



Memorandum

Date: 03.17.16

RE: Citizens Advisory Committee
March 23, 2016

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2015/16 Budget to Decrease Revenues by \$3,616,773 and Increase Expenditures by \$23,347,827 for a Total Net Decrease in Fund Balance of \$26,964,600

Summary

Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2015, through Resolution 15-60, the Transportation Authority adopted the Fiscal Year (FY) 2015/16 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2015/16 Budget. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2015/16 Budget be amended as shown in Attachment A.

BACKGROUND

In June 2015, through approval of Resolution 15-60, the Transportation Authority adopted the Fiscal Year (FY) 2015/16 Annual Budget and Work Program. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous year. The budget revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original budget approval, and adjust for unforeseen expenditures. Also at that time, revenue projections and expenditure line items are revised to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

DISCUSSION

The purpose of this memorandum is to brief the Citizens Advisory Committee on the proposed FY 2015/16 budget revisions and to seek a motion of support for adoption of an amended budget. The budget revision reflects a decrease of \$3,616,773 in revenues and increase of \$23,347,827 in expenditures for a total net decrease of \$26,964,600 in fund balance. These revisions include carryover expenditures from the prior period. The effect of the amendment on the adopted FY 2015/16 Budget (in the aggregate line item format specified in the Transportation Authority's Fiscal Policy) is shown in Attachments A and B. The detailed budget explanations by line item are included in Attachment C.

Revenue and expenditure revisions are related to several capital project costs, administrative operating costs, and debt service reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, Transportation Fund For Clean Air Program, Vehicle Registration Fee for Transportation Improvements Program (Prop AA) and Treasure Island Mobility Management Agency Program and impacted the following projects: Interstate 80/Yerba Buena Island Ramps Interchange Improvement and Bridge Structures projects; Geary Corridor Bus Rapid Transit Project; I-280 Balboa Park Interchange Modifications Initiation Phase; Bay Area Rapid Transit Travel Incentives Program, eFleet Carsharing Electrified project; 19th Avenue/M-Ocean View Project Pre-Environmental Study Phase; San Francisco Long-Range Transportation Planning Program; Phase 2 of the Late Night Transportation Plan; Geneva-Harney BRT Feasibility Study; Treasure Island Mobility Management Agency; Travel Demand Modeling Assistance; Transit Reliability Research study; Lombard Street Corridor (US 101); Bayview Moves Van Sharing Pilot study; Alemany Interchange Improvement Study; San Francisco Freeway Corridor Management Study; and other revenues and expenditures need to be updated from the original estimates contained in the adopted FY 2015/16 budget.

We propose that the adopted FY 2015/16 Budget be amended as shown in Attachment A.

ALTERNATIVES

1. Adopt a motion of support for amendment of the adopted FY 2015/16 budget to decrease revenues by \$3,616,773, increase expenditures by \$23,347,827 for a total net decrease in fund balance of \$26,964,600, as requested.
2. Adopt a motion of support for amendment of the adopted FY 2015/16 budget to decrease revenues by \$3,616,773, increase expenditures by \$23,347,827 for a total net decrease in fund balance of \$26,964,600, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

If approved, the proposed amendment to the FY 2015/16 Budget would decrease \$3,616,773 in revenues and increase \$23,347,827 in expenditures for a net decrease of \$26,964,600 in fund balance as described above.

RECOMMENDATION

Adopt a motion of support for amendment of the adopted FY 2015/16 budget to decrease revenues by \$3,616,773, increase expenditures by \$23,347,827 for a total net decrease in fund balance of \$26,964,600.

Attachments (3):

- A. Proposed Fiscal Year 2015/16 Budget Amendment
- B. Proposed Fiscal Year 2015/16 Budget Amendment Line Item Detail
- C. Fiscal Year 2015/16 Budget Amendment Explanations

San Francisco County Transportation Authority
Attachment A
Proposed Fiscal Year 2015/16 Budget Amendment



Proposed Budget Amendment by Fund

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Amendment Fiscal Year 2015/16	Increase/ (Decrease)	Adopted Budget Fiscal Year 2015/16
Revenues:								
Sales Tax Revenues	\$ 101,293,575	\$ -	\$ -	\$ -	\$ -	\$ 101,293,575	\$ -	\$ 101,293,575
Vehicle Registration Fee	-	-	-	4,776,540	-	4,776,540	-	4,776,540
Interest Income	328,196	-	2,140	4,370	-	334,706	-	334,706
Federal/State/Regional Revenues	75,000,000	28,191,276	772,398	-	750,000	104,713,674	(749,940)	105,463,614
Other Revenues	47,384	1,873	-	-	-	49,257	(2,866,833)	2,916,090
Total Revenues	176,669,155	28,193,149	774,538	4,780,910	750,000	211,167,752	(3,616,773)	214,784,525
Expenditures:								
Capital Project Costs	222,147,229	29,582,343	1,225,593	7,112,584	492,444	260,560,193	19,190,710	241,369,483
Administrative Operating Costs	6,600,863	2,207,457	38,515	228,830	357,022	9,432,687	(518,856)	9,951,543
Debt Service	20,960,000	-	-	-	-	20,960,000	(800,000)	21,760,000
Prior Year Expenditure Carryover	281,637	5,089,500	-	-	104,836	5,475,973	5,475,973	-
Total Expenditures	249,989,729	36,879,300	1,264,108	7,341,414	954,302	296,428,853	23,347,827	273,081,026
Other Financing Sources (Uses):	(8,890,453)	8,686,151	-	-	204,302	-	-	-
Net Change in Fund Balance	\$ (82,211,027)	\$ -	\$ (489,570)	\$ (2,560,504)	\$ -	\$ (85,261,101)	\$ (26,964,600)	\$ (58,296,501)
Budgetary Fund Balance, as of July 1	\$ 99,592,152	\$ -	\$ 1,107,504	\$ 7,311,391	\$ -	\$ 108,011,047	N/A	\$ (82,359,986)
Budgetary Fund Balance, as of June 30	\$ 17,381,125	\$ -	\$ 617,934	\$ 4,750,887	\$ -	\$ 22,749,946	N/A	\$ (140,656,487)

San Francisco County Transportation Authority
Attachment B
Proposed Fiscal Year 2015/16 Budget Amendment
Line Item Detail



Proposed Budget Amendment by Fund

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Amendment Fiscal Year 2015/16	Increase/ (Decrease)	Adopted Budget Fiscal Year 2015/16
Revenues:								
Sales Tax Revenues	\$ 101,293,575	\$ -	\$ -	\$ -	\$ -	\$ 101,293,575	\$ -	\$ 101,293,575
Vehicle Registration Fee	-	-	-	4,776,540	-	4,776,540	-	4,776,540
Interest Income	328,196	-	2,140	4,370	-	334,706	-	334,706
Federal/State/Regional Revenues								
Federal BART Travel Incentives Program	-	278,400	-	-	-	278,400	278,400	-
Federal CMAQ Program: eFleet Carsharing Electrified Project	-	110,962	-	-	-	110,962	(256,661)	367,623
Federal FHWA Transit Reliability Research	-	41,500	-	-	-	41,500	41,500	-
Federal Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement Project	-	20,875,671	-	-	-	20,875,671	(2,354,435)	23,230,106
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures	-	1,934,656	-	-	-	1,934,656	1,352,129	582,527
Federal San Francisco Freeway Performance Initiative Study	-	278,048	-	-	-	278,048	59,048	219,000
Federal Strategic Highway Research Program	-	123,947	-	-	-	123,947	-	123,947
Federal Surface Transportation Program 3% Revenue	-	911,683	-	-	-	911,683	(343,424)	1,255,107
State Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	2,704,665	-	-	-	2,704,665	(305,042)	3,009,707
Regional Agency Contributions - Model Service Bureau	-	85,964	-	-	-	85,964	85,964	-
Regional BART - Travel Incentives Program	-	53,800	-	-	-	53,800	53,800	-
Regional Golden Gate Bridge, Highway and Transportation District - Presidio Parkway	75,000,000	-	-	-	-	75,000,000	-	75,000,000
Regional San Francisco (OEWD) - Late Night Transportation	-	125,000	-	-	-	125,000	125,000	-
Regional San Francisco (Planning) - Long-Range Transportation Planning Program	-	179,588	-	-	-	179,588	179,588	-
Regional San Francisco (Planning, SFMTA) - Travel Demand Modeling Assistance	-	200,000	-	-	-	200,000	-	200,000
Regional San Francisco (SFMTA) - 19th Avenue M-Ocean View	-	287,392	-	-	-	287,392	234,193	53,199
Regional TIDA - Treasure Island Mobility Management Agency	-	-	-	-	750,000	750,000	100,000	650,000
Regional Vehicle Registration Fee Revenues (TFCA)	-	-	772,398	-	-	772,398	-	772,398
Other Revenues								
Local Match: City CarShare eFleet Carsharing Electrified	-	1,873	-	-	-	1,873	(4,337)	6,210
San Francisco Dept of Environment - Bicycle Racks/Shower Facilities	2,000	-	-	-	-	2,000	-	2,000
Sublease of Office Space	45,384	-	-	-	-	45,384	-	45,384
TIDA Loan Reimbursement - YBI Interchange Improvement Project	-	-	-	-	-	-	(2,862,496)	2,862,496
Total Revenues	176,669,155	28,193,149	774,538	4,780,910	750,000	211,167,752	(3,616,773)	214,784,525

San Francisco County Transportation Authority
Attachment B
Proposed Fiscal Year 2015/16 Budget Amendment
Line Item Detail



Proposed Budget Amendment by Fund

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Amendment Fiscal Year 2015/16	Increase/ (Decrease)	Adopted Budget Fiscal Year 2015/16
Expenditures:								
Capital Project Costs								
Individual Project Grants, Programs & Initiatives	145,000,000	-	1,225,593	7,087,584	-	153,313,177	18,003,626	135,309,551
Technical Professional Services	77,147,229	29,582,343	-	25,000	492,444	107,247,016	1,187,084	106,059,932
Administrative Operating Costs								
Personnel Expenditures								
Salaries	2,852,566	1,454,011	26,190	104,194	203,294	4,640,255	-	4,640,255
Fringe Benefits	1,337,762	684,240	12,325	49,032	98,228	2,181,587	-	2,181,587
Pay for Performance	194,965	-	-	-	-	194,965	-	194,965
Non-personnel Expenditures								
Administrative Operations	2,000,470	69,206	-	75,604	51,300	2,196,580	(518,856)	2,715,436
Equipment, Furniture & Fixtures	144,700	-	-	-	-	144,700	-	144,700
Commissioner-Related Expenses	70,400	-	-	-	4,200	74,600	-	74,600
Debt Service								
Principal Retirement	20,000,000	-	-	-	-	20,000,000	-	20,000,000
Interest and Fiscal Charges	960,000	-	-	-	-	960,000	(800,000)	1,760,000
Prior Year Expenditure Carryover	281,637	5,089,500	-	-	104,836	5,475,973	5,475,973	-
Total Expenditures	249,989,729	36,879,300	1,264,108	7,341,414	954,302	296,428,853	23,347,827	273,081,026
Other Financing Sources (Uses):								
Transfers in - Prop K Match to Grant Funding	-	8,686,151	-	-	204,302	8,890,453	10,952,342	(2,061,889)
Transfers out - Prop K Match to Grant Funding	(8,890,453)	-	-	-	-	(8,890,453)	(10,952,342)	2,061,889
Total Other Financing Sources (Uses)	(8,890,453)	8,686,151	-	-	204,302	-	-	-
Net Change in Fund Balance	\$ (82,211,027)	\$ -	\$ (489,570)	\$ (2,560,504)	\$ -	\$ (85,261,101)	\$ (26,964,600)	\$ (58,296,501)
Budgetary Fund Balance, as of July 1	\$ 99,592,152	\$ -	\$ 1,107,504	\$ 7,311,391	\$ -	\$ 108,011,047	N/A	\$ (82,359,986)
Budgetary Fund Balance, as of June 30	\$ 17,381,125	\$ -	\$ 617,934	\$ 4,750,887	\$ -	\$ 22,749,946	N/A	\$ (140,656,487)
<u>Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency</u>								
Fund Reserved for Program and Operating Contingency	\$ 10,129,358	\$ -	\$ 77,240	\$ 477,654	\$ -	\$ 10,684,251		

Attachment C

**San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
1.	Sales Tax Program (Prop K) Individual Project Grants, Programs & Initiatives	\$125,000,000	\$20,000,000	\$145,000,000	<p>We developed the FY 2015/16 Prop K Capital Expenditures based on a review of the Prop K Strategic Plan as amended and in consultation with project sponsors, evaluated likely reimbursement needs of prior year projects expected to carryforward to the next FY, as well as of projects programmed for FY 2015/16 funds in the Strategic Plan and 5-Year Prioritization Programs. As is typical, a relatively small number of large projects and programs drive the anticipated Prop K capital expenditures, with San Francisco Municipal Transportation Agency (SFMTA) vehicle program as one of the major drivers. At the time of the original budget adoption, there was still a fair bit of uncertainty regarding the cash flow needs of the SFMTA vehicle procurements so we opted to take a more conservative approach to the capital budget and flagged that we would likely need to increase the capital budget mid-year, which is what we are now proposing. SFMTA vehicle cash flow needs make up about 26% of the proposed amended Prop K Capital Budget Expenditures of \$145,000,000, an increase of \$20,000,000 over the adopted budget of \$125,000,000 as shown in Attachment B. Some of the other projects with the highest expected expenditures this year include the Transbay Transit Center, Doyle Drive, SFMTA's Radio Replacement project, and paratransit.</p>

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**San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
2.	Vehicle Registration Fee For Transportation Improvements Program (Prop AA) Individual Project Grants, Programs & Initiatives	9,083,958	(1,996,374)	7,087,584	<p>Our estimate for FY 2015/16 Prop AA capital expenditures was based on a review of the Prop AA Strategic Plan as amended and in consultation with project sponsors, of prior year projects including those with multi-year schedules and projects no longer anticipated to be completed in FY 2014/15 as originally planned. For the mid-year budget revision, we followed the same process, seeking updated information and assessed whether any remaining FY 2015/16 programming would be allocated and eligible for reimbursement in the remaining months of the fiscal year. As a result of our review, we recommend decreasing the budgeted \$9,083,958 in Prop AA Capital Project Expenditures by \$1,996,374 to a total of \$7,087,584 as shown in Attachment B. The amendment is primarily attributable to three projects: San Francisco Public Work's (SFPW's) street reconstruction project on Dolores Street has advanced slower than anticipated due to necessary coordination with the work of other agencies; the Mayor's Office of Housing and Community Development's Hunters View Transit Connection project was delayed; and the SFMTA has over \$600,000 in FY 2015/16 Prop AA capital expenditures assumed for rapid network projects; however most of these funds have yet to be allocated as the SFMTA is using other fund sources first for Muni Forward.</p>

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**San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
3.	I-80/YBI Improvement Project	26,239,813	(2,659,477)	23,580,336	We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/YBI Ramps Improvement Project. In July 2013, Caltrans approved a \$77.5-million construction phase funding request, consisting of a combination of Federal Highway Bridge Program (HBP) and State Proposition 1B Seismic Retrofit funds. Construction activities for the I-80/YBI Ramps Improvement Project began in February 2014 is anticipated to be completed by August 2016. Some of the construction activities have been pushed to the following fiscal year due to the wet winter season. This amendment decreases Federal Revenues by \$2,354,435 and State Revenues by \$305,042. Corresponding Capital Project Expenditures will decrease by \$2,663,072 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$3,595 for FY 2015/16 activity.
4.	YBI Bridge Structures	658,000	1,527,312	2,185,312	We are also working jointly with TIDA on the seismic retrofit of the YBI Bridge Structures on the west side of the island. In May 2015, the Transportation Authority received an additional \$5.78 million of federal HBP funds from Caltrans for the reimbursement of engineering and environmental analysis to implement the Value Engineering Analysis Alternative, which will also improve seismic performance, simplify construction efforts, minimize maintenance cost and is preferred by TIDA and SFPW. Local matching funds to the federal HBP funds are fulfilled by TIDA through a loan agreement with the Transportation Authority. This amendment increases Federal Revenues by \$1,352,129 and the outstanding TIDA loan by \$175,183. Corresponding Capital Project Expenditures will increase by \$1,503,112 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$24,200 for FY 2015/16 activity.

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No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
5.	Geary Corridor Bus Rapid Transit Environmental Clearance	282,812	472,905	755,717	In July 2015, through Resolution 16-06, the Transportation Authority approved additional Prop K funds needed to generate a Conceptual Engineering Report for the Phase 2 (Full) Geary Bus Rapid Transit Project, bringing the engineering design of the project to 30%. Funds will provide for staff and consultant needs to complete the environmental phase. This amendment increases Capital Project Expenditures by \$359,053 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$113,852 for FY 2015/16 activity.
6.	I-280 Balboa Park Interchange Modifications Initiation Phase	750,000	(372,500)	377,500	In February 2015, through Resolution 15-41, the Transportation Authority approved Prop K funds for traffic analysis and environmental work required for the proposed realignment of the I-280 off-ramp at Ocean Avenue to make it a "T" intersection with a new signal at Ocean. The scope also includes a ramp closure analysis for the possible closure of the I-280 on-ramp at Geneva Avenue. The overall scope is now expected to be completed by December 2016, due to delays in executing a Caltrans Cooperative Agreement. Therefore, a portion of this year's project activities will be deferred to FY 2016/17. This amendment decreases Capital Project Expenditures by \$210,000, Administrative Operating (Non-personnel) Costs by \$95,000, and shifts Administrative Operating (Personnel) Costs from CMA Programs to Sales Tax Program by \$67,500 for FY 2015/16 activity.

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**San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
7.	Bay Area Rapid Transit (BART) Travel Incentives Program	-	348,000	348,000	<p>We are partnering with the BART District on a pilot project to address train crowding in downtown San Francisco by incentivizing riders to shift their travel to the shoulders of the peak period or other stations and routes (the San Francisco BART Travel Incentives Pilot Project). The pilot project will involve creating a BART loyalty program whereby riders receive rewards for using BART during off-peak periods. The three-year pilot project will be funded by a federal Value Pricing Program grant, BART operating revenues, and a Prop K sales tax appropriation (Resolution 16-12). This amendment increases Federal Revenues by \$278,400 and Regional Revenues by \$53,800. Corresponding Capital Project Expenditures will increase by \$269,000 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$79,000 for FY 2015/16 activity.</p>

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**San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
8.	eFleet Carsharing Electrified Project	373,833	(260,998)	112,835	<p>We serve as a fiscal agent to support City CarShare for deploying electric vehicles within the City and County of San Francisco and the City of Berkeley, with supportive infrastructure and operations for the eFleet: Carsharing Electrified Project. The project is funded by federal Congestion Mitigation and Air Quality Improvement Program funds through Caltrans and local match funds by City CarShare. We anticipate lower expenditures in FY 2015/16 due to project delays associated with the changes in City CarShare's organizational structure and in its marketing and educational approaches. City CarShare formed a strategic partnership with Carma in July 2015 to maximize utilization of electric vehicle (EV) technology and benefits of car sharing. Through the organizational change and assessment, City CarShare recognized the lower-than-anticipated EV usage and has proposed shifting most of the remaining funds from vehicle purchase to innovative and creative marketing and educational initiatives to alleviate barriers to the EV usage. We are currently working with City CarShare to obtain approvals from MTC and Caltrans, and pending their approval, City CarShare anticipates completing the project by December 2016. This amendment decreases Federal Revenues by \$256,661 and Other Revenues by \$4,337. Corresponding Capital Project Expenditures will decrease by \$250,134 and Administrative Operating (Personnel) Costs will shift from CMA Programs to Sales Tax Program by \$10,864 for FY 2015/16 activity.</p>

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**San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
9.	19 th Avenue/M-Ocean View Project Pre-Environmental Study Phase	53,199	234,193	287,392	<p>We are serving as the procuring agency for this project, which is being led by the SFMTA. The major objectives of this phase are to advance project development to the 5-10% level of engineering and prepare a Caltrans Project Study Report-Project Development Support (PSR-PDS) documentation required given the project's location within Caltrans-owned right-of-way. The project team is anticipating submittal of the draft PSR-PDS package to Caltrans for review in early Summer 2016. During FY 2015/16, the SFMTA approved an amendment to the MOA to fully reimburse the Transportation Authority for an additional \$234,193, which will cover additional engineering costs required to carry directly into the PSR-PDS and additional conceptual engineering work to consider refinements to the southern grade-separated crossing that is essential to conduct in advance of the subsequent environmental review phase of the project. This amendment increases Regional Revenues by \$234,193. Corresponding Capital Project Expenditures will increase by \$213,593 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$20,600 for FY 2015/16 activity.</p>

Attachment C

**San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
10.	San Francisco Long-Range Transportation Planning Program (LRTPP)	486,639	(185,063)	301,576	<p>The LRTPP is a long range, comprehensive multiagency effort to define the desired and achievable transportation future for San Francisco. The effort will produce a roadmap to arrive at that future, including policies, planning, project development, and funding strategies. Our schedule anticipates completion of the vision document by early 2017, with an update of the SFTP anticipated in mid-2018. Due to a longer than anticipated startup and contracting process, we propose to defer \$185,063 of this year's project activities to FY 2016/17. Additional funding from SF Planning increases Regional Revenues by \$179,588 and correspondingly decreases Federal Revenues, allowing us to preserve Federal Surface Transportation Program (STP) grant funds for future project needs. Total decrease to Federal Revenues for this project is \$343,424. Corresponding Capital Project Expenditures will decrease by \$14,333 and Administrative Operating (Personnel) Costs will shift from CMA Programs to Sales Tax Program by \$170,730 for FY 2015/16 activity.</p>

Attachment C

**San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
11.	Late Night Transportation Plan (Phase 2)	-	125,000	125,000	<p>The Office of Economic and Workforce Development (OEWD) and the City’s Entertainment Commission convened a Late Night Transportation Working Group (Working Group), which created a Late Night Integrated Transportation Plan to improve late night and early morning transportation options for San Francisco workers, residents, and visitors. Based on the recommendations identified in the report approved in February 2015, we are working with partner agencies to implement the next steps, including: beginning a process to refresh and consider expansion of all-night local and regional bus service; developing a pilot program funded by challenge grants for location-specific improvements; developing a coordinated information campaign to better communicate existing services; establishing an all-night transportation monitoring practice; and continuing to convene the Working Group. All work on the project will be fully reimbursed by OEWD. This amendment increases Regional Revenues by \$125,000. Corresponding Capital Project Expenditures will increase by \$60,000 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$65,000 for FY 2015/16 activity.</p>

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**San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
12.	Geneva-Harney BRT Feasibility Study	-	103,798	103,798	In April and July 2015, through Resolutions 15-52 and 16-06, respectively, the Transportation Authority approved additional Prop K funds to fulfill a commitment approved in November 2014 (Resolution 15-17) to cover City/County Association of Government of San Mateo County's and Peninsula Corridor Joint Powers Board's contributions to the Feasibility Study. Both agencies originally committed to contributing \$25,000 each, but subsequently withdrew their financial commitment due to concerns related to another study being led by the City (Bayshore Station Study). Additional funds also supported project management, outreach and expanded technical analysis related to the Beatty Avenue alternative. The Final Report was approved in July 2015. This amendment increases Capital Project Expenditures by \$103,798 for FY 2015/16 activity.
13.	Treasure Island Mobility Management Agency (TIMMA)	750,000	99,466	849,466	On April 1, 2014, through Resolution No. 110-14, the San Francisco Board of Supervisors designated the Transportation Authority as the TIMMA for San Francisco to oversee the implementation of the Treasure Island Transportation Implementation Plan in accordance with the Treasure Island Transportation Management Act (AB 981), which includes congestion pricing and travel demand management on Treasure Island. Original estimated contributions from TIDA need to be updated to reflect the executed agreement of \$750,000. Prop K funds appropriated through Resolution 15-13 will cover remaining project costs. This amendment increases Regional Revenues by \$100,000. Corresponding Capital Project Expenditures will increase by \$218,044, Administrative Operating (Non-personnel) Costs will increase by \$5,073 and Administrative Operating (Personnel) Costs will shift from TIMMA Program to Sales Tax Program by \$123,651 for a net increase of \$99,466 in expenditures for FY 2015/16 activity.

Attachment C

**San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
14.	Travel Demand Modeling Assistance – Model Service Bureau	-	85,964	85,964	The Transportation Authority maintains the “SF-CHAMP” San Francisco Travel Demand Forecasting Model, which is the official transportation modeling tool for San Francisco and is certified as compliant with the Regional Transportation Plan by the MTC. The City of Brisbane and SFPW agreed to provide funding of \$25,000 and \$60,964, respectively, for us to conduct travel demand forecasting analysis in support of their planning efforts. This amendment increases Regional Revenues by \$85,964. Corresponding Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$85,964 for FY 2015/16 activity.
15.	Transit Reliability Research	-	83,000	83,000	In November 2015, we received a federal award from the MTC to spend \$90,000 in discretionary Advanced Travel Forecasting Procedures Program funds to develop tools to analyze transit reliability and travel model research activities. This grant award has a 50% local match requirement, to be fulfilled by providing staff time. This amendment increases Federal Revenues by \$41,500. Corresponding Capital Project Expenditures will increase by \$20,000 and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Programs by \$63,000 for FY 2015/16 activity.
16.	Lombard Street Corridor (US 101) - SFCTA Support	-	75,000	75,000	In July 2015, through Resolution 16-06, the Transportation Authority approved Prop K funds to provide leadership continuity as an advisor to the SFPW project management team implementing the Lombard Street Corridor Project. The SFMTA and SFPW are coordinating this project with a San Francisco Public Utilities Commission utility project and all work would be complete prior to a Caltrans paving project in 2018. This amendment increases Capital Project Expenditures by \$67,560 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$7,440 for FY 2015/16 activity.

Attachment C

**San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
17.	Bayview Moves Van Sharing Pilot	-	30,150	30,150	In October 2015, through Resolution 16-18, the Transportation Authority approved Prop K funds to leverage over \$150,000 in funding from a Kaiser Permanente HEAL Zone grant and contributions from several community based organizations (CBOs) for a van sharing pilot program in the Bayview Hunters Point (BVHP) neighborhood as recommended in the Transportation Authority's BVHP Mobility Solutions Study (adopted in 2013). The van sharing pilot will allow the CBOs to pool resources to provide point-to-point transportation for their target populations at a reduced cost when compared to numerous CBOs owning, operating, and maintaining their own vehicles. This amendment reflects the appropriation and increases Capital Project Expenditures by \$30,150 for FY 2015/16 activity.
18.	Alemany Interchange Improvement Study [NTIP]	-	27,264	27,264	In June 2015, through Resolution 15-61, the Transportation Authority approved Prop K Neighborhood Transportation Improvement Program funds to develop and evaluate a new north-south multimodal pathway connecting San Bruno Avenue to the Alemany Farmer's Market, and new bicycle lanes along Alemany Boulevard between Putnam Street and Bayshore Boulevard. We will lead the Study in coordination with partner agencies and the surrounding communities. This amendment increases Capital Project Expenditures by \$27,264 for FY 2015/16 activity.
19.	San Francisco Freeway Corridor Management Study	521,854	10,787	532,641	For the FCMS project, we are reallocating the utilization of funding sources to maximize federal funds awarded to the project. This amendment increases Federal Revenues by \$59,048. Corresponding Capital Project Expenditures will decrease by \$31,741, and Administrative Operating (Personnel) Costs will shift from Sales Tax Program to CMA Program by \$42,528 for a net increase of \$10,787 in expenditures for FY 2015/16 activity.

Attachment C

**San Francisco County Transportation Authority
Fiscal Year 2015/16 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2015/16	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2015/16	Explanation
20.	Other Revenues	2,916,090	(2,866,833)	49,257	The Other Revenues line item included an estimate of the second of three loan repayments from TIDA on the environmental phase of the I-80/YBI Improvement Project. During FY 2015/16, we changed our budgetary basis upon accounting for loan transactions to conform to accounting principles generally accepted in the United States (GAAP) and began recognizing payments and repayments on loans as outflows and inflows of assets and not revenues. In order to comply with GAAP, we recommend reducing Other Revenues by \$2,866,833 for FY 2015/16 activity.
21.	Administrative Operating Costs – Non-personnel Expenditures	2,715,436	(518,856)	2,196,580	Administrative Operating Costs for non-personnel expenditures also need to be updated from the original estimates contained in the adopted FY 2015/16 budget. Original estimates for temporary staff to assist throughout the year were not needed and we were able to timely fill the majority of open positions with permanent staff. In addition, audit and legal fees for individual projects have been lower than anticipated.
22.	Debt Service Expenditures – Interest and Fiscal Charges	1,760,000	(800,000)	960,000	In June 2015, we replaced the current Commercial Paper Program with a revolving credit agreement (Revolver) from State Street Public Lending Corporation. With a Revolver, we have entered into a loan agreement directly with the bank, eliminating the need to regularly re-issue commercial paper notes, which reduces costs, complexity, administrative burden and bank credit downgrade risk. This amendment decreases Debt Service Expenditures – Interest and Fiscal Charges by \$800,000 for FY 2015/16 activity.