, 2015 MEETING

1. Committee Meeting Call to Order

The meeting was called to order by Chair Chris Waddling at 6:03 p.m. CAC members present were Myla Ablog (entered during item 7), John Larson, Santiago Lerma, Eric Rutledge (entered during item 7), Jacqueline Sachs, Raymon Smith, Peter Tannen, Chris Waddling and Wells Whitney. Transportation Authority staff members present were Amber Crabbe, Cynthia Fong, Chester Fung, Ryan Greene-Roesel, Andrew Heidel, Mike Pickford, Chad Rathmann and Liz Rutman.

2. Chair's Report – INFORMATION

Chair Waddling announced that a special meeting of the CAC had been scheduled for September 2, following the August recess. He said that the recommendations from the May 14 Subcommittee meeting on the CAC's By-Laws were included for information as Item 6, and that they would be included as an action item at the next regular CAC meeting. He also said that staff would provide a look ahead of allocation requests for the next CAC meeting. (Staff later clarified that the look ahead would be sent out in August because the July CAC meeting had been cancelled.)

Jacqueline Sachs said that her term on the CAC would expire in July but that she planned to seek reappointment.

There was no public comment.

Consent Calendar

3. Approve the Minutes of the May 27, 2015 Meeting – ACTION
4. Citizens Advisory Committee Appointments – INFORMATION
5. State and Federal Legislative Update – INFORMATION
6. Update of Citizens Advisory Committee By-Laws – INFORMATION

John Larson requested that page ten of the May 27 CAC minutes be amended to record him asking a question, rather than John Morrison.

There was no public comment on the Consent Calendar.

Raymon Smith moved to approve the Consent Calendar, seconded by Santiago Lerma.

The Consent Calendar was approved as amended by the following vote:

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

Absent: CAC Members Ablog, Larkin, Morrison and Rutledge

End of Consent Calendar

7. Adopt a Motion of Support to Authorize the Executive Director to Execute a Partial Release of the Transportation Authority's Agreement for Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street Parcels To Be Sold as Part of Parcel F by the Transbay Joint Powers Authority – ACTION

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

Santiago Lerma asked for confirmation that the properties in question were currently being used for construction activities, rather than as part of the facility, and that they would be sold to finance the project. Ms. Fong replied that there was a map illustrating the locations on page 51 of the meeting packet.

Amber Crabbe, Assistant Deputy Director for Policy and Programming, noted that staff from Transbay Joint Powers Authority (TJPA) had not yet arrived to provide information on the item.

Chair Waddling moved to continue the item until the arrival of TJPA staff, seconded by John Larson.

The motion was approved unanimously.

Chair Waddling resumed Item 7 after Item 8.

Ms. Fong restated Mr. Lerma's earlier question regarding the location of the parcels. Sara Gigliotti, Chief Financial Officer at TJPA, confirmed that the parcels were currently being used for construction staging. She added that TJPA had always planned to sell the parcels.

Chair Waddling asked whether the sale of the parcels would close the project's funding gap. Ms. Gigliotti responded that it would depend on the bids received, but that the sale would go a long way toward closing the funding gap, and that they would know more come September.

John Larson said that he had read that the sale was originally supposed to fund phase two of the project, but that now the funds would be used for phase one. Ms. Gigliotti responded that originally the land wasn't anticipated to be available until phase two, but that the contractor would be finished using the parcels earlier than expected so TJPA wanted to take advantage of the real estate market by holding the sale sooner.

During public comment, Roland Lebrun said that the rail connection to the terminal in phase two had been fully funded three years ago, but that increased costs in phase one had reduced funding for phase two. He said that other routes under consideration for the downtown extension conflicted with California Streets and Highways Code 30914.22, which he said were required to make a future rail connection to the East Bay.

Eric Rutledge moved to approve this item, seconded by Santiago Lerma.

The item was approved by the following vote:

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

Abstained: CAC Member Smith

Absent: CAC Members Larkin and Morrison

8. Adopt a Motion of Support for the Allocation of \$38,780,932 in Prop K funds, with Conditions, and Appropriation of \$671,920 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Chad Rathmann, Senior Transportation Planner, and Chester Fung, Principal Transportation

Planner, presented the item per the staff memorandum.

Jacqueline Sachs asked, in relation to the Geary Corridor Bus Rapid Transit (BRT) requests, where the bus bulbs would be located, given that the ultimate goal should be to build light rail transit. Mr. Fung replied that the bulbs would be placed in the segments where the buses would continue to operate, including numerous stops in the one-way portions of Geary Boulevard and O'Farrell Street. He noted that while staff agreed that light rail was a future goal, staff saw bus improvements to be within reach in the near term and were working toward implementing them.

Myla Ablog asked, in relation to the Geary Corridor BRT requests, whether more detail on the Japantown-area improvements could be provided to the CAC. Mr. Fung replied that a presentation recently provided to the Japantown Task Force included that detail and that he would provide that presentation to the CAC.

Wells Whitney asked whether the bulb-outs described under the Geary, 19th Avenue, and Lombard requests would be built in a travel lane or a parking lane. Mr. Fung replied that all of those bulb-outs would be installed in parking lanes.

Peter Tannen asked about the location of the one-block bike lane described under the Geary Phase 2 request. Mr. Fung replied that it would be located between Masonic and Presidio Avenues and would close the gap in the bicycle network's two parallel routes in the area to the north and south of Geary Boulevard.

Santiago Lerma asked whether the Geary Corridor BRT project would be light rail ready. Mr. Fung replied that the project would in some ways bring the corridor closer to rail ready, by reconfiguring the street and making it easier for a bigger re-design for rail could be made later, and by proposing a bus stop spacing that was closer to rail spacing than the current spacing.

Mr. Tannen asked why the 19th Avenue project was transitioning from the Transportation Authority to San Francisco Public Works (SFPW).

Liz Rutman, Senior Engineer, replied that the project had been initiated by the Transportation Authority as a bulb-out project but it was later incorporated into the San Francisco Municipal Transportation Agency's (SFMTA's) Transit Effectiveness Project, now known as Muni Forward, and that SFPW was leading the design and implementation of the project. Ms. Rutman said project management was being transferred at the end of the current phase with California Department of Transportation project approval.

Mr. Tannen asked, regarding the Geneva-Harney BRT request, why San Mateo County and Caltrain had withdrawn funding from the Bayshore Station Study.

Amber Crabbe, Assistant Deputy Director for Policy and Programming, responded that there were some coordination issues with the other agencies and that they decided to disengage in the project, but that it was anticipated that they would participate in later phases of the Geneva-Harney BRT project.

Ms. Sachs asked whether the paratransit request would procure new vehicles in addition to funding operations.

Ariel Espiritu Santo, Capital Budget Lead at SFMTA, replied that the requested funds were for operations and that SFMTA had separately requested funds for vehicle procurements.

Chair Waddling asked for clarification regarding the Geneva-Harney BRT request, on whether San Mateo County and Caltrain would be participating in the next phase of work, considering that the City of Brisbane had refused to participate in a separate study of the Bayshore Caltrain

Station. Mr. Fung replied that Brisbane had communicated disagreement with San Francisco's recent proposal to consider moving the Bayshore Caltrain Station to the north. He noted that the San Francisco Mayor's Office had reached out to Brisbane to discuss the concerns raised, and that the Transportation Authority would reach out to coordinate with Brisbane during the next phase of the Geneva-Harney BRT project.

Santiago Lerma asked, regarding the Geary Corridor BRT project, how much of the ultimate goal was anticipating an eventual light rail line. Mr. Fung replied that the Geary Corridor BRT project would make it easier to implement light rail in the future because the bus-specific changes to the roadway would not be too significant. He also said that the stop spacing for the BRT project would be similar to what would be designed for a light-rail line.

Eric Rutledge said that he supported the Lombard Street Neighborhood Transportation Improvement Program and looked forward to changes that would speed up the 28 bus line. He said he had noticed many people crossing Lombard Street between the Chestnut and Union Streets commercial districts and that it could really use the pedestrian improvements. He also asked for clarification of the schedule for the environmental phase and construction phase activities.

Craig Raphael, Transportation Planner at SFMTA, said that they were moving forward with the design phase of the project prior to environmental clearance, but that no construction would occur until the environmental document was completed. He said that the proposed near-term construction items should be environmentally cleared by the fall.

During public comment, Ed Mason asked which general obligation bonds SFMTA would use for the Geary Corridor BRT project. Ms. Espiritu Santo replied that the most recent voter-approved bonds would be used.

Roland Lebrun said that the location of the Bayshore Caltrain station was important to the Caltrain Baby Bullet service and that agencies were focusing too much on whether the station was in their own jurisdiction.

Wells Whitney moved to approve this item, seconded by Peter Tannen.

The item was approved by the following vote:

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

Abstained: CAC Member Smith

Absent: CAC Members Larkin and Morrison

9. Adopt a Motion of Support for the Award of a Two-Year Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$400,000 for Planning and Engineering Services for the San Francisco Freeway Corridor Management Study Phase 2, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION

Andrew Heidel, Senior Transportation Planner, presented the item per the staff memorandum.

During public comment, Ed Mason asked how the Freeway Corridor Management Study (FCMS) would integrate with the Metropolitan Transportation Commission's (MTC's) project that was exploring potential express lanes, express buses, and park-and-ride lots. Mr. Heidel replied that the FCMS would take a more detailed look than the MTC study, and that those were among the ideas to be considered.

Wells Whitney moved to approve this item, seconded by Myla Ablog.

The item was approved by the following vote:

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

Absent: CAC Members Larkin and Morrison

10. Shuttle Program Update – INFORMATION

Ryan Greene-Roesel, Senior Transportation Planner, and Hank Willson, Principal Analyst with the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Chair Waddling said that the shuttles were an emotionally charged topic, but that the presentation answered most of the questions he had.

Wells Whitney asked for an estimate of how many automobiles each commuter shuttle bus actually removed from city streets. Mr. Willson replied that SFMTA was collecting shuttle rider surveys as part of the program evaluation which asked about how many riders would have otherwise driven. Mr. Whitney asked if Mr. Willson had an estimate of the number of individuals commuting per day. Mr. Willson replied that there were roughly 35,000 boardings per day, including intra-city shuttles, and that the Commuter Shuttle Pilot Program was receiving boarding data from shuttle providers.

Myla Ablog asked whether the data being gathered from the Commuter Shuttle Pilot Program would inform the design and environmental review for projects on Van Ness Avenue. Mr. Willson replied that SFMTA would be sharing the shuttle data to inform project development on Van Ness Avenue and elsewhere.

Jacqueline Sachs asked if the pilot program took into account the need to stop shuttles from negatively impacting passengers boarding Muni buses on wheelchair ramps. Mr. Willson replied that the shuttle drivers had been instructed to stay out of the way of Muni buses, which was a condition in the agreement they signed to receive their permit. He said in addition, SFMTA had extended white zones in some areas to reduce conflicts with Muni, and in other areas the shuttles had been assigned to Muni stops with less Muni activity. Ms. Sachs asked what the current charge was for the shuttle operators, and Mr. Willson replied that the charge was \$3.55 per stop event, and would increase to \$3.67 in July.

Chair Waddling asked if any thought had been given to designing a route system for the shuttle buses after the pilot. Mr. Willson replied that it would be considered after the pilot program evaluation was complete, and that they currently provided feedback to shuttle operators about how to minimize the impacts of their routes. Mr. Waddling also asked if more than just Muni drivers were being surveyed (e.g. taxi drivers, private vehicle drivers). Mr. Willson replied that the plan only included surveying Muni drivers, focusing on the Muni zones.

Eric Rutledge asked if shuttle drivers would be incorporated into the Large Vehicle Training Program as part of the Vision Zero initiative. Mr. Willson replied that once the video was ready shuttle drivers would be required to complete the training.

During public comment, Christine Rogers said that shuttles had increased traffic on 26th Street in Noe Valley where she lived. She asked whether SFMTA was considering modifying shuttle sizes or routes (specifically, a hub and spoke route system) to reduce impacts to neighborhoods. Lastly, Ms. Rogers inquired if members of the public had access to the shuttle GPS data. Mr. Willson replied that SFMTA was considering the rightsizing of buses, but also noted that to the extent that buses were full, then smaller buses would mean more buses, and that a hub and

spoke system had been considered but not found to be promising. He added that GPS data would be shared with the public once ready.

Ed Mason said that the Alemany Farmers' Market at the intersection of US 101 and I-280 could serve as a hub and have smaller neighborhood buses serve it. Mr. Mason also underscored the importance of a regional express bus system since the shuttle buses returned to San Francisco empty. He also urged the city to consider a franchise fee for shuttles, and noted that South Bay cities were not building their fair share of housing. Lastly, he noted that shuttle buses were operating on steep streets like Castro and Noe Streets, and called for a full public process once the new information was available.

Roland Lebrun said that the shuttles must be allowed to use bus lanes, noting that in London the transit lanes were used by many different types of users, and called for automatic passenger counters on shuttle buses to ensure there was up to date ridership information at all times.

11. Plan Bay Area Update – INFORMATION

Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item per the staff memorandum.

During public comment, Roland Lebrun stated that he planned to submit a project for consideration.

12. Geneva-Harney Bus Rapid Transit Update – INFORMATION

Zabe Bent, Project Manager, presented the item.

Chair Waddling asked if it was possible to use Alanna Way in case of a closure or rerouting of Beatty Avenue. Ms. Bent replied that all the roads in the immediate area were subject to changes under Recology's project, which could involve vacating Beatty Avenue and reconfiguring streets adjacent to the site. She said Recology had committed to keep Beatty Avenue open until a replacement could be identified and constructed, but that the timing around changes to Beatty Avenue was still very uncertain.

Jacqueline Sachs asked how the project would benefit public housing residents in Sunnydale and Bayview-Hunter's Point. Ms. Bent replied that the project looked carefully at stop spacing and matched the guidance of the San Francisco Municipal Transportation Agency to ensure that the bus service provided would be accessible but also provide high-quality rapid service to all residents. She said in addition, the project looked at all developments and changes along the corridor to serve existing and future residents' needs. She said the project would create a connection to regional transit hubs that didn't exist today for residents in Sunnydale and Bayview-Hunter's Point, since residents would be able to take one bus to reach the Balboa Park BART Station and Caltrain, and that bus service would be faster and more reliable. Ms. Bent said the project would also include walking and biking improvements, addressing the fact that many residents say they were not currently comfortable walking or biking in the project corridor.

During public comment Roland Lebrun stated that the Bayshore Caltrain Station should move further south. He stated that there weren't problems with Geneva Avenue under this project plan, but that the Bayshore Caltrain Station would not work if it was kept within San Francisco's boundaries. He said that it could be an incredible transit hub and among the best in the region if it were located further south. Ms. Bent replied that the study focused on the near term feasible solutions, and as such assumed that all other infrastructure stayed fixed unless there were already projects planned for implementation by 2020. She added that the Bayshore Caltrain Station was assumed to be fixed over the 2020 horizon.

13. **Introduction of New Business – INFORMATION**

Eric Rutledge stated that this would be his final CAC meeting.

Jacqueline Sachs asked about the status of the study on late night transportation, “The Other 9-to-5”, that had been presented at a previous CAC meeting, since there was no representation from bus drivers. She requested an update on the project that included the perspective of bus drivers and offered to serve on any panel created to address late night transportation.

Amber Crabbe, Assistant Deputy Director for Policy and Programming, said she would follow up with members of the Late Night Transportation Working Group on the study’s next steps.

Peter Tannen said that SPUR would be holding an upcoming forum on the study.

Raymon Smith distributed copies of proposed amendments to the CAC’s By-Laws. He proposed adding a Parliamentarian position to the CAC, which would assist the Chair in conducting the meeting and adhering to the CAC’s operating guidelines and procedures. He said that he had also proposed a change to Article I of the By-Laws to let CAC members know the authority under which the CAC operates. Mr. Smith also said the current By-Laws do not give members instructions on what to do if they will be absent., and proposed requiring members to notify the agency in advance if they will not be able to attend the meeting. He added that all CAC members should be aware of how to conduct a meeting according to Robert’s Rules of Order and should be aware of the requirements under the Brown Act.

Ms. Crabbe said that CAC members were provided proposed amendments in writing to Articles II and III with their materials and asked Mr. Smith to confirm that he proposed an amendment to Article I as well.

Mr. Smith responded that his proposed amendment had been accepted by the Transportation Authority’s legal counsel and should be included in the Subcommittee’s recommendation.

Eric Rutledge asked whether the proposed amendments that Mr. Smith distributed were included in the packet. Chair Waddling responded that they were not, but that they would be included for consideration at the next regular CAC meeting.

John Larson asked whether the proposed amendments from Mr. Smith would be incorporated into the Subcommittee’s recommendation. Chair Waddling responded that the proposed amendments from Mr. Smith would be considered as amendments to the Subcommittee’s recommendation..

Mr. Rutledge asked how the CAC would select a Parliamentarian under Mr. Smith’s proposal. Mr. Smith responded that the selection process would be the same as selecting the Chair and Vice Chair.

There was no public comment.

14. **Public Comment**

There was no public comment.

15. **Adjournment**

The meeting was adjourned at 8:22 p.m.



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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) 744 (Chau), AB 902 (Bloom), AB First Extraordinary Session (ABX1) 1 (Alejo), ABX1 2 (Pera), and Senate Constitutional Amendment First Extraordinary Session (SCAX1) 1 (Huff); **new support and seek amendment positions** on Senate Bill (SB) 16 (Beall) and Senate Bill First Extraordinary Session (SBX1) 1 (Beall); and **new oppose positions** on SBX1 2 (Huff) and SBX1 3 (Vidak); and a **change in position from oppose to watch** on AB 744 (Pera).

Bill #	Author	Description	Status	Position	Comments
AB 2 Amended: 6/16/2015 pdf html	Alejo D (Dist 30)	Community revitalization authority. 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.	Senate Transportation and Housing	Watch	The intent is to provide for the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
AB 4 Introduced: 12/1/2014 pdf html	Linder R (Dist 60)	Vehicle weight fees: transportation bond debt service. 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 2 year	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
AB 6 Introduced: 12/1/2014 pdf html	Wilk R (Dist 38)	Bonds: transportation: school facilities. 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	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.
AB 8 Introduced: 12/1/2014 pdf html	Gatto D (Dist 43)	Emergency services: hit-and-run incidents. 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.	Senate Public Safety	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.
AB 23 Introduced: 12/1/2014 pdf html	Patterson R (Dist 23)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. 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	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.

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Bill #	Author	Description	Status	Position	Comments
AB 24 Amended: 4/22/2015 pdf html	Nazarian D (Dist 46)	Transportation network companies: public safety requirements. 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 2 year	Watch	Intended to further develop the existing transportation network company regulatory statutes by requiring TNC's to participate in DMV "pull-notice" program and that drivers are subject to drug/alcohol tests.
AB 28 Amended: 4/22/2015 pdf html	Chu D (Dist 25)	Bicycle safety: rear lights. 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.	Senate Third Reading	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.
AB 35 Amended: 5/20/2015 pdf html	Chiu D (Dist 17)	Income taxes: credits: low-income housing: allocation increase. Would, for calendar years beginning 2016, 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. This bill contains other related provisions.	Senate Gov. & F.	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.
AB 40 Amended: 4/15/2015 pdf html	Ting D (Dist 19)	Toll bridges: pedestrians and bicycles. 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.	Senate Appropriations	Support	This measure would prohibit the Golden Gate Bridge District and other jurisdictions from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks.

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Bill #	Author	Description	Status	Position	Comments
AB 61 Amended: 4/20/2015 pdf html	Allen, Travis R (Dist 72)	Shuttle services: loading and unloading of passengers. 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 2 year	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.
AB 156 Amended: 6/23/2015 pdf html	Perea D (Dist 31)	California Global Warming Solutions Act of 2006: disadvantaged communities. Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. This bill contains other related provisions.	Senate Environmental Quality	Oppose	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.
AB 162 Enrollment: 6/29/2015 pdf html	Rodriguez D (Dist 52)	State highways: wrong-way driving. 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 a preliminary version of the report to specified legislative committees on or before December 1, 2015, and the final report on or before July 1, 2016.	Assembly Enrollment	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.

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Bill #	Author	Description	Status	Position	Comments
AB 194 Amended: 6/1/2015 pdf html	Frazier D (Dist 11)	High-occupancy toll lanes. 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	Senate Transportation and Housing	Support	The author introduced this bill for the Self-Help County Coalition 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. Metropolitan Planning Organization would operate the facility.
AB 208 Amended: 4/21/2015 pdf html	Bigelow R (Dist 5)	Vehicles: highway: lane use. 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.	Senate Transportation and Housing	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. Latest amendment uses term "roadway" to ensure the bill applies where bicyclist is on shoulder.
AB 212 Introduced: 2/2/2015 pdf html	Achadjian R (Dist 35)	State highways. 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 2 year	Watch	This is a spot bill for which the author has not disclosed his intentions.
AB 227 Amended: 4/15/2015 pdf html	Alejo D (Dist 30)	Transportation funding. 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 2 year	Support	This bill mandates that State General Fund loans from transportation revenues be repaid. Also extends P3 law.

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Bill #	Author	Description	Status	Position	Comments
AB 239 Introduced: 2/5/2015 pdf html	Gallagher R (Dist 3)	Greenhouse gases: regulations. Would prohibit the State Air Resources Board (ARB), 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 2 year	Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.
AB 313 Amended: 6/30/2015 pdf html	Atkins D (Dist 78)	Enhanced infrastructure financing districts (IFDs). Would require, after the adoption of a resolution of intention to establish the 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.	Senate Governance and Finance	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.
AB 318 Amended: 6/11/2015 pdf html	Chau D (Dist 49)	Lost money and goods: bicycles: restoration to owner. Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.	Senate Judiciary	Watch	This bill establishes a pilot program, until 2021, under which a public transit agency may donate to charity a portion of lost or unclaimed bicycles after 45 days. LA Metro is sponsoring this bill because holding bicycles for 90 days is impartial and costly.
AB 378 Introduced: 2/18/2015 pdf html	Mullin D (Dist 22)	State Highway 101 corridor. 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 2 year	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 the bill and are engaged in ongoing discussions with state, regional, and local stakeholders in the corridor.

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Bill #	Author	Description	Status	Position	Comments
AB 457 Amended: 3/26/2015 pdf html	Melendez R (Dist 67)	High-occupancy toll lanes. 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 2 year	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.
AB 464 Amended: 6/17/2015 pdf html	Mullin D (Dist 22)	Transactions and use taxes: maximum combined rate. 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%.	Senate Third Reading	Support	Provides significant new local government sales tax capacity by increasing local cap from 2% to 3% beginning on January 1, 2016.
AB 481 Introduced: 2/23/2015 pdf html	Harper R (Dist 74)	Automated traffic enforcement systems. 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 2 year	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.
AB 516 Amended: 6/30/2015 pdf html	Mullin D (Dist 22)	Vehicles: temporary license plates. Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. The bill would also, commencing January 1, 2018, increase the document processing charge, as specified, that a dealer may impose on the purchaser or lessee of a vehicle. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	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. The bill is sponsored by the Metropolitan Transportation Commission to address bridge toll fare evasion.

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Bill #	Author	Description	Status	Position	Comments
AB 518 Introduced: 2/23/2015 pdf html	Frazier D (Dist 11)	Department of Transportation. 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 2 year	Watch	Spot bill.
AB 528 Introduced: 2/23/2015 pdf html	Baker R (Dist 16)	San Francisco Bay Area Rapid Transit District: strikes: prohibition. 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 2 year	Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage.
AB 620 Introduced: 2/24/2015 pdf html	Hernández, Roger D (Dist 48)	High-occupancy toll (HOT) lanes: exemptions from tolls. 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 2 year	Watch	Expands LA Metro authority relative to HOT Lanes in its jurisdiction, requiring the agency to provide assistance to transit users and commuters of law and moderate income.

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Bill #	Author	Description	Status	Position	Comments
AB 744 Amended: 6/23/2015 pdf html	Chau D (Dist 49)	Planning and zoning: density bonuses. This bill would prohibit, at the request of the developer, a city, county, or city and county from imposing a minimum onsite parking requirement on a development that is located within one-half mile of a major transit stop, is a senior housing development, or is a special needs housing development, as those terms are defined. The bill would specify that a city, county, or city and county may impose a maximum onsite parking requirement for a development. In addition, parking requirements for affordable housing developments that qualify for a density bonus (based on dedicating a certain share of total housing units in a development for very low, low-, or moderate-income households) would be capped at 0.5 spaces per bedroom.	Senate Transportation and Housing	New – Recommend Support	This bill would, under certain conditions, eliminate minimum parking requirements. Planning Department staff has asked the City to support this bill.
AB 779 Amended: 6/1/2015 pdf html	Garcia, Cristina D (Dist 58)	Environmental quality: transit priority areas. 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 authorize the Office of Planning and Research to determine that transportation impacts for residential and mixed-use projects in transit priority areas do not meet the threshold of significance.	Senate Rules	Oppose	The bill requires OPR to delay guidelines that address other impacts of traffic in PDAs that seek to reduce GHG emissions to 2017. Latest amendment eliminates the delayed date for guidelines. It clarifies that OPR may determine that residential and mixed-use projects in transit priority areas do not meet the threshold of "significant" for the purposes of CEQA, particularly when the VMT metric is used.
AB 828 Amended: 4/20/2015 pdf html	Low D (Dist 28)	Vehicles: transportation network companies. 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.	Senate Transportation and Housing	Watch	Amended to exclude TNC vehicles from "commercial vehicle" definition under certain conditions.

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Bill #	Author	Description	Status	Position	Comments
AB 869 Amended: 6/18/2015 pdf html	Cooper D (Dist 9)	Public transportation agencies: fare evasion and prohibited conduct. 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 conduct violation may be subject to those criminal penalties.	Senate Third Reading	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
AB 877 Amended: 3/26/2015 pdf html	Chu D (Dist 25)	Transportation. 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 2 year	Watch	This remains a spot bill regarding state transportation funding. This bill also includes language declaring that the Legislature intends to enact legislation to explore a two-tiered road usage charge which would provide that a person who drives a car made in 2005 or before would pay a lesser surcharge than a person who drives a newer vehicle, and would continue to pay the lesser surcharge if he or she purchases a newer, more fuel-efficient vehicle.
AB 886 Amended: 3/26/2015 pdf html	Chau D (Dist 49)	Transportation service network provider: passenger privacy. Would prohibit a transportation service network provider, as defined, from requesting or requiring personally identifiable data, as defined, of a passenger unless the information is used for certain purposes, including establishing, maintaining, and updating a customer's account. The bill would require the transportation service network provider to provide an accountholder with an opportunity to cancel or terminate an account.	Assembly 2 year	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
AB 902 Amended: 3/26/2015 pdf html	Bloom D (Dist 50)	Traffic violations: diversion programs. 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. This bill would make other technical, nonsubstantive changes.	Senate Transportation and Housing	New – Recommend Support	The bill expands the applicability of local diversion programs for Vehicle Code violations not involving a motor vehicle from a “minor’s only” policy to include violators of all ages. A frequent violation that fits this program is running stop sign on a bicycle; the author is seeking to permit adults access to diversion programs for the educational experience and benefit. SFMTA supports this bill.
AB 945 Amended: 5/20/2015 pdf html	Ting D (Dist 19)	Sales and use taxes: exemption: low-emission vehicles. Would, on and after January 1, 2016, until January 1, 2021, provide a partial exemption from sales and use taxes with respect to the sale of specified low-emission vehicles, as provided. This bill contains other related provisions and other existing laws.	Assembly Appropriations Suspense File	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.
AB 1015 Enrollment: 6/23/2015 pdf html	Bloom D (Dist 50)	Parking: car share vehicles. 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 Enrolled	Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
AB 1030 Amended: 5/5/2015 pdf html	Ridley-Thomas D (Dist 54)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would, for projects involving hiring, require priority be given to projects that include partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.	Senate Appropriations	Watch	Requires priority for cap and trade - funded projects by state grant agencies for projects with partnerships with training entities with proven record of placing disadvantaged workers.

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Bill #	Author	Description	Status	Position	Comments
AB 1033 Introduced: 2/26/2015 pdf html	Garcia, Eduardo D (Dist 56)	Infrastructure financing. 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 2 year	Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of P3s.
AB 1087 Introduced: 2/27/2015 pdf html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: high-speed rail. 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 2 year	Watch	This bill would dedicate the 25% share of cap and trade to (1) the ICS, and (2) blended system projects. This would prevent the ultimate project from being fully realized.
AB 1096 Amended: 6/15/2015 pdf html	Chiu D (Dist 17)	Vehicles: electric bicycles. 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.	Senate Appropriations	Watch	This bill pertains to the definition of motorized bikes.
AB 1098 Amended: 3/26/2015 pdf html	Bloom D (Dist 50)	Transportation: congestion management. 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 2 year	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 Congestion Management Plan 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.

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Bill #	Author	Description	Status	Position	Comments
AB 1138 Introduced: 2/27/2015 pdf html	Patterson R (Dist 23)	High-speed rail: eminent domain. 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 2 year	Oppose	Effect of the bill is to stop progress on Initial Construction Segment (ICS) phases of High Speed Rail project.
AB 1160 Amended: 4/14/2015 pdf html	Harper R (Dist 74)	Vehicles: automated traffic enforcement systems. 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 2 year	Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.
AB 1164 Amended: 6/22/2015 pdf html	Gatto D (Dist 43)	Water conservation: drought tolerant landscaping. Would prohibit a city, including a charter city, county, and city and county, from enacting or enforcing any ordinance or regulation that prohibits the installation of synthetic grass or artificial turf on residential property. The bill would additionally state that this is an issue of statewide concern. This bill contains other related provisions.	Senate Governance and Finance	New – Recommend Delete from Matrix	Originally, required Caltrans to develop performance measures in consultation with a host of entities that include county transportation agencies. Amended to prohibit restrictions by local government of installation of artificial grass.
AB 1171 Amended: 6/19/2015 pdf html	Linder R (Dist 60)	Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: projects on expressways. 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: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting.	Senate 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
AB 1176 Amended: 6/1/2015 pdf html	Pereira D (Dist 31)	Vehicular air pollution. Would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources 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.	Senate Environmental Quality	New - Recommend Watch (was 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 opposed an earlier version of 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. We are recommending changing position from oppose to watch since it was amended to eliminate dedication of funds to disadvantaged communities.
AB 1236 Amended: 4/20/2015 pdf html	Chiu D (Dist 17)	Local ordinances: electric vehicle charging stations. 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.	Senate Transportation and Housing	Watch	Subjects electric vehicle charging station to requirement that local governments approve installations.
AB 1250 Amended: 3/19/2015 pdf html	Bloom D (Dist 50)	Vehicles: buses: gross axle weight. Current law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Current law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. 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 Transportation and Housing	Watch	Sponsored by California Transit Association to provide extension of time to reconcile policy differences between local governments and transit agencies over the operation of buses that exceed state legal limits. ADA and CNG tanks added to buses pursuant to state or federal mandates may result in heavy vehicles.

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Bill #	Author	Description	Status	Position	Comments
AB 1265 Amended: 4/29/2015 pdf html	Perea D (Dist 31)	Transportation projects: comprehensive development lease agreements. 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 2 year	Support	Extends public private partnership (P3) law through 2030. Similar bill introduced in Special Session: ABX1 - 2 (Perea).
AB 1284 Amended: 4/8/2015 pdf html	Baker R (Dist 16)	Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee. 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.	Senate Appropriations	Watch	Subjects BATA to open meeting Act requirements.
AB 1287 Amended: 6/18/2015 pdf html	Chiu D (Dist 17)	Vehicles: parking violations. Current law requires San Francisco to provide to the transportation and judiciary committees of the Legislature, no later than March 1, 2015, an evaluation of the effectiveness and impact on privacy of video imaging parking violations occurring in transit-only traffic lanes if San Francisco installs automated forward-facing parking control devices on city-owned public transit vehicles for that purpose. This bill would delete obsolete provisions requiring the evaluation and would also delete the repeal date for San Francisco's authority to install the parking control devices, thereby extending the operation of those provisions indefinitely.	Senate Judiciary	Support	Grants city of San Francisco extended authority to install cameras on transit vehicles for enforcement of parking violations.

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Bill #	Author	Description	Status	Position	Comments
AB 1335 Amended: 6/3/2015 pdf html	Atkins D (Dist 78)	Building Homes and Jobs Act. 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 Third Reading	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.
AB 1336 Amended: 3/26/2015 pdf html	Salas D (Dist 32)	California Global Warming Solutions Act of 2006: disadvantaged communities. Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires a minimum of 25% of the available moneys in the fund to be allocated to projects that provide benefits to disadvantaged communities. This bill instead would require a minimum of 40% of the available moneys in the fund to be allocated to projects that provide benefits to disadvantaged communities.	Assembly 2 year	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.
AB 1360 Amended: 5/13/2015 pdf html	Ling D (Dist 19)	Charter-party carriers of passengers: individual fare exemption. Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a rideshare program operated by a transportation network company that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, and is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a single passenger traveling alone.	Senate Energy, Utilities and Communications	Watch	TNCs have recently started services to allow riders to be picked up at similar locations and share a driver and carpool at reduced fares. This bill would permit a TNC to operate a rideshare program and charge individual fares, provided that the individual fare is less than for the same ride it would be for a single passenger riding alone.

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Bill #	Author	Description	Status	Position	Comments
AB 1364 Introduced: 2/27/2015 pdf html	Linder R (Dist 60)	California Transportation Commission. Current law vests the California Transportation Commission 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 2 year	Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.
AB 1384 Introduced: 2/27/2015 pdf html	Baker R (Dist 16)	Toll facilities: Metropolitan Transportation Commission (MTC) 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 2 year	Watch	Spot bill relating to fiscal relationship between BATA and MTC.
AB 1422 Introduced: 4/22/2015 pdf html	Cooper D (Dist 9)	Transportation network companies. This bill would require a transportation network company to participate in the Department of Motor Vehicles' pull-notice system to regularly check the driving records of a participating driver regardless of whether the participating driver is an employee or an independent contractor of the transportation network company. Because a violation of this requirement would be a crime, the bill would impose a state-mandated local program.	Senate Transportation	New – Recommend Watch	This bill would require transportation network companies to participate in the Department of Motor Vehicles' (DMV) employer pull-notice (EPN) system to regularly check the driving records of a participating driver. Similar to AB 24 (Nazarian).
AB 1486 Introduced: 2/27/2015 pdf html	Obermolte R (Dist 33)	Vehicles: toll highways. 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 2 year	Watch	Spot bill pertaining to toll highways.

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Bill #	Author	Description	Status	Position	Comments
ABX11 Introduced: 6/23/2015 pdf html	Alejo D (Dist 30)	Transportation funding. 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 Print	New - Recommend Support	This bill mandates that State General Fund loans from transportation revenues be repaid.
ABX12 Introduced: 6/25/2015 pdf html	Perea D (Dist 31)	Transportation projects: comprehensive development lease agreements. 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. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	Assembly Print	New - Recommend Support	Extends public private partnership (P3) law indefinitely. Similar to AB 1265 (Perea).
ACA 4 Introduced: 2/27/2015 pdf html	Frazier D (Dist 11)	Local government transportation projects: special taxes: voter approval. 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.

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Bill #	Author	Description	Status	Position	Comments
SB 1 Introduced: 12/1/2014 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. 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	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.
SB 5 Introduced: 12/1/2014 pdf html	Vidak R (Dist 14)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. 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	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.
SB 8 Amended: 2/10/2015 pdf html	Hertzberg D (Dist 18)	Taxation. 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 2 year	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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Bill #	Author	Description	Status	Position	Comments
SB 9 Amended: 6/23/2015 pdf html	Beall D (Dist 15)	Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program (TIRCP). Current law establishes the Transit and Intercity Rail Capital Program, which receives 10% of the annual proceeds of the Greenhouse Gas Reduction Fund as a continuous appropriation, to fund capital improvements and operational investments to modernize California's rail systems to achieve certain policy objectives. This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, expanding and improving transit services to increase ridership, and improving transit safety.	Assembly Natural Resources	Watch	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. Amended to delete requirement that 90% of funds are for large projects that cost more than \$100 million. In late June CalSTA announced the award of \$225 million in TIRCP funds, including \$41 million to the San Francisco Municipal Transportation Agency (SFMTA) for its Light Rail Vehicle Expansion project. SFMTA is targeting this program to pay back funds committed by the Metropolitan Transportation Commission.
SB 16 Amended: 6/1/2015 pdf html	Beall D (Dist 15)	Transportation funding. 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 Third Reading	New – Support and Seek Amendment (was watch)	Latest amendments would provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. Raises gas tax .10 cents per gal., diesel .12 cents per gal., Vehicle Registration Fee (VRF) by \$35 and Vehicle License Fee (VLF) by .35%. We are working with the Mayor's office and partner agencies to seek amendments that would provide flexibility to use funds for transit and to make the revenue measures permanent. We are also concerned that the 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. Similar bill introduced in Special Session: SBX1-1 (Beall).

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Bill #	Author	Description	Status	Position	Comments
SB 34 Amended: 4/22/2015 pdf html	Hill D (Dist 13)	Automated license plate recognition (ALPR) systems: use of data. 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.	Assembly Privacy and Consumer Protection	Watch	The bill is intended to enhance the automated license plate recognition end-user data collection.
SB 39 Amended: 4/8/2015 pdf html	Pavley D (Dist 27)	Vehicles: high-occupancy vehicle (HOV) lanes. 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 an unspecified amount. This bill contains other related provisions and other current laws.	Assembly Transportation	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. The Transportation Budget Trailer Bill, AB 95, increased the number of decals from 70,000 to 85,000.
SB 59 Introduced: 12/19/2014 pdf html	Knight R (Dist 0)	Vehicles: high-occupancy vehicle (HOV) lanes. 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 2 year	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.
SB 64 Amended: 6/24/2015 pdf html	Liu D (Dist 25)	California Transportation Plan. The California Transportation Commission (CTC) is required to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. This bill would require that the annual report also include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system.	Assembly Appropriations	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.
SB 154 Introduced: 2/2/2015 pdf html	Huff R (Dist 29)	California Environmental Quality Act. 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 2 year	Watch	This is a CEQA spot bill.

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Bill #	Author	Description	Status	Position	Comments
SB 158 Amended: 3/26/2015 pdf html	Huff R (Dist 29)	Transportation projects: comprehensive development lease agreements. 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 2 year	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 L.A county.
SB 166 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Environmental Quality Act. 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 2 year	Watch	CEQA spot bill.
SB 167 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006. 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 2 year	Watch	Spot bill that addresses AB 32 regulatory process.
SB 192 Amended: 4/30/2015 pdf html	Liu D (Dist 25)	Bicycles: helmets. Would require the Office of Traffic Safety, in coordination with the Department of the California Highway Patrol, 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 2 year	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.

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Bill #	Author	Description	Status	Position	Comments
SB 254 Amended: 6/2/2015 pdf html	Allen D (Dist 26)	State highways: relinquishment. Current law provides for the California Transportation Commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation.	Assembly Transportation	Watch	This bill authorizes the California Transportation Commission (CTC) to relinquish portions of the state highway system to a county or city without legislative action. This process would not apply to route segments on the interregional road system in statute.
SB 321 Amended: 5/27/2015 pdf html	Beall D (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Would, for the 2015-16 fiscal year and each fiscal year thereafter, require the State Board of Equalization, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the excise tax rate on motor vehicle fuel 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 existing law to maintain revenue neutrality for each year . This bill contains other related provisions and other existing laws.	Assembly Revenue and Taxation	Support	This bill would provide more flexibility to the Board of Equalization in establishing 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.
SB 413 Amended: 6/22/2015 pdf html	Wiecekowski D (Dist 10)	Public transit: prohibited conduct. Current law makes it a crime, punishable as an infraction, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise on the facilities, vehicles, or property of the public transportation system, in specified circumstances. This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle.	Assembly Public Safety	Support - if Amended	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. Adopted a support if amended position with direction to seek an amendment to provide relief for minors from having infractions on their permanent records, which was a concern for Finance Committee members in May. However, the bill still does not provide for relief for minors from records.

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Bill #	Author	Description	Status	Position	Comments
SB 433 Amended: 5/7/2015 pdf html	Berryhill R (Dist 8)	Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. Would, for the 2016-17 fiscal year to the 2020-21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year, 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.	Assembly Revenue and Taxation	Watch	Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.
SB 491 Amended: 6/29/2015 pdf html	Committee on Transportation and Housing	Transportation: omnibus bill. 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.	Assembly Transportation	Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.
SB 508 Amended: 5/12/2015 pdf html	Beall D (Dist 15)	Transportation funds: transit operators: pedestrian safety. 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 fuel, insurance, and claims settlement cost increases beyond the change in the Consumer Price Index. The bill would also exempt startup costs for new transit services for up to 2 years.	Assembly Transportation	Watch	Updates decades-old mass transit program efficiency standards. Sponsored by California Transit Association.
SB 516 Amended: 5/22/2015 pdf html	Fuller R (Dist 16)	Transportation: motorist aid services. Current law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Current law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. This bill would require each service authority to determine how those moneys received by it are to be used by the service authority for the implementation, maintenance, and operations of a motorist aid system, including call boxes.	Assembly Appropriations	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
SB 564 Introduced: 2/26/2015 pdf html	Cannella R (Dist 12)	Vehicles: school zone fines. 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.	Assembly Transportation	Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor. SFMTA has also adopted a support position on this bill.
SB 595 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. 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 2 year	Watch	Spot bill related to school zone speeds; part of a larger school traffic safety package.
SB 632 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. 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 2 year	Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.
SB 698 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Active Transportation Program (ATP): school zone safety projects. 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 2 year	Watch	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade.

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
SB 782 Introduced: 2/27/2015 pdf html	Allen D (Dist 26)	State highways: relinquishment. 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 2 year	Watch	This is a spot bill that is intended to streamline state highway relinquishments.
SBX11 Introduced: 6/22/2015 pdf html	Beall D (Dist 15)	Transportation funding. 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.	Senate Transportation and Housing	New - Recommend Support and Seek Amendment	Latest amendments would provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. Raises gas tax .10 cents per gal., diesel .12 cents per gal., Vehicle Registration Fee (VRF) by \$35 and Vehicle License Fee (VLF) by .35%. We are working with the Mayor's office and partner agencies to seek amendments that would provide flexibility to use funds for transit and to make the revenue measures permanent. We are also concerned that the 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. This bill is similar to SB 16 (Beall).

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
SBX12 Introduced: 6/30/2015 pdf html	Huff R (Dist 29)	Greenhouse Gas Reduction Fund. Existing law continuously appropriates 60% of the annual proceeds of the fund to various purposes, including high-speed rail, transit and intercity rail capital, low-carbon transit operations, and affordable housing and sustainable communities. This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.	From Printer	New – Recommend Oppose	The bill seeks to transfer from current Cap and Trade permanent allocations for High Speed Rail, rail and transit programs the amount of revenues attributable to the transportation fuels sector and make them available for public streets and highways. The fuels sector is estimated to provide an amount of auction revenues estimated to be equal to 10 cents per gallon of fuel. The effect of this would be to greatly reduce the amount of revenues available for programs like the Transit Intercity Rail Capital program in which SF Muni was successful in competing, receiving \$41 million for its Light Rail Vehicle Expansion project. Prohibits new bond sales for High Speed Rail, except for funding of book end projects and Connectivity Program projects. Further, unspent bonds already sold would be used to retire existing Prop 1A high speed bond debt. The effect of this bill would be to halt the High Speed Rail project, even though much desirable regional projects would be left untouched.
SBX13 Introduced: 7/1/2015 pdf html	Vidak R (Dist 14)	Transportation bonds: highway, street, and road projects. This bill 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 would require redirection of the unspent proceeds 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 June 7, 2016, statewide primary election.	From Printer	New – Recommend Oppose	
SBX14 Introduced: 7/7/2015 pdf html	Beall D (Dist 15)	Transportation funding. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	Senate Second Reading	New – Recommend Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
SBX15 Introduced: 7/7/2015 pdf html	Beall D (Dist 15)	Transportation funding. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.		New – Recommend Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
SCA 5 Amended: 6/9/2015 pdf html	Hancock D (Dist 9)	<p>Local government finance. Would exempt from taxation an amount up to \$500,000 of tangible personal property used exclusively for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.</p> <p>Motor vehicle fees and taxes: restriction on expenditures. Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.</p>	Senate Governance and Finance	New – Recommend Delete from Matrix	<p>Was previously a bill to specify that the voter approval requirement is 55% for local government special taxes.</p> <p>Recommending removing bill from the matrix because it no longer relates to transportation. Previously adopted a support position.</p>
SCAX11 Introduced: 6/19/2015 pdf html	Huff R (Dist 29)		Senate Transportation and Housing	New - Recommend Support	Intended to protect new revenues generated by new transportation taxes or fees.

Total Measures: 89

Total Tracking Forms: 89



Memorandum

Date: 08.26.15 **RE:** Citizens Advisory Committee
September 2, 2015

To: Citizens Advisory Committee

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

Subject: **INFORMATION** – Investment Report for the Quarter Ended June 30, 2015

Summary

The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented quarterly. As year-end closing is just wrapping up, the investment report for the quarter ended June 30, 2015 is presented independently. Following the annual audit, the Basic Financial Statements will be presented to the Citizens Advisory Committee along with the results of the fiscal audit, single audit, and management review.

BACKGROUND

The Transportation Authority's Investment Policy (Resolution 15-31) directs a submittal of portfolio compliance with the Investment Policy at the end of the quarter. Usually, this is presented in conjunction with, and in the context of, a quarterly Internal Accounting Report. However, since fiscal year-end project accruals are still being submitted, the Internal Accounting Report is not available at this time.

DISCUSSION

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 I 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. As of June 30, 2015, the Transportation Authority's bank accounts total to \$83 million and approximately 53% of this amount was invested in the City and County of San Francisco Treasury Pool. The remaining funds are held in bank accounts for daily operations. These investments are in compliance with the Transportation Authority's Board-adopted Investment Policy and provide sufficient liquidity to meet expenditure requirements for the next six months. Attachment 1 is the investment report furnished by the Office of the Treasurer and Tax Collector for the period ending on June 30, 2015.

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachment:

1. City and County of San Francisco Investment Report for the Month of June 2015

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



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

José Cisneros, Treasurer

Investment Report for the month of June 2015

July 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 June 30, 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 June 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>	<u>Current Month</u>		<u>Prior Month</u>	
	<u>Fiscal YTD</u>	<u>June 2015</u>	<u>Fiscal YTD</u>	<u>May 2015</u>
Average Daily Balance	\$ 6,333	\$ 7,126	\$ 6,262	\$ 7,274
Net Earnings	47.25	3.91	43.35	4.40
Earned Income Yield	0.75%	0.67%	0.75%	0.71%

CCSF Pooled Fund Statistics *

<i>(in \$ million)</i>	<u>% of Portfolio</u>	<u>Book Value</u>	<u>Market Value</u>	<u>Wtd. Avg. Coupon</u>	<u>Wtd. Avg. YTM</u>	<u>WAM</u>
Investment Type						
U.S. Treasuries	6.84%	\$ 472.2	\$ 477.9	1.09%	1.20%	410
Federal Agencies	59.62%	4,162.8	4,166.1	0.84%	0.74%	694
State & Local Government						
Agency Obligations	4.56%	321.5	318.7	1.84%	0.61%	357
Public Time Deposits	0.01%	1.0	1.0	0.58%	0.58%	309
Negotiable CDs	10.37%	725.0	724.8	0.43%	0.43%	428
Commercial Paper	5.72%	400.0	400.0	0.00%	0.09%	1
Medium Term Notes	8.79%	615.8	613.9	0.78%	0.40%	375
Money Market Funds	4.08%	285.1	285.1	0.04%	0.04%	1
Totals	<u>100.0%</u>	<u>\$ 6,983.3</u>	<u>\$ 6,987.3</u>	<u>0.78%</u>	<u>0.64%</u>	<u>536</u>

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, Reeta Madhavan, Charles Perl
 Ben Rosenfield, Controller, Office of the Controller
 Tonia Lediju, Internal Audit, Office of the Controller
 Cynthia Fong, Deputy Director for Finance & Administration, San Francisco County Transportation Authority
 Carol Lu, Budget Analyst
 San Francisco Public Library

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

Portfolio Summary

Pooled Fund

As of June 30, 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	\$ 475.0	\$ 472.2	\$ 477.9	101.21	6.84%	100%	Yes		
Federal Agencies	4,153.5	4,162.8	4,166.1	100.08	59.62%	100%	Yes		
State & Local Government									
Agency Obligations	316.4	321.5	318.7	99.10	4.56%	20%	Yes		
Public Time Deposits	1.0	1.0	1.0	100.00	0.01%	100%	Yes		
Negotiable CDs	725.0	725.0	724.8	99.97	10.37%	30%	Yes		
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes		
Commercial Paper	400.0	400.0	400.0	100.00	5.72%	25%	Yes		
Medium Term Notes	612.7	615.8	613.9	99.68	8.79%	25%	Yes		
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes		
Reverse Repurchase/									
Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes		
Money Market Funds	285.1	285.1	285.1	100.00	4.08%	10%	Yes		
LAIF	-	-	-	-	0.00%	\$50mm	Yes		
Supranationals	-	-	-	-	0.00%	5%	Yes		
TOTAL	\$ 6,968.7	\$ 6,983.3	\$ 6,987.3	100.06	100.00%	-	Yes		

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

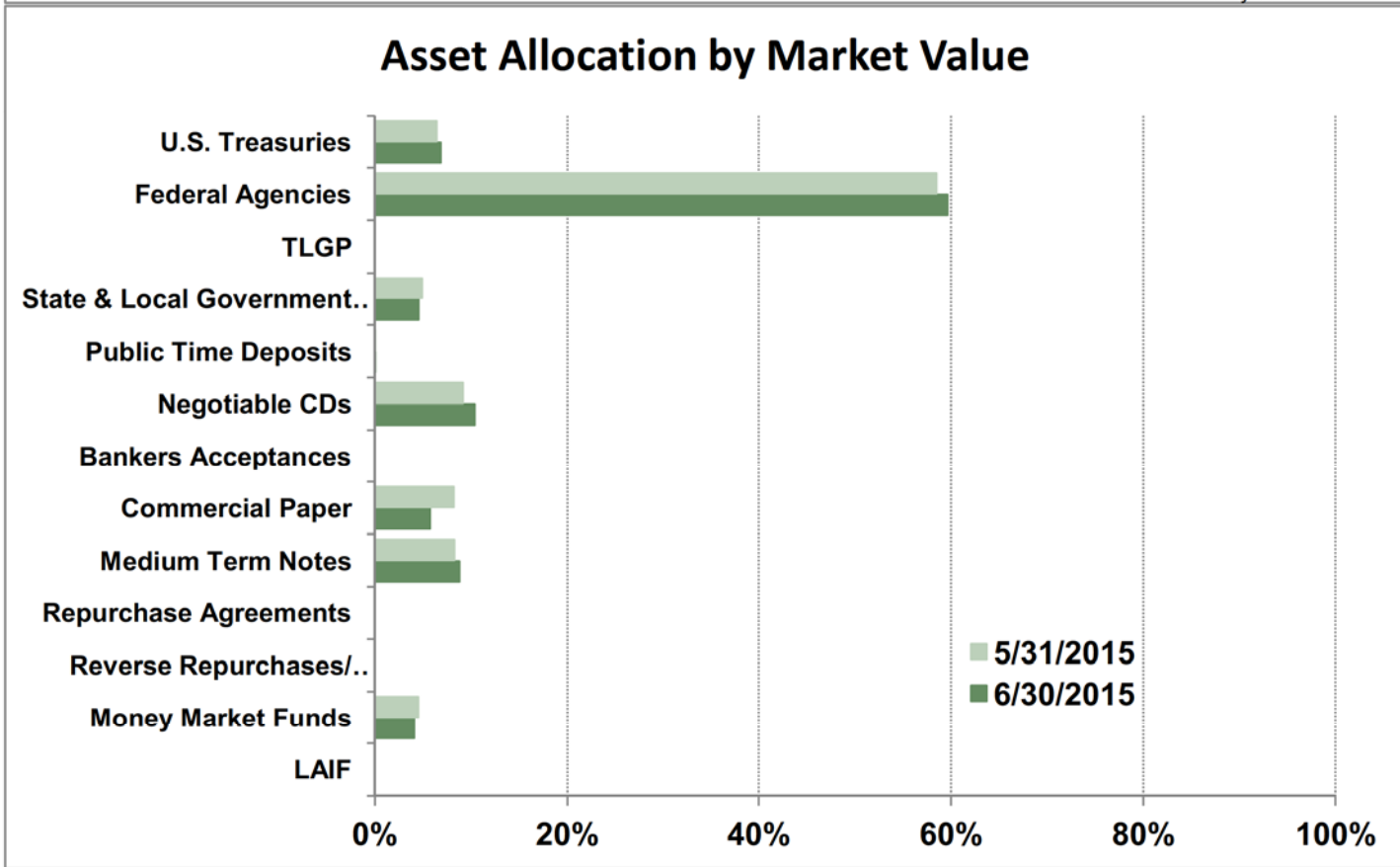
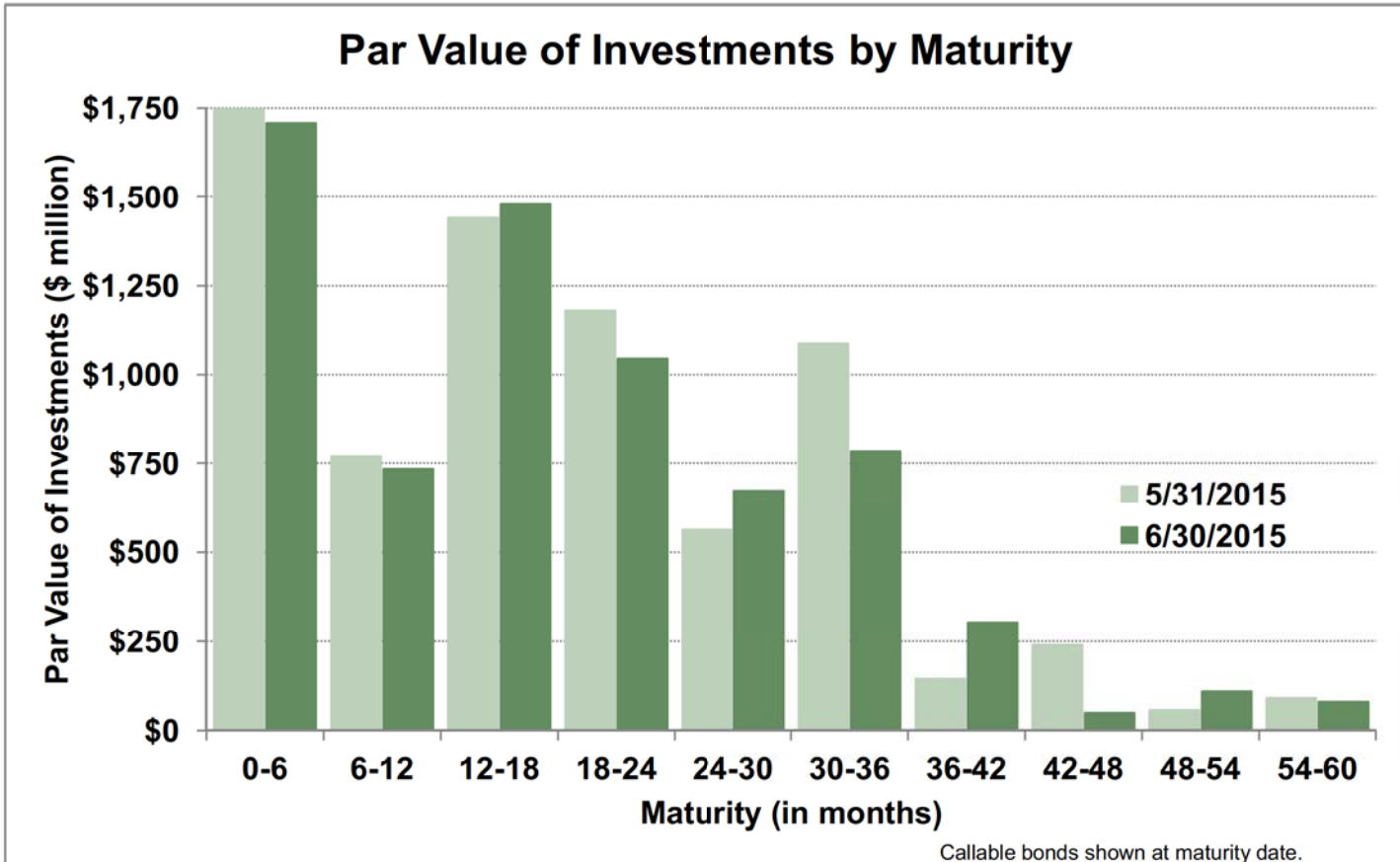
Please note the information in this report does not include cash balances. Due to fluctuations in the market value of the securities held in the Pooled Fund and changes in the City's cash position, the allocation limits may be exceeded on a post-trade compliance basis. In these instances, no compliance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

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

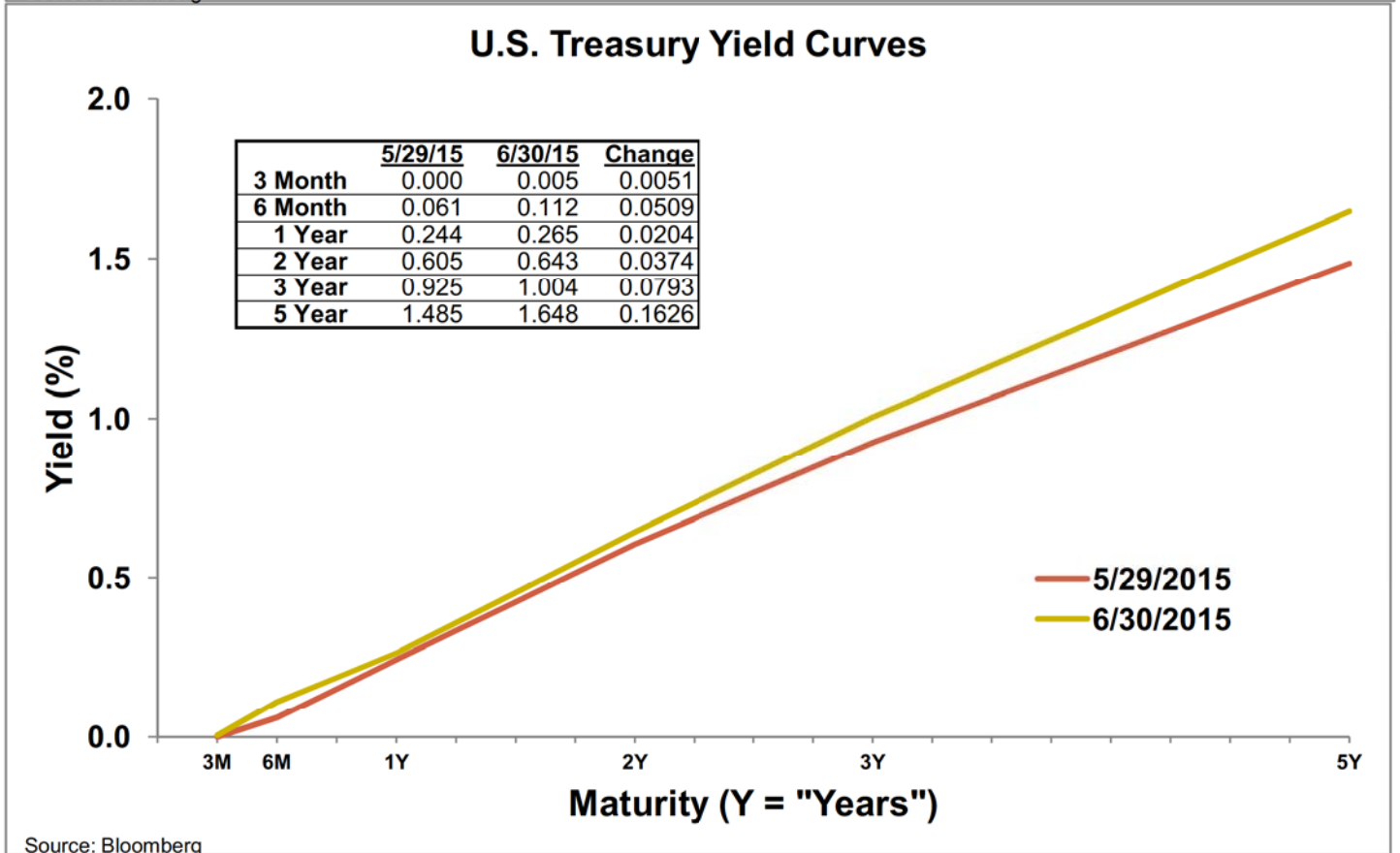
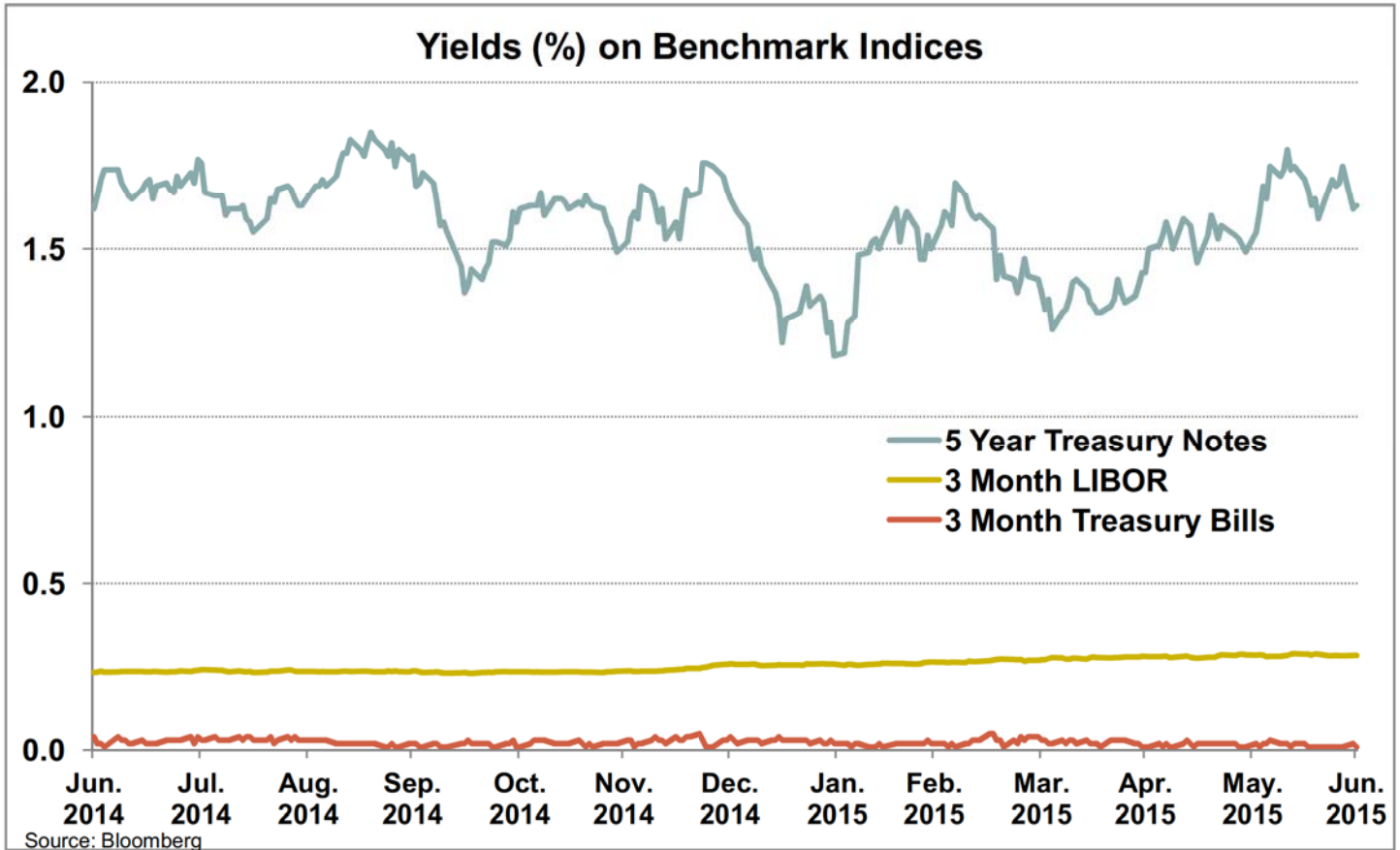
Totals may not add due to rounding.

Portfolio Analysis

Pooled Fund



Yield Curves



Investment Inventory Pooled Fund

As of June 30, 2015

Type of Investment	CUSIP	Issuer 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	0.34	1.25	\$ 25,000,000	\$ 25,609,375	\$ 25,052,801	\$ 25,097,750
U.S. Treasuries	912828PJ3	US TSY NT	12/16/10	11/30/15	0.42	1.38	50,000,000	49,519,531	49,959,651	50,269,500
U.S. Treasuries	912828PJ3	US TSY NT	12/16/10	11/30/15	0.42	1.38	50,000,000	49,519,531	49,959,651	50,269,500
U.S. Treasuries	912828PJ3	US TSY NT	12/23/10	11/30/15	0.42	1.38	50,000,000	48,539,063	49,876,837	50,269,500
U.S. Treasuries	912828RJ1	US TSY NT	10/11/11	9/30/16	1.24	1.00	75,000,000	74,830,078	74,957,239	75,568,500
U.S. Treasuries	912828RM4	US TSY NT	12/26/13	10/31/16	1.33	1.00	25,000,000	25,183,594	25,086,148	25,189,500
U.S. Treasuries	912828RX0	US TSY NT	2/25/14	12/31/16	1.49	0.88	25,000,000	25,145,508	25,076,811	25,146,500
U.S. Treasuries	912828SJ0	US TSY NT	3/21/12	2/28/17	1.65	0.88	25,000,000	24,599,609	24,865,132	25,134,750
U.S. Treasuries	912828SJ0	US TSY NT	3/14/12	2/28/17	1.65	0.88	75,000,000	74,771,484	74,923,324	75,404,250
U.S. Treasuries	912828SM3	US TSY NT	4/4/12	3/31/17	1.74	1.00	50,000,000	49,835,938	49,942,461	50,383,000
Subtotals					1.11	1.09	\$ 475,000,000	\$ 472,153,320	\$ 474,565,187	\$ 477,867,500

Federal Agencies	31315PDZ9	FARMER MAC	11/22/13	7/22/15	0.06	2.38	\$ 15,000,000	\$ 15,511,350	\$ 15,017,691	\$ 15,019,650
Federal Agencies	313384J77	FED HOME LN DISCOUNT NT	5/29/15	7/29/15	0.00	0.00	24,990,000	24,987,036	24,987,036	24,989,611
Federal Agencies	313383V81	FEDERAL HOME LOAN BANK	12/12/13	8/28/15	0.16	0.38	9,000,000	9,014,130	9,001,313	9,003,870
Federal Agencies	313384LM9	FED HOME LN DISCOUNT NT	6/10/15	9/9/15	0.19	0.00	50,000,000	49,989,131	49,989,131	49,997,083
Federal Agencies	3133EDEK4	FEDERAL FARM CREDIT BANK	6/10/15	9/10/15	0.20	0.25	1,500,000	1,501,415	1,501,306	1,500,285
Federal Agencies	3137EACM9	FREDDIE MAC	12/15/10	9/10/15	0.20	1.75	50,000,000	49,050,000	49,961,012	50,153,000
Federal Agencies	313370JB5	FEDERAL HOME LOAN BANK	12/15/10	9/11/15	0.20	1.75	75,000,000	73,587,000	74,941,227	75,237,000
Federal Agencies	31315PGT0	FARMER MAC	6/10/15	9/15/15	0.21	2.13	2,245,000	2,267,937	2,265,409	2,254,115
Federal Agencies	31315PGT0	FARMER MAC	9/15/10	9/15/15	0.21	2.13	45,000,000	44,914,950	44,996,460	45,182,700
Federal Agencies	3133ECJ1	FEDERAL FARM CREDIT BANK	4/24/13	9/18/15	0.22	0.17	16,200,000	16,198,073	16,199,826	16,200,810
Federal Agencies	31398A377	FANNIE MAE	10/14/11	9/21/15	0.23	2.00	25,000,000	25,881,000	25,050,238	25,104,750
Federal Agencies	3133EJF6	FEDERAL FARM CREDIT BANK	11/30/12	9/22/15	0.06	0.21	27,953,000	27,941,120	27,952,039	27,959,429
Federal Agencies	31398A4M1	FANNIE MAE	12/15/10	10/26/15	0.32	1.63	25,000,000	24,317,500	24,955,038	25,118,250
Federal Agencies	31398A4M1	FANNIE MAE	12/23/10	10/26/15	0.32	1.63	42,000,000	40,924,380	41,928,819	42,198,660
Federal Agencies	31331J2S1	FEDERAL FARM CREDIT BANK	12/15/10	11/16/15	0.38	1.50	25,000,000	24,186,981	24,937,565	25,117,000
Federal Agencies	3133ECLZ5	FEDERAL FARM CREDIT BANK	5/8/13	11/19/15	0.05	0.19	25,000,000	24,997,000	24,999,543	25,006,000
Federal Agencies	313371ZY5	FEDERAL HOME LOAN BANK	12/3/10	12/11/15	0.45	1.88	25,000,000	24,982,000	24,998,400	25,190,250
Federal Agencies	3130A3P81	FEDERAL HOME LOAN BANK	12/29/14	1/29/16	0.45	1.88	50,000,000	49,871,500	49,988,510	50,380,500
Federal Agencies	313375RN9	FEDERAL HOME LOAN BANK	12/29/14	1/29/16	0.58	0.25	25,000,000	25,000,000	25,000,000	25,004,250
Federal Agencies	3133XXP43	FEDERAL HOME LOAN BANK	4/13/12	3/11/16	0.70	1.00	22,200,000	22,357,620	22,228,036	22,295,904
Federal Agencies	3133EJAJ3	FEDERAL HOME LOAN BANK	12/12/13	3/11/16	0.69	3.13	14,000,000	14,848,400	14,262,797	14,273,140
Federal Agencies	3135G0V48	FANNIE MAE	4/12/12	3/28/16	0.74	1.05	25,000,000	25,220,750	25,041,372	25,140,500
Federal Agencies	3135P1F76	FARMER MAC	12/13/13	3/30/16	0.75	0.50	25,000,000	25,022,250	25,007,249	25,034,750
Federal Agencies	313379Z21	FARMER MAC	4/1/13	4/1/16	0.00	0.18	50,000,000	50,000,000	50,000,000	50,020,500
Federal Agencies	3133EJW77	FEDERAL HOME LOAN BANK	4/18/12	4/18/16	0.80	0.81	20,000,000	19,992,200	19,998,441	20,073,400
Federal Agencies	3133EDB35	FEDERAL FARM CREDIT BANK	11/20/13	5/9/16	0.86	0.65	22,650,000	22,746,489	22,683,519	22,702,095
Federal Agencies	31335PB73	FARMER MAC	1/15/14	6/2/16	0.01	0.21	50,000,000	49,991,681	49,996,774	50,037,000
Federal Agencies	313373S26	FEDERAL HOME LOAN BANK	2/9/12	6/9/16	0.94	0.90	10,000,000	10,000,000	10,000,000	10,064,800
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	10/23/14	6/10/16	0.94	2.13	28,000,000	28,790,468	28,454,440	28,454,440
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	9/4/14	6/13/16	0.94	5.63	8,620,000	9,380,715	9,028,532	9,036,087
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	5/30/13	6/13/16	0.94	5.63	14,195,000	16,259,095	14,842,122	14,880,193
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	5/20/13	6/13/16	0.94	5.63	16,925,000	19,472,890	17,716,666	17,741,970
Federal Agencies	3133EDDP4	FEDERAL FARM CREDIT BANK	2/11/14	6/17/16	0.96	0.52	50,000,000	50,062,000	50,025,466	50,098,500
Federal Agencies	3130A1BK3	FEDERAL HOME LOAN BANK	3/24/14	6/24/16	0.98	0.60	25,000,000	25,000,000	25,000,000	25,017,000
Federal Agencies	3135G0XP3	FANNIE MAE	3/25/14	7/5/16	1.01	0.38	50,000,000	49,753,100	49,890,333	49,987,500
Federal Agencies	31315PA25	FARMER MAC	3/26/13	7/27/16	1.06	2.00	11,900,000	12,440,498	12,073,811	12,099,563

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	31315PA25	FARMER MAC	3/26/13	7/27/16	1.06	2.00	14,100,000	14,735,205	14,304,266	14,336,457
Federal Agencies	31315PA25	FARMER MAC	7/27/11	7/27/16	2.00	2.00	15,000,000	14,934,750	14,986,000	15,251,550
Federal Agencies	31315PA25	FARMER MAC	3/26/14	7/27/16	1.06	2.00	20,000,000	20,643,350	20,295,308	20,335,400
Federal Agencies	3134G4UC0	FREDDIE MAC	11/20/14	7/29/16	1.08	0.65	15,000,000	15,022,500	15,014,368	15,004,350
Federal Agencies	3135G0YE7	FANNIE MAE	3/17/14	8/26/16	1.15	0.63	50,000,000	50,124,765	50,058,960	50,120,500
Federal Agencies	31315PQB8	FARMER MAC	10/29/13	9/1/16	1.16	1.50	7,000,000	7,156,240	7,064,423	7,086,730
Federal Agencies	313370TW8	FEDERAL HOME LOAN BANK	10/11/11	9/9/16	1.18	2.00	25,000,000	25,727,400	25,176,683	25,451,750
Federal Agencies	313370TW8	FEDERAL HOME LOAN BANK	11/5/14	9/9/16	1.18	2.00	25,000,000	25,662,125	25,428,318	25,451,750
Federal Agencies	3133EDH21	FEDERAL FARM CREDIT BANK	3/14/14	9/14/16	0.04	0.21	50,000,000	49,993,612	49,996,921	50,036,500
Federal Agencies	3134G4XW3	FREDDIE MAC	3/26/14	9/26/16	1.23	0.60	25,000,000	25,000,000	25,000,000	24,991,000
Federal Agencies	3130A1CD8	FEDERAL HOME LOAN BANK	1/9/15	9/28/16	1.24	1.13	25,000,000	25,137,500	25,046,708	25,065,250
Federal Agencies	313378UB5	FEDERAL HOME LOAN BANK	10/23/14	10/11/16	1.27	1.13	5,000,000	5,060,200	5,039,184	5,039,250
Federal Agencies	3133EDJA1	FEDERAL HOME CREDIT BANK	11/3/14	10/11/16	0.03	0.21	25,000,000	24,993,750	24,996,800	25,018,500
Federal Agencies	3130A3CE2	FEDERAL HOME LOAN BANK	4/11/14	10/14/16	1.28	0.63	40,000,000	40,032,000	40,021,198	40,053,600
Federal Agencies	3137EADS5	FREDDIE MAC	3/3/14	10/14/16	1.28	0.88	25,000,000	25,200,250	25,098,659	25,140,000
Federal Agencies	3136G1WP0	FANNIE MAE	11/4/13	11/4/16	1.33	1.50	18,000,000	18,350,460	18,060,490	18,076,860
Federal Agencies	3134G5LS2	FREDDIE MAC	11/17/14	11/17/16	1.38	0.60	25,000,000	25,000,000	25,000,000	24,975,000
Federal Agencies	3130A3J70	FEDERAL HOME LOAN BANK	11/17/14	11/23/16	1.39	0.63	25,000,000	24,990,000	24,993,066	25,015,250
Federal Agencies	313381GA7	FEDERAL HOME LOAN BANK	11/30/12	11/30/16	1.41	0.57	23,100,000	23,104,389	23,101,556	23,106,237
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	11/6/14	12/9/16	1.43	1.63	25,000,000	25,513,000	25,353,863	25,382,250
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	12/4/14	12/9/16	1.43	1.63	25,000,000	25,486,750	25,348,529	25,382,250
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	12/12/14	12/9/16	1.43	1.63	25,000,000	25,447,500	25,323,946	25,382,250
Federal Agencies	3130A12F4	FEDERAL HOME LOAN BANK	3/19/14	12/19/16	1.46	0.70	20,500,000	20,497,950	20,498,906	20,509,225
Federal Agencies	313381KR5	FEDERAL HOME LOAN BANK	12/28/12	12/28/16	1.49	0.63	9,000,000	9,000,000	9,000,000	8,988,930
Federal Agencies	313381KR5	FEDERAL HOME LOAN BANK	12/28/12	12/28/16	1.49	0.63	13,500,000	13,500,000	13,500,000	13,483,395
Federal Agencies	3134G5VG7	FREDDIE MAC	12/29/14	12/29/16	1.49	0.78	8,000,000	8,000,000	8,000,000	8,018,480
Federal Agencies	3130A3QU1	FEDERAL HOME LOAN BANK	12/30/14	12/30/16	1.49	0.75	50,000,000	50,000,000	50,000,000	50,115,500
Federal Agencies	3130A3QU1	FEDERAL HOME LOAN BANK	12/30/14	12/30/16	1.49	0.75	50,000,000	50,000,000	50,000,000	50,022,000
Federal Agencies	3134G33C2	FREDDIE MAC	1/3/13	1/3/17	1.50	0.60	14,000,000	14,000,000	14,000,000	13,987,820
Federal Agencies	3133ECB37	FEDERAL FARM CREDIT BANK	12/20/12	1/12/17	1.53	0.58	14,000,000	14,000,000	14,000,000	13,987,820
Federal Agencies	31315PWW5	FARMER MAC	5/4/12	1/17/17	1.53	1.01	49,500,000	49,475,250	49,491,851	49,781,160
Federal Agencies	3133EDRD6	FEDERAL FARM CREDIT BANK	12/12/14	1/30/17	0.08	0.15	50,000,000	49,981,400	49,986,193	49,972,000
Federal Agencies	313378GQ9	FEDERAL HOME LOAN BANK	1/10/13	2/13/17	1.61	1.00	67,780,000	68,546,456	68,084,019	68,175,157
Federal Agencies	3133EDFW7	FEDERAL FARM CREDIT BANK	2/27/14	2/27/17	0.07	0.24	50,000,000	50,000,000	50,000,000	50,063,500
Federal Agencies	3133782N0	FEDERAL HOME LOAN BANK	12/15/14	3/10/17	1.68	0.88	50,000,000	50,058,500	50,044,305	50,169,500
Federal Agencies	3133EDP30	FEDERAL FARM CREDIT BANK	10/3/14	3/24/17	0.07	0.23	26,000,000	26,009,347	26,006,542	26,026,780
Federal Agencies	3134G4XM5	FREDDIE MAC	3/28/14	3/28/17	1.73	0.78	25,000,000	25,000,000	25,000,000	25,033,250
Federal Agencies	3133EDZW5	FEDERAL FARM CREDIT BANK	10/29/14	3/29/17	0.08	0.21	25,000,000	24,999,750	24,999,819	25,017,500
Federal Agencies	31315PTQ2	FARMER MAC	4/10/12	4/10/17	1.76	1.26	12,500,000	12,439,250	12,478,408	12,599,250
Federal Agencies	3133ECLL6	FEDERAL FARM CREDIT BANK	4/17/13	4/17/17	1.79	0.60	10,000,000	10,000,000	10,000,000	9,985,700
Federal Agencies	31315PUQ0	FARMER MAC	4/26/12	4/26/17	1.81	1.13	10,500,000	10,500,000	10,500,000	10,570,770
Federal Agencies	3137EADF3	FREDDIE MAC	5/14/12	5/12/17	1.85	1.25	25,000,000	25,133,000	25,049,656	25,279,500
Federal Agencies	31315PZQ5	FARMER MAC	12/28/12	6/5/17	1.91	1.11	9,000,000	9,122,130	9,053,149	9,030,690
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12/19/14	6/9/17	1.93	1.00	12,000,000	12,016,300	12,016,300	12,053,640
Federal Agencies	3130A3SL9	FEDERAL HOME LOAN BANK	12/30/14	6/15/17	1.94	0.95	25,000,000	24,959,750	24,967,952	25,155,250
Federal Agencies	3133EAUW6	FEDERAL FARM CREDIT BANK	6/19/12	6/19/17	0.22	0.35	50,000,000	50,000,000	50,000,000	50,100,000
Federal Agencies	3133EEGH7	FEDERAL FARM CREDIT BANK	12/26/14	6/26/17	1.98	0.93	8,400,000	8,397,312	8,397,863	8,427,468
Federal Agencies	3137EADH9	FREDDIE MAC	3/25/14	6/29/17	1.98	1.00	24,920,625	24,920,625	24,951,456	25,137,250
Federal Agencies	3134G5W50	FREDDIE MAC	12/30/14	6/30/17	1.99	1.00	50,000,000	50,000,000	50,000,000	50,239,500
Federal Agencies	3133ECV92	FEDERAL FARM CREDIT BANK	7/24/13	7/24/17	0.07	0.23	50,000,000	50,000,000	50,000,000	50,049,500

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	3133ECV66	FEDERAL FARM CREDIT BANK	8/5/13	7/26/17	0.07	0.28	23,520,000	23,520,000	23,520,000	23,561,866
Federal Agencies	3133EEF33	FEDERAL FARM CREDIT BANK	12/23/14	8/23/17	0.06	0.24	50,000,000	50,000,000	50,000,000	50,058,500
Federal Agencies	3134G6ER0	FREDDIE MAC	2/25/15	8/25/17	2.13	1.00	18,300,000	18,300,000	18,300,000	18,323,058
Federal Agencies	3134G5HS7	FREDDIE MAC	9/25/14	9/25/17	2.21	1.13	20,100,000	20,079,900	20,085,017	20,140,602
Federal Agencies	3137EADL0	FREDDIE MAC	3/25/14	9/29/17	2.22	1.00	25,000,000	24,808,175	24,877,346	25,059,000
Federal Agencies	3133EEBR0	FEDERAL FARM CREDIT BANK	11/18/14	11/13/17	0.04	0.22	25,000,000	24,988,794	24,991,105	24,993,250
Federal Agencies	3134G44F2	FREDDIE MAC	5/21/13	11/21/17	2.37	0.80	50,000,000	50,000,000	50,000,000	49,768,500
Federal Agencies	3130A3HF4	FEDERAL HOME LOAN BANK	12/22/14	12/8/17	2.41	1.13	25,000,000	24,955,500	24,963,355	25,105,000
Federal Agencies	3133EEFE5	FEDERAL FARM CREDIT BANK	12/19/14	12/18/17	2.44	1.13	50,000,000	49,914,500	49,929,648	50,199,000
Federal Agencies	31315PZ28	FARMER MAC	12/22/14	12/22/17	2.45	1.20	46,000,000	46,000,000	46,000,000	46,339,480
Federal Agencies	3136G13Q0	FANNIE MAE	12/26/12	12/26/17	2.47	0.88	29,000,000	29,000,000	29,000,000	29,029,870
Federal Agencies	3136G13T4	FANNIE MAE	12/26/12	12/26/17	2.47	0.80	39,000,000	39,000,000	39,000,000	39,031,200
Federal Agencies	3134G32M1	FREDDIE MAC	12/28/12	12/28/17	2.47	1.00	50,000,000	50,000,000	50,000,000	49,836,000
Federal Agencies	3134G5VA0	FREDDIE MAC	12/29/14	12/29/17	2.47	1.25	25,000,000	25,000,000	25,000,000	25,019,750
Federal Agencies	31315P4S5	FARMER MAC	1/5/15	1/5/18	0.01	0.35	50,000,000	50,000,000	50,000,000	50,000,000
Federal Agencies	3134G5XM2	FREDDIE MAC	1/30/15	1/30/18	2.57	0.50	25,000,000	25,000,000	25,000,000	25,002,250
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	5/27/15	2/2/18	0.01	0.23	4,000,000	3,999,480	3,999,499	4,004,360
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	2/2/15	2/2/18	0.01	0.23	35,000,000	34,978,893	34,981,762	35,038,150
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/5/14	2/5/18	0.01	0.23	25,000,000	25,000,000	25,000,000	25,020,500
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/5/14	2/5/18	0.01	0.23	25,000,000	24,991,750	24,993,403	25,020,500
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/5/14	2/5/18	0.01	0.23	49,983,560	49,983,560	49,986,853	50,041,000
Federal Agencies	3134G6AX1	FREDDIE MAC	2/20/15	2/20/18	2.61	0.75	22,000,000	22,000,000	22,000,000	22,011,000
Federal Agencies	3134G6ED1	FREDDIE MAC	2/27/15	2/27/18	2.64	0.50	25,000,000	25,000,000	25,000,000	25,001,000
Federal Agencies	3135G0UN1	FANNIE MAE	2/26/14	2/28/18	2.62	1.15	8,770,000	8,713,434	8,732,379	8,762,195
Federal Agencies	3135G0UN1	FANNIE MAE	2/26/14	2/28/18	2.62	1.15	19,000,000	18,877,450	18,918,495	18,983,090
Federal Agencies	3133EEUN7	FEDERAL FARM CREDIT BANK	5/22/15	3/22/18	0.06	0.22	50,000,000	49,992,500	49,992,790	50,031,500
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	5/27/15	3/26/18	0.24	0.23	50,000,000	49,978,500	49,979,228	49,902,500
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	5/29/15	3/26/18	0.24	0.23	50,000,000	49,978,500	49,979,188	49,902,500
Federal Agencies	3134G6ME0	FREDDIE MAC	4/6/15	4/6/18	0.00	1.05	25,000,000	25,000,000	25,000,000	25,002,250
Federal Agencies	3134G6MZ3	FREDDIE MAC	4/10/15	4/10/18	0.63	0.63	25,000,000	25,000,000	25,000,000	25,002,000
Federal Agencies	3133EEZC7	FEDERAL FARM CREDIT BANK	4/16/15	4/16/18	0.04	0.23	50,000,000	49,992,422	49,992,947	50,022,500
Federal Agencies	3134G6NA7	FREDDIE MAC	4/17/15	4/17/18	2.77	0.63	25,000,000	25,000,000	25,000,000	25,003,000
Federal Agencies	31315PZM4	FARMER MAC	5/3/13	5/3/18	2.82	0.88	24,600,000	24,600,000	24,600,000	24,616,236
Federal Agencies	3133EEU40	FEDERAL FARM CREDIT BANK	6/3/15	5/3/18	0.01	0.22	69,000,000	68,994,894	68,995,028	69,187,680
Federal Agencies	3135G0WJ8	FANNIE MAE	5/23/13	5/21/18	2.86	0.88	25,000,000	24,786,500	24,876,512	24,850,250
Federal Agencies	3133EEW48	FEDERAL FARM CREDIT BANK	6/11/15	6/11/18	0.03	0.23	50,000,000	49,996,000	49,996,073	50,009,500
Federal Agencies	3130A4MX7	FEDERAL HOME LOAN BANK	3/27/15	6/25/18	2.97	0.50	4,000,000	4,000,000	4,000,000	3,996,640
Federal Agencies	3134G52D6	FREDDIE MAC	4/17/14	7/17/18	2.96	1.64	25,000,000	25,000,000	25,000,000	25,016,750
Federal Agencies	3134G5ZP3	FREDDIE MAC	1/27/15	7/27/18	3.04	0.75	25,000,000	25,000,000	25,000,000	25,007,500
Federal Agencies	3134G5ZZ1	FREDDIE MAC	1/30/15	7/30/18	3.03	1.00	25,000,000	25,000,000	25,000,000	25,014,750
Federal Agencies	3130A4GL0	FEDERAL HOME LOAN BANK	3/18/15	9/18/18	3.15	1.33	15,000,000	15,000,000	15,000,000	14,991,900
Federal Agencies	3134G6RP0	FREDDIE MAC	4/24/15	10/24/18	3.27	1.00	50,000,000	49,985,000	49,985,798	50,022,000
Federal Agencies	31315PS59	FARMER MAC	3/3/15	12/3/18	0.18	0.42	50,000,000	50,000,000	50,000,000	50,113,000
Federal Agencies	31315PW96	FARMER MAC	3/3/15	12/3/18	0.18	0.40	50,000,000	50,000,000	50,000,000	50,134,000
Federal Agencies	3134G4LZ9	FREDDIE MAC	12/10/13	12/10/18	3.40	0.88	50,000,000	50,000,000	50,000,000	50,175,500
Federal Agencies	3136G2C39	FANNIE MAE	12/30/14	12/28/18	3.41	1.63	15,000,000	15,000,000	15,000,000	15,083,400
Federal Agencies	3130A4NB4	FEDERAL HOME LOAN BANK	4/2/15	4/2/19	0.01	0.42	50,000,000	50,000,000	50,000,000	50,000,000
Federal Agencies	31315PS91	FARMER MAC	8/12/14	8/12/19	0.12	0.40	50,000,000	50,000,000	50,000,000	50,138,000
Federal Agencies	31315PJ26	FARMER MAC	12/2/14	12/2/19	0.18	0.40	50,000,000	50,000,000	50,000,000	50,139,500

Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	3130A4HA3	FEDERAL HOME LOAN BANK	3/18/15	3/18/20	4.58	1.25	25,000,000	25,000,000	25,000,000	25,030,750
Federal Agencies	3134G6KV4	FREDDIE MAC	3/25/15	3/25/20	4.56	1.63	15,000,000	15,000,000	15,000,000	15,025,200
Federal Agencies	3132X0AT8	FARMER MAC	6/5/15	6/2/20	0.01	0.33	41,000,000	41,000,000	41,000,000	41,002,870
Subtotals					1.08	0.84	\$ 4,153,548,000	\$ 4,162,753,635	\$ 4,158,335,339	\$ 4,166,102,251
State/Local Agencies	040647DT3	ARIZONA ST TRANSPRTN BRD	5/13/15	7/1/15	0.00	4.00	2,700,000	2,753,316	2,739,600	2,700,000
State/Local Agencies	34074GDD3	FLORIDA ST HURRICANE CATASTR	6/25/15	7/1/15	0.00	5.00	50,000,000	51,248,333	51,208,333	50,000,000
State/Local Agencies	91411UU11	UNIVERSITY OF CALIFORNIA	6/9/15	7/1/15	0.00	0.00	75,000,000	74,994,959	74,994,959	75,000,000
State/Local Agencies	13063BH28	CALIFORNIA ST	8/19/14	11/1/15	0.34	3.95	5,000,000	5,215,300	5,060,323	5,055,950
State/Local Agencies	64966GXS6	NEW YORK NY	4/1/13	12/1/15	0.42	5.13	12,255,000	13,700,477	12,482,062	12,486,007
State/Local Agencies	13063BN73	CALIFORNIA ST	12/19/14	2/1/16	0.58	1.05	7,000,000	7,044,310	7,023,293	7,020,510
State/Local Agencies	13063BN73	CALIFORNIA ST	3/27/13	2/1/16	0.58	1.05	11,000,000	11,037,180	11,007,679	11,032,230
State/Local Agencies	13063BN73	CALIFORNIA ST	3/31/15	2/1/16	0.58	1.05	21,000,000	21,150,150	21,116,167	21,061,530
State/Local Agencies	91412GUT0	UNIV OF CALIFORNIA CA REVENUE	4/10/14	5/15/16	0.87	0.63	2,500,000	2,500,000	2,500,000	2,501,525
State/Local Agencies	612574DR1	MONTEREY PENINSULA CA CMNTY	5/7/13	8/1/16	1.08	0.98	2,670,000	2,670,000	2,670,000	2,677,369
State/Local Agencies	13063CPM6	CALIFORNIA ST	12/9/14	11/1/16	1.33	0.75	44,000,000	44,046,200	44,032,600	44,016,280
State/Local Agencies	91412GUU7	UNIV OF CALIFORNIA CA REVENUE	4/10/14	5/15/17	1.86	1.22	3,250,000	3,250,000	3,250,000	3,257,735
State/Local Agencies	13063CF9	CALIFORNIA ST	11/5/13	11/1/17	2.29	1.75	16,500,000	16,558,905	16,534,526	16,673,580
State/Local Agencies	13063CPN4	CALIFORNIA ST	12/22/14	11/1/17	2.31	1.25	5,004,550	5,004,550	5,003,718	5,011,150
State/Local Agencies	13063CPN4	CALIFORNIA ST	11/25/14	11/1/17	2.31	1.25	50,000,000	50,121,500	50,096,792	50,111,500
State/Local Agencies	6055804W6	MISSISSIPPI ST	4/23/15	10/1/19	3.81	6.09	8,500,000	10,249,139	10,176,076	10,045,300
Subtotals					0.95	1.84	\$ 316,375,000	\$ 321,544,320	\$ 319,896,128	\$ 318,650,666
Public Time Deposits	PPTQLOE87	TRANS-PAC NATIONAL BK	3/20/15	3/21/16	0.72	0.58	240,000	240,000	240,000	240,000
Public Time Deposits	PPRNET9Q5	BANK OF SAN FRANCISCO	4/9/15	4/11/16	0.78	0.56	240,000	240,000	240,000	240,000
Public Time Deposits	PP9302V13	PREFERRED BANK LA CALIF	5/15/15	5/16/16	0.88	0.59	240,000	240,000	240,000	240,000
Public Time Deposits	PP00BER6	UMPQUA BANK	6/29/15	6/29/16	1.00	0.60	240,000	240,000	240,000	240,000
Subtotals					0.84	0.58	\$ 960,000	\$ 960,000	\$ 960,000	\$ 960,000
Negotiable CDs	06366CU89	BANK OF MONTREAL CHICAGO	6/1/15	12/1/15	0.00	0.27	50,000,000	50,000,000	50,000,000	50,024,374
Negotiable CDs	78009NSA5	ROYAL BANK OF CANADA NY	9/16/14	3/10/16	0.03	0.35	25,000,000	25,000,000	25,000,000	25,010,641
Negotiable CDs	78009NTW6	ROYAL BANK OF CANADA NY	4/8/15	4/8/16	0.02	0.30	100,000,000	100,000,000	100,000,000	99,901,172
Negotiable CDs	96121TWJ3	WESTPAC BANKING CORP NY	4/24/14	4/25/16	0.07	0.43	25,000,000	25,000,000	25,000,000	24,999,370
Negotiable CDs	96121TWK0	WESTPAC BANKING CORP NY	4/24/14	4/25/16	0.07	0.41	50,000,000	50,000,000	50,000,000	49,990,435
Negotiable CDs	06417HTK2	BANK OF NOVA SCOTIA HOUS	5/9/14	5/9/16	0.11	0.47	25,000,000	24,989,525	24,995,515	24,994,175
Negotiable CDs	06366CWA2	BANK OF MONTREAL CHICAGO	2/12/15	8/12/16	0.04	0.43	25,000,000	25,000,000	25,000,000	24,991,600
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO	3/31/15	9/23/16	0.06	0.45	25,000,000	25,000,000	25,000,000	24,996,950
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO	3/31/15	9/23/16	0.06	0.45	50,000,000	50,000,000	50,000,000	49,993,900
Negotiable CDs	06417HUW4	BANK OF NOVA SCOTIA HOUS	9/25/14	9/23/16	0.23	0.48	50,000,000	50,000,000	50,000,000	49,963,550
Negotiable CDs	06366CCH4	BANK OF MONTREAL CHICAGO	4/7/15	10/7/16	1.27	0.44	50,000,000	50,000,000	50,000,000	49,818,500
Negotiable CDs	06417HVR4	BANK OF NOVA SCOTIA HOUS	10/7/14	10/7/16	0.02	0.47	50,000,000	50,000,000	50,000,000	49,987,150
Negotiable CDs	78009NSX5	ROYAL BANK OF CANADA NY	12/15/14	12/15/16	0.21	0.47	100,000,000	100,000,000	100,000,000	100,120,000
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	2/23/15	2/23/17	0.15	0.56	25,000,000	25,000,000	25,000,000	24,995,600
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	2/23/15	2/23/17	0.15	0.56	25,000,000	25,000,000	25,000,000	24,995,600
Negotiable CDs	06417HUR5	BANK OF NOVA SCOTIA HOUS	9/25/14	9/25/17	0.24	0.55	50,000,000	50,000,000	50,000,000	49,971,850
Subtotals					0.18	0.43	\$ 725,000,000	\$ 724,989,525	\$ 724,995,515	\$ 724,754,867
Commercial Paper	06538CU17	BANK TOKYO-MIT UFJ NY	6/3/15	7/1/15	0.00	0.00	100,000,000	99,986,000	99,986,000	100,000,000
Commercial Paper	62478YU14	MUFG UNION BANK NA	6/30/15	7/1/15	0.00	0.00	300,000,000	299,999,500	299,999,500	300,000,000
Subtotals					0.00	0.00	\$ 400,000,000	\$ 399,985,500	\$ 399,985,500	\$ 400,000,000

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Medium Term Notes	36962G523	GENERAL ELEC CAP CORP	8/19/13	7/2/15	0.00	5,000,000	5,075,250	5,000,110	\$	5,000,000
Medium Term Notes	36962G4M3	GENERAL ELEC CAP CORP	11/25/13	7/9/15	0.02	8,565,000	8,624,955	8,565,812	\$	8,566,028
Medium Term Notes	89233P6J0	TOYOTA MOTOR CREDIT CORP	3/4/14	7/17/15	0.05	6,100,000	6,147,885	6,101,532	\$	6,101,159
Medium Term Notes	89233P6J0	TOYOTA MOTOR CREDIT CORP	11/15/13	7/17/15	0.05	10,000,000	10,072,000	10,001,892	\$	10,001,900
Medium Term Notes	594918AG9	MICROSOFT CORP	10/30/13	9/25/15	0.24	3,186,000	3,260,266	3,195,190	\$	3,196,004
Medium Term Notes	961214BW2	WESTPAC BANKING CORP	9/15/14	9/25/15	0.24	10,152,000	10,232,201	10,170,393	\$	10,168,345
Medium Term Notes	369604BE2	GENERAL ELECTRIC CO	5/7/14	10/9/15	0.28	8,000,000	8,043,680	8,008,400	\$	8,011,680
Medium Term Notes	369604BE2	GENERAL ELECTRIC CO	5/19/14	10/9/15	0.28	9,300,000	9,358,311	9,311,479	\$	9,313,578
Medium Term Notes	369604BE2	GENERAL ELECTRIC CO	3/5/14	10/9/15	0.28	10,000,000	10,069,000	10,011,835	\$	10,014,600
Medium Term Notes	06366RJH9	BANK OF MONTREAL	3/27/14	11/6/15	0.35	8,500,000	8,532,470	8,507,056	\$	8,511,305
Medium Term Notes	36962G4H8	GENERAL ELEC CAP CORP	5/12/14	11/9/15	0.36	7,000,000	7,183,890	7,044,120	\$	7,042,210
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	3/12/14	11/15/15	0.38	10,000,000	10,231,900	10,051,828	\$	10,050,700
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	3/7/14	11/15/15	0.38	23,025,000	23,588,652	23,149,952	\$	23,141,737
Medium Term Notes	459200GU9	IBM CORP	2/11/14	1/5/16	0.51	19,579,000	20,139,743	19,731,121	\$	19,743,855
Medium Term Notes	46625HWH3	JPMORGAN CHASE & CO	2/11/15	1/15/16	0.54	12,836,000	13,079,085	12,988,383	\$	12,937,789
Medium Term Notes	064255AK8	BK TOKYO-MITSUBISHI UFJ	3/17/14	2/26/16	0.16	10,000,000	10,035,800	10,012,084	\$	10,008,300
Medium Term Notes	36962G2V5	GENERAL ELEC CAP CORP	5/19/14	5/11/16	0.48	17,689,000	17,703,328	17,695,243	\$	17,721,902
Medium Term Notes	36962G7A6	GENERAL ELEC CAP CORP	4/1/15	7/12/16	0.04	18,194,000	18,324,486	18,299,113	\$	18,292,611
Medium Term Notes	36962G7A6	GENERAL ELEC CAP CORP	3/23/15	7/12/16	0.04	27,651,000	27,853,609	27,811,133	\$	27,800,868
Medium Term Notes	064159CQ7	BANK OF NOVA SCOTIA	2/13/15	7/15/16	1.03	16,483,000	16,639,415	16,602,440	\$	16,587,502
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK	12/15/14	9/9/16	0.19	18,930,000	19,016,132	18,989,232	\$	18,996,255
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK	3/2/15	9/9/16	0.74	24,000,000	24,103,620	24,081,110	\$	24,084,000
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	12/9/14	9/23/16	0.23	14,150,000	14,145,331	14,146,787	\$	14,158,632
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	2/11/15	9/23/16	0.38	28,150,000	28,142,963	28,144,632	\$	28,167,172
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	9/23/14	9/23/16	0.23	50,000,000	50,000,000	50,000,000	\$	50,030,500
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	9/25/14	9/23/16	0.38	47,500,000	47,500,000	47,500,000	\$	47,471,025
Medium Term Notes	9612E0DB0	WESTPAC BANKING CORP	10/10/14	10/7/16	0.02	50,000,000	50,000,000	50,000,000	\$	49,999,500
Medium Term Notes	89236TCL7	TOYOTA MOTOR CREDIT CORP	4/14/15	10/14/16	0.04	50,000,000	50,000,000	50,000,000	\$	49,987,000
Medium Term Notes	36967FAB7	GENERAL ELEC CAP CORP	1/9/15	1/9/17	0.02	20,000,000	20,000,000	20,000,000	\$	20,030,000
Medium Term Notes	36962G2F0	GENERAL ELEC CAP CORP	4/8/15	2/15/17	0.13	3,791,000	3,789,138	3,789,368	\$	3,787,399
Medium Term Notes	36962G2F0	GENERAL ELEC CAP CORP	4/1/15	2/15/17	0.44	4,948,000	4,942,755	4,943,451	\$	4,943,299
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP	4/14/15	2/16/17	0.13	10,000,000	10,006,300	10,005,571	\$	10,004,500
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP	2/20/15	2/16/17	0.13	50,000,000	50,000,000	50,000,000	\$	50,022,500
Subtotals					0.20	\$ 612,729,000	\$ 615,842,162	\$ 613,859,267	\$	\$ 613,893,855
Money Market Funds	09248U718	BLACKROCK LIQUIDITY FUNDS T-FI	1/15/13	7/11/15	0.00	5,001,619	5,001,619	5,001,619	\$	5,001,619
Money Market Funds	316175108	FIDELITY INSTITUTIONAL MONEY M	6/20/13	7/1/15	0.00	5,004,045	5,004,045	5,004,045	\$	5,004,045
Money Market Funds	61747C707	MORGAN STANLEY INSTITUTIONAL	12/31/12	7/1/15	0.00	275,109,162	275,109,162	275,109,162	\$	275,109,162
Subtotals					0.00	\$ 285,114,825	\$ 285,114,825	\$ 285,114,825	\$	\$ 285,114,825
Grand Totals					0.80	\$ 6,968,726,825	\$ 6,983,343,286	\$ 6,977,711,761	\$	\$ 6,987,343,964

Monthly Investment Earnings

Pooled Fund

For month ended June 30, 2015

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Interest Earned	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
U.S. Treasuries	912828PE4	US TSY NT	\$ 25,000,000	1.25	0.61	12/23/11	10/31/15	\$ 25,476	\$ (12,984)	\$ -	\$ 12,492
U.S. Treasuries	912828PJ3	US TSY NT	50,000,000	1.38	1.58	12/16/10	11/30/15	56,352	7,984	-	64,316
U.S. Treasuries	912828PJ3	US TSY NT	50,000,000	1.38	1.58	12/16/10	11/30/15	56,352	7,964	-	64,316
U.S. Treasuries	912828PJ3	US TSY NT	50,000,000	1.38	2.00	12/23/10	11/30/15	56,352	24,308	-	80,661
U.S. Treasuries	912828RJ1	US TSY NT	75,000,000	1.00	1.05	10/11/11	9/30/16	61,475	2,807	-	64,282
U.S. Treasuries	912828RM4	US TSY NT	25,000,000	1.00	0.74	12/26/13	10/31/16	20,380	(5,296)	-	15,084
U.S. Treasuries	912828RX0	US TSY NT	25,000,000	0.88	0.67	2/25/14	12/31/16	18,119	(4,197)	-	13,921
U.S. Treasuries	912828SJ0	US TSY NT	25,000,000	0.88	1.21	3/21/12	2/28/17	17,833	6,655	-	24,488
U.S. Treasuries	912828SJ0	US TSY NT	25,000,000	0.88	1.21	3/21/12	2/28/17	17,833	6,655	-	24,488
U.S. Treasuries	912828SJ0	US TSY NT	75,000,000	0.88	0.94	3/14/12	2/28/17	53,499	3,783	-	57,282
U.S. Treasuries	912828SM3	US TSY NT	50,000,000	1.00	1.07	4/4/12	3/31/17	40,984	2,701	-	43,685
Subtotals			\$ 475,000,000					\$ 424,655	\$ 40,360	\$ -	\$ 465,015
Federal Agencies	313396GH0	FREDDIE MAC DISCOUNT NT	\$ -	0.00	0.06	5/15/15	6/1/15	-	-	-	-
Federal Agencies	313384GS2	FED HOME LN DISCOUNT NT	-	0.00	0.06	5/14/15	6/10/15	619	-	-	619
Federal Agencies	313379ER6	FEDERAL HOME LOAN BANK	-	0.50	0.07	5/12/15	6/12/15	1,528	(1,279)	-	248
Federal Agencies	3133EAVE5	FEDERAL FARM CREDIT BANK	-	0.20	0.50	12/5/12	6/22/15	5,972	287	-	6,259
Federal Agencies	31315PDZ9	FARMER MAC	15,000,000	2.38	0.32	11/22/13	7/22/15	29,688	(25,273)	-	4,415
Federal Agencies	313384JT7	FED HOME LN DISCOUNT NT	24,990,000	0.00	0.07	5/29/15	7/29/15	1,458	-	-	1,458
Federal Agencies	313383V81	FEDERAL HOME LOAN BANK	9,000,000	0.38	0.28	12/12/13	8/28/15	2,813	(679)	-	2,133
Federal Agencies	313384LM9	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.09	6/10/15	9/9/15	2,508	-	-	2,508
Federal Agencies	3133DEK4	FEDERAL FARM CREDIT BANK	1,500,000	0.25	0.12	6/10/15	9/10/15	219	(109)	-	110
Federal Agencies	3137EACM9	FREDDIE MAC	50,000,000	1.75	2.17	12/15/10	9/10/15	72,917	16,474	-	89,391
Federal Agencies	313370JB5	FREDDIE HOME LOAN BANK	75,000,000	1.75	2.31	12/15/10	9/11/15	109,375	24,489	-	133,864
Federal Agencies	31315PGT0	FARMER MAC	2,245,000	2.13	0.15	6/10/15	9/15/15	2,783	(2,527)	-	256
Federal Agencies	31315PGT0	FARMER MAC	45,000,000	2.13	2.17	9/15/10	9/15/15	79,688	1,397	-	81,085
Federal Agencies	3135ECJB1	FEDERAL FARM CREDIT BANK	16,200,000	0.17	0.22	4/24/13	9/18/15	2,368	66	-	2,434
Federal Agencies	31398A3T7	FANNIE MAE	25,000,000	2.00	1.08	10/14/11	9/21/15	41,667	(18,380)	-	23,287
Federal Agencies	3135EAFJ6	FEDERAL FARM CREDIT BANK	27,953,000	0.21	0.38	11/30/12	9/22/15	4,900	347	-	5,247
Federal Agencies	31398A4M1	FANNIE MAE	25,000,000	1.63	2.22	12/15/10	10/26/15	33,854	11,529	-	45,383
Federal Agencies	31398A4M1	FANNIE MAE	42,000,000	1.63	2.19	12/23/10	10/26/15	56,875	18,251	-	75,126
Federal Agencies	31398A4M3	FANNIE MAE	-	0.00	0.15	6/11/15	11/13/15	208	-	-	208
Federal Agencies	313384PE3	FED HOME LN DISCOUNT NT	25,000,000	1.50	2.20	12/15/10	11/16/15	31,250	13,573	-	44,823
Federal Agencies	31331J2S1	FEDERAL FARM CREDIT BANK	25,000,000	0.19	0.22	5/8/13	11/19/15	3,890	97	-	3,987
Federal Agencies	3133ECLZ5	FEDERAL FARM CREDIT BANK	25,000,000	1.88	1.89	12/3/10	12/11/15	39,063	294	-	39,357
Federal Agencies	313371ZY5	FEDERAL HOME LOAN BANK	50,000,000	1.88	1.93	12/14/10	12/11/15	78,125	2,115	-	80,240
Federal Agencies	3130A3P81	FEDERAL HOME LOAN BANK	25,000,000	0.25	0.25	12/29/14	1/29/16	5,208	-	-	5,208
Federal Agencies	313375RN9	FEDERAL HOME LOAN BANK	22,200,000	1.00	0.82	4/13/12	3/11/16	18,500	(3,311)	-	15,189
Federal Agencies	3133XXP43	FEDERAL HOME LOAN BANK	14,000,000	3.13	0.41	12/12/13	3/11/16	36,458	(31,039)	-	5,419
Federal Agencies	3133EAJU3	FEDERAL FARM CREDIT BANK	25,000,000	1.05	0.82	4/12/12	3/28/16	21,875	(4,580)	-	17,295
Federal Agencies	3135GOVA8	FANNIE MAE	25,000,000	0.50	0.46	12/13/13	3/30/16	10,417	(797)	-	9,620
Federal Agencies	31315PTF6	FARMER MAC	50,000,000	0.18	0.18	4/1/13	4/1/16	7,667	-	-	7,667
Federal Agencies	313379Z21	FEDERAL HOME LOAN BANK	20,000,000	0.81	0.82	4/18/12	4/18/16	13,500	160	-	13,660
Federal Agencies	3133ECW17	FEDERAL FARM CREDIT BANK	22,650,000	0.65	0.48	11/20/13	5/9/16	12,269	(3,213)	-	9,056
Federal Agencies	3133EDB35	FEDERAL FARM CREDIT BANK	50,000,000	0.21	0.23	1/15/14	6/2/16	8,912	287	-	9,200
Federal Agencies	31315PBZ3	FARMER MAC	10,000,000	0.90	0.90	2/9/12	6/9/16	7,500	-	-	7,500
Federal Agencies	313373S76	FEDERAL HOME LOAN BANK	28,000,000	2.13	0.39	10/23/14	6/10/16	49,583	(39,789)	-	9,795
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	8,620,000	5.63	0.62	9/4/14	6/13/16	40,406	(35,218)	-	5,188
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	14,195,000	5.63	0.77	5/30/13	6/13/16	66,539	(55,786)	-	10,753
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	16,925,000	5.63	0.65	5/20/13	6/13/16	79,336	(68,247)	-	11,089
Federal Agencies	3133EDDP4	FEDERAL FARM CREDIT BANK	50,000,000	0.52	0.44	2/11/14	6/17/16	21,667	(2,170)	-	19,496

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3130A1BK3	FEDERAL HOME LOAN BANK	25,000,000	0.50	0.50	3/24/14	6/24/16	10,417	-	-	10,417
Federal Agencies	3135G0XP3	FANNIE MAE	50,000,000	0.38	0.59	3/25/14	7/5/16	15,625	8,892	-	24,517
Federal Agencies	31315PA25	FARMER MAC	11,900,000	2.00	0.62	3/26/13	7/27/16	19,833	(13,302)	-	6,531
Federal Agencies	31315PA25	FARMER MAC	14,100,000	2.00	0.63	3/26/13	7/27/16	23,500	(15,633)	-	7,867
Federal Agencies	31315PA25	FARMER MAC	15,000,000	2.00	2.09	7/27/11	7/27/16	25,000	1,071	-	26,071
Federal Agencies	31315PA25	FARMER MAC	20,000,000	2.00	0.61	3/26/14	7/27/16	33,333	(22,600)	-	10,733
Federal Agencies	3134G4UC0	FREDDIE MAC	15,000,000	0.65	0.56	11/20/14	7/29/16	8,125	(1,094)	-	7,031
Federal Agencies	3135G0YE7	FANNIE MAE	50,000,000	0.63	0.52	3/17/14	8/26/16	26,042	(4,191)	-	21,850
Federal Agencies	31315PQB8	FARMER MAC	7,000,000	1.50	0.70	10/29/13	9/1/16	8,750	(4,516)	-	4,234
Federal Agencies	313370TW8	FEDERAL HOME LOAN BANK	25,000,000	2.00	1.39	10/11/11	9/9/16	41,667	(12,157)	-	29,510
Federal Agencies	313370TW8	FEDERAL HOME LOAN BANK	25,000,000	2.00	0.55	11/5/14	9/9/16	41,667	(29,471)	-	12,195
Federal Agencies	3133EDH21	FEDERAL FARM CREDIT BANK	50,000,000	0.21	0.22	3/14/14	9/14/16	8,564	209	-	8,774
Federal Agencies	3134G4XW3	FREDDIE MAC	25,000,000	0.60	0.60	3/26/14	9/26/16	12,500	-	-	12,500
Federal Agencies	3130A1CD8	FEDERAL HOME LOAN BANK	25,000,000	1.13	0.80	1/9/15	9/28/16	23,438	(15,744)	-	7,693
Federal Agencies	313378UB5	FEDERAL HOME LOAN BANK	5,000,000	1.13	0.51	10/23/14	10/1/16	4,708	(2,512)	-	2,197
Federal Agencies	3133EDJA1	FEDERAL FARM CREDIT BANK	25,000,000	0.21	0.23	4/11/14	10/1/16	4,281	205	-	4,486
Federal Agencies	3130A3CE2	FEDERAL HOME LOAN BANK	40,000,000	0.63	0.58	11/3/14	10/14/16	20,833	(1,350)	-	19,483
Federal Agencies	3137EADS5	FREDDIE MAC	25,000,000	0.88	0.57	3/3/14	10/14/16	18,229	(6,284)	-	11,945
Federal Agencies	3136G1WP0	FANNIE MAE	18,000,000	1.50	0.84	11/4/13	11/4/16	22,500	(14,402)	-	8,098
Federal Agencies	3134G5LS2	FREDDIE MAC	25,000,000	0.60	0.60	11/17/14	11/17/16	12,500	-	-	12,500
Federal Agencies	3130A3J70	FEDERAL HOME LOAN BANK	25,000,000	0.63	0.64	11/17/14	11/23/16	13,021	407	-	13,428
Federal Agencies	313381GAT	FEDERAL HOME LOAN BANK	23,100,000	0.57	0.57	11/30/12	11/30/16	10,973	(90)	-	10,882
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	25,000,000	1.63	0.64	11/6/14	12/9/16	33,854	(20,144)	-	13,710
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	25,000,000	1.63	0.65	12/4/14	12/9/16	33,854	(19,840)	-	14,014
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	25,000,000	1.63	0.72	12/12/14	12/9/16	33,854	(18,441)	-	15,413
Federal Agencies	3130A12F4	FEDERAL HOME LOAN BANK	20,500,000	0.70	0.70	3/19/14	12/19/16	11,958	61	-	12,019
Federal Agencies	313381KR5	FEDERAL HOME LOAN BANK	9,000,000	0.63	0.63	12/28/12	12/28/16	4,688	-	-	4,688
Federal Agencies	313381KR5	FEDERAL HOME LOAN BANK	13,500,000	0.63	0.63	12/28/12	12/28/16	7,031	-	-	7,031
Federal Agencies	3134G5V7	FREDDIE MAC	50,000,000	0.78	0.78	12/29/14	12/29/16	32,500	-	-	32,500
Federal Agencies	3130A3QU1	FEDERAL HOME LOAN BANK	8,000,000	0.75	0.75	12/30/14	12/30/16	5,000	-	-	5,000
Federal Agencies	3130A3QU1	FEDERAL HOME LOAN BANK	50,000,000	0.75	0.75	12/30/14	12/30/16	31,250	-	-	31,250
Federal Agencies	3134G33C2	FREDDIE MAC	50,000,000	0.60	0.60	1/3/13	1/3/17	25,000	-	-	25,000
Federal Agencies	3133ECB37	FEDERAL FARM CREDIT BANK	14,000,000	0.58	0.58	12/20/12	1/12/17	6,767	-	-	6,767
Federal Agencies	31315PWW5	FARMER MAC	49,500,000	1.01	1.02	5/4/12	1/17/17	41,663	432	-	42,094
Federal Agencies	3133EDRD6	FEDERAL FARM CREDIT BANK	50,000,000	0.15	0.17	12/12/14	1/30/17	6,226	715	-	6,941
Federal Agencies	3133786Q9	FEDERAL HOME LOAN BANK	67,780,000	1.00	0.72	1/10/13	2/13/17	56,483	(15,380)	-	41,103
Federal Agencies	3133EDFW7	FEDERAL FARM CREDIT BANK	50,000,000	0.24	0.24	2/27/14	2/27/17	10,000	-	-	10,000
Federal Agencies	3133782N0	FEDERAL HOME LOAN BANK	50,000,000	0.88	0.82	12/15/14	3/10/17	36,458	(2,151)	-	34,308
Federal Agencies	3133EDP30	FEDERAL FARM CREDIT BANK	26,000,000	0.23	0.21	10/3/14	3/24/17	4,881	(311)	-	4,570
Federal Agencies	3134G4XM5	FREDDIE MAC	25,000,000	0.78	0.78	3/28/14	3/28/17	16,250	-	-	16,250
Federal Agencies	3136G1ZB8	FANNIE MAE	-	0.88	0.88	3/28/14	3/28/17	14,583	-	15,625	30,208
Federal Agencies	3133EDZW5	FEDERAL FARM CREDIT BANK	25,000,000	0.21	0.21	10/29/14	3/29/17	4,279	9	-	4,288
Federal Agencies	31315PTQ2	FARMER MAC	12,500,000	1.26	1.36	4/10/12	4/10/17	13,125	998	-	14,123
Federal Agencies	3133ECLL6	FEDERAL FARM CREDIT BANK	10,000,000	0.60	0.60	4/17/13	4/17/17	5,000	-	-	5,000
Federal Agencies	31315PUQ0	FARMER MAC	10,500,000	1.13	1.13	4/26/12	4/26/17	9,844	-	-	9,844
Federal Agencies	3137EADF3	FREDDIE MAC	25,000,000	1.25	1.14	5/14/12	5/12/17	26,042	(2,188)	-	23,854
Federal Agencies	31315PZQ5	FARMER MAC	9,000,000	1.11	0.80	12/28/12	6/5/17	8,325	(2,262)	-	6,063
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12,000,000	1.00	0.93	12/19/14	6/9/17	10,000	(690)	-	9,310
Federal Agencies	3130A3SL9	FEDERAL HOME LOAN BANK	25,000,000	0.95	1.02	12/30/14	6/15/17	19,792	1,345	-	21,136
Federal Agencies	3133EAWU6	FEDERAL FARM CREDIT BANK	50,000,000	0.35	0.35	6/19/12	6/19/17	14,639	-	-	14,639
Federal Agencies	3133EEGH7	FEDERAL FARM CREDIT BANK	8,400,000	0.93	0.94	12/26/14	6/26/17	6,510	88	-	6,598
Federal Agencies	3137EADH9	FREDDIE MAC	25,000,000	1.00	1.10	3/25/14	6/29/17	20,833	1,998	-	22,831

Monthly Investment Earnings Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3134G5W50	FREDDIE MAC	50,000,000	1.00	1.00	12/30/14	6/30/17	41,667	-	-	41,667
Federal Agencies	3133ECV92	FEDERAL FARM CREDIT BANK	50,000,000	0.23	0.23	7/24/13	7/24/17	9,386	-	-	9,386
Federal Agencies	3133ECV66	FEDERAL FARM CREDIT BANK	23,520,000	0.28	0.28	8/5/13	7/26/17	5,429	-	-	5,429
Federal Agencies	3133EEFX3	FEDERAL FARM CREDIT BANK	50,000,000	0.24	0.24	12/23/14	8/23/17	9,806	-	-	9,806
Federal Agencies	3134G6ER0	FREDDIE MAC	18,300,000	1.00	1.00	2/25/15	8/25/17	15,250	-	-	15,250
Federal Agencies	3134G5HS7	FREDDIE MAC	20,100,000	1.13	1.16	9/25/14	9/25/17	18,844	-	-	18,844
Federal Agencies	3137EADL0	FREDDIE MAC	25,000,000	1.00	1.22	3/25/14	9/29/17	20,833	550	-	20,833
Federal Agencies	3133EEBR0	FEDERAL FARM CREDIT BANK	25,000,000	0.22	0.23	11/18/14	11/13/17	4,490	4,482	-	4,799
Federal Agencies	3134G44F2	FREDDIE MAC	50,000,000	0.80	0.80	5/21/13	11/21/17	33,333	308	-	33,333
Federal Agencies	31315PJ83	FARMER MAC	-	0.35	0.35	12/11/14	12/11/17	-	-	-	-
Federal Agencies	3130A3HF4	FEDERAL HOME LOAN BANK	25,000,000	1.13	1.19	12/22/14	12/8/17	23,438	1,234	-	24,671
Federal Agencies	3133EEFE5	FEDERAL FARM CREDIT BANK	-	1.13	1.12	12/18/14	12/18/17	37,500	1,882	109,789	149,171
Federal Agencies	3133EEFE5	FEDERAL FARM CREDIT BANK	50,000,000	1.13	1.18	12/19/14	12/18/17	46,875	2,342	-	49,217
Federal Agencies	31315PZ28	FARMER MAC	46,000,000	1.20	1.20	12/22/14	12/22/17	46,000	-	-	46,000
Federal Agencies	3136G13Q0	FANNIE MAE	29,000,000	0.88	0.88	12/26/12	12/26/17	18,628	-	-	18,628
Federal Agencies	3136G13T4	FANNIE MAE	39,000,000	0.80	0.80	12/26/12	12/26/17	26,000	-	-	26,000
Federal Agencies	3134G32M1	FREDDIE MAC	50,000,000	1.00	1.00	12/28/12	12/28/17	41,667	-	-	41,667
Federal Agencies	3134G5VA0	FREDDIE MAC	25,000,000	1.25	1.25	12/29/14	12/29/17	26,042	-	-	26,042
Federal Agencies	31315P4S5	FARMER MAC	50,000,000	0.35	0.35	1/5/15	1/5/18	14,360	-	-	14,360
Federal Agencies	3134G5XM2	FREDDIE MAC	25,000,000	0.50	0.50	1/30/15	1/30/18	10,417	-	-	10,417
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	4,000,000	0.23	0.24	5/27/15	2/2/18	780	16	-	796
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	35,000,000	0.23	0.26	2/2/15	2/2/18	6,822	578	-	7,400
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	25,000,000	0.23	0.23	11/5/14	2/5/18	4,676	-	-	4,676
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	25,000,000	0.23	0.24	11/5/14	2/5/18	4,676	208	-	4,885
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	50,000,000	0.23	0.24	11/5/14	2/5/18	9,353	415	-	9,768
Federal Agencies	3134G6AX1	FREDDIE MAC	22,000,000	0.75	0.75	2/20/15	2/20/18	13,750	-	-	13,750
Federal Agencies	3134G6ED1	FREDDIE MAC	25,000,000	0.50	0.50	2/27/15	2/27/18	10,417	-	-	10,417
Federal Agencies	3134G6ED1	FREDDIE MAC	25,000,000	0.50	0.50	2/27/15	2/27/18	10,417	-	-	10,417
Federal Agencies	3135G0UN1	FANNIE MAE	8,770,000	1.15	1.32	2/26/14	2/28/18	8,405	1,160	-	9,565
Federal Agencies	3135G0UN1	FANNIE MAE	19,000,000	1.15	1.32	2/26/14	2/28/18	18,208	2,513	-	20,721
Federal Agencies	3134G6FR9	FREDDIE MAC	-	0.75	0.75	3/5/15	3/5/18	2,083	-	-	2,083
Federal Agencies	3134G6JN4	FREDDIE MAC	-	1.00	1.00	3/16/15	3/16/18	20,833	-	-	20,833
Federal Agencies	3133EEN71	FEDERAL FARM CREDIT BANK	50,000,000	0.22	0.23	5/22/15	3/22/18	9,181	217	-	9,399
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	50,000,000	0.23	0.25	5/27/15	3/26/18	9,431	624	-	10,054
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	50,000,000	0.23	0.25	5/29/15	3/26/18	9,444	625	-	10,069
Federal Agencies	3134G6LN1	FREDDIE MAC	-	1.00	1.00	3/26/15	3/26/18	17,361	-	-	17,361
Federal Agencies	3134G6ME0	FREDDIE MAC	25,000,000	1.05	1.05	4/6/15	4/6/18	21,875	-	-	21,875
Federal Agencies	3134G6MZ3	FREDDIE MAC	25,000,000	0.63	0.63	4/10/15	4/10/18	13,021	-	-	13,021
Federal Agencies	3133EEZC7	FEDERAL FARM CREDIT BANK	50,000,000	0.23	0.24	4/16/15	4/16/18	9,752	207	-	9,960
Federal Agencies	3134G6NA7	FREDDIE MAC	25,000,000	0.63	0.63	4/17/15	4/17/18	13,021	-	-	13,021
Federal Agencies	31315PZM4	FARMER MAC	24,600,000	0.88	0.88	5/3/13	5/3/18	17,938	-	-	17,938
Federal Agencies	3133EEU40	FEDERAL FARM CREDIT BANK	69,000,000	0.22	0.23	6/3/15	5/3/18	11,968	134	-	12,102
Federal Agencies	3133EECPB4	FEDERAL FARM CREDIT BANK	-	0.88	1.01	5/23/13	5/14/18	5,833	(26,599)	(12,821)	(33,587)
Federal Agencies	3133EEW48	FANNIE MAE	25,000,000	0.88	1.05	5/23/13	5/21/18	18,229	3,512	-	21,741
Federal Agencies	3130A4MX7	FEDERAL FARM CREDIT BANK	50,000,000	0.23	0.24	6/11/15	6/11/18	6,458	73	-	6,531
Federal Agencies	3134G52D6	FREDDIE MAC	4,000,000	0.50	0.50	3/27/15	6/25/18	1,667	-	-	1,667
Federal Agencies	3134G5ZP3	FREDDIE MAC	25,000,000	1.64	1.64	4/17/14	7/17/18	34,167	-	-	34,167
Federal Agencies	3134G5ZZ1	FREDDIE MAC	25,000,000	0.75	1.00	1/27/15	1/27/18	15,625	-	-	15,625
Federal Agencies	3130A4GL0	FEDERAL HOME LOAN BANK	15,000,000	1.33	1.33	1/30/15	7/30/18	20,833	-	-	20,833
Federal Agencies	3134G6RP0	FREDDIE MAC	50,000,000	1.00	1.01	3/18/15	9/18/18	16,625	-	-	16,625
Federal Agencies	31315PS59	FARMER MAC	50,000,000	0.42	0.42	4/24/15	10/24/18	41,667	352	-	42,019
Federal Agencies						3/3/15	12/3/18	17,547	-	-	17,547

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	31315PW96	FARMER MAC	50,000,000	0.40	0.40	3/3/15	12/3/18	16,713	-	-	16,713
Federal Agencies	3134G4LZ9	FREDDIE MAC	50,000,000	0.88	0.88	12/10/13	12/10/18	36,458	-	-	36,458
Federal Agencies	3134G4MB1	FREDDIE MAC	-	1.50	1.50	12/18/13	12/18/18	17,708	-	-	17,708
Federal Agencies	3136G2C39	FANNIE MAE	15,000,000	1.63	1.63	12/30/14	12/28/18	20,313	-	-	20,313
Federal Agencies	3130A4NB4	FEDERAL HOME LOAN BANK	50,000,000	0.42	0.42	4/2/15	4/2/19	17,542	-	-	17,542
Federal Agencies	31315PS91	FARMER MAC	50,000,000	0.40	0.40	8/12/14	8/12/19	16,660	-	-	16,660
Federal Agencies	31315PJ26	FARMER MAC	50,000,000	0.40	0.40	12/2/14	12/2/19	16,792	-	-	16,792
Federal Agencies	3130A4HA3	FEDERAL HOME LOAN BANK	25,000,000	1.25	1.25	3/18/15	3/18/20	26,042	-	-	26,042
Federal Agencies	3134G6K4V	FREDDIE MAC	15,000,000	1.63	1.63	3/25/15	3/25/20	20,313	-	-	20,313
Federal Agencies	3132X0AT8	FARMER MAC	41,000,000	0.33	0.33	6/5/15	6/2/20	9,624	-	-	9,624
Subtotals			\$ 4,153,548,000					\$ 3,027,990	\$ (416,519)	\$ 112,593	\$ 2,724,064
State/Local Agencies	91411UT96	UNIVERSITY OF CALIFORNIA	-	0.00	0.11	5/7/15	6/9/15	1,222	-	-	1,222
State/Local Agencies	13063CLC2	CALIFORNIA ST	-	1.50	0.13	4/29/15	6/22/15	9,925	(9,079)	-	846
State/Local Agencies	544351KF5	LOS ANGELES CA	-	1.50	0.12	4/29/15	6/25/15	50,000	(45,053)	-	4,947
State/Local Agencies	544351KF5	LOS ANGELES CA	-	1.50	0.12	4/30/15	6/25/15	50,000	(45,000)	-	5,000
State/Local Agencies	91411UTW5	UNIVERSITY OF CALIFORNIA	-	0.00	0.15	5/26/15	6/30/15	1,208	-	-	1,208
State/Local Agencies	040647DT3	ARIZONA ST TRANSPRTN BRD	2,700,000	4.00	0.19	5/13/15	7/1/15	9,000	(8,398)	-	602
State/Local Agencies	34074GDD3	FLORIDA ST HURRICANE CATASTR	50,000,000	5.00	0.20	6/25/15	7/1/15	41,667	(40,000)	-	1,667
State/Local Agencies	91411UU11	UNIVERSITY OF CALIFORNIA	75,000,000	0.00	0.11	6/9/15	7/1/15	5,042	-	-	5,042
State/Local Agencies	13063BHZ8	CALIFORNIA ST	5,000,000	3.95	0.35	8/19/14	11/1/15	16,458	(14,713)	-	1,745
State/Local Agencies	64966GXS6	NEW YORK NY	12,255,000	5.13	0.66	4/1/13	12/1/15	52,390	(44,522)	-	7,868
State/Local Agencies	13063BN73	CALIFORNIA ST	7,000,000	1.05	0.48	12/19/14	2/1/16	6,125	(3,250)	-	2,875
State/Local Agencies	13063BN73	CALIFORNIA ST	11,000,000	1.05	0.91	3/27/13	2/1/16	9,625	(1,071)	-	8,554
State/Local Agencies	13063BN73	CALIFORNIA ST	21,000,000	1.05	0.40	3/31/15	2/1/16	18,375	(1,081)	-	7,294
State/Local Agencies	91412GUT0	UNIV OF CALIFORNIA CA REVENUE	2,500,000	0.63	0.63	4/10/14	5/15/16	1,321	-	-	1,321
State/Local Agencies	612574DR1	MONTEREY PENINSULA CA CMNTY	2,670,000	0.98	0.98	5/7/13	8/1/16	2,185	-	-	2,185
State/Local Agencies	13063CPM6	CALIFORNIA ST	44,000,000	0.75	0.69	12/9/14	11/1/16	27,500	(2,000)	-	25,500
State/Local Agencies	91412GUU7	UNIV OF CALIFORNIA CA REVENUE	3,250,000	1.22	1.22	4/10/14	5/15/17	3,310	-	-	3,310
State/Local Agencies	13063CFC9	CALIFORNIA ST	16,500,000	1.75	1.66	11/5/13	11/1/17	24,063	(1,213)	-	22,850
State/Local Agencies	13063CPN4	CALIFORNIA ST	5,000,000	1.25	1.22	12/22/14	11/1/17	5,208	(131)	-	5,078
State/Local Agencies	13063CPN4	CALIFORNIA ST	50,000,000	1.25	1.17	11/25/14	11/1/17	52,083	(3,400)	-	48,683
State/Local Agencies	6055804W6	MISSISSIPPI ST	8,500,000	6.09	1.38	4/23/15	10/1/19	43,130	(31,767)	-	11,364
Subtotals			\$ 316,375,000					\$ 429,837	\$ (260,677)	\$ -	\$ 169,160
Public Time Deposits	PP7QLOE87	TRANS-PAC NATIONAL BK	240,000	0.58	0.58	3/20/15	3/21/16	114	-	-	114
Public Time Deposits	PPRNET9Q5	BANK OF SAN FRANCISCO	240,000	0.56	0.56	4/9/15	4/11/16	112	-	-	112
Public Time Deposits	PP9302V13	PREFERRED BANK LA CALIF	240,000	0.59	0.59	5/15/15	5/16/16	118	-	-	118
Public Time Deposits	PP00BERR6	UMPQUA BANK	240,000	0.60	0.60	6/29/15	6/29/16	8	-	-	8
Subtotals			\$ 960,000					\$ 352	\$ -	\$ -	\$ 352
Negotiable CDs	78009NGU4	ROYAL BANK OF CANADA NY	-	0.37	0.57	5/19/14	6/25/15	1,345	164	-	1,509
Negotiable CDs	06366CU89	BANK OF MONTREAL CHICAGO	50,000,000	0.26	0.26	6/1/15	12/1/15	11,000	-	-	11,000
Negotiable CDs	78009NSA5	ROYAL BANK OF CANADA NY	25,000,000	0.35	0.35	9/16/14	3/10/16	7,276	-	-	7,276
Negotiable CDs	78009NTW6	ROYAL BANK OF CANADA NY	100,000,000	0.30	0.30	4/8/15	4/8/16	25,264	-	-	25,264
Negotiable CDs	96121TWJ3	WESTPAC BANKING CORP NY	25,000,000	0.43	0.43	4/24/14	4/25/16	8,896	-	-	8,896
Negotiable CDs	96121HWK0	WESTPAC BANKING CORP NY	50,000,000	0.41	0.41	4/24/14	4/25/16	16,886	-	-	16,886
Negotiable CDs	06417HTK2	BANK OF NOVA SCOTIA HOUS	25,000,000	0.47	0.51	5/9/14	5/9/16	9,768	430	-	10,198
Negotiable CDs	06366CWA2	BANK OF MONTREAL CHICAGO	25,000,000	0.43	0.43	2/12/15	8/12/16	8,902	-	-	8,902
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO	25,000,000	0.45	0.45	3/31/15	9/23/16	9,278	-	-	9,278
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO	50,000,000	0.45	0.45	3/31/15	9/23/16	18,556	-	-	18,556
Negotiable CDs	06417HUW4	BANK OF NOVA SCOTIA HOUS	50,000,000	0.48	0.48	9/25/14	9/23/16	19,542	-	-	19,542

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Negotiable CDs	06386CC48	BANK OF MONTREAL CHICAGO	50,000,000	0.44	0.44	4/7/15	10/7/16	18,468	-	-	18,468
Negotiable CDs	06417HVR4	BANK OF NOVA SCOTIA HOUS	50,000,000	0.47	0.47	10/7/14	10/7/16	19,615	-	-	19,615
Negotiable CDs	78009NSX5	ROYAL BANK OF CANADA NY	100,000,000	0.47	0.47	12/15/14	12/15/16	38,228	-	-	38,228
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	25,000,000	0.56	0.56	2/23/15	2/23/17	11,708	-	-	11,708
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	25,000,000	0.56	0.56	2/23/15	2/23/17	11,708	-	-	11,708
Negotiable CDs	06417HUR5	BANK OF NOVA SCOTIA HOUS	50,000,000	0.55	0.55	9/25/14	9/25/17	22,483	-	-	22,483
Subtotals			\$ 725,000,000					\$ 258,922	\$ 594	\$ -	\$ 259,516
Commercial Paper	62478YT16	MUFG UNION BANK NA	-	0.00	0.07	5/29/15	6/1/15	-	-	-	-
Commercial Paper	06538CT27	BANK TOKYO-MIT UFJ NY	-	0.00	0.15	5/26/15	6/2/15	417	-	-	417
Commercial Paper	36960MT29	GENERAL ELECTRIC CO	-	0.00	0.08	5/26/15	6/2/15	111	-	-	111
Commercial Paper	06538CT35	BANK TOKYO-MIT UFJ NY	-	0.00	0.15	5/27/15	6/3/15	833	-	-	833
Commercial Paper	62478YT32	MUFG UNION BANK NA	-	0.00	0.10	6/2/15	6/3/15	111	-	-	111
Commercial Paper	06538CT43	BANK TOKYO-MIT UFJ NY	-	0.00	0.13	5/28/15	6/4/15	1,083	-	-	1,083
Commercial Paper	62478YT40	MUFG UNION BANK NA	-	0.00	0.10	6/3/15	6/4/15	111	-	-	111
Commercial Paper	62478YT57	MUFG UNION BANK NA	-	0.00	0.10	6/4/15	6/5/15	111	-	-	111
Commercial Paper	62478YT81	MUFG UNION BANK NA	-	0.00	0.10	6/15/15	6/8/15	375	-	-	375
Commercial Paper	62478YT99	MUFG UNION BANK NA	-	0.00	0.10	6/8/15	6/9/15	125	-	-	125
Commercial Paper	62478YTA6	MUFG UNION BANK NA	-	0.00	0.11	6/9/15	6/10/15	153	-	-	153
Commercial Paper	06538CTB7	BANK TOKYO-MIT UFJ NY	-	0.00	0.15	6/4/15	6/11/15	2,917	-	-	2,917
Commercial Paper	36959JTB9	GENERAL ELEC CAP CORP	-	0.00	0.13	4/9/15	6/11/15	361	-	-	361
Commercial Paper	62478YTB4	MUFG UNION BANK NA	-	0.00	0.11	6/10/15	6/11/15	153	-	-	153
Commercial Paper	62478YTF5	MUFG UNION BANK NA	-	0.00	0.12	6/11/15	6/15/15	1,000	-	-	1,000
Commercial Paper	62478YTP3	MUFG UNION BANK NA	-	0.00	0.11	6/22/15	6/23/15	214	-	-	214
Commercial Paper	62478YQ1	MUFG UNION BANK NA	-	0.00	0.11	6/23/15	6/24/15	214	-	-	214
Commercial Paper	62478YTR9	MUFG UNION BANK NA	-	0.00	0.11	6/24/15	6/25/15	214	-	-	214
Commercial Paper	62478YTS7	MUFG UNION BANK NA	-	0.00	0.11	6/25/15	6/26/15	199	-	-	199
Commercial Paper	62478YTV0	MUFG UNION BANK NA	-	0.00	0.11	6/26/15	6/29/15	596	-	-	596
Commercial Paper	06538CTW1	BANK TOKYO-MIT UFJ NY	-	0.00	0.18	6/2/15	6/30/15	14,000	-	-	14,000
Commercial Paper	58934BTW4	MERCK & CO INC	-	0.00	0.08	5/26/15	6/30/15	4,833	-	-	4,833
Commercial Paper	89116FTW0	TORONTO DOMINION HDG USA	-	0.00	0.14	4/9/15	6/30/15	11,278	-	-	11,278
Commercial Paper	06538CU17	BANK TOKYO-MIT UFJ NY	100,000,000	0.00	0.18	6/3/15	7/1/15	14,000	-	-	14,000
Commercial Paper	62478YU14	MUFG UNION BANK NA	300,000,000	0.00	0.06	6/30/15	7/1/15	500	-	-	500
Subtotals			\$ 400,000,000					\$ 53,908	\$ -	\$ -	\$ 53,908
Medium Term Notes	36962G5Z3	GENERAL ELEC CAP CORP	5,000,000	1.63	0.81	8/19/13	7/2/15	6,771	(3,310)	\$ -	3,461
Medium Term Notes	36962G4M3	GENERAL ELEC CAP CORP	8,565,000	1.02	-1.76	11/25/13	7/9/15	7,307	(3,043)	-	4,264
Medium Term Notes	89233P6J0	TOYOTA MOTOR CREDIT CORP	6,100,000	0.88	0.30	3/4/14	7/17/15	4,448	(2,873)	-	1,575
Medium Term Notes	89233P6J0	TOYOTA MOTOR CREDIT CORP	10,000,000	0.88	0.44	11/15/13	7/17/15	7,292	(3,547)	-	3,745
Medium Term Notes	594918AG9	MICROSOFT CORP	3,186,000	1.63	0.39	10/30/13	9/25/15	4,314	(3,206)	-	1,109
Medium Term Notes	961214BW2	WESTPAC BANKING CORP	10,152,000	1.13	0.35	9/15/14	9/25/15	9,518	(6,416)	-	3,101
Medium Term Notes	369604BE2	GENERAL ELECTRIC CO	8,000,000	0.85	0.46	5/7/14	10/9/15	5,667	(2,520)	-	3,147
Medium Term Notes	369604BE2	GENERAL ELECTRIC CO	9,300,000	0.85	0.40	5/19/14	10/9/15	6,588	(3,444)	-	3,144
Medium Term Notes	06366RJH9	BANK OF MONTREAL	8,500,000	0.80	0.56	3/27/14	11/6/15	5,667	(3,551)	-	3,533
Medium Term Notes	36962G4T8	GENERAL ELEC CAP CORP	7,000,000	2.25	0.48	5/12/14	11/9/15	13,125	(10,104)	-	4,013
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	10,000,000	1.80	0.41	3/12/14	11/15/15	15,000	(11,349)	-	3,021
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	23,025,000	1.80	0.34	3/7/14	11/15/15	34,538	(27,362)	-	7,176
Medium Term Notes	459200GU9	IBM CORP	19,579,000	2.00	0.48	2/11/14	1/5/16	32,632	(24,275)	-	8,357
Medium Term Notes	46625HHW3	JPMORGAN CHASE & CO	12,836,000	2.60	0.75	2/11/15	1/15/16	27,811	(19,436)	-	8,375
Medium Term Notes	064255AK8	BK TOKYO-MITSUBISHI UFJ	10,000,000	0.73	0.26	3/17/14	2/26/16	6,100	(1,511)	-	4,589
Medium Term Notes	36962G2V5	GENERAL ELEC CAP CORP	17,689,000	0.48	0.40	5/19/14	5/11/16	7,059	(595)	-	6,464

Monthly Investment Earnings Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Medium Term Notes	36962G7A6	GENERAL ELEC CAP CORP	18,194,000	0.93	0.35	4/1/15	7/12/16	14,038	(8,364)	-	5,674
Medium Term Notes	36962G7A6	GENERAL ELEC CAP CORP	27,651,000	0.93	0.34	3/23/15	7/12/16	21,335	(12,743)	-	8,592
Medium Term Notes	064159CQ7	BANK OF NOVA SCOTIA	16,483,000	1.38	0.78	2/13/15	7/15/16	18,887	(8,038)	-	10,849
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK	18,930,000	0.74	0.38	12/15/14	9/9/16	11,618	(4,076)	-	7,543
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK	24,000,000	0.74	0.40	3/2/15	9/9/16	14,730	(5,581)	-	9,149
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	14,150,000	0.38	0.41	12/9/14	9/23/16	4,351	214	-	4,566
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	28,150,000	0.38	0.40	2/11/15	9/23/16	8,657	358	-	9,014
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	50,000,000	0.38	0.38	9/23/14	9/23/16	15,376	-	-	15,376
Medium Term Notes	89236TBU6	TOYOTA MOTOR CREDIT CORP	47,500,000	0.38	0.38	9/25/14	9/23/16	15,042	-	-	15,042
Medium Term Notes	9612E0DB0	WESTPAC BANKING CORP	50,000,000	0.43	0.43	10/10/14	10/7/16	18,014	-	-	18,014
Medium Term Notes	89236TCL7	TOYOTA MOTOR CREDIT CORP	50,000,000	0.38	0.38	4/14/15	10/14/16	15,708	-	-	15,708
Medium Term Notes	36967FAB7	GENERAL ELEC CAP CORP	20,000,000	0.55	0.55	1/9/15	1/9/17	9,229	-	-	9,229
Medium Term Notes	36962G2F0	GENERAL ELEC CAP CORP	3,791,000	0.44	0.47	4/8/15	2/15/17	1,402	82	-	1,485
Medium Term Notes	36962G2F0	GENERAL ELEC CAP CORP	4,948,000	0.44	0.50	4/1/15	2/15/17	1,830	229	-	2,060
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP	10,000,000	0.47	0.43	4/14/15	2/16/17	3,883	(280)	-	3,603
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP	50,000,000	0.47	0.47	2/20/15	2/16/17	19,417	-	-	19,417
Subtotals			\$ 612,729,000					\$ 394,435	\$ (166,392)	\$ -	\$ 228,043
Money Market Funds	09248U718	BLACKROCK LIQUIDITY FUNDS T-FI	5,001,619	0.01	0.01	1/15/13	7/1/15	41	-	-	41
Money Market Funds	316175108	FIDELITY INSTITUTIONAL MONEY M	5,004,045	0.01	0.01	6/20/13	7/1/15	41	-	-	41
Money Market Funds	61747C707	MORGAN STANLEY INSTITUTIONAL	275,109,162	0.04	0.04	12/31/12	7/1/15	5,319	-	-	5,319
Subtotals			\$ 285,114,825					\$ 5,401	\$ -	\$ -	\$ 5,401
Supranationals	459516GY0	INTERNATIONAL FINANCE CORP	-	0.00	0.10	5/14/15	6/16/15	417	-	-	417
Subtotals			\$ -					\$ 417	\$ -	\$ -	\$ 417
Grand Totals			\$ 6,968,726,825					\$ 4,595,918	\$ (802,634)	\$ 112,593	\$ 3,905,877

¹Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended June 30, 2015

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	6/1/2015	12/1/2015	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CUB9	\$ 50,000,000	0.26	0.26	\$ 100.00	\$ -	\$ 50,000,000
Purchase	6/1/2015	7/1/2015	Money Market Funds	BLACKROCK LIQUIDITY FUND	09248U718	42	0.01	0.01	100.00	-	42
Purchase	6/2/2015	6/30/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CTW1	100,000,000	0.00	0.18	99.99	-	99,986,000
Purchase	6/2/2015	6/3/2015	Commercial Paper	MUFG UNION BANK NA	62478YT32	40,000,000	0.00	0.10	100.00	-	39,999,889
Purchase	6/3/2015	7/1/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CU17	100,000,000	0.00	0.18	99.99	-	99,986,000
Purchase	6/3/2015	5/3/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEU40	69,000,000	0.00	0.00	99.99	-	68,994,894
Purchase	6/3/2015	6/4/2015	Commercial Paper	MUFG UNION BANK NA	62478YT40	40,000,000	0.00	0.10	100.00	-	39,999,889
Purchase	6/4/2015	6/1/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CTB7	100,000,000	0.00	0.15	100.00	-	99,997,083
Purchase	6/4/2015	6/5/2015	Commercial Paper	MUFG UNION BANK NA	62478YT57	40,000,000	0.00	0.10	100.00	-	39,999,889
Purchase	6/5/2015	6/2/2020	Federal Agencies	FARMER MAC	3132X0AT8	41,000,000	0.32	0.32	100.00	-	41,000,000
Purchase	6/5/2015	6/8/2015	Commercial Paper	MUFG UNION BANK NA	62478YT81	45,000,000	0.00	0.10	100.00	-	44,999,625
Purchase	6/8/2015	6/9/2015	Commercial Paper	MUFG UNION BANK NA	62478YT99	45,000,000	0.00	0.10	100.00	-	44,999,875
Purchase	6/9/2015	6/10/2015	Commercial Paper	MUFG UNION BANK NA	62478YT46	50,000,000	0.00	0.11	100.00	-	49,999,847
Purchase	6/9/2015	7/1/2015	State/Local Agencies	UNIVERSITY OF CALIFORNIA	91411UU11	75,000,000	0.00	0.11	99.99	-	74,994,959
Purchase	6/10/2015	9/15/2015	Federal Agencies	FARMER MAC	31315PGT0	2,245,000	2.13	0.15	100.52	11,264	2,267,937
Purchase	6/10/2015	9/9/2015	Federal Agencies	FED HOME LN DISCOUNT NT	313384LM9	50,000,000	0.00	0.09	99.98	-	49,989,131
Purchase	6/10/2015	9/10/2015	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDEK4	1,500,000	0.25	0.12	100.03	938	1,501,415
Purchase	6/10/2015	6/11/2015	Commercial Paper	MUFG UNION BANK NA	62478YT84	50,000,000	0.00	0.11	100.00	-	49,999,847
Purchase	6/11/2015	11/13/2015	Federal Agencies	FED HOME LN DISCOUNT NT	313384PE3	50,000,000	0.00	0.15	99.94	-	49,967,708
Purchase	6/11/2015	6/11/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEW48	50,000,000	0.00	0.00	99.99	-	49,996,000
Purchase	6/11/2015	6/15/2015	Commercial Paper	MUFG UNION BANK NA	62478YTF5	75,000,000	0.00	0.12	100.00	-	74,999,000
Purchase	6/22/2015	6/23/2015	Commercial Paper	MUFG UNION BANK NA	62478YTP3	70,000,000	0.00	0.11	100.00	-	69,999,786
Purchase	6/24/2015	6/24/2015	Commercial Paper	MUFG UNION BANK NA	62478YTR9	70,000,000	0.00	0.11	100.00	-	69,999,786
Purchase	6/24/2015	6/25/2015	Commercial Paper	MUFG UNION BANK NA	62478YTR9	70,000,000	0.00	0.11	100.00	-	69,999,786
Purchase	6/25/2015	7/1/2015	State/Local Agencies	FLORIDA ST HURRICANE CAT	34074GDD3	50,000,000	5.00	0.20	100.08	1,208,333	51,248,333
Purchase	6/25/2015	7/1/2015	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	100,000,000	0.04	0.04	100.00	-	100,000,000
Purchase	6/25/2015	6/26/2015	Commercial Paper	MUFG UNION BANK NA	62478YTS7	65,000,000	0.00	0.11	100.00	-	64,999,801
Purchase	6/26/2015	7/1/2015	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	50,000,000	0.04	0.04	100.00	-	50,000,000
Purchase	6/26/2015	6/29/2015	Commercial Paper	MUFG UNION BANK NA	62478YTV0	65,000,000	0.00	0.11	100.00	-	64,999,404
Purchase	6/29/2015	7/1/2015	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	50,000,000	0.04	0.04	100.00	-	50,000,000
Purchase	6/29/2015	6/29/2016	Public Time Deposits	UMPQUA BANK	PP00BERR6	240,000	0.60	0.60	100.00	-	240,000
Purchase	6/30/2015	7/1/2015	Money Market Funds	FIDELITY INSTITUTIONAL M	316175T08	41	0.01	0.01	100.00	-	41
Purchase	6/30/2015	7/1/2015	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	5,319	0.04	0.04	100.00	-	5,319
Purchase	6/30/2015	7/1/2015	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	50,000,000	0.04	0.04	100.00	-	50,000,000
Purchase	6/30/2015	7/1/2015	Commercial Paper	MUFG UNION BANK NA	62478YU14	300,000,000	0.00	0.06	100.00	-	299,999,500
Subtotals						\$ 2,013,990,403	0.14	0.11	\$ 100.00	\$ 1,220,535	\$ 2,015,170,787

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Sale	6/3/2015	7/1/2015	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	\$ 50,000,000	0.04	0.04	\$ 100.00	\$ -	\$ 50,000,000
Sale	6/5/2015	7/1/2015	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	50,000,000	0.04	0.04	100.00	-	50,000,000
Sale	6/12/2015	11/13/2015	Federal Agencies	FED HOME LN DISCOUNT NT	313384PE3	50,000,000	0.00	0.15	99.94	-	49,967,917
Sale	6/15/2015	7/1/2015	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	200,000,000	0.04	0.04	100.00	-	200,000,000
Sale	6/25/2015	5/14/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ECPB4	10,000,000	0.88	1.01	99.22	9,965	9,931,744
Sale	6/25/2015	12/18/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEFF5	50,000,000	1.13	1.12	100.24	10,938	50,133,227
Sale	6/25/2015	3/28/2017	Federal Agencies	FANNIE MAE	3136G1ZB8	25,000,000	0.88	0.88	100.06	52,865	25,068,490
Subtotals						\$ 435,000,000	0.23	0.25	\$ 100.01	\$ 73,767	\$ 435,101,377
Call	6/1/2015	12/1/2017	Federal Agencies	FARMER MAC	31315PJ83	\$ 25,000,000	0.35	0.35	\$ 100.00	\$ -	\$ 25,000,000
Call	6/5/2015	3/5/2018	Federal Agencies	FREDDIE MAC	3134G6FR9	25,000,000	0.75	0.75	100.00	46,875	25,046,875
Call	6/16/2015	3/16/2018	Federal Agencies	FREDDIE MAC	3134G6JN4	50,000,000	1.00	1.00	100.00	125,000	50,125,000
Call	6/18/2015	12/18/2018	Federal Agencies	FREDDIE MAC	3134G4MB1	25,000,000	1.50	1.50	100.00	-	25,000,000
Call	6/26/2015	3/26/2018	Federal Agencies	FREDDIE MAC	3134G6LN1	25,000,000	1.00	1.00	100.00	62,500	25,062,500
Subtotals						\$ 150,000,000	0.93	0.93	\$ 100.00	\$ 234,375	\$ 150,234,375
Maturity	6/1/2015	6/1/2015	Federal Agencies	FREDDIE MAC DISCOUNT NT	313396GH0	\$ 50,000,000	0.00	0.06	\$ 100.00	\$ -	\$ 50,000,000
Maturity	6/1/2015	6/1/2015	Commercial Paper	MUFG UNION BANK NA	62478YT16	75,000,000	0.00	0.07	100.00	-	75,000,000
Maturity	6/2/2015	6/2/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CT27	100,000,000	0.00	0.15	100.00	-	100,000,000
Maturity	6/2/2015	6/2/2015	Commercial Paper	GENERAL ELECTRIC CO	36960MT29	50,000,000	0.00	0.08	100.00	-	50,000,000
Maturity	6/3/2015	6/3/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CT35	100,000,000	0.00	0.15	100.00	-	100,000,000
Maturity	6/3/2015	6/3/2015	Commercial Paper	MUFG UNION BANK NA	62478YT32	40,000,000	0.00	0.10	100.00	-	40,000,000
Maturity	6/4/2015	6/4/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CT43	100,000,000	0.00	0.13	100.00	-	100,000,000
Maturity	6/4/2015	6/4/2015	Commercial Paper	MUFG UNION BANK NA	62478YT40	40,000,000	0.00	0.10	100.00	-	40,000,000
Maturity	6/5/2015	6/5/2015	Commercial Paper	MUFG UNION BANK NA	62478YT57	40,000,000	0.00	0.10	100.00	-	40,000,000
Maturity	6/8/2015	6/8/2015	Commercial Paper	MUFG UNION BANK NA	62478YT81	45,000,000	0.00	0.10	100.00	-	45,000,000
Maturity	6/9/2015	6/9/2015	Commercial Paper	MUFG UNION BANK NA	62478YT99	45,000,000	0.00	0.10	100.00	-	45,000,000
Maturity	6/9/2015	6/9/2015	State/Local Agencies	UNIVERSITY OF CALIFORNIA	91411UT96	50,000,000	0.00	0.11	100.00	-	50,000,000
Maturity	6/10/2015	6/10/2015	Federal Agencies	FED HOME LN DISCOUNT NT	313384G52	45,000,000	0.00	0.06	100.00	-	45,000,000
Maturity	6/10/2015	6/10/2015	Commercial Paper	MUFG UNION BANK NA	62478YTA6	50,000,000	0.00	0.11	100.00	-	50,000,000
Maturity	6/11/2015	6/11/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CTB7	100,000,000	0.00	0.15	100.00	-	100,000,000
Maturity	6/11/2015	6/11/2015	Commercial Paper	GENERAL ELEC CAP CORP	36959JTB9	10,000,000	0.00	0.13	100.00	-	10,000,000
Maturity	6/11/2015	6/11/2015	Commercial Paper	MUFG UNION BANK NA	62478YTB4	50,000,000	0.00	0.11	100.00	-	50,000,000
Maturity	6/12/2015	6/12/2015	Federal Agencies	FEDERAL HOME LOAN BANK	313379ER6	10,000,000	0.50	0.07	100.00	25,000	10,025,000
Maturity	6/15/2015	6/15/2015	Commercial Paper	MUFG UNION BANK NA	62478YTF5	75,000,000	0.00	0.12	100.00	-	75,000,000
Maturity	6/16/2015	6/16/2015	Supranationals	INTERNATIONAL FINANCE CO	459516GY0	10,000,000	0.00	0.10	100.00	-	10,000,000
Maturity	6/22/2015	6/22/2015	State/Local Agencies	CALIFORNIA ST	13063CLC2	11,500,000	1.50	0.13	100.00	128,548	11,628,548
Maturity	6/22/2015	6/22/2015	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EAVE5	50,000,000	0.21	0.50	100.00	8,816	50,008,816
Maturity	6/23/2015	6/23/2015	Commercial Paper	MUFG UNION BANK NA	62478YTP3	70,000,000	0.00	0.11	100.00	-	70,000,000
Maturity	6/24/2015	6/24/2015	Commercial Paper	MUFG UNION BANK NA	62478YTO1	70,000,000	0.00	0.11	100.00	-	70,000,000
Maturity	6/25/2015	6/25/2015	State/Local Agencies	LOS ANGELES CA	544351KF5	50,000,000	1.50	0.12	100.00	718,750	50,718,750
Maturity	6/25/2015	6/25/2015	State/Local Agencies	LOS ANGELES CA	544351KF5	50,000,000	1.50	0.12	100.00	718,750	50,718,750
Maturity	6/25/2015	6/25/2015	Commercial Paper	MUFG UNION BANK NA	62478YTR9	70,000,000	0.00	0.11	100.00	-	70,000,000
Maturity	6/25/2015	6/25/2015	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NGU4	5,500,000	0.37	0.57	100.00	5,044	5,505,044
Maturity	6/26/2015	6/26/2015	Commercial Paper	MUFG UNION BANK NA	62478YTS7	65,000,000	0.00	0.11	100.00	-	65,000,000
Maturity	6/29/2015	6/29/2015	Commercial Paper	MUFG UNION BANK NA	62478YTV0	65,000,000	0.00	0.11	100.00	-	65,000,000
Maturity	6/30/2015	6/30/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CTW1	100,000,000	0.00	0.18	100.00	-	100,000,000
Maturity	6/30/2015	6/30/2015	Commercial Paper	MERCK & CO INC	58934BTW4	75,000,000	0.00	0.08	100.00	-	75,000,000
Maturity	6/30/2015	6/30/2015	Commercial Paper	TORONTO DOMINION HDG USA	89116FTW0	100,000,000	0.00	0.14	100.00	-	100,000,000
Maturity	6/30/2015	6/30/2015	State/Local Agencies	UNIVERSITY OF CALIFORNIA	91411UTW5	10,000,000	0.00	0.15	100.00	-	10,000,000
Subtotals						\$ 1,877,000,000	0.10	0.13	\$ 100.00	\$ 1,604,907	\$ 1,878,604,907

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	6/1/2015	12/1/2017	Federal Agencies	FARMER MAC	31315PJ83	\$	0.35	0.35	\$	-	\$
Interest	6/1/2015	4/1/2016	Federal Agencies	FARMER MAC	31315PTF6	50,000,000	0.18	0.18	-	-	7,761
Interest	6/1/2015	12/1/2015	State/Local Agencies	NEW YORK NY	64966GX56	12,255,000	5.13	0.66	-	-	314,341
Interest	6/2/2015	12/2/2019	Federal Agencies	FARMER MAC	31315PJ26	50,000,000	0.38	0.38	-	-	47,700
Interest	6/2/2015	6/2/2016	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDB35	50,000,000	0.21	0.23	-	-	9,085
Interest	6/2/2015	2/2/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEMH0	4,000,000	0.23	0.24	-	-	796
Interest	6/2/2015	2/2/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEMH0	35,000,000	0.23	0.25	-	-	6,962
Interest	6/3/2015	12/3/2018	Federal Agencies	FARMER MAC	31315PW59	50,000,000	0.40	0.40	-	-	50,231
Interest	6/3/2015	12/3/2018	Federal Agencies	FARMER MAC	31315PW96	50,000,000	0.38	0.38	-	-	47,731
Interest	6/5/2015	1/5/2018	Federal Agencies	FARMER MAC	31315PA55	50,000,000	0.34	0.34	-	-	14,260
Interest	6/5/2015	6/5/2017	Federal Agencies	FARMER MAC	31315PZ05	9,000,000	1.11	0.80	-	-	49,950
Interest	6/5/2015	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEA00	25,000,000	0.22	0.22	-	-	4,758
Interest	6/5/2015	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEA00	25,000,000	0.22	0.23	-	-	4,758
Interest	6/5/2015	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEA00	50,000,000	0.22	0.23	-	-	9,515
Interest	6/8/2015	10/7/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CCH48	50,000,000	0.44	0.44	-	-	19,578
Interest	6/8/2015	12/8/2017	Federal Agencies	FEDERAL HOME LOAN BANK	3130A3HF4	25,000,000	1.13	1.19	-	-	162,500
Interest	6/8/2015	4/8/2016	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NTW6	100,000,000	0.30	0.30	-	-	25,855
Interest	6/9/2015	6/9/2016	Federal Agencies	FARMER MAC	31315PB73	10,000,000	0.90	0.90	-	-	45,000
Interest	6/9/2015	12/9/2016	Federal Agencies	FEDERAL HOME LOAN BANK	313371PV2	25,000,000	1.63	0.64	-	-	203,125
Interest	6/9/2015	12/9/2016	Federal Agencies	FEDERAL HOME LOAN BANK	313371PV2	25,000,000	1.63	0.65	-	-	203,125
Interest	6/9/2015	12/9/2016	Federal Agencies	FEDERAL HOME LOAN BANK	313371PV2	25,000,000	1.63	0.72	-	-	203,125
Interest	6/9/2015	6/9/2017	Federal Agencies	FEDERAL HOME LOAN BANK	313379FW4	12,000,000	1.00	0.93	-	-	60,000
Interest	6/9/2015	9/9/2016	Medium Term Notes	TORONTO-DOMINION BANK	89114QAL2	18,930,000	0.72	0.42	-	-	35,005
Interest	6/9/2015	9/9/2016	Medium Term Notes	TORONTO-DOMINION BANK	89114QAL2	24,000,000	0.72	0.44	-	-	44,381
Interest	6/9/2015	10/7/2016	Medium Term Notes	WESTPAC BANKING CORP	9612E0DB0	50,000,000	0.43	0.43	-	-	19,731
Interest	6/10/2015	6/10/2016	Federal Agencies	FEDERAL HOME LOAN BANK	313373SZ2	28,000,000	2.13	0.39	-	-	297,500
Interest	6/10/2015	12/10/2018	Federal Agencies	FREDDIE MAC	3134G4LZ9	50,000,000	0.88	0.88	-	-	218,750
Interest	6/10/2015	3/10/2016	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NSA5	25,000,000	0.35	0.35	-	-	7,219
Interest	6/11/2015	12/11/2015	Federal Agencies	FEDERAL HOME LOAN BANK	313371ZY5	25,000,000	1.88	1.89	-	-	234,375
Interest	6/11/2015	12/11/2015	Federal Agencies	FEDERAL HOME LOAN BANK	313371ZY5	50,000,000	1.88	1.93	-	-	468,750
Interest	6/12/2015	10/11/2016	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDJA1	25,000,000	0.20	0.22	-	-	4,338
Interest	6/12/2015	8/12/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CWA2	25,000,000	0.43	0.42	-	-	9,144
Interest	6/13/2015	11/13/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEBR0	25,000,000	0.22	0.23	-	-	4,641
Interest	6/13/2015	6/13/2016	Federal Agencies	FEDERAL HOME LOAN BK IL	313771AA5	8,620,000	5.63	0.62	-	-	242,438
Interest	6/13/2015	6/13/2016	Federal Agencies	FEDERAL HOME LOAN BK IL	313771AA5	14,195,000	5.63	0.77	-	-	399,234
Interest	6/13/2015	6/13/2016	Federal Agencies	FEDERAL HOME LOAN BK IL	313771AA5	16,925,000	5.63	0.65	-	-	476,016
Interest	6/14/2015	9/14/2016	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDH21	50,000,000	0.21	0.22	-	-	8,852
Interest	6/15/2015	6/15/2017	Federal Agencies	FEDERAL HOME LOAN BANK	3130A3SL9	25,000,000	0.95	1.02	-	-	108,854
Interest	6/15/2015	12/15/2016	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NSX5	100,000,000	0.45	0.45	-	-	113,902
Interest	6/16/2015	4/16/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEZC7	50,000,000	0.23	0.24	-	-	10,047
Interest	6/17/2015	6/17/2016	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDDP4	50,000,000	0.52	0.44	-	-	130,000
Interest	6/18/2015	9/18/2015	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ECJB1	16,200,000	0.18	0.22	-	-	7,389
Interest	6/18/2015	12/18/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEFF5	50,000,000	1.13	1.12	-	-	281,250
Interest	6/18/2015	12/18/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEFF5	50,000,000	1.13	1.18	-	-	281,250
Interest	6/18/2015	12/18/2018	Federal Agencies	FREDDIE MAC	3134G4MB1	25,000,000	1.50	1.50	-	-	187,500
Interest	6/19/2015	12/19/2016	Federal Agencies	FEDERAL HOME LOAN BANK	3130A12F4	20,500,000	0.70	0.70	-	-	71,750

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	6/19/2015	6/19/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EAUW6	50,000,000	0.35	0.35	-	-	43,861
Interest	6/19/2015	11/19/2015	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ECLZ5	25,000,000	0.19	0.21	-	-	4,008
Interest	6/20/2015	3/21/2016	Public Time Deposits	TRANS-PAC NATIONAL BK	PP7QLOE87	240,000	0.58	0.58	-	-	351
Interest	6/22/2015	12/22/2017	Federal Agencies	FARMER MAC	31315PZ28	46,000,000	1.20	1.20	-	-	276,000
Interest	6/22/2015	9/22/2015	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EAFJ6	27,953,000	0.21	0.34	-	-	5,049
Interest	6/22/2015	3/22/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEN71	50,000,000	0.22	0.23	-	-	9,461
Interest	6/23/2015	9/23/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CA32	25,000,000	0.45	0.44	-	-	8,648
Interest	6/23/2015	9/23/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CA32	50,000,000	0.45	0.44	-	-	17,296
Interest	6/23/2015	8/23/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEFX3	50,000,000	0.47	0.46	-	-	59,359
Interest	6/23/2015	9/23/2016	Medium Term Notes	TOYOTA MOTOR CREDIT CORP	89236TB08	14,150,000	0.37	0.39	-	-	10,107
Interest	6/23/2015	9/23/2016	Medium Term Notes	TOYOTA MOTOR CREDIT CORP	89236TB08	28,150,000	0.37	0.38	-	-	13,183
Interest	6/23/2015	9/23/2016	Medium Term Notes	TOYOTA MOTOR CREDIT CORP	89236TB08	50,000,000	0.37	0.38	-	-	26,225
Interest	6/23/2015	9/23/2016	Medium Term Notes	TOYOTA MOTOR CREDIT CORP	89236TB08	47,500,000	0.38	0.38	-	-	46,581
Interest	6/24/2015	7/24/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ECV92	50,000,000	0.23	0.22	-	-	9,677
Interest	6/24/2015	3/24/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDP30	26,000,000	0.23	0.21	-	-	5,032
Interest	6/24/2015	4/25/2016	Negotiable CDs	WESTPAC BANKING CORP NY	96121TWK0	50,000,000	0.41	0.40	-	-	16,302
Interest	6/25/2015	9/25/2017	Negotiable CDs	BANK OF NOVA SCOTIA HOU	06417HUR5	50,000,000	0.54	0.54	-	-	68,591
Interest	6/25/2015	6/25/2018	Federal Agencies	FEDERAL HOME LOAN BANK	3130A4MX7	4,000,000	0.50	0.50	-	-	5,000
Interest	6/26/2015	6/26/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEGHT	8,400,000	0.93	0.94	-	-	39,060
Interest	6/26/2015	3/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEQ86	50,000,000	0.23	0.24	-	-	9,667
Interest	6/26/2015	3/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEQ86	50,000,000	0.23	0.24	-	-	9,667
Interest	6/26/2015	12/26/2017	Federal Agencies	FANNIE MAE	3136G1300	29,000,000	0.75	0.75	-	-	108,750
Interest	6/26/2015	12/26/2017	Federal Agencies	FANNIE MAE	3136G1314	39,000,000	0.80	0.80	-	-	156,000
Interest	6/27/2015	2/27/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDFW7	50,000,000	0.24	0.24	-	-	10,327
Interest	6/28/2015	12/28/2016	Federal Agencies	FEDERAL HOME LOAN BANK	313381KR5	9,000,000	0.63	0.63	-	-	28,125
Interest	6/28/2015	12/28/2016	Federal Agencies	FEDERAL HOME LOAN BANK	313381KR5	13,500,000	0.63	0.63	-	-	42,188
Interest	6/28/2015	12/28/2017	Federal Agencies	FREDDIE MAC	3134G32M1	50,000,000	1.00	1.00	-	-	250,000
Interest	6/28/2015	12/28/2018	Federal Agencies	FANNIE MAE	3136G2C39	15,000,000	1.63	1.63	-	-	120,521
Interest	6/29/2015	3/29/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDZW5	25,000,000	0.21	0.21	-	-	4,421
Interest	6/29/2015	12/29/2017	Federal Agencies	FREDDIE MAC	3134G5VA0	25,000,000	1.25	1.25	-	-	156,250
Interest	6/29/2015	12/29/2016	Federal Agencies	FREDDIE MAC	3134G5VG7	50,000,000	0.78	0.78	-	-	195,000
Interest	6/29/2015	6/29/2017	Federal Agencies	FREDDIE MAC	3137EADH9	25,000,000	1.00	1.10	-	-	125,000
Interest	6/30/2015	7/1/2015	Money Market Funds	BLACKROCK LIQUIDITY FUND	09248U718	5,001,660	0.01	0.01	-	-	41
Interest	6/30/2015	12/30/2016	Federal Agencies	FEDERAL HOME LOAN BANK	3130A3QU1	8,000,000	0.75	0.75	-	-	30,000
Interest	6/30/2015	12/30/2016	Federal Agencies	FEDERAL HOME LOAN BANK	3130A3QU1	50,000,000	0.75	0.75	-	-	187,500
Interest	6/30/2015	6/30/2017	Federal Agencies	FREDDIE MAC	3134G5W50	50,000,000	1.00	1.00	-	-	250,000
Interest	6/30/2015	7/1/2015	Money Market Funds	FIDELITY INSTITUTIONAL M	316175108	5,004,045	0.01	0.01	-	-	41
Interest	6/30/2015	7/1/2015	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	275,103,843	0.04	0.04	-	-	5,319
Interest	6/30/2015	12/31/2016	U.S. Treasuries	US TSY NT	912828RX0	25,000,000	0.88	0.67	-	-	109,375
Subtotals						\$ 3,105,627,547	0.63	0.51	\$	\$	7,667,113

Grand Totals	35 Purchases	(7) Sales	(39) Maturities / Calls	(11) Change in number of positions

Non-Pooled Investments

As of June 30, 2015

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
State/Local Agencies	797712AD8	SFRDA SOUTH BEACH HARBOR	1/20/12	12/1/16	1.39	3.50	\$ 1,995,000	\$ 1,995,000	\$ 1,995,000	\$ 1,995,000
Subtotals					1.39	3.50	\$ 1,995,000	\$ 1,995,000	\$ 1,995,000	\$ 1,995,000
Grand Totals					1.39	3.50	\$ 1,995,000	\$ 1,995,000	\$ 1,995,000	\$ 1,995,000

NON-POOLED FUNDS PORTFOLIO STATISTICS

	Current Month		Prior Month	
	Fiscal YTD	June 2015	Fiscal YTD	May 2015
Average Daily Balance	\$ 2,851,068	\$ 1,995,000	\$ 2,927,731	\$ 2,640,000
Net Earnings	\$ 99,706	\$ 5,819	\$ 93,888	\$ 7,700
Earned Income Yield	3.50%	3.55%	3.49%	3.43%

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.



Memorandum

Date: 08.28.15 **RE:** Citizens Advisory Committee
September 2, 2015

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support for the Allocation of \$9,878,876 in Prop K funds, with Conditions, and Appropriation of \$120,800 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have fourteen requests totaling \$9,999,676 in Prop K sales tax funds to present to the Citizens Advisory Committee. The Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) has requested \$5 million for San Francisco's Fiscal Year (FY) 2015/16 member contribution to the Caltrain capital budget for state of good repair projects, including new train departure monitors at the 4th and King station and the design phase for the retrofit or replacement of the Marin Street and Napoleon Avenue bridges. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$2 million for its share of settlement costs associated with the 4th Street Bridge Seismic Retrofit and Rehabilitation Project (Segment A of the Third Street Light Rail project), as well as \$100,000 for the District 3 Neighborhood Transportation Improvement Program planning project to increase safety, access, and connectivity along Kearny and Montgomery streets. San Francisco Public Works is requesting \$738,000 to procure street repair and cleaning equipment, and, with the Transportation Authority, is requesting \$2 million to acquire the right of way and perform archaeological investigation of the future site of the Quint-Jerrold Connector Road. We are also requesting \$45,800 to leverage over \$900,000 in federal grant and Bay Area Rapid Transit (BART) funds to pilot an innovative program aimed at mitigating rush hour congestion on BART by incentivizing riders to shift their travel to the shoulders of the peak period. Finally, San Francisco Environment is requesting \$80,000 to administer and conduct outreach to San Francisco employers on the Commuter Benefits Ordinance. Fully funding Caltrain and SFMTA's 4th Street Bridge Settlement requests requires Prop K Strategic Plan amendments and corresponding 5-Year Prioritization Program amendments to advance funding from later fiscal years to FY 15/16.

BACKGROUND

We have fourteen requests totaling \$9,999,676 in Prop K sales tax funds to present to the Citizens Advisory Committee (CAC) at the September 2, 2015 meeting, for potential Board approval on September 22, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- 3rd Street Light Rail (Phase 1)
- Caltrain Capital Improvement Program (CIP)
- Caltrain Relocation of Paul Street to Oakdale
- Caltrain Vehicles

- Caltrain Facilities
- Caltrain Guideways
- Street Repair and Cleaning Equipment
- Transportation Demand Management/Parking Management
- Transportation / Land Use Coordination

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 3rd Street Light Rail (Phase 1), which is a single-project category programmed directly in the Prop K Strategic Plan.

DISCUSSION

The purpose of this memorandum is to present fourteen Prop K requests totaling \$9,999,676 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.

Strategic Plan Amendments: Caltrain's requests require a Strategic Plan amendment to advance a total of \$787,844 in unprogrammed capacity from Fiscal Year (FY) 2033/34 to FY 2015/16 in the Caltrain CIP (\$223,756) and Vehicles (\$564,088) categories. This continues the trend of advancing Prop K sales tax funds for the Caltrain CIP and its share of the Vehicles, Facilities, and Guideways categories so that Prop K can temporarily provide San Francisco's annual local capital match contribution, relieving the San Francisco Municipal Transportation Agency (SFMTA) of this financial burden until Prop K sales tax funds are exhausted for Caltrain. The last year of funding for Caltrain local capital match in Prop K is currently FY 2022/23. The amendment triggered by Caltrain's request would result in an increase of \$516,782 in financing costs in the Caltrain CIP (\$178,590) and Vehicles (\$338,192) categories, which we consider to be insignificant.

SFMTA's request for the 4th Street Bridge Settlement requires a Strategic Plan amendment to advance \$2,029,582 in FY 2016/17 funds to FY 2015/16, and amend the Board policy that programmed all remaining Prop K sales tax funds in the 3rd Street Light Rail (Phase 1) category for the Southern Intermodal Terminal (Segment S) to fund the subject request. The amount of Prop K sales tax funds for Segment S, originally part of the Initial Operating Segment, has been reduced over time by advancing these funds to SFMTA to cover cost increases for Phase 1. The current request brings SFMTA's commitment (i.e., non-Prop K sales tax funds that SFMTA needs to contribute) to Segment S to \$12.8 million should the project move forward.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendments 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 \$9,878,876 in Prop K funds, with conditions, and appropriation of \$120,800 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.

2. Adopt a motion of support for the allocation of \$9,878,876 in Prop K funds, with conditions, and appropriation of \$120,800 in Prop K funds, 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 \$9,878,876 and appropriate \$120,800 in FY 2015/16 Prop K sales tax funds, with conditions, for a total of fourteen requests. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms. The impact of the proposed Prop K Strategic Plan amendments would be an estimated \$797,844 in additional financing costs, less than .01% of projected financing costs over the 30-year life of the Expenditure Plan.

The FY 2015/16 Prop K Allocation Summary (Attachment 4) shows the total approved FY 2015/16 allocations to date with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the proposed FY 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 \$9,878,876 in Prop K funds, with conditions, and appropriation of \$120,800 in Prop K funds, 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 2015/16 Fiscal Year Cash Flow Distribution – Summary

Enclosure:

1. Prop K Allocation Request Forms (14)

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	2	SFMTA	4th Street Bridge Settlement	\$ 2,029,582	\$ 16,610,671	23%	88%	Construction	6
Prop K	7	PCJPB	Los Gatos Creek Bridge Creek Replacement	\$ 427,571	\$ 26,943,000	69%	98%	Construction	Citywide
Prop K	7	PCJPB	Tunnel #4 Track and Drainage Rehabilitation	\$ 259,200	\$ 1,728,000	69%	85%	Design	Citywide
Prop K	7	PCJPB	Marin Street and Napoleon Ave Bridge Closure	\$ 152,800	\$ 1,364,000	69%	89%	Design	10
Prop K	7	PCJPB	FY16 Station Fiber Connectivity Implementation	\$ 598,000	\$ 2,505,000	69%	76%	Design	Citywide
Prop K	14	SFPW, SFCTA	Quint-Jerrold Connector Road	\$ 2,006,350	\$ 2,037,203	70%	2%	Environmental, Right of Way	10
Prop K	17P	PCJPB	FY16 Rolling Stock SOGR	\$ 1,673,197	\$ 4,000,000	84%	58%	Construction	Citywide
Prop K	20P	PCJPB	Train Departure Monitors at Terminal Stations (SF and Diridon)	\$ 172,000	\$ 1,530,000	90%	89%	Construction	6
Prop K	20P	PCJPB	Systemwide Station Improvements	\$ 318,989	\$ 1,800,000	90%	82%	Construction	6, 10
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,398,243	\$ 7,490,000	78%	81%	Construction	Citywide
Prop K	35	SFPW	Street Repair & Cleaning Equipment	\$ 738,072	\$ 738,072	29%	0%	Procurement	Citywide
Prop K	43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 79,872	\$ 79,872	54%	0%	Construction	Citywide
Prop K	43	SFCTA	San Francisco BART Travel Incentive Program	\$ 45,800	\$ 953,800	54%	95%	Construction	Citywide
Prop K	44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ 100,000	\$ 100,000	40%	0%	Planning	3
TOTAL					\$ 9,999,676	\$ 67,879,618	60%	85%	

Attachment 1: Summary of Applications Received

Footnotes

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

² Acronyms: PCJPB (Peninsula Counties Joint Powers Authority); SFCTA (San Francisco County Transportation Authority); SFE (San Francisco Department of the Environment); and SFMTA (San Francisco Municipal Transportation Agency).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
2	SFMTA	4th Street Bridge Settlement	\$ 2,029,582	-	Requested funds will be used for the San Francisco Municipal Transportation Agency's share of settlement costs associated with the 4th Street Bridge seismic retrofit and rehabilitation project, also known as Segment A of Third Street Light Rail Phase I (Initial Operating Segment). The City and County of San Francisco and the Federal Highway Administration are also providing funding for the settlement costs.
7	PCJPB	Los Gatos Creek Bridge Creek Replacement	\$ 427,571	-	Funds will be used to construct a new three-track bridge with improved seismic performance to replace the existing two-track Los Gatos Creek Bridge, near Diridon Station in San Jose.
7	PCJPB	Tunnel #4 Track and Drainage Rehabilitation	\$ 259,200	-	Prop K funds would be used for design of the Brisbane tunnel and track rehab project, which will rehabilitate the track structure and drainage system in Tunnel #4 in Brisbane.
7	PCJPB	Marin Street and Napoleon Ave Bridge Closure	\$ 152,800	-	Requested funds will be used for design phase to retrofit or replace the Marin Street and Napoleon Avenue bridges in San Francisco. These structures have reached the end of their useful lives and the area under them has become a security and safety concern. Design is expected to be complete by December 2016.
7	PCJPB	FY16 Station Fiber Connectivity Implementation	\$ 598,000	-	Caltrain will use Prop K funds to design fiber-optic communication connections between the Positive Train Control project and existing Caltrain systems, as recommended by Caltrain's Fiber Connectivity Study.
14	SFPW, SFCTA	Quint-Jerrold Connector Road	\$ 2,006,350	-	SFPW is requesting \$1,914,000 to purchase right of way, currently owned by the Union Pacific Railroad for construction of the new Quint-Jerrold Connector Road, and \$17,350 for regulatory staff support for additional archaeological investigation and ongoing design review. SFCTA is requesting \$75,000 to procure a consultant for the additional archaeological investigation.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
17P	PCJPB	FY16 Rolling Stock SOGR	\$ 1,673,197	\$ -	Prop K funds will be used to perform overhaul work on the Caltrain fleet of locomotives, Bombardier car and gallery rail car systems.
20P	PCJPB	Train Departure Monitors at Terminal Stations (SF and Diridon)	\$ 172,000	\$ -	Requested funds will be used to install train departure monitors at the San Francisco 4th & King and San Jose Diridon stations to provide real-time information to passengers. The project will be open for use by July 2017.
20P	PCJPB	Systemwide Station Improvements	\$ 318,989	\$ -	Funds will be used for the rehabilitation of various elements of passenger stations, including replacement of passenger shelters, replacing center track fences, etc.
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,398,243	\$ -	Requested funds will be used for work required to keep the Caltrain tracks in a state of good repair. Examples of work include replacement of rails, joints and ties.
35	SFPW	Street Repair & Cleaning Equipment	\$ 738,072	\$ -	SFPW is requesting Prop K funds to procure 1 flusher truck, two high pressure surface cleaning and water recovery systems, 1 bike path sweeper and 1 pothole patch truck. SFPW expects all equipment to be in use by May 2017.
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 79,872	\$ -	Prop K funds will be used to administer and conduct outreach for the San Francisco Commuter Benefits Ordinance through September 2016, and implement steps to automate administration. The ordinance requires San Francisco employers to offer commuter benefits to encourage employees to walk, bike, take transit and rideshare. This project's scope includes administration of ordinance compliance such as updating and producing materials, outreach to employers, tracking program metrics, and updating the compliance process.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFCTA	San Francisco BART Travel Incentive Program	\$ 45,800	\$ -	We are requesting Prop K funds to match \$908,000 in federal grant and BART operating funds for a pilot program to mitigate congestion on BART by incentivizing riders to shift their travel to the shoulders of the peak period. The pilot will alleviate congestion on BART in the short-term while longer-term solutions are developed; support continued ridership growth; support implementation of the Bay Area vision for focused growth around transit; and demonstrate a successful proof-of-concept of providing direct incentives to shift travel behavior and mitigate congestion. Engagement with employers and commuters will occur over a 6- to 9-month period. Overall program length of 2.5 years includes marketing plan, development of incentives, and evaluation, and is scheduled for completion in spring 2018.
44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ 100,000	\$ -	Requested funds will be used to engage the community, the Supervisor's Office and other relevant stakeholders to plan and develop conceptual designs for Kearny and Montgomery Streets between Market and Broadway to increase pedestrian safety, enhance transit performance, and develop north- and south-bound bicycle facilities in the corridor. This project will build upon recommendations in the Transportation Authority's Chinatown Neighborhood Transportation Plan. SFMTA anticipates completing the final report by December 2016, including key findings, recommendations, next steps, and an implementation and funding strategy.
TOTAL			\$ 9,999,676	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
2	SFMTA	4th Street Bridge Settlement	\$ 2,029,582	\$ -	The Prop K Strategic Plan includes \$5.9 million in FY 2016/17 as the only remaining funds in the 3rd Street Light Rail (Phase 1) line item and by Board policy these funds are designated for the Southern Intermodal Terminal (Segment S). This policy was adopted recognizing that Segment S was part of the original approved scope of the Initial Operating Segment, but was deferred due to cost increases. Funding this request requires a Prop K Strategic Plan amendment to amend the aforementioned policy and advance \$2,029,582 of the \$5.9 million from FY 2016/17 to FY 2015/16. The 3rd Street Light Rail is a grandfathered project from Prop B (the predecessor to Prop K). Consistent with Strategic Plan policy, the cost of advancing funds for a grandfathered project is covered by the overall Prop K capital program. Advancing \$2,029,582 for the subject request results in an inconsequential \$10,000 increase in financing costs to the Prop K program. Our recommendation includes a Special Condition that the SFMTA's commitment (i.e. non-Prop K funds that SFMTA needs to contribute) to Segment S has increased over time and now totals \$12.8 million should the project move forward. See page 3 of the enclosed allocation request form for more details.
7	PCJPB	Los Gatos Creek Bridge Creek Replacement	\$ 427,571	\$ -	[NOTE A]: Fully funding San Francisco's \$5 million member share of the FY 15/16 Caltrain capital budget contribution requires a Strategic Plan amendment to advance a total of \$223,756 in unprogrammed capacity from FY 33/34 to FY 15/16 in the Caltrain Capital Improvement Program (CIP) category. This amendment will slightly increase financing costs for the Caltrain CIP category by \$178,590, from \$3,172,413 to \$3,351,003, which we consider to be insignificant. This request also requires a corresponding 5YPP amendment , which includes programming \$150,000 in cumulative remaining capacity in FY 15/16.
7	PCJPB	Tunnel #4 Track and Drainage Rehabilitation	\$ 259,200	\$ -	See Note A.
7	PCJPB	Marin Street and Napoleon Ave Bridge Closure	\$ 152,800	\$ -	See Note A.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
7	PCJPB	FY16 Station Fiber Connectivity Implementation	\$ 598,000	\$ -	See Note A.
14	SFPW, SFCFTA	Quint-Jerrold Connector Road	\$ 2,006,350	\$ -	Our recommendation includes a Special Condition that if, after two years, the SFCFTA determines that the connector road is not advancing adequately toward project implementation (e.g. design is complete), the SFCFTA may request that the City and County of San Francisco attempt to sell the right of way purchased with Prop K funds at its then-fair market value and return to the Transportation Authority the lesser of: the sales proceeds (net of the cost of the sale and City's cost of holding the property in the interim) or the original \$1,914,000 Prop K funds plus interest equal to the rate of the City's treasury pool.
17P	PCJPB	FY16 Rolling Stock SOGR	\$ 1,673,197	\$ -	Fully funding San Francisco's \$5 million member share of the FY 15/16 Caltrain capital budget contribution requires a Prop K Strategic Plan amendment to advance a total of \$564,088 in unprogrammed capacity from FY 33/34 to FY 15/16 in the Caltrain Vehicles category. This amendment will slightly increase financing costs for the Caltrain Vehicles category by \$338,192, from \$1,613,956 to \$1,952,147, which we consider to be insignificant. This requires a corresponding 5YPP amendment , which includes programming \$2,742 in cumulative remaining capacity in FY 15/16.
20P	PCJPB	Train Departure Monitors at Terminal Stations (SF and Diridon)	\$ 172,000	\$ -	
20P	PCJPB	Systemwide Station Improvements	\$ 318,989	\$ -	
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,398,243	\$ -	5YPP amendment: Our recommendation is contingent on a 5YPP amendment to program \$79,113 in cumulative remaining capacity in FY 15/16.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
35	SFPW	Street Repair & Cleaning Equipment	\$ 738,072	\$ -	Our recommendation is contingent on administrative amendment to a prior allocation for street repair and cleaning equipment to allow \$195,195 in unneeded funds to be used for the subject project.
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 79,872	\$ -	
43	SFCTA	San Francisco BART Travel Incentive Program	\$ 45,800	\$ -	
44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ 100,000	\$ -	
TOTAL			\$ 9,999,676	\$ -	

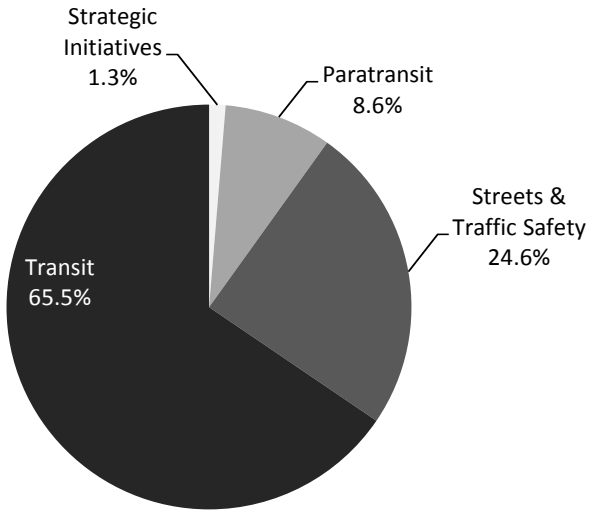
¹ See Attachment 1 for footnotes.

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

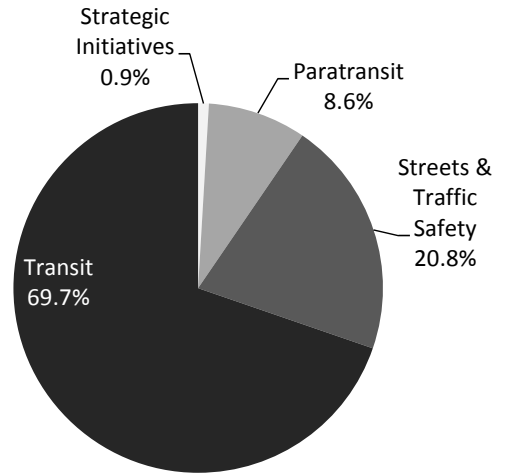
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 113,698,638	\$ 88,412,614	\$ 24,536,024	\$ 750,000	\$ -	\$ -
Current Request(s)	\$ 9,999,676	\$ 6,836,659	\$ 3,147,903	\$ 15,114	\$ -	\$ -
New Total Allocations	\$ 123,698,314	\$ 95,249,273	\$ 27,683,927	\$ 765,114	\$ -	\$ -

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: 08.26.15 **RE:** Citizens Advisory Committee
September 2, 2015

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support to Execute a Funding Agreement with the Bay Area Rapid Transit (BART) District for a Three-Year Period in an Amount Not to Exceed \$406,000 for the San Francisco BART Travel Incentives Pilot Project and to Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions

Summary

The Transportation Authority is partnering with the Bay Area Rapid Transit (BART) District on a pilot project to address train crowding in downtown San Francisco by incentivizing riders to shift their travel to the shoulders of the peak period or other stations and routes (the San Francisco BART Travel Incentives Pilot Project). The pilot project will involve creating a BART loyalty program whereby riders receive rewards for using BART during off-peak periods. Traveler responses to the incentives will be monitored closely using transit smart card (Clipper) data and project staff will adjust incentives in response to traveler route and time-of-day choices. The pilot project budget includes a \$508,000 federal Value Pricing Program grant, \$400,000 in BART operating revenues, and a \$45,800 Prop K appropriation being sought concurrently with this request.

BACKGROUND

Bay Area Rapid Transit (BART) is enjoying very high demand for its services as Bay Area employment and population grows. This has led to system crowding, especially in the trains servicing the downtown San Francisco Embarcadero, Montgomery, Powell, and Civic Center Stations. Trains have been operating above 100% of programmed capacity during peak periods in this corridor since 2012, and growth is expected to continue. BART predicts ridership growth at between 2 and 6 percent per year through 2040.

BART is working on a number of capacity enhancing solutions such as new train cars and train control system, but these solutions will not provide congestion relief until 2017 at the earliest. A short-term approach to addressing crowding is needed while these longer-term solutions are developed. The Transportation Authority and BART are working together to manage peak congestion on the system by providing direct incentives to a select group of BART riders via a web application. Traveler responses to the incentives will be monitored closely, and project staff will adjust incentives in response to traveler route and time-of-day choices. A similar pilot recently deployed in Singapore has resulted in participation of 300,000 riders and nearly a 10 percent shift of travel to the shoulders of the peak period on the city's crowded transit system.

The San Francisco BART Travel Incentives Pilot Project supports several goals including:

- Improving BART riders' satisfaction by alleviating congestion on the most crowded trains.
- Supporting continued growth in BART ridership until more permanent system capacity improvements are brought online.
- Supporting implementation of the Bay Area vision for focused growth around transit by alleviating congestion associated with new development around already-congested stations.
- Demonstrating a successful proof-of-concept of the approach of providing direct incentives to shift travel behavior and mitigate congestion.

The Transportation Authority, working in partnership with BART, secured a \$508,000 federal Value Pricing Program grant to support this work, and will also be contributing \$45,800 in Prop K sales tax funds, which is the subject of a separate request this month. BART is contributing \$400,000 in BART operating revenues, for a total overall budget of \$953,800.

DISCUSSION

The purpose of this memorandum is to seek a motion of support to execute a funding agreement between BART and the Transportation Authority to provide federal funds to support implementation of the pilot project.

BART will license a software platform used successfully in Singapore to provide incentives directly to riders to encourage travel in off-peak periods. BART will also contribute its own operating revenues to fund the incentives. The Transportation Authority will use the remainder of the federal funds, as well as the local Prop K sales tax funds to market the program to BART riders, employers, and workers in the vicinity of the Embarcadero and Montgomery Stations, and to evaluate the pilot program. In addition to the funding agreement which will describe the scope, schedule, invoicing and reimbursement procedures and other terms, the Transportation Authority and BART will also execute a project charter that describes each agency's role and contribution to the project.

Additionally, the two agencies will establish a Technical Advisory Committee to seek stakeholder input and plan to extend invitations to the Metropolitan Transportation Commission (administrator of Clipper); the San Francisco Municipal Transportation Agency, the San Francisco Department of Environment, the San Francisco Chamber of Commerce, and the Alameda Contra-Costa Transit District. The majority of the scope of work is anticipated to be completed by August 2016, with an optional task to extend the duration of the pilot program through fall 2018.

ALTERNATIVES

1. Adopt a motion of support to execute a funding agreement with BART for a three-year period in an amount not to exceed \$406,000 for the San Francisco BART Travel Incentives Pilot Project and to authorize the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions, as requested.
2. Adopt a motion of support to execute a funding agreement with BART for a three-year period in an amount not to exceed \$406,000 for the San Francisco BART Travel Incentives Pilot Project and to authorize the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

The total project will be funded by \$508,000 of federal Value Pricing Program grant funds, \$45,800 of Prop K sales tax funds, and \$400,000 of BART operating revenues, for an overall budget of \$953,800. Award of this funding agreement is contingent on the approval of the federal Value Pricing Program grant authorization by the California Department of Transportation, anticipated in mid-September. BART will use its own operating revenue to provide the required 20 percent match for its expenses. A portion of the proposed funding agreement will be included in the Transportation Authority's mid-year budget amendment. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of this agreement.

RECOMMENDATION

Adopt a motion of support to execute a funding agreement with BART for a three-year period in an amount not to exceed \$406,000 for the San Francisco BART Travel Incentives Pilot Project and to authorize the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions.

Attachment:

1. Draft Scope of Services

Attachment 1
San Francisco BART Travel Incentives Pilot Project
Draft Scope of Services

Scope of Work and Budget

The Transportation Authority and BART are working together on a pilot project to address crowding by incentivizing riders to shift their travel to the shoulders of the peak period or other stations and routes. This will involve creating a BART loyalty program whereby riders receive rewards for using BART during off-peak periods. Traveler responses to the incentives will be monitored closely using transit smart card (Clipper) data, and incentives would be adjusted accordingly for maximum effect.

Scope of Work

The Transportation Authority will cover costs associated with licensing software for a rewards loyalty program and customizing that software to meet the project needs, as well as additional contingency budget to cover extending the pilot duration, increased incentives, and support for marketing the program to BART riders. The Transportation Authority will pay up to \$325,000 to cover these costs; BART will pay \$81,000, for a total not-to-exceed amount of \$406,000.

Task 1: Software development coordination

BART will procure a consultant to customize software for a travel rewards program and will review consultant deliverables in consultation with Transportation Authority and other project stakeholders.

Task 2: Software design and data analysis

BART and its consultant will:

- Set up commuter engagement website
- Conduct statistical analysis of public transport travel data
- Propose an incentives scheme and document a methodology for participant selection and admission into the program
- Incorporate marketing messages, brand, and images provided by the project team
- Test the website and ensure quality control

Task 3: Deployment

BART and its consultant will deploy the website for up to 25,000 participants for a six- to nine-month pilot period, with the option to extend for an additional three months. BART and its consultant will provide regular (anticipated monthly) progress reports showing how commuters are participating in the program and the effect of the incentives on travel behavior.

Task 4: Contingency (optional task)

BART may spend up to an additional \$116,000 on incentives during the six-month pilot period, if needed, or to provide additional budget for incentives beyond the initial six-month period. These funds will also cover BART staff time associated with marketing the program.

The scope of this task and contingency fund may be released if first approved in writing by the Transportation Authority.

Schedule and Deliverables

Activity	Deliverable	Due Date
Tasks 1 & 2 Software customization	Web link to completed, pre-tested commuter engagement software and web interface	January 2015
Task 3a Software subscription – 25,000 users for months 1, 2 and 3	Software activity report for months 1, 2 and 3	April 2016
Task 3b Software subscription for months 4, 5, and 6	Software activity report for months 4, 5, and 6	August 2016
Task 4 (Optional) Extend duration of pilot or augment incentives	If approved, the Transportation Authority will specify use of contingency funds	September 2018



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Memorandum

Date: 08.28.15

RE: Citizens Advisory Committee
September 2, 2015

To: Citizens Advisory Committee

From: Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*

Subject: **INFORMATION** – Plan Bay Area 2040: San Francisco Call for Projects and Draft Goals and Objectives

Summary

In May, we issued a call for projects for San Francisco project priorities for Plan Bay Area 2040 (PBA 2040), the Regional Transportation Plan/Sustainable Communities Strategy led by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments. PBA is the region's blueprint for transportation investment through 2040. Projects seeking federal funding or a federal action before 2021 must be included in PBA as a stand-alone project or be consistent with a programmatic category. Large capacity-changing or regionally significant projects that trigger air quality conformity analyses must be listed in PBA as individual projects. Concurrent with our call for projects, MTC is undertaking similar processes for transit, local roads, and state highway state of good repair needs and for projects from multi-county project sponsors such as BART and Caltrain. Together these efforts create the universe of projects that will be considered for inclusion in PBA. MTC has given us an initial discretionary county budget of \$8.4 billion but ultimately we will need to meet a lower financially constrained budget. Even at the inflated initial target, San Francisco's needs exceed projected available funds; thus, we must work closely with project sponsors to ensure priority for those projects that need to be in PBA 2040 to avoid delay. The overall PBA process also includes opportunities to shape regional policies, fund programs, and new revenue advocacy. Our draft goals and objectives for PBA 2040 are shown in Attachment 1. Attachment 2 includes the preliminary draft list of existing and new project recommendations as well as a draft list of regional projects of interest to San Francisco. This information item represents an opportunity for the Citizens Advisory Committee (CAC) and public to provide input into the preliminary draft list of projects. The final list will be considered for action at the September 30 CAC meeting and then forwarded to the Board for approval in October.

BACKGROUND

On May 26, 2015, the Transportation Authority issued a call for projects for consideration in San Francisco's list of priorities for Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) lead development of the RTP/SCS, which sets policy and transportation investment priorities in the nine Bay Area counties, sets the regional strategy to meet greenhouse gas reduction targets for transportation, and contains a plan to accommodate the need for new housing at all income levels.

This planning cycle is a focused or minor update to the region's first RTP/SCS adopted in 2013 (PBA 2013), meaning it will largely retain the framework and contents of PBA 2013, and will focus primarily on updating the scope, schedule, and budget of projects in the current plan as well as furthering policy and sector work in a few areas which didn't receive as much attention during the last cycle (e.g. adaption policy and goods movement). This update, like the first RTP/SCS, will extend through 2040.

PBA 2040 Call for Projects: MTC and ABAG undertake 3 parallel processes which together generate the universe of projects that will be considered for inclusion in PBA. These include: 1) MTC-led state of good repair needs assessment for transit, local streets and roads, and highways; 2) MTC-led call for projects for regionally significant projects, including projects proposed by multi-county project sponsors such as regional transit operators; and 3) Congestion Management Agency-led (CMA-led) county-level call for projects. The latter call for projects is the subject of this memorandum.

The final approved RTP/SCS is required to be financially constrained, meaning it can only include a program of projects within the limits of the revenue that can be reasonably anticipated over the life of the plan. For PBA 2040, MTC has assigned San Francisco an initial discretionary county budget target of \$8.4 billion. These initial targets are intended to place a cap on project/program submittals by CMAs and are not intended to be construed as the amount of funds the county will receive in the final financially constrained RTP/SCS. The initial county budget target includes a multiplier factor layered on top of projected county share Regional Transportation Improvement Program, One Bay Area Grant and anticipated new local revenue sources such as extension of existing transportation sales tax measures (e.g. Prop K) and any new local measures that may be on the ballot prior to PBA 2040 adoption in June 2017. This initial county budget target is higher than the final discretionary funding budget within which we will have to fit San Francisco's project priorities. As we work with MTC/ABAG through the PBA 2040 process, MTC will undertake project performance evaluation, establish regional priorities, and refine funding projections. Before the recommended PBA investment scenario is chosen, CMAs will be asked to reduce their project lists to meet final financially constrained targets. Similarly, if ballot measures are not passed before June 2017, those revenues will be dropped from PBA 2040 and project lists will need to be trimmed accordingly.

DISCUSSION

The purpose of this memorandum is to seek feedback on our proposed draft Plan Bay Area 2040 goals and objectives for San Francisco and the preliminary draft list of projects and programs that the Transportation Authority will need to submit to MTC by October 30, 2015.

Draft San Francisco Goals and Objectives: Our approach to PBA 2040 has been informed by the draft goals and objectives shown in Attachment 1. Drawing on what we learned from the first PBA and the 2013 San Francisco Transportation Plan (SFTP), the goals and objectives fall into two main categories: financial and policy. The financial goals and objectives outline our strategy for the call for projects (such as ensuring inclusion of all projects that need to be in PBA 2040 so that they are not delayed in advancement, e.g. a project that intends to seek federal funds for construction before 2021) and for increasing federal, state and regional revenues to San Francisco priorities through seeking to secure a large share of existing discretionary revenues and advocating for new revenues. The policy goals and objectives cover a range of topics from supporting performance based decision-making to equity issues to project delivery.

After receiving project submissions from public agency sponsors and members of the public, we worked with San Francisco stakeholders to develop a preliminary draft staff recommendation for projects and programs to submit to MTC for consideration in Plan Bay Area 2040 (Attachments 2 and

3).

Project Identification Process: Existing PBA 2013 projects and the SFTP served as the starting point for identifying projects and programs for PBA 2040, but public agency staff and members of the public were also invited to submit project ideas through a call for projects issues by the Transportation Authority in May. All projects were required to have a confirmed public agency sponsor in order to be considered for inclusion in San Francisco's draft list of project priorities. For projects that were directly submitted by a member of the public or stemmed from our community outreach, we forwarded ideas to likely public agency sponsors for consideration.

As noted above, MTC directed sponsors of multi-jurisdictional or regional projects (e.g. the California Department of Transportation, the Bay Area Rapid Transit District, the Peninsula Corridor Joint Powers Board, and the Water Emergency Transportation Authority) to submit projects directly to MTC. However, we have also been coordinating with these agencies to identify San Francisco priorities and consider whether to commit a share of our local county budget target to them. A summary of anticipated regional project submissions relevant to San Francisco is included in Attachment 2 (projects 56-74). Similarly, transit and local streets and roads state of good repair projects do not need to be submitted through the CMA call for projects because MTC is separately collecting information on SOGR projects.

Projects can be included in PBA in two different ways: individual project listings or programmatic categories. Larger capacity changing projects (e.g. roadway widening and new transit services) and regionally significant projects that need to be coded in the regional travel demand forecasting model must be called out individually in the PBA. Smaller projects that don't significantly change capacity (such as most pedestrian and bicycle projects with no or minimal lane reductions and transportation demand management projects) can be included within programmatic. As a result of this guidance, the majority of projects are captured in programmatic categories within PBA.

Public Outreach: We led a series of public outreach efforts in the spring and summer of 2015 in order to solicit project ideas and feedback for the call for projects and kick off an update to the San Francisco Transportation Plan (SFTP). Multi-lingual outreach efforts included printed materials, notices in neighborhood newspapers, social media and targeted outreach to groups representing low income individuals and non-native English speakers. Members of the public were encouraged to nominate projects through the Transportation Authority's Plan Bay Area 2040 call for projects website (www.sfcta.org/rtp) and a multi-lingual phone hotline was also set up for the purpose. We have also been noticing public input opportunities at all Transportation Authority Board and committee meetings where PBA items are agendaized.

What we heard during the outreach effort was very useful and echoed many of the themes that we had heard during the 2013 SFTP process. Clearly, they are still relevant and we will continue to address these topics as we prepare the next SFTP update. Three of the most common feedback themes were social equity, public transportation and safety as summarized below, followed by highlights of other feedback.

Social equity was an overarching concern voiced especially by groups located in or working with communities of concern. This spanned both process (wanting to be given the opportunity to engage in planning processes) and outcomes (demonstrable social equity benefits resulting from investment).

Public transportation input focused on maintaining and upgrading San Francisco's public transit system, particularly reliability and frequency of service, across all communities in the city. Other related comments included: accessibility for families and seniors; interest in expanding the underground Muni network as a long term solution to overcrowding and future population growth; and interest in a new

transbay tube to serve regional demand for transit.

Safety, especially of pedestrians, cyclists and other vulnerable populations (such as seniors and school children) was also a very prevalent theme. Many groups expressed interest in supporting Vision Zero and several groups expressed their desire for pedestrian and bicycle amenities, including scramble signals, bicycle lanes, and intersection daylighting.

Congestion management: There was some support for congestion management efforts in San Francisco including the cordon pricing or parking pricing.

Regional connectivity: A number of advocacy groups highlighted the importance of regional connectivity and addressing regional congestion as being important to San Francisco's overall economic competitiveness. Connectivity to the East Bay and South Bay were most frequently mentioned.

Process and communication: Most groups stressed the importance of having more transparent communication of project timelines and updates, and expressed a desire to better understand decision-makers' rationale when unexpected changes are made to a project. Regarding process in general, groups also emphasized the importance of following-through on promises made.

Other: Discussions of housing affordability, transportation affordability, and displacement also came up during these meetings.

Strategy for Identifying San Francisco Priorities: We worked with project sponsors through our technical working group and in smaller groups to first evaluate existing PBA projects. Unless a project has been completed or cancelled, all existing PBA projects will be recommended to carryforward to PBA 2040. These projects are listed with brief project descriptions in the first table in Attachment 2 to this memo. Sponsors have to submit project scope, schedule, cost, and funding information through a MTC PBA which was newly launched this spring. The new system and amount of information required has caused delays in project sponsors' ability to input the information. Thus, we are still in the process of working with sponsors to collect and vet all the required project information for accuracy and reasonableness. Cost and funding information, in particular, is changing; thus to avoid confusion, we haven't provided cost information with this memorandum, but will do so next month.

For new project submissions, we first screened them to see if they might need to be included as an individual project per MTC's call for project guidance or if they could be grouped into a programmatic category. For call for project purposes, we do not need to evaluate projects that will fit within the proposed programmatic categories shown in Attachment 3 further.

If a proposed new project would need to be listed as an individual PBA project, we did an initial review of scope, schedule, budget, and funding for reasonableness. We also consulted the SFTP to identify which project submissions were included in the plan and if not included, whether it advanced SFTP goals (economic competitiveness, world class infrastructure, healthy environment, and livability); geographic equity (in particular whether the project was located in a community of concern); and nexus with Vision Zero.

For projects not in the SFTP, we evaluated what type of other plan status the project had. The intent of the plan status review is geared toward understanding the level of planning and technical work that has been done on the project, the amount of agency and public vetting, and given those factors, whether the project is ready to be called out in PBA as an individual project. Specifically, two key considerations are the likelihood of a project completing a federal environmental or entering the construction phase

before 2021 (before the next PBA update). These are the projects that need to be listed in PBA 2040 or they may be subject to project delays until the next PBA update. Many of the project submittals that were still in the early planning phases can proceed with planning and conceptual engineering until the next PBA update without needing to be called out in PBA. Projects 36-55 in the second table of Attachment 2 are the new projects that we are likely to recommend for inclusion in PBA 2040.

Attachment 2 also provides columns for local discretionary and regional discretionary funds. An “X” indicates that we are likely to recommend local discretionary funding or to recommend advocating for regional discretionary funds for that project. It is important to point out the top performing projects emerging from PBA’s project performance evaluation are the individual projects with the best chance of receiving regional discretionary funds in PBA. Thus, the projects we have indicated as potential candidates for regional discretionary fund advocacy are ones that we believe will be top performers (many were last time in PBA) and also support regional priorities (e.g. Freeway Performance Initiative).

Coordinated San Francisco Long-Range Planning Effort: Through the SFMTA-led Rail Capacity Strategy, the MTC-led Bay Area Core Capacity Transit Study, Planning Department’s Railyard Alternatives and I-280 Access Boulevard Feasibility (RAB) Study, various BART-led efforts, and public outreach, staff and stakeholders identified a number of major capital project ideas that merited consideration, with a particular focus on increasing capacity of the transit system throughout the city, including transit expansion. Most of these ideas are in preliminary stages and will require further planning and analysis to help develop project scopes, estimate costs, evaluate benefits, and seek public and policy maker input on concepts.

Given that demand for transportation resources (both staff and financial resources) far outstrips projected available funds, prioritization of these expansion projects while concurrently considering other needs (including SOGR) is essential. Thus, we are pleased to report that Transportation Authority staff are collaborating with the Planning Department, the SFMTA, and the Mayor’s Office on scoping and funding a long range planning effort to generate a comprehensive list of potential expansion projects based on a shared long-term vision that meshes with existing and potential land use patterns as well as operational needs, prioritize them for funding, and phase their implementation over the next 25 years and beyond. The effort will kick off in the winter of 2015/16, and will be accompanied by a robust public involvement process.

One of the primary deliverables will be a major update to the SFTP that is timed for adoption in 2018 or 2019 to inform the next PBA cycle four years from now as well as potential revenue measures and significant land use decisions in intervening years. Prior to this we will present a minor update to the SFTP with adoption in 2016 to correspond with approval of the PBA 2040 preferred alternative. Additionally, the effort will lead into a comprehensive update to the Transportation Element of the City’s General Plan, last updated in 1995, to reflect the City’s major transportation investment priorities and policy objectives for the next generation. In the meantime, we will recommend including sufficient funds in PBA 2040 in a Rail Capacity Long Term Planning project and various programmatic categories to permit continued planning and project development for these potential transit expansion projects. These early project development activities do not require that a project be listed as an individual, named project in PBA.

Next Steps: After receiving input through this information item, we will continue working with project sponsors to vet project information for reasonableness and to develop recommendations for local and regional discretionary funding amounts. Our final draft recommendations will be presented to the CAC on September 30 for approval, and the Plans and Programs Committee and Board for approval in October. It is important to note that neither the project priorities that the Transportation Authority

submits to MTC for consideration nor the recommended discretionary funding amounts are guaranteed to be included in Plan Bay Area 2040. The uncertainty is most relevant for new capacity changing projects over \$100 million dollars and for regional discretionary fund asks, which are subject to MTC approval. For the new capacity changing projects, MTC will be performing its own detailed project evaluation between October 2015 and January 2015 that will inform its alternatives analysis and investment trade-off discussions in early 2016, leading to identification of a preferred investment strategy in spring 2016.

Throughout the Plan Bay Area 2040 process we will work with our CAC and Commissioners, project sponsors, stakeholders, and local and regional partners to advocate for inclusion of San Francisco's priorities as guided by the policies and advocacy strategies outlined in Attachment 1.

The schedule in Attachment 4 calls out key milestones and opportunities for the public to provide feedback on the proposed PBA 2040 list of projects and programs.

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachments (4):

1. Plan Bay Area 2040 – San Francisco Goals and Advocacy Objectives
2. Plan Bay Area 2040 – Preliminary Draft List of San Francisco Projects
3. Plan Bay Area 2040 – Preliminary Draft List of San Francisco Programmatic Categories
4. Plan Bay Area 2040 – Call for Projects Schedule

Attachment 1
Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

FINANCIAL

1. Ensure all San Francisco projects and programs that need to be in the 2017 PBA are included.

This includes:

- Projects that need a federal action (e.g. NEPA approval) or wish to seek state or federal funds before 2021 when the next PBA will be adopted.
- Projects that trigger federal air quality conformity analysis (e.g., projects that affect demand and/or change transit or roadway capacity and can be modeled).
- Note: most projects can be included in programmatic categories.

2. Advocate strongly for more investment in transit core capacity and transit state of good repair.

- Reach out to the “Big 3 Cities” accepting most of the job and housing growth in PBA and to the largest transit operators to develop a unified set of advocacy points and funding strategies for existing and new revenue sources (e.g. advocate for transit’s inclusion in new revenue measures being considered in the Extraordinary Legislative session).
- **Core Capacity Transit Study (CCTS)** - Advocate for regional discretionary funds to advance planning and evaluation of recommendations that emerge from the CCTS. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni tunnel turnbacks, crossover tracks or other operational improvements; and a second transbay transit crossing.
- **Cap and Trade** – Advance San Francisco priorities through a revised regional cap and trade framework that accounts for higher than anticipated revenues and insights gained from first programming cycles. Support SFMTA’s efforts to secure funds from the Transit and Intercity Rail Capital Program (TIRCP) to pay back light rail vehicle loans/advances from MTC.
- Seek confirmation of existing regional endorsements for Federal Transit Administration **New Starts/Small Starts/Core Capacity funds** (e.g. Downtown Extension) and new endorsements (e.g. Geary BRT).
- **Prioritize transit SOGR and core capacity for new revenue sources** (See #3).
- **Blended High Speed Rail (HSR)/Caltrain Service** – Continue to advocate for platform height compatibility and for the extension of Caltrain to the Transbay Transit Center, the northern terminus of HSR. Coordinate with San Mateo, Santa

Attachment 1
Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

Clara, Caltrain and the California High Speed Rail Authority to plan and prioritize the Blended HSR/Caltrain project for federal, state and regional funds.

3. **Increase share of existing revenues going toward San Francisco priorities** (bigger pie wedge)
 - **OBAG** – Advocate to put greater weight on actual housing production and on planned and produced affordable housing within the existing OBAG formula (consistent with initial MTC staff proposal for OBAG Cycle 2).
 - Revisit **Transit Performance Initiative** program focus and advocate for better integration with the Freeway Performance Initiative (e.g. build into definition of Managed Lanes Implementation Plan (MLIP)).
 - Press for multimodal corridor approach to **Freeway Performance Initiative** and inclusion of San Francisco freeway managed lanes projects in the MLIP, as well as inclusion of SFgo and Treasure Island tolling infrastructure in MTC's Active Operations Management Program, Target **regional discretionary funds** for high performing projects and regionally significant San Francisco projects (e.g. Better Market Street, express lanes, late night transportation services, regional express bus)
4. **Advocate for new federal/state/regional revenues through PBA** (grow the pie)
 - Regional Gas Tax
 - RM3 – bridge toll
 - BART 2016 measure
 - State Extraordinary Legislative Session
 - State Road User Charge
 - Federal surface transportation bill advocacy

POLICY

1. **Vision Zero** - Increase eligibility of Vision Zero projects (including local streets and roads and San Francisco freeway segments/ramps) and project elements in existing and new fund programs and elevate as a funding priority within regional fund programs.
2. **Continue to support performance based decision-making** – This includes continuing to advocate for establishing a transit crowding metric or otherwise better capturing transit crowding in Plan Bay Area's performance evaluation, given that transit crowding is a significant transit core capacity issue.
3. **Economic Performance** –Provide San Francisco input to shape and lead on regional policy on economic performance, including goods movement. Build off of Bay Area Council Institute's work on this goal area, which is also related to the Prosperity Plan and MTC's work on goods movement.

Attachment 1**Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives**

4. **Equity issues** (Develop San Francisco policy recommendations related to the following equity issues in PBA, many of which overlap.)
 - **Access to transportation** – Build off of Late Night Transportation Study, Prosperity Plan
 - **Affordability** – Build off of MTC study on a means-based regional pass/discount; BART university pass/discount and identify sustainable fund sources
 - **Communities of Concerns** – Advocate for money to continue MTC’s Community Based Transportation Planning grant program; support more funds for the Lifeline Transportation Program
 - **Housing/Displacement** – How should concerns about displacement be reflected in PBA goals, objectives, and policy? Should we push for PDA and PDA-like areas region-wide to take on more of a fair share of growth? There is also an argument that non-PDA areas should also take on more housing for fair access to schools, etc.
5. **Project Delivery** – Seek legislative changes to support Public Private Partnerships, CM/GC and tolling authority and to streamline project delivery.
6. **Sea Level Rise/Adaption** – Support the City’s ongoing Sea Level Rise Resiliency Program, which includes a suite of planning and implementation efforts coordination with regional and local partners. Help shape the regional policy framework.
7. **Shared Mobility** – To the extent PBA address this topic, provide San Francisco input to shape and lead on regional policy on shared mobility.

Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

For the purposes of Plan Bay Area 2040 an X in the Local Discretionary Funds or the Regional Discretionary Funds column indicates staff is likely to recommend assigning or advocating respectively for discretionary funds to that project.					
	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
Existing Projects in Plan Bay Area (Projects #1 - 35)					
1	SFMTA	Bayshore Station Multimodal Planning and Design	Planning, Preliminary Engineering, and Environmental Review to relocate the Bayshore Caltrain station. The project would also include inter-modal facilities and additional supporting structures and utilities.	X	
2	SFCTA	Downtown Value Pricing/Incentives - New Transportation Infrastructure to Support Congestion Pricing	A set of street improvements to support to support the anticipated mode shift to walking, bicycling, and transit with the implementation of congestion pricing.	Fully Funded	
3	SFCTA	Downtown Value Pricing/Incentives - Pilot	Implementation of a demonstration value pricing (tolls and incentives) program in the San Francisco downtown area	X	X (Received regional discretionary funds in Plan Bay Area)
4	SFCTA	Downtown Value Pricing/Incentives - Transit Service Package	Increased frequencies of transit service to support value pricing pilot	Fully Funded	
5	SFMTA	EN Trips: 16th Street Corridor Improvements	Implement transit priority treatments for the 22-Fillmore route along 16th Street between the intersection of Church and Market Streets and a new terminal in Mission Bay. Treatments include transit-only lanes, transit stop optimization, bus bulbs, boarding islands, and traffic and turn lane modifications, and pedestrian safety improvements in support of Vision Zero. Previously part of RTP project 240158.	X	
6	SFMTA	EN Trips: 7th and 8th Street Improvements	Streetscape improvements that would remove one travel lane on 7th and 8th Streets between Harrison and Market Streets in order to add pedestrian improvements and buffered bicycle lanes. Previously part of RTP project 240158.	X	
7	SFMTA	EN Trips: Folsom and Howard Street Improvements	Implement streetscape improvements on Folsom Street between 5th and 11th Streets and on Howard Street between 4th and 11th Streets. On Folsom Street, a bi-directional cycle track, new transit bulbs and bus bulbs at intersections, and new signals would be implemented. Howard Street would be restriped from 4 to 3 car lanes, with a buffered bicycle lane. Previously part of RTP project 240158.	X	
8	Port of San Francisco	Establish new ferry terminal at Mission Bay 16th Street	Establish new Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods	X	
9	SFMTA	Expand SFMTA Transit Fleet	This project entails expansion of the SFMTA transit fleet and needed facilities to house and maintain transit vehicles. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of transit vehicles as well as the development of needed modern transit facilities.	X	

Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
10	SFMTA	Geary Boulevard Bus Rapid Transit	Implement Geary Bus Rapid Transit (BRT) to improve service between Market Street and Point Lobos Avenue. This proposal includes dedicated bus lanes, enhanced platforms, new bus passing zones, adjustments to local bus stops, turn lane restrictions, new signalization with Transit Signal Priority, real-time arrival information, low-floor buses, and safety improvements in support of Vision Zero.	X	X
11	SFMTA	Geneva-Harney Bus Rapid Transit	Provides exclusive bus lanes, transit signal priority, and high-quality stations along Geneva Avenue (from Santos St to Executive Park Blvd), Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center. The project includes pedestrian and bicycle improvements in support of Vision Zero and connects with Muni Forward transit priority improvements west of Santos Street.	X	
12	SFMTA	Historic Streetcar Extension - Fort Mason to 4th & King	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman's Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.	Seeking non-transportation funding for project	
13	SF Public Works	Implement Bayview Transportation Improvements	Implement direct access routes from US 101 to the Hunters Point Shipyard. Improvements will include repaving existing roadway and adding new curbs, curb ramps, sidewalks, street lighting, trees and route signage.	X	
14	SF Public Works	Implement Better Market Street - Transportation Elements	Improve Market Street between Steuart Street and Octavia Boulevard. Includes resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes, and utility relocation and upgrade.	X	X (Received regional discretionary funds in Plan Bay Area)
15	SF Public Works	Implement Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.	X	
16	SF Public Works	Implement Mission Bay New Roadway Network	New roads, extensions and widening of existing roads within the Mission Bay neighborhood, completing the street grid.	X	
17	SFMTA	Implement Road Diets for Bike Plan (includes conversion of traffic lanes for bicycle network improvements)	Conversion of travel lanes from automobile use for enhanced bicycle network improvements and traffic calming efforts.	X	
18	SF Public Works	Implement Southeast Waterfront Transportation Improvements - Phase 1	Hunters Point Shipyard and Candlestick Point roadway improvements (including 2 bus only for BRT lanes along Harney Way). The project includes Bus Rapid Transit service and associated facilities.	X	
19	SFMTA	Muni Forward (Transit Effectiveness Project)	Includes transit priority improvements along Rapid and High Frequency transit corridors, service increases, transfer and terminal investments, overhead wire changes, and street improvements in support of Vision Zero. Transit priority treatments include bus-only-lanes, bus bulbs, queue jumps, transit stop optimization and other treatments described in the Transit Preferential Streets Toolkit.	X	X (Received regional discretionary funds in Plan Bay Area)
20	SFCTA	Oakdale Caltrain Station	Caltrain infill station at Oakdale Avenue in San Francisco	X	

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	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
21	SFMTA	Parkmerced Street Network	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.	Fully Funded	
22	SFCTA	Presidio Parkway	Reconstruct Doyle Drive with standard lane widths, shoulders, and a median barrier. Reconstruct interchange at State Route 1 and State Route 101 and add an auxiliary lanes between this interchange and Richardson Avenue. Construct one or more transit centers to accommodate local and regional bus operations.	Fully Funded	
23	SF Public Works	Re-build and widen Harney Way to 8-lanes	Re-build existing Harney Way and widen to 8 lanes; add bike lanes and sidewalks. Supports the Geneva-Harney Bus Rapid Transit Project (see Project 10). Project limits: US 101 to Jamestown.	X	
24	SFCTA	San Francisco Transit Performance Initiative	Capital improvements to improve transit efficiency and performance at key intersections or choke points in San Francisco's transit network. Improvements or enhancements could include rail or bus operational and efficiency improvements (e.g. passing tracks, intersection reconfiguration).	X	X
25	SFMTA	SFgo Integrated Transportation Management System	SFgo is San Francisco's Citywide intelligent transportation management system (ITS) program. It identifies signalized and non-signalized intersections located along arterials and the Muni transit system and prioritizes them for ITS upgrades, such as Type 2070 controllers and the accompanying cabinets, transit signal priority, fiber optic or wireless communications, traffic cameras, and variable message signs. Also identifies opportunities to improve arterial safety and pedestrian safety.	X	X
26	SFMTA	SFpark Project Expansion	Expand the SFpark parking management program to strategic areas in San Francisco with cutting edge occupancy sensors, additional signage, marketing and information resources, and with expanded parking management software and database technology.	X	
27	SFMTA	Treasure Island Intermodal Terminal	Terminal and layover facilities for Treasure Island SFMTA bus service.	Fully Funded	
28	SFCTA	Treasure Island Mobility Management Program: Congestion Toll	Introduce a new congestion toll on the entrances to, and exits from, Treasure Island and the San Francisco-Oakland Bay Bridge consistent with development plan.	X	X (Received regional discretionary funds in Plan Bay Area)
29	SFCTA	Treasure Island Mobility Management Program: Expanded Transit Service	New ferry service between San Francisco and Treasure Island; AC Transit service between Treasure Island and Oakland; shuttle service on-Island; bike share on-Island; priced-managed parking on-Island; Travel Demand Management program.	Fully Funded	
30	SFCTA	Treasure Island Mobility Management Program: Transit Capital	New ferry terminal, bus transit vehicles, and shuttle vehicles to serve Treasure Island and Yerba Buena Islands.	X	X (Received regional discretionary funds in Plan Bay Area)
31	SFMTA	Treasure Island/Yerba Buena Island Street Network	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.	Fully Funded	

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

Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
Proposed New Projects for Plan Bay Area 2040 (Projects #36 - 55)					
36	SFCTA	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	This project would permanently close the northbound I-280 on-ramp from Geneva Avenue. The linked on-ramp from Ocean Avenue would remain open.	X	
37	SFCTA	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal on Ocean Avenue to control the off-ramp.	X	
38	SF Planning	Balboa Reservoir Street Network	Includes a new street network throughout the Balboa Reservoir site. Exact street alignments TBD.	Fully Funded	
39	SF Planning	Central SoMa Plan Street Network Changes	Includes significant changes to roadway configurations for Howard, Folsom, Harrison, Bryant, Brannan, 3rd and 4th Streets, including sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, creation of dedicated transit lanes, addition of bicycle lanes, and other changes.	Fully Funded	
40	SF Planning	Central Waterfront/Pier 70 Street Network	Includes a new street network throughout the adjacent Pier 70 and Potrero Power Plant sites – combined 50+ acres east of Illinois Street --, including traffic calming pedestrian and bike network, and transit/shuttle stops.	Fully Funded	
41	SFMTA	Geneva Light Rail Phase I: Operational Improvements	Extend light rail track 2.7 miles along Geneva Avenue from the Green Railyard to Bayshore Boulevard and then to the existing T-Third terminus at Sunnysdale Station. Project would deliver increased operational flexibility, system resiliency, and provide southern east west connection for the rail system. Project phase shown is for non-revenue service. Revenue service will be evaluated separately as part of the proposed Rail Capacity Long Term Planning and Conceptual Design project.	X	
42	SF Planning	Great Highway/Sloat/Ocean Beach Circulation Changes: Southern Portion	Reroute the Great Highway behind the zoo via Sloat and Skyline Boulevards: Close the Great Highway south of Sloat and replace it with a coastal trail; Reconfigure Sloat and key intersections to create a safer, more efficient street; Consolidate street parking, the L Taraval terminus and bicycle access along the south side of Sloat.	X	
43	SF Planning	HOPE SF (Sunnysdale and Potrero) Street Networks	Includes new and realigned street networks throughout the two remaining HOPE SF sites (Sunnysdale and Potrero), including traffic calming pedestrian and bike network, and transit/shuttle stops.	X	
44	SFCTA	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	Phase 1: Convert an existing mixed traffic lane and/or shoulder/excess ROW in each direction to HOV 3+ lanes on US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street offramp to enhance carpool and transit operations during peak periods. Phase 2: Convert Phase 1 HOV lanes to HOT/Express Lanes	X	X
45	SF Planning	India Basin Roadway Transportation Improvements	Includes potential realignment and improvements on Innes Avenue, Hudson Ave., Hunters Point Boulevard, and Jennings St. to calm traffic and improve pedestrian, transit, and bicycle safety and connectivity. Also includes segments of Bay Trail.	X	

Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
46	SF Planning	Mission Rock (SWL 337) Street Network	Includes a new street network throughout the Seawall Lot 337 development site, including traffic calming pedestrian and bike network, and transit/shuttle stops, as well as consolidation and replacement of the existing 2,300 car parking on site into a single garage.	Fully Funded	
47	SFMTA	Muni Metro/M-Line/19th Avenue Core Capacity Project	Increase the capacity and reliability of the Muni Metro subway by transforming the M-Ocean View into a high-capacity 4-car train line. Includes grade-separation between West Portal and Parkmerced; line re-alignment to serve Parkmerced TOD; re-design of 19th Ave (Eucalyptus to Junipero Serra) with multimodal improvements in support of Vision Zero; and capacity improvements to Muni Metro Subway.	X	X
48	SFMTA	Rail Capacity Long Term Planning and Conceptual Design	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing and potential expansion rail corridors that either expand the system or provide significant increases in operating capacity to the existing Muni light rail system (e.g. T-Third rail extension to Fisherman's Wharf, Geneva Avenue rail service, under-grounding existing rail lines). Will be informed by the Core Capacity Transit Study.	X	X
49	San Francisco City/County	Railyard Alternatives and I-280 Boulevard Program - Planning and Conceptual Design	This program studies the SE quadrant of San Francisco marrying land use and transportation needs for both existing and future scenarios. The study is evaluating potential realignment of the Caltrain Downtown Extension, tear down of I-280 and associated local street network improvements, relocation or reduced footprint of the Caltrain rail yard at 4th and King, and associated land use opportunities.	X	X
50	SFCTA	Regional/Local Express Bus to Support Express Lanes in SF	A 5-year regional/local express bus pilot to provide service to/from downtown San Francisco to/from San Francisco neighborhoods, Marin, Contra Costa, Alameda, San Mateo and Santa Clara counties to complement other freeway corridor management strategies.	X	X
51	SF Planning	Rincon Hill Street Plan Network Changes	Includes sig. changes to roadway config. for Harrison, Spear, Main, Beale, Fremont, & 1st Streets - sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, addition of bike lanes, conversion of one-way streets to two-way operation, and other changes.	X	
52	SFCTA	San Francisco Late Night Transportation Improvements	New routes and increased frequency for all-night regional and local bus service, including Muni, AC Transit, Golden Gate Transit, and SamTrans routes.	X	X
53	SF Planning	Schlage Lock Development Street Network	Includes a new street network throughout the Schlage Lock site, setting up possible future connections south to Brisbane Baylands.	Fully Funded	
54	SF Planning	Transit Center District Plan and Transbay Redevelopment Plan Street Network Changes	Includes significant changes to roadway configurations for Mission, Howard, Folsom, Spear, Main, Beale, Fremont, 1st, Essex, and Hawthorne Streets, including sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, creation of dedicated transit lanes, addition of bicycle lanes, conversion of one-way streets to two-way operation, and other changes.	Fully Funded	

Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
55	SFCTA	Vision Zero Ramp Improvements	This project would improve safety for all users on freeway ramps and at ramp intersections within San Francisco county, focusing on the intersections with the highest numbers of collisions, especially severe and fatal collisions. This may include lower cost signal timing and striping treatments at certain locations as well as major ramp reconfigurations at others.	X	X

Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

	Sponsoring Agency	Project Title	Project Description
Proposed Regional Projects for Plan Bay Area 2040 (Projects #56 - 74) ¹			
56	All Transit Operators	Routine Transit Needs	State of good repair, operations, and maintenance programming for transit operators.
57	BART	BART Transbay Corridor Core Capacity Project	Project includes new train control system, additional train cars, Hayward Maintenance Complex Phase 2 and traction power upgrades to add capacity to the BART system and accommodate anticipated ridership growth.
58	BART	BART Station Access Improvements	Project combines parking, smart growth/TOD, transit connectivity, bicycle, pedestrian, signage and other access modes to meet growing demand for BART services.
59	BART	BART Metro Program	Project include core system trackways and route service enhancements, capacity improvements of stations and facilities, integrated transit service and expansion of high capacity transit lines.
60	BART	BART Station Modernization Program	Project includes systemwide improvements and station modernization which may include lighting, communication, security and other system upgrades, expansion of station paid areas and platforms, upgraded restrooms, station agent booths and other facilities, new or refurbished surfaces, pigeon mitigation and other customer and station amenities.
61	BART	BART Security	Improve or enhance BART security to protect the patrons and the system including, but not limited to, emergency communications, operations control center, locks and alarms, public safety preparedness, structural augmentation, surveillance and weapons detection systems.
62	Caltrain	Caltrain Access Improvements	Implement system-wide access improvements at Caltrain stations associated with increased service (includes parking, bus, shuttle and bicycle and pedestrian access improvements)
63	Caltrain	Caltrain at-grade crossing improvements	
64	Caltrain	Caltrain Modernization (Electrification) Phase 1	
65	Caltrain	Caltrain Modernization (Electrification) Phase 2	
66	Caltrain	Caltrain Station Improvements	Implement station improvements along the Caltrain corridor associated with planned transit-oriented development (includes parking, bus, shuttle and bicycle and pedestrian access improvements)
67	SFCTA	Core Capacity Implementation - Planning and Conceptual Engineering	Advance planning and evaluation of recommendations that emerge from the Core Capacity Transit Study. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni/Caltrain tunnel turnbacks, crossover tracks, grade separations, or other operational improvements; and a second transbay transit crossing.
68	GGBHTD	Golden Gate Bridge Moveable Median Barrier	Installation of a moveable median barrier on the Golden Gate Bridge to provide a physical separation between opposing directions of traffic.
69	GGBHTD	Golden Gate Bridge Physical Suicide Deterrent System	The Project proposes to construct a physical suicide deterrent system on the Golden Gate Bridge. It will consist of a horizontal marine-grade stainless steel netting installed along the west and east sides of the Bridge.
70	GGBHTD	Golden Gate Bridge Rehabilitation Projects	Rehab of the Golden Gate Bridge to maintain a state of good repair. Includes: South Tower access and paint rehab; suspension bridge superstructure/North Tower paint; suspension bridge under deck recoating; floor beam and bracing replacement/rehab; Bridge pavement repair.

Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

71	GGBHTD	Golden Gate Bridge Seismic Retrofit Phase 3B	Seismic Retrofit of the Golden Gate Bridge. Phase 3B, which includes the 4,200 foot-long main span, two 1,125 foot-long side spans, the two 746 foot-tall towers, and the south tower pier of the Suspension Bridge and two undercrossing structures at the Bridge toll plaza.
72	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	New Transbay Transit Center built on the site of the former Transbay Terminal in downtown San Francisco serving 11 transportation systems.
73	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 2 - Caltrain Downtown Extension)	Extension of Caltrain commuter rail service from its current San Francisco terminus at 4th & King Streets to a new underground terminus.
74	MTC	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path	This project will construct a bicycle, pedestrian, and maintenance path from downtown San Francisco to Yerba Buena Island. The projects are from approximately PM 5.5 to 7.8 on I-80.

¹ Regional transit operator projects and regional projects are submitted directly to MTC. This list includes both existing Plan Bay Area projects and proposed new Plan Bay Area 2040 projects.

Attachment 3

Plan Bay Area 2040 - Preliminary Draft List of San Francisco Programmatic Categories

	Purpose	Programmatic Category
1	Operations	Routine Local Road Operations and Maintenance
2	Operations	Routine Transit Operations and Maintenance
3	Preservation	Local Road Preservation/Rehabilitation
4	Preservation	Transit Preservation/Rehabilitation
5	System Management	Emission Reduction Technology
6	System Management	Local Road Intersection Improvements
7	System Management	Local Road Safety and Security
8	System Management	Minor Transit Improvements
9	System Management	Multimodal Streetscape Improvements
10	System Management	Planning
11	System Management	Transit Management Systems
12	System Management	Transit Safety and Security
13	System Management	Travel Demand Management
14	Expansion	New Bike/Pedestrian Facility ¹

¹ Generally projects that change transit or roadway capacity and can be modelled have to be called out as individual project in Plan Bay Area for air quality conformity purposes. Minor bike and ped expansion projects can be included in programmatic categories.

Attachment 4
Plan Bay Area 2040 - Schedule

Plan Bay Area 2040 Call for Projects Schedule¹	
September 2, 2015	CAC - information
September 19, 2015	Plans and Programs Committee – information
September 30, 2015	CAC – action
October 20, 2015	Plans and Programs Committee - action
October 27, 2015	Transportation Authority Board - action
October 30, 2015	CMA project priorities due to MTC
October 2015 - January 2016	MTC project evaluation
Early 2016	MTC Plan Bay Area alternatives analysis
Spring 2016	MTC to release Plan Bay Area preferred investment strategy

¹Please see the SFCTA's Plan Bay Area 2040 website for meeting times, locations and additional details:
<http://www.sfcta.org/rtpsftp-call-projects>



Memorandum

Date: 08.25.15

RE: Citizens Advisory Committee
September 2, 2015

To: Citizens Advisory Committee

From: Maria Lombardo – Chief Deputy Director *mel*

Subject: **INFORMATION** – Major Capital Projects Update – Transbay Transit Center and Downtown Extension

Summary

The Transbay Transit Center (TTC) project, one of the signature Prop K projects, is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2 is the downtown extension of commuter rail service into the new TTC, accommodating both Caltrain and high speed trains (DTX). In 2013, the Transbay Joint Powers Authority (TJPA) conducted a full cost and schedule Risk Assessment Workshop for Phase 1. In July 2013, the TJPA Board approved a revised Phase 1 budget of \$1.899 billion, an increase of \$310.4 million over the May 2010 baseline. On July 9, 2015, the TJPA Board was briefed on an additional Phase 1 budget increase of \$246.92 million, to be approved at its September meeting. The increase is attributed to changed market conditions, complex facility design, overly optimistic cost estimates in some instances, and a competitive bidding environment, which now require replenishing project contingencies and program reserve at prudent levels. TJPA staff has proposed deferral of the offsite bus storage facility (reduces cost by \$19.5 million) and has identified \$160 million in additional revenues through the sale of land (Parcel F) originally designated for DTX, leaving an \$87.5 million funding gap. Possible sources to close the gap include redirecting Community Facility District revenues from Phase 2, land sales, sponsorship, and federal grants. Phase 1 construction began in November 2008 and as is about 50% complete. Bus operations at the new TTC are scheduled to commence in December 2017, reflecting a three month delay relative to the last project update in fall of 2013. DTX is essentially on hold given a significant funding shortfall, which will be larger after dealing with Phase 1 cost increases.

BACKGROUND

Headed by the Transbay Joint Powers Authority (TJPA), the Rebuilt Transbay Terminal Program also known as the Transbay Transit Center/Caltrain Downtown Extension (TTC/DTX) consists of three interconnected elements: replacing the outmoded terminal with a modern terminal; extending Caltrain 1.3 miles from Fourth and King Streets to the new TTC at First and Mission Streets, with accommodations for future high-speed rail service; and creating a new transit-friendly neighborhood with 3,000 new homes (35 percent of which will be affordable) and mixed-use commercial development. TJPA was created in April 2001 by the City and County of San Francisco (City), the Alameda-Contra Costa Transit District (AC Transit), and the Peninsula Corridor Joint Powers Board in order to design, build, operate and maintain the project. The TTC will be the northern terminus of the California high-speed rail corridor between San Francisco and Los Angeles. The project is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2 is the DTX. TJPA is

moving forward with Phase 1, but Phase 2 is essentially on hold due to a significant funding gap.

TTC/DTX is the largest project in the Prop K Expenditure Plan, which designates up to \$270 million (in 2003 dollars) for this purpose. The Expenditure Plan specifies that the TTC and the DTX are to be built as a single integrated project.

DISCUSSION

The purpose of this memorandum is to provide the Citizens Advisory Committee (CAC) with a project delivery update for the TTC portion of the overall program. The total program budget is currently estimated at \$4.5 billion in year-of-expenditure dollars. In May 2010, the TJPA Board adopted a \$1.6 billion budget for Phase 1, which consists of the TTC, bus and pedestrian ramps, and the train box, which is the underground portion of the TTC building that will house the Caltrain and high-speed rail station. In July 2013, the TJPA Board approved a revised budget of \$1.899 billion for Phase 1 of the project (see Budget and Cost section for further details).

The current estimate for Phase 2 (DTX) is \$2.6 billion. Work on Phase 2 is on hold due to a significant funding gap. TJPA is exploring the feasibility of alternative project delivery options, including Public Private Partnership (P3) as a means to reduce cost and accelerate delivery of DTX. The Transportation Authority, the City, and other funding partners are working with TJPA to advance strategies to close the funding gap for Phase 2.

At its July 22 meeting, the Metropolitan Transportation Commission (MTC) directed staff to work with the Transportation Authority and the City's Controller's office to conduct a 90-day cost review of both the TTC and DTX. The cost review, which is being led by MTC, is expected to come up with recommendations for both phases. For Phase 1, the focus is on what can be done to increase confidence that this would be the last cost increase. At its July 28 meeting, the Transportation Authority Board approved several conditions related to approval of TJPA's desired changes to various quitclaim agreements for right-of-way purchased with Prop K funds. Those conditions asked TJPA to cooperate fully in the MTC cost review; to only amend the Phase 1 budget and funding plan based on funds identified by the September TJPA Board meeting in order to allow the cost review to be completed and presented to MTC; and to continue working with all the funding partners on a funding plan to close the Phase 1 shortfall, including any associated financing costs. The cost review is underway and all parties are diligently working to try and expedite completion of the Phase 1 cost review prior to the September TJPA Board meeting. We will provide updates to the CAC this fall as information becomes available on these parallel efforts. The remainder of this memo focuses on a project status update for Phase 1.

Budget and Cost: In the spring of 2013, TJPA conducted a full cost and schedule Risk Assessment Workshop for Phase 1. Subsequently, on July 11, 2013, the TJPA Board approved a revised budget of \$1.899 billion for the phase, an increase of \$310.4 million over the May 2010 baseline. The increase is mostly due to more competitive market conditions, modifications necessitated by an earlier terrorism-related Risk and Vulnerability Assessment, and resetting contingencies and program reserve at prudent levels. As part of the 2013 project budget revision, TJPA worked to offset the \$310.4 million Phase 1 cost increase through value engineering, phasing, identification of funding and financing strategies, and reducing costs by re-bidding the steel superstructure. The current Phase 1 budget is shown below:

Transbay Transit Center Capital Costs in Millions (as of July 2013)	
Planning and Design	\$217
Construction	\$1,340
Real Estate	\$84
Other Services	\$110
Other Costs	\$55
Program Contingency	\$93
Approved Baseline Budget Total	\$1,899

As of July 9, 2015, the project has committed to \$1,141.63 million of costs against the previously authorized budget of \$1.899 billion. The breakdown of these costs is shown below:

Awarded to Date (direct costs in millions)	
Transit Center	\$ 877.67
Utility Relocation	\$ 20.84
Demolition Old Terminal	\$ 15.48
Temporary Terminal	\$ 20.65
Bus Ramp	\$ 56.23
Subtotal Award through May 2015	\$ 990.87
Recommended for Award July 2015	\$ 150.76
Total Award through July 2015	\$ 1,141.63

Anticipated Phase 1 Cost Increase: As of July 9, 2015, TJPA staff estimates \$246.9 million in additional project costs to complete Phase 1, beyond the \$1.889 billion. This is up \$21 million from the \$225 million reported during the special TJPA Board meeting held on June 19, 2015. Changes since June were informed by bids received in the interim. A breakdown of the cost increase areas are shown on the table on the following page.

Bids received in June 2015, totaled \$303.52 million, against a budget of \$163.84 million, reflecting costs of \$139.68 million higher than budgeted for these packages. The major components were the glass curtain wall, which was \$59.71 million against a budget of \$26.81 million, and the rooftop park, which was \$33.28 million against a \$24.5 budget. The \$59 million cost for the glass curtain wall is a reduction from the original bid after extensive negotiations. The majority of the increases were due to quantities adjustments and market conditions. In the case of the interiors, there were additional masonry walls and scaffolding associated with their installation that were previously omitted, not to mention the overly aggressive production rates assumed in the original budget estimates (a bid cost of \$39.03 million versus \$20.86 million budget estimate). The causes for the increased bid costs over original budget estimates for some of the other packages are still under investigation.

Transbay Transit Center Funding Gap	In Millions
Remaining TTC Construction Awards (direct cost)	
Budget	\$ 163.84
CM/GC Estimate/Known Bid Results*	\$ (303.52)
Balance	\$ (139.68)
Additional CM/GC Costs	\$ (22.42)
Soft Costs: Construction Management Oversight	\$ (26.70)
Bus Storage	\$ (3.50)
Replenishment of Construction Contingency /Program Reserve*	\$ (71.91)
Various Program Savings	\$ 17.28
Total Additional Budget Need	\$ (246.92)

*CM/GC stands for construction manager/general contractor

Given the aforementioned cost increases, there has been a corresponding increase in soft costs as indicated in the table below:

Soft Costs in Millions	Budget (as of June 2015)	Revised Budget	Delta
Design	\$ 188.66	\$ 178.28	\$ 10.39
Construction Management	\$ 53.83	\$ 75.98	\$ (22.15)
Pre-Construction	\$ 31.27	\$ 31.27	\$ 0.00
Art	\$ 2.00	\$ 2.00	\$ 0.00
ROW	\$ 77.68	\$ 77.68	\$ 0.00
PMPC*	\$ 101.45	\$ 101.45	\$ 0.00
Admin/Legal/Financial/etc.	\$ 124.65	\$ 122.29	\$ 2.36
Total	\$ 579.53	\$ 588.94	\$ (9.41)

*PMPC stands for program management/program controls

Funding: Attachments 1 and 2 show detailed funding plans for Phase 1 and Phase 2 respectively. The table on the next page provides a summary of Phase 1 funding sources:

During the last project budget revision in 2013, TJPA identified \$110.3 million in additional funding that left an estimated \$200.1 million funding gap between the revised budget and committed funds in 2013. To close this funding gap, TJPA secured a \$171 million loan through the Transportation Infrastructure Finance and Investment Act (TIFIA) for the implementation of the Transbay Transit Center. This loan is anticipated to be received in late 2015 or early 2016. To ensure the project construction stayed on schedule prior to receiving the TIFIA loan disbursement, TJPA negotiated and closed on an interim bridge financing with Goldman Sachs Bank USA and Wells Fargo Securities LLC (Goldman Sachs) in January 2015. This bridge loan was secured based on the anticipated sales of several real estate parcels within and near the project area, such as Blocks 4 and 5.

Transbay Transit Center (Phase 1) Anticipated Funding Sources in Millions (as of July 2015)*	
Local:	<div style="text-align: right;">Land Sales (\$510)</div> <div style="text-align: right;">Transit Center District (Mello-Roos)(\$199)</div> <div style="text-align: right;">Prop K sales tax (\$139)</div> <div style="text-align: right;">Other (\$53)</div>
\$901	
Regional:	<div style="text-align: right;">Regional Measures 1 & 2 (bridge tolls) (\$197)</div> <div style="text-align: right;">AB1171 (bridge tolls)(\$150)</div>
\$347	
State:	<div style="text-align: right;">Regional Improvement Program (SFCTA) (\$10)</div>
\$10	
Federal:	<div style="text-align: right;">ARRA (\$400)</div> <div style="text-align: right;">TIFIA Loan (\$171)</div> <div style="text-align: right;">FTA Grants (\$62)</div> <div style="text-align: right;">OneBayArea Grant (\$6)</div> <div style="text-align: right;">FRA Rail relocation (\$3)</div>
\$642	

*See Attachments 1 and 2 for fund source acronyms. TIFIA loan to be repaid with tax increment from Transbay redevelopment area.

TJPA staff has been working with the City and other funding partners, including the Transportation Authority, on a strategy to close the anticipated additional funding gap. Thus far, that strategy includes additional land sales (including Parcel F), scope deferral, and seeking additional funds (e.g. sponsorship, discretionary grants, more funding from the existing community facilities district). TJPA anticipates presenting a revised Phase 1 budget and funding plan to its Board for approval on September 10, 2015. Meanwhile, TJPA will obtain more information on costs for several bid packages not yet awarded and will continue to refine a strategy to close the estimated project funding shortfall. Below is the proposed funding gap mitigation plan as of July 9, 2015:

Transbay Transit Center	Millions of Dollars
Current Budget	\$1,899.4
Current Estimate (30% Risk Level)	\$2,146.3
Amount of Additional Budget Needed	\$246.9
Scope Deferral	
Bus Storage	(\$19.5)
Revised Additional Budget Needed	\$227.5
Revised Budget Total	\$2,126.9
Phase 1 Funding	
Current Budget (fully funded)	\$1,899.4
Timing of CFD availability during Phase 1	(\$20.0)
Parcel F minimum bid price	\$160.0
Total Funding	\$2,039.4
Revised Additional Budget (30% Risk Level budget)(mitigated)	\$2,126.9
Remaining Funding Need/Shortfall	\$87.5

As part of the proposed budget revision, TJPA staff recommended the deferral of the construction of the bus storage facility for AC Transit until funding is available. However, deferral of this segment of the project will increase operational costs for AC Transit in the short term and may reduce its ability to respond to operational emergencies, such as Bay Area Rapid Transit closures. Furthermore, the bus storage bid packet includes an access ramp that is needed by Amtrak buses to reach the terminal. If this scope deferral is not approved, it will increase the funding gap by another \$19.5 million.

The City established the community facilities district (CFD) in January 2015, which was a significant funding milestone for the TTC. The CFD designates 82.6% of revenues for the TTC project. Current projections put this amount at \$667 million, of which \$200 million is currently slated for Phase 1 and the remainder for Phase 2. Timing of when the City can leverage the CFD revenues (based on development schedule), means that some financing will be required as the TTC will be completed before the bulk of the CFD revenues are expected to be available. TJPA, the City, and Transportation Authority staff are working to address this issue and help TJPA close the funding gap.

TJPA is also working on developing a community benefit district (CBD) which will help fund the maintenance of the 5.4 acre roof top park (estimated at \$1.9 million a year) and other street and facilities within the Rincon Hill and Transbay center neighborhood. This will require positive support for a ballot measure.

TJPA has agreed to continue working with MTC, the City, the Transportation Authority and other funding partners to develop a full funding plan for Phase 1 that includes specific recommendations for any additional financing that is needed for Phase 1 beyond the existing TIFIA loan and interim bridge financing with Goldman Sachs Bank USA and Wells Fargo Securities LLC. To ensure the revised budget will be adhered to going forward, the Transportation Authority has requested to participate in a series of risk management and configuration control meetings to be held regularly by TJPA, which should include other funding partners.

Schedule: Bus operations at the new Transit Center are scheduled to commence in late 2017. As of July 9, 2015, Phase 1 construction is 50% complete. A list of major upcoming milestones for the project is shown below:

Major Project Milestones	
Complete Below Grade Concrete / Train Box	September 2015
Complete Steel Superstructure	June 2016
Complete Above Grade Concrete	September 2016
Connect Bus Ramps to Transit Center	June 2016
Complete Exterior Curtain Wall	September 2016
Complete Finish Interiors	December 2016
Begin Bus Operations	December 2017

In September 2007, the TJPA Board selected the Pelli Clarke Pelli Architects team to design the new landmark TTC. Design work on the TTC is complete, including the design of the value engineering efforts identified during the 2013 budget update.

Phase 1 construction commenced in November 2008 with the construction of the temporary terminal, where bus service started in August 2010. Demolition of the old terminal was completed in January 2011, and Balfour Beatty Construction commenced work on the \$187 million excavation and shoring

contract in March 2011. This contract is now complete. Shimmick Construction started work in October 2012 on the \$112 million below-grade construction contract, where work began with micropiles, grounding, waterproofing, and mat slab. In July 2013, TJPA gave Notice-to-Proceed to Skanska USA for the \$189 million steel superstructure package. Work on both of these contracts is well underway. TJPA awarded the construction of the new bus ramp project to Shimmick in 2014 for a total cost of \$56.2 million.

Other construction activities that will begin between July and September 2015 include:

- Metal Ceiling Construction (\$28.30 M)
- Topping Slabs / Bus Crash Railing / Expansion Joints (\$27.68 M)
- Civil Site work at grade including landscaping (\$16.77 M)
- Interiors and Finishes (\$39.03 M)
- Roof Park Landscape (\$33.28 M)
- Glazing packages (\$59.71 M)
- Exterior Awning Construction (\$35.26 M)

Of the total 1,557,866 labor hours on the project since construction began, nearly 20% have been performed by San Francisco residents, and over 66% by the bay area locals, the highest percentage commuting from the East Bay (38% from Alameda, Contra Costa and Solano counties). The project expects to add over 180 additional laborers to their current staffing of nearly 300 in the next six months. The worker safety record on the project has been excellent considering the number of workers and contractors working simultaneously in the same physical area; there have been only two recordable incidents from January through June of 2015.

The remaining construction work to be awarded includes:

- Glass Floors (\$10 M)
- Metal Column Covers (\$6.5 M)
- IT Network (\$20.01M)
- Roof Top Mechanical / Electrical / Plumbing (\$13.50 M)
- Art Work (\$2.18M)

DBE/SBE Program: A summary of the project's disadvantaged business enterprise (DBE) goals compared to actual participation by contract is included below.

Small and Disadvantaged Business (DBE/SBE) Utilization					
Overall DBE/SBE Participation	DBE Goal	DBE Awarded	SBE Awarded	DBE Payments	SBE Payments
Life of the Program (Since 2004)	n/a	10%	21%	\$73,741,600	\$171,108,100
Federal Fiscal Years October 2013 – September 2016	14.8%	4%	21%	\$24,484,700	\$41,749,000

Challenges: As mentioned above, the Phase 1 budget has about a \$247 million funding gap. TJPA has developed a strategy to remedy some of the gap by delaying the construction of the bus storage facility and securing additional funds from land sales as well as a larger portion of the CFD, leaving a funding gap of \$87 million. If the TJPA Board does not approve deferral of the bus storage facility, this will increase the funding gap by \$19.5 million. While sufficient CFD funds are committed to the overall TTC/DTX program to help cover the estimated remaining funding shortfall, timing of the CFD funds for the project has to consider the needs of other Transbay District improvement (e.g. streetscape improvements) slated for CFD funds that also need to be in place when the TTC opens. In addition, increasing CFD funds for Phase 1 would directly reduce CFD funds currently assigned to Phase 2 (DTX). Further, some financing will be required given the anticipated schedule for when the City could leverage CFD bond revenues. TJPA is engaged in ongoing efforts to secure additional funding commitments (e.g. discretionary grants, sponsorship), but the Phase 1 funding gap has particular time sensitivity since evidence of full funding for Phase 1 is a prerequisite for disbursement of the TIFIA loan.

At its meeting on July 9, 2015, the TJPA Board directed staff to identify and pursue further opportunities to reduce project costs and secure additional funds to meet the project's proposed revised budget, closing the funding gap. The project has already faced many challenges associated with complex design, limited access to staging and construction areas, and working in a very congested neighborhood. Since the majority of the bid packages have been either advertised or awarded, any effort to reduce project scope will lead to additional project delays and associated costs. We will continue to work closely with TJPA, the City, and other funding partners to support delivery of both Phase 1 and Phase 2. The current funding situation for Phase 2 calls for TJPA and its funding partners to re-evaluate the project, to develop a strategy to move the project forward, considering compatibility with current and proposed land use plans; updated project scope, schedule and cost; alternatives for project delivery methods; and funding strategy so that Caltrain and High-Speed Rail services can be extended to the new TTC.

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.

Attachments (2):

1. Funding Plan for Phase 1 (Transbay Transit Center), Updated August 2015
2. Funding Plan for Phase 2 (Caltrain Downtown Extension)

Attachment 1
Downtown Extension to a Rebuilt Transbay Transit Center Funding Plan
Updated August 2015

Phase 1: Transbay Transit Center

Source ²	Type	Status	Project Phases ¹				Total by Status	TOTAL ³
			PE/ENV	PS&E	ROW	CON		
ARRA	Federal	Allocated	\$ -	\$ 70,000,000	\$ -	\$ 330,000,000	\$ 400,000,000	\$ 400,000,000
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	
		Planned	\$ -	\$ -	\$ -	\$ -	\$ -	
FEMA Grants	Federal	Allocated	\$ -	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	
		Planned	\$ -	\$ -	\$ -	\$ -	\$ -	
FRA Rail Relocation	Federal	Allocated	\$ -	\$ -	\$ -	\$ 2,650,000	\$ 2,650,000	\$ 2,650,000
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	
		Planned	\$ -	\$ -	\$ -	\$ -	\$ -	
FTA Grants	Federal	Allocated	\$ 19,626,000	\$ 2,500,000	\$ -	\$ 40,264,000	\$ 62,390,000	\$ 62,390,000
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	
		Planned	\$ -	\$ -	\$ -	\$ -	\$ -	
OneBayArea Grant	Federal	Allocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
		Programmed	\$ -	\$ -	\$ -	\$ 6,000,000	\$ 6,000,000	
		Planned	\$ -	\$ -	\$ -	\$ -	\$ -	
TIFIA Loan ³ / Bridge Loan	Federal	Allocated	\$ -	\$ -	\$ -	\$ 171,000,000	\$ 171,000,000	\$ 171,000,000
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	
		Planned	\$ -	\$ -	\$ -	\$ -	\$ -	
RIP-SF	State	Allocated	\$ -	\$ 6,762,000	\$ 3,391,000	\$ -	\$ 10,153,000	\$ 10,153,000
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	
		Planned	\$ -	\$ -	\$ -	\$ -	\$ -	
AB 1171 bridge tolls	Regional	Allocated	\$ -	\$ 68,524,327	\$ -	\$ 80,276,000	\$ 148,800,327	\$ 150,000,000
		Programmed	\$ -	\$ 1,199,673	\$ -	\$ -	\$ 1,199,673	
		Planned	\$ -	\$ -	\$ -	\$ -	\$ -	
Regional Measure 1 bridge tolls	Regional	Allocated	\$ 6,600,000	\$ -	\$ -	\$ 47,800,000	\$ 54,400,000	\$ 54,400,000
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	
		Planned	\$ -	\$ -	\$ -	\$ -	\$ -	
Regional Measure 2 bridge tolls	Regional	Allocated	\$ 40,930,443	\$ 17,619,000	\$ 52,745,000	\$ 31,722,000	\$ 143,016,443	\$ 143,016,443
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	
		Planned	\$ -	\$ -	\$ -	\$ -	\$ -	
AC Transit	Local	Allocated	\$ -	\$ 3,398,072	\$ -	\$ 29,763,425	\$ 33,161,497	\$ 39,552,000
		Programmed	\$ -	\$ -	\$ -	\$ 6,390,503	\$ 6,390,503	
		Planned	\$ -	\$ -	\$ -	\$ -	\$ -	
Land Sales	Local	Allocated	\$ -	\$ -	\$ -	\$ 266,086,473	\$ 266,086,473	\$ 509,586,473
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	
		Planned	\$ -	\$ -	\$ -	\$ 243,500,000	\$ 243,500,000	
Other Local ⁴	Local	Allocated	\$ 2,306,000	\$ 643,000	\$ 37,000	\$ 9,673,000	\$ 12,659,000	\$ 12,659,000
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	
		Planned	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop K Sales Tax	Local	Allocated	\$ 26,693,901	\$ 19,050,000	\$ 23,665,283	\$ 68,019,616	\$ 137,428,800	\$ 139,344,474
		Programmed	\$ -	\$ -	\$ -	\$ 1,915,674	\$ 1,915,674	
		Planned	\$ -	\$ -	\$ -	\$ -	\$ -	
SMCTA Sales Tax	Local	Allocated	\$ 4,497,000	\$ -	\$ -	\$ -	\$ 4,497,000	\$ 4,497,000
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	
		Planned	\$ -	\$ -	\$ -	\$ -	\$ -	
Transit Center District Plan Revenues ⁵	Local	Allocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,051,610
		Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	
		Planned	\$ -	\$ -	\$ -	\$ 194,051,610	\$ 194,051,610	
Totals		Allocated	\$ 100,653,344	\$ 188,596,399	\$ 79,838,283	\$ 1,077,254,514	\$ 1,446,342,540	\$ 1,899,400,000
		Programmed	\$ -	\$ 1,199,673	\$ -	\$ 14,306,177	\$ 15,505,850	
		Planned	\$ -	\$ -	\$ -	\$ 437,551,610	\$ 437,551,610	
			\$ 100,653,344	\$ 189,796,072	\$ 79,838,283	\$ 1,529,112,301	\$ 1,899,400,000	

¹ Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction.

² Acronyms used in this column include: AB - Assembly Bill, ARRA - American Recovery and Reinvestment Act, FEMA - Federal Emergency Management Agency, FRA - Federal Railroad Administration, FTA - Federal Transit Administration, RIP - Regional Improvement Program, TJPA - Transbay Joint Powers Authority, SMCTA - San Mateo County Transportation Authority, and TIFIA - Transportation Infrastructure Finance and Innovation Act

³ In January 2015, TJPA closed on an interim financing to provide cash flow until the TIFIA loan draw conditions are met at end of 2015. The TIFIA Loan will be drawn upon in January 2016 and used to repay the interim financing. The majority source of repayment for the TIFIA loan is tax increment. Passenger facility charges from AC Transit also represent a portion of the pledged revenues.

⁴ Other Local includes proceeds from the sale of Transferable Development Rights (TDRs) associated with 80 Natoma, as well as income from leasing out the various properties TJPA acquired before they were needed for construction. This also includes a small amount of interest earnings.

⁵ The Transit Center District Plan includes impact fees and formation of a Community Facilities District (CFD) to provide project funding. The Mayor signed the CFD ordinance on January 20, 2015.

Attachment 2

DTX Potential Funding Sources



Funding Source	Amount (in millions)	Status
Prop K Sales Tax	\$83	Allocated: \$50.5M; \$30M of remaining funds are in FY 33/34
Regional Measure 2 (Bridge Tolls)	\$7	Allocated
San Mateo Sales Tax	\$19	Allocated
Transit Center District (Mello-Roos)	\$365-465	Approved
Future High Speed Rail	\$557	Planned
Future Sales Tax	\$350	Planned
Land Sales	\$10-60	Planned
New Bridge Tolls	\$300	Planned
New Starts	\$650	Planned
Passenger Facility Charges or Maintenance Contribution	\$400-600	Planned
Regional Improvement Program - SF	\$18	Planned (priority per SFCTA Reso.12-44)
Tax Increment Extension	\$370-470	Planned
Tax Increment Residual	\$300-400	Planned
Total	\$3,429 - \$3,979	



Memorandum

Date: 07.13.15 **RE:** Plans and Programs Committee
June 21, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Weiner (Ex Officio)

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Adoption of the Chinatown Neighborhood Transportation Plan Final Report

Summary

The Chinatown Neighborhood Transportation Plan (NTP) is a community-based transportation planning study led by the Transportation Authority, in partnership with community organizations in the Chinatown neighborhood. The NTP was funded by Prop K sales tax and the Metropolitan Transportation Commission's Community-Based Transportation Planning program. The NTP focuses on strategies to improve pedestrian safety on two high pedestrian-injury corridors in Chinatown: Broadway Street between Van Ness and Columbus Avenues, and Kearny Street between Bush and Jackson Streets. On Broadway Street, the study finds that safety improvements are planned for each intersection between Van Ness Avenue and Columbus Street, and will be delivered within the next two years. The study encourages consideration of additional changes to signal timing to further enhance pedestrian safety. On Kearny Street, the study recommends immediate implementation of near-term pedestrian safety treatments at the intersection of Clay and Kearny Streets, where an elderly pedestrian was killed in June. It also recommends that the San Francisco Municipal Transportation Agency (SFMTA) identify and implement a plan for improving safety all along the corridor, which is in the top 10 percent of pedestrian high injury corridors in the city. For Kearny Street, the study recommends that SFMTA consider a series of pedestrian scrambles, a road diet, or systematic signal timing and striping treatments to eliminate pedestrian injuries and fatalities while meeting other objectives for the street including implementation of Muni Forward and the SFMTA Bicycle Strategy. Commissioner Christensen requested that we accelerate adoption of this report to address the need for urgency in implementing safety treatments on Kearny Street. We are working with her office and SFMTA to explore the possibility of Neighborhood Transportation Improvement Program funding to advance implementation of some of the study's recommendations. SFMTA staff will attend the Plans and Programs Committee meeting to discuss how existing and planned SFMTA efforts will build upon the report's recommendations.

BACKGROUND

The Chinatown Neighborhood Transportation Plan (NTP) is a community-based transportation planning study led by the Transportation Authority, in partnership with community organizations in the Chinatown neighborhood. The NTP was funded by the Proposition K half-cent sales tax for transportation, and the Metropolitan Transportation Commission's Community-Based Transportation Planning program, which directs planning funds to low-income and minority communities to help them

build consensus on transportation issues and identify solutions to address high-priority needs. The NTP focuses on strategies to improve pedestrian safety on two high pedestrian-injury corridors in Chinatown: Broadway Street between Van Ness and Columbus Avenues, and Kearny Street between Bush and Jackson Streets.

DISCUSSION

Community outreach conducted during the study revealed two top community objectives for improving transportation conditions in Chinatown. These included reducing traffic volumes and improving pedestrian safety on Broadway Street, and improving pedestrian safety on Kearny Street. Both Broadway and Kearny Streets are high injury corridors (HICs) designated through the city's Vision Zero initiative, which seeks to eliminate traffic fatalities in San Francisco by 2024. High injury corridors are street segments with very high concentrations of traffic related injuries and fatalities. High injury corridors make up just 12 percent of San Francisco street miles but encompass more than 70 percent of severe and fatal traffic collisions.

On Broadway Street, the study evaluates several concepts for reducing traffic volumes and improving pedestrian safety between Van Ness and Columbus Avenues and provides implementation recommendations. On Kearny Street, the study examines existing conditions between Bush and Jackson Streets and recommends spot intersection pedestrian safety improvements as well as several concepts for improving safety throughout the corridor.

Broadway Street

Existing Conditions: Since the construction of the Robert C. Levy (Broadway) Tunnel in 1952, Broadway Street has served as a key conduit for commuter traffic from both inside San Francisco and regionally. Broadway Street east of the tunnel is also one of Chinatown's main streets, serving several schools and senior centers like the Jean Parker Elementary School and Chinatown Community Development Center's Bayside Elderly Housing.

Over the years, the community has worked to transform Broadway Street from a high-traffic arterial roadway to a more pedestrian-friendly environment that reflects the community character and promotes safety for Chinatown's large and vulnerable elderly population. Community outreach revealed that the community remains concerned about high traffic volumes on Broadway Street, and particularly concerned about the potential impacts of high traffic volumes on pedestrian safety. To address these concerns, the NTP investigated existing conditions on Broadway Street, focusing on traffic patterns and pedestrian safety; developed several concepts for meeting community goals for reduced traffic volumes on Broadway Street; and evaluated them according to an evaluation framework that included both community goals and other technical objectives developed by the study team.

Recommendations: The review found that each high pedestrian-injury intersection on Broadway Street between Van Ness and Columbus Avenues is already slated to receive pedestrian safety treatments within the next two years, such as high visibility crosswalks (Columbus Avenue, Stockton Street, Polk Street), bulbouts (Columbus Avenue, Stockton Street, Powell Street, and Polk Street), a protected southbound left turn lane at Broadway and Van Ness Avenue, among others. The review recommends that the San Francisco Municipal Transportation Agency (SFMTA) consider implementation of additional signal timing changes such as leading pedestrian intervals along the corridor to augment benefits for pedestrian safety. It further recommends that Broadway Street be closely monitored to ensure that the planned safety treatments deliver expected reductions in pedestrian injuries and fatalities.

Kearny Street

Existing Conditions: Kearny Street has the worst pedestrian safety record of any street in Chinatown. According to analysis prepared by the Department of Public Health, Kearny Street from Market to Pacific Streets is in the top ten percent of pedestrian high injury corridors citywide, ranked on the basis of severity-weighted injuries per mile. Top pedestrian safety issues on Kearny Street are high vehicle speeds, unsafe turning movements (particularly right turns), insufficient pedestrian crossing time, and unsafe pedestrian behavior. In addition to these issues, dual turn lanes at Bush and Pine streets and at the entry and exits to the Portsmouth Square garage may be reducing the visibility of pedestrians to turning vehicles.

The intersections of Kearny Street with Sacramento and Clay Streets stand out for their poor pedestrian safety records. The intersection of Kearny and Sacramento Streets has seen the most severe injuries, with one severe injury and one fatality from 2007 to 2012. Treatments to improve this intersection are already planned as part of the city's Vision Zero process. The intersection of Kearny and Clay Streets has seen the highest number of total injuries, including seven pedestrian injuries during the same period. Additionally, several community members mentioned the intersection of Kearny and Clay Streets as being of particular concern for pedestrian safety during community outreach.

Recommendations: To address these issues, the study recommends immediate implementation of pedestrian safety treatments at the intersection of Kearny and Clay Streets, to include:

- Leading pedestrian intervals (LPIs) on the east/west crossings (LPIs were already in place on the north and south crossings). Leading pedestrian intervals give crossing pedestrians a head start before vehicles begin to turn, and can reduce collisions involving pedestrians and turning vehicles.
- Advanced limit line at northbound Kearny Street. Advance limit lines encourage motorists to come to a full stop farther away from the marked crosswalk and can reduce the number of vehicles encroaching on the crosswalk.
- Extended red no-parking zones and a no left turn on red for eastbound Clay Street. Restricting turns on red will reduce conflicts between left-turning vehicles and crossing pedestrians.
- Improve pedestrian and vehicular circulation around the Portsmouth Square Garage in order to enhance pedestrian safety and reduce driver confusion regarding garage driveway operations.

Eliminating all severe injuries and deaths along Kearny Street, consistent with the city's Vision Zero policy, will require comprehensive corridor-wide improvements beyond the spot improvements at Clay and Sacramento Streets. To this end, SFMTA will be moving forward this summer with an analysis of all transportation modes with the goal of developing recommendations to improve conditions for all people using Kearny Street. The following three pedestrian safety improvement concepts are recommended for analysis during the next phase. These will need to be considered in conjunction with other corridor issues including slow Muni speeds and high concentrations of bicyclist injuries.

- **Pedestrian scrambles:** One concept would be to implement pedestrian scrambles at a series of intersections along the corridor, similar to how portions of Montgomery and Stockton Streets are designed today. Several community members requested pedestrian scrambles for the corridor during public outreach. Pedestrian scrambles involve creating an exclusive signal phase in which pedestrians can cross in all directions while vehicles wait. If pedestrians and vehicles understand and obey the scramble phase, the scramble can eliminate conflicts between pedestrians and turning vehicles. Scrambles can sometimes increase delay for transit and vehicles, but the amount of delay would need to be quantified with an operations analysis. Scrambles may require new signal hardware (e.g. signal poles and heads) and may trigger the need for curb ramp upgrades.

- **Road diet:** Another concept would be to remove a travel lane and repurpose the space for some other use, such as a protected bicycle lane or transit-only lane. This could improve pedestrian safety by reducing vehicle speeds due to lower vehicle throughput capacity and by reducing pedestrian exposure for pedestrians crossing the street. Depending on how the lane was repurposed, the road diet could provide a protected lane for bicyclists, improve transit performance, or enhance the pedestrian environment. Reduced capacity would likely increase delay to vehicles and transit, unless transit was provided with a protected lane or other transit priority features. The delay impacts would need to be quantified through an intersection operations analysis.
- **Systematic signal timing and striping treatments:** A final concept would be to systematically implement signal timing and striping treatments along the Kearny Street corridor including leading pedestrian intervals, retimed corridor signal progression to reduce traffic speeds, re-striped continental crosswalks, removal of dual turn lanes, and creation of temporary painted safety zones. This approach would require little to no new infrastructure and therefore could be implemented quickly at a low cost. By combining systematic implementation of leading pedestrian intervals with slowing signal progression, it would also help address two of the top contributors to pedestrian injuries on the corridor, namely conflicts between pedestrians and turning vehicles, and high vehicle speeds.

SFMTA will be analyzing these or other alternatives to determine which will best meet the agency's multiple objectives for the corridor including implementation of the Muni Forward initiative, Walkfirst, and the SFMTA Bicycle Strategy. Kearny Street is identified as a priority corridor under all three initiatives.

ALTERNATIVES

1. Recommend adoption of the Chinatown Neighborhood Transportation Plan Final Report, as requested.
2. Recommend adoption of the Chinatown Neighborhood Transportation Plan Final Report, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

Adoption of this final report was accelerated at the request of Commissioner Christensen to address the need for urgency in implementing safety treatments on Kearny Street, particularly in light of a recent fatality at the intersection of Kearny and Clay Streets. This item has not yet been considered by the CAC but will be included on the CAC's September 2 agenda.

FINANCIAL IMPACTS

None.

RECOMMENDATION

Recommend adoption of the Chinatown Neighborhood Transportation Plan Final Report.

Enclosure:

1. Draft Chinatown Neighborhood Transportation Plan Final Report



Memorandum

Date: 08.28.15

RE: Citizens Advisory Committee
September 2, 2015

To: Citizens Advisory Committee

From: Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*

Subject: **INFORMATION** – Update on One Bay Area Grant Program Cycle 1 Projects

Summary

In May 2012, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Program (OBAG) Cycle 1 framework to guide programming of federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds to better integrate the region's federal transportation program with California's climate law and its Sustainable Communities Strategy (SCS). One of the many programs funded in the OBAG framework is the County CMA Block Grant Program that allows Congestion Management Agencies (CMAs) to fund eligible projects with the intent of supporting the SCS, particularly by prioritizing funding for projects that support Priority Development Areas (see map in Attachment 1). In June 2013, in its capacity as CMA, the Transportation Authority Board programmed \$35 million in OBAG Cycle 1 County CMA Program funds to seven projects that were competitively selected based on multiple prioritization criteria, such as project readiness, multi-modal benefits, safety, and community support. Attachment 2 provides a project delivery update on San Francisco's OBAG Cycle 1 projects. Six of the seven projects have obligated their OBAG funds and Second Street Streetscape Improvement is the only remaining OBAG project scheduled to receive authorization in Fiscal Year 2015/16. Approximately half of the projects are proceeding with construction on schedule or with a relatively minor delay. The others are experiencing six to nine months in delay due to a longer-than-anticipated Caltrans approval process, complicated environmental review, utility coordination, and unanticipated scope changes. We are evaluating the performance of the Cycle 1 OBAG projects to inform our strategy for OBAG Cycle 2, for which MTC anticipates approving guidelines in November 2015. We will bring an update on the proposed Cycle 2 framework to the CAC on September 30.

BACKGROUND

In May 2012, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Program (OBAG) Cycle 1 framework (Fiscal Years (FYs) 2012/13 to 2015/16) to guide programming of federal Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funds to better integrate the region's federal transportation program with California's climate law and its Sustainable Communities Strategy (SCS). This integration was accomplished by establishing funding commitments and policies for various regional and county programs that support the SCS goals such as the Transit Performance Initiative, Climate Initiative, Freeway Performance Initiative, Priority Development (PDA) Planning Grant Program, Safe Routes to School Program, and the County Congestion Management Agency (CMA) Block Grant Program.

The OBAG County CMA Block Grant Program is a locally administered program that is meant to provide transportation funding to incentivize planning for and producing higher shares of housing, in particular affordable housing. MTC provided county CMAs with a funding target via formula and charged them with selecting projects consistent with the program guidelines and the fund sources' strict timeline use of funds requirements. In the urbanized counties such as San Francisco, 70% of OBAG funding was required to be spent in PDAs, which are city-nominated areas near transit that are targeted to receive a higher share of growth. Attachment 1 shows San Francisco's PDAs. Focusing OBAG investment in infrastructure that supports walking, bicycling, local streets rehabilitation, and transit within these areas advances the SCS goals by funding multi-modal transportation in support of future growth.

For the \$38.8 million assigned to San Francisco (11.7% of the total CMA Program), in September 2012, the Transportation Authority Board adopted the funding framework and prioritization criteria for San Francisco's OBAG program, setting aside \$3.5 million for CMA Planning activities, and for the remaining \$35 million for OBAG projects: 1) designating a minimum of 70% of funds be awarded to projects in or connecting to PDAs as required by MTC, 2) establishing a \$2.5 million target for Safe Routes to School, and 3) prioritizing ready-to-deliver complete streets projects in PDAs (with the 70% minimum) that maximize the benefit for all street users.

In June 2013, the Transportation Authority adopted the final OBAG program of seven competitively selected projects (Attachment 2; visit our OBAG webpage for detailed information on the project selection process at www.sfcta.org/obag). In February 2015, the Transportation Authority Board approved reprogramming \$10,227,540 in OBAG funds from SFMTA's Masonic Avenue Complete Streets to its Light Rail Vehicle (LRV) Procurement for reasons detailed in the Discussion section.

In December 2014, MTC added an additional year (FY 2016/17) to OBAG Cycle 1 to minimize the impact of the significant federal funding shortfall, extending the term of OBAG Cycle 1 from 4 to 5 years to maintain close to the original funding levels.

DISCUSSION

OBAG Cycle 1 Project Status: The purpose of this memorandum is to provide the project delivery update on San Francisco's OBAG Cycle 1 projects. Attachment 1 shows the location of each project in relation to the city's identified PDAs. Attachment 2 shows the OBAG grant amount, scope, and project delivery status of each project. All projects have met the federal deadline to receive authorization to proceed with contract advertisement except for the Masonic Avenue Complete Streets project (see below). The Second Street Streetscape Improvement is the only remaining OBAG project scheduled to receive authorization in FY 2015/16. As indicated in Attachment 2, approximately half of the projects are proceeding with construction on schedule or with a relatively minor delay. The others are experiencing six to nine months in delay due to a longer-than-anticipated Caltrans approval process, complicated environmental review, utility coordination, and unanticipated scope changes, as highlighted below.

- **Chinatown Broadway Street Design** (San Francisco Public Works (SFPW)) has experienced a delay to accommodate the San Francisco Public Utilities Commission's (SFPUC's) decision to add its new water line and replace water mains, as well as a recent revision in design standards for streetlight and traffic signal foundations. With the construction contract advertised in August, SFPW anticipates starting construction in November 2015 and completing it by October 2016.
- **Longfellow Safe Routes to School** (SFPW) was anticipated to be completed this year but was delayed due to the longer-than-anticipated environmental process involving parking removal.

SFPW advertised the construction contract in July and anticipates starting construction in October and completing it by June 2016.

- **Masonic Avenue Complete Streets** (San Francisco Municipal Transportation Agency (SFMTA)) has undergone extensive coordination with SFPUC and unanticipated scope changes (e.g. addition of a dual sewer system, Muni overhead wire relocations, and new signals on medians; and a change in the design to accommodate the community's desire to preserve an existing tree). To minimize the associated delay and risk of not meeting federal timely-use-of-funds requirements, in February 2015 SFMTA requested and the Transportation Authority Board approved the reprogramming of its OBAG funds to SFMTA's LRV Procurement, with the condition that SFMTA deliver the Masonic Avenue project using other funding and continue to follow OBAG reporting requirements. SFMTA anticipates starting construction early 2016 and completing it by summer 2017. The Light Rail Vehicle Procurement project obligated the swapped funding in May 2015.
- **Second Street Streetscape Improvement** (SFPW), after conducting a complicated traffic impact study and a prolonged review process, has received its California Environmental Quality Act (CEQA) certification by the Planning Commission on August 13, 2015, and the parking and traffic changes were approved by the SFMTA Board on August 18, 2015. SFPW anticipates receiving National Environmental Policy Act (NEPA) approval by the end of 2015, starting construction in fall 2016, and completing it by summer 2017. We are working with SFPW and MTC to address a program-wide federal funding shortfall in FY 2015/16 and ensure that SFPW can access the funding when needed.

We will continue to work with project sponsors, MTC, and the California Department of Transportation to support timely delivery of OBAG Cycle 1 projects and address any issues that may risk the loss of federal funds.

Lessons Learned from OBAG Cycle 1: In anticipation of OBAG Cycle 2, we are engaging project sponsors in a conversation about lessons learned from Cycle 1 and how we may wish to modify our approach to Cycle 2 programming. Our Cycle 1 project selection process prioritized projects that demonstrated project readiness is essential given stringent timely-use-of-funds deadlines. Unfortunately, despite working closely with project sponsors to develop a realistic schedule and checking on key readiness indicators (e.g. level of interagency coordination, status and type of environmental clearance required, community support, potential controversy), the aforementioned project delays highlight the challenges that interagency coordination, (federal) environmental review, and the complexity of the federal authorization process seem to pose to project timelines for these major complete streets projects, many of which involved coordination with more than just transportation agencies.

With so many complete street projects underway, project sponsors are gaining more experience and understanding of project schedules and costs and ways to better manage associated risk. To address the complications stemming from interagency coordination, we will explore ways to work with project sponsors to ensure all of the potentially impacted agencies and appropriate staff are engaged in the coordination process upfront. We will also consider whether or not OBAG funds are suited for relatively small projects given the rigorous requirements of the federal allocation process, or whether it would be a better strategy to commit OBAG to large capital projects and identify alternate local funding for the smaller projects. Finally, we will evaluate whether the focus on complete streets projects is still a top San Francisco priority in light of evolving city priorities, such as Vision Zero, or if we want a more diverse portfolio of projects given the broad eligibility allowed under OBAG.

OBAG Cycle 2: In July 2015, MTC brought its draft OBAG Cycle 2 framework covering FYs 2017/18 to 2021/22 to its Programming and Allocations Committee as an information item. Discussion over the proposed OBAG Cycle 2 framework will continue throughout the fall and MTC anticipates adopting the final program guidelines in November 2015. We have been working with our MTC Commissioners, partner agencies, other CMAs, and MTC staff to advance San Francisco's interests as the framework is modified. We will bring an update to the CAC on September 30 and seek input on OBAG 2. Once MTC has approved the OBAG 2 proposal we will release a call for projects for San Francisco's County CMA Program.

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

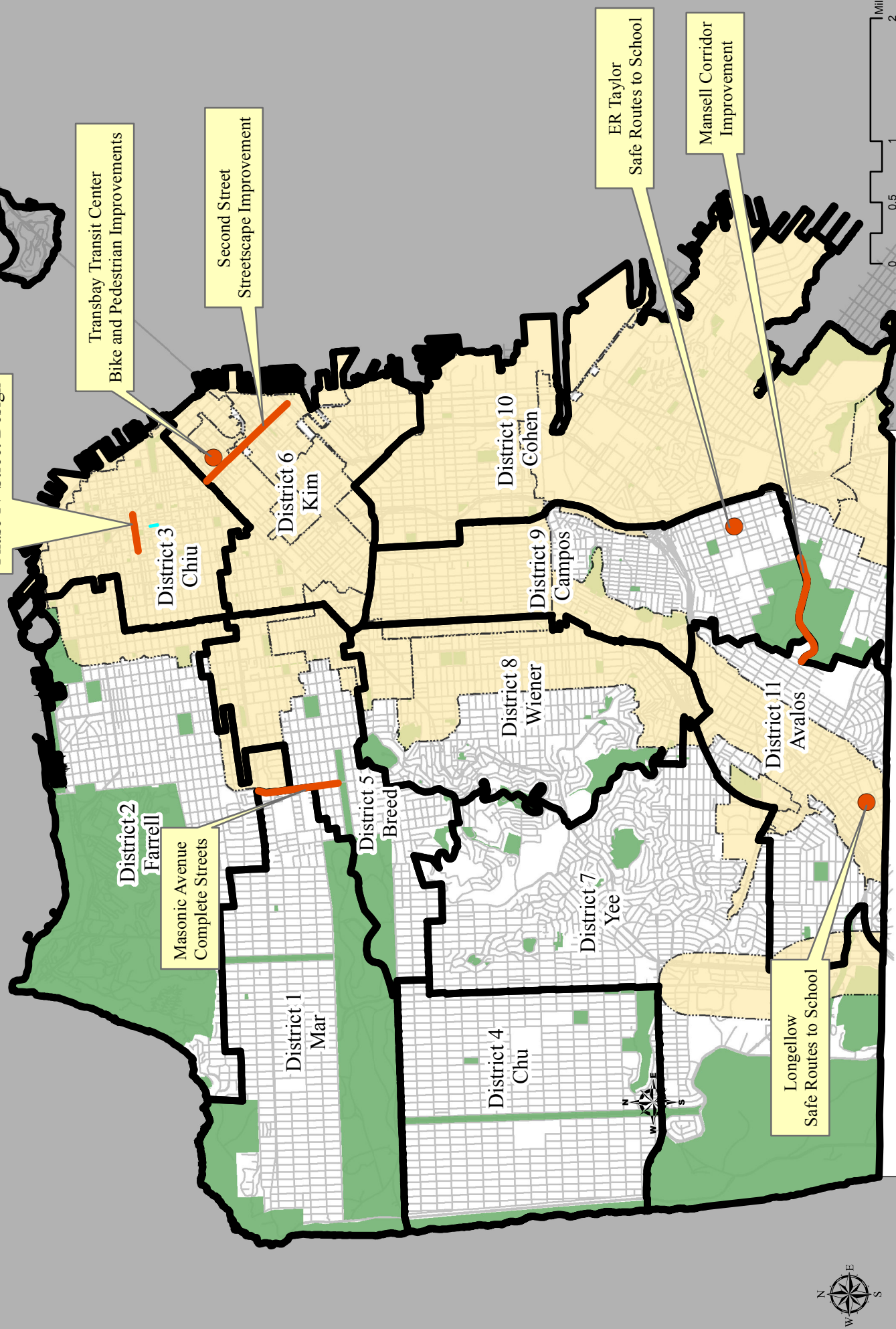
None. This is an information item.

Attachments (2):

1. Map of OBAG Cycle 1 Projects and Priority Development Areas
2. OBAG Cycle 1 Project Delivery Update

Recommended Program of Projects

May 2013



Attachment 2
One Bay Area Grant (OBAG) Cycle 1 Project Delivery
Update August 2015

Project Name (Sponsor)	Description	Construction Start	Open for Use	Delay	Total Project Cost	OBAG Funds
Chinatown Broadway Street Design (San Francisco Public Works (SFPW))	Design and construct a complete streets project on Broadway from Columbus to the Broadway Tunnel, including bulb-outs, special crosswalk paving, new medians, street trees, bus stop improvements, and repaving. Construction contract was advertised on August 19, 2015.	November 2015	October 2016	~9 months due to utility coordination, scope additions	\$7,102,487	\$3,410,537 ¹
ER Taylor Elementary School Safe Routes to School (SFPW)	Design and construct four pedestrian bulb outs at the intersection of Bacon and Gottingen near ER Taylor Elementary School to improve pedestrian safety. SFPW is holding a pre-construction meeting.	June 2015	September 2015	insignificant	\$604,573	\$519,631
Longfellow Elementary School Safe Routes to School (SFPW)	Design and construct pedestrian safety improvements at the intersections of Mission & Whittier, Mission & Whipple, and Mission & Lowell near Longfellow Elementary School. Construction contract was advertised on July 10, 2015.	October 2015	June 2016	~6 months due to delay in environmental review process	\$852,855	\$670,307
Mansell Corridor Improvement (San Francisco Municipal Transportation Agency (SFMTA))	Design and construct of a complete streets project on Mansell Street from Visitacion Avenue to Brazil Street including reduction in number of vehicular lanes and creating a multiuse path for pedestrians and bicyclists. Construction contract was advertised on June 25, 2015.	November 2015	September 2016	insignificant	\$6,807,348	\$1,762,239
Masonic Avenue Complete Streets (SFMTA)	Construct complete streets improvements on Masonic Avenue from Fell to Geary, including reallocation of space to calm traffic, dedicated bicycle space (raised cycle track), and pedestrian enhancements. Construction contract advertisement is scheduled for September 18, 2015.	January 2016	June 2017	~10 months due to utility coordination, scope additions, and community requests	\$22,785,900	\$0 ²
Second Street Streetscape Improvement (SFPW)	Design and construct of a complete streets project on Second Street from Market to Townsend, including pedestrian safety improvements, a buffered cycle track, landscaping, and repaving. EIR certification is scheduled for adoption in August 2015.	September 2016	May 2017	~7 months due to complicated environmental review work	\$13,378,174	\$10,515,746
Transbay Transit Center Bike and Pedestrian Improvements (Transbay Joint Powers Authority)	Construct pedestrian and bicycle projects associated with the Transbay Transit Center, including a pedestrian walkway, sidewalks, path-finding signage, real time passenger information, bike racks and channels, pedestrian lighting, and public art. OBAG work will be implemented as part of various construction contracts for the Transbay Transit Center project.	July 2015	December 2017	insignificant	\$11,480,440	\$6,000,000
Light Rail Vehicle (LRV) Procurement (SFMTA)	Purchase 175 replacement LRVs and 25 expansion LRVs to help meet projected vehicle needs through 2020, including for the Central Subway. The first new LRV is expected to roll out by the end of 2016.	September 2014 (procurement)	Through 2020	none	\$175,000,000	\$10,227,540 ³
Unprogrammed OBAG funds ¹						\$1,910,000
Total OBAG:						\$35,016,000

Attachment 2
One Bay Area Grant (OBAG) Cycle 1 Project Delivery
Update August 2015

Project Name (Sponsor)	Description	Construction Start	Open for Use	Delay	Total Project Cost	OBAG Funds
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¹ \$1.91 million in OBAG funds were swapped with SFMTA local revenue bond funds because the OBAG funds were unavailable when needed. We are working with SFMTA to reprogram the funds to a new OBAG project.

² In order to minimize risk of losing federal funds due to project delays, in February 2015, the Transportation Authority Board reprogrammed \$10,227,540 in OBAG funds from SFMTA's Masonic Avenue project to the LRV Procurement project, with the condition that SFMTA continue to follow OBAG reporting requirements for the Masonic Avenue project. See the Plans and Programs Committee memo (February 3, 2015) and Resolution 15-42 for more detail.