



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, October 28, 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 and Peter Tannen

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| 6:00 | 1. | Committee Meeting Call to Order | |
| 6:07 | 2. | Chair's Report – INFORMATION | |
| 6:10 | Consent Calendar | | |
| | 3. | Approve the Minutes of the September 30, 2015 Meeting – ACTION* | 5 |
| | 4. | Adopt the Citizens Advisory Committee By-Laws – ACTION* | 13 |
| | | <p>At the April 22, 2015 Citizens Advisory Committee (CAC) meeting, Chair Waddling established a subcommittee to review and propose amendments to the CAC's By-Laws. On May 14, 2015 the subcommittee met and recommended amendments, which consisted of changes needed to align the by-laws with the Transportation Authority's Administrative Code and other non-substantive changes. The subcommittee was chaired by former CAC Member Raymon Smith and included current CAC Members Santiago Lerma and Chris Waddling. At the June 24, 2015 CAC meeting, a red-lined version of the proposed amendments was included for information, to be considered for adoption at the next regular CAC meeting. The clean version of the subcommittee's recommendation is attached for adoption.</p> | |
| | 5. | Adopt a Motion of Support for Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2015 – ACTION* | 15 |
| | | <p>The Transportation Authority's financial records are required to be audited annually by an independent, certified public accountant. The annual audit (Audit Report) for the year ended June 30, 2015 was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Vavrinek, Trine, Day & Co., LLP (Vavrinek, Trine, Day & Co.). The Transportation Authority received all unmodified (also known as a clean opinion/unqualified opinion) audit opinions from Vavrinek, Trine, Day & Co., with no findings or recommendations for improvements. For the fiscal audit, Vavrinek, Trine, Day & Co. has issued an opinion, stating that the financial statements present fairly, in all material respects, the financial position of the Transportation Authority. Since more than \$500,000 in federal grants was expended during the year, a single audit (compliance audit) was performed on the Interstate-80/Yerba Buena Island Interchange Improvement and Bridge Structures Project. For the single audit, Vavrinek, Trine, Day & Co. has issued an opinion, stating the Transportation Authority complied in all material respects with the compliance requirements that could have a direct and material effect on the federal funds audited. The full audit report is attached.</p> | |
| | 6. | Internal Accounting and Investment Report for the Three Months Ending September 30, 2015 – INFORMATION* | 91 |

The Transportation Authority's Fiscal Policy directs staff to give a quarterly report of expenditures

including a comparison to the approved budget. The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented along with the quarterly report.

7. Citizens Advisory Committee Appointment – INFORMATION

The Plans and Programs Committee will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) as soon as its November 3 meeting. The vacancy is resulting from the resignation of Raymon Smith, effective September 30. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

End of Consent Calendar

- 6:20 8. **Adopt a Motion of Support for Approval of a Resolution Authorizing the Executive Director to Execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any Amendments Thereto Between the Transportation Authority and the California Department of Transportation for Receipt of Federal and State Funds, including an Agreement for the Bay Area Rapid Transit District Travel Smart Rewards Pilot Program, the South of Market Freeway Ramp Intersection Safety Improvement Study, and the Planning, Programming and Monitoring Program – ACTION*** 117
- The Transportation Authority regularly receives federal and state transportation funds under ongoing grant programs as well as congressional earmarks. These grant funds are typically administered by the California Department of Transportation (Caltrans), which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., seek reimbursement) the grant funds. Caltrans also requires a Board resolution identifying the person or persons authorized to execute these funding agreements and the title of the grant. Guidelines established by the Metropolitan Transportation Commission and Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans within 60 days. Caltrans may disencumber and/or de-obligate funds if the deadline is not met. We are recommending updating an approval of a blanket authorizing resolution that will enable us to meet the deadlines required for execution of the current agreements, as well as future agreements for state and federal grant funds awarded to the Transportation Authority, consistent with the implementation of the Transportation Authority's Board-approved work program.
- 6:25 9. **Adopt a Motion of Support for the Allocation of \$273,868 in Prop K funds and \$300,000 in Prop AA funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*** 121
- As summarized in Attachments 1 and 2, we have three requests totaling \$273,868 in Prop K sales tax funds and \$300,000 in Prop AA vehicle registration fee funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested a total of \$435,000 in Prop K and Prop AA funds for design of signal upgrades at 19 intersections along the Gough Street corridor. SFMTA is also requesting \$38,868 in Prop K sales tax funds to match a California Department of Transportation Planning grant to develop and evaluate a neighborhood-based framework for engaging low-income and minority communities on transportation-related challenges. The San Francisco Planning Department is requesting \$100,000 in Neighborhood Transportation Improvement Program (NTIP) planning funds to develop recommendations for transportation demand management (TDM) measures to minimize the transportation impacts of current and future development in the Balboa Park area.
- 6:45 10. **State and Federal Legislative Update – INFORMATION*** 177
- 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. The Finance Committee did not recommend any new positions this month.
- 7:05 11. **Potential 2016 Transportation Revenue Measures Poll Results – INFORMATION**

CAC Meeting Agenda

At the July 28 Transportation Authority Board meeting, Chair Wiener asked staff to conduct a voter opinion poll to gauge voter willingness to support potential new local transportation revenue measures. At the October 28 CAC meeting, staff will present an overview of the poll results, which will be released at the Transportation Authority Board meeting on October 27.

7:25 12. Update on One Bay Area Grant Program Cycle 2 Proposal – INFORMATION* 211

The Metropolitan Transportation Commission's (MTC's) One Bay Area Grant (OBAG) program directs federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funding to projects and programs that support the transportation and land use goals of Plan Bay Area, the region's Regional Transportation Plan/Sustainable Communities Strategy. OBAG is comprised of regional programs administered by MTC and local formula-based programs administered by the Congestion Management Agencies (CMAs), e.g. the Transportation Authority for San Francisco. MTC adopted the OBAG Cycle 1 framework in May 2012. Since we are nearing the end of the 5-year program MTC recently released a draft proposal for how to distribute OBAG Cycle 2 funds for Fiscal Years 2017/18 – 2021/22 (see Attachment 1). The current proposal would maintain the structure of the OBAG Cycle 1 program, adjust program shares to reflect a lower revenue estimate, and make other revisions. We propose to continue our strong support for the overall OBAG program, and for the following Cycle 2-specific points, we propose to: 1) support additional incentives for producing (vs. planning for) housing, in particular affordable housing as proposed by MTC staff; 2) support efforts to use OBAG to address displacement issues in a meaningful way; and 3) ask MTC to take a more transparent and inclusive approach for its regional operations programs, in particular freeway-related programs. These objectives are consistent with our draft Plan Bay Area advocacy goals and objectives, which were acted on by the CAC at the September 30 CAC meeting. We will continue to work with our partner agencies, other San Francisco stakeholders, Bay Area CMAs, and MTC staff to advance our OBAG advocacy as MTC works to refine its proposal through its intended adoption in November 2015. We are seeking input from the Citizens Advisory Committee. This item was continued from the September 30, 2015 CAC meeting due to time constraints.

7:45 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.

7:50 14. Public Comment

8:00 15. Adjournment

* Additional materials

Next Meeting: December 2, 2015

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

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

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 6, 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.

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

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

CAC Meeting Agenda

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



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

September 30, 2015 SPECIAL 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, Brian Larkin, John Larson, Santiago Lerma, John Morrison, Peter Tannen, Chris Waddling and Wells Whitney. Transportation Authority staff members present were Eric Cordoba, Amber Crabbe, Ryan Greene-Roesel, Seon Joo Kim, Anna Laforte, Maria Lombardo, Bob Masys, Mike Pickford and Chad Rathmann.

2. Chair's Report – INFORMATION

Chair Waddling said that a CAC member had requested Item 6 be removed from the Consent Calendar and considered separately, and that Item 12 would be heard following the Consent Calendar and Item 14 would be moved up to group all the action items. He said that at the prior Plans and Programs Committee, Commissioner Christensen moved to amend the Prop K Grouped item to remove the allocation of funds to the Kearny Street Multimodal Implementation Plan in order to further develop details of the project. Chair Waddling said that CAC members recently went on a tour of the Yerba Buena Island I-80 Interchange Improvement project and that he thought members would benefit from future tours of projects. He also reported that Raymon Smith had resigned from the CAC and that women and people of color were encouraged to apply for the vacated seat.

There was no public comment.

Consent Calendar

3. Approve the Minutes of the September 2, 2015 Meeting – ACTION
4. State and Federal Legislative Update – INFORMATION
5. Adopt a Motion of Support for the Award of a Three-Year Consultant Contract, with an Option to Extend for Two Additional One-Year Periods, to Smith, Watts and Hartmann in an Amount Not to Exceed \$135,000 for State Legislative Advocacy Services, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION
7. Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$1,000,000, to a Total Amount Not to Exceed \$16,935,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION
8. Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$1,350,000, to a Total Amount Not to

Exceed \$7,650,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION

9. Adopt a Motion of Support for the Adoption of San Francisco’s Project Priorities for the 2016 Regional Transportation Improvement Program – ACTION

Chair Waddling requested that Item 6 be removed from the consent calendar and considered separately.

There was no public comment on the Consent Calendar.

Wells Whitney moved to approve the Consent Calendar, seconded by Brian Larkin.

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

Ayes: CAC Members Ablog, Larkin, Larson, Lerma, Morrison, Tannen, Waddling and Whitney

End of Consent Calendar

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

During public comment, Aaron Goodman said that the overall impacts of the project on the corridor needed to be considered in more detail because traffic was already backing up onto the freeway.

Peter Tannen moved to approve this item, seconded by John Larson.

The item was approved by the following vote:

Ayes: CAC Members Larkin, Larson, Morrison, Tannen, Waddling and Whitney

Abstentions: CAC Members Ablog and Lerma

10. Adopt a Motion of Support for Approval of the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040 – ACTION

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

Brian Larkin asked if Geary light rail was included and he asked for an explanation of programmatic categories. Ms. Crabbe replied that programmatic categories included projects that would not need to be modelled either because they would not be ready for construction before 2021 or because they result in no capacity changes that could be modeled (e.g. most state of good repair projects). She explained that including the full project cost for a rail project would take up a large portion of San Francisco’s expected discretionary funding, while including planning funds would allow the project to move forward without taking funding that could be used for projects that would reach construction sooner and need to be included in this cycle of Plan Bay Area. Mr. Larkin asked for clarification that Geary light rail would not be preempted and could seek federal funding. Ms. Crabbe said that was correct. Ms. Lombardo added that Geary light rail was included as a potential project in the description of one for the Rail Capacity Long Term Planning and Conceptual Design project (project 50 in Attachment 3

to the memo).

Wells Whitney asked about the amount of regional funding that was anticipated to augment San Francisco's \$8.4 billion anticipated local discretionary amount and how projects were ranked in the plan. Ms. Crabbe replied that ideally all of San Francisco's projects would get into Plan Bay Area 2040 with no further prioritizing. She explained that if San Francisco wasn't successful in getting enough regional funds designated in the plan, staff would seek to trim programmatic categories and projects, rather than cutting projects out entirely. She said that Attachment 2 for the item had a breakdown of anticipated local versus regional discretionary amounts for each project entry and that the total request was \$1.3 billion in regional discretionary funds. Ms. Lombardo added that the figures in Attachment 2 do not include state of good repair funding, which is being accounted for through a separate process led by the Metropolitan Transportation Commission. She also noted that the regional transportation doesn't prioritize local projects and that the place where that happens is at the local level in the San Francisco Transportation Plan update.

Peter Tannen asked what the lane configuration would be for the Harney Way project entry and whether all 8 lanes were really needed given plans for bus rapid transit. Rachel Alonso, Transportation Finance Analyst with San Francisco Public Works, replied that the project included two lanes for bus rapid transit and six lanes for mixed traffic, though the ultimate configuration could change.

During public comment, Aaron Goodman said that it was important to focus on equity and that District 10 needed improved transit access. He said that light rail should be built on Geneva Avenue as soon as possible. He commented that most of the transit projects in the 2013 Plan Bay Area list were downtown and that the southeast and west sectors of San Francisco also needed transit. He mentioned 19th Avenue and connections to Daly City BART as important projects.

Ed Mason said that studies related to I-280 and the railyard should consider the long-term operational costs for Caltrain.

Chair Waddling said that he would be meeting with Susan Gygi with the San Francisco Planning Department next week to discuss when she could present details of the Railyard Alternatives study to the CAC. He said that proposals to move the railyard south were extremely concerning to him and posed environmental justice concerns.

Wells Whitney moved to approve this item, seconded by Brian Larkin.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, Tannen, Waddling and Whitney

Abstentions: CAC Member Lerma

11. Adopt a Motion of Support for the Allocation of \$4,085,233 in Prop K funds, with Conditions, and Appropriation of \$54,225 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Chad Rathmann, Senior Transportation Planner, presented the item per the staff memorandum.

Santiago Lerma asked how large the signs included in the Bicycle Wayfinding Signs project would be. Mr. Rathmann replied that the example sign exhibit provided by the San Francisco Municipal Transportation Agency (SFMTA) in the enclosure for the item was 24" x 30".

Mr. Lerma asked if the hours of operation for the Bayview Moves pilot project were too late considering the proposed regular operating hours of 9 a.m. to 9 p.m. Anna LaForte, Deputy Director for Policy and Programming, replied that the vans would also be available on-demand as part of the pilot project.

Peter Tannen asked for additional information on the YBike organization. Matt Dove, YBike Presidio Director, responded that the program was based at the Presidio Community YMCA and had been providing bicycle education in San Francisco in 2004 and first piloted education in schools in 2008. He added that YBike's instructors were League of American Bicyclists-certified League Cycling Instructors and that the program reached thousands of students per year.

Mr. Tannen asked if the \$10,000 was for environmental clearance for the Bicycle Wayfinding Signs project and if the clearance would result in a categorical exemption. He also asked what constituted the average cost per sign of \$1,000.

Ms. LaForte responded that the need for environmental clearance of the signage was because some locations would necessitate digging to install new sign poles.

Craig Raphael, Transportation Planner at SFMTA, responded that the cost per sign included staff time to design the signs and decide specific corridor and intersection locations on the bicycle network, as well as install the signage.

Chair Waddling asked for the size of the current sign. Mr. Raphael responded that they were relatively small. Mr. Waddling stated that the new larger signage may lead to clutter and be harder to read for people on bicycles. Mr. Raphael responded that SFMTA could test that issue during the project's pilot.

Mr. Tannen noted that multiple existing signs could be replaced with a single new sign, pointing to an example in the presentation.

Mr. Waddling noted that YBike may be teaching cycling skills to youth who have no means to buy a bicycle for their own use based on how schools are selected for the youth bicycle education. He asked if the program therefore taught students that were less likely to have a personal bicycle. Mr. Dove responded that YBike did try to match up low incomes families with organizations that could help them purchase a bike.

John Morrison asked why 29-Sunset Muni service was cut given the need for increased transit options on Geneva Avenue as evidenced by the bus rapid transit (BRT) project. Ms. LaForte responded that Transportation Authority staff would follow up with SFMTA and provide a response.

John Larson asked if Daly City's concerns over Geneva-Harney BRT included more than parking and traffic. Mr. Rathmann confirmed that those two issues were the concerns.

Mr. Larson asked if the Beatty alternative was the route through the Recology campus. Maria Lombardo, Chief Deputy Director, confirmed that it was.

Brian Larkin asked for more detail on the Geneva-Harney BRT draft environmental impact report schedule. Kenya Wheeler, Senior Environmental Planner at SFMTA, stated that the Geneva-Harney BRT project was in a pre-environmental study phase, which included scope for future environmental clearance and additional outreach. Mr. Wheeler noted upcoming coordination with Muni Forward, including public input on design, and that the project's goals were to speed up transit and make transit more reliable. Mr. Wheeler added that there would be a meeting on the Bayshore Intermodal project at Recology on October 13. Mr. Wheeler added

that SFMTA was currently refining the schedule and noted that service was set to begin operations in 2021. He added that SFMTA's goal was to start the one- to two-year environmental phase in summer 2016. Mr. Larkin noted that the schedule seemed aggressive based on past BRT projects in San Francisco.

During public comment, Aaron Goodman noted the Balboa Park Citizens Advisory Committee's support for Prop K. He also voiced his support for projects that supported walking, and noted that the paths adjacent to the Alemany Market would provide a good place to pilot bicycle and pedestrian wayfinding and improved pedestrian facilities as a way to contribute to Vision Zero goals. Mr. Goodman also expressed support for shuttles projects like Bayview Moves in increasing mobility for residents and added that this could improve mobility in India Basin; light rail vehicles on the Geneva Corridor given that bus vehicles could become congested at Balboa Park – and questioned whether they would be able to access the station); and adequate access to future development at Candlestick. Mr. Waddling noted that the Transportation Authority was undertaking the Neighborhood Transportation Improvement Project Program Alemany Interchange Improvement Study and asked that wayfinding signage be included in that planning effort.

Ed Mason stated that consideration for senior pedestrians and bicycle rules of the road should be included in bicycle education.

Myla Ablog moved to approve this item, seconded by John Larson.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Lerma, Morrison, Tannen, Waddling and Whitney

12. **Update on Cost Review of Transbay Transit Center and Downtown Extension – INFORMATION**

Luis Zurinaga, Consultant, presented the item per the staff memorandum.

Peter Tannen asked how enforceable the recommendations of the cost review were. Mr. Zurinaga replied that they were just recommendations, but that they carried the weight of the project's funding partners. Maria Lombardo, Chief Deputy Director, added that separate from the cost review, the same funding partners were developing a funding and financing plan for the project.

Wells Whitney asked who was on the board of the Transbay Joint Powers Authority. Mr. Zurinaga replied that members were Greg Harper (Alameda-Contra Costa Transit District), Jane Kim (Board of Supervisors), Edward Reiskin (SFMTA), Mohammed Nuru (SFPW, appointed by the Mayor), and Marian Lee (Caltrain).

Chair Waddling said that it seemed like there had been a lot of opportunity for these cost overruns not to have happened. Mr. Zurinaga said that a big concern was that many potential sources of funding that were used to make up for the cost increases were originally set aside for Phase II of the project. Mr. Waddling asked if anyone was investigating possible malfeasance related to the cost overruns. Mr. Zurinaga replied not at this time, but that the cost review findings did indicate errors and omissions in the cost estimates.

Brian Larkin asked for more information on why TJPA had set up its Contract Manager/General Contractor delivery method atypically. Mr. Zurinaga replied that as a result of requirements by the Department of Homeland Security, significant redesign was required, which contributed to delays in the project and that TJPA decided to put project components

out to bid as soon as they became ready, rather than waiting for a more complete picture of the overall cost.

John Larson asked what the cost review report for Phase II of the project would say and said that he was concerned we could end up with just a fancy bus station. Mr. Zurinaga replied that the first meeting on that cost review had just happened that morning. Ms. Lombardo added that the Railyard Alternatives study, led by the San Francisco Planning Department, was looking at different alignments for the train tunnel and different construction methodologies, noting that the latter could provide some cost savings as well as other advantages.

Santiago Lerma asked at what point the project would run out of funds. Mr. Zurinaga replied that all but one component of the project had been put out to bid, so the cost estimates at this point were solid.

There was no public comment.

13. Major Capital Projects Update – Van Ness Avenue Bus Rapid Transit Project – INFORMATION

Bob Masys, Senior Transportation Engineer, presented the item per the staff memorandum.

John Larson asked what the contingency on the project was. Mr. Masys replied that the contingency was determined from a risk-based analysis, and stands at about 30% of the cost estimate, which was robust for a project at this stage of design.

Santiago Lerma asked whether the chosen trees were appropriate for the street. Mr. Masys said there had been an extensive selection process that considered urban survivability, maintenance concerns, and aesthetics such as height and form.

Wells Whitney asked about left turns on Van Ness Avenue. Mr. Masys said that left turns would remain only at Lombard Street going northbound and Broadway going southbound. He said the limits on left turns supported maintenance of through traffic flow, similar to the way were used on 19th Avenue.

Chair Waddling asked how many left turns were being eliminated. Mr. Masys replied all but one in each direction.

During public comment, Aaron Goodman stated the bus rapid transit lanes should be extended all the way to the Excelsior area. He also stated that he supported buses with doors on both sides in order to have central platforms.

Ed Mason said that trees must be regulated and maintained so as not to interfere with or collapse onto trolley wires.

14. Adopt a Motion of Support for the Adoption of the Transportation Demand Management Partnership Project Final Report Factsheets – ACTION

Ryan Greene-Roesel, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Waddling asked about the timeline for the evaluation of the Commuter Shuttles Pilot Program. Ms. Greene-Roesel responded that a draft evaluation was in progress, and that she would follow up with San Francisco Municipal Transportation Agency (SFMTA) staff to confirm the schedule and request a presentation for the CAC.

During public comment, Ed Mason voiced several concerns regarding shuttles in his neighborhood, noting violations such as shuttles operating or getting stuck on steep hills, using Muni stops without a permit (including the stop on 25th and Castro Street), and improperly

using weight-restricted streets. He said that the vehicles were too large and caused backups and traffic congestion since passengers did not off-board promptly and were restricted to a single door.

Aaron Goodman expressed concern that San Francisco State University had not adequately funded measures to manage the impacts of campus enrollment increases. He also noted concerns with the availability of public transportation to the Stern Grove music festival and stated that the Transportation Impact Development Fee should be higher to ensure funding of transportation needs resulting from new growth.

Santiago Lerma mentioned that he had also observed many shuttles continuing to use Muni stops without a permit, and that he often saw traffic backup behind an illegally parked Bauer shuttle in front of his office on Sutter Street between Van Ness Avenue and Polk Street.

Mr. Waddling indicated that he would like to see SFMTA's evaluation of the Shuttle Pilot Program and said that from his perspective, the pilot program had not been a success.

John Morrison moved to approve this item, seconded by Wells Whitney.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Lerma, Morrison, Tannen, Waddling and Whitney

15. Update on One Bay Area Grant Program Cycle 2 Proposal – INFORMATION

Given time constraints, Chair Waddling continued Item 15 to the October 28 CAC meeting.

16. Introduction of New Business – INFORMATION

Chair Waddling said that given the significant development plans in the southeast and southwest of the city and the many transit planning efforts underway, he wanted a more comprehensive picture of how it all fit together. He requested that staff arrange for a presentation focused on the long range transit planning going on in the southeast and southwest sectors in San Francisco, how they are being coordinated, and how they relate to land use changes.

There was no public comment.

17. Public Comment

There was no public comment.

18. Adjournment

The meeting was adjourned at 8:06 p.m.



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CITIZENS ADVISORY COMMITTEE

By-Laws

ARTICLE I – AUTHORITY

Section 1. Per Section 5.3 of the Transportation Authority’s Administrative Code, the eleven members of the Citizens Advisory Committee (CAC) are appointed by the San Francisco County Transportation Authority (Transportation Authority) to advise the Transportation Authority on the development and implementation of the Transportation Expenditure Plan.

ARTICLE II – MEMBERSHIP

Section 1. Per the Transportation Authority’s Administrative Code, CAC members shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled, environmentalists and the neighborhoods. The Committee members shall be residents of San Francisco and shall serve for two-year periods.

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

ARTICLE III – OFFICERS

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

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

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

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

Section 3. Selection of Officers shall be made as follows:

Chairperson: The Chairperson shall be elected by a majority of the appointed members at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected Chairperson expires before the year is out and that member does not either seek reappointment or the

Board does not grant such reappointment, the Vice-Chairperson will serve as Chairperson for the remainder of the term.

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

ARTICLE IV – MEETINGS

Section 1. The regular meetings of the CAC shall be held on the fourth Wednesday of each month at 6:00 p.m. at the Transportation Authority offices.

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

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

ARTICLE V – SUBCOMMITTEES

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

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

ARTICLE VI – AMENDMENT OF BY-LAWS

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

ARTICLE VII – CONFLICT OF INTEREST

Per the Transportation Authority's Administrative Code, CAC members serve without any compensation. There shall be no personal or monetary gain by members of the CAC as a result of their membership and actions on the CAC.

ARTICLE VIII – CONDUCT OF MEMBERS

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

ARTICLE IX – MAJORITY/MINORITY REPORTS

CAC members may present separate reports on decisions and actions by the CAC under the following circumstances: A majority report will reflect at least two-thirds of the CAC members present and voting. A minority report will reflect at least one-fourth of the CAC members present and voting.



Memorandum

Date: 10.22.15 **RE:** Citizens Advisory Committee
October 28, 2015

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support for Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2015

Summary

The Transportation Authority's financial records are required to be audited annually by an independent, certified public accountant. The annual audit (Audit Report) for the year ended June 30, 2015 was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Vavrinek, Trine, Day & Co., LLP (Vavrinek, Trine, Day & Co.). The Transportation Authority received all unmodified (also known as a clean opinion/unqualified opinion) audit opinions from Vavrinek, Trine, Day & Co., with no findings or recommendations for improvements. For the fiscal audit, Vavrinek, Trine, Day & Co. has issued an opinion, stating that the financial statements present fairly, in all material respects, the financial position of the Transportation Authority. Since more than \$500,000 in federal grants was expended during the year, a single audit (compliance audit) was performed on the Interstate-80/Yerba Buena Island Interchange Improvement and Bridge Structures Project. For the single audit, Vavrinek, Trine, Day & Co. has issued an opinion, stating the Transportation Authority complied in all material respects with the compliance requirements that could have a direct and material effect on the federal funds audited. The full audit report is attached.

BACKGROUND

Under its fiscal policy, the Transportation Authority's financial records are to be audited annually by an independent, certified public accounting firm. The audits for the fiscal year ended June 30, 2015 (Audit Report) were conducted in accordance with generally accepted auditing standards, the standards applicable to financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States, and Office of Management and Budget Circular A-133, Audits of States, Local Governments and Non-Profit Organizations. The Audit Report contains formal opinions, or disclaimers thereof, issued by an independent, certified public accounting firm as a result of an external audit performed on an agency. An unmodified opinion (also known as a clean opinion/unqualified opinion) is the best type of report an agency may receive from an external audit and represents that the agency complied with direct and material regulatory requirements or that the agency's financial condition, position, and operations in all material respects were fairly presented.

As more than \$500,000 in federal expenditures was expended during the fiscal year, the Transportation Authority also was subject to the federal single audit compliance requirements. Both the fiscal audit and the single audit were performed by the independent, certified public accounting firm of Vavrinek, Trine, Day & Co., LLP (Vavrinek, Trine, Day & Co.).

DISCUSSION

The Audit Report includes the overall basic financial statements, a management discussion and analysis of the Transportation Authority's financial performance during that fiscal year, notes and required supplemental information, and other supplementary which include the results from the single audit of federal awards. Financial performance of the Transportation Authority is described in the management's discussion and analysis section. This section includes specific financial analysis, budgetary comparison schedules presented for major funds, and accompanying notes included as supplementary information for the statements.

We are pleased to note that Vavrinek, Trine, Day & Co. issued all unmodified (clean/unqualified) opinions and had no findings or recommendations for improvements. The Transportation Authority recognized all significant transactions in the financial statements in the proper period and received no adjustments to any estimates made in the financial statements. For the annual fiscal audit, Vavrinek, Trine, Day & Co. has issued an opinion, stating that the financial statements present fairly, in all material respects, the financial position of the Transportation Authority. Since more than \$500,000 in federal grants was expended during the year, a single audit (compliance audit) was performed on the Interstate-80/Yerba Buena Island Interchange Improvement and Bridge Structures Project. For the single audit, Vavrinek, Trine, Day & Co. has issued an opinion, stating that the Transportation Authority complied in all material respects with the compliance requirements that could have a direct and material effect on the federal funds audited. The full audit report is attached.

ALTERNATIVES

1. Recommend adopting a motion of support for acceptance of the Audit Report for the fiscal year ended June 30, 2015, as requested.
2. Recommend adopting a motion of support for acceptance of the Audit Report for the fiscal year ended June 30, 2015, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

Expenditures did not exceed the amounts approved in the amended FY14/15 budget and there are no impacts to the Transportation Authority's adopted fiscal year 2015/16 budget associated with the recommended action.

RECOMMENDATION

Recommend adopting a motion of support for acceptance of the Audit Report for the fiscal year ended June 30, 2015.

Attachment:

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

**SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY**

ANNUAL FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED JUNE 30, 2015

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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For the Year Ended June 30, 2015

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INDEPENDENT AUDITOR'S REPORT

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

Report on the Financial Statements

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

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

Opinion

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

Emphasis of Matter

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

Other Matters

Required Supplementary Information

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

Other Information

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

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

Other Reporting Required by *Government Auditing Standards*

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

Vavrinch, Trine, Day & Co. LLP

Palo Alto, California

October 22, 2015

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Management's Discussion and Analysis

For the Year Ended June 30, 2015

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

FINANCIAL HIGHLIGHTS

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Management's Discussion and Analysis

For the Year Ended June 30, 2015

OVERVIEW OF THE FINANCIAL STATEMENTS

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

Table 1

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

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

Government-wide Financial Statements

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

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

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

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

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

Fund Financial Statements

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

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

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

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

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

Notes to the Basic Financial Statements

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

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

Required Supplementary Information

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

GOVERNMENT-WIDE FINANCIAL ANALYSIS

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

Table 2

Statement of Net Position (in thousands)

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Management's Discussion and Analysis

For the Year Ended June 30, 2015

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

Table 3

Statement of Activities (in thousands)

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

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

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

FINANCIAL ANALYSIS OF THE TRANSPORTATION AUTHORITY'S FUNDS

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

Governmental Funds

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

Table 4

Balance Sheet (in thousands)

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

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

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

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

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

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

BUDGETARY ANALYSIS AND HIGHLIGHTS AND ECONOMIC FACTORS

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

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

BUDGETARY ANALYSIS AND HIGHLIGHTS AND ECONOMIC FACTORS, (Continued)

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

CAPITAL ASSETS

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

REVOLVING CREDIT LOAN AGREEMENT

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

REQUESTS FOR INFORMATION

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Statement of Net Position

June 30, 2015

ASSETS

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

DEFERRED OUTFLOWS OF RESOURCES

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

LIABILITIES

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

DEFERRED INFLOWS OF RESOURCES

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

NET POSITION

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Statement of Activities

For the Year Ended June 30, 2015

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

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

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

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

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

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

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

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

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

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

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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Governmental Funds

Statement of Revenues, Expenditures, and

Changes in Fund Balances

For the Year Ended June 30, 2015

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

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

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

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

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

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

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

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

ASSETS

Deposits with escrow agent	\$ 693,720
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LIABILITIES

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 1 - REPORTING ENTITY AND BACKGROUND

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

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

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

Sales Tax Program

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 1 - REPORTING ENTITY AND BACKGROUND, (Continued)

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

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

Congestion Management Agency Programs

On November 6, 1990, the Transportation Authority was designated under State law as the Congestion Management Agency (CMA) for the City. Responsibilities resulting from this designation include developing a Congestion Management Program, which provides evidence of the integration of land use, transportation programming and air quality goals; preparing a long-range countywide transportation plan to guide the City's future transportation investment decisions; monitoring and measuring traffic congestion levels in the City; measuring the performance of all modes of transportation; and developing a computerized travel demand forecasting model and supporting databases. As the CMA, the Transportation Authority is responsible for establishing the City's priorities for state and federal transportation funds and works with the Metropolitan Transportation Commission (MTC) to program those funds to San Francisco projects.

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

Major programs and projects under the CMA include:

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 1 - REPORTING ENTITY AND BACKGROUND, (Continued)

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

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 1 - REPORTING ENTITY AND BACKGROUND, (Continued)

Transportation Fund for Clean Air (TFCA) Program

On June 15, 2002, the Transportation Authority was designated to act as the overall program manager for the local guarantee (40%) share of transportation funds available through the TFCA program. Funds from this program, administered by the Bay Area Air Quality Management District (BAAQMD) come from a \$4 vehicle registration fee on automobiles registered in the Bay Area. Through this program, the Transportation Authority recommends projects that benefit air quality by reducing motor vehicle emissions.

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

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

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

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

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

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

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

Treasure Island Mobility Management Authority (TIMMA) Component Unit

The Treasure Island Transportation Management Act of 2008 (AB 981) authorizes the creation or designation of a Treasure Island-specific transportation management agency. On April 1, 2014, the City's Board of Supervisors approved a resolution designating the Transportation Authority as the Treasure Island Mobility Management Agency (TIMMA) to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/Yerba Buena Island Development Project. In September 2014, Governor Brown signed Assembly Bill 141, establishing TIMMA as a legal entity distinct from the Transportation Authority to help firewall the Transportation Authority's other functions. The eleven members of the Transportation Authority Board act as the Board of Commissioners for TIMMA. In fiscal year 2013/14, TIMMA was reported with the Congestion Management Agency Programs. The fiscal year 2014/15 Transportation Authority financial statements include TIMMA as a blended special revenue component unit.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation

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

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

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

The Transportation Authority uses the following funds:

Sales Tax Program General Fund – The Sales Tax Program Fund accounts for the one-half of one percent sales tax revenues required by the November 2003 Proposition K. These revenues are for restricted expenditures in support of the Expenditure Plan, which includes investments in four major categories: 1) Transit; 2) Streets and Traffic Safety; 3) Paratransit services for seniors and disabled people; and 4) Transportation System Management/Strategic Initiatives. This fund also accounts for the general administration of the Transportation Authority functions in support of the Transportation Expenditure Plan. The major source of revenue for this fund is Proposition K sales tax.

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

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

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

Treasure Island Mobility Management Agency Fund - The Treasure Island Transportation Management Act of 2008 (AB 981) authorizes the creation or designation of a Treasure Island-specific transportation management agency. On April 1, 2014, the City's Board of Supervisors approved a resolution designating the Transportation Authority as the TIMMA to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/Yerba Buena Island Development Project. In September 2014, Governor Brown signed Assembly Bill 141, establishing TIMMA as a legal entity distinct from the Transportation Authority to help firewall the Transportation Authority's other functions. The fund accounts for revenues and expenditures in support of the TIMMA.

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

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

Measurement Focus and Basis of Accounting

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

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

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

Investments

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

Sales Tax Revenue and Receivables

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

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

Vehicle Registration Fees and Receivables

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

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

Capital Assets

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

The estimated useful lives are as follows:

Leasehold improvements	13 years
Furniture	5 years
Computer equipment	3 years

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

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

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

Pensions

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

Compensated Absences

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

Change in Accounting Principles

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

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

New Accounting Pronouncements

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

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

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

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

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

Fund Equity/Net Position

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

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

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

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

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

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

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

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

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 3 - CASH AND INVESTMENTS*Use of Estimates*

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

Custodial Credit Risk

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 3 - CASH AND INVESTMENTS, (Continued)

Investments Authorized by the Transportation Authority's Investment Policy

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

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

** More restrictive than California Government Code.

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 4 - INTERFUND TRANSACTIONS

Due to/Due from

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

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

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

Transfers

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

NOTE 5 - CAPITAL ASSETS

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

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

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

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

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

NOTE 7 – REVOLVING CREDIT LOAN

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

NOTE 8 – PENSION PLANS

General Information about the Pension Plan

Plan Description

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 8 – PENSION PLANS, (Continued)

Benefits Provided

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

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

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

Contributions

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

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

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

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

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 8 – PENSION PLANS, (Continued)

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

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

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

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 8 – PENSION PLANS, (Continued)

Actuarial Assumptions

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

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

(1) Varies by Entry-Age and Service.

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

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

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

Discount Rate

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 8 – PENSION PLANS, (Continued)

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

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

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

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

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

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

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

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

Pension Plan Fiduciary Net Position

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 9 - POSTEMPLOYMENT HEALTHCARE BENEFITS

Plan Description

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

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

Funding Policy

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

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

Annual OPEB Cost

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 9 - POSTEMPLOYMENT HEALTHCARE BENEFITS, (Continued)

Funded Status and Funding Progress

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

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

Actuarial Methods and Assumptions

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 10 - OPERATING LEASES

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

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

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

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

NOTE 11 - ADMINISTRATIVE EXPENSE LIMITATIONS

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 12 - RISK MANAGEMENT

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

NOTE 13 – OWNER-CONTROLLED INSURANCE PROGRAM

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

NOTE 14 - COMMITMENTS AND CONTINGENCIES

Commitments

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

Loan Agreement with Treasure Island Development Authority

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2015

NOTE 14 - COMMITMENTS AND CONTINGENCIES, (Continued)

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

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

NOTE 15 – PRIOR PERIOD ADJUSTMENTS

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

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

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

NOTE 15 – PRIOR PERIOD ADJUSTMENTS, (Continued)

Following is the pro forma effect of the retroactive application:

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

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

REQUIRED SUPPLEMENTARY INFORMATION

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

Postemployment Healthcare Benefits

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

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

Schedule of Employer Contributions

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

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

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Budgetary Comparison Schedules

For the Year Ended June 30, 2015

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

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

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

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

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

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Budgetary Comparison Schedules
For the Year Ended June 30, 2015

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

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

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

Miscellaneous, Classic

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

Miscellaneous, PEPR

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

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

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

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

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

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Required Supplementary Information

For the Year Ended June 30, 2015

NOTE 1 – BUDGETS AND BUDGETARY DATA

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

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

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

SUPPLEMENTARY INFORMATION

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

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

See accompanying notes to supplementary information.

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

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

Note:

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

See accompanying notes to supplementary information.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Supplementary Information

June 30, 2015

NOTE 1 – GENERAL

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

NOTE 2 – BASIS OF ACCOUNTING

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

NOTE 3 – RELATIONSHIP TO FEDERAL FINANCIAL REPORTS

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

INDEPENDENT AUDITOR'S REPORTS

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

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

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

Internal Control Over Financial Reporting

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

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

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

Compliance and Other Matters

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

Purpose of This Report

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

Vavrinck, Trine, Day & Co. LLP

Palo Alto, California
October 22, 2015



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

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

Report on Compliance for Each Major Federal Program

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

Management's Responsibility

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

Auditor's Responsibility

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

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

Opinion on the Major Federal Program

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

Report on Internal Control Over Compliance

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

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

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

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

Vavrinch, Trine, Day & Co. LLP

Palo Alto, California
October 22, 2015

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

FINANCIAL STATEMENTS

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

FEDERAL AWARDS

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

Identification of major programs:

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

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

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

None reported.

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

None reported.

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

None reported.



Memorandum

Date: 10.23.15 **RE:** Citizens Advisory Committee
October 28, 2015

To: Citizens Advisory Committee

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

Subject: **INFORMATION** – Internal Accounting and Investment Report for the Three Months Ending September 30, 2015

Summary

The Transportation Authority's Fiscal Policy directs staff to give a quarterly report of expenditures including a comparison to the approved budget. The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented along with the quarterly report.

BACKGROUND

The Transportation Authority's Fiscal Policy (Resolution 15-31) establishes an annual audit requirement, and also directs staff to report to the Finance Committee, on at least a quarterly basis, the Transportation Authority's actual expenditures in comparison to the approved budget. The Transportation Authority's Investment Policy (Resolution 15-31) directs a review of portfolio compliance with the Investment Policy in conjunction with, and in the context of, the quarterly expenditure and budgetary report.

Internal Accounting Report: Using the format of the Transportation Authority's annual financial statements for governmental funds, the Internal Accounting Report includes two tables, a Balance Sheet (Table 1) and a Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison (Table 2). In Table 2, the last two columns show, respectively, the budget values, and the variance of revenues and expenditures as compared to the approved budget. For the three months ending September 30, 2015, the numbers in the approved budget column are one-fourth of the total approved annual budget for FY 2015/16. Although the sales tax (Prop K), vehicle registration fees (Prop AA), accruals and revolving credit loan are included for the three-month totals, the Internal Accounting Report does not include the Governmental Accounting Standards Board Statement Number 34 adjustments, or the other accruals, that are done at year-end. The Balance Sheet values as of September 30, 2015 are used as the basis for the Investment Policy compliance review.

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

In managing its investment program, the Transportation Authority observes the "Prudent Investor" standard as stated in Government Code Section 53600.3, applied in the context of managing an overall

portfolio. Investments are to be made with care, skill, prudence and diligence, taking into account the prevailing circumstances, including, but not limited to general economic conditions, the anticipated needs of the Transportation Authority and other relevant factors that a prudent person acting in a fiduciary capacity and familiar with those matters would use in the stewardship of funds of a like character and purpose.

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

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

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

DISCUSSION

The purpose of this memorandum is to provide the Citizens Advisory Committee with the Internal Accounting Report and the Investment Report for the FY 2015/16 period ending September 30, 2015.

The Balance Sheet, Table 1, presents assets, liabilities, and fund balances as of September 30, 2015. Cash, deposits and investments total to \$91.1 million as of September 30, 2015. Other assets total \$57.3 million and includes \$18.7 million of program receivable mainly related to grant reimbursements for the I-80/Yerba Buena Island Interchange Improvement Project, \$5.5 million in an intergovernmental loan receivable from the Treasure Island Development Authority for the repayment of preliminary engineering and design costs for the Yerba Buena Island Interchange Improvement Project, and \$17.2 million in sales tax receivable. Liabilities total \$163.6 million as of September 30, 2015 and include \$13.7 million in accounts payable and an outstanding revolving credit loan of \$134.7 million.

There is a negative of \$15.7 million in total fund balances, which is largely the result of how multi-year programming commitments are accounted for. Future sales tax revenues and grant reimbursements collected will fully fund this difference. This amount is obtained as follows: \$10.1 million is restricted for capital projects, and \$25.8 million is an unassigned negative fund balance. The unassigned negative fund balance reflects grant-funded capital projects that are scheduled to be implemented over the course of several fiscal years. The commitments are multi-year commitments and are funded with non-current (i.e. future) revenues. Commitments of future revenues are tracked through the grant administration process, and there is no issue with the availability of future revenues to honor them. A negative fund balance is a result of how these commitments are accounted for, and it does not affect the viability of the projects or grants. In addition, the Transportation Authority does not hold or retain title for the projects it has constructed or for the vehicles and system improvements purchased with sales tax funds, which can result in a negative position. This reporting of all legal funding commitments without the corresponding revenue or assets creates or largely contributes to the \$25.8 million unassigned negative fund balance.

TABLE 1

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Internal Accounting Report

Balance Sheet (unaudited)

Governmental Funds

September 30, 2015

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Total
Assets:						
Cash In Bank	\$ 6,392,150	\$ -	\$ 1,644,421	\$ 10,540,945	\$ -	\$ 18,577,516
Deposits and Investments with City Treasurer	72,531,161	-	-	-	-	72,531,161
Sales Tax Receivable	17,157,504	-	-	-	-	17,157,504
Vehicle Registration Fees Receivable	-	-	-	848,966	-	848,966
Interest Receivable from the City and County of San Francisco	88,343	-	-	-	-	88,343
Program Receivable	-	17,455,353	387,987	-	863,920	18,707,260
Receivables from the City and County of San Francisco	-	26,919	-	-	-	26,919
Other Receivable	5,481	-	-	-	-	5,481
Intergovernmental Loan Receivable	5,532,067	-	-	-	-	5,532,067
Due From Other Funds	14,814,001	-	-	-	-	14,814,001
Prepaid Costs and Deposits	136,760	-	-	-	-	136,760
Total Assets	\$ 116,657,467	\$ 17,482,272	\$ 2,032,408	\$ 11,389,911	\$ 863,920	\$ 148,425,978
Liabilities:						
Accounts Payable	\$ 6,809,021	\$ 5,742,482	\$ -	\$ -	\$ 28,740	\$ 12,580,243
Accounts Payable to the City and County of San Francisco	-	93,615	80,360	941,153	7,185	1,122,313
Accrued Salaries and Taxes	455,216	-	-	-	-	455,216
Interest Payable	-	-	-	-	-	-
Due to Other Funds	-	11,646,175	464,534	1,875,297	827,995	14,814,001
Revolver Credit Loan	134,664,165	-	-	-	-	134,664,165
Total Liabilities	141,928,402	17,482,272	544,894	2,816,450	863,920	163,635,938
Deferred Inflows of Resources:						
Unavailable Program Revenues	505,252	-	-	-	-	505,252
Fund Balances (Deficit):						
Restricted for Capital Projects	-	-	1,487,514	8,573,461	-	10,060,975
Unassigned	(25,776,187)	-	-	-	-	(25,776,187)
Total Fund Balances (Deficit)	(25,776,187)	-	1,487,514	8,573,461	-	(15,715,212)
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 116,657,467	\$ 17,482,272	\$ 2,032,408	\$ 11,389,911	\$ 863,920	\$ 148,425,978

The Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison compares budget to actual levels for revenues and expenditures for the first three months of the fiscal year. The Transportation Authority earned \$110.8 million of revenues in the first quarter. Sales tax revenues and vehicle registration fees total \$24.3 million and \$1.3 million, respectively for the three months ending September 30, 2015 and program revenues total \$85.1 million.

As of September 30, 2015, the Transportation Authority incurred \$99.8 million of expenditures. Expenditures included \$97.6 million in capital projects costs, \$197,840 in interest and fiscal charges, and \$2.0 million for personnel and non-personnel expenditures.

TABLE 2

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Internal Accounting Report

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

Governmental Funds

For the Three Months Ending September 30, 2015

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Total	Budget	Variance With Final Budget Positive (Negative)
Revenues:								
Sales Tax	\$ 24,266,604	\$ -	\$ -	\$ -	\$ -	\$ 24,266,604	\$ 25,323,394	\$ (1,056,790)
Vehicle Registration Fee	-	-	-	1,289,677	-	1,289,677	1,194,135	95,542
Investment Income	76,392	-	645	972	-	78,009	83,677	(5,668)
Program Revenue	75,000,000	9,330,383	387,987	-	391,292	85,109,662	26,365,904	58,743,758
Other Revenue	8,892	-	-	-	-	8,892	729,023	(720,131)
Total Revenues	99,351,888	9,330,383	388,632	1,290,649	391,292	110,752,844	53,696,133	57,056,711
Expenditures:								
Personnel Expenditures	1,030,795	459,280	8,622	28,579	49,236	1,576,512	1,754,202	177,690
Non-personnel Expenditures	395,118	234	-	-	387	395,739	733,684	337,945
Capital Project Costs	92,168,791	5,440,131	-	-	35,925	97,644,847	60,342,371	(37,302,476)
Interest and Fiscal Charges	197,840	-	-	-	-	197,840	5,440,000	5,242,160
Total Expenditures	93,792,544	5,899,645	8,622	28,579	85,548	99,814,938	68,270,257	(31,544,681)
Excess of Revenues over Expenditures	5,559,344	3,430,738	380,010	1,262,070	305,744	10,937,906	(14,574,124)	88,601,392
Other financing sources (uses):								
Transfers In	3,736,482	-	-	-	-	3,736,482	515,472	3,221,010
Transfers Out	-	3,430,738	-	-	305,744	3,736,482	515,472	(3,221,010)
Net Change in Fund Balances	9,295,826	-	380,010	1,262,070	-	10,937,906	\$(14,574,124)	\$ 88,601,392
Fund Balances (Deficit), Beginning of the Period	99,592,152	-	1,107,504	7,311,391	-	108,011,047		
Revolver Credit Loan	(134,664,165)	-	-	-	-	(134,664,165)		
Fund Balances (Deficit), End of the Period	<u>\$ (25,776,187)</u>	<u>\$ -</u>	<u>\$ 1,487,514</u>	<u>\$ 8,573,461</u>	<u>\$ -</u>	<u>\$ (15,715,212)</u>		

For the three months ending September 30, 2015, revenues were higher than budgetary estimates by \$57.1 million for all of the Transportation Authority's programs. Total expenditures were higher than the budgetary estimates by \$31.5 million. This amount includes a favorable variance of \$515,635 for personnel and non-personnel expenditures, \$5.2 million of interest and fiscal charges, and unfavorable variance of \$37.3 million in capital project costs. The variance in capital project costs and program revenue is due to a milestone payment for the Presidio Parkway Project. In support of the project, one of the Transportation Authority's responsibilities is arranging for and serving as aggregator of local funds for the milestone payment, including \$75 million from the Golden Gate Bridge, Highway and Transportation District and \$20.3 million of Prop K sales tax funds, approved through Resolution 15-61. The favorable variance of \$5.2 million of interest and fiscal charges is due to lower cost from the substitution of the commercial paper program to the revolving credit loan that occurred back in June 2015.

As of September 30, 2015, approximately 79.6% of the Transportation Authority's investable assets were invested in the City and County of San Francisco Treasury Pool. Other investment assets include a money market investment pool held by US Bank per the terms of the Transportation Authority's Commercial Paper indenture. These investments are in compliance with both the California Government Code and the Transportation Authority's Board-adopted Investment Policy, and provide sufficient liquidity to meet expenditures requirements for the next six months. Attachment 1 is the most recent investment report furnished by the Office of the Treasurer.

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachment:

1. Investment Report for September 30, 2015

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



José Cisneros, Treasurer

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

Investment Report for the month of September 2015

October 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 September 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 September 2015 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

CCSF Pooled Fund Investment Earnings Statistics *

<i>(in \$ million)</i>	Current Month		Prior Month	
	Fiscal YTD	September 2015	Fiscal YTD	August 2015
Average Daily Balance	\$ 6,417	\$ 6,482	\$ 6,386	\$ 6,334
Net Earnings	10.51	3.36	7.15	3.56
Earned Income Yield	0.65%	0.63%	0.66%	0.66%

CCSF Pooled Fund Statistics *

<i>(in \$ million)</i>	% of Portfolio	Book Value	Market Value	Wtd. Avg. Coupon	Wtd. Avg. YTM	WAM
Investment Type						
U.S. Treasuries	7.49%	\$ 472.2	\$ 477.1	1.09%	1.20%	318
Federal Agencies	58.77%	3,744.0	3,741.6	0.84%	0.62%	546
State & Local Government						
Agency Obligations	3.30%	211.9	210.0	1.64%	0.88%	469
Public Time Deposits	0.02%	1.2	1.2	0.61%	0.61%	237
Negotiable CDs	12.17%	775.0	774.9	0.45%	0.45%	342
Commercial Paper	6.52%	414.9	414.9	0.00%	0.18%	29
Medium Term Notes	9.99%	638.5	636.3	0.81%	0.44%	306
Money Market Funds	1.73%	110.1	110.1	0.04%	0.04%	1
Totals	100.0%	\$ 6,367.8	\$ 6,366.2	0.77%	0.60%	434

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, 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 September 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	\$ 477.1	101.04	7.49%	100%	Yes			
Federal Agencies	3,730.2	3,744.0	3,741.6	99.94	58.77%	100%	Yes			
State & Local Government										
Agency Obligations	208.0	211.9	210.0	99.12	3.30%	20%	Yes			
Public Time Deposits	1.2	1.2	1.2	100.00	0.02%	100%	Yes			
Negotiable CDs	775.0	775.0	774.9	99.99	12.17%	30%	Yes			
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes			
Commercial Paper	415.0	414.9	414.9	100.01	6.52%	25%	Yes			
Medium Term Notes	635.5	638.5	636.3	99.64	9.99%	25%	Yes			
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes			
Reverse Repurchase/										
Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes			
Money Market Funds	110.1	110.1	110.1	100.00	1.73%	10%	Yes			
LAIF	-	-	-	-	0.00%	\$50mm	Yes			
Supranationals	-	-	-	-	0.00%	5%	Yes			
TOTAL	\$ 6,350.0	\$ 6,367.8	\$ 6,366.2	99.98	100.00%	-	Yes			

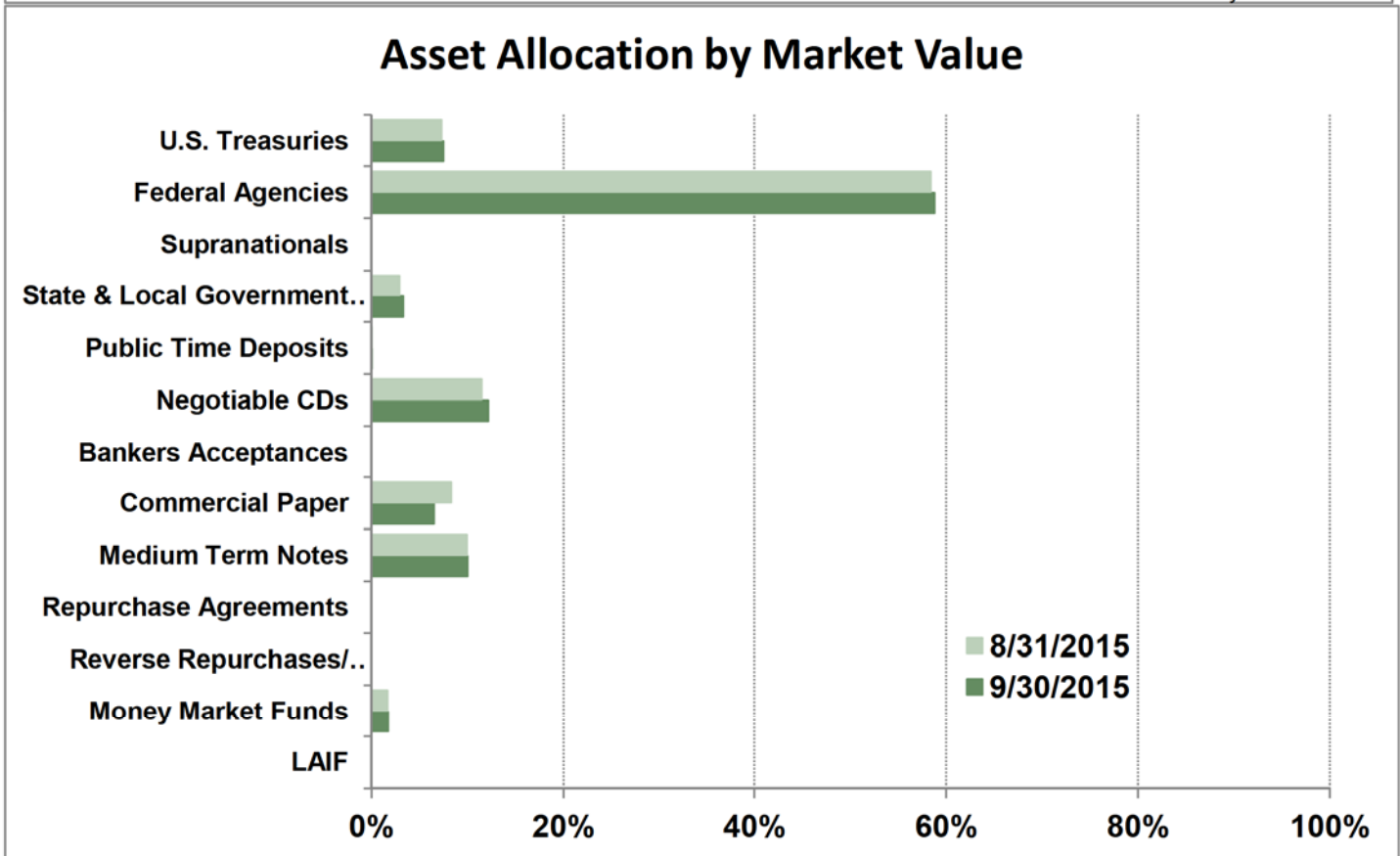
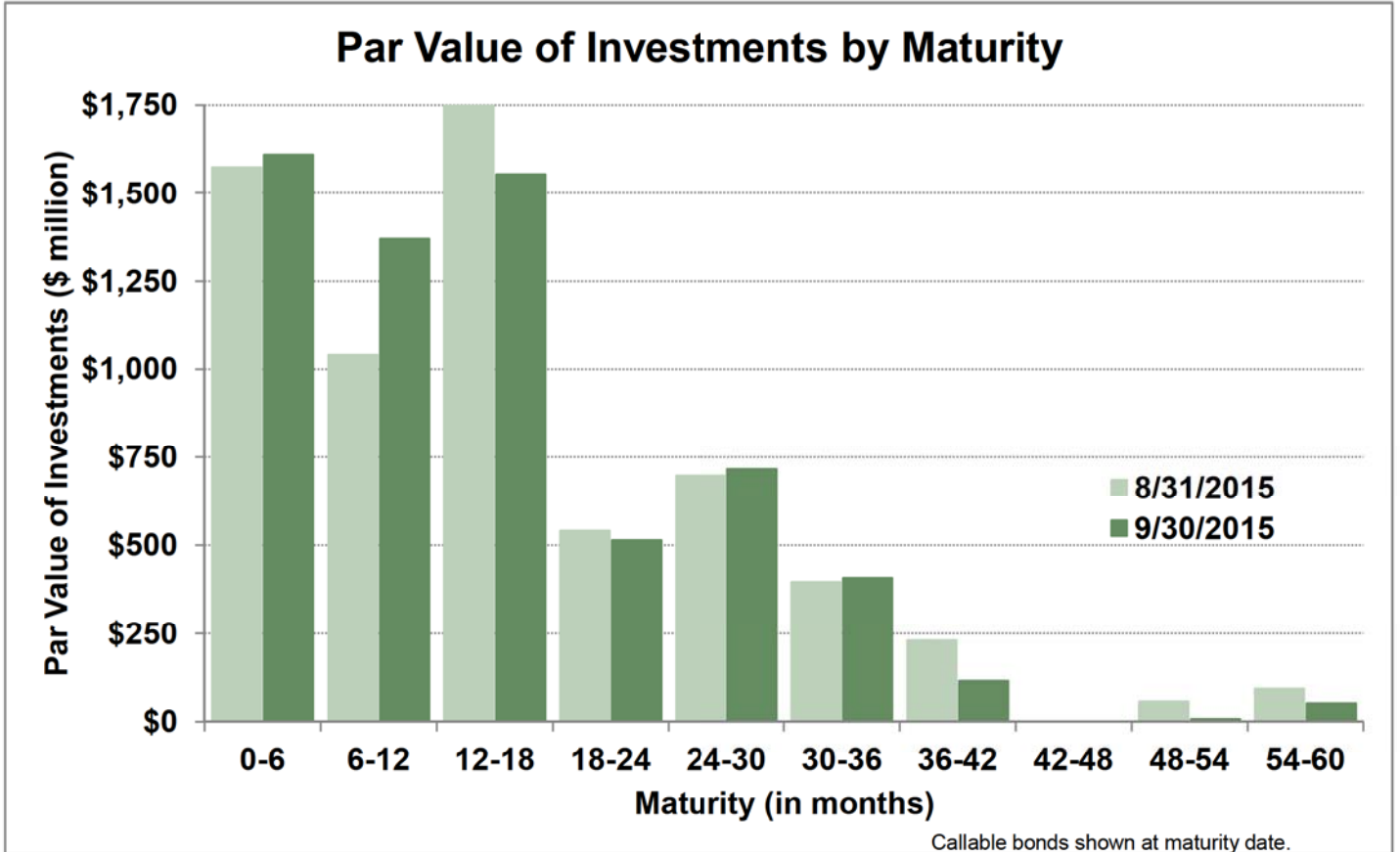
The City and County of San Francisco uses the following methodology to determine compliance: Compliance is pre-trade and calculated on both a par and market value basis, using the result with the lowest percentage of the overall portfolio value. Cash balances are included in the City's compliance calculations.

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.

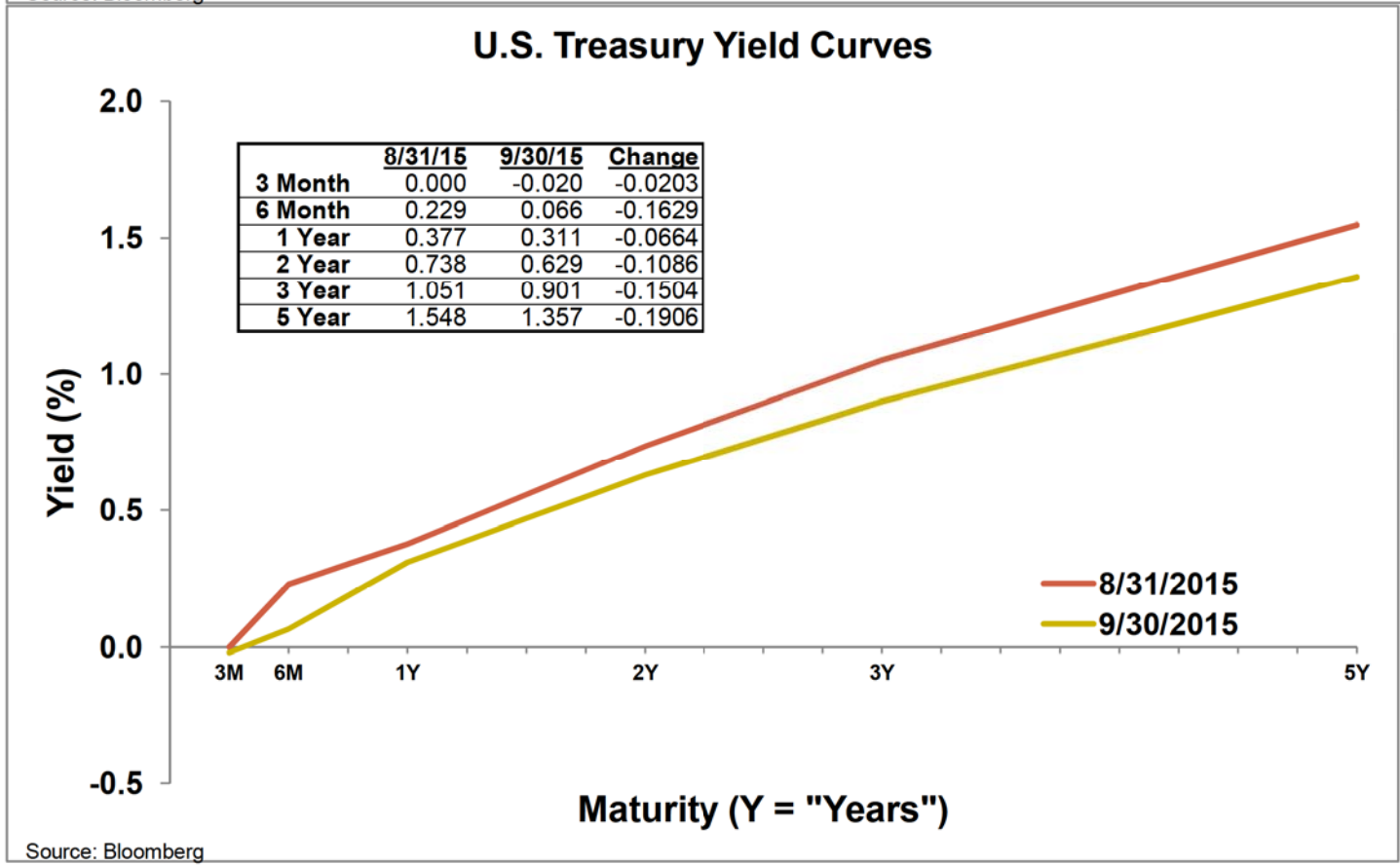
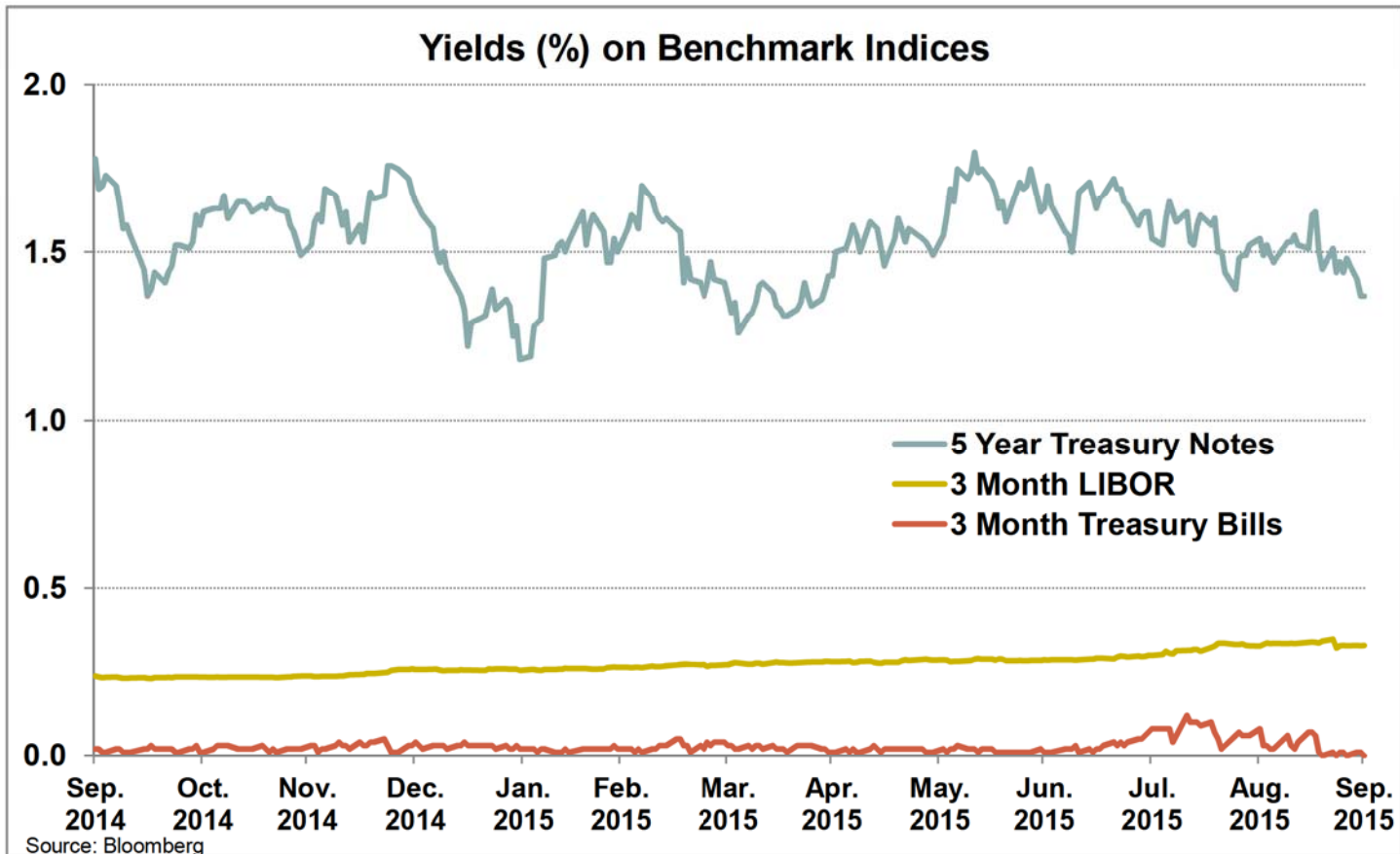
The full Investment Policy can be found at <http://www.sftreasurer.org/>, in the Reports & Plans section of the About menu.

Totals may not add due to rounding.

Portfolio Analysis Pooled Fund



Yield Curves



Investment Inventory

Pooled Fund

As of September 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	12/23/2011	10/31/2015	0.09	1.25 \$	25,000,000 \$	25,609,375 \$	25,012,984 \$	25,019,500
U.S. Treasuries	912828PJ3	US TSY NT	12/16/2010	11/30/2015	0.17	1.38	50,000,000	49,519,531	49,984,073	50,104,500
U.S. Treasuries	912828PJ3	US TSY NT	12/16/2010	11/30/2015	0.17	1.38	50,000,000	49,519,531	49,984,073	50,104,500
U.S. Treasuries	912828PJ3	US TSY NT	12/23/2010	11/30/2015	0.17	1.38	50,000,000	48,539,063	49,951,383	50,104,500
U.S. Treasuries	912828RJ1	US TSY NT	10/11/2011	09/30/2016	1.00	1.00	75,000,000	74,830,078	74,965,847	75,453,750
U.S. Treasuries	912828RM4	US TSY NT	12/26/2013	10/31/2016	1.08	1.00	25,000,000	25,183,594	25,069,907	25,160,250
U.S. Treasuries	912828RX0	US TSY NT	02/25/2014	12/31/2016	1.24	0.88	25,000,000	25,145,508	25,063,939	25,125,250
U.S. Treasuries	912828SJ0	US TSY NT	03/21/2012	02/28/2017	1.41	0.88	25,000,000	24,599,609	24,885,539	25,129,500
U.S. Treasuries	912828SJ0	US TSY NT	03/21/2012	02/28/2017	1.41	0.88	25,000,000	24,599,609	24,885,539	25,129,500
U.S. Treasuries	912828SM3	US TSY NT	03/14/2012	02/28/2017	1.41	0.88	75,000,000	74,771,484	74,934,926	75,388,500
U.S. Treasuries	912828SM3	US TSY NT	04/04/2012	03/31/2017	1.49	1.00	50,000,000	49,835,938	49,950,745	50,364,500
Subtotals					0.86	1.09 \$	475,000,000 \$	472,153,320 \$	474,688,956 \$	477,084,250

Federal Agencies	313384ML0	FED HOME LN DISCOUNT NT	09/03/2015	10/02/2015	0.00	0.00 \$	50,000,000 \$	49,997,181 \$	49,997,181 \$	49,999,944
Federal Agencies	313384MR7	FED HOME LN DISCOUNT NT	09/03/2015	10/07/2015	0.00	0.00	19,360,000	19,358,629	19,358,629	19,359,871
Federal Agencies	313384NF2	FED HOME LN DISCOUNT NT	08/26/2015	10/21/2015	0.06	0.00	50,000,000	49,988,722	49,988,722	49,998,889
Federal Agencies	31398A4M1	FANNIE MAE	09/24/2015	10/26/2015	0.07	1.63	6,500,000	6,552,049	6,550,162	6,506,500
Federal Agencies	31398A4M1	FANNIE MAE	12/15/2010	10/26/2015	0.07	1.63	25,000,000	24,317,500	24,990,393	25,025,000
Federal Agencies	31398A4M1	FANNIE MAE	12/23/2010	10/26/2015	0.07	1.63	42,000,000	40,924,380	41,984,790	42,042,000
Federal Agencies	3133ECLZ5	FEDERAL FARM CREDIT BANK	12/15/2010	11/16/2015	0.13	1.50	25,000,000	24,186,981	24,979,188	25,041,250
Federal Agencies	3133ECLZ5	FEDERAL FARM CREDIT BANK	05/08/2013	11/19/2015	0.05	0.22	25,000,000	24,997,000	24,999,841	25,001,000
Federal Agencies	313384QF9	FED HOME LN DISCOUNT NT	09/24/2015	12/08/2015	0.19	0.00	24,500,000	24,493,109	24,493,109	24,496,298
Federal Agencies	313384QG7	FED HOME LN DISCOUNT NT	09/24/2015	12/09/2015	0.19	0.00	8,000,000	7,997,720	7,997,720	7,998,773
Federal Agencies	313371ZY5	FEDERAL HOME LOAN BANK	12/03/2010	12/11/2015	0.20	1.88	25,000,000	24,982,000	24,999,303	25,082,750
Federal Agencies	3135G0SB0	FANNIE MAE	09/29/2015	12/21/2015	0.23	0.38	5,922,000	5,931,184	5,931,108	5,925,198
Federal Agencies	313384QV4	FED HOME LN DISCOUNT NT	09/25/2015	12/22/2015	0.23	0.00	50,000,000	49,982,889	49,982,889	49,990,889
Federal Agencies	313384RB7	FED HOME LN DISCOUNT NT	09/25/2015	12/28/2015	0.24	0.00	35,000,000	34,986,292	34,986,292	34,993,156
Federal Agencies	313384RB7	FED HOME LN DISCOUNT NT	09/28/2015	12/28/2015	0.24	0.00	50,000,000	49,982,306	49,982,306	49,990,222
Federal Agencies	31315KRJ1	FARMER MAC DISCOUNT NOTE	09/22/2015	01/04/2016	0.26	0.00	18,000,000	17,991,160	17,991,160	17,993,880
Federal Agencies	3130A3P81	FEDERAL HOME LOAN BANK	12/29/2014	01/29/2016	0.33	0.25	25,000,000	25,000,000	25,000,000	25,015,000
Federal Agencies	313384SV2	FED HOME LN DISCOUNT NT	09/21/2015	02/08/2016	0.36	0.00	12,000,000	11,990,667	11,990,667	11,993,933
Federal Agencies	313375RN9	FEDERAL HOME LOAN BANK	04/13/2012	03/11/2016	0.45	1.00	22,200,000	22,357,620	22,217,881	22,277,256
Federal Agencies	3133XXP43	FEDERAL HOME LOAN BANK	09/21/2015	03/11/2016	0.45	3.13	3,120,000	3,164,204	3,161,792	3,159,406
Federal Agencies	3133XXP43	FEDERAL HOME LOAN BANK	12/12/2013	03/11/2016	0.45	3.13	14,000,000	14,848,400	14,167,611	14,176,820
Federal Agencies	3133EAJU3	FEDERAL FARM CREDIT BANK	04/12/2012	03/28/2016	0.49	1.05	25,000,000	25,220,750	25,027,327	25,103,250
Federal Agencies	3135G0VA8	FANNIE MAE	09/21/2015	03/30/2016	0.50	0.50	6,157,000	6,163,711	6,163,360	6,164,943
Federal Agencies	3135G0VA8	FANNIE MAE	12/13/2013	03/30/2016	0.50	0.50	25,000,000	25,022,250	25,004,806	25,032,250
Federal Agencies	31315PTF6	FARMER MAC	04/01/2013	04/01/2016	0.00	0.20	50,000,000	50,000,000	50,000,000	50,000,000
Federal Agencies	313379Z21	FEDERAL HOME LOAN BANK	04/18/2012	04/18/2016	0.55	0.81	20,000,000	19,992,200	19,998,932	20,057,800
Federal Agencies	3133ECWT7	FEDERAL FARM CREDIT BANK	11/20/2013	05/09/2016	0.61	0.65	22,650,000	22,746,489	22,673,667	22,702,775
Federal Agencies	3133EDB35	FEDERAL FARM CREDIT BANK	01/15/2014	06/02/2016	0.01	0.23	50,000,000	49,991,681	49,997,655	50,015,500
Federal Agencies	31315PB73	FARMER MAC	02/09/2012	06/09/2016	0.69	0.90	10,000,000	10,000,000	10,000,000	10,047,100
Federal Agencies	313373SZ6	FEDERAL HOME LOAN BANK	10/23/2014	06/10/2016	0.69	2.13	28,000,000	28,790,468	28,335,551	28,330,680
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	09/04/2014	06/13/2016	0.69	5.63	8,620,000	9,380,715	8,920,529	8,926,613
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	05/30/2013	06/13/2016	0.69	5.63	14,195,000	16,259,095	14,671,044	14,699,916
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	05/20/2013	06/13/2016	0.69	5.63	16,925,000	19,472,890	17,507,375	17,527,022
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	08/31/2015	06/13/2016	0.69	5.63	71,000,000	74,700,982	74,394,690	73,525,470
Federal Agencies	3133EDDP4	FEDERAL FARM CREDIT BANK	02/11/2014	06/17/2016	0.71	0.52	50,000,000	50,062,000	50,018,810	50,078,000

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
Federal Agencies	3130A1BK3	FEDERAL HOME LOAN BANK	03/24/2014	06/24/2016	0.73	0.50	25,000,000	25,000,000	25,000,000	25,017,500
Federal Agencies	3135G0XP3	FANNIE MAE	03/25/2014	07/05/2016	0.76	0.38	50,000,000	49,753,100	49,917,601	50,001,000
Federal Agencies	31315PA25	FARMER MAC	03/26/2013	07/27/2016	0.82	2.00	11,900,000	12,440,498	12,033,018	12,053,034
Federal Agencies	31315PA25	FARMER MAC	03/26/2013	07/27/2016	0.82	2.00	14,100,000	14,735,205	14,256,326	14,281,326
Federal Agencies	31315PA25	FARMER MAC	07/27/2011	07/27/2016	0.82	2.00	15,000,000	14,934,750	14,989,286	15,192,900
Federal Agencies	31315PA25	FARMER MAC	03/26/2014	07/27/2016	0.82	2.00	20,000,000	20,643,350	20,226,001	20,257,200
Federal Agencies	3135G0YE7	FANNIE MAE	03/17/2014	08/26/2016	0.90	0.63	50,000,000	50,124,765	50,046,106	50,084,500
Federal Agencies	31315PQB8	FARMER MAC	10/29/2013	09/01/2016	0.92	1.50	7,000,000	7,156,240	7,050,575	7,072,870
Federal Agencies	313370TW8	FEDERAL HOME LOAN BANK	10/11/2011	09/09/2016	0.94	2.00	25,000,000	25,727,400	25,139,401	25,368,250
Federal Agencies	313370TW8	FEDERAL HOME LOAN BANK	11/05/2014	09/09/2016	0.94	2.00	25,000,000	25,662,125	25,337,939	25,368,250
Federal Agencies	3133EDH21	FEDERAL FARM CREDIT BANK	03/14/2014	09/14/2016	1.04	0.23	50,000,000	49,993,612	49,997,563	50,014,000
Federal Agencies	3134G4XW3	FREDDIE MAC	03/26/2014	09/26/2016	0.99	0.60	25,000,000	25,000,000	25,000,000	25,005,500
Federal Agencies	3133EDJA1	FEDERAL FARM CREDIT BANK	04/11/2014	10/11/2016	0.03	0.22	25,000,000	24,993,750	24,997,429	25,007,000
Federal Agencies	313378UB5	FEDERAL HOME LOAN BANK	10/23/2014	10/11/2016	1.02	1.13	5,000,000	5,060,200	5,031,482	5,033,350
Federal Agencies	3130A3CE2	FEDERAL HOME LOAN BANK	11/03/2014	10/14/2016	1.03	0.63	40,000,000	40,032,000	40,017,058	40,072,000
Federal Agencies	3137EADS5	FREDDIE MAC	03/03/2014	10/14/2016	1.03	0.88	25,000,000	25,200,250	25,079,388	25,107,250
Federal Agencies	3136G1WP0	FANNIE MAE	11/04/2013	11/04/2016	1.08	1.50	18,000,000	18,350,460	18,016,323	18,021,780
Federal Agencies	3134G5LS2	FREDDIE MAC	11/17/2014	11/17/2016	1.13	0.60	25,000,000	25,000,000	25,000,000	24,996,000
Federal Agencies	3130A3J70	FREDDIE MAC	11/17/2014	11/23/2016	1.14	0.63	25,000,000	24,990,000	24,994,315	25,037,000
Federal Agencies	313381GA7	FEDERAL HOME LOAN BANK	11/30/2012	11/30/2016	1.16	0.57	23,100,000	23,104,389	23,101,280	23,117,094
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	11/06/2014	12/09/2016	1.18	1.63	25,000,000	25,513,000	25,292,088	25,324,750
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	12/04/2014	12/09/2016	1.18	1.63	25,000,000	25,486,750	25,287,685	25,324,750
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	12/12/2014	12/09/2016	1.18	1.63	25,000,000	25,447,500	25,267,394	25,324,750
Federal Agencies	3130A12F4	FEDERAL HOME LOAN BANK	03/19/2014	12/19/2016	1.21	0.70	20,500,000	20,497,950	20,499,093	20,519,680
Federal Agencies	3134G5V7G	FREDDIE MAC	12/29/2014	12/29/2016	1.24	0.78	50,000,000	50,000,000	50,000,000	50,062,000
Federal Agencies	3130A3QU1	FEDERAL HOME LOAN BANK	12/30/2014	12/30/2016	1.24	0.75	8,000,000	8,000,000	8,000,000	8,011,760
Federal Agencies	3130A3QU1	FEDERAL HOME LOAN BANK	12/30/2014	12/30/2016	1.24	0.75	50,000,000	50,000,000	50,000,000	50,073,500
Federal Agencies	3134G33C2	FREDDIE MAC	01/03/2013	01/03/2017	1.25	0.60	50,000,000	50,000,000	50,000,000	50,059,000
Federal Agencies	3133ECB37	FEDERAL FARM CREDIT BANK	12/20/2012	01/12/2017	1.28	0.58	14,000,000	14,000,000	14,000,000	14,010,220
Federal Agencies	31315PWW5	FARMER MAC	05/04/2012	01/17/2017	1.29	1.01	49,500,000	49,475,250	49,493,175	49,806,405
Federal Agencies	3133EDRD6	FEDERAL FARM CREDIT BANK	12/12/2014	01/30/2017	0.08	0.20	50,000,000	49,981,400	49,988,387	49,874,000
Federal Agencies	3133786Q9	FEDERAL HOME LOAN BANK	01/10/2013	02/13/2017	1.36	1.00	67,780,000	68,546,456	68,036,853	68,195,491
Federal Agencies	3133EDFW7	FEDERAL FARM CREDIT BANK	02/27/2014	02/27/2017	0.07	0.25	50,000,000	50,000,000	50,000,000	50,032,500
Federal Agencies	3133782N0	FEDERAL HOME LOAN BANK	12/15/2014	03/10/2017	1.44	0.88	50,000,000	50,058,500	50,037,710	50,136,500
Federal Agencies	3133EDP30	FEDERAL FARM CREDIT BANK	10/03/2014	03/24/2017	0.07	0.24	26,000,000	26,009,347	26,005,590	26,011,180
Federal Agencies	3134G4XM5	FREDDIE MAC	03/28/2014	03/28/2017	1.49	0.78	25,000,000	25,000,000	25,000,000	25,047,250
Federal Agencies	3133EDZW5	FEDERAL FARM CREDIT BANK	10/29/2014	03/29/2017	0.08	0.21	25,000,000	24,999,750	24,999,846	25,003,750
Federal Agencies	31315PTQ2	FARMER MAC	04/10/2012	04/10/2017	1.51	1.26	12,500,000	12,439,250	12,481,469	12,594,250
Federal Agencies	3133ECLL6	FEDERAL FARM CREDIT BANK	04/17/2013	04/17/2017	1.54	1.60	10,500,000	10,500,000	10,500,000	10,568,775
Federal Agencies	31315PUQ0	FARMER MAC	04/26/2012	04/26/2017	1.56	1.13	10,500,000	10,500,000	10,500,000	10,568,775
Federal Agencies	3137EADF3	FREDDIE MAC	05/14/2012	05/12/2017	1.60	1.25	25,000,000	25,133,000	25,042,948	25,266,500
Federal Agencies	31315PZQ5	FARMER MAC	12/28/2012	06/05/2017	1.66	1.11	9,000,000	9,122,130	9,046,213	9,033,750
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12/19/2014	06/09/2017	1.68	1.00	12,000,000	12,020,760	12,014,185	12,073,080
Federal Agencies	3130A3SL9	FEDERAL HOME LOAN BANK	12/30/2014	06/15/2017	1.69	0.95	25,000,000	24,959,750	24,972,076	25,179,000
Federal Agencies	3133EAUW6	FEDERAL FARM CREDIT BANK	06/19/2012	06/19/2017	0.22	0.36	50,000,000	50,000,000	50,000,000	50,008,000
Federal Agencies	3133EEGH7	FEDERAL FARM CREDIT BANK	12/26/2014	06/26/2017	1.73	0.93	8,400,000	8,397,312	8,398,133	8,430,744
Federal Agencies	3137EADH9	FREDDIE MAC	03/25/2014	06/29/2017	1.73	1.00	25,000,000	24,920,625	24,957,582	25,170,500
Federal Agencies	3134G5W50	FREDDIE MAC	12/30/2014	06/30/2017	1.74	1.00	50,000,000	50,000,000	50,000,000	50,250,000
Federal Agencies	3133ECV92	FEDERAL FARM CREDIT BANK	07/24/2013	07/24/2017	0.07	0.24	50,000,000	50,000,000	50,000,000	50,015,500
Federal Agencies	3133ECV66	FEDERAL FARM CREDIT BANK	08/05/2013	07/26/2017	0.07	0.30	23,520,000	23,520,000	23,520,000	23,550,576

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Federal Agencies	3135G0F24	FANNIE MAE	09/16/2015	08/16/2017	0.04	0.22	25,000,000	24,995,153	24,995,257	24,993,000
Federal Agencies	3133E0FX3	FEDERAL FARM CREDIT BANK	12/23/2014	08/23/2017	0.06	0.25	50,000,000	50,000,000	50,000,000	50,021,500
Federal Agencies	3137EADL0	FREDDIE MAC	03/25/2014	09/29/2017	1.98	1.00	25,000,000	24,808,175	24,891,090	25,151,250
Federal Agencies	3133EETS9	FEDERAL FARM CREDIT BANK	09/25/2015	10/19/2017	0.05	0.25	30,000,000	30,001,830	30,001,825	29,987,100
Federal Agencies	3136G03E9	FANNIE MAE	09/02/2015	11/08/2017	2.09	0.70	2,000,000	2,004,433	2,004,433	1,997,300
Federal Agencies	3133E0BR0	FEDERAL FARM CREDIT BANK	11/18/2014	11/13/2017	0.04	0.24	25,000,000	24,988,794	24,992,050	24,977,500
Federal Agencies	3133EEJ76	FEDERAL FARM CREDIT BANK	08/20/2015	11/13/2017	0.12	0.28	25,000,000	24,993,174	24,993,611	24,920,750
Federal Agencies	3134G44F2	FREDDIE MAC	05/21/2013	11/21/2017	2.12	0.80	50,000,000	50,000,000	50,000,000	49,895,000
Federal Agencies	3130A3HF4	FEDERAL HOME LOAN BANK	12/22/2014	12/08/2017	2.16	1.13	25,000,000	24,955,500	24,967,139	25,163,250
Federal Agencies	3133EEFE5	FEDERAL FARM CREDIT BANK	12/19/2014	12/18/2017	2.19	1.13	50,000,000	49,914,500	49,936,832	50,363,000
Federal Agencies	31315PZ28	FARMER MAC	12/22/2014	12/22/2017	2.20	1.20	46,000,000	46,000,000	46,000,000	46,388,700
Federal Agencies	3134G32M1	FREDDIE MAC	12/28/2012	12/28/2017	2.22	1.00	50,000,000	50,000,000	50,000,000	50,038,000
Federal Agencies	3134G5VA0	FREDDIE MAC	05/29/2014	12/29/2017	2.22	1.25	25,000,000	25,000,000	25,000,000	25,052,500
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	05/27/2015	02/02/2018	0.01	0.25	4,000,000	3,999,480	3,999,547	4,001,200
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	02/02/2015	02/02/2018	0.01	0.25	35,000,000	34,978,893	34,983,534	35,010,500
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/05/2014	02/05/2018	0.01	0.24	25,000,000	25,000,000	25,000,000	25,001,750
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/05/2014	02/05/2018	0.01	0.24	25,000,000	24,991,750	24,994,042	25,001,750
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/05/2014	02/05/2018	0.01	0.24	50,000,000	49,983,560	49,988,126	50,003,500
Federal Agencies	3135G0UN1	FANNIE MAE	02/26/2014	02/28/2018	2.38	1.15	8,770,000	8,713,434	8,735,936	8,766,755
Federal Agencies	3135G0UN1	FANNIE MAE	02/26/2014	02/28/2018	2.38	1.15	19,000,000	18,877,450	18,926,202	18,992,970
Federal Agencies	3133EEEN71	FEDERAL FARM CREDIT BANK	05/27/2015	03/26/2018	0.06	0.23	50,000,000	49,992,500	49,993,457	49,994,000
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	05/27/2015	03/26/2018	0.24	0.23	50,000,000	49,978,500	49,981,141	49,773,500
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	05/29/2015	03/26/2018	0.24	0.23	50,000,000	49,978,500	49,981,104	49,773,500
Federal Agencies	3133EEZC7	FEDERAL FARM CREDIT BANK	04/16/2015	04/16/2018	0.04	0.26	50,000,000	49,992,422	49,993,583	49,986,000
Federal Agencies	3133EEU40	FEDERAL FARM CREDIT BANK	06/03/2015	05/03/2018	0.01	0.24	69,000,000	68,994,894	68,995,469	69,153,180
Federal Agencies	31315PZM4	FARMER MAC	05/03/2013	05/03/2018	2.57	0.88	24,600,000	24,600,000	24,600,000	24,616,728
Federal Agencies	3135G0WJ8	FANNIE MAE	05/23/2013	05/21/2018	2.61	0.88	25,000,000	24,786,500	24,887,280	24,985,000
Federal Agencies	3133EFC22	FEDERAL FARM CREDIT BANK	09/08/2015	06/08/2018	0.02	0.25	25,000,000	25,000,000	25,000,000	25,007,500
Federal Agencies	3133EFC22	FEDERAL FARM CREDIT BANK	09/08/2015	06/08/2018	0.02	0.25	50,000,000	50,000,000	50,000,000	50,015,000
Federal Agencies	3133EEW48	FEDERAL FARM CREDIT BANK	06/11/2015	06/11/2018	0.03	0.25	50,000,000	49,996,000	49,996,409	49,974,500
Federal Agencies	3134G5Z21	FREDDIE MAC	01/30/2015	07/30/2018	2.80	1.00	25,000,000	25,000,000	25,000,000	25,014,500
Federal Agencies	3130A4GL0	FEDERAL HOME LOAN BANK	03/18/2015	09/18/2018	2.92	1.33	15,000,000	15,000,000	15,000,000	15,028,200
Federal Agencies	3136G2NZ6	FANNIE MAE	09/30/2015	09/28/2018	2.98	0.50	25,000,000	25,000,000	25,000,000	25,000,000
Federal Agencies	3136G2NZ6	FANNIE MAE	09/30/2015	09/28/2018	2.98	0.50	25,000,000	25,000,000	25,000,000	25,000,000
Federal Agencies	3134G7WW7	FREDDIE MAC	09/28/2015	09/28/2018	2.97	0.75	25,000,000	25,000,000	25,000,000	25,029,750
Federal Agencies	3134G6RP0	FREDDIE MAC	04/24/2015	10/24/2018	3.02	1.00	50,000,000	49,985,000	49,986,876	50,021,500
Federal Agencies	3134G4LZ9	FREDDIE MAC	12/10/2013	12/10/2018	3.15	0.88	50,000,000	50,000,000	50,000,000	50,078,500
Federal Agencies	3136G2C39	FANNIE MAE	12/30/2014	12/28/2018	3.16	1.63	15,000,000	15,000,000	15,000,000	15,120,300
Federal Agencies	3132X0AT8	FARMER MAC	06/05/2015	06/02/2020	0.01	0.34	41,000,000	41,000,000	41,000,000	40,955,720
Federal Agencies	3134G7QX2	FREDDIE MAC	08/27/2015	08/27/2020	4.83	0.75	11,865,000	11,865,000	11,865,000	11,874,373
Subtotals					0.86	0.84	\$ 3,730,184,000	\$ 3,744,010,988	\$ 3,737,220,944	\$ 3,741,639,646
State/Local Agencies	13063BHZ8	CALIFORNIA ST	08/19/2014	11/01/2015	0.09	3.95	\$ 5,000,000	\$ 5,215,300	\$ 5,015,203	\$ 5,015,850
State/Local Agencies	64966GXS6	NEW YORK NY	04/01/2013	12/01/2015	0.17	5.13	12,255,000	13,700,477	12,345,528	12,349,731
State/Local Agencies	13063BN73	CALIFORNIA ST	09/21/2015	02/01/2016	0.34	1.05	3,500,000	3,512,664	3,512,096	3,507,280
State/Local Agencies	13063BN73	CALIFORNIA ST	12/19/2014	02/01/2016	0.34	1.05	7,000,000	7,044,310	7,013,326	7,014,560
State/Local Agencies	13063BN73	CALIFORNIA ST	03/27/2013	02/01/2016	0.34	1.05	11,000,000	11,037,180	11,004,393	11,022,880
State/Local Agencies	13063BN73	CALIFORNIA ST	09/03/2015	02/01/2016	0.34	1.05	15,825,000	15,879,966	15,872,512	15,857,916
State/Local Agencies	13063BN73	CALIFORNIA ST	03/31/2015	02/01/2016	0.34	1.05	21,000,000	21,113,400	21,045,434	21,043,680
State/Local Agencies	91412GUT0	UNIV OF CALIFORNIA CA REVENUE	04/10/2014	05/15/2016	0.62	0.63	2,500,000	2,500,000	2,500,000	2,503,425

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State/Local Agencies	612574DR1	MONTREY PENINSULA CA CMNTY	05/07/2013	08/01/2016	0.83	0.98	2,670,000	2,670,000	2,670,000	2,681,374
State/Local Agencies	13063CPM6	CALIFORNIA ST	12/09/2014	11/01/2016	1.08	0.75	44,046,200	44,046,200	44,026,467	43,946,320
State/Local Agencies	91412GUU7	UNIV OF CALIFORNIA CA REVENUE	04/10/2014	05/15/2017	1.61	1.22	3,250,000	3,250,000	3,250,000	3,270,345
State/Local Agencies	13063CPN4	CALIFORNIA ST	12/22/2014	11/01/2017	2.06	1.25	5,004,550	5,004,550	5,003,318	5,006,850
State/Local Agencies	13063CPN4	CALIFORNIA ST	11/25/2014	11/01/2017	2.06	1.25	50,000,000	50,121,500	50,086,365	50,068,500
State/Local Agencies	13063CFC9	CALIFORNIA ST	11/05/2013	11/01/2017	2.04	1.75	16,500,000	16,558,905	16,530,807	16,690,905
State/Local Agencies	6055804W6	MISSISSIPPI ST	04/23/2015	10/01/2019	3.56	6.09	8,500,000	10,249,139	10,078,659	10,052,950
Subtotals					1.25	1.64	\$ 208,000,000	\$ 211,903,591	\$ 209,954,106	\$ 210,032,566
Public Time Deposits	PP7QLOE87	TRANS-PAC NATIONAL BK	03/20/2015	03/21/2016	0.48	0.58	\$ 240,000	\$ 240,000	\$ 240,000	\$ 240,000
Public Time Deposits	PPRNET9Q5	BANK OF SAN FRANCISCO	04/09/2015	04/11/2016	0.53	0.56	240,000	240,000	240,000	240,000
Public Time Deposits	PP9302V13	PREFERRED BANK LA CALIF	05/15/2015	05/16/2016	0.63	0.59	240,000	240,000	240,000	240,000
Public Time Deposits	PP00BERR6	UMPQUA BANK	06/29/2015	06/29/2016	0.75	0.60	240,000	240,000	240,000	240,000
Public Time Deposits	PP6J1O5Z6	IND & COMM BK OF CHINA	08/10/2015	08/10/2016	0.86	0.72	240,000	240,000	240,000	240,000
Subtotals					0.65	0.61	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000
Negotiable CDs	06366CU89	BANK OF MONTREAL CHICAGO	06/01/2015	12/01/2015	0.00	0.28	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,015,240
Negotiable CDs	78009NSA5	ROYAL BANK OF CANADA NY	09/16/2014	03/10/2016	0.04	0.37	25,000,000	25,000,000	25,000,000	25,017,765
Negotiable CDs	78009NTW6	ROYAL BANK OF CANADA NY	04/08/2015	04/08/2016	0.02	0.32	100,000,000	100,000,000	100,000,000	99,989,700
Negotiable CDs	96121TWK0	WESTPAC BANKING CORP NY	04/24/2014	04/25/2016	0.07	0.42	50,000,000	50,000,000	50,000,000	49,993,300
Negotiable CDs	96121TWJ3	WESTPAC BANKING CORP NY	04/24/2014	04/25/2016	0.07	0.45	25,000,000	25,000,000	25,000,000	24,995,975
Negotiable CDs	06417HKT2	BANK OF NOVA SCOTIA HOUS	05/09/2014	05/09/2016	0.11	0.50	25,000,000	24,989,525	24,996,833	24,994,550
Negotiable CDs	78009NVT0	ROYAL BANK OF CANADA NY	08/07/2015	08/08/2016	0.02	0.43	25,000,000	25,000,000	25,000,000	24,984,658
Negotiable CDs	06366CW42	BANK OF MONTREAL CHICAGO YCI	02/12/2015	08/12/2016	0.04	0.45	25,000,000	25,000,000	25,000,000	24,988,217
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO	03/31/2015	09/23/2016	0.06	0.46	25,000,000	25,000,000	25,000,000	24,988,811
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO	03/31/2015	09/23/2016	0.06	0.46	50,000,000	50,000,000	50,000,000	49,977,622
Negotiable CDs	06417HUW4	BANK OF NOVA SCOTIA HOUS	09/25/2014	09/23/2016	0.23	0.53	50,000,000	50,000,000	50,000,000	49,965,350
Negotiable CDs	06366CC48	BANK OF MONTREAL CHICAGO	04/07/2015	10/07/2016	0.02	0.46	50,000,000	50,000,000	50,000,000	49,989,950
Negotiable CDs	06417HVR4	BANK OF NOVA SCOTIA HOUS	10/07/2014	10/07/2016	0.02	0.48	50,000,000	50,000,000	50,000,000	49,989,700
Negotiable CDs	78009NSX5	ROYAL BANK OF CANADA NY	12/15/2014	12/15/2016	0.21	0.47	100,000,000	100,000,000	100,000,000	100,087,000
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	02/23/2015	02/23/2017	0.15	0.61	25,000,000	25,000,000	25,000,000	24,995,750
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	02/23/2015	02/23/2017	0.15	0.61	25,000,000	25,000,000	25,000,000	24,995,750
Negotiable CDs	06427EDJ7	BANK OF MONTREAL CHICAGO	09/17/2015	03/17/2017	0.05	0.61	25,000,000	25,000,000	25,000,000	25,000,000
Negotiable CDs	06417HUR5	BANK OF NOVA SCOTIA HOUS	09/25/2014	09/25/2017	0.25	0.60	50,000,000	50,000,000	50,000,000	49,969,850
Subtotals					0.09	0.45	\$ 775,000,000	\$ 774,989,525	\$ 774,996,833	\$ 774,939,186
Commercial Paper	06538CX22	BANK TOKYO-MIT UFJ NY	09/25/2015	10/02/2015	0.00	0.00	\$ 50,000,000	\$ 49,998,833	\$ 49,998,833	\$ 49,999,750
Commercial Paper	06538CX63	BANK TOKYO-MIT UFJ NY	09/28/2015	10/06/2015	0.00	0.00	90,000,000	89,997,800	89,997,800	89,997,750
Commercial Paper	06538CX71	BANK TOKYO-MIT UFJ NY	09/29/2015	10/07/2015	0.00	0.00	50,000,000	49,998,778	49,998,778	49,998,500
Commercial Paper	59515NXL2	MICROSOFT CORP	08/31/2015	10/20/2015	0.06	0.00	100,000,000	99,976,389	99,976,389	99,990,500
Commercial Paper	59515NXV0	MICROSOFT CORP	09/02/2015	10/29/2015	0.08	0.00	25,000,000	24,992,875	24,992,875	24,996,500
Commercial Paper	06538CZM6	BANK TOKYO-MIT UFJ NY	09/22/2015	12/21/2015	0.23	0.00	50,000,000	49,960,000	49,960,000	49,975,250
Commercial Paper	06538CZM6	BANK TOKYO-MIT UFJ NY	09/24/2015	12/21/2015	0.23	0.00	50,000,000	49,962,111	49,962,111	49,975,250
Subtotals					0.07	0.00	\$ 415,000,000	\$ 414,886,786	\$ 414,886,786	\$ 414,933,500
Medium Term Notes	369604BE2	GENERAL ELECTRIC CO	05/07/2014	10/09/2015	0.00	0.85	\$ 8,000,000	\$ 8,043,680	\$ 8,000,672	\$ 8,000,480
Medium Term Notes	369604BE2	GENERAL ELECTRIC CO	05/19/2014	10/09/2015	0.00	0.85	9,300,000	9,358,311	9,300,918	9,300,558
Medium Term Notes	369604BE2	GENERAL ELECTRIC CO	03/05/2014	10/09/2015	0.00	0.85	10,000,000	10,069,000	10,000,947	10,000,600
Medium Term Notes	06366RJH9	BANK OF MONTREAL	03/27/2014	11/06/2015	0.10	0.80	8,500,000	8,532,470	8,501,985	8,502,550
Medium Term Notes	36962G4T8	GENERAL ELEC CAP CORP	05/12/2014	11/09/2015	0.11	2.25	7,000,000	7,183,890	7,013,135	7,012,880

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Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	03/12/2014	11/15/2015	0.13	1.80	10,000,000	10,231,900	10,017,024	10,016,800
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	03/07/2014	11/15/2015	0.13	1.80	23,025,000	23,588,652	23,066,043	23,063,682
Medium Term Notes	459200GU9	IBM CORP	02/11/2014	01/05/2016	0.27	2.00	19,579,000	20,139,743	19,656,679	19,659,861
Medium Term Notes	4625HHW3	JPMORGAN CHASE & CO	02/11/2015	01/15/2016	0.29	2.60	12,836,000	13,054,982	12,904,675	12,904,801
Medium Term Notes	064255AK8	BK TOKYO-MITSUBISHI UFJ	03/17/2014	02/26/2016	0.16	0.78	10,000,000	10,035,800	10,007,452	10,004,400
Medium Term Notes	36962G2V5	GENERAL ELEC CAP CORP	05/19/2014	05/11/2016	0.12	0.51	17,689,000	17,703,328	17,693,419	17,704,920
Medium Term Notes	36962G7A6	GENERAL ELEC CAP CORP	04/01/2015	07/12/2016	0.04	0.94	18,194,000	18,324,486	18,273,462	18,267,868
Medium Term Notes	36962G7A6	GENERAL ELEC CAP CORP	03/23/2015	07/12/2016	0.04	0.94	27,651,000	27,853,609	27,772,056	27,763,263
Medium Term Notes	36962G6Z2	GENERAL ELEC CAP CORP	07/22/2015	07/12/2016	0.78	1.50	30,740,000	31,005,491	30,955,097	30,960,713
Medium Term Notes	06366RPS8	BANK OF MONTREAL	07/31/2015	07/15/2016	0.04	0.81	35,000,000	35,139,631	35,117,125	35,086,450
Medium Term Notes	064159CQ7	BANK OF NOVA SCOTIA	02/13/2015	07/15/2016	0.79	1.38	16,483,000	16,621,787	16,560,163	16,570,195
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK	12/15/2014	09/09/2016	0.19	0.79	18,930,000	19,016,132	18,976,734	18,975,053
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK	03/02/2015	09/09/2016	0.19	0.79	24,000,000	24,103,620	24,063,995	24,057,120
Medium Term Notes	89236TBV6	TOYOTA MOTOR CREDIT CORP	09/25/2014	09/23/2016	0.23	0.39	47,500,000	47,500,000	47,500,000	47,477,200
Medium Term Notes	89236TBV6	TOYOTA MOTOR CREDIT CORP	12/09/2014	09/23/2016	0.23	0.43	14,150,000	14,145,331	14,147,444	14,141,652
Medium Term Notes	89236TBV8	TOYOTA MOTOR CREDIT CORP	02/11/2015	09/23/2016	0.23	0.43	28,150,000	28,142,963	28,145,730	28,133,392
Medium Term Notes	89236TBV8	TOYOTA MOTOR CREDIT CORP	09/23/2014	09/23/2016	0.23	0.43	50,000,000	50,000,000	50,000,000	49,970,500
Medium Term Notes	9612E0DB0	WESTPAC BANKING CORP	10/10/2014	10/07/2016	0.04	0.45	50,000,000	50,000,000	50,000,000	49,999,500
Medium Term Notes	89236TCL7	TOYOTA MOTOR CREDIT CORP	04/14/2015	10/14/2016	0.02	0.56	20,000,000	20,000,000	20,000,000	20,002,400
Medium Term Notes	36967FAB7	GENERAL ELEC CAP CORP	01/09/2015	01/09/2017	0.13	0.49	3,791,000	3,789,138	3,789,620	3,786,337
Medium Term Notes	36962G2F0	GENERAL ELEC CAP CORP	04/08/2015	02/15/2017	0.13	0.49	4,948,000	4,942,755	4,944,154	4,941,914
Medium Term Notes	36962G2F0	GENERAL ELEC CAP CORP	04/01/2015	02/15/2017	0.13	0.51	10,006,300	10,006,300	10,004,711	9,993,800
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP	04/14/2015	02/16/2017	0.13	0.51	50,000,000	50,000,000	50,000,000	49,969,000
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP	02/20/2015	02/16/2017	0.13	0.51	50,000,000	50,000,000	50,000,000	49,969,000
Subtotals					0.18	0.81	\$ 635,466,000	\$ 638,532,997	\$ 636,413,239	\$ 636,256,889
Money Market Funds	09248U718	BLACKROCK LIQUIDITY FUNDS T-FI	09/30/2015	10/01/2015	0.00	0.01	\$ 5,001,745	\$ 5,001,745	\$ 5,001,745	\$ 5,001,745
Money Market Funds	316175108	FIDELITY INSTITUTIONAL MONEY M	09/30/2015	10/01/2015	0.00	0.01	5,004,171	5,004,171	5,004,171	5,004,171
Money Market Funds	61747C707	MORGAN STANLEY INSTITUTIONAL	09/30/2015	10/01/2015	0.00	0.04	100,120,736	100,120,736	100,120,736	100,120,736
Subtotals				0.00	0.04	\$ 110,126,652	\$ 110,126,652	\$ 110,126,652	\$ 110,126,652	\$ 110,126,652
Grand Totals				0.65	0.77	\$ 6,349,976,652	\$ 6,367,803,858	\$ 6,359,487,516	\$ 6,366,212,689	

Monthly Investment Earnings

Pooled Fund

For month ended September 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	12/23/2011	10/31/2015	\$ 25,476	\$ (12,984)	\$ -	\$ 12,492
U.S. Treasuries	912828PJ3	US TSY NT	50,000,000	1.38	1.58	12/16/2010	11/30/2015	56,352	7,964	-	64,316
U.S. Treasuries	912828PJ3	US TSY NT	50,000,000	1.38	1.58	12/16/2010	11/30/2015	56,352	7,964	-	64,316
U.S. Treasuries	912828PJ3	US TSY NT	50,000,000	1.38	2.00	12/23/2010	11/30/2015	56,352	24,308	-	80,661
U.S. Treasuries	912828RJ1	US TSY NT	75,000,000	1.00	1.05	10/11/2011	09/30/2016	61,475	2,807	-	64,282
U.S. Treasuries	912828RM4	US TSY NT	25,000,000	1.00	0.74	12/26/2013	10/31/2016	20,380	(5,296)	-	15,084
U.S. Treasuries	912828RX0	US TSY NT	25,000,000	0.88	0.67	02/25/2014	12/31/2016	17,833	(4,197)	-	13,636
U.S. Treasuries	912828SJ0	US TSY NT	25,000,000	0.88	1.21	03/21/2012	02/28/2017	18,029	6,655	-	24,684
U.S. Treasuries	912828SJ0	US TSY NT	25,000,000	0.88	1.21	03/21/2012	02/28/2017	18,029	6,655	-	24,684
U.S. Treasuries	912828SJ0	US TSY NT	75,000,000	0.88	0.94	03/14/2012	02/28/2017	54,087	3,783	-	57,870
U.S. Treasuries	912828SM3	US TSY NT	50,000,000	1.00	1.07	04/04/2012	03/31/2017	40,984	2,701	-	43,685
Subtotals			\$ 475,000,000					\$ 425,350	\$ 40,360	\$ -	\$ 465,709
Federal Agencies	3133E4K4	FEDERAL FARM CREDIT BANK	\$ -	0.25	0.12	06/10/2015	09/10/2015	94	(47)	\$ -	47
Federal Agencies	3137EACM9	FREDDIE MAC	-	1.75	2.17	12/15/2010	09/10/2015	21,875	4,942	-	26,817
Federal Agencies	313370JB5	FEDERAL HOME LOAN BANK	-	1.75	2.31	12/15/2010	09/11/2015	36,458	8,163	-	44,621
Federal Agencies	31315PGT0	FARMER MAC	-	2.13	2.17	09/15/2010	09/15/2015	37,188	652	-	37,840
Federal Agencies	31315PGT0	FARMER MAC	-	2.13	0.15	06/10/2015	09/15/2015	1,855	(1,685)	-	171
Federal Agencies	3133ECJB1	FEDERAL FARM CREDIT BANK	-	0.24	0.50	04/24/2013	09/18/2015	1,844	37	-	1,881
Federal Agencies	31398A3T7	FANNIE MAE	-	2.00	1.08	10/14/2011	09/21/2015	27,778	(12,253)	-	15,525
Federal Agencies	3133E4JF6	FEDERAL FARM CREDIT BANK	-	0.23	0.72	11/30/2012	09/22/2015	3,675	243	-	3,919
Federal Agencies	313384MB2	FED HOME LN DISCOUNT NT	-	0.00	0.06	09/04/2015	09/23/2015	1,773	-	-	1,773
Federal Agencies	313384ML0	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.07	09/03/2015	10/02/2015	2,722	-	-	2,722
Federal Agencies	313384MR7	FED HOME LN DISCOUNT NT	19,360,000	0.00	0.08	09/03/2015	10/07/2015	1,129	-	-	1,129
Federal Agencies	313384NF2	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.15	08/26/2015	10/21/2015	6,042	-	-	6,042
Federal Agencies	31398A4M1	FANNIE MAE	6,500,000	1.63	0.13	09/24/2015	10/26/2015	2,054	(1,887)	-	167
Federal Agencies	31398A4M1	FANNIE MAE	25,000,000	1.63	2.22	12/15/2010	10/26/2015	33,854	11,529	-	45,383
Federal Agencies	31398A4M1	FANNIE MAE	42,000,000	1.63	2.19	12/23/2010	10/26/2015	56,875	18,251	-	75,126
Federal Agencies	31331J2S1	FEDERAL FARM CREDIT BANK	25,000,000	1.50	2.20	12/15/2010	11/16/2015	31,250	13,573	-	44,823
Federal Agencies	3133ECLZ5	FEDERAL FARM CREDIT BANK	25,000,000	0.22	0.29	05/08/2013	11/19/2015	4,358	97	-	4,455
Federal Agencies	313384QF9	FED HOME LN DISCOUNT NT	24,500,000	0.00	0.14	09/24/2015	12/08/2015	643	-	-	643
Federal Agencies	313384QG7	FED HOME LN DISCOUNT NT	8,000,000	0.00	0.14	09/24/2015	12/09/2015	210	-	-	210
Federal Agencies	313371ZV5	FEDERAL HOME LOAN BANK	25,000,000	1.88	1.89	12/03/2010	12/11/2015	39,063	294	-	39,357
Federal Agencies	313371ZV5	FEDERAL HOME LOAN BANK	50,000,000	1.88	1.93	12/14/2010	12/11/2015	78,125	2,115	-	80,240
Federal Agencies	3135G0SB0	FANNIE MAE	5,922,000	0.38	0.14	09/29/2015	12/21/2015	123	(76)	-	48
Federal Agencies	313384QV4	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.14	09/25/2015	12/22/2015	1,167	-	-	1,167
Federal Agencies	313384RB7	FED HOME LN DISCOUNT NT	35,000,000	0.00	0.15	09/25/2015	12/28/2015	875	-	-	875
Federal Agencies	313384RB7	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.14	09/28/2015	12/28/2015	583	-	-	583
Federal Agencies	31315KRJ1	FARMER MAC DISCOUNT NOTE	18,000,000	0.00	0.17	09/22/2015	01/04/2016	765	-	-	765
Federal Agencies	3130A3P81	FEDERAL HOME LOAN BANK	25,000,000	0.25	0.25	12/29/2014	01/29/2016	5,208	-	-	5,208
Federal Agencies	313384SV2	FED HOME LN DISCOUNT NT	12,000,000	0.00	0.20	09/21/2015	02/08/2016	667	-	-	667
Federal Agencies	313375RN9	FEDERAL HOME LOAN BANK	22,200,000	1.00	0.82	04/13/2012	03/11/2016	18,500	(3,311)	-	15,189
Federal Agencies	3133XXP43	FEDERAL HOME LOAN BANK	3,120,000	3.13	0.30	09/21/2015	03/11/2016	2,708	(2,413)	-	296
Federal Agencies	3133XXP43	FEDERAL HOME LOAN BANK	14,000,000	3.13	0.41	12/12/2013	03/11/2016	36,458	(31,039)	-	5,419
Federal Agencies	3133E4JU3	FEDERAL FARM CREDIT BANK	25,000,000	1.05	0.82	04/12/2012	03/28/2016	21,875	(4,580)	-	17,295
Federal Agencies	3135G0VA8	FANNIE MAE	6,157,000	0.50	0.29	09/21/2015	03/30/2016	855	(351)	-	504
Federal Agencies	3135G0VA8	FANNIE MAE	25,000,000	0.50	0.46	12/13/2013	03/30/2016	10,417	(797)	-	9,620
Federal Agencies	31315PTF6	FARMER MAC	50,000,000	0.20	0.20	04/01/2013	04/01/2016	8,208	-	-	8,208
Federal Agencies	313379Z21	FEDERAL HOME LOAN BANK	20,000,000	0.81	0.82	04/18/2012	04/18/2016	13,500	160	-	13,660
Federal Agencies	3133ECW77	FEDERAL FARM CREDIT BANK	22,650,000	0.65	0.48	11/20/2013	05/09/2016	12,269	(3,213)	-	9,056
Federal Agencies	3133EDB35	FEDERAL FARM CREDIT BANK	50,000,000	0.23	0.25	01/15/2014	06/02/2016	9,509	287	-	9,796

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	31315PB73	FARMER MAC	10,000,000	0.90	0.90	02/09/2012	06/09/2016	7,500	-	-	7,500
Federal Agencies	313373S26	FEDERAL HOME LOAN BANK	28,000,000	2.13	0.39	10/23/2014	06/10/2016	49,583	(39,789)	-	9,795
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	8,620,000	5.63	0.62	09/04/2014	06/13/2016	40,406	(35,218)	-	5,188
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	14,195,000	5.63	0.77	05/30/2013	06/13/2016	66,539	(55,786)	-	10,753
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	16,925,000	5.63	0.65	05/20/2013	06/13/2016	79,336	(68,247)	-	11,089
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	71,000,000	5.63	0.51	08/31/2015	06/13/2016	332,813	(296,411)	-	36,401
Federal Agencies	3133EDDP4	FEDERAL FARM CREDIT BANK	50,000,000	0.52	0.44	02/11/2014	06/17/2016	21,667	(2,170)	-	19,496
Federal Agencies	3130A1BK3	FEDERAL HOME LOAN BANK	25,000,000	0.50	0.50	03/24/2014	06/24/2016	10,417	-	-	10,417
Federal Agencies	3135G0XP3	FANNIE MAE	50,000,000	0.38	0.59	03/25/2014	07/05/2016	15,625	8,892	-	24,517
Federal Agencies	31315PA25	FARMER MAC	11,900,000	2.00	0.62	03/26/2013	07/27/2016	19,833	(13,302)	-	6,532
Federal Agencies	31315PA25	FARMER MAC	14,100,000	2.00	0.63	03/26/2013	07/27/2016	23,500	(15,633)	-	7,867
Federal Agencies	31315PA25	FARMER MAC	15,000,000	2.00	2.09	07/27/2011	07/27/2016	25,000	1,071	-	26,071
Federal Agencies	31315PA25	FARMER MAC	20,000,000	2.00	0.61	03/26/2014	07/27/2016	33,333	(22,600)	-	10,733
Federal Agencies	3135G0YE7	FANNIE MAE	50,000,000	0.63	0.52	03/17/2014	08/26/2016	26,042	(4,191)	-	21,850
Federal Agencies	31315PQB8	FARMER MAC	7,000,000	1.50	0.70	10/29/2013	09/01/2016	8,750	(4,516)	-	4,234
Federal Agencies	313370TW8	FEDERAL HOME LOAN BANK	25,000,000	2.00	1.39	10/11/2011	09/09/2016	41,667	(29,471)	-	29,510
Federal Agencies	313370TW8	FEDERAL HOME LOAN BANK	25,000,000	2.00	0.55	11/05/2014	09/09/2016	41,667	(29,471)	-	12,195
Federal Agencies	3133EDH21	FEDERAL FARM CREDIT BANK	50,000,000	0.23	0.24	03/14/2014	09/14/2016	9,208	209	-	9,418
Federal Agencies	3134G4XW3	FREDDIE MAC	25,000,000	0.60	0.60	03/26/2014	09/26/2016	12,500	-	-	12,500
Federal Agencies	3130A1CD8	FEDERAL HOME LOAN BANK	-	1.13	0.80	01/09/2015	09/28/2016	21,094	123,330	(137,500)	6,924
Federal Agencies	313378UB5	FEDERAL HOME LOAN BANK	5,000,000	1.13	0.51	10/23/2014	10/11/2016	4,708	(2,512)	-	2,197
Federal Agencies	3133EDJA1	FEDERAL FARM CREDIT BANK	25,000,000	0.22	0.25	04/11/2014	10/11/2016	4,578	205	-	4,783
Federal Agencies	3130A3CE2	FEDERAL HOME LOAN BANK	40,000,000	0.63	0.58	11/03/2014	10/14/2016	20,833	(1,350)	-	19,483
Federal Agencies	3137EADS5	FREDDIE MAC	18,000,000	0.88	0.57	03/03/2014	10/14/2016	18,229	(6,284)	-	11,945
Federal Agencies	3136G1WP0	FANNIE MAE	25,000,000	1.50	0.84	11/04/2013	11/04/2016	22,500	(14,402)	-	8,098
Federal Agencies	3134G5LS2	FREDDIE MAC	25,000,000	0.60	0.60	11/17/2014	11/17/2016	12,500	-	-	12,500
Federal Agencies	3130A3J70	FEDERAL HOME LOAN BANK	25,000,000	0.63	0.64	11/17/2014	11/23/2016	13,021	407	-	13,428
Federal Agencies	313381GA7	FEDERAL HOME LOAN BANK	23,100,000	0.57	0.57	11/30/2012	11/30/2016	10,973	(90)	-	10,882
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	25,000,000	1.63	0.64	11/06/2014	12/09/2016	33,854	(20,144)	-	13,710
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	25,000,000	1.63	0.65	12/04/2014	12/09/2016	33,854	(19,840)	-	14,014
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	25,000,000	1.63	0.72	12/12/2014	12/09/2016	33,854	(18,441)	-	15,413
Federal Agencies	3130A12F4	FEDERAL HOME LOAN BANK	20,500,000	0.70	0.70	03/19/2014	12/19/2016	11,958	61	-	12,019
Federal Agencies	313381KR5	FEDERAL HOME LOAN BANK	-	0.63	0.63	12/28/2012	12/28/2016	6,328	-	-	6,328
Federal Agencies	313381KR5	FEDERAL HOME LOAN BANK	-	0.63	0.63	12/28/2012	12/28/2016	4,219	-	-	4,219
Federal Agencies	3134G5VG7	FREDDIE MAC	50,000,000	0.78	0.78	12/29/2014	12/29/2016	32,500	-	-	32,500
Federal Agencies	3130A3QU1	FEDERAL HOME LOAN BANK	8,000,000	0.75	0.75	12/30/2014	12/30/2016	5,000	-	-	5,000
Federal Agencies	3130A3QU1	FEDERAL HOME LOAN BANK	50,000,000	0.75	0.75	12/30/2014	12/30/2016	31,250	-	-	31,250
Federal Agencies	3134G33C2	FREDDIE MAC	50,000,000	0.60	0.60	01/03/2013	01/03/2017	25,000	-	-	25,000
Federal Agencies	3133ECB37	FEDERAL FARM CREDIT BANK	14,000,000	0.58	0.58	12/20/2012	01/12/2017	6,767	-	-	6,767
Federal Agencies	31315PWW5	FARMER MAC	49,500,000	1.01	1.02	05/04/2012	01/17/2017	41,663	432	-	42,094
Federal Agencies	3133EDRD6	FEDERAL FARM CREDIT BANK	50,000,000	0.20	0.22	12/12/2014	01/30/2017	8,067	715	-	8,783
Federal Agencies	3133786Q9	FEDERAL HOME LOAN BANK	67,780,000	1.00	0.72	01/10/2013	02/13/2017	56,483	(15,380)	-	41,103
Federal Agencies	3133EDFW7	FEDERAL FARM CREDIT BANK	50,000,000	0.25	0.25	02/27/2014	02/27/2017	10,512	-	-	10,512
Federal Agencies	3133782N0	FEDERAL HOME LOAN BANK	50,000,000	0.88	0.82	12/15/2014	03/10/2017	36,458	(2,151)	-	34,308
Federal Agencies	3133EDP30	FEDERAL FARM CREDIT BANK	26,000,000	0.24	0.21	10/03/2014	03/24/2017	5,184	(311)	-	4,874
Federal Agencies	3134G4XM5	FREDDIE MAC	25,000,000	0.78	0.78	03/28/2014	03/28/2017	16,250	-	-	16,250
Federal Agencies	3133EDZW5	FEDERAL FARM CREDIT BANK	25,000,000	0.21	0.21	10/29/2014	03/29/2017	4,517	9	-	4,526
Federal Agencies	31315PTQ2	FARMER MAC	12,500,000	1.26	1.36	04/10/2012	04/10/2017	13,125	998	-	14,123
Federal Agencies	3133ECLL6	FEDERAL FARM CREDIT BANK	10,000,000	0.60	0.60	04/17/2013	04/17/2017	5,000	-	-	5,000
Federal Agencies	31315PUQ0	FARMER MAC	10,500,000	1.13	1.13	04/26/2012	04/26/2017	9,844	-	-	9,844
Federal Agencies	3137EADF3	FREDDIE MAC	25,000,000	1.25	1.14	05/14/2012	05/12/2017	26,042	(2,188)	-	23,854
Federal Agencies	31315PZQ5	FARMER MAC	9,000,000	1.11	0.80	12/28/2012	06/05/2017	8,325	(2,262)	-	6,063

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	313379FW4	FEDERAL HOME LOAN BANK	12,000,000	1.00	0.93	12/19/2014	06/09/2017	10,000	(690)	-	9,310
Federal Agencies	3130A3SL9	FEDERAL HOME LOAN BANK	25,000,000	0.95	1.02	12/30/2014	06/15/2017	19,792	1,345	-	21,136
Federal Agencies	3133EAWU6	FEDERAL FARM CREDIT BANK	50,000,000	0.36	0.36	06/19/2012	06/19/2017	14,625	-	-	14,625
Federal Agencies	3133EEGH7	FEDERAL FARM CREDIT BANK	8,400,000	0.93	0.94	12/26/2014	06/26/2017	6,510	88	-	6,598
Federal Agencies	3137EADH9	FREDDIE MAC	25,000,000	1.00	1.10	03/25/2014	06/29/2017	20,833	1,998	-	22,831
Federal Agencies	3134G5W50	FREDDIE MAC	50,000,000	1.00	1.00	12/30/2014	06/30/2017	41,667	-	-	41,667
Federal Agencies	3133ECV92	FEDERAL FARM CREDIT BANK	50,000,000	0.24	0.24	07/24/2013	07/24/2017	9,970	-	-	9,970
Federal Agencies	3133ECV66	FEDERAL FARM CREDIT BANK	23,520,000	0.30	0.30	08/05/2013	07/26/2017	5,784	-	-	5,784
Federal Agencies	3135G0F24	FANNIE MAE	25,000,000	0.22	0.23	09/16/2015	08/16/2017	2,281	104	-	2,385
Federal Agencies	3133EEF33	FEDERAL FARM CREDIT BANK	50,000,000	0.25	0.25	12/23/2014	08/23/2017	10,373	-	-	10,373
Federal Agencies	3134G5HS7	FREDDIE MAC	25,000,000	1.13	1.16	09/25/2014	09/25/2017	15,075	(6,254)	20,100	28,921
Federal Agencies	3137EADL0	FREDDIE MAC	30,000,000	1.00	1.22	03/25/2014	09/29/2017	20,833	4,482	-	25,315
Federal Agencies	3133EET59	FEDERAL FARM CREDIT BANK	2,000,000	0.70	0.70	09/02/2015	10/19/2017	1,230	(5)	-	1,225
Federal Agencies	3136G03E9	FANNIE MAE	25,000,000	0.24	0.26	11/18/2014	11/13/2017	4,816	308	-	5,125
Federal Agencies	3133EEBR0	FEDERAL FARM CREDIT BANK	25,000,000	0.28	0.30	08/20/2015	11/13/2017	5,840	313	-	6,153
Federal Agencies	3133EEJ76	FEDERAL FARM CREDIT BANK	50,000,000	0.80	0.80	05/21/2013	11/21/2017	33,333	-	-	33,333
Federal Agencies	3134G44F2	FREDDIE MAC	50,000,000	1.13	1.19	12/22/2014	12/08/2017	23,438	1,234	-	24,671
Federal Agencies	3130A3HF4	FEDERAL HOME LOAN BANK	50,000,000	1.13	1.18	12/19/2014	12/18/2017	46,875	2,342	-	49,217
Federal Agencies	3133EEFE5	FEDERAL FARM CREDIT BANK	46,000,000	1.20	1.20	12/22/2014	12/22/2017	46,000	-	-	46,000
Federal Agencies	31315PZ28	FARMER MAC	-	0.88	0.88	12/26/2012	12/26/2017	17,622	-	-	17,622
Federal Agencies	3136G13Q0	FANNIE MAE	-	0.80	0.80	12/26/2012	12/26/2017	21,667	-	-	21,667
Federal Agencies	3134G32M1	FREDDIE MAC	50,000,000	1.00	1.00	12/28/2012	12/28/2017	41,667	-	-	41,667
Federal Agencies	3134G5VA0	FREDDIE MAC	25,000,000	1.25	1.25	12/29/2014	12/29/2017	26,042	-	-	26,042
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	4,000,000	0.25	0.25	05/27/2015	02/02/2018	827	16	-	843
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	35,000,000	0.25	0.27	02/02/2015	02/02/2018	7,240	578	-	7,817
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	25,000,000	0.24	0.24	11/05/2014	02/05/2018	5,051	-	-	5,051
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	25,000,000	0.24	0.26	11/05/2014	02/05/2018	5,051	208	-	5,260
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	50,000,000	0.24	0.26	11/05/2014	02/05/2018	10,103	415	-	10,518
Federal Agencies	3135G0UN1	FANNIE MAE	8,770,000	1.15	1.32	02/26/2014	02/28/2018	8,405	1,160	-	9,565
Federal Agencies	3135G0UN1	FANNIE MAE	19,000,000	1.15	1.32	02/26/2014	02/28/2018	18,208	2,513	-	20,721
Federal Agencies	3133EEN71	FEDERAL FARM CREDIT BANK	50,000,000	0.23	0.24	05/22/2015	03/22/2018	9,751	217	-	9,968
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	50,000,000	0.23	0.25	05/27/2015	03/26/2018	9,653	624	-	10,277
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	50,000,000	0.23	0.25	05/29/2015	03/26/2018	9,653	625	-	10,278
Federal Agencies	3133EEZC7	FEDERAL FARM CREDIT BANK	50,000,000	0.26	0.26	04/16/2015	04/16/2018	10,554	207	-	10,762
Federal Agencies	31315PZM4	FARMER MAC	24,600,000	0.88	0.88	05/03/2013	05/03/2018	17,938	-	-	17,938
Federal Agencies	3133EEU40	FEDERAL FARM CREDIT BANK	69,000,000	0.24	0.24	06/03/2015	05/03/2018	13,820	144	-	13,964
Federal Agencies	3135G0WJ8	FANNIE MAE	25,000,000	0.88	1.05	05/23/2013	05/21/2018	18,229	3,512	-	21,741
Federal Agencies	3133EFC72	FEDERAL FARM CREDIT BANK	25,000,000	0.25	0.25	09/08/2015	06/08/2018	8,122	-	-	8,122
Federal Agencies	3133EFC72	FEDERAL FARM CREDIT BANK	50,000,000	0.25	0.25	09/08/2015	06/08/2018	10,198	-	-	10,307
Federal Agencies	3133EEW48	FEDERAL FARM CREDIT BANK	50,000,000	0.25	0.25	06/11/2015	06/11/2018	10,198	109	-	10,307
Federal Agencies	3130A4MX7	FEDERAL HOME LOAN BANK	-	0.50	0.50	03/27/2015	06/25/2018	1,333	-	-	1,333
Federal Agencies	3134G5Z11	FREDDIE MAC	25,000,000	1.00	1.00	01/30/2015	07/30/2018	20,833	-	-	20,833
Federal Agencies	3130A4GL0	FEDERAL HOME LOAN BANK	15,000,000	1.33	1.33	03/18/2015	09/18/2018	16,625	-	-	16,625
Federal Agencies	3134G7WW7	FREDDIE MAC	25,000,000	0.75	0.75	09/28/2015	09/28/2018	1,563	-	-	1,563
Federal Agencies	3136G2NZ6	FANNIE MAE	25,000,000	0.50	0.50	09/30/2015	09/28/2018	347	-	-	347
Federal Agencies	3136G2NP0	FANNIE MAE	25,000,000	0.50	0.50	09/30/2015	09/28/2018	347	-	-	347
Federal Agencies	3134G6RP0	FREDDIE MAC	50,000,000	1.00	1.01	04/24/2015	10/24/2018	41,667	-	-	42,019
Federal Agencies	31315PS59	FARMER MAC	-	0.42	0.42	03/03/2015	12/03/2018	1,174	352	-	1,526
Federal Agencies	31315PW96	FARMER MAC	-	0.40	0.40	03/03/2015	12/03/2018	1,118	-	-	1,118
Federal Agencies	3134G4LZ9	FREDDIE MAC	50,000,000	0.88	0.88	12/10/2013	12/10/2018	36,458	-	-	36,458
Federal Agencies	3136G2C39	FANNIE MAE	15,000,000	1.63	1.63	12/30/2014	12/28/2018	20,313	-	-	20,313

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Federal Agencies	31315PJ26	FARMER MAC	-	0.40	0.40	12/02/2014	12/02/2019	561	-	-	561
Federal Agencies	3130A4HA3	FEDERAL HOME LOAN BANK	-	1.25	1.25	03/18/2015	03/18/2020	14,757	-	-	14,757
Federal Agencies	3134G6KV4	FREDDIE MAC	-	1.63	1.63	03/25/2015	03/25/2020	16,250	-	-	16,250
Federal Agencies	3132X0AT8	FARMER MAC	41,000,000	0.34	0.34	06/05/2015	06/02/2020	11,556	-	-	11,556
Federal Agencies	3134G7QX2	FREDDIE MAC	11,865,000	0.75	0.75	08/27/2015	08/27/2020	7,416	-	-	7,416
Subtotals			\$ 3,730,184,000				\$ 2,799,009	\$ (553,877)	\$ (117,400)	\$	2,127,732
State/Local Agencies	13063BHZ8	CALIFORNIA ST	5,000,000	3.95	0.35	08/19/2014	11/01/2015	16,458	(14,713)	\$	1,745
State/Local Agencies	64966GXS6	NEW YORK NY	12,255,000	5.13	0.66	04/01/2013	12/01/2015	52,390	(44,522)	-	7,868
State/Local Agencies	13063BN73	CALIFORNIA ST	3,500,000	1.05	0.45	09/21/2015	02/01/2016	1,021	(568)	-	452
State/Local Agencies	13063BN73	CALIFORNIA ST	7,000,000	1.05	0.48	12/19/2014	02/01/2016	6,125	(3,250)	-	2,875
State/Local Agencies	13063BN73	CALIFORNIA ST	11,000,000	1.05	0.91	03/27/2013	02/01/2016	9,625	(1,071)	-	8,554
State/Local Agencies	13063BN73	CALIFORNIA ST	15,825,000	1.05	0.43	09/03/2015	02/01/2016	12,924	(7,453)	-	5,470
State/Local Agencies	13063BN73	CALIFORNIA ST	21,000,000	1.05	0.40	03/31/2015	02/01/2016	18,375	(11,081)	-	7,294
State/Local Agencies	91412GUT0	UNIV OF CALIFORNIA CA REVENU	2,500,000	0.63	0.63	04/10/2014	05/15/2016	1,321	-	-	1,321
State/Local Agencies	612574DR1	MONTEREY PENINSULA CA CMNT	2,670,000	0.98	0.98	05/07/2013	08/01/2016	2,185	-	-	2,185
State/Local Agencies	13063CPM6	CALIFORNIA ST	44,000,000	0.75	0.69	12/09/2014	11/01/2016	27,500	(2,000)	-	25,500
State/Local Agencies	91412GUU7	UNIV OF CALIFORNIA CA REVENU	3,250,000	1.22	1.22	04/10/2014	05/15/2017	3,310	-	-	3,310
State/Local Agencies	13063CFC9	CALIFORNIA ST	16,500,000	1.75	1.66	11/05/2013	11/01/2017	24,063	(1,213)	-	22,850
State/Local Agencies	13063CPN4	CALIFORNIA ST	5,000,000	1.25	1.22	12/22/2014	11/01/2017	5,208	(131)	-	5,078
State/Local Agencies	13063CPN4	CALIFORNIA ST	50,000,000	1.25	1.17	11/25/2014	11/01/2017	52,083	(3,400)	-	48,683
State/Local Agencies	6055804W6	MISSISSIPPI ST	8,500,000	6.09	1.38	04/23/2015	10/01/2019	43,130	(31,767)	-	11,364
Subtotals			\$ 208,000,000				\$ 275,718	\$ (121,170)	\$	\$	154,548
Public Time Deposits	PP7QLOE87	TRANS-PAC NATIONAL BK	240,000	0.58	0.58	03/20/2015	03/21/2016	114	-	-	114
Public Time Deposits	PPRNET9Q5	BANK OF SAN FRANCISCO	240,000	0.56	0.56	04/09/2015	04/11/2016	112	-	-	112
Public Time Deposits	PP9302V13	PREFERRED BANK LA CALIF	240,000	0.59	0.59	05/15/2015	05/16/2016	118	-	-	118
Public Time Deposits	PP00BERR6	UMPQUA BANK	240,000	0.60	0.60	06/29/2015	06/29/2016	118	-	-	118
Public Time Deposits	PP6J1O5Z6	IND & COMM BK OF CHINA	240,000	0.72	0.72	08/10/2015	08/10/2016	142	-	-	142
Subtotals			\$ 1,200,000				\$ 605	\$	\$	\$	605
Negotiable CDs	06366CU89	BANK OF MONTREAL CHICAGO	50,000,000	0.28	0.28	06/01/2015	12/01/2015	11,542	-	-	11,542
Negotiable CDs	78009NSA5	ROYAL BANK OF CANADA NY	25,000,000	0.37	0.37	09/16/2014	03/10/2016	7,595	-	-	7,595
Negotiable CDs	78009NTW6	ROYAL BANK OF CANADA NY	100,000,000	0.32	0.32	04/08/2015	04/08/2016	26,453	-	-	26,453
Negotiable CDs	96121TWJ3	WESTPAC BANKING CORP NY	25,000,000	0.45	0.45	04/24/2014	04/25/2016	9,273	-	-	9,273
Negotiable CDs	96121TWK0	WESTPAC BANKING CORP NY	50,000,000	0.42	0.42	04/24/2014	04/25/2016	17,470	-	-	17,470
Negotiable CDs	06417HKT2	BANK OF NOVA SCOTIA HOUS	25,000,000	0.50	0.56	05/09/2014	05/09/2016	10,446	430	-	10,876
Negotiable CDs	78009NVT0	ROYAL BANK OF CANADA NY	25,000,000	0.43	0.43	08/07/2015	08/08/2016	8,915	-	-	8,915
Negotiable CDs	06366CWA2	BANK OF MONTREAL CHICAGO YI	25,000,000	0.45	0.45	02/12/2015	08/12/2016	9,174	-	-	9,174
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO	25,000,000	0.46	0.46	03/31/2015	09/23/2016	9,562	-	-	9,562
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO	50,000,000	0.46	0.46	03/31/2015	09/23/2016	19,123	-	-	19,123
Negotiable CDs	06417HUW4	BANK OF NOVA SCOTIA HOUS	50,000,000	0.53	0.53	09/25/2014	09/23/2016	20,551	-	-	20,551
Negotiable CDs	06366CC48	BANK OF MONTREAL CHICAGO	50,000,000	0.46	0.46	04/07/2015	10/07/2016	19,080	-	-	19,080
Negotiable CDs	06417HVR4	BANK OF NOVA SCOTIA HOUS	50,000,000	0.48	0.48	10/07/2014	10/07/2016	20,179	-	-	20,179
Negotiable CDs	78009NSX5	ROYAL BANK OF CANADA NY	100,000,000	0.47	0.47	12/15/2014	12/15/2016	38,821	-	-	38,821
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	25,000,000	0.61	0.61	02/23/2015	02/23/2017	12,690	-	-	12,690
Negotiable CDs	06417HE37	BANK OF NOVA SCOTIA HOUS	25,000,000	0.61	0.61	02/23/2015	02/23/2017	12,690	-	-	12,690
Negotiable CDs	06427EDJ6	BANK OF MONTREAL CHICAGO	25,000,000	0.61	0.61	09/17/2015	03/17/2017	5,904	-	-	5,904
Negotiable CDs	06417HUR5	BANK OF NOVA SCOTIA HOUS	50,000,000	0.60	0.60	09/25/2014	09/25/2017	23,321	-	-	23,321
Subtotals			\$ 775,000,000				\$ 282,787	\$ 430	\$	\$	283,217
Commercial Paper	06538CW15	BANK TOKYO-MIT UFJ NY	-	0.00	0.16	08/25/2015	09/01/2015	-	-	-	-

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Commercial Paper	62478YW12	MUFG UNION BANK NA	-	0.00	0.05	08/31/2015	09/01/2015	-	-	-	-
Commercial Paper	66538CW23	BANK TOKYO-MIT UFJ NY	-	0.00	0.16	08/26/2015	09/02/2015	444	-	-	444
Commercial Paper	62478YW38	MUFG UNION BANK NA	-	0.00	0.10	09/02/2015	09/03/2015	278	-	-	278
Commercial Paper	62478YW46	MUFG UNION BANK NA	-	0.00	0.08	09/03/2015	09/04/2015	178	-	-	178
Commercial Paper	66538CW80	BANK TOKYO-MIT UFJ NY	-	0.00	0.16	09/01/2015	09/08/2015	3,111	-	-	3,111
Commercial Paper	62478YW87	MUFG UNION BANK NA	-	0.00	0.08	09/04/2015	09/08/2015	667	-	-	667
Commercial Paper	66538CW98	BANK TOKYO-MIT UFJ NY	-	0.00	0.17	09/02/2015	09/09/2015	3,306	-	-	3,306
Commercial Paper	62478YW80	MUFG UNION BANK NA	-	0.00	0.08	09/10/2015	09/11/2015	111	-	-	111
Commercial Paper	66538CW62	BANK TOKYO-MIT UFJ NY	-	0.00	0.16	09/09/2015	09/16/2015	3,111	-	-	3,111
Commercial Paper	62478YW17	MUFG UNION BANK NA	-	0.00	0.10	09/16/2015	09/17/2015	278	-	-	278
Commercial Paper	62478YW16	MUFG UNION BANK NA	-	0.00	0.10	09/18/2015	09/21/2015	250	-	-	250
Commercial Paper	66538CW17	BANK TOKYO-MIT UFJ NY	-	0.00	0.17	09/11/2015	09/22/2015	5,194	-	-	5,194
Commercial Paper	62478YW14	MUFG UNION BANK NA	-	0.00	0.10	09/21/2015	09/22/2015	97	-	-	97
Commercial Paper	66538CW40	BANK OF TOKYO-MIT UFJ NY	-	0.00	0.17	09/17/2015	09/24/2015	3,306	-	-	3,306
Commercial Paper	19416FWR1	COLGATE-PALMOLIVE CO	-	0.00	0.11	09/03/2015	09/25/2015	1,681	-	-	1,681
Commercial Paper	45920GWR3	IBM CORP	-	0.00	0.12	08/19/2015	09/25/2015	2,840	-	-	2,840
Commercial Paper	62478YW15	MUFG UNION BANK NA	-	0.00	0.10	09/24/2015	09/25/2015	125	-	-	125
Commercial Paper	45920GWR6	IBM CORP	-	0.00	0.12	08/27/2015	09/28/2015	5,161	-	-	5,161
Commercial Paper	66538CW19	BANK TOKYO-MIT UFJ NY	-	0.00	0.17	09/22/2015	09/29/2015	1,653	-	-	1,653
Commercial Paper	19416FWR2	COLGATE-PALMOLIVE CO	-	0.00	0.11	09/25/2015	09/29/2015	278	-	-	278
Commercial Paper	59515NWX9	MICROSOFT CORP	-	0.00	0.12	08/19/2015	09/30/2015	4,833	-	-	4,833
Commercial Paper	59515NWX9	MICROSOFT CORP	-	0.00	0.12	08/20/2015	09/30/2015	1,000	-	-	1,000
Commercial Paper	66538CX22	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	0.12	09/25/2015	10/02/2015	825	-	-	825
Commercial Paper	66538CX63	BANK TOKYO-MIT UFJ NY	90,000,000	0.00	0.11	09/28/2015	10/06/2015	306	-	-	306
Commercial Paper	66538CX71	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	0.11	09/29/2015	10/07/2015	14,167	-	-	14,167
Commercial Paper	59515NXL2	MICROSOFT CORP	100,000,000	0.00	0.17	08/31/2015	10/20/2015	3,625	-	-	3,625
Commercial Paper	59515NXL0	MICROSOFT CORP	25,000,000	0.00	0.18	09/02/2015	10/29/2015	4,000	-	-	4,000
Commercial Paper	66538CZM6	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	0.32	09/22/2015	12/21/2015	3,014	-	-	3,014
Commercial Paper	66538CZM6	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	0.31	09/24/2015	12/21/2015	68,670	-	-	68,670
Subtotals			\$ 415,000,000					\$ 68,670	\$ -	\$ -	\$ 68,670
Medium Term Notes	594918AG9	MICROSOFT CORP	\$ -	1.63	0.39	10/30/2013	09/25/2015	3,452	\$ (2,565)	\$ -	887
Medium Term Notes	961214BW2	WESTPAC BANKING CORP	-	1.13	0.35	09/15/2014	09/25/2015	7,614	(5,133)	-	2,481
Medium Term Notes	369604BE2	GENERAL ELECTRIC CO	8,000,000	0.85	0.46	05/07/2014	10/09/2015	5,667	(2,520)	-	3,147
Medium Term Notes	369604BE2	GENERAL ELECTRIC CO	9,300,000	0.85	0.40	05/19/2014	10/09/2015	6,588	(3,444)	-	3,144
Medium Term Notes	369604BE2	GENERAL ELECTRIC CO	10,000,000	0.85	0.42	03/05/2014	10/09/2015	7,083	(3,551)	-	3,533
Medium Term Notes	06366RJ99	BANK OF MONTREAL	8,500,000	0.80	0.56	03/27/2014	11/06/2015	5,667	(1,654)	-	4,013
Medium Term Notes	36962G4T8	GENERAL ELEC CAP CORP	7,000,000	2.25	0.48	05/12/2014	11/09/2015	13,125	(10,104)	-	3,021
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	10,000,000	1.80	0.41	03/12/2014	11/15/2015	15,000	(11,349)	-	3,651
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	23,025,000	1.80	0.34	03/07/2014	11/15/2015	34,538	(27,362)	-	7,176
Medium Term Notes	45920GU9	IBM CORP	19,579,000	2.00	0.48	02/11/2014	01/09/2016	32,632	(24,275)	-	8,357
Medium Term Notes	46625HHW3	JPMORGAN CHASE & CO	12,836,000	2.60	0.75	02/11/2015	01/15/2016	27,811	(19,436)	-	8,375
Medium Term Notes	064255AK8	BK TOKYO-MITSUBISHI UFJ	10,000,000	0.78	0.07	03/17/2014	02/26/2016	6,513	(1,511)	-	5,003
Medium Term Notes	36962G2V5	GENERAL ELEC CAP CORP	17,689,000	0.51	0.40	05/19/2014	05/11/2016	7,541	(595)	-	6,947
Medium Term Notes	36962G6Z2	GENERAL ELEC CAP CORP	30,740,000	1.50	0.65	07/22/2015	07/12/2016	38,425	(21,293)	-	17,132
Medium Term Notes	36962G7A6	GENERAL ELEC CAP CORP	18,194,000	0.94	0.22	04/01/2015	07/12/2016	14,191	(8,364)	-	5,827
Medium Term Notes	36962G7A6	GENERAL ELEC CAP CORP	27,651,000	0.94	0.20	03/23/2015	07/12/2016	21,568	(12,743)	-	8,825
Medium Term Notes	36962G7A6	GENERAL ELEC CAP CORP	35,000,000	0.81	0.43	07/31/2015	07/15/2016	23,590	(10,890)	-	12,700
Medium Term Notes	064159CQ7	BANK OF NOVA SCOTIA	16,483,000	1.38	0.78	02/13/2015	07/15/2016	18,887	(8,038)	-	10,849
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK	18,930,000	0.79	0.34	12/15/2014	09/09/2016	12,292	(4,076)	-	8,216
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK	24,000,000	0.79	0.36	03/02/2015	09/09/2016	15,584	(5,581)	-	10,003
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	14,150,000	0.43	0.46	12/09/2014	09/23/2016	4,637	214	-	4,851

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	89236TBU8	TOYOTA MOTOR CREDIT CORP	28,150,000	0.43	0.45	02/11/2015	09/23/2016	9,224	358	-	9,582
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	50,000,000	0.43	0.43	09/23/2014	09/23/2016	16,384	-	-	16,384
Medium Term Notes	89236TBV6	TOYOTA MOTOR CREDIT CORP	47,500,000	0.39	0.39	09/25/2014	09/23/2016	15,306	-	-	15,306
Medium Term Notes	9612E0DB0	WESTPAC BANKING CORP	50,000,000	0.45	0.45	10/10/2014	10/07/2016	18,663	-	-	18,663
Medium Term Notes	89236TCL7	TOYOTA MOTOR CREDIT CORP	50,000,000	0.39	0.39	04/14/2015	10/14/2016	16,075	-	-	16,075
Medium Term Notes	36967FAB7	GENERAL ELEC CAP CORP	20,000,000	0.56	0.56	01/09/2015	01/09/2017	9,388	-	-	9,388
Medium Term Notes	36962G2F0	GENERAL ELEC CAP CORP	3,791,000	0.49	0.52	04/08/2015	02/15/2017	1,550	82	-	1,632
Medium Term Notes	36962G2F0	GENERAL ELEC CAP CORP	4,948,000	0.49	0.56	04/01/2015	02/15/2017	2,022	229	-	2,252
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP	10,000,000	0.51	0.47	04/14/2015	02/16/2017	4,254	(280)	-	3,974
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP	50,000,000	0.51	0.51	02/20/2015	02/16/2017	21,271	-	-	21,271
Subtotals			\$ 635,466,000				\$ 436,539	\$ (183,878)	\$ -	\$ -	\$ 252,661
Money Market Funds	09248U718	BLACKROCK LIQUIDITY FUNDS T-	5,001,745	0.01	0.01	09/30/2015	10/01/2015	41	-	-	41
Money Market Funds	316175108	FIDELITY INSTITUTIONAL MONEY	5,004,171	0.01	0.01	09/30/2015	10/01/2015	41	-	-	41
Money Market Funds	61747C707	MORGAN STANLEY INSTITUTIONA	100,120,736	0.04	0.04	09/30/2015	10/01/2015	3,292	-	-	3,292
Subtotals			\$ 110,126,652				\$ 3,374	\$ -	\$ -	\$ -	\$ 3,374
Grand Totals			\$ 6,349,976,652				\$ 4,292,052	\$ (818,135)	\$ (117,400)	\$ -	\$ 3,356,517

¹Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended September 30, 2015

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	09/01/2015	09/08/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CW80	\$ 100,000,000	0.00	0.16	\$ 100.00	\$ -	\$ 99,996,889
Purchase	09/01/2015	10/01/2015	Money Market Funds	BLACKROCK LIQUIDITY FUND	09248U718	42	0.01	0.01	100.00	-	42
Purchase	09/02/2015	09/09/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CW98	100,000,000	0.00	0.17	100.00	-	99,996,694
Purchase	09/02/2015	11/08/2017	Federal Agencies	FANNIE MAE	3136G03E9	2,000,000	0.70	0.70	100.00	4,433	2,004,433
Purchase	09/02/2015	10/29/2015	Commercial Paper	MICROSOFT CORP	59515NXV0	25,000,000	0.00	0.18	99.97	-	24,992,875
Purchase	09/02/2015	09/03/2015	Commercial Paper	MUFG UNION BANK NA	62478YW38	100,000,000	0.00	0.10	100.00	-	99,999,722
Purchase	09/03/2015	02/01/2016	State/Local Agencies	CALIFORNIA ST	13063BN73	15,825,000	1.05	0.43	100.25	14,770	15,879,966
Purchase	09/03/2015	09/25/2015	Commercial Paper	COLGATE-PALMOLIVE CO	19416FWR1	25,000,000	0.00	0.11	99.99	-	24,998,319
Purchase	09/03/2015	10/02/2015	Federal Agencies	FED HOME LN DISCOUNT NT	313384ML0	50,000,000	0.00	0.07	99.99	-	49,997,181
Purchase	09/03/2015	10/07/2015	Federal Agencies	FED HOME LN DISCOUNT NT	313384MR7	19,360,000	0.00	0.08	99.99	-	19,358,629
Purchase	09/03/2015	09/04/2015	Commercial Paper	MUFG UNION BANK NA	62478YW46	80,000,000	0.00	0.08	100.00	-	79,999,822
Purchase	09/04/2015	09/23/2015	Federal Agencies	FED HOME LN DISCOUNT NT	313384MB2	56,000,000	0.00	0.06	100.00	-	55,998,227
Purchase	09/04/2015	09/08/2015	Commercial Paper	MUFG UNION BANK NA	62478YW87	75,000,000	0.00	0.08	100.00	-	74,999,333
Purchase	09/08/2015	06/08/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFC72	25,000,000	0.25	0.25	100.00	-	25,000,000
Purchase	09/08/2015	06/08/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFC72	50,000,000	0.25	0.25	100.00	-	50,000,000
Purchase	09/09/2015	09/16/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CWG2	100,000,000	0.00	0.16	100.00	-	99,996,889
Purchase	09/10/2015	09/11/2015	Commercial Paper	MUFG UNION BANK NA	62478YW80	50,000,000	0.00	0.08	100.00	-	49,999,889
Purchase	09/11/2015	09/22/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CWN7	100,000,000	0.00	0.17	99.99	-	99,994,806
Purchase	09/16/2015	08/16/2017	Federal Agencies	FANNIE MAE	3135G0F24	25,000,000	0.22	0.23	99.98	-	24,995,153
Purchase	09/16/2015	09/17/2015	Commercial Paper	MUFG UNION BANK NA	62478YWH7	100,000,000	0.00	0.10	100.00	-	99,999,722
Purchase	09/17/2015	03/17/2017	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427EDJ7	25,000,000	0.61	0.61	100.00	-	25,000,000
Purchase	09/17/2015	09/24/2015	Commercial Paper	BANK OF TOKYO-MIT UFJ NY	06538CWQ0	100,000,000	0.00	0.17	100.00	-	99,996,694
Purchase	09/18/2015	09/21/2015	Commercial Paper	MUFG UNION BANK NA	62478YWM6	30,000,000	0.00	0.10	100.00	-	29,999,750
Purchase	09/21/2015	02/01/2016	State/Local Agencies	CALIFORNIA ST	13063BN73	3,500,000	1.05	0.45	100.22	5,104	3,512,664
Purchase	09/21/2015	02/08/2016	Federal Agencies	FED HOME LN DISCOUNT NT	313384SV2	12,000,000	0.00	0.20	99.92	-	11,990,667
Purchase	09/21/2015	03/11/2016	Federal Agencies	FEDERAL HOME LOAN BANK	3133XXP43	3,120,000	3.13	0.30	101.33	2,708	3,164,204
Purchase	09/21/2015	03/30/2016	Federal Agencies	FANNIE MAE	3135G0VA8	6,157,000	0.50	0.29	100.11	14,623	6,178,334
Purchase	09/22/2015	09/29/2015	Commercial Paper	MUFG UNION BANK NA	62478YVNA	35,000,000	0.00	0.10	100.00	-	34,999,903
Purchase	09/22/2015	12/21/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CWW9	50,000,000	0.00	0.17	100.00	-	49,998,347
Purchase	09/22/2015	12/21/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CZM6	50,000,000	0.00	0.32	99.92	-	49,960,000
Purchase	09/22/2015	01/04/2016	Federal Agencies	FARMER MAC DISCOUNT NOTE	31315KRJ1	18,000,000	0.00	0.17	99.95	-	17,991,160
Purchase	09/24/2015	12/08/2015	Federal Agencies	BANK TOKYO-MIT UFJ NY	06538CM6	50,000,000	0.00	0.31	99.92	-	49,962,111
Purchase	09/24/2015	12/09/2015	Federal Agencies	FED HOME LN DISCOUNT NT	313384QF9	24,500,000	0.00	0.14	99.97	-	24,493,109
Purchase	09/24/2015	12/09/2015	Federal Agencies	FED HOME LN DISCOUNT NT	313384QG7	8,000,000	0.00	0.14	99.97	-	7,997,720
Purchase	09/24/2015	10/26/2015	Federal Agencies	FANNIE MAE	31398A4M1	6,500,000	1.63	0.13	100.13	43,424	6,552,049
Purchase	09/24/2015	09/25/2015	Commercial Paper	MUFG UNION BANK NA	62478YWR5	45,000,000	0.00	0.10	100.00	-	44,999,875
Purchase	09/25/2015	10/02/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CX22	50,000,000	0.00	0.12	100.00	-	49,998,833
Purchase	09/25/2015	09/29/2015	Commercial Paper	COLGATE-PALMOLIVE CO	19416FWV2	25,000,000	0.00	0.10	100.00	-	24,999,722
Purchase	09/25/2015	12/22/2015	Federal Agencies	FED HOME LN DISCOUNT NT	313384QV4	50,000,000	0.00	0.14	99.97	-	49,982,889
Purchase	09/25/2015	12/28/2015	Federal Agencies	FED HOME LN DISCOUNT NT	313384RB7	35,000,000	0.00	0.15	99.96	-	34,986,292
Purchase	09/25/2015	10/19/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EETS9	30,000,000	0.25	0.25	100.00	1,230	30,001,830
Purchase	09/28/2015	10/06/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CX63	90,000,000	0.00	0.11	100.00	-	89,997,800
Purchase	09/28/2015	12/28/2015	Federal Agencies	FED HOME LN DISCOUNT NT	313384RB7	50,000,000	0.00	0.14	99.96	-	49,982,306
Purchase	09/28/2015	09/28/2018	Federal Agencies	FREDDIE MAC	3134G7WM7	25,000,000	0.75	0.75	100.00	-	25,000,000
Purchase	09/29/2015	10/07/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CX71	50,000,000	0.00	0.11	100.00	-	49,998,778
Purchase	09/29/2015	12/21/2015	Federal Agencies	FANNIE MAE	3135G0S80	5,922,000	0.38	0.14	100.05	6,045	5,931,184
Purchase	09/30/2015	09/28/2018	Federal Agencies	FANNIE MAE	3136G2NZ6	25,000,000	0.50	0.50	100.00	-	25,000,000
Purchase	09/30/2015	09/28/2018	Federal Agencies	FANNIE MAE	3136G2NZ6	25,000,000	0.50	0.50	100.00	-	25,000,000
Purchase	09/30/2015	10/01/2015	Money Market Funds	FIDELITY INSTITUTIONAL M	316175I08	41	0.01	0.01	100.00	-	41
Purchase	09/30/2015	10/01/2015	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	3,292	0.04	0.04	100.00	-	3,292
Subtotals						\$ 2,025,887,375	0.07	0.17	\$ 100.00	\$ 92,338	\$ 2,025,888,146

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Call	09/02/2015	12/02/2019	Federal Agencies	FARMER MAC	31315P126	\$ 50,000,000	0.40	0.40	100.00	\$ -	\$ 50,000,000
Call	09/03/2015	12/03/2018	Federal Agencies	FARMER MAC	31315PS59	50,000,000	0.42	0.42	100.00	-	50,000,000
Call	09/03/2015	12/03/2018	Federal Agencies	FARMER MAC	31315PW96	50,000,000	0.40	0.40	100.00	-	50,000,000
Call	09/18/2015	03/18/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130A4HA3	25,000,000	1.25	1.25	100.00	-	25,000,000
Call	09/25/2015	06/25/2018	Federal Agencies	FEDERAL HOME LOAN BANK	3130A4MX7	4,000,000	0.50	0.50	100.00	-	4,000,000
Call	09/25/2015	09/25/2017	Federal Agencies	FREDDIE MAC	3134G5HS7	20,100,000	1.13	1.16	100.00	-	20,100,000
Call	09/25/2015	03/25/2020	Federal Agencies	FREDDIE MAC	3134G6KV4	15,000,000	1.63	1.63	100.00	-	15,000,000
Call	09/26/2015	12/26/2017	Federal Agencies	FANNIE MAE	3136G13Q0	29,000,000	0.88	0.88	100.00	63,438	29,063,438
Call	09/26/2015	12/26/2017	Federal Agencies	FANNIE MAE	3136G13T4	39,000,000	0.80	0.80	100.00	78,000	39,078,000
Call	09/28/2015	09/28/2016	Federal Agencies	FEDERAL HOME LOAN BANK	3130A1CD8	25,000,000	1.13	0.80	100.00	-	25,000,000
Call	09/28/2015	12/28/2016	Federal Agencies	FEDERAL HOME LOAN BANK	313381KR5	9,000,000	0.63	0.63	100.00	14,063	9,014,063
Call	09/28/2015	12/28/2016	Federal Agencies	FEDERAL HOME LOAN BANK	313381KR5	13,500,000	0.63	0.63	100.00	21,094	13,521,094
Subtotals						\$ 329,600,000	0.73	0.71	\$ -	\$ 176,594	\$ 329,776,594
Maturity	09/01/2015	09/01/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CW15	\$ 100,000,000	0.00	0.16	100.00		\$ 100,000,000
Maturity	09/01/2015	09/01/2015	Commercial Paper	MJFG UNION BANK NA	62478YW12	50,000,000	0.00	0.05	100.00		50,000,000
Maturity	09/02/2015	09/02/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CW23	100,000,000	0.00	0.16	100.00		100,000,000
Maturity	09/03/2015	09/03/2015	Commercial Paper	MJFG UNION BANK NA	62478YW38	100,000,000	0.00	0.10	100.00		100,000,000
Maturity	09/04/2015	09/04/2015	Commercial Paper	MJFG UNION BANK NA	62478YW46	80,000,000	0.00	0.08	100.00		80,000,000
Maturity	09/08/2015	09/08/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CW80	100,000,000	0.00	0.16	100.00		100,000,000
Maturity	09/08/2015	09/08/2015	Commercial Paper	MJFG UNION BANK NA	62478YW87	75,000,000	0.00	0.08	100.00		75,000,000
Maturity	09/09/2015	09/09/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CW98	100,000,000	0.00	0.17	100.00		100,000,000
Maturity	09/10/2015	09/10/2015	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDEK4	1,500,000	0.25	0.12	100.00	1,875	1,501,875
Maturity	09/10/2015	09/10/2015	Federal Agencies	FREDDIE MAC	3137EACM9	50,000,000	1.75	2.17	100.00	437,500	50,437,500
Maturity	09/11/2015	09/11/2015	Federal Agencies	FREDDIE MAC	313370JB5	75,000,000	1.75	2.31	100.00	656,250	75,656,250
Maturity	09/11/2015	09/11/2015	Federal Agencies	MJFG UNION BANK NA	62478YW80	50,000,000	0.00	0.08	100.00		50,000,000
Maturity	09/15/2015	09/15/2015	Federal Agencies	FARMER MAC	31315PGT0	2,245,000	2.13	0.15	100.00	23,853	2,268,853
Maturity	09/15/2015	09/15/2015	Federal Agencies	FARMER MAC	31315PGT0	45,000,000	2.13	2.17	100.00	478,125	45,478,125
Maturity	09/16/2015	09/16/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CWG2	100,000,000	0.00	0.16	100.00		100,000,000
Maturity	09/17/2015	09/17/2015	Commercial Paper	MJFG UNION BANK NA	62478YWHT	100,000,000	0.00	0.10	100.00		100,000,000
Maturity	09/18/2015	09/18/2015	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ECJB1	16,200,000	0.24	0.50	100.00	8,751	16,208,751
Maturity	09/21/2015	09/21/2015	Federal Agencies	FANNIE MAE	31398A3T7	25,000,000	2.00	1.08	100.00	250,000	25,250,000
Maturity	09/21/2015	09/21/2015	Commercial Paper	MJFG UNION BANK NA	62478YWM6	30,000,000	0.00	0.10	100.00		30,000,000
Maturity	09/22/2015	09/22/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CWN7	100,000,000	0.00	0.17	100.00		100,000,000
Maturity	09/22/2015	09/22/2015	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EAJF6	27,953,000	0.23	0.72	100.00	5,426	27,958,426
Maturity	09/22/2015	09/22/2015	Commercial Paper	MJFG UNION BANK NA	62478YWN4	35,000,000	0.00	0.10	100.00		35,000,000
Maturity	09/23/2015	09/23/2015	Federal Agencies	FED HOME LN DISCOUNT NT	313384MB2	56,000,000	0.00	0.06	100.00		56,000,000
Maturity	09/24/2015	09/24/2015	Commercial Paper	BANK OF TOKYO-MIT UFJ NY	06538CWQ0	100,000,000	0.00	0.17	100.00		100,000,000
Maturity	09/25/2015	09/25/2015	Commercial Paper	COLGATE-PALMOLIVE CO	19416FWR1	25,000,000	0.00	0.11	100.00		25,000,000
Maturity	09/25/2015	09/25/2015	Commercial Paper	IBM CORP	45920GWR3	35,500,000	0.00	0.12	100.00		35,500,000
Maturity	09/25/2015	09/25/2015	Medium Term Notes	MICROSOFT CORP	594918AG9	3,186,000	1.63	0.39	100.00	25,886	3,211,886
Maturity	09/25/2015	09/25/2015	Commercial Paper	MJFG UNION BANK NA	62478YWR5	45,000,000	0.00	0.10	100.00		45,000,000
Maturity	09/25/2015	09/25/2015	Medium Term Notes	WESTPAC BANKING CORP	961214BW2	10,152,000	1.13	0.35	100.00	57,105	10,209,105
Maturity	09/28/2015	09/28/2015	Commercial Paper	IBM CORP	45920GWU6	57,340,000	0.00	0.12	100.00		57,340,000
Maturity	09/29/2015	09/29/2015	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CWV9	50,000,000	0.00	0.17	100.00		50,000,000
Maturity	09/29/2015	09/29/2015	Commercial Paper	COLGATE-PALMOLIVE CO	19416FWV2	25,000,000	0.00	0.10	100.00		25,000,000
Maturity	09/30/2015	09/30/2015	Commercial Paper	MICROSOFT CORP	59515NWW9	50,000,000	0.00	0.12	100.00		50,000,000
Maturity	09/30/2015	09/30/2015	Commercial Paper	MICROSOFT CORP	59515NWW9	50,000,000	0.00	0.12	100.00		50,000,000
Subtotals						\$ 1,870,076,000	0.21	0.35	\$ -	\$ 1,944,771	\$ 1,872,020,771

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	09/01/2015	12/01/2015	Negotiable CDs	BANK OF MONTREAL CHICAGO	063666CU89	\$ 50,000,000	0.27	0.27	0.00	0.00	\$ 10,815
Interest	09/01/2015	09/01/2016	Federal Agencies	FARMER MAC	31315PQB8	7,000,000	1.50	0.70	0.00	0.00	52,500
Interest	09/01/2015	04/01/2016	Federal Agencies	FARMER MAC	31315PTF6	50,000,000	0.19	0.19	0.00	0.00	8,116
Interest	09/02/2015	12/02/2019	Federal Agencies	FARMER MAC	31315PJ26	50,000,000	0.40	0.40	0.00	0.00	50,469
Interest	09/02/2015	06/02/2020	Federal Agencies	FARMER MAC	3132X0AT8	41,000,000	0.33	0.33	0.00	0.00	11,598
Interest	09/02/2015	06/02/2016	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDB35	50,000,000	0.22	0.24	0.00	0.00	9,408
Interest	09/02/2015	02/02/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEMH0	4,000,000	0.24	0.24	0.00	0.00	822
Interest	09/02/2015	02/02/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEMH0	35,000,000	0.24	0.26	0.00	0.00	7,188
Interest	09/03/2015	12/03/2018	Federal Agencies	FARMER MAC	31315PS69	50,000,000	0.42	0.42	0.00	0.00	52,813
Interest	09/03/2015	12/03/2018	Federal Agencies	FARMER MAC	31315PW96	50,000,000	0.40	0.40	0.00	0.00	50,313
Interest	09/03/2015	05/03/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEU40	69,000,000	0.23	0.23	0.00	0.00	13,577
Interest	09/03/2015	02/05/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	25,000,000	0.23	0.23	0.00	0.00	4,962
Interest	09/05/2015	02/05/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	25,000,000	0.23	0.24	0.00	0.00	4,962
Interest	09/05/2015	02/05/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	50,000,000	0.23	0.24	0.00	0.00	9,924
Interest	09/08/2015	10/07/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	063666CC48	50,000,000	0.45	0.45	0.00	0.00	20,156
Interest	09/08/2015	04/08/2016	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NTW6	100,000,000	0.31	0.31	0.00	0.00	25,093
Interest	09/08/2015	08/08/2016	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NV70	25,000,000	0.42	0.42	0.00	0.00	9,411
Interest	09/08/2015	10/07/2016	Medium Term Notes	WESTPAC BANKING CORP	9612E0DB0	50,000,000	0.44	0.44	0.00	0.00	19,711
Interest	09/09/2015	09/09/2016	Federal Agencies	FEDERAL HOME LOAN BANK	313370TW8	25,000,000	2.00	1.39	0.00	0.00	250,000
Interest	09/09/2015	09/09/2016	Federal Agencies	FEDERAL HOME LOAN BANK	313370TW8	25,000,000	2.00	0.55	0.00	0.00	250,000
Interest	09/09/2015	09/09/2016	Federal Agencies	TORONTO-DOMINION BANK	89114QAL2	18,930,000	0.74	0.38	0.00	0.00	35,857
Interest	09/09/2015	09/09/2016	Medium Term Notes	TORONTO-DOMINION BANK	89114QAL2	24,000,000	0.74	0.40	0.00	0.00	45,460
Interest	09/10/2015	03/10/2017	Federal Agencies	FEDERAL HOME LOAN BANK	3133782N0	50,000,000	0.88	0.82	0.00	0.00	218,750
Interest	09/11/2015	03/10/2016	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NSA5	25,000,000	0.36	0.36	0.00	0.00	7,675
Interest	09/11/2015	03/11/2016	Federal Agencies	FEDERAL HOME LOAN BANK	313375RN9	22,200,000	1.00	0.82	0.00	0.00	111,000
Interest	09/11/2015	10/11/2016	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDJA1	25,000,000	0.21	0.23	0.00	0.00	4,548
Interest	09/11/2015	06/11/2016	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEW48	50,000,000	0.24	0.24	0.00	0.00	10,172
Interest	09/11/2015	03/11/2016	Federal Agencies	FEDERAL HOME LOAN BANK	3133XXP43	14,000,000	3.13	0.41	0.00	0.00	218,750
Interest	09/13/2015	11/13/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEBR0	25,000,000	0.24	0.26	0.00	0.00	4,810
Interest	09/14/2015	08/12/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	063666CW2	25,000,000	0.45	0.45	0.00	0.00	9,913
Interest	09/14/2015	09/14/2016	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDH21	50,000,000	0.23	0.24	0.00	0.00	9,214
Interest	09/15/2015	12/15/2016	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NSX5	100,000,000	0.47	0.47	0.00	0.00	119,051
Interest	09/16/2015	04/16/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEZC7	50,000,000	0.25	0.25	0.00	0.00	10,661
Interest	09/18/2015	09/18/2018	Federal Agencies	FEDERAL HOME LOAN BANK	3130A4GL0	15,000,000	1.33	1.33	0.00	0.00	99,750
Interest	09/18/2015	03/18/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130A4HA3	25,000,000	1.25	1.25	0.00	0.00	156,250
Interest	09/19/2015	06/19/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EAUW6	50,000,000	0.35	0.35	0.00	0.00	45,278
Interest	09/19/2015	11/19/2015	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ECLZ5	25,000,000	0.21	0.25	0.00	0.00	4,405
Interest	09/20/2015	03/21/2016	Public Time Deposits	TRANS-PAC NATIONAL BK	PP7QLOE87	240,000	0.58	0.58	0.00	0.00	351
Interest	09/22/2015	03/22/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEN71	50,000,000	0.24	0.24	0.00	0.00	10,135
Interest	09/23/2015	09/23/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	063666CA32	25,000,000	0.46	0.46	0.00	0.00	9,592
Interest	09/23/2015	09/23/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	063666CA32	50,000,000	0.46	0.46	0.00	0.00	19,183
Interest	09/23/2015	09/23/2016	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417HUW4	50,000,000	0.48	0.48	0.00	0.00	61,499
Interest	09/23/2015	08/23/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEFX3	50,000,000	0.25	0.25	0.00	0.00	10,781
Interest	09/23/2015	09/23/2016	Medium Term Notes	TOYCTA MOTOR CREDIT CORP	89236TBU8	14,150,000	0.38	0.41	0.00	0.00	13,788
Interest	09/23/2015	09/23/2016	Medium Term Notes	TOYCTA MOTOR CREDIT CORP	89236TBU8	28,150,000	0.38	0.40	0.00	0.00	27,430
Interest	09/23/2015	09/23/2016	Medium Term Notes	TOYCTA MOTOR CREDIT CORP	89236TBU8	50,000,000	0.38	0.38	0.00	0.00	48,722
Interest	09/23/2015	09/23/2016	Medium Term Notes	TOYCTA MOTOR CREDIT CORP	89236TBV6	47,500,000	0.39	0.39	0.00	0.00	46,906
Interest	09/24/2015	06/24/2016	Federal Agencies	FEDERAL HOME LOAN BANK	3130A1BK3	25,000,000	0.50	0.50	0.00	0.00	62,500
Interest	09/24/2015	07/24/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ECV92	50,000,000	0.24	0.24	0.00	0.00	10,351
Interest	09/24/2015	03/24/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDP30	26,000,000	0.24	0.22	0.00	0.00	5,382
Interest	09/24/2015	04/25/2016	Negotiable CDs	WESTPAC BANKING CORP NY	96121TWK0	50,000,000	0.42	0.42	0.00	0.00	18,101
Interest	09/25/2015	09/25/2017	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417THUR5	50,000,000	0.55	0.55	0.00	0.00	70,374

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	09/25/2015	06/25/2018	Federal Agencies	FEDERAL HOME LOAN BANK	3130A4MX7	4,000,000	0.50	0.50	0.00	0.00	5,000
Interest	09/25/2015	09/25/2017	Federal Agencies	FREDDIE MAC	3134G5HS7	20,100,000	1.13	1.16	0.00	0.00	113,063
Interest	09/25/2015	03/25/2020	Federal Agencies	FREDDIE MAC	3134G6KV4	15,000,000	1.63	1.63	0.00	0.00	121,875
Interest	09/26/2015	03/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEQ86	50,000,000	0.23	0.25	0.00	0.00	30,028
Interest	09/26/2015	03/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEQ86	50,000,000	0.23	0.25	0.00	0.00	30,028
Interest	09/26/2015	09/26/2016	Federal Agencies	FREDDIE MAC	3134G4XW3	25,000,000	0.60	0.60	0.00	0.00	75,000
Interest	09/27/2015	02/27/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDFW7	50,000,000	0.25	0.25	0.00	0.00	10,882
Interest	09/28/2015	09/28/2016	Federal Agencies	FEDERAL HOME LOAN BANK	3130A1CD8	25,000,000	1.13	0.80	0.00	0.00	140,625
Interest	09/28/2015	03/28/2016	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EAUJ3	25,000,000	1.05	0.82	0.00	0.00	131,250
Interest	09/28/2015	03/28/2017	Federal Agencies	FREDDIE MAC	3134G4XM5	25,000,000	0.78	0.78	0.00	0.00	97,500
Interest	09/29/2015	03/29/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDZW5	25,000,000	0.22	0.22	0.00	0.00	4,672
Interest	09/29/2015	09/29/2017	Federal Agencies	FREDDIE MAC	3137EADL0	25,000,000	1.00	1.22	0.00	0.00	125,000
Interest	09/30/2015	10/01/2015	Money Market Funds	BLACKROCK LIQUIDITY FUND	09248U718	5,001,786	0.01	0.01	0.00	0.00	41
Interest	09/30/2015	03/30/2016	Federal Agencies	FANNIE MAE	3135G0VA8	6,157,000	0.50	0.29	0.00	0.00	15,393
Interest	09/30/2015	03/30/2016	Federal Agencies	FANNIE MAE	3135G0VA8	25,000,000	0.50	0.46	0.00	0.00	62,500
Interest	09/30/2015	10/01/2015	Money Market Funds	FIDELITY INSTITUTIONAL M	316175108	5,004,171	0.01	0.01	0.00	0.00	41
Interest	09/30/2015	10/01/2015	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	100,120,736	0.04	0.04	0.00	0.00	3,292
Interest	09/30/2015	09/30/2016	U.S. Treasuries	US TSY NT	912828RJ1	75,000,000	1.00	1.05	0.00	0.00	375,000
Interest	09/30/2015	03/31/2017	U.S. Treasuries	US TSY NT	912828SM3	50,000,000	1.00	1.07	0.00	0.00	250,000
Interest	09/30/2015	06/29/2016	Public Time Deposits	UMPQUA BANK	PP00BERR6	240,000	0.60	0.60	0.00	0.00	363
Subtotals						\$ 2,546,793,693	0.48	0.44	\$ -	\$ -	3,980,024

Grand Totals	50	Purchases
	0	Sales
	(46)	Maturities / Calls
	4	Change in number of positions

Non-Pooled Investments

As of September 30, 2015

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Slate/Local Agencies	797712AD8	SFRDA SOUTH BEACH HARBOR	1/20/12	12/1/16	1.14	3.50	\$ 1,995,000	\$ 1,995,000	\$ 1,995,000	\$ 1,995,000
Subtotals					1.14	3.50	\$ 1,995,000	\$ 1,995,000	\$ 1,995,000	\$ 1,995,000
Grand Totals					1.14	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	September 2015	Fiscal YTD	August 2015
Average Daily Balance	\$ 1,995,000	\$ 1,995,000	\$ 1,995,000	\$ 1,995,000
Net Earnings	\$ 17,456	\$ 5,819	\$ 11,638	\$ 5,819
Earned Income Yield	3.47%	3.55%	3.43%	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.



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Memorandum

Date: 10.21.15 **RE:** Citizens Advisory Committee
October 28, 2015

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support for Approval of a Resolution Authorizing the Executive Director to Execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any Amendments Thereto Between the Transportation Authority and the California Department of Transportation for Receipt of Federal and State Funds, including an Agreement for the Bay Area Rapid Transit District Travel Smart Rewards Pilot Program, the South of Market Freeway Ramp Intersection Safety Improvement Study, and the Planning, Programming and Monitoring Program

Summary

The Transportation Authority regularly receives federal and state transportation funds under ongoing grant programs as well as congressional earmarks. These grant funds are typically administered by the California Department of Transportation (Caltrans), which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., seek reimbursement) the grant funds. Caltrans also requires a Board resolution identifying the person or persons authorized to execute these funding agreements and the title of the grant. Guidelines established by the Metropolitan Transportation Commission and Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans within 60 days. Caltrans may disencumber and/or de-obligate funds if the deadline is not met. We are recommending updating an approval of a blanket authorizing resolution that will enable us to meet the deadlines required for execution of the current agreements, as well as future agreements for state and federal grant funds awarded to the Transportation Authority, consistent with the implementation of the Transportation Authority's Board-approved work program.

BACKGROUND

The Transportation Authority regularly receives federal and state transportation funds under ongoing grant programs as well as congressional earmarks. These grant funds are typically administered by the California Department of Transportation (Caltrans), which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., seek reimbursement) the grant funds. Caltrans also requires an updated Board resolution identifying the person or persons authorized to execute these funding agreements and the title of the grant. This resolution was last updated in September 2014 through Resolution 15-05.

DISCUSSION

The purpose of this memorandum is to brief the Citizens Advisory Committee (CAC) on this Caltrans requirement and to seek a motion of support to approve a resolution authorizing the Executive Director

to execute funding agreements between the Transportation Authority and Caltrans for receipt of federal and state funds, and to explicitly authorize a funding agreement for several grants that we anticipate receiving this year.

Guidelines established by the Metropolitan Transportation Commission and Caltrans require that certain funding agreements for state and federal funds be signed by the project sponsor and returned, along with a local agency resolution that identifies the official authorized to execute the agreement, to Caltrans within 60 days. Caltrans may disencumber and/or de-obligate funds if the deadline is not met. We are recommending updating an approval of a blanket authorizing resolution that will enable us to meet the deadlines required for execution of the current agreements, as well as future agreements for state and federal grant funds awarded to the Transportation Authority, consistent with the implementation of the Transportation Authority's Board-adopted work program. During Fiscal Years (FY) 2015/16 and 2016/17, we anticipate receiving the following federal and state funds from Caltrans: the Bay Area Rapid Transit District (BART) Travel Smart Rewards Pilot Program, the South of Market (SoMa) Freeway Ramp Intersection Safety Improvement Study, and the Planning, Programming and Monitoring (PPM) Program for FY 2016/17.

(BART) Travel Smart Rewards Pilot Program: We are partnering with BART 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 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. In September 2015, we received approval of the federal Value Pricing Program grant authorization by Caltrans for \$508,000. A program supplemental agreement with Caltrans will be executed prior to seeking reimbursement of grant funds.

SoMa Freeway Ramp Intersection Safety Improvement Study: The SoMa Market Freeway Ramp Intersection Safety Improvement Study will develop proposals to improve safety at ramp intersections in SoMa neighborhood. Traffic collisions are very frequent at ramp intersections in this area, home to eight of the top ten ramp intersections in the city ranked by severity-weighted injuries citywide (2008-2012). Rapid development in SoMa is compounding the urgency of the safety problem. Improving safety in tandem with growth is critical to avoiding increases in traffic conflicts. The study will develop a prioritized set of safety improvements to projects to up to ten ramp intersections in the south of Market area. The San Francisco Municipal Transportation Agency is already developing short-term improvement concepts (e.g., signal timing, striping, and signage changes) at some intersections, and the additional funding would allow development of more systematic, permanent safety fixes to benefit existing and future residents and employees. This work will directly complement the ongoing Freeway Corridor Management Study, which is examining operational changes to the freeway mainline and ramps along the portion of U.S. 101 that traverses SoMa. We are submitting a grant application to Caltrans for approximately \$200,000 by the end of this month. If approved, grant funds will be authorized in early Spring 2016.

PPM Program: The state PPM Program funds a number of eligible Congestion Management Agency activities each year. Due to reduced funding levels in the State Transportation Improvement Program, we did not receive any PPM Program funds in FY 2015/16. However, the San Francisco 2016 Regional Transportation Improvement Program has proposed to program \$447,000 for FY 2016/17 and \$667,000 for FY 2017/18 to the Transportation Authority.

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

ALTERNATIVES

1. Adopt a motion of support for approval of a resolution authorizing the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of Federal and State funds, including an agreement for the BART Travel Smart Rewards Pilot Program, the SoMa Freeway Ramp Intersection Safety Improvement Study, and the PPM Program, as requested.
2. Adopt a motion of support for approval of a resolution authorizing the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of Federal and State funds, including an agreement for the BART Travel Smart Rewards Pilot Program, the SoMa Freeway Ramp Intersection Safety Improvement Study, and the PPM Program, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

Board approval of the recommended action would facilitate compliance with Caltrans funding agreement deadlines and enable the Transportation Authority to seek reimbursement of federal and/or state grant funds administered by Caltrans.

RECOMMENDATION

Adopt a motion of support for approval of a resolution authorizing the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of federal and state funds, including an agreement for the BART Travel Smart Rewards Pilot Program, the SoMa Freeway Ramp Intersection Safety Improvement Study, and the PPM Program.



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Memorandum

Date: 10.23.15 **RE:** Citizens Advisory Committee
October 28, 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 \$273,868 in Prop K funds and \$300,000 in Prop AA funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have three requests totaling \$273,868 in Prop K sales tax funds and \$300,000 in Prop AA vehicle registration fee funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested a total of \$435,000 in Prop K and Prop AA funds for design of signal upgrades at 19 intersections along the Gough Street corridor. SFMTA is also requesting \$38,868 in Prop K sales tax funds to match a California Department of Transportation Planning grant to develop and evaluate a neighborhood-based framework for engaging low-income and minority communities on transportation-related challenges. The San Francisco Planning Department is requesting \$100,000 in Neighborhood Transportation Improvement Program (NTIP) planning funds to develop recommendations for transportation demand management (TDM) measures to minimize the transportation impacts of current and future development in the Balboa Park area.

BACKGROUND

We have three requests totaling \$273,868 in Prop K sales tax funds and \$300,000 in Prop AA vehicle registration fee funds to present to the Citizens Advisory Committee (CAC) at the October 28, 2015 meeting, for potential Board approval on November 17, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Prop K Signals & Signs
- Prop K Transportation/ Land Use Coordination
- Prop AA Pedestrian Safety

Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K and Prop AA programmatic categories is a prerequisite for allocation of funds from each of these categories.

DISCUSSION

The purpose of this memorandum is to present three Prop K (\$273,868) and Prop AA (\$300,000) requests to the CAC, and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in

the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project is included in the attached Allocation Request Forms.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests. Transportation Authority and project sponsor staff will attend the CAC meeting to provide a brief presentation on the specific requests and to respond to any questions that the CAC may have.

ALTERNATIVES

1. Adopt a motion of support for the allocation of \$273,868 in Prop K funds and \$300,000 in Prop AA funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for the allocation of \$273,868 in Prop K funds and \$300,000 in Prop AA funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

This action would allocate \$273,868 in Fiscal Year (FY) 2015/16 Prop K sales tax funds, with conditions, and \$300,000 in FY 2015/16 Prop AA funds for a total of three requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4, Prop K/Prop AA Allocation Summaries - FY 2015/16, shows the total approved FY 2015/16 allocations to date for both programs, 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 adopted FY 2015/16 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future fiscal year budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Adopt a motion of support for the allocation of \$273,868 in Prop K funds and \$300,000 in Prop AA funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

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

Attachment 1: Summary of Applications Received

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

Footnotes

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

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

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

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

Attachment 2: Brief Project Descriptions ¹

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

Attachment 2: Brief Project Descriptions ¹

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

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

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

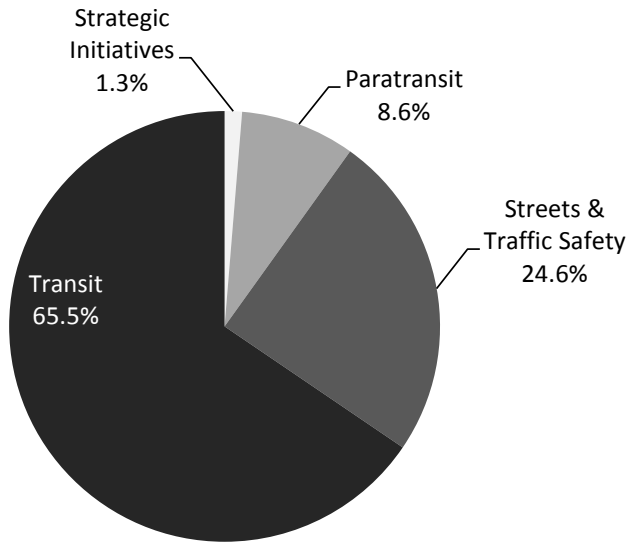
¹ See Attachment 1 for footnotes.

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

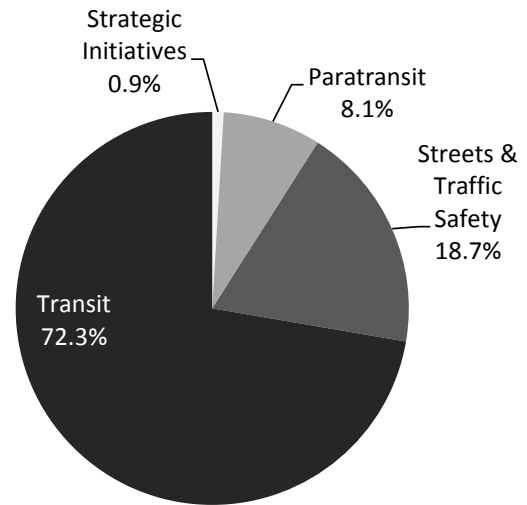
PROP K SALES TAX						
	CASH FLOW					
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 127,837,772	\$ 95,536,100	\$ 31,070,078	\$ 1,182,166	\$ 49,428	\$ -
Current Request(s)	\$ 273,868	\$ 177,330	\$ 80,656	\$ 15,882	\$ -	\$ -
New Total Allocations	\$ 128,111,640	\$ 95,713,430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

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

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date

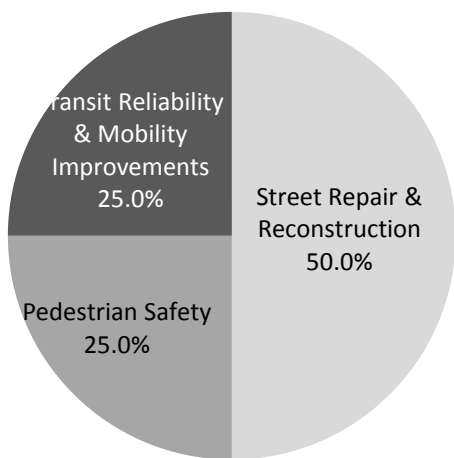


PROP AA VEHICLE REGISTRATION FEE

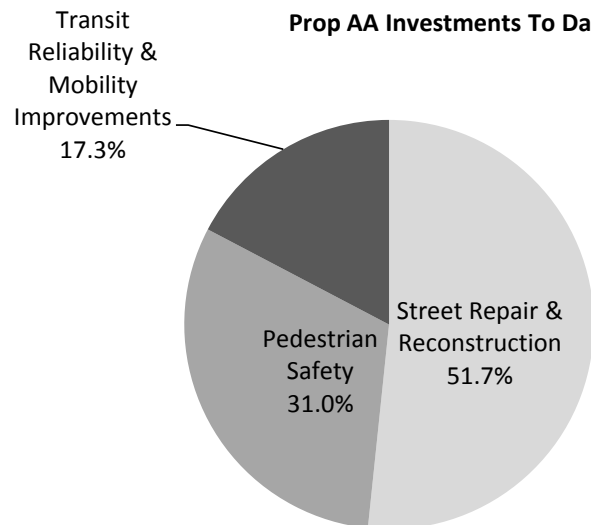
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 300,000	\$ 150,000	\$ 150,000	\$ -	\$ -
New Total Allocations	\$ 300,000	\$ 150,000	\$ 150,000	\$ -	\$ -

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

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date



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

FY of Allocation Action:
 Project Name:
 Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

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

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

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

See the attached pages for scope details.

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

Scope

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

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

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

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

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

Coordination:

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

Conduit Costs

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

Implementation:

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

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

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

Project Benefits:

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

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

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

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

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

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

Table 1: Locations and Improvements

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

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

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

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

FY 2015/16

Project Name: Gough Corridor Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Not yet started

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

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

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

FY 2015/16

Project Name: Gough Corridor Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

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

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

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

% Complete of Design: 10 as of 9/22/15

Expected Useful Life: 30 Years

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

MAJOR LINE ITEM BUDGET

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

Gough Corridor Signal Upgrade

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

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

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

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

FY 2015/16

Project Name: Gough Corridor Signal Upgrade

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$135,000

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

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$300,000

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

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

Empty space for justification text.

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

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

Actual Prop K Leveraging - This Phase: 68.97%

Expected Prop K Leveraging per Expenditure Plan: 41.47%

\$435,000

Total from Cost worksheet

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

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

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

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

\$ 3,350,000

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

Prop K Funds Requested: \$135,000

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

Prop AA Funds Requested: \$300,000

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

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

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

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

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

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

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

1.
2.
3.

Special Conditions:

1.
2.

Notes:

1.

Supervisory District(s):

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

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

SFCTA Project Reviewer:

Project # from SGA:

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

SUB-PROJECT DETAIL

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

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

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

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

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

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

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

MAPS AND DRAWINGS

Gough Corridor Signal Upgrade



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



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

FY of Allocation Action: 2015/16 Current Prop K Request: \$ 135,000
 Current Prop AA Request: \$ 300,000

Project Name: Gough Corridor Signal Upgrade

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Manito Velasco

Joel Goldberg

Title: Engineer

Mgr, Grants Procurement & Management

Phone: 415.701.4447

415.701.4499

Fax: _____

Email: manito.velasco@sfmta.com

joel.goldberg@sfmta.com

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

1 SVN, 7th Fl, SF, CA 94103

Signature: _____

Date: 09/25/15

09/25/15

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

FY of Allocation Action:

2015/16

Project Name:

Balboa Area TDM Study [NTIP Planning]

Implementing Agency:

Planning Department

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

b. Transportation/Land Use Coordination

Prop K EP Line Number (Primary):

44

Current Prop K Request:

\$ 100,000

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request:

\$ -

Supervisorial District(s):

7

SCOPE

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

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

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

Scope of work begins on next page.

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

INTRODUCTION

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

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

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

PURPOSE

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

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

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

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

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

ROLES AND DESCRIPTION OF SERVICES

Planning will provide:

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

San Francisco Municipal Transportation Agency (SFMTA) will provide:

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

Contractor will deliver:

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

SCOPE OF SERVICES

1. PROJECT SCOPING

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

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

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

Deliverables:

1.1 Scope of services, budget and schedule

2. PROJECT MANAGEMENT

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

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

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

Deliverables:

2.1 Public engagement plan

3. NEEDS ASSESSMENT

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

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

3.1. Existing Conditions

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

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

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

Deliverables:

3.1.1 Web and print survey and findings

3.1.2 Draft and Final Existing conditions memo

3.2. Travel Demand/VMT Calculations for Future Conditions

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

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

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

Deliverables:

3.2 Draft and Final Travel Demand/Future VMT Memo

4. Public Engagement

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

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

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

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

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

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Deliverables:

4.1 Meeting facilitation

4.2 Presentation, agenda, minutes

5. Recommendations

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

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

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

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

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

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

Deliverables:

5.1 TDM Proposal, including

(a) Revised Framework of principles and objectives and

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

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

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

5.4 Meeting agendas, minutes and materials

5.5 Draft and Final Proposed TDM Proposal memo

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FY 2015/16

Project Name: Balboa Area TDM Study [NTIP Planning]

Implementing Agency: Planning Department

ENVIRONMENTAL CLEARANCE

Type : n/a

Status: Not yet started

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

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

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FY 2015/16

Project Name: Balboa Area TDM Study [NTIP Planning]

Implementing Agency: Planning Department

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

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

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

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

% Complete of Design: as of
 Expected Useful Life: Years

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MAJOR LINE ITEM BUDGET

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

Consultant Contract

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

Planning Department Labor

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

San Francisco Municipal Transportation Agency Labor

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

City Attorney

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

FY 2015/16

Project Name: Balboa Area TDM Study [NTIP Planning]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$100,000

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

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

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

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

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

Actual Prop K Leveraging - This Phase: 27.13%

Expected Prop K Leveraging per Expenditure Plan 40.48%

\$137,230

Total from Cost worksheet

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

Fund Source	\$ Amount	Required Local Match	
		%	\$

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

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

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

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

Prop K Funds Requested: \$100,000

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

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AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

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

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

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

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

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

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

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AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 10.23.2015 Resolution No. Res. Date:

Project Name: Balboa Area TDM Study [NTIP Planning]

Implementing Agency: Planning Department

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

- Quarterly progress reports shall contain a percent complete by task, percent complete for the overall project scope, and summary of outreach activities and community/stakeholder input in addition to the requirements described in the Standard Grant Agreement.
- Following Board adoption (anticipated July 2016), submit final report.
-

Special Conditions:

- Prior to Board adoption, (anticipated July 2016), the Planning Department will present a draft final report, including key findings, recommendations, next steps, and implementation and funding strategy to the Plans and Programs Committee (or committee of requestor).
- The Transportation Authority will only reimburse the Planning Department after it has provided a fully executed Project Charter documenting agreements reached with all participants on the project's purpose, scope, budget, and responsibilities of all participants.

Notes:

- All flyers, brochures, posters, websites and other similar materials prepared with Prop K funding shall comply with the attribution requirements established in the SGA.
-

Supervisorial District(s): 7

Prop K proportion of expenditures - this phase: 72.87%

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

SFCTA Project Reviewer: Planning

Project # from SGA:

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

MAPS AND DRAWINGS

BALBOA AREA TRANSPORTATION DEMAND MANAGEMENT PROJECT
PROJECT AREA



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

FY of Allocation Action: Current Prop K Request: \$
Current Prop AA Request: \$

Project Name:

Implementing Agency:

Project Manager

Grants Section Contact

Name (typed): Jeremy Shaw

Sheila Nickolopoulos

Title: Planner/Urban Designer

Sr Administrative Analyst

Phone: 415.575.9135

415.558.6409

Email: jeremy.shaw@sfgov.org

sheila.nickolopoulos@sfgov.org

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

FY of Allocation Action: 2015/16

Project Name: Ensuring Transit Service Equity through Community Engagement

Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

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

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

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$ -

Supervisorial District(s): citywide

SCOPE

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

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

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

Please see attached scope document.

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

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

Background

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

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

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

¹ More information at www.muniforward.com

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

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

Scope

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

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

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

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

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

PROJECT TIMELINE

Project Title		Community Engagement for an Equitable Muni										San Francisco Municipal Transportation Agency (SFMTA)																	
Task Number	Responsible Party	Fund Source										FY 2017/18																	
		Total Cost	Grant Amount	Local Cash Match	Local In-Kind Match	Fiscal Year 2015/16										FY 2016/17													
						J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
1 Project Initiation																													
1.1	Project Kick-Off Meeting	\$2,259	\$2,000	\$259	\$0																								
1.2	RFP for Consultant Services	\$5,648	\$5,000	\$648	\$0																								
1.3	Staff Coordination	\$27,109	\$24,000	\$3,109	\$0																								
2 CBO Identification and Outreach																													
2.1	Identify Neighborhoods of Focus	\$21,462	\$19,000	\$2,462	\$0																								
2.2	Identify Strategic CBOs and Form Partnerships	\$32,757	\$29,000	\$3,757	\$0																								
3 Analyze Neighborhoods and Engagement Tools																													
3.1	Evaluate Neighborhoods	\$16,943	\$15,000	\$1,943	\$0																								
3.2	Identify Engagement Tools and Strategies	\$21,462	\$19,000	\$2,462	\$0																								
4 Neighborhood Engagement																													
4.1	Engagement Kick-Off and Preparation	\$16,943	\$15,000	\$1,943	\$0																								
4.2	Direct Engagement with Communities	\$98,106	\$78,000	\$10,106	\$0																								
5 Evaluation of Findings																													
5.1	Draft Report that will Quantify and Analyze Engagement Findings	\$60,996	\$54,000	\$6,996	\$0																								
5.2	Final Assessment of Potential Equitable Muni Service Improvements	\$30,498	\$27,000	\$3,498	\$0																								
5.3	CBO and Community Member Input	\$5,648	\$5,000	\$648	\$0																								
5.4	SFMTA Board Adoption	\$3,389	\$3,000	\$389	\$0																								
6 Fiscal Management																													
6.1	Invoicing	\$2,824	\$2,500	\$324	\$0																								
6.2	Quarterly Reports	\$2,824	\$2,500	\$324	\$0																								

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

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

FY 2015/16

Project Name: Ensuring Transit Service Equity through Community Engagement

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : TBD

Status: Not yet started

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE COORDINATION/NOTES

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

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

FY 2015/16

Project Name: Ensuring Transit Service Equity through Community Engagement

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

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

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

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

COST SUMMARY BY PHASE - ENTIRE PROJECT

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

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

% Complete of Design: as of

Expected Useful Life: Years

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

MAJOR LINE ITEM BUDGET

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

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

MFB = Mandatory Fringe Benefits, FTE = Full Time Equivalent

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

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

FY 2015/16

Project Name: Ensuring Transit Service Equity through Community Engagement

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$38,868

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

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

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

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

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

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

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

Actual Prop K Leveraging - This Phase: 88.53%

Expected Prop K Leveraging per Expenditure Plan: 40.48%

\$338,868
Total from Cost worksheet

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

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

Yes - Prop K

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

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

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

Actual Prop K Leveraging - Entire Project:

[]

Expected Prop K Leveraging per Expenditure Plan:

[]

Actual Prop AA Leveraging - Entire Project:

[]

[]

Total from Cost worksheet

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

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

[]

Prop K Funds Requested:

[] \$38,868

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

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

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

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

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

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

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

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

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

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

Deliverables:

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

Special Conditions:

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

Notes:

-
-

Supervisory District(s):

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

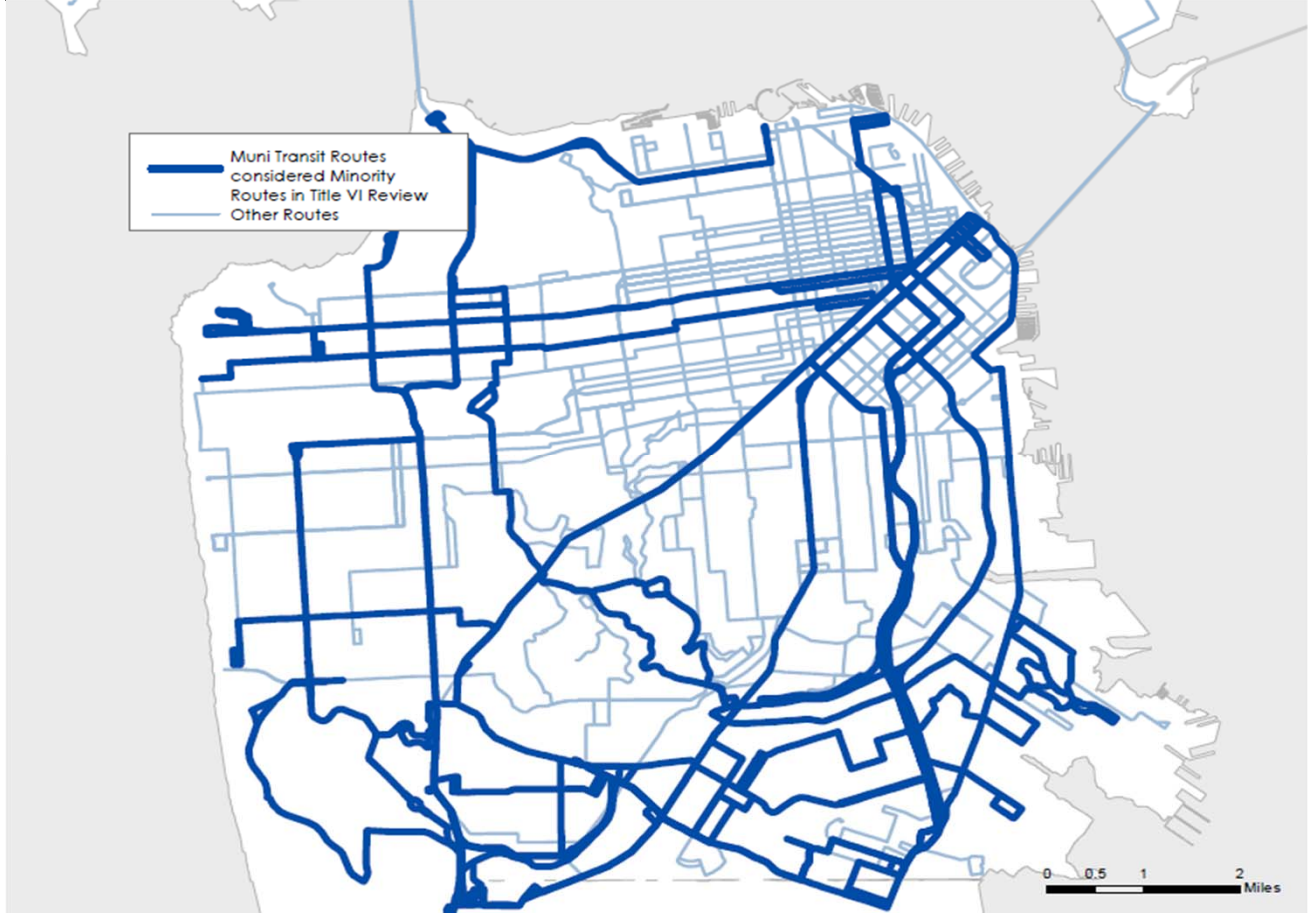
Sub-project detail? If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

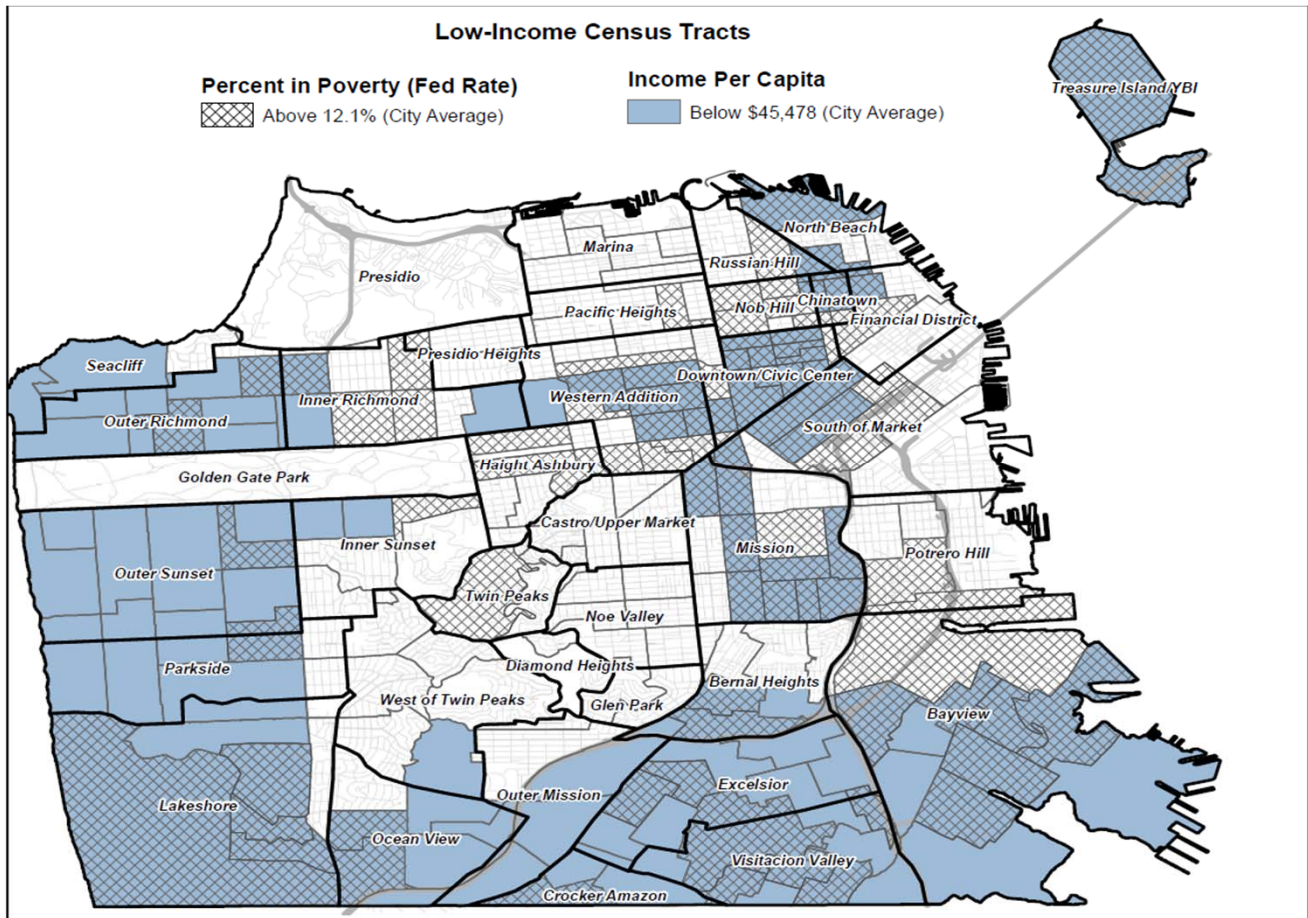
Project # from SGA:

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

MAPS AND DRAWINGS



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



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

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

Project Name: Ensuring Transit Service Equity through Community Engagement

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Sandra Padilla

Timothy Manglicmot

Title: Transportation Planner

Senior Analyst

Phone: (415) 701-2454

(415) 701-4346

Fax: _____

Email: Sandra.Padilla@sfmta.com

Timothy.Manglicmot@sfmta.com

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San Francisco, CA 94103

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San Francisco, CA 94103



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San Francisco County Transportation Authority
October 2015

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 not recommending any new positions this month.

Bill #	Author	Description	Status	Position	Comments
AB 2 Chaptered: 9/22/2015 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.	Assembly Chartered	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.
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 2 year	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 Chaptered: 9/28/2015 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 authorize the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.	Assembly Chartered	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.

San Francisco County Transportation Authority
October 2015

Bill #	Author	Description	Status	Position	Comments
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 2 Year	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.
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 Chaptered: 10/7/2015 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 or a solid or flashing red light with a built-in 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.	Assembly Chaptered	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.

San Francisco County Transportation Authority
October 2015

Bill #	Author	Description	Status	Position	Comments
AB 35 Vetoed: 10/1/2015 pdf html	Chiu D (Dist 17)	Income taxes: credits: low-income housing: allocation increase. Would, for calendar years 2016 through 2021, inclusive, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$100,000,000, 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.	Vetoed	Support	AB 35 would increase the state tax credit for low income housing allocation by an additional \$100 million, which would allow the state to leverage additional federal tax credits and 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 Chaptered: 10/7/2015 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 private entities that have entered into a franchise agreement with the state. This bill would, until January 1, 2021, prohibit a toll from being imposed on the passage of a pedestrian or bicycle over these various toll bridges.	Assembly Chaptered	Support	This measure would prohibit the toll bridge from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks through 2021.
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: 8/18/2015 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.	Senate 2 year	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.

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Bill #	Author	Description	Status	Position	Comments
AB 162 Chaptered: 7/15/2015 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 Chaptered	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.
AB 194 Chaptered: 10/9/2015 pdf html	Frazier D (Dist 11)	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 (HOT) lanes. This bill would authorize a regional transportation agency or the department to apply to the commission to develop HOT lanes and other toll facilities, as specified, and would delete the January 1, 2012, deadline for HOT lane applications and remove the existing limitation on the number of facilities that may be approved.	Assembly Chaptered	Support	The author introduced this bill for the Self-Help County Caucus to provide authority for the State and regional transportation agencies to develop and operate toll facilities. As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility. Amendments adopted would permit local authority, under agreement to be responsible for environmental, design and financial studies. MPO would operate the facility.
AB 208 Chaptered: 9/4/2015 pdf html	Bigelow R (Dist 5)	Vehicles: highway: lane use. Would require, on a 2-lane highway where passing is unsafe due to specified reasons, any vehicle proceeding upon the highway at a speed less than the normal speed of traffic moving in the same direction at that time, behind which 5 or more vehicles are formed in line, to turn off the roadway at the nearest place designated as a turnout or wherever sufficient area for a safe turnout exists.	Assembly Chaptered	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	Achadian 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.

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Bill #	Author	Description	Status	Position	Comments
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.
AB 239 Introduced: 2/5/2015 pdf html	Gallagher R (Dist 3)	Greenhouse gases: regulations. Would prohibit the State Air Resources Board, on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	Assembly 2 year	Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.
AB 313 Chaptered: 9/22/2015 pdf html	Atkins D (Dist 78)	Enhanced infrastructure financing districts. Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.	Assembly Chaptered	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 2 year	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.

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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 Vetoed: 8/17/2015 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%.	Assembly Vetoed	Support	Provides significant new local government sales tax capacity by setting local cap at 3%. Latest amendment would retain 2% "cap" through 2016, with the cap increased to 3% after 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: 7/16/2015 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. This bill contains other related provisions and other existing laws.	Senate 2 year	Support	This bill requires development of a statewide temporary license plate (TLP) system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser. This bill is sponsored by the Metropolitan Transportation Commission 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 lanes (HOT): 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 their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income.

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Bill #	Author	Description	Status	Position	Comments
AB 744 Chaptered: 10/9/2015 pdf html	Chau D (Dist 49)	Planning and zoning: density bonuses. Current law prohibits a city, county, or city and county from requiring a vehicular parking ratio for a housing development that meets specified criteria in excess of specified ratios. This bill would, notwithstanding the above-described provisions, additionally prohibit, at the request of the developer, a city, county, or city and county from imposing a vehicular parking ratio, inclusive of handicapped and guest parking, in excess of 0.5 spaces per bedroom on a development that includes the maximum percentage of low- or very low income units, as specified, and is located within 1/2 mile of a major transit stop, as defined, and there is unobstructed access to the transit stop from the development.	Assembly Chaptered	Support	This bill would regulate a city/county to reduce minimum parking requirements for developments near major transit stops on senior or special needs housing. City planning staff has asked for support of this bill.
AB 779 Amended: 8/19/201 pdf html	Garcia, Cristina D (Dist 58)	Transportation: congestion management program. Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways.	Senate 2 Year	Support	Latest amendment eliminates level of service as an element of a congestion management plan.
AB 828 Amended: 7/14/201 pdf html	Low D (Dist 28)	Vehicles: transportation services. Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.	Senate 2 year	Watch	Amended to exclude transportation network company 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 2 year	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 (CTC) 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 as well as increasing the CTC to 15 members. 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.

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Bill #	Author	Description	Status	Position	Comments
AB 886 Amended: 3/26/2015 pdf html	Chau D (Dist 49)	Transportation service network provider (TNSP): 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 account holder with an opportunity to cancel or terminate an account.	Assembly 2 year	Watch	The bill seeks to encompass not just transportation network companies (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 Public Utilities Commission (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.
AB 902 Chaptered: 9/21/2015 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 the imposition of 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 that is sanctioned by local law enforcement	Assembly Chaptered	Support	This bill expands the applicability of local diversion programs for vehicle code violations not involving a motor vehicle from a "minors-only" policy to include violators of all ages. A frequent violation that fits this program is running a stop sign on a bicycle; the author is seeking to permit adults access to diversion programs for the educational experience and benefit.
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 2 Year	Watch	The San Francisco Municipal Transportation Agency supports this bill. 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.

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Bill #	Author	Description	Status	Position	Comments
AB 1015 Chartered: 7/2/2015 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 Chartered	Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
AB 1030 Amended: 7/7/2015 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 require priority be given to projects involving hiring that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.	Senate 2 year	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.
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 Jobs, Economic Development and the Economy	Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of public private partnerships.
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 Chartered: 10/7/2015 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. The bill would require every electric bicycle manufacturer to certify that it complies with specified equipment and manufacturing requirements.	Assembly Chartered	Watch	This bill pertains to the definition of motorized bikes.

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Bill #	Author	Description	Status	Position	Comments
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 greenhouse gas 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 the author and the Office of Planning and Research.
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 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.

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Bill #	Author	Description	Status	Position	Comments
AB 1171 Chaptered: 10/1/2015 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 CM/GC 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 CM/GC method, and (3) the board of the regional transportation agency adopts the method in a public meeting.	Assembly Chaptered	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.
AB 1176 Amended: 8/18/2015 pdf html	Perea 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. This bill contains other related provisions.	Senate Appropriations	Watch	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.
AB 1236 Chaptered: 10/8/2015 pdf html	Chiu D (Dist 17)	Local ordinances: electric vehicle charging stations. Would require a city, county, or city and county to approve an application for 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.	Assembly Chaptered	Watch	Subjects EV charging station to requirement that local governments approve installations.
AB 1250 Chaptered: 10/4/2015 pdf html	Bloom D (Dist 50)	Vehicles: buses: 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.	Assembly Chaptered	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 law, indefinitely. Similar bill introduced in Special Session: ABX1 - 2 (Perea) and SBX1-14 (Cannella).
AB 1284 Chaptered: 8/11/2015 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.	Assembly Chaptered	Watch	Subjects BATA to open meeting act requirements.
AB 1287 Chaptered: 10/4/2015 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.	Assembly Chaptered	Support	Grants city of San Francisco extended authority to install cameras for enforcement of parking and HOV violations.
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. This bill contains other related provisions and other existing laws.	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.

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Bill #	Author	Description	Status	Position	Comments
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: 7/2/2015 pdf html	Ting 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 service operated by a transportation network company or a charter-party carrier of passengers 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, 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 passenger traveling alone.	Senate 2 year	Watch	Transportation network companies (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.
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 MTC 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.

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Bill #	Author	Description	Status	Position	Comments
AB 1422 Chapters: 10/11/2015 pdf html	Cooper D (Dist 9)	Transportation network companies (TNCs). Would provide that a TNC is eligible and required 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. This bill contains other related provisions and other existing laws.	Assembly Chapered	Watch	The bill requires transportation network companies to participate in the Department of Motor Vehicles pull-notice system to regularly check the driving record of a participating driver. Similar to AB 24 (Nazarian). Spot bill pertaining to toll highways.
AB 1486 Introduced: 2/27/2015 pdf html	Obermole 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	
ABX1.1 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	Support	This bill mandates that State General Fund loans from transportation revenues be repaid.
ABX1.2 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	Support	Extends public private partnership law indefinitely. Similar to AB 1265 (Perea) and SBX1 14 (Cannella).

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Bill #	Author	Description	Status	Position	Comments
ABX1 3 Amended: 9/3/2015 pdf html	Frazier (Dist 11)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.	Assembly Conference Committee	Watch	Special session spot bill.
ABX1 4 Introduced: 7/9/2015 pdf html	Frazier D (Dist 11)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. 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.	Senate Rules	Watch	Special session spot bill.
ABX1 6 Introduced: 7/16/2015 pdf html	Hernández Roger D (Dist 48)	Affordable Housing and Sustainable Communities Program. Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.	Assembly Print	Oppose	The bill would require 20% of the affordable housing program under cap and trade go to projects in rural areas.
ABX1 7 Introduced: 7/16/2015 pdf html	Nazarian D (Dist 46)	Public transit funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Assembly Print	Support	The bill would seek to increase cap and trade revenues to 2 transit programs (1) rail capital and (2) transit operations. This bill is the same as SBX1 8 (Hill).

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Bill #	Author	Description	Status	Position	Comments
ABX1.8 Introduced: 7/16/2015 pdf html	Chiu D (Dist 17)	Diesel sales and use tax. Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Assembly Print	Support	The bill seeks to increase State Transit Assistance funds by increasing the sales tax rate and diesel. This bill is the same as SBX1 7 (Allen).
ABX1.9 Introduced: 8/17/2015 pdf html	Levine D (Dist 10)	Richmond-San Rafael Bridge. Would require the Department of Transportation, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane.	Assembly Print	Watch	This author is addressing a congestion issue afflicting Marin and Contra Costa Counties by mandatory Caltrans to restore a 3rd lane on Richmond bridge.
ABX1.10 Introduced: 8/19/2015 pdf html	Levine D (Dist 10)	Public works: extra compensation. Would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.	Assembly Print	Watch	Would restrict state agencies from providing extra payments to contractors on megainfrastructure projects.
ABX1.13 Introduced: 8/31/2015 pdf html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: streets and highways. This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 50% of the annual proceeds of the Greenhouse Gas Reduction Fund, with 50% of that appropriation to the Department of Transportation for maintenance of the state highway system or for projects that are part of the state highway operation and protection program, and 50% to cities and counties for local street and road purposes.	Assembly Print	Oppose	Continuously appropriates 50% of the annual proceeds of Cap and Trade funds, with 50% to Caltrans for maintenance of the state highway system or for projects that are part of the state highway operation and protection program, and 50% to cities and counties for local street and road purposes. Among other concerns, there is a poor nexus with state highway and local streets and roads maintenance with GHG reduction.

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Bill #	Author	Description	Status	Position	Comments
ABX1 14 Introduced: 8/31/2015 pdf html	Waldron R (Dist 75)	State Highway Operation and Protection Program: local streets and roads: appropriation. Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.	Assembly Print	Watch	Continuously appropriates \$1 billion from the General Fund, with 50% to Caltrans for maintenance of the state highway system or to the State Highway Operation and Protection Program, and 50% to cities and counties by formula for street and road purposes.
ABX1 15 Introduced: 8/31/2015 pdf html	Patterson R (Dist 23)	State Highway Operation and Protection Program: local streets and roads: appropriation. Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the 2015-16 fiscal year, 50% to Caltrans for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to cities and counties by formula for street and road purposes.	Assembly Print	Watch	Reduces the current year \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, 50% to Caltrans for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to cities and counties by formula for street and road purposes.

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Bill #	Author	Description	Status	Position	Comments
<p>ABX1.16 Introduced: 8/31/2015 pdf html</p>	<p>Patterson R (Dist 23)</p>	<p>State highways: transfer to local agencies: pilot program. This bill would require the department to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county. The bill would require the commission to administer and oversee the pilot program, and to select the counties that will participate in the program. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as specified. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>Establishes a pilot program within Caltrans, over a 5-year period, under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. Any cost savings realized by a participating county to be used by the county for other transportation priorities.</p>
<p>ABX1.17 Introduced: 8/31/2015 pdf html</p>	<p>Achadjian R (Dist 35)</p>	<p>Greenhouse Gas Reduction Fund: state highway operation and protection program. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state 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. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.</p>	<p>Assembly Print</p>	<p>Oppose</p>	<p>Continuously appropriates 25% of the annual Cap and Trade proceeds for projects in the state highway operation and protection program. Among other concerns such as wishing to see more cap and trade funds available for transit, this bill is intended to fund state highway rehabilitation and maintenance which has a poor nexus with GHG reduction.</p>

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Bill #	Author	Description	Status	Position	Comments
<p>ABX1 18 Introduced: 8/31/2015 pdf html</p>	<p>Linder R (Dist 60)</p>	<p>Vehicle weight fees: transportation bond debt service. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>Prohibits truck weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>
<p>ABX1 19 Introduced: 8/31/2015 pdf html</p>	<p>Linder R (Dist 60)</p>	<p>California Transportation Commission. Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing 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.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>Excludes the California Transportation Commission from the Transportation Agency and establishes it as an entity in the state government.</p>

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Bill #	Author	Description	Status	Position	Comments
<p>ABX1.20 Introduced: 8/31/2015 pdf html</p>	<p>Gaines R (Dist 6)</p>	<p>State government: elimination of vacant positions: transportation: appropriation. Existing law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate \$685,000,000 from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the state highway operation and protection program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. It would also continuously appropriate \$685,000,000 from the General Fund, with 50% to be made available to Caltrans for maintenance of the state highway system or for purposes of the state highway operation and protection program, and 50% to be made to cities and counties by a specified formula for street and road purposes.</p>
<p>ABX1.21 Introduced: 8/31/2015 pdf html</p>	<p>Olbermole R (Dist 30)</p>	<p>Environmental quality: highway projects. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve 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. CEQA also 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. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. The bill would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>Prohibits a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it finds an imminent threat to health/safety or unforeseen ecological values that would be harmed.</p>

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Bill #	Author	Description	Status	Position	Comments
ACA 4 Amended: 8/17/2014 pdf html	Frazier D (Dist 11)	Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, and county, or special district 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.	Assembly 2 Year	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.
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 2 Year	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 2 Year	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 Chapters: 10/9/2015 pdf html	Beall D (Dist 15)	Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program. Would modify the purpose of the Transit and Intercity Rail Capital Program to delete references to operational investments and instead provide for the funding of transformative capital improvements, as defined, 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.	Senate Chapters	Watch	This bill would alter the focus for Rail and Transit Cap and Trade funds to 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.
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 Inactive File	Support / Seek Amendments	Latest amendments reflect a major new state/local transportation funding bill. It 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., VRF by \$35 and 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.
SB 34 Chapters: 10/6/2015 pdf html	Hill D (Dist 13)	Automated license plate recognition systems: use of data. Would impose specified requirements on an "ALPR operator" as defined, including, among others, maintaining reasonable security procedures and practices to protect ALPR information and implementing a usage and privacy policy with respect to that information, as specified. The bill would impose similar requirements on an "ALPR end-user," as defined. This bill contains other related provisions and other existing laws.	Senate Chapters	Watch	Similar bill introduced in Special Session: SBX1-1 (Beall). The bill is intended to enhance the automated license plate recognition end-user data collection.

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Bill #	Author	Description	Status	Position	Comments
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 Chaptered: 10/9/2015 pdf html	Liu D (Dist 25)	California Transportation Plan. The California Transportation Commission 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.	Senate Chaptered	Watch	The bill seeks an independent review of Caltrans' 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.
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 LA county.

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Bill #	Author	Description	Status	Position	Comments
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 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.
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 2 year	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. A budget trailer bill was approved to accomplish the goals of this bill.
SB 321 Amended: 8/18/2015 pdf html	Beall D (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.	Senate 2 year	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.

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Bill #	Author	Description	Status	Position	Comments
SB 413 Chaptered: 10/7/2015 pdf html	Wreckowski 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 unreasonably loud sound equipment on or in a public transportation system facility or vehicle.	Senate Chaptered	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 clearly does not provide for relief for minors from records.
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 2 year	Watch	Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.
SB 491 Chaptered: 10/2/2015 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.	Senate Chaptered	Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.

San Francisco County Transportation Authority
October 2015

Bill #	Author	Description	Status	Position	Comments
SB 508 Chaptered: 10/9/2015 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.	Senate Chaptered	Watch	Updates decades-old mass transit program efficiency standards. Sponsored by California Transit Association.
SB 516 Chaptered: 10/4/2015 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.	Senate Chaptered	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.
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 2 year	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.

**San Francisco County Transportation Authority
October 2015**

Bill #	Author	Description	Status	Position	Comments
<p>SB 632 Introduced: 2/27/2015 pdf html</p>	<p>Cannella R (Dist 12)</p>	<p>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. 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.</p>	<p>Senate 2 year</p>	<p>Watch</p>	<p>The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.</p>
<p>SB 698 Introduced: 2/27/2015 pdf html</p>	<p>Cannella R (Dist 12)</p>	<p>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.</p>	<p>Senate 2 year</p>	<p>Watch</p>	<p>Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade.</p>
<p>SB 782 Introduced: 2/27/2015 pdf html</p>	<p>Allen D (Dist 26)</p>	<p>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.</p>	<p>Senate 2 year</p>	<p>Watch</p>	<p>This is a spot bill that is intended to streamline state highway relinquishments.</p>

San Francisco County Transportation Authority
October 2015

Bill #	Author	Description	Status	Position	Comments
SBX1.1 Amended: 9/1/2015 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 and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.	Senate Appropriations	Support/ Seek Amendments	Latest amendments reflect a major new state/local transportation funding bill. It 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., VRF by \$70. 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. This bill is similar to SB 16 (Beall).
SBX1.2 Introduced: 6/30/2015 pdf html	Huff R (Dist 29)	Greenhouse Gas Reduction Fund. Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.	Senate Transportation and Infrastructure Development	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 a fuel tax of 10 cents per gallon. The effect of this would be to greatly reduce the amount of revenues available for programs like the Transit Inter-city Rail Capital program in which SFMTA was successful in competing, receiving \$41 million for its Light Rail Vehicle Expansion project.

San Francisco County Transportation Authority
October 2015

Bill #	Author	Description	Status	Position	Comments
SBX1.3 Amended: 8/17/2015 pdf html	Vidak R (Dist 14)	Transportation bonds: highway, street, and road projects. 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 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.	Senate	Oppose	Prohibits new bond sales for High Speed Rail, except for funding of bookend 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 desirable regional projects would be left untouched.
SBX1.4 Amended: 9/4/2015 pdf html	Beall D (Dist 15)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes 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 Conference Committee	Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
SBX1.5 Introduced: 7/7/2015 pdf html	Beall D (Dist 15)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. 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.	Assembly Desk	Watch	Special session spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
SBX1.6 Introduced: 7/13/2015 pdf html	Runner R (Dist 21)	Greenhouse Gas Reduction Fund: transportation expenditures. Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission (CTC) for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.	Senate	Oppose	Redirects cap and trade funds from high speed rail and other transit programs to the CTC for state highways and local roads with a greatly reduced amount for transit.

San Francisco County Transportation Authority
October 2015

Bill #	Author	Description	Status	Position	Comments
SBX1 7 Amended: 9/3/2015 pdf html	Allen D (Dist 26)	Diesel sales and use tax. Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.	Senate Appropriations	Support	The bill seeks to increase transit funds by increasing the diesel sales tax rate. Bill is the same as ABX1 8 (Chiu).
SBX1 8 Introduced: 7/16/2015 pdf html	Hill D (Dist 13)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Senate Appropriations	Support	The bill would increase cap and trade funding dedicated to (1) transit capitol (2) transit operation. Bill is the same as ABX1 7 (Nazarian).
SBX1 9 Introduced: 7/16/2015 pdf html	Moorlach R (Dist 37)	Department of Transportation. Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other current laws.	Senate	Watch	The most prominent element of this bill would be to mandate that Caltrans contract with qualified private entities for architectural and engineering services for a minimum of 50% of the total annual value of these services with respect to public works of improvements undertaken by Caltrans.
SBX1 10 Introduced: 7/16/2015 pdf html	Bates R (Dist 36)	Regional transportation capital improvement funds. Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.	Senate Transportation and Infrastructure Development	Watch	This bill would transfer regional State Transportation Improvement Program (STIP) funds directly to Metropolitan Planning Organizations for allocation to county projects.

San Francisco County Transportation Authority

October 2015

Bill #	Author	Description	Status	Position	Comments
SBX1 11 Amended: 9/4/2015 pdf html	Berryhill R (Dist 8)	Environmental quality: transportation infrastructure. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve 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 exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions.	Senate Transportation and Infrastructure Development	Watch	Broadens current law to provide CEQA exemption for safety and repairs on roadways that is within the road footprint.
SBX1 12 Amended: 8/20/2015 pdf html	Runner R (Dist 21)	California Transportation Commission. Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Senate Appropriations	Watch	Re-establishes independence of CTC from the Transportation Agency.
SBX1 13 Amended: 9/3/2015 pdf html	Vidak R (Dist 14)	Office of the Transportation Inspector General. Would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.	Senate Appropriations	Watch	Creates a new Inspector General office to oversee effectiveness of Caltrans and High Speed Rail Authority.
SBX1 14 Introduced: 7/16/2015 pdf html	Cannella R (Dist 12)	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. 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.	Senate Transportation and Infrastructure Development	Support	Extends current public private partnership law indefinitely. Similar to AB 1265 (Perea) and ABX1 2 (Perea).

San Francisco County Transportation Authority
October 2015

Bill #	Author	Description	Status	Position	Comments
SCA 5 Amended: 7/16/2015 pdf html	Hancock D (Dist 9)	Local government finance. Would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used 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.	Senate Governance & Finance	Support	Would specify that the voter approval requirement is 55% for local government special taxes.
SCAX1 1 Introduced: 6/19/2015 pdf html	Huff R (Dist 29)	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.	Senate Appropriations	Support	Intended to protect new revenues generated by new transportation taxes or fees.

Total Measures: 111

Total Tracking Forms: 111



Memorandum

Date: 10.21.15

RE: Citizens Advisory Committee
October 28, 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 2 Proposal

Summary

The Metropolitan Transportation Commission's (MTC's) One Bay Area Grant (OBAG) program directs federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funding to projects and programs that support the transportation and land use goals of Plan Bay Area, the region's Regional Transportation Plan/Sustainable Communities Strategy. OBAG is comprised of regional programs administered by MTC and local formula-based programs administered by the Congestion Management Agencies (CMAs), e.g. the Transportation Authority for San Francisco. MTC adopted the OBAG Cycle 1 framework in May 2012. Since we are nearing the end of the 5-year program MTC recently released a draft proposal for how to distribute OBAG Cycle 2 funds for Fiscal Years 2017/18 – 2021/22 (see Attachment 1). The current proposal would maintain the structure of the OBAG Cycle 1 program, adjust program shares to reflect a lower revenue estimate, and make other revisions. We propose to continue our strong support for the overall OBAG program, and for the following Cycle 2-specific points, we propose to: 1) support additional incentives for producing (vs. planning for) housing, in particular affordable housing as proposed by MTC staff; 2) support efforts to use OBAG to address displacement issues in a meaningful way; and 3) ask MTC to take a more transparent and inclusive approach for its regional operations programs, in particular freeway-related programs. These objectives are consistent with our draft Plan Bay Area advocacy goals and objectives, which were acted on by the CAC at the September 30 CAC meeting. We will continue to work with our partner agencies, other San Francisco stakeholders, Bay Area CMAs, and MTC staff to advance our OBAG advocacy as MTC works to refine its proposal through its intended adoption in November 2015. We are seeking input from the Citizens Advisory Committee. This item was continued from the September 30, 2015 CAC meeting due to time constraints.

BACKGROUND

In May 2012, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Program (OBAG) Cycle 1 framework (Fiscal Year (FY) 2012/13 to 2015/16) for programming federal Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funds. This was the first effort to better integrate the region's transportation program with California's climate law and the Plan Bay Area, the region's Regional Transportation Plan/Sustainable Communities Strategy (SCS). OBAG Cycle 1 established funding commitments and policies for various regional and county programs to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and that have historically produced housing. It also promoted transportation investments in Priority Development Areas (PDAs) and increased programming

flexibility for local agencies.

Through the OBAG Cycle 1 County Program the Transportation Authority programmed \$38.8 million (11.7% share of the regional County Program) for CMA Planning activities and seven competitively selected projects. We presented a status update on the OBAG Cycle 1 projects at the September 2 CAC meeting.

DISCUSSION

The purpose of this memorandum is to provide an overview of MTC's latest OBAG Cycle 2 draft proposal, to outline our proposed advocacy as MTC works toward adoption of the Cycle 2 proposal in November 2015, and to seek input from the Citizens Advisory Committee (CAC). In October 2015, MTC brought its revised draft OBAG Cycle 2 framework (FYs 2017/18 to 2021/22) to its Partnership Board. Page 6 of MTC's memo (Attachment 1) provides a table that compares Cycle 1 and 2 by each constituent program. MTC's proposal carries forward the major features of OBAG Cycle 1 and proposes minor refinements as highlighted in sections below.

The OBAG program as a whole faces a 4% decline in revenues (from \$827 million to \$790 million for the five year grant cycle) due to federal budgetary constraints. Consequently, MTC staff is not recommending any new programs and has proposed to either maintain or reduce funding levels for existing programs, with the exception of funding modest increases for regional planning activities (to account for escalation) and for the Priority Conservation Area (PCA) grant program. In general, MTC has made an effort to share the pain of the revenue cuts among local and regional categories and to provide additional flexibility to CMAs by consolidating locally managed programs into the County Program.

As the OBAG framework translates Plan Bay Area's long-range targets and priorities into specific funding recommendations, our OBAG advocacy (detailed below) reflects our proposed San Francisco's goals and objectives for Plan Bay Area 2040, which was acted on by the CAC at the September 30 meeting.

1. **Adjust the OBAG County Program formula to reward counties that produced (versus just planned) a greater share of housing, especially affordable housing.** MTC staff is recommending changing the County Program formula to give more weight to past housing production and affordable housing share. The latest iterations of the modified formula would increase San Francisco's share of the overall OBAG County Program from 11.7% to 12.3~13.4% and make San Francisco the only county seeing an increase in funding between cycles under all proposed options (from \$43.52 million to \$43.54~47.44million) despite the reduction in total OBAG program-wide funding, reflecting San Francisco's excellent housing production record, including affordable housing, between 2007 and 2014. MTC staff is developing other potential formula options in response to commissioner direction, but they generally all move in a direction that benefits San Francisco (see MTC's attachment 2 within the memo attachment for different options).

This seems to be the most controversial of the changes MTC is proposing. North Bay CMAs disagree with the proposed formula as they feel penalized for having to bear the disproportionately negative impact of the recent recession on their housing production and argue that their county shares should remain at the same level as prior cycles. At the other end of the spectrum, advocates have expressed a desire to see even a stronger link between housing production and the distribution of County Program funds. MTC has attempted to address their concerns by adding pre-recession years (1999-2006) to the housing production period while giving a greater weight to the housing

production in more recent years (2007-2014), as reflected in the currently proposed formula. We believe MTC's adjustment strikes an appropriate balance among each party's needs.

2. **Link OBAG funding to affordable housing and anti-displacement policies, as appropriate.** Displacement and housing affordability are the focus of planning and policy discussions across the region. Some MTC Commissioners and advocates have expressed a desire to link OBAG Cycle 2 County Program funds to anti-displacement policies and programs, similar to the OBAG Cycle 1's conditioning of funding on local jurisdictions' adoption of a Complete Streets policy. We have also heard suggestions of using Regional PDA Planning funds to support anti-displacement planning and policy work. We support using transportation funding to leverage the adoption of anti-displacement and affordable housing policies, but encourage that it be done thoughtfully given limited OBAG revenues (federal fund projections are on the decline) and because such a proposal would need to work in the varied communities throughout the region to gain support at MTC. For example, representatives of less urban areas have expressed concern that anti-displacement policies that are appropriate for a city like San Francisco are less relevant for smaller jurisdictions and/or places still dealing with significant numbers of foreclosures. A potential "tool box" of policies and programs would need to be able to be adaptable to the diverse communities in the Bay Area.
3. **Develop a transparent and inclusive Regional Operations Program to address operations needs across the region, including San Francisco.** MTC has assigned almost 40% of regional programming capacity to the Regional Operations Program, which includes the Freeway Performance Initiative, Transportation Management System, and a few regionwide coordination efforts (e.g. Incident Management, 511 and Rideshare). However, it is unclear how projects will be prioritized for funding within these subprograms. For Cycle 2, we ask MTC to make the project selection process more transparent and inclusive, and share a clear scope, schedule and objectives for the subprograms. In addition to increasing transparency, MTC should seek local input as early in the process as possible. Lastly, we encourage MTC to pursue a multi-modal approach to solving freeway capacity issues and consider funding an express bus network as part of this category.
4. **Prioritize the Transit Priorities Program for any additional federal revenues.** This program includes the Transit Capital Priorities and Transit Performance Initiatives programs – both of which provided significant support for San Francisco's transit operators in Cycle 1 - as well as Clipper and BART cars. Funding for the Transit Priorities Program is proposed to decrease from \$201 million to \$189 million in OBAG 2 due to the declining federal revenue forecasts. Given the importance of investing in transit state of good repair and core capacity improvements to support the goal of focusing growth in PDAs, we would like MTC to prioritize these programs for any additional revenue the region secures over the OBAG Cycle 2 period.

Next Steps: Until MTC Commission's approval in November 2015 we will continue to work with our partner agencies, San Francisco stakeholders, other CMAs, and MTC staff to advance San Francisco's OBAG objectives, which we believe present a balanced approach to strengthen the impact of this important program. Our input is still quite relevant as we expect MTC staff and the Commission to refine the proposal before it is approved. Once MTC has approved the OBAG 2 proposal, we will release a call for projects for San Francisco's County Program share of funding, likely in early to mid-2016.

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachment:

1. OBAG Cycle 2 Proposal to MTC's Partnership Board, October 9, 2015

As presented to the Partnership Board on October 9, 2015



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Memorandum

TO: Bay Area Partnership Board

DATE: October 2, 2015

FR: Anne Richman, Director, Programming and Allocations

RE: One Bay Area Grant Program Cycle 2 Proposal

Background

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution No. 4035) to better integrate the region's discretionary federal highway funding program with California's climate statutes and the Sustainable Communities Strategy (SCS). OBAG 1 supported *Plan Bay Area*, the region's Regional Transportation Plan / SCS, by incorporating the following program features:

- Targeting project investments into Priority Development Areas (PDA);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCA);
- Providing a larger and more flexible funding pot to the county-level Congestion Management Agencies (CMAs) to deliver transportation projects in categories such as transportation for livable communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SRTS).

The successful outcomes of this program are outlined in the "One Bay Area Grant Report Card," which was presented to the MTC Planning Committee in February 2014 (http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf).

With only two years remaining of the OBAG 1 cycle (FY2015-16 and FY2016-17), preparations are well underway for the development and implementation of the next round of OBAG. Commission consideration of the OBAG 2 program proposal is anticipated at the November meeting.

Recommendations

Considering the positive results achieved to date in OBAG 1, staff recommends only minor revisions for OBAG 2. Listed below are principles that have guided the proposed program revisions:

1. Maintain Realistic Revenue Assumptions:

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In recent years, the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) have resulted in decreases that were not anticipated when OBAG 1 was developed. For OBAG 2, a 2% annual escalation rate above current federal

revenues is assumed, consistent with the mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2% escalation, revenues for OBAG 2 are 4% less than revenues for OBAG 1, due to the projections of OBAG 1 being higher than actual revenues, and the fact that OBAG 1 included Transportation Enhancement (TE) funds which are no longer available to be included in OBAG 2.

2. Support Existing Programs and maintain Regional Commitments while Recognizing Revenue Constraints:

The OBAG Program as a whole is expected to face declining revenues from \$827 million in OBAG 1 to \$790 million in OBAG 2. Therefore, staff recommends no new programs and to strike a balance among the various transportation needs supported in OBAG 1.

- a. The regional pot of funding decreases by 4%. With the exception of regional planning activities (that grows to account for escalation) and the Priority Conservation Area (PCA) program (that receives additional funds redirected from an OBAG 1 project), all other funding programs are either maintained at or decreased from their OBAG 1 funding levels.
- b. The OBAG 2 county program decreases by 4%. As compared to the county program under OBAG 1, largely the same planning and project type activities are proposed to be eligible under OBAG 2.

The proposed OBAG 2 funding levels for the regional and county programs are presented in Table 1 below. See Attachment 1 for more details on these programs and a comparison with the OBAG 1 fund cycle.

Table 1. OBAG 2 Funding Proposal

OBAG 2 Programs	OBAG 2 Proposed Funding (million \$, rounded)
Regional Planning Activities	\$10
Pavement Management Program	\$9
Regional Priority Development Area (PDA) Planning	\$20
Climate Change Initiatives	\$22
Priority Conservation Area (PCA) Program	\$16
Regional Active Operational Management	\$170
Regional Transit Priorities	\$189
County CMA Program	\$354
OBAG 2 Total	\$790

- 3. Support the Plan Bay Area's Sustainable Communities Strategy (SCS) by Linking OBAG Funding to Regional Housing Needs Allocation (RHNA), Housing Production, Affordable Housing, and Smart Growth Goals:** OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs). A few changes are proposed for OBAG 2, to further improve upon the policies that have worked well in OBAG 1 (see also Attachments 2 and 3).

- a. PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.
- b. PDA Investment Growth Strategies should play a strong role in guiding the County CMA project selection and be aligned with the Plan Bay Area update cycle.
- c. Three alternatives are under consideration for the county OBAG 2 distribution formula in response to a Commission request at the July Programming and Allocations Committee meeting (see Table 2).

Table 2. OBAG Distribution Factor Alternatives

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 <i>Affordable Housing</i>	50%	30%	20%	60%
OBAG 2 <i>Affordable + Moderate</i>	50%	30%	20%	60%*
OBAG 2 <i>Housing Production</i>	50%	50%	0%	60%

*Includes moderate as well as low and very low income levels for RHNA and housing production.

Also, the distribution formula is proposed to be based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%) in order to mitigate the effect of the recent recession and major swings in housing permit approvals (see Table 3).

Table 3. Housing Production Trends

County	Total Housing Production ¹			
	1999-2006		2007-2014	
Alameda	33,697	15.9%	19,615	15.9%
Contra Costa	47,956	22.6%	16,800	13.6%
Marin	5,772	2.7%	1,543	1.3%
Napa	5,245	2.5%	1,434	1.2%
San Francisco	17,439	8.2%	20,103	16.3%
San Mateo	10,289	4.9%	8,169	6.6%
Santa Clara	52,018	24.5%	44,823	36.4%
Solano	18,572	8.8%	4,972	4.0%
Sonoma	20,971	9.9%	5,639	4.6%
Totals	211,959	100.0%	123,098	100.0%

¹ OBAG 1 total housing production numbers were based on the number of permits issued from 1999-2006. OBAG 2 total housing production numbers are based on the number of permits issued over a longer period from 1999-2006 (weighted 30%) and from 2007-2014 (weighted 70%) and have not been capped to RHNA allocations.

The resulting alternative county distribution formulas are presented in Attachment 2.

4. Continue Flexibility and Local Transportation Investment Decision Making:

OBAG 2 continues to provide the discretion and the same base share of the funding pot (40%) to the CMAs for local decision-making. Also, two previously regional programs, Safe Routes to Schools and the Federal-Aid Secondary (rural roads) programs, have been consolidated into the county program with funding targets to ensure that these programs continue to be funded at specified levels.

5. Cultivate Linkages with Local Land-Use Planning:

As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as part of OBAG 2 and as separately required by state law (see Attachment 3).

Complete Streets Requirements

Jurisdictions have two options for demonstrating complete streets compliance, which must be met by January 31, 2016:

- a. Adopt a Complete Streets Resolution incorporating MTC's nine required complete streets elements; or
- b. Adopt a significant revision to the circulation element of a General Plan after January 1, 2011 that complies with the California Complete Streets Act of 2008.

Housing Element Requirements

Jurisdictions must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Furthermore, under state statute, applicable jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. Jurisdictions receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk de-programming of OBAG 2 funding.

6. Continue Transparency and Outreach to the Public Throughout the Project Selection Process:

CMAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG 2. Each CMA will develop a memorandum addressing outreach, coordination and Title VI civil rights compliance.

Outreach and OBAG 2 Development Schedule

To date, MTC staff has made presentations on the OBAG 2 framework to the Policy Advisory Council, Programming and Allocations Committee, the Partnership Technical Advisory Committee and associated working groups. Comments received to date have been reviewed and revisions have been made to the proposal as a result of this stakeholder feedback. Comment letters and summarized stakeholder feedback have been posted at <http://www.mtc.ca.gov/funding/obag2/>.

The final OBAG 2 program is anticipated to be presented to the Commission in November for adoption, which will subsequently kick off the CMAs' project solicitation process. Commission approval of OBAG 2 regional programs and CMA project submittals is anticipated for December 2016 (see Attachment 4 for full schedule).

Other Noted Program Revisions

Regional Safe Routes to School (SRTS) Program: In December 2014, the Committee approved adding a fifth-year (FY 2016-17) to OBAG 1 in order to address program shortfalls due to lower than expected apportionments. After closing those shortfalls, the balance was directed to continue time-critical operations and planning programs at lower levels than prior years. A number of committee members expressed interest in restoring funding up to the SRTS annual funding level of \$5 million. Staff has identified cost savings from prior cycles of federal funding, and is seeking consensus from the Committee to increase FY2016-17 SRTS funding from \$2.7 million to \$5.0 million. Staff will bring back the programming action to the Commission in November. For OBAG 2, recommended funding levels for the program are \$5 million per year (\$25 million total).

Available OBAG 1 Funding from Bikeshare Program: With the transition of the Bikeshare program to a public-private partnership model, \$6.4 million in OBAG 1 funds that were programmed to Bikeshare are now available for reprogramming. Staff proposes to augment the PCA program, providing an additional \$3.2 million each to the North Bay and Regional programs. The revised PCA program total of \$16 million is 60% higher than OBAG 1 funding levels – the only category proposed for such significant growth in OBAG 2.

MTC staff invites discussion and direction on any remaining issues as the OBAG 2 programming policies and procedures are being finalized.



Anne Richman

OBAG 2 Program Considerations		OBAG 1	OBAG 2
Regional Programs			(millions)
1. Regional Planning Activities			
<ul style="list-style-type: none"> Continue regional planning activities for ABAG, BCDC and MTC with 2.0% annual escalation from final year of OBAG 1 	\$8	\$10	
2. Pavement Management Program			
<ul style="list-style-type: none"> Maintain PMP implementation and PTAP at OBAG 1 funding level 	\$9	\$9	
3. PDA Planning and Implementation			
<ul style="list-style-type: none"> Maintain Regional PDA/TOD Planning and Implementation at OBAG 1 levels Focus on cities with high risk of displacement 	\$20	\$20	
4. Climate Initiatives Program			
Continue climate initiatives program to implement the SCS	\$22	\$22	
5. Priority Conservation Area (PCA)			
<ul style="list-style-type: none"> Increase OBAG 1 Programs: \$8M North Bay & \$8M Regional Program for the five southern counties and managed with the State Coastal Conservancy \$6.4M redirected from OBAG 1 regional bicycle sharing savings. Reduce match requirement from 3:1 to 2:1. MTC funding to be federal funds. Support State Coastal Conservancy to use Cap and Trade and other funds as potential fund source for federally ineligible projects. Regional Advance Mitigation Program (RAMP) activities eligible for funding 	\$10	\$16	
6. Regional Operations			
<ul style="list-style-type: none"> Freeway Performance Initiatives, Incident Management, Transportation Management System, 511, Rideshare Focus on partnerships for implementation, key corridor investments, and challenge grant to leverage funding 	\$184	\$170	
7. Transit Priorities Program			
<ul style="list-style-type: none"> BART Car Phase 1 Clipper Next Generation System Transit Capital Priorities (TCP), Transit Performance Initiatives (TPI) 	\$201	\$189	
	\$454	\$436	
Local Programs			
❖ Local PDA Planning			
Eliminate Local PDA Planning as a separate program. <ul style="list-style-type: none"> PDA planning eligible under County program. 	\$20	-	
❖ Safe Routes to School (SRTS)			
Managed by CMAs. Provide Safe Routes To School grants to local jurisdictions. <ul style="list-style-type: none"> Maintain Safe Routes to School – Add to county shares. Use FY 2013-14 K-12 school enrollment formula \$25M minimum not subject to PDA investment requirements. Counties may opt out if they have their own county SRTS program 	\$25	-	
❖ County Federal-Aid Secondary (FAS)			
Managed by CMAs. Provide FAS funding to Counties. <ul style="list-style-type: none"> Fully fund county FAS requirement (\$2.5 M per year). Funding not included in OBAG 1 because FAS requirement had been previously satisfied. \$13M guaranteed minimum not subject to PDA investment requirements 	-	-	
	\$45	-	
County CMA Programs			
❖ County CMA Program			
<ul style="list-style-type: none"> Local PDA Planning optional through CMA County OBAG Program SRTS included in County OBAG program (use K-12 school enrollment formula) FAS included in County OBAG program (use FAS formula) Adjustment to ensure county planning is no more than 50% of total amount CMA Planning Base with 2.0% annual escalation from final year of OBAG 1 County CMA 40% of base OBAG program (not including CMA Planning Base) 	-	-	
	-	\$25	
	-	\$13	
	-	\$1	
	\$36	\$39	
	\$291	\$276	
	\$327	\$354	
Program Total	\$827	\$790	

Attachment 2

OBAG 2 STP/CMAQ County Final Distribution October 8, 2015

Option	Weighting within RHNA and Housing Production			
	Population	Housing RHNA	Housing Production	Very Low + Low Income RHNA and Housing Production
OBAG 1 Distribution	50%	25%	25%	50%
OBAG 2 Affordable Housing	50%	20%	30%	40%
OBAG 2 Affordable + Moderate	50%	20%	30%	40%
OBAG 2 Production Housing Only	50%	0%	50%	40%

Final county distribution includes SRTS & FAS and adjusted so a county CMA's base planning is no more than 50% of total

	1				2		3		4	
	Population 2014	OBAG 1	Affordable	OBAG 1	Affordable	Affordable+Moderate	Affordable+Moderate	Production Only	Production Only	
OBAG Cycle		OBAG 1	OBAG 2	OBAG 2	OBAG 2	OBAG 2	OBAG 2	OBAG 2	OBAG 2	
Adjustments		Final Distribution	Final Distribution	Final Distribution	Final Distribution	Final Distribution	Final Distribution	Final Distribution	Final Distribution	
Scenario		Draft RHNA	Affordable	Affordable	Affordable	Affordable+Moderate	Affordable+Moderate	No RHNA	No RHNA	
RHNA Years (2007-2014)		1999-2006 (Capped)	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	
Housing Production - 1999-2006		-	70%	70%	70%	70%	70%	70%	70%	
Housing Production - 2007-2014										
Housing Affordability										
Alameda	21.2%	19.7%	20.1%	19.8%	19.2%	19.2%	19.2%	19.2%	19.2%	
Contra Costa	14.6%	14.2%	13.7%	14.7%	14.1%	14.1%	14.1%	14.1%	14.1%	
Marin	3.4%	3.3%	2.8%	2.8%	3.0%	3.0%	3.0%	3.0%	3.0%	
Napa	1.9%	2.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	
San Francisco	11.3%	11.7%	12.9%	12.3%	13.4%	13.4%	13.4%	13.4%	13.4%	
San Mateo	10.0%	8.4%	8.5%	8.5%	7.9%	7.9%	7.9%	7.9%	7.9%	
Santa Clara	25.2%	27.2%	27.7%	27.1%	27.3%	27.3%	27.3%	27.3%	27.3%	
Solano	5.7%	5.9%	5.2%	5.5%	5.4%	5.4%	5.4%	5.4%	5.4%	
Sonoma	6.6%	7.2%	7.1%	7.2%	7.7%	7.7%	7.7%	7.7%	7.7%	

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- 1: OBAG1 final distribution after applying adjustments and SRTS & FAS categories
- 2: Affordable Housing Production Weighted - Proposed Distribution
- 3: Affordable AND Moderate Production Housing Weighted - Proposed Distribution
- 4: Affordable Housing Production Only - Proposed Distribution

NOTE: Figures have changed since initial July proposal due to updated housing data and changing 1999-2006 from capped to uncapped

OBAG 2 County Program Considerations

❖ County Generation Formula

- Continue existing PDA investment targets of 50% for North Bay counties and 70% for all others.
- Consider housing production over a longer time frame, between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%).
- Adjust the county generation formula. Three alternatives are under consideration for the distribution formula:

OBAG Distribution Factor Alternatives

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 <i>Affordable Housing</i>	50%	30%	20%	60%
OBAG 2 <i>Affordable + Moderate</i>	50%	30%	20%	60%*
OBAG 2 <i>Housing Production</i>	50%	50%	0%	60%

*Includes moderate as well as low and very low income levels for RHNA and housing production.

❖ Housing Element

- Housing element certified by California Department of Housing and Community Development (HCD) by May 31, 2015.
- Annual report on housing element compliance.

Missed Deadline for Certified Housing Element

Jurisdiction	County
Fairfax	Marin
Half Moon Bay	San Mateo
Monte Sereno	Santa Clara
Dixon	Solano

❖ General Plan Complete Streets Act Update Requirements

- For OBAG 1, jurisdictions are required to have either a complete streets policy resolution **or** a general plan that complies with the Complete Streets act of 2008 by January 31, 2013.
- For OBAG 2, jurisdictions are required to have either a complete street policy resolution **or** a circulation element of the general plan updated after January 1, 2011 that complies with the Complete Streets Act of 2008. The deadline for compliance with this requirement is January 31, 2016. This modified approach focuses on the local complete streets resolution while acknowledging the jurisdictions that have moved forward with an updated circulation element in good faith of the requirements anticipated for OBAG 2.

❖ PDA Investment and Growth Strategy

- Currently, OBAG 1 requires an annual update of the PDA investment and growth strategy. For OBAG 2, updates are required every four years with an interim status report after two years. The update would be coordinated with the countywide plan updates to inform Regional Transportation Plan (RTP) development decisions. The interim report addresses needed revisions and provides an activity and progress status.

❖ Public Participation

- Continue using the Congestion Management Agency (CMA) self-certification approach and alter documentation submittal requirements to require a CMA memorandum encompassing three areas: public outreach, agency coordination and Title VI.

❖ Other

- BAAQMD "Healthy Places" type considerations allowed, but not required.

OBAG 2 Tentative Development Schedule	
May-June 2015	
<ul style="list-style-type: none"> • Outreach <ul style="list-style-type: none"> • Refine proposal with Bay Area Partnership and interested stakeholders • Policy Advisory Council / ABAG 	
July 2015	
<ul style="list-style-type: none"> • Present Approach to Programming and Allocation Committee (PAC) <ul style="list-style-type: none"> • Outline principles and programs for OBAG 2 • Approve complete streets requirement 	
July-October 2015	
<ul style="list-style-type: none"> • Outreach <ul style="list-style-type: none"> • Finalize guidance with Bay Area Partnership and interested stakeholders 	
November 2015	
<ul style="list-style-type: none"> • Commission Approval of OBAG 2 Procedures <ul style="list-style-type: none"> • November Programming & Allocations Committee (PAC) and Policy Advisory Council • Commission approval of OBAG 2 procedures & guidance 	
December 2015 - September 2016	
<ul style="list-style-type: none"> • CMA Call for Projects <ul style="list-style-type: none"> • CMAs develop county programs and issue call for projects • CMA project selection process • County OBAG 2 projects due to MTC (September 2016) 	
December 2016	
<ul style="list-style-type: none"> • Commission Approval of OBAG 2 Projects <ul style="list-style-type: none"> • Staff review of CMA project submittals • Commission approves regional programs & county projects 	<p>NOTE: 2017 TIP Update: December 2016</p>
February 2017	
<ul style="list-style-type: none"> • Federal TIP <ul style="list-style-type: none"> • TIP amendment approval 	
October 2017	
<ul style="list-style-type: none"> • First year of OBAG 2 (FY 2017-18) <ul style="list-style-type: none"> • On-going planning and non-infrastructure projects have access to funding 	<p>NOTE: Plan Bay Area Update: Summer 2017</p>
October 2018	
<ul style="list-style-type: none"> • Second year of OBAG 2 (FY 2018-19) <ul style="list-style-type: none"> • Capital projects have access to funding 	

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