



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, October 26, 2016; 6:00 p.m.

Location: Transportation Authority Hearing Room, 1455 Market Street, Floor 22

Members: Chris Waddling (Chair), Peter Sachs (Vice Chair), Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Santiago Lerma, Jacqueline Sachs, Peter Tannen, Shannon Wells-Mongiovi and Bradley Wiedmaier

Page

- | | | | |
|-------------|-------------------------|---|------------|
| 6:00 | 1. | Committee Meeting Call to Order | |
| 6:05 | 2. | Chair's Report – INFORMATION | |
| 6:10 | Consent Calendar | | |
| | 3. | Approve the Minutes of the September 28, 2016 Meeting – ACTION* | 5 |
| | 4. | Adopt a Motion of Support for Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2016 – ACTION* | 13 |
| | | <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, 2016 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> | |
| | 5. | Internal Accounting and Investment Report for the Three Months Ending September 30, 2016 – INFORMATION* | 87 |
| | | <p>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.</p> | |
| | 6. | State and Federal Legislative Update – INFORMATION* | 111 |
| | | <p>Most every month, we provide an update on state and federal legislation and, when appropriate, seek recommendations to adopt new positions on active legislation. September 30th marked the deadline for Governor Brown to approve or veto legislation from this session. The attached matrix shows the final action on each of the bills on which the Transportation Authority previously adopted positions. We are pleased to announce that on September 28th, the Governor signed Assembly Bill 2374 that Assemblymember Chiu advanced per our request, giving us authorization to deliver phase 2 of the Yerba</p> | |

Buena Island Ramps project using the Construction Manager/General Contractor methodology, which we anticipate will result in a quicker schedule with cost savings. We thank Assemblymember Chiu and Governor Brown for their support of this important public safety project. The Finance Committee is not recommending any new positions this month, but adding bills to watch.

7. San Francisco Input on the Plan Bay Area 2040 Draft Preferred Scenario – INFORMATION* 147

For the CAC's reference, we are including the subject memo from the October 11 Plans and Programs Committee meeting. The Committee recommended approval of the proposed San Francisco input, which will be considered at the October 25 Transportation Authority Board meeting. We had not received information from the regional agencies in time to bring this time sensitive item to the CAC for action last month. The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are currently developing Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that adopts a land use vision and a transportation system to govern the region's growth and investment through 2040. In October 2015, the Transportation Authority adopted goals and objectives for our participation in the PBA 2040 process and approved a list of projects and programs for MTC and ABAG to consider for inclusion in PBA 2040. We have subsequently provided updates to the Citizens Advisory Committee (CAC) on PBA goals, the results of the PBA 2040 project performance evaluation, ABAG's draft growth scenarios and more. On September 2, the regional agencies released the draft staff preferred scenario, which included a projected pattern of household and employment growth (land use) in the Bay Area through 2040 and a coordinated transportation investment strategy. At the September 28 CAC meeting, we provided an initial set of reactions on the draft preferred scenario. We are coordinating with San Francisco agencies, particularly the Planning Department, the San Francisco Municipal Transportation Agency and the Mayor's Office, as well as regional transit operators to provide input before MTC/ABAG anticipate adopting the Final Preferred Scenario in November 2016. The attached memo outlines the high level comments that we recommend submitting to the regional agencies. Given the tight PBA 2040 timeline, we are still awaiting information from both agencies to help clarify a number of questions that will enable a more thorough analyses of the draft preferred scenario from San Francisco's perspective. While we don't anticipate any significant changes to the high level comments described in the memo, the supporting detail is still evolving and may be modified upon receipt of some outstanding requests of information from MTC. MTC/ABAG has requested comments on the draft scenario this month and expect to adopt PBA 2040 in late summer or early fall of 2017 after completing environmental analyses of the plan.

8. Progress Report for the Van Ness Avenue Buss Rapid Transit Project – INFORMATION* 161

CAC Member Jacqueline Sachs had requested an update on the Van Ness Avenue Bus Rapid Transit (BRT) project, which is anticipated to commence construction in late October. Due to staff conflict with another publicly scheduled meeting, in lieu of a presentation to the CAC on October 26, we have attached the progress report for the project that will be distributed to the Board at its October 25 meeting. The Van Ness Avenue BRT Project comprises a package of transit improvements along a 2-mile corridor of Van Ness Avenue between Mission and Lombard Streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The Transportation Authority completed environmental review for the project in December 2013, and at that time transferred project lead to the San Francisco Municipal Transportation Agency. The core BRT project is being developed in conjunction with several related, separately funded projects for design, management, and eventual construction as a unified Van Ness Transit Improvement Project. The cost of the core BRT project is now estimated at \$189.5 million and at a total of \$310 million for the unified Transit Improvement Project.

End of Consent Calendar

6:20 9. Adopt a Motion of Support for the Allocation of \$3,149,000 in Prop K Funds, with Conditions, for Three Requests and Appropriation of \$100,000 in Prop K Funds for One Request, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and a Commitment to Allocate \$325,000 in Prop K Funds – ACTION* 169

As summarized in Attachments 1 and 2, we have four requests totaling \$3,249,000 in Prop K funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency

(SFMTA) has requested \$1.28 million to overhaul the propulsion gearboxes that deliver power to the City's cable car system. The gearboxes have been in use since 1984 and have reached the end of their useful lives. The SFMTA has also requested \$1.79 million for the planning, design and construction phases for traffic calming measures recommended in eleven areawide traffic calming plans which would complete implementation of the traffic calming "backlog". The SFMTA has requested \$80,000 for the design of pedestrian improvements at the intersection of Elk and Sussex Streets, adjacent to Glen Canyon Park, with a commitment to allocate \$325,000 for the construction phase of the project when design is complete in June 2017. Finally, we are requesting \$100,000 for the Vision Zero Ramp Intersection Study Phase 2, which will recommend short-, medium-, and long-term safety improvements at up to ten freeway ramp intersections in the South of Market area.

6:35 10. Update on Freeway Corridor Management Study – INFORMATION* 237

The San Francisco Freeway Corridor Management Study (FCMS) Phase 2 is exploring feasible strategies to both manage demand and increase reliability in the freeway corridors in San Francisco. The Transportation Authority Board adopted the FCMS Phase 1 report, which documented the project's goals and a range of potential strategies, in March 2015. The Phase 2 Study is currently examining US-101 and I-280 for opportunities to: create a managed lane that may be restricted by occupancy and/or price; manage ramp access to the freeways; and use other demand- and/or information-based management strategies to achieve the goals outlined in the Phase 1 report. There is a strong desire among regional and state governments to implement one or more of these strategies as soon as possible to alleviate severe congestion on US-101, occurring as a result of continued expansion of employment in San Francisco and along the Peninsula and South Bay, by offering quicker travel times and increased reliability to high occupancy vehicles and transit. As a result, the focus of the FCMS Phase 2 is to explore ways provide a continuous Managed Lane facility through San Mateo County and into San Francisco. This presentation will provide an update on the status of the FCMS Phase 2 evaluation and include a presentation from the Alameda County Transportation Commission detailing their experience developing and implementing a managed lane solution on two freeways in Alameda County.

6:55 11. Update on the Subway Master Plan – INFORMATION* 265

In fall 2015, the San Francisco Board of Supervisors unanimously passed an ordinance drafted by Supervisor Wiener requiring the City to create a framework for subway expansion throughout San Francisco. The Subway Vision responds to this ordinance and is one of the components of Connect SF, a multi-agency collaboration process to build an effective, equitable and sustainable transportation system for our future. It will develop a long-range transportation vision, informed by land use, to guide the future of the city. The Transportation Authority has been collaborating with the San Francisco Municipal Transportation Agency and the Planning Department to develop a Subway Vision to expand the city's subway network, and from August to September solicited the public's ideas on where new subways should be built. We received over 2,600 submissions from the interactive online tool and 150 submissions at three pop-up events, and will present initial findings and concepts at the CAC meeting.

7:15 12. 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.

7:25 13. Public Comment

7:30 14. Adjournment

* Additional materials

Next Meeting: November 30, 2016

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.

CAC Meeting Agenda

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.

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

Wednesday, September 28, 2016 Meeting

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:00 p.m.

CAC members present were Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Santiago Lerma, Jacqueline Sachs, Peter Sachs, Peter Tannen, Chris Waddling, Shannon Wells-Mongiovi and Bradley Wiedmaier.

Transportation Authority staff members present were Eric Cordoba, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn and Mike Tan.

2. Chair's Report – INFORMATION

Chair Waddling announced the reappointment of Santiago Lerma and the appointment of Shannon Wells-Mongiovi to the CAC. He welcomed Ms. Wells-Mongiovi as the new representative for District 11 on the CAC, to which Ms. Wells-Mongiovi introduced herself as a current resident of the Excelsior who had previously resided in several other neighborhoods in the city including the Haight Ashbury and Tenderloin.

Chair Waddling announced that at its September 27 meeting, the Transportation Authority Board had deferred action on the Transbay Joint Powers Authority's Downtown Rail Extension request, which had been among 14 Prop K allocation requests supported by the CAC at its September 7 meeting. He said the item would be re-considered by the Board in October. He said an information item on the related Railyard Alternatives and I-280 Boulevard Feasibility study (RAB) would be on the agenda in winter 2016/17, or as soon as there was new public information. Lastly, he said the Geary Bus Rapid Transit project and The Other 9-5 Study would be information items on the agenda for the November 30 CAC meeting.

There was no public comment.

3. Approve the Minutes of the September 7, 2016 Special Meeting – ACTION

There was no public comment.

Peter Sachs moved to approve the item, seconded by Peter Tannen.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, J. Sachs, P. Sachs, Tannen, Waddling, Wells-Mongiovi and Wiedmaier

Abstain: CAC Members Hogue and Lerma

4. Adopt Motion of Support for Allocation of \$12,713,969 in Prop K Funds, with Conditions, for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Steve Rehn, Senior Transportation Planner, presented the item per staff memorandum.

Peter Sachs said he was impressed that San Francisco Public Works had been able to keep costs under control despite the increasing difficulty of the locations selected for new curb ramps. Santiago Lerma asked for an explanation for the high cost of the worker safety systems in the San Francisco Municipal Transportation Agency's (SFMTA's) fall protection project. Craig Raphael, Senior Transportation Planner at the SFMTA, responded that the scope of the project was quite extensive, and referred the CAC to the lengthy scope description in the allocation request. Chair Waddling asked if the costs of the systems were similar at the various project locations, to which Mr. Raphael replied that that they were not. Anna LaForte, Deputy Director for Policy and Programming, added that improvements at some locations required a substantial amount of work to relocate existing facility infrastructure, such as overhead lighting and heating ducts. Mr. Rehn added that the Transportation Authority had previously allocated Prop K funds for the design phase of the project as well as for construction of the fall protection systems at the Presidio Yard.

Becky Hogue asked for additional information about how curb ramp locations were prioritized and selected. Ken Spielman, Project Manager of the Curb Ramp Program at San Francisco Public Works (SFPW), replied that the prioritization process was rigorous and included requests from across the entire city, requests from the disabled community, and considerations of efficient construction management. John Larson asked if the overall goal of the program was to construct curb ramps at every intersection in the city. Mr. Spielman answered in the affirmative, noting that there were exceptions where installation was not physically possible or not appropriate (e.g. too steep grades).

Responding to a follow-up question from Mr. Larson, Mr. Spielman said SFPW was tracking almost 50,000 potential curb ramp locations, of which about 40,000 could meet the selection criteria. He said 15,000 to 20,000 potential locations still needed to be completed, including those where existing curb ramps needed to be upgraded, and that it would probably take about ten years to accomplish. Shannon Wells-Mongiovi asked about the total cost per curb ramp. Mr. Spielman replied that costs varied greatly according to conditions, but averaged \$14,000 for individual ramps and \$20,000 per street corner. Bradley Wiedmaier asked if all the curb ramp locations selected for the subject request were for new ramps. Mr. Spielman replied that the scope included some locations where existing non-compliant curb ramps would be re-built.

During public comment, Edward Mason asked about the quality of the cement used in sidewalk improvements, noting that he had seen cracks in new curb ramps. He also commented that the rubber truncated dome tiles used for curb ramps were slippery when wet. Mr. Spielman replied that concrete generally shrank when it cured so some cracking might be normal, and said the city set specifications for the concrete used in its projects and had it tested at independent labs to make sure it met those specifications. Mr. Spielman said the truncated dome tiles were for the benefit of visually impaired pedestrians, and that the City has revised its specification for those tiles from a vitrified plastic material, which became smoother and more slippery over time, to concrete tiles. He said the city had a pro-active program to replace the plastic tiles, and invited members of the public to report slippery curb ramp tiles via the 311 system.

John Larson moved to approve the item, seconded by Bradley Wiedmaier.

The item was approved unanimously without objection.

5. **Adopt a Motion of Support to Execute a Memorandum of Agreement with the Treasure Island Development Authority for the Yerba Buena Island Vista Point Operation Services in an Amount Not to Exceed \$500,000 through December 31, 2018, and to**

Authorize the Executive Director to Negotiate Payment Terms and Non-Material Agreement Terms and Conditions – ACTION

Eric Cordoba, Deputy Director for Capital Projects, presented the item per staff memorandum.

Becky Hogue asked if the vista point shuttle was conceptual or actually in progress. Mr. Cordoba answered in the affirmative, saying that staff was working with the Treasure Island Development Authority and Caltrans to quickly implement a shuttle service from a new parking lot (location to be determined) on Treasure Island. Ms. Hogue asked if the vista point would extend inside the Quarters 9 area, to which Mr. Cordoba replied that Quarters 9 would be fenced off from the publicly accessible area at the vista point. He added that public access would extend along a path into the front yard area of Quarters 9, where bike racks, a drinking fountain and temporary toilets would be installed. Ms. Hogue asked that island residents be apprised of any access changes ahead of time. Mr. Cordoba responded that staff had made it clear to Caltrans that all changes would have to be properly messaged. Myla Ablog asked if a bike path connecting the vista point to Treasure Island was planned for the future. Mr. Cordoba replied that the approved alternative in the Environmental Impact Report included a Type 1 and Type 2 bicycle facility on Macalla Road.

Peter Tannen asked if the \$500,000 request was part of the \$2 million total cost for the vista point improvements, to which Mr. Cordoba answered in the affirmative. Mr. Tannen asked about the permanent plan for the facility, since the subject request was for a temporary facility. Mr. Cordoba replied that staff had developed concepts for connecting Treasure Island to a future bike path on the west span of the Bay Bridge via Hillcrest Road and a relocated South Gate Road. Mr. Tannen expressed concern over the \$2 million expense for a three-year temporary project. Mr. Cordoba said the cost of the temporary facility would probably be substantially less than the \$2 million estimate, which included a parking lot that was no longer part of the scope. He said the parking lot had been replaced in the scope by better messaging directing visitors to park on Treasure Island and for a shuttle to access the vista point. Bradley Wiedmaier asked if the facility would be limited to weekends throughout the three-year life of the facility. Mr. Cordoba replied that it would be open for weekday use when Caltrans completed demolition work, but was not certain of the timeframe. Mr. Cordoba added that CAC members would receive formal invitations to the ribbon cutting ceremony in late October.

Chair Waddling asked if cost savings could be achieved by foregoing the connection to the vista point. Mr. Cordoba said that had been considered unfair to visitors from San Francisco, since that arrangement would require them to travel to Oakland first and access the facility on the return trip over the Bay Bridge. Peter Sachs commented that the project addressed the problem of Caltrain's bike lane to "nowhere", and suggested that staff explore a strategy for re-purposing the temporary infrastructure at the end of the project. Becky Hogue said the redevelopment plan would include excellent bicycle and pedestrian infrastructure when it was complete.

John Larson asked for a confirmation that the state and federal funds in question had already been allocated and that the requested action was for support of a budget revision. Mr. Cordoba responded affirmatively and said that the ramps project was funded by federal Highway Bridge Replacement & Rehabilitation Program and state Prop 1B funds. Shannon Wells-Mongiovi asked if the request included removal of the temporary facility when it was no longer needed in addition to its initial construction, to which Mr. Cordoba answered that the budget did include removal of the facility. Peter Tannen asked if the house at Quarter 9 was occupied. Mr. Cordoba replied that it was not, and noted that the project would not be possible otherwise.

During public comment, Alison Jackson asked if the amount of bike and pedestrian traffic on the bridge was currently tracked. Mr. Cordoba said that it was tracked by Caltrans and that

visitors to the facility would be counted as well. He said he believed bicyclists and pedestrians numbered in the thousands on weekends, but he had not seen the Caltrans data. He said he expected the number of visitors to increase after the vista point opened.

Becky Hogue moved to approve the item, seconded by Bradley Wiedmaier.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, J. Sachs, P. Sachs, Waddling, Wells-Mongiovi and Wiedmaier

Nays: CAC Member Tannen

Abstain: CAC Member Lerma

6. Adopt a Motion of Support for Approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria – ACTION

Mike Pickford, Transportation Planner, presented the item staff memorandum.

John Larson asked if evaluation of safety in the Screening and Prioritization Criteria document should have been listed as a screening criterion in all of the funding categories rather than just for the Transit category. Mr. Pickford responded that safety had been an overall consideration in the original Prop AA Strategic Plan as well as in two of the three categories, excluding the Transit category. He said that the proposed change removed the duplicative overall safety factor and added a safety criterion for the Transit category in particular. Anna LaForte, Deputy Director for Policy and Programming, offered to show CAC members where the prioritization criteria document list safety as a criterion for each of the three funding categories. Peter Tannen said it appeared that the policy in the original Strategic Plan requiring that allocations be for a single project phase had been eliminated from 2017 update. Ms. LaForte clarified that only duplicative language had been removed, and that the proposed update would continue that policy. Mr. Tannen also asked why the language requiring sponsors to secure all applicable permits had been removed. Ms. LaForte replied that sponsors would still need to secure all applicable permits, but the change meant that they need not be secured prior to allocation of Prop AA funds.

Becky Hogue asked if a list was available of the Prop AA funded pedestrian countdown signals that were open for use. Mr. Pickford said he would provide that list to the CAC. Brian Larkin asked about the two upcoming near-term projects related to the Geary Bus Rapid Transit project. Ms. LaForte replied that they would be for Phase 1 improvements, pending certification of the Environmental Impact Report, expected by the end of spring 2017. Mr. Larkin asked if both requests related to red pavement markings. Ms. LaForte replied that staff had not received either request, but that San Francisco Public Works anticipated requesting Prop AA Streets funds for pavement-related work and the San Francisco Municipal Transportation Agency (SFMTA) anticipated requesting funds from the Prop AA Transit category. Craig Raphael, Senior Project Manager at the SFMTA, added that scope details would be finalized after a public outreach effort, but would likely include elements such as red pavement markings, signal work, pedestrian safety measures, and transit reliability measures.

During public comment, Edward Mason expressed concern that expensive Complete Street elements were eligible for Prop AA funds in addition to simple paving projects.

Peter Sachs moved to approve the item, seconded by Becky Hogue

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Lerma, J. Sachs, P. Sachs, Tannen, Waddling and Wiedmaier

Abstain: CAC Member Wells-Mongiovi

7. **Alemaný Interchange Improvement Study Update – INFORMATION**

Rachel Hiatt, Principal Transportation Planner, introduced the item and Megan Weir, Consultant, who presented the item.

Chair Waddling asked whether the study included AM peak traffic in addition to PM peak traffic, because backups were common in the morning in that area. Ms. Weir replied that the study had focused on the PM because that was when the longest delays occurred. Chair Waddling asked if the project proposed changing lane striping on Bayshore Boulevard, to which Ms. Weir replied that it did not. Chair Waddling said that he appreciated Ms. Weir's response to stakeholders at a recent public meeting on the project who were concerned with adverse traffic impacts wherein she commented that the roadway had been overdesigned for car traffic from the start. Chair Waddling commented that he was very pleased to see improvements finally in the works for this challenging set of intersections.

Peter Sachs said that he hoped the project would include soft-hit posts to delineate the bicycle lanes from general traffic and that the interchange at Cesar Chavez Street and US 101 should be next for this type of project. Anna LaForte, Deputy Director for Policy and Programming, said that there was a District 10 Neighborhood Transportation Improvement Program project for lighting and bicycle improvements through that interchange.

Peter Tannen asked about improvements for pedestrians in the interchange. Ms. Weir said that the buffered bike lanes would result in car traffic being significantly further from pedestrians on the sidewalk, which would result in a more comfortable pedestrian experience.

Jacqueline Sachs asked if there were improvements focused on mid-day users, such as school children or seniors. Ms. Weir replied that the project had looked at Saturday patterns, but that their focus on the peak traffic periods was to show that the proposed improvements wouldn't be a problem for traffic. She noted that the proposed reduced crossing distances would be available to all users at all times and days of the week.

John Larson asked if aesthetic improvements on the parcels adjacent to the path were included in the project. Ms. Weir said the project would not preclude landscaping and greening efforts, and that neighborhood organizations such as Portola Urban Greening had outlined a proposal for taking local stewardship of landscaping and urban greening efforts adjacent to the pedestrian improvements.

During public comment, Alison Jackson commented that speeding traffic turning from San Bruno Avenue onto Alemaný Boulevard caused conflicts with bicyclists using the intersection, and asked if the project would improve the situation. Ms. Weir responded in the affirmative and briefly described some design options that would likely be considered.

There was no public comment.

8. **Update Quint-Jerrold Connector Road Project – INFORMATION**

Eric Cordoba, Deputy Director for Capital Projects, presented the item staff memorandum.

Chair Waddling thanked staff for the update and commented that he had been following the project for five years and was frustrated by the pace of progress.

There was no public comment.

9. San Francisco Municipal Transportation Agency Capital Improvement Program – INFORMATION

Sophia Forde, Junior Transportation Planner at the SFMTA, presented the item.

Santiago Lerma said that the list of stakeholders contacted during outreach for the Capital Improvement Program (CIP) looked great, but that as a resident of the Mission he was concerned about the lack of involvement from people who rode the bus in the implementation of Muni Forward changes to Mission Street. Ms. Forde replied that the point on transit user involvement was well taken. She said SFMTA had attempted to involve the general public by advertising public CIP meetings on buses, but noted there is always room for improvement.

There was no public comment

10. Plan Bay Area 2040 Draft Preferred Scenario – INFORMATION

Maria Lombardo, Chief Deputy Director, gave a brief update. She noted that, unfortunately, staff was still waiting for information (particularly land use information) from the regional agencies to support a thorough evaluation of the Draft Preferred Scenario and how well it met San Francisco's objectives. She reminded the CAC that staff provided an initial take on the transportation investment strategy the month prior. Ms. Lombardo explained that due to the tight regional timeline anticipating adoption of the Final Preferred Scenario in November, if the Transportation Authority Board were to take an action on Plan Bay Area, it would happen in October, prior to the next CAC meeting. Ms. Lombardo offered to send the CAC any Plans and Programs Committee or Board materials and to provide an update at the October 26 CAC meeting.

There was no public comment.

11. Introduction of New Business – INFORMATION

Peter Sachs said that he was interested in the San Francisco Municipal Transportation Agency's (SFMTA's) plan to expand service on the 48-Quintara route. He said that the route continued all the way to its westernmost terminus only during school hours, but that he understood there were plans to run the full route all day.

Myla Ablog requested an update on the status of funding for the Downtown Rail Extension and for a briefing on the Millennium Tower issue.

Peter Tannen said that he was still waiting for an update from SFMTA on the issue of bus bunching.

Jacqueline Sachs requested an update on the Central Subway project.

There was no public comment.

12. Public Comment

During public comment, Edward Mason said that he had witnessed the aftermath of a collision between a corporate shuttle and another vehicle at the intersection of 24th Street and Castro Street. He said that when he arrived there were three 24-Divisadero buses blocked by the collision because the corporate shuttle was so large, and that he had observed large shuttle buses on weight restricted streets late in the evening. He said that Facebook had used its shuttle program to satisfy the City of Menlo Park's Transportation Demand Management requirements for the expansion of its corporate campus, however the impact on the cities in which Facebook employees resided had not been considered. He said that there would be 6,400 new Facebook employees, but that according to the City of East Palo Alto, those additional jobs would result in

a total of 25,000 new jobs around the region due to multiplier effects and those impacts were not considered in Menlo Park's analyses.

13. Adjournment

The meeting was adjourned at 7:50 p.m.



This Page Intentionally Left Blank



Memorandum

Date: 10.20.16 **RE:** Citizens Advisory Committee
October 26, 2016

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, 2016

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, 2016 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 (Resolution 16-56), 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, 2016 (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, 2016, as requested.
2. Recommend adopting a motion of support for acceptance of the Audit Report for the fiscal year ended June 30, 2016, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

Expenditures did not exceed the amounts approved in the agency-wide amended Fiscal Year 2015/16 budget and there are no impacts to the Transportation Authority's adopted Fiscal Year 2016/17 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, 2016.

Attachment:

1. Audit Report for the Year Ended June 30, 2016

**SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY
ANNUAL FINANCIAL REPORT
FOR THE FISCAL YEAR ENDED JUNE 30, 2016**

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Table of Contents

For the Year Ended June 30, 2016

FINANCIAL SECTION

Independent Auditor's Report	1
Management's Discussion and Analysis	3
Basic Financial Statements	
Government-wide Financial Statements	
Statement of Net Position	11
Statement of Activities	12
Fund Financial Statements	
Governmental Funds - Balance Sheet	13
Reconciliation of the Governmental Funds Balance Sheet to the Statement of Net Position	15
Governmental Funds - Statement of Revenues, Expenditures, and Changes in Fund Balances	16
Reconciliation of the Governmental Funds Statement of Revenues, Expenditures, and Change in Fund Balances to the Statement of Activities	18
Owner-Controlled Insurance Program Fund - Statement of Fiduciary Net Position	19
Notes to Financial Statements	20

REQUIRED SUPPLEMENTARY INFORMATION

Schedules of Funding Progress and Employer Contributions - Other Postemployment Benefits	47
Budgetary Comparison Schedules	
Sales Tax Program General Fund	48
Congestion Management Agency Programs Fund	49
Transportation Fund for Clean Air Program	50
Vehicle Registration Fee for Transportation Improvements Program Fund	51
Treasure Island Mobility Management Agency Fund	52
Agency-wide	53
Schedule of the Proportionate Share of the Net Pension Liability	54
Schedule of Pension Contributions	55
Notes to Required Supplementary Information	56

SUPPLEMENTARY INFORMATION

Schedule of Expenditures of Federal Awards	58
Notes to Supplementary Information	59

INDEPENDENT AUDITOR'S REPORTS

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 <i>Government Auditing Standards</i>	62
Independent Auditor's Report on Compliance for Each Major Federal Program and Report on Internal Control Over Compliance Required by Uniform Guidance	64

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

Summary of Auditor's Results	67
Financial Statement Findings	68
Federal Awards Findings and Questioned Costs	69
Summary Schedule of Prior Audit Findings	70



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, 2016, 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.

Opinions

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, 2016, 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 discussed in Note 2 to the financial statements, the Transportation Authority adopted the following new accounting pronouncements: GASB Statement No. 72, Fair Value Measurement and Application; GASB Statement No. 76, *The hierarchy of Generally Accepted Accounting Principles for State and Local Governments*; and GASB Statement No. 82, *Pension Issues - an amendment of GASB Statements No. 67, No. 68, and No.73*. 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 progress 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 Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* 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 20, 2016 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.

Vavrinck, Trinc, Day & Co. LLP

Palo Alto, California
October 20, 2016

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**Management's Discussion and Analysis****For the Year Ended June 30, 2016**

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, 2016. 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 and deferred inflows of the Transportation Authority's governmental activities exceeded its assets and deferred outflows at the close of fiscal year 2015-16 by \$62.7 million. Of the net position, \$2.2 million was for net investment in capital assets, \$15.7 million was restricted for capital projects, and a negative balance of \$80.6 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 Agreement, 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 decreased by \$45.8 million as compared to the prior year due to an increase in transportation and capital project expenses as compared to the prior year. Other non-cash assets (assets other than cash, deposits, and investments) decreased by \$2.5 million as compared to the prior year.
- The Transportation Authority's total net position decreased \$41.6 million during the year ended June 30, 2016, as compared to an increase of \$16.2 million in the prior year.
- Sales tax revenues increased by \$1.9 million from the prior year. Investment income decreased by \$80 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 \$115.9 million during the year ended June 30, 2016 largely due to a one-time milestone payment of \$95.4 million at substantial completion of construction activities for the Presidio Parkway project. The remaining balance is due to a combination of increased activities for the Transbay Transit Center and San Francisco Municipal Railway's Motor Coach Replacement Projects, and decreased construction activities for the Interstate 80/Yerba Buena Island Interchange Improvement Project and Yerba Buena Bridge Structures (collectively known as the YBI Project) as compared to prior year.
- The Transportation Authority had positive governmental fund balances of \$40.4 million. Of this amount, \$82 thousand is nonspendable for prepaid costs and deposits, \$32.9 million is restricted for the capital projects in the Sales Tax Program, \$395 thousand for the capital projects in the Transportation Fund for Clean Air Program and \$7.0 million for capital projects in the Vehicle Registration Fee for Transportation Improvements Program. The Transportation Authority's governmental funds balances decreased by \$67.6 million in comparison with the prior year.
- In June 2015, the Transportation Authority substituted its commercial paper notes with a \$140 million tax-exempt, three-year Revolving Credit Agreement. As of June 30, 2016, \$114.7 million of the Revolving Credit balance was outstanding at an interest rate of 0.620%.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Management's Discussion and Analysis

For the Year Ended June 30, 2016

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 deferred outflows and liabilities and deferred inflows, 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, 2016**

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, 2016

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 and deferred inflows exceeded its assets and deferred outflows by \$62.7 million at June 30, 2016. Cash, deposits and investments decreased by \$45.8 million overall due to transportation and capital project expenses increased \$115.9 million over the prior year. The other assets and deferred outflow category decreased by \$2.2 million as compared to the prior year. Other assets mainly include \$18.7 million in sales tax receivables, \$25.0 million in outstanding program and other receivables (including amounts due from the City and County of San Francisco) and \$2.9 million in intergovernmental loan, which includes accrued interest.

Table 2
Statement of Net Position (in thousands)

	June 30, 2016	June 30, 2015	\$ Change	% Change
Assets and deferred outflows:				
Cash, deposits, and investments	\$ 37,190	\$ 83,008	\$ (45,818)	-55.2%
Other assets and deferred outflows	51,957	54,178	(2,221)	-4.1%
Capital assets	2,224	2,519	(295)	-11.7%
Total assets and deferred outflows	<u>91,371</u>	<u>139,705</u>	<u>(48,334)</u>	-34.6%
Liabilities and deferred inflows:				
Current, other liabilities, and deferred inflows	<u>154,051</u>	<u>160,749</u>	<u>(6,698)</u>	-4.2%
Net Position:				
Net investment in capital assets	2,224	2,519	(295)	-11.7%
Restricted for capital projects	15,657	13,486	2,171	16.1%
Unrestricted deficit	<u>(80,561)</u>	<u>(37,049)</u>	<u>(43,512)</u>	-117.4%
Total net position	<u>\$ (62,680)</u>	<u>\$ (21,044)</u>	<u>\$ (41,636)</u>	-197.9%

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Management's Discussion and Analysis

For the Year Ended June 30, 2016

The Transportation Authority's unrestricted deficit of \$80.6 million is due to the Revolving Credit Agreement, which will be eliminated with future sales tax revenues. The Transportation Authority's outstanding commitments are described in Note 14 of the basic financial statements. The \$2.2 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 (e.g. Revolving Credit Agreement) of the Transportation Authority.

Table 3
Statement of Activities (in thousands)

	For the Year Ended		\$ Change	% Change
	June 30, 2016	June 30, 2015		
Revenues:				
General:				
Sales tax	\$ 102,137	\$ 100,279	\$ 1,858	1.9%
Vehicle registration fee	5,362	4,862	500	10.3%
Investment income	383	463	(80)	-17.3%
Other	221	315	(94)	-29.8%
Program operating grants and contributions	<u>97,263</u>	<u>42,080</u>	<u>55,183</u>	<u>131.1%</u>
Total revenues	<u>205,366</u>	<u>147,999</u>	<u>57,367</u>	<u>38.8%</u>
Expenses:				
Transportation and capital projects	246,208	130,290	115,918	89.0%
Interest	<u>794</u>	<u>1,468</u>	<u>(674)</u>	<u>-45.9%</u>
Total expenses	<u>247,002</u>	<u>131,758</u>	<u>115,244</u>	<u>87.5%</u>
Change in net position	(41,636)	16,241	(57,877)	-356.4%
Net position, beginning of year	<u>(21,044)</u>	<u>(37,285)</u>	<u>16,241</u>	<u>43.6%</u>
Net position, end of year	<u>\$ (62,680)</u>	<u>\$ (21,044)</u>	<u>\$ (41,636)</u>	<u>-197.9%</u>

The Transportation Authority's net position decreased \$41.6 million for the year ended June 30, 2016. During the period, sales tax revenues increased by \$1.9 million or 1.9% as compared to the prior year. Investment income decreased by \$80 thousand due to the lower average balance in the City and County of San Francisco Treasury Pool. Program revenues increased by \$55.2 million due the one-time revenue receipt of \$75 million for the substantial completion of construction activities for the Presidio Parkway project from the Golden Gate Bridge, Highway and Transportation District and a decrease of federal and state reimbursements for the YBI Project. Transportation and capital projects expenses increased by \$115.9 million largely due to the one-time milestone payment in the amount of \$95.4 million for Presidio Parkway project to the California Department of Transportation. The remaining balance is due to a combination of increased activities for the Transbay Transit Center and the San Francisco Municipal Railway's Motor Coach Replacement Projects and decreased construction activities for the YBI Project.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Management's Discussion and Analysis
For the Year Ended June 30, 2016

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, 2016					Total	June 30, 2015	\$ 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, & investments	\$ 24,449	\$ -	\$ 942	\$ 11,799	\$ -	\$ 37,190	\$ 83,008	\$ (45,818)	-55.20%
Other assets	39,488	21,709	772	914	1,055	63,938	62,185	1,753	2.82%
Total assets	\$ 63,937	\$ 21,709	\$ 1,714	\$ 12,713	\$ 1,055	\$ 101,128	\$ 145,193	\$ (44,065)	-30.35%
Liabilities:									
Current and other liabilities	\$ 26,450	\$ 14,157	\$ 915	\$ 5,736	\$ 727	\$ 47,985	\$ 30,200	\$ 17,785	58.89%
Deferred inflows of resources:									
Unavailable program revenue	4,476	7,552	404	-	328	12,760	6,982	5,778	82.76%
Fund balances (deficits):									
Nonspendable	82	-	-	-	-	82	137	(55)	-40.15%
Restricted									
Capital projects	32,929	-	395	6,977	-	40,301	107,874	(67,573)	-62.64%
Total fund balances	33,011	-	395	6,977	-	40,383	108,011	(67,628)	-62.61%
Total Liabilities, Deferred Inflows of Resources, and Fund Balances									
	\$ 63,937	\$ 21,709	\$ 1,714	\$ 12,713	\$ 1,055	\$ 101,128	\$ 145,193	\$ (44,065)	-30.35%

At June 30, 2016, the Transportation Authority's governmental funds reported combined ending fund balances of \$40.4 million, a decrease of \$67.6 million as compared to the prior year. The total fund balances are composed of a balance of \$82 thousand nonspendable for prepaid costs and deposits and a balance of \$40.3 million restricted for the capital projects.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Management's Discussion and Analysis
For the Year Ended June 30, 2016

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

	For the Year Ended June 30, 2016						Total	Year Ended June 30, 2015	\$ 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 Agency					
Revenues:										
Sales tax	\$ 99,528	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,528	\$ 100,279	\$ (751)	-0.7%
Vehicle registration fee	-	-	-	5,362	-	-	5,362	4,862	500	10.3%
Investment income	377	-	2	4	-	-	383	463	(80)	-17.3%
Program revenues	75,072	17,233	750	-	1,037	-	94,092	43,577	50,515	115.9%
Other	34	51	-	-	-	-	85	179	(94)	-52.5%
Total revenues	175,011	17,284	752	5,366	1,037	-	199,450	149,360	50,090	33.5%
Expenditures:										
Transportation and capital projects	215,775	22,543	1,465	5,700	801	-	246,284	130,153	116,131	89.2%
Debt service	20,794	-	-	-	-	-	20,794	1,468	19,326	1316.5%
Total expenditures	236,569	22,543	1,465	5,700	801	-	267,078	131,621	135,457	102.9%
Excess (deficiency) of revenues over (under) expenditures	(61,558)	(5,259)	(713)	(334)	236	-	(67,628)	17,739	(85,367)	-481.2%
Other financing sources (uses):										
Transfers in	236	5,259	-	-	-	-	5,495	1,300	4,195	322.7%
Transfers out	(5,259)	-	-	-	(236)	-	(5,495)	(1,300)	(4,195)	322.7%
Proceeds from revolving credit agreement	-	-	-	-	-	-	-	134,664	(134,664)	-100.0%
Total other financing sources (uses)	(5,023)	5,259	-	-	(236)	-	-	134,664	(134,664)	-100.0%
Net change in fund balances	(66,581)	-	(713)	(334)	-	-	(67,628)	152,403	(220,031)	-144.4%
Fund balances, beginning of year	99,592	-	1,108	7,311	-	-	108,011	(44,392)	152,403	-343.3%
Fund balances, end of year	\$ 33,011	\$ -	\$ 395	\$ 6,977	\$ -	\$ -	\$ 40,383	\$ 108,011	\$ (67,628)	-62.6%

Total revenues for the Transportation Authority's activities totaled \$199.5 million in fiscal year 2015-16, an increase of \$50.1 million from fiscal year 2014-15. As compared to the prior year, sales tax revenues decreased by \$751 thousand primarily due to a change in the revenue recognition period from 90 days to 60 days after fiscal year end. There is no issue with the availability of these revenues, only the fiscal year of when these revenues are accounted for. Investment income decreased by \$80 thousand due to the lower average balance in the City and County of San Francisco Treasury Pool. Program revenues increased by \$50.5 million due to a combination of the one-time milestone revenue received from the Golden Gate Bridge, Highway and Transportation District for the Presidio Parkway project and a decrease of federal and state reimbursements for the YBI Project. Expenditures for the Transportation Authority's activities totaled \$267.1 million, an increase of \$135.5 million from fiscal year 2014-15. For the year ended June 30, 2016, expenditures for governmental funds exceeded revenues by \$67.6 million. Other aspects of the individual program activities are discussed in the government-wide analysis above.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Management's Discussion and Analysis

For the Year Ended June 30, 2016

BUDGETARY ANALYSIS AND HIGHLIGHTS AND ECONOMIC FACTORS

The Transportation Authority's final budgetary fund balances decreased from the original budget by \$27.0 million. The majority of the variance is due to anticipated increase in transportation and capital projects expenditures for San Francisco Municipal Railway's Motor Coach Replacement Projects.

In addition, actual revenues and transfers in were less than the final budgetary estimates by \$15.1 million mainly due to lower program revenues from the YBI project and change in the revenue recognition period from 90 days to 60 days after fiscal year end. There is no issue with the availability of these revenues, only the fiscal year of when these revenues are accounted for, and it does not affect the viability of the projects or grants. Actual expenditures and transfers out were less than budgetary estimates by \$32.7 million. This amount includes a positive favorable variance of \$27.3 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 fiscal year 2015-16, 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 48 through 53 of this report.

CAPITAL ASSETS

The Transportation Authority's investment in capital assets as of June 30, 2016, amounted to \$2.2 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 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, Revolving Credit Agreement. In the month of December 2015, Fitch Ratings reaffirmed issuer ratings for the Transportation Authority with "AA+." The Revolving Credit Agreement will be repaid from sales tax revenues. As of June 30, 2016, the Transportation Authority has \$114.7 million of the Revolving Credit balance outstanding. Additional information on the Transportation Authority's Revolving Credit Agreement 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, 2016

ASSETS

Cash in bank	\$ 15,122,611
Deposits and investments with City Treasurer	22,067,164
Sales tax receivable	18,693,084
Vehicle registration fee receivable	913,617
Interest receivable from City and County of San Francisco	56,705
Program receivables	24,554,615
Receivable from the City and County of San Francisco	423,710
Other receivables	3,471,689
Intergovernmental loan receivable	2,894,083
Prepaid costs and deposits	81,580
Net OPEB asset	5,813
Capital assets, net of accumulated depreciation	2,224,413
Total Assets	<u>90,509,084</u>

DEFERRED OUTFLOWS OF RESOURCES

Deferred outflows from pension activities	<u>861,256</u>
---	----------------

LIABILITIES

Accounts payable	15,226,017
Accounts payable to the City and County of San Francisco	19,741,058
Accrued salaries and taxes	167,564
Revolving credit agreement	114,664,165
Unearned rent abatement	801,994
Unearned leasehold incentive	1,220,663
Accrued compensated absences	492,106
Net pension liability	1,288,393
Total Liabilities	<u>153,601,960</u>

DEFERRED INFLOWS OF RESOURCES

Deferred inflows from pension activities	<u>448,612</u>
--	----------------

NET POSITION

Net investment in capital assets	2,224,413
Restricted by enabling legislation for capital projects	15,656,533
Unrestricted deficit	(80,561,178)
Total Net Position	<u>\$ (62,680,232)</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, 2016

	<u>Total</u>	<u>Transportation and Capital Projects</u>	<u>Interest</u>
EXPENSES	\$ 247,001,904	\$ 246,207,732	\$ 794,172
PROGRAM REVENUES			
Operating grants and contributions	97,263,152	97,263,152	-
Net program expense	<u>(149,738,752)</u>	<u>\$ (148,944,580)</u>	<u>\$ (794,172)</u>
GENERAL REVENUES			
Sales tax	102,136,600		
Vehicle registration fee	5,362,050		
Investment income	383,456		
Other	220,688		
Total general revenues	<u>108,102,794</u>		
CHANGE IN NET POSITION	(41,635,958)		
Net position, beginning of year	<u>(21,044,274)</u>		
Net position, end of year	<u>\$ (62,680,232)</u>		

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Governmental Funds Balance Sheet

June 30, 2016

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program
ASSETS			
Cash in bank	\$ 2,381,592	\$ -	\$ 941,747
Deposits and investments with the City			
Treasurer	22,067,164	-	-
Sales tax receivable	18,693,084	-	-
Vehicle registration fee receivable	-	-	-
Interest receivable from the City & County of San Francisco	56,705	-	-
Program receivables			
Federal	-	19,065,829	-
State	-	2,085,188	-
Regional and other	1,441,649	261,698	772,398
Receivables from the City & County of San Francisco	-	296,452	-
Other receivables	3,471,689	-	-
Intergovernmental loan receivable	2,894,083	-	-
Due from other funds	12,849,860	-	-
Prepaid costs and deposits	81,580	-	-
Total Assets	\$ 63,937,406	\$ 21,709,167	\$ 1,714,145
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES			
Liabilities			
Accounts payable	\$ 12,206,490	\$ 2,526,535	\$ -
Accounts payable to the City & County of San Francisco	14,075,666	73,454	494,904
Accrued salaries and taxes	167,564	-	-
Due to other funds	-	11,557,034	420,543
Total liabilities	26,449,720	14,157,023	915,447
Deferred Inflows of Resources			
Unavailable program revenues	4,476,439	7,552,144	404,332
Total deferred inflows of resources	4,476,439	7,552,144	404,332
Fund Balances			
Nonspendable	81,580	-	-
Restricted for capital projects	32,929,667	-	394,366
Total Fund Balances	33,011,247	-	394,366
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 63,937,406	\$ 21,709,167	\$ 1,714,145

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
\$ 11,799,272	\$ -	\$ 15,122,611
-	-	22,067,164
-	-	18,693,084
913,617	-	913,617
-	-	56,705
-	305,111	19,370,940
-	-	2,085,188
-	622,742	3,098,487
-	127,258	423,710
-	-	3,471,689
-	-	2,894,083
-	-	12,849,860
-	-	81,580
<u>\$ 12,712,889</u>	<u>\$ 1,055,111</u>	<u>\$ 101,128,718</u>
\$ 371,099	\$ 121,893	\$ 15,226,017
5,097,034	-	19,741,058
-	-	167,564
267,434	604,849	12,849,860
<u>5,735,567</u>	<u>726,742</u>	<u>47,984,499</u>
-	328,369	12,761,284
-	328,369	12,761,284
-	-	81,580
6,977,322	-	40,301,355
<u>6,977,322</u>	<u>-</u>	<u>40,382,935</u>
<u>\$ 12,712,889</u>	<u>\$ 1,055,111</u>	<u>\$ 101,128,718</u>

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
 Reconciliation of the Governmental Funds
 Balance Sheet to the
 Statement of Net Position
 June 30, 2016

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:	\$	40,382,935
Capital assets used in governmental activities are not financial resources and therefore are not reported in the governmental funds:		2,224,413
Long-term receivables are not available to pay for current period expenditures and therefore are deferred in the governmental funds:		
Program receivables		10,152,800
Sales tax receivable		2,608,484
Certain liabilities are not due and payable in the current period and therefore are not reported in the governmental funds:		
Revolving credit agreement		(114,664,165)
Unearned leasehold incentive		(1,220,663)
Unearned rent abatement		(801,994)
Accrued compensated absences		(492,106)
Net OPEB asset		5,813
Net pension liability and deferred inflows or outflows related to pension		(875,749)
Net position of governmental activities	\$	<u>(62,680,232)</u>

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Governmental Funds

Statement of Revenues, Expenditures, and

Changes in Fund Balances

For the Year Ended June 30, 2016

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program
REVENUES			
Sales tax	\$ 99,528,116	\$ -	\$ -
Vehicle registration fee	-	-	-
Investment income	377,025	-	2,379
Program revenues			
Federal	-	14,161,616	-
State	-	1,508,642	-
Regional and other	75,071,666	1,562,770	749,885
Other revenues	33,940	51,119	-
Total Revenues	175,010,747	17,284,147	752,264
EXPENDITURES			
Current - transportation and capital projects			
Personnel expenditures	2,908,112	1,892,350	40,131
Non-personnel expenditures	2,098,988	55,247	-
Capital project costs	210,715,336	20,595,629	1,425,271
Capital outlay	51,852	-	-
Debt service			
Principal	20,000,000	-	-
Interest and fiscal charges	794,172	-	-
Total Expenditures	236,568,460	22,543,226	1,465,402
Excess (Deficiency) of Revenues Over (Under) Expenditures	(61,557,713)	(5,259,079)	(713,138)
OTHER FINANCING SOURCES (USES)			
Transfers in	235,887	5,259,079	-
Transfers out	(5,259,079)	-	-
Total Other Financing Sources (Uses)	(5,023,192)	5,259,079	-
NET CHANGE IN FUND BALANCES	(66,580,905)	-	(713,138)
Fund Balances - Beginning	99,592,152	-	1,107,504
Fund Balances - Ending	\$ 33,011,247	\$ -	\$ 394,366

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
\$ -	\$ -	\$ 99,528,116
5,362,050	-	5,362,050
4,052	-	383,456
-	114,072	14,275,688
-	-	1,508,642
-	922,637	78,306,958
-	-	85,059
5,366,102	1,036,709	199,449,969
184,559	296,034	5,321,186
82	21,502	2,175,819
5,515,530	483,286	238,735,052
-	-	51,852
-	-	20,000,000
-	-	794,172
5,700,171	800,822	267,078,081
(334,069)	235,887	(67,628,112)
-	-	5,494,966
-	(235,887)	(5,494,966)
-	(235,887)	-
(334,069)	-	(67,628,112)
7,311,391	-	108,011,047
\$ 6,977,322	\$ -	\$ 40,382,935

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, 2016

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 changes in fund balances:	\$ (67,628,112)
---	-----------------

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, net position increases by the amount of financial resources expended, whereas net position decreases by the amount of depreciation expense charged for the year:

Capital asset additions	51,852
Depreciation expense	(346,019)

Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the governmental funds statements:

Amortization in leasehold incentive	135,629
Change in deferred inflows related to unavailable revenues	5,780,348

Payments of the revolving credit agreement are not an expense on the statement of activities but are an expenditure in the governmental funds:

	20,000,000
--	------------

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	(33,260)
Pension expenses	388,165
Compensated absences	9,626
Other post employment benefits	5,813

Change in net position of governmental activities	<u>\$ (41,635,958)</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, 2016

ASSETS

Deposits with escrow agent	\$ 356,148
----------------------------	------------

LIABILITIES

Due to City and County of San Francisco	\$ 356,148
---	------------

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

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, 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 San Francisco County Transportation Expenditure 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 criteria set forth in accounting principles generally accepted in the United States of America for inclusion in the financial statements as a component unit, 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, and management has operational responsibility for the entity.

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, 2016

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, 2016

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 87% complete as of June 30, 2016.

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. Additional preliminary engineering and environmental analysis is continuing; preliminary design efforts are approximately 30% complete. All work necessary to prepare the required technical analysis is being performed in accordance with current Caltrans and Federal Highway Administration policies and procedures.

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.

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.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

NOTE 1 - REPORTING ENTITY AND BACKGROUND, (Continued)

Proposition AA Administrator of County Vehicle Registration Fee

On November 2, 2010, San Francisco voters approved Proposition 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 San Francisco County Transportation Expenditure Plan. Revenue collection began in May 2011.

Proposition 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 Proposition 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 Proposition AA program is a pay-as-you-go program.

Treasure Island Mobility Management Agency (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. The Transportation Authority financial statements include TIMMA as a blended special revenue component unit.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

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 Programs*; *Transportation Fund for Clean Air Program*; *Vehicle Registration Fee for Transportation Improvements Program*; and *Treasure Island Mobility Management Agency* as major funds.

The Transportation Authority uses the following funds:

Sales Tax Program General Fund – The Sales Tax Program General 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 Proposition K Expenditure Plan. The major source of revenue for this fund is the 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 Programs – 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 County 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, 2016

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

Vehicle Registration Fee for Transportation Improvements Program Fund – This 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 Proposition AA 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 major sources of revenue are federal, state, and regional grants.

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 an agency 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 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 recognized as revenues when their receipt occurs within 60 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, 2016

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

During the year ended June 30, 2016, the Transportation Authority adopted a new revenue recognition policy, and changed the availability period from 90 days to 60 days. The new policy more closely reflects the use of current resources to pay liabilities of the current period. The change in application of accounting principles resulted in a reduction in revenues by \$2.9 million in the Congestion Management Agency Programs Fund, for the year ended June 30, 2016. These revenues will be recognized in the year ended June 30, 2017.

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.

Investment Valuations

The Transportation Authority recognizes the fair value measurement of its investments on a recurring basis, based on the hierarchy established by generally accepted accounting principles. The fair value hierarchy which has three levels, is based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. The Transportation Authority's investments in the City and County of San Francisco Investment Pool are uncategorized because deposits to and from the pool are made on the basis of \$1 and not at fair value.

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 on the fund level financial statements.

Sales tax receivables on the fund level financial statements represent sales tax receipts in the 60 days subsequent to the Transportation Authority's fiscal year-end relating to the prior year's sales activity. Additional amounts are accrued for on the entity-wide financial statements representing fourth quarter adjustments from the Board of Equalization. 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.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

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

Vehicle registration fees receivables represent vehicle registration fee receipts in the 60 days 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

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 (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, 2016, the Transportation Authority recognized a compensated absences liability in the amount of \$492,106 and during the year ended June 30, 2016, the Transportation Authority paid \$370,173, and accrued \$360,547 in compensated absences.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

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

New Accounting Principles

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 fiscal year 2015-16. The Transportation Authority has implemented the provisions of this statement as of June 30, 2016.

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 requirements of the Statement that address accounting and financial reporting by employers and governmental nonemployer contributing entities for pensions that are not within the scope of Statement 68 are effective for financial statements for fiscal years beginning after June 15, 2016, or fiscal year 2016-17. 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 fiscal year 2016-17. The pronouncement is applicable to OPEB plans.

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 fiscal year 2017-18. The Transportation Authority has not determined the effect of the statement.

GASB Statement No. 76 – In June 2015, the GASB issued Statement No. 76, *The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments*. The objective of this Statement is to identify—in the context of the current governmental financial reporting environment—the hierarchy of generally accepted accounting principles (GAAP). The "GAAP hierarchy" consists of the sources of accounting principles used to prepare financial statements of state and local governmental entities in conformity with GAAP and the framework for selecting those principles. This Statement reduces the GAAP hierarchy to two categories of authoritative GAAP and addresses the use of authoritative and non-authoritative literature in the event that the accounting treatment for a transaction or other event is not specified within a source of authoritative GAAP. This Statement supersedes Statement No. 55, *The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments*. The Transportation Authority has implemented the provisions of this Statement as of June 30, 2016.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

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

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 fiscal year 2016-17. The Transportation Authority has not determined the effect of the statement.

GASB Statement No. 78 – In December 2015, the GASB issued Statement No. 78, *Pensions Provided through Certain Multiple-Employer Defined Benefit Pension Plans*. The objective of this Statement is to address certain pensions provided through certain multiple-employer defined benefit pension plans and to state or local governmental employers whose employees are provided with such pensions. The provisions of this statement are effective for the Transportation Authority for fiscal year ending June 30, 2016. This statement did not have an impact on the Transportation Authority's financial statements.

GASB Statement No. 79 – In December 2015, GASB issued Statement No. 79, *Certain External Investment Pools and Pool Participants*. The Statement addresses accounting and financial reporting for certain external investment pools and pool participants. The Statement establishes criteria for an external investment pool to qualify for making the election to measure all of its investments at amortized cost for financial reporting purposes. The Statement establishes additional note disclosure requirements for qualifying external investment pools that require measurement of their investments at amortized cost for financial reporting purposes and for governments that participate in those pools. Both the qualifying external investment pools and their participants are required to disclose information about any limitations or restrictions on participant withdrawals. The Statement is effective for the periods beginning after June 15, 2015, or the fiscal year 2016-17, except for certain provisions on portfolio quality, custodial credit risk, and shadow pricing. The Transportation Authority has not determined the effect of the statement.

GASB Statement No. 80 – In January 2016, GASB issued Statement No. 80, *Blending Requirements for Certain Component Units – An Amendment of GASB Statement No. 14*. The objective of the Statement is to improve financial reporting by clarifying the financial statement presentation requirements for certain component units. This Statement amends the blending requirements established in paragraph 53 of Statement No. 14, *The Financial Reporting Entity, as amended*. The additional criterion requires blending of a component unit incorporated as a not-for-profit corporation in which the primary government is the sole corporate member. The Statement is effective for the reporting periods beginning after June 15, 2016, or the fiscal year 2016-17. The Transportation Authority has not determined the effect of the statement.

GASB Statement No. 81 – In March 2016, GASB issued Statement No. 81, *Irrevocable Split-Interest Agreements*. The objective of the Statement is to improve financial reporting for irrevocable split-interest agreements by providing recognition and measurement guidance for situations in which a government is a beneficiary of the agreement. The Statement requires that a government that receives resources pursuant to an irrevocable split-interest agreement recognize assets, liabilities, and deferred inflows of resources at the inception of the agreement. Furthermore, the Statement requires that a government recognize assets representing its beneficial interests in irrevocable split-interest agreements that are administered by a third party, if the government controls the present service capacity of the beneficial interests. The Statement requires that a government recognize revenue when the resources become applicable to the reporting period. The Statement is effective for the reporting periods beginning after December 15, 2016, or the fiscal year 2017-18. The Transportation Authority has not determined the effect of the statement.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

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

GASB Statement No. 82 – In March 2016, the GASB issued Statement No. 82, *Pension Issues - An Amendment of GASB Statements No. 67, No. 68, and No. 73*. The objective of this Statement is to address certain issues that have been raised with respect to Statements No. 67, *Financial Reporting for Pension Plans*, No. 68, *Accounting and Financial Reporting for Pensions*, and 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*. Specifically, this Statement addresses issues regarding (1) the presentation of payroll-related measures in required supplementary information, (2) the selection of assumptions and the treatment of deviations from the guidance in an Actuarial Standard of Practice for financial reporting purposes, and (3) the classification of payments made by employers to satisfy employee (plan member) contribution requirements. The Transportation Authority elected early implementation of the provisions of this Statement as of June 30, 2016, and there was no impact to its financial statements.

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.”

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, 2016, 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.

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.

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.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

NOTE 3 - CASH AND INVESTMENTS*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, 2016, the carrying amount of the Transportation Authority's deposits was \$15,122,611 and the bank balance was \$14,944,445. The difference between the bank balance and the carrying amount represents outstanding checks and deposits. Of the bank balance, \$750,000 was covered by federal depository insurance and \$14,194,445 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.

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, 2016, the Transportation Authority's investments are not exposed to custodial credit risk. The notes to the basic financial statements of the City provide more detailed information concerning deposit and investment risks associated with the City's pool of cash and investments at June 30, 2016.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

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, 2016, the Transportation Authority's deposits and investments in the Pool are approximately \$22.1 million, and the total amount invested by all public agencies in the Pool is approximately \$7.8 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, 2016 consisted of Pooled cash with the City and County of San Francisco having weighted average maturity of 1.02 years. At June 30, 2016, 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, California 94102.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

NOTE 4 - INTERFUND TRANSACTIONS

Due to/Due from

The composition of interfund balances as of June 30, 2016, 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	\$ 11,557,034	\$ 420,543	\$ 267,434	\$ 604,849	\$ 12,849,860

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 CMA Programs received a transfer of \$5,259,079 from Sales Tax Program to subsidize payments made during the fiscal year. The Sales Tax Program also received \$235,887 from TIMMA which is a reimbursement for unpaid subsidies.

NOTE 5 - CAPITAL ASSETS

The capital asset activity for the year ended June 30, 2016, is as follows:

	Balance July 1, 2015	Additions	Retirement	Balance June 30, 2016
Capital assets, being depreciated:				
Leasehold improvements	\$ 3,023,624	\$ -	\$ -	\$ 3,023,624
Furniture and equipment	961,989	51,852	(123,088)	890,753
Total capital assets, being depreciated	<u>3,985,613</u>	<u>51,852</u>	<u>(123,088)</u>	<u>3,914,377</u>
Less accumulated depreciation for:				
Leasehold improvements	694,626	232,899	-	927,525
Furniture and equipment	772,407	113,120	(123,088)	762,439
Total accumulated depreciation	<u>1,467,033</u>	<u>346,019</u>	<u>(123,088)</u>	<u>1,689,964</u>
Total capital assets, net	<u>\$ 2,518,580</u>	<u>\$ (294,167)</u>	<u>\$ -</u>	<u>\$ 2,224,413</u>

Depreciation expense for the current year amounted to \$346,019, 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, 2016

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, 2016:

Receivables from the following City Department/Agency	Purpose	Total
Department of Public Works	Better Market Street Environmental Impact Report Travel Demand	\$ 41,634
Municipal Transportation Agency: Municipal Railway	19th Avenue M-Ocean View	3,244
Office of Community Investment & Infrastructure	Folsom Street Off-Ramp Realignment Project	106,886
Office of Economic & Workforce Development	Late Night Transportation	16,787
Planning Department	San Francisco Long-Range Transportation Planning Program	25,512
Public Utilities Commission: Wastewater Enterprise	19th Avenue City-Combined Project	1,835
Water Enterprise	19th Avenue City-Combined Project	7,349
Treasure Island Development Authority	Treasure Island Transportation Implementation Plan	127,258
	Yerba Buena Island Ramps Improvement Project	93,205
Total receivables from the City and County of San Francisco		<u>\$ 423,710</u>

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Notes to Financial Statements
June 30, 2016

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, 2016:

Payables to the following City Department	Purpose	Total
Department of Environment	Clean Air Programs	\$ 28,431
Department of Public Health	Clean Air Programs	2,288
Department of Public Works	Street Resurfacing	2,182,042
Department of Technology	Board Meeting Boardcast	8,136
Mayor's Office of Housing	Hunters View Transit Connection	460,284
Municipal Transportation Agency:		
Department of Parking & Traffic		
	Bicycle Circulation/Safety	\$ 355,531
	Clean Air Programs	482,378
	New Signals and Signs	326,092
	Pedestrian and Bicycle Facility Maintenance	766
	Pedestrian Circulation/Safety	144,585
	Pedestrian Safety	520,300
	Rapid Bus Network including Real Time Transit Information	4,827
	Signals and Signs	968,687
	Street Repair and Reconstruction	1,650,152
	Traffic Calming	93,569
	Transportation/Land Use Coordination	579,835
	Upgrades to Major Arterials (including 19th Avenue)	43,601
		<u>5,170,323</u>
Municipal Railway		
	Balboa Park BART/MUNI Station Access Improvements	143,417
	Central Subway (Third Street Light Rail Phase 2)	417,549
	Facilities	1,195,310
	Guideways	888,499
	Other Transit Enhancements	186,145
	Rapid Bus Network including Real Time Transit Information	1,427,314
	Signals and Signs	12,497
	Transit Reliability and Mobility Improvements	508,501
	Transportation/Land Use Coordination	225,028
	Vehicles	6,792,073
	Visitacion Valley Watershed Area Projects	6,000
		<u>\$ 11,802,333</u>
	Total Municipal Transportation Agency	16,972,656
Office of Economic & Workforce Development	Workforce Development for Presidio Parkway	17,839
Office of the City Attorney	Legal Services	22,266
Planning Department	19th Avenue Bulbouts	47,116
		<u>47,116</u>
	Total payable to the City and County of San Francisco	<u>\$ 19,741,058</u>

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

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, 2016:

<u>Expenditures incurred by the following City Department/Agency</u>	<u>Total</u>
Department of Environment	\$ 70,170
Department of Public Health	2,288
Department of Public Works	7,317,298
Department of Technology	23,952
Health Service System	39,581
Mayor's Office of Housing	725,096
Municipal Transportation Agency-DPT	14,169,412
Municipal Transportation Agency-MUNI	67,904,016
Office of Economic & Workforce Development	31,060
Office of the City Attorney	22,266
Planning Department	47,116
	<u>\$ 90,352,255</u>

During fiscal year 2015-16, the Transportation Authority incurred capital expenditures of \$73.5 million, which were paid to departments within the City, of which \$66.2 million was expended on San Francisco Municipal Transportation Agency projects. San Francisco Municipal Transportation Agency projects include \$60.2 million on Central Subway, Paratransit, Signals and Signs, Rapid Bus Network, Third Street Light Rail, New Hybrid Coaches Replacement and the Central Control and Communication Projects and \$6.0 million on various transit and street maintenance improvements and pedestrian and bicycle projects.

NOTE 7 - REVOLVING CREDIT 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 \$140,000,000 tax-exempt revolving credit agreement (Revolving Credit Agreement). The commercial paper notes provided a source of financing for the Transportation Authority's voter-approved Proposition K Expenditure Plan. The Revolving Credit Agreement 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 on June 8, 2018. The Revolving Credit Agreement is secured by a first lien gross pledge of the Transportation Authority's sales tax. The Transportation Authority paid \$20,000,000 of the outstanding balance of \$134,664,165 as of July 1, 2015. As of June 30, 2016, \$114,664,165 of the Revolving Credit Agreement balance was outstanding, with an interest rate of 0.620%.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

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 acts as a common investment and administrative agent for its participating member employers. 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. Copies of the CalPERS annual financial reports may be obtained from the CalPERS Executive Office at 400 P Street, Sacramento, California 95814.

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. Benefit provisions and all other requirements are established by State statute and may be amended by the Transportation Authority's contract with the employees.

The Plan provisions and benefits in effect at June 30, 2016, 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
Monthly benefits, as a percent of eligible compensation	2.0% to 2.5%	1.0% to 2.5%
Required employee contribution rates	7.00%	6.25%
Required employer contribution rates	8.51%	6.24%

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.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

NOTE 8 - PENSION PLANS, (Continued)

For the year ended June 30, 2016, the contributions were \$280,199.

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

As of June 30, 2016, the Transportation Authority's reported net pension liability for its proportionate shares of the collective net pension liability is \$1,288,393.

The Transportation Authority's net pension liability is measured as the proportionate share of the collective Plan's net pension liability. The net pension liability is measured as of June 30, 2015, 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, 2014 rolled forward to June 30, 2015 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, 2015 and 2016 was as follows:

Proportion - June 30, 2015	0.04834%
Proportion - June 30, 2016	0.01877%
Change	<u>(0.02957)%</u>

For the year ended June 30, 2016, the Transportation Authority recognized a pension credit of \$107,966. On June 30, 2016, the Transportation Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$ 280,199	\$ -
Contributions in excess of proportionate share	229,602	-
Changes in assumptions	-	(242,652)
Difference in expected and actual experience	25,648	-
Adjustment due to differences in proportions	325,807	(84,315)
Net differences between projected and actual earnings on plan investments	-	(121,645)
Total	<u>\$ 861,256</u>	<u>\$ (448,612)</u>

Reported as deferred outflows of resources related to contributions subsequent to the measurement date is \$280,199, which will be recognized as a reduction of the net pension liability in the year ended June 30, 2017. 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 Ending June 30,	Deferred Outflows/(Inflows) of Resources
2017	\$ 1,577
2018	(220)
2019	(24,403)
2020	155,491
	<u>\$ 132,445</u>

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

NOTE 8 - PENSION PLANS, (Continued)

Actuarial Assumptions

The total pension liabilities in the June 30, 2014 actuarial valuations were determined using the following actuarial assumptions for the collective miscellaneous plans:

Valuation Date	June 30, 2014
Measurement Date	June 30, 2015
Actuarial Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions	
Discount Rate	7.65%
Inflation	2.75%
Payroll Growth	3.00%
Projected Salary Increase	Varies by Entry-Age and Service
Investment Rate of Return	7.50% (1)
Mortality	(2)

- (1) Net of pension plan investment and administrative expenses, includes inflation.
- (2) The probabilities of mortality are based on the 2010 CalPERS experience study for the period from 1997 to 2011.

All other actuarial assumptions used in the June 30, 2014, valuation were based on the results of a 2010, actuarial experience study for the period 1997 to 2011. Further details of the Experience Study can found on the CalPERS website.

Change of Assumptions

There was a change in the discount rate assumption from the June 30, 2014 measurement date. GASB 68, paragraph 68 states that the long-term expected rate of return should be determined net of pension plan investment expense, but without reduction for pension plan administrative expense. The discount rate of 7.50% used for the June 30, 2014 measurement date was net of administrative expenses. The discount rate of 7.65% used for the June 30, 2015 measurement date is without reduction of pension plan administrative expense.

Discount Rate

The discount rate used to measure the total pension liability was 7.65%. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing of the plans, the tests revealed the assets would not run out. Therefore, the current 7.65% discount rate is appropriate and the use of the municipal bond rate calculation is not deemed necessary. The long-term expected discount rate of 7.65% is applied to all plans in the Public Employees Retirement Fund. The stress test results are presented in a detailed report called "GASB Crossover Testing Report" that can be obtained at CalPERS' website under the GASB 68 section.

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.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

NOTE 8 - PENSION PLANS, (Continued)

In determining the long-term expected rate of return, CalPERS' staff took into account both short-term and long-term market return expectations as well as the expected pension fund (Public Employees' Retirement Fund) cash flows. Such cash flows were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. Using historical returns of all the funds' asset classes, expected compound (geometric) 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. 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 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. The target allocation shown was adopted by the Board effective on July 1, 2014.

Asset Class	Current Target Allocation	(1) Real Return Years 1 - 10	(2) Real Return Years 11+
Global Equity	51.0%	5.25%	5.71%
Global Fixed Income	19.0%	0.99%	2.43%
Inflation Sensitive	6.0%	0.45%	3.36%
Private Equity	10.0%	6.83%	6.95%
Real Estate	10.0%	4.50%	5.13%
Infrastructure and Forestland	2.0%	4.50%	5.09%
Liquidity	2.0%	-0.55%	-1.05%
	100.0%		

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

(2) 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 6.65%	Current Discount Rate 7.65%	1% Increase 8.65%
Net Pension Liability	\$ 2,348,553	\$ 1,288,393	\$ 413,108

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, 2016

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, 2016, the Transportation Authority contributed \$206,513, or 103%, of the annual required contribution (ARC) to the CERBT.

The Transportation Authority is required to contribute the ARC, per the board's approved policy, 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.

Annual OPEB Cost

The Transportation Authority's annual other postemployment benefit (OPEB) cost (expense) is calculated based on the *annual required contribution of the employer (ARC)*, an amount actuarially determined in accordance with the parameters of GASB Statement 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 following table shows the components of the Transportation Authority's annual OPEB cost for the year, the amount actually contributed to the plan, and changes in the net OPEB obligation to CERBT.

Annual required contribution	\$ 200,500
Interest on net OPEB obligation	2,600
Adjustment to annual required contribution	(2,400)
Annual OPEB cost (expense)	<u>200,700</u>
Contributions made	<u>(206,513)</u>
Increase (Decrease) in net OPEB obligation	(5,813)
Net OPEB obligation (asset) - beginning of year	-
Net OPEB obligation (asset) - end of year	<u><u>\$ (5,813)</u></u>

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

NOTE 9 - POSTEMPLOYMENT HEALTHCARE BENEFITS, (Continued)

The Transportation Authority's annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation for 2016 and the two preceding years were as follows:

Fiscal Year Year Ended	Annual OPEB Cost	Annual OPEB Cost Contributed	Net OPEB Asset
6/30/2014	\$ 138,400	100%	\$ -
6/30/2015	138,400	100%	-
6/30/2016	200,700	103%	(5,813)

Funded Status and Funding Progress

As of June 30, 2015, the most recent actuarial valuation date, the funded status of the plan was as follows:

Actuarial value of plan assets	\$ 1,170,500
Actuarial accrued liability (AAL)	2,042,300
Unfunded actuarial accrued liability (UAAL)	<u>\$ 871,800</u>
Funded ratio (actuarial value of plan assets/AAL)	57.3%
Covered payroll (active plan members)	\$ 3,929,800
UAAL as a percentage of covered payroll	22.2%

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.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

NOTE 9 - POSTEMPLOYMENT HEALTHCARE BENEFITS, (Continued)

In the June 30, 2015, 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 7.00% representing the long-term rate of investment return on investments with CERBT of 7.28%, net a 0.28% margin for adverse deviations. The assumed annual healthcare trend rates for non-Medicare benefits started at 8.00%, then grades down to 7.00% in plan year starting July 1, 2016 to an ultimate rate of 4.00% by plan year beginning July 1, 2029. The assumed annual healthcare trend rates for Medicare benefits were 6.25% in the first year, then 4.50% per the next year, 4.25% the following two years and 4.00% the years 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 2015-16.

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 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, 2016, the Transportation Authority expended \$758,694 towards its office lease and recorded an office lease expense of \$791,954 and an amortization expense of \$33,260 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, 2016, total copier expenses were \$17,812.

The following is a schedule of future minimum lease obligations as of June 30, 2016:

Year Ending June 30,	Office Lease	Copier Leases	Total
2017	\$ 783,168	\$ 15,920	\$ 799,088
2018	807,642	-	807,642
2019	832,116	-	832,116
2020	856,590	-	856,590
2021	881,064	-	881,064
2022-25	3,768,996	-	3,768,996
Total future minimum lease obligations	\$ 7,929,576	\$ 15,920	\$ 7,945,496

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

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, 2016, revenues, staff salaries and fringe benefits for administering the Proposition K Expenditure Plan for the Sales Tax Program were as follows:

Revenues	\$ 99,528,116
Expenditures:	
Salaries	617,191
Fringe benefits	21,719
Total	<u>\$ 638,910</u>
Percentage of revenue	0.64%

Personnel expenditures of \$2,908,112 were reported in the Sales Tax Program Fund, of which \$638,910 was related to general administration of the Proposition K Expenditure Plan, and \$2,269,202 was related to planning and programming, which includes monitoring and oversight of Proposition K funded projects.

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, 2016, the Transportation Authority has \$356,148 in escrow accounts to fund claims related to MUNI's Third Street Light Rail Project.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Financial Statements

June 30, 2016

NOTE 14 - COMMITMENTS AND CONTINGENCIES

Commitments

The Transportation Authority's outstanding commitments totaled \$455,036,152 at June 30, 2016. This amount is comprised of \$426,690,287 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, 2016, the Transportation Authority has \$13,489,049, \$14,587,488 and \$269,328 encumbered in the Sales Tax Program, the Congestion Management Agency Programs and the Treasure Island Mobility Management Agency Program, 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 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 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.

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. 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. As of June 30, 2016, the outstanding balance due to the Transportation Authority is \$2,396,111 for the loan and \$497,972 for accrued interest costs.

REQUIRED SUPPLEMENTARY INFORMATION

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Schedules of Funding Progress and Employer Contributions
For the Year Ended June 30, 2016

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, 2015.

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)]
June 30, 2011	\$ 405,000	\$ 671,000	\$ 266,000	60.4%	\$ 3,251,000	8.2%
June 30, 2013	759,600	1,124,100	364,500	67.6%	3,253,400	11.2%
June 30, 2015	1,170,500	2,042,300	871,800	57.3%	3,929,800	22.2%

Schedule of Employer Contributions

Fiscal Year Ended	Annual Required Contribution	Actual Contribution	Percentage Contributed
June 30, 2014	\$ 138,000	\$ 138,000	100.0%
June 30, 2015	138,000	138,000	100.0%
June 30, 2016	200,700	206,513	102.9%

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Budgetary Comparison Schedules

For the Year Ended June 30, 2016

	Sales Tax Program General Fund			Positive (Negative) Variance Final to Actual
	Budget Amounts		Actual	
	Original	Final		
Revenues and Transfers In				
Sales tax	\$ 101,293,575	\$ 101,293,575	\$ 99,528,116	\$ (1,765,459)
Vehicle registration fee	-	-	-	-
Investment income	328,196	328,196	377,025	48,829
Program revenues				
Federal	-	-	-	-
State	-	-	-	-
Regional and other	75,000,000	75,000,000	75,071,666	71,666
Other revenues	2,909,880	47,384	33,940	(13,444)
Transfers in from other funds	-	-	235,887	235,887
Total Revenues and Transfers In	179,531,651	176,669,155	175,246,634	(1,422,521)
Expenditures and Transfers Out				
Administrative operating costs	7,143,980	6,600,863	5,007,100	1,593,763
Transportation and capital projects	201,816,864	222,428,866	210,767,188	11,661,678
Debt service				
Principal	20,000,000	20,000,000	20,000,000	-
Interest	1,760,000	960,000	794,172	165,828
Transfers out to other funds	2,061,889	8,890,453	5,259,079	3,631,374
Total Expenditures and Transfers Out	232,782,733	258,880,182	241,827,539	17,052,643
Change in Fund Balance	(53,251,082)	(82,211,027)	(66,580,905)	15,630,122
Fund Balance - Beginning	99,592,152	99,592,152	99,592,152	-
Fund Balance - Ending	\$ 46,341,070	\$ 17,381,125	\$ 33,011,247	\$ 15,630,122

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Budgetary Comparison Schedules

For the Year Ended June 30, 2016

	Congestion Management Agency Programs			
	Budgeted Amounts			Positive (Negative) Variance Final to Actual
	Original	Final	Actual	
Revenues and Transfers In				
Sales tax	\$ -	\$ -	\$ -	\$ -
Vehicle registration fee	-	-	-	-
Investment income	-	-	-	-
Program revenues				
Federal	25,778,310	24,554,867	14,161,616	(10,393,251)
State	3,009,707	2,704,665	1,508,642	(1,196,023)
Regional and other	253,199	931,744	1,562,770	631,026
Other revenues	6,210	1,873	51,119	49,246
Transfers in from other funds	1,961,889	8,686,151	5,259,079	(3,427,072)
Total Revenues and Transfers In	31,009,315	36,879,300	22,543,226	(14,336,074)
Expenditures and Transfers Out				
Administrative operating costs	2,065,647	2,207,457	1,947,597	259,860
Transportation and capital projects	28,943,668	34,671,843	20,595,629	14,076,214
Debt service				
Principal	-	-	-	-
Interest	-	-	-	-
Transfers out to other funds	-	-	-	-
Total Expenditures and Transfers Out	31,009,315	36,879,300	22,543,226	14,336,074
Change in Fund Balance	-	-	-	-
Fund Balance - Beginning	-	-	-	-
Fund Balance - Ending	\$ -	\$ -	\$ -	\$ -

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Budgetary Comparison Schedules

For the Year Ended June 30, 2016

	Transportation Fund for Clean Air Program			
	Budgeted Amounts			Positive (Negative) Variance Final to Actual
	Original	Final	Actual	
Revenues and Transfers In				
Sales tax	\$ -	\$ -	\$ -	\$ -
Vehicle registration fee	-	-	-	-
Investment income	2,140	2,140	2,379	239
Program revenues				
Federal	-	-	-	-
State	-	-	-	-
Regional and other	772,398	772,398	749,885	(22,513)
Other revenues	-	-	-	-
Transfers in from other funds	-	-	-	-
Total Revenues and Transfers In	774,538	774,538	752,264	(22,274)
Expenditures and Transfers Out				
Administrative operating costs	37,486	38,515	40,131	(1,616)
Transportation and capital projects	1,225,593	1,225,593	1,425,271	(199,678)
Debt service				
Principal	-	-	-	-
Interest	-	-	-	-
Transfers out to other funds	-	-	-	-
Total Expenditures and Transfers Out	1,263,079	1,264,108	1,465,402	(201,294)
Change in Fund Balance	(488,541)	(489,570)	(713,138)	(223,568)
Fund Balance - Beginning	1,107,504	1,107,504	1,107,504	-
Fund Balance - Ending	\$ 618,963	\$ 617,934	\$ 394,366	\$ (223,568)

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Budgetary Comparison Schedules

For the Year Ended June 30, 2016

	Vehicle Registration Fee for Transportation Improvements Program			Positive (Negative)
	Budget Amounts		Actual	Variance
	Original	Final		Final to Actual
Revenues and Transfers In				
Sales tax	\$ -	\$ -	\$ -	\$ -
Vehicle registration fee	4,776,540	4,776,540	5,362,050	585,510
Investment income	4,370	4,370	4,052	(318)
Program revenues				
Federal	-	-	-	-
State	-	-	-	-
Regional and other	-	-	-	-
Other revenues	-	-	-	-
Transfers in from other funds	-	-	-	-
Total Revenues and Transfers In	4,780,910	4,780,910	5,366,102	585,192
Expenditures and Transfers Out				
Administrative operating costs	228,830	228,830	184,641	44,189
Transportation and capital projects	9,108,958	7,112,584	5,515,530	1,597,054
Debt service				
Principal	-	-	-	-
Interest	-	-	-	-
Transfers out to other funds	-	-	-	-
Total Expenditures and Transfers Out	9,337,788	7,341,414	5,700,171	1,641,243
Change in Fund Balance	(4,556,878)	(2,560,504)	(334,069)	2,226,435
Fund Balance - Beginning	7,311,391	7,311,391	7,311,391	-
Fund Balance - Ending	\$ 2,754,513	\$ 4,750,887	\$ 6,977,322	\$ 2,226,435

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Budgetary Comparison Schedules
For the Year Ended June 30, 2016

	Treasure Island Mobility Management Agency			Positive (Negative) Variance Final to Actual
	Budgeted Amounts		Actual	
	Original	Final		
Revenues and Transfers In				
Sales tax	\$ -	\$ -	\$ -	\$ -
Vehicle registration fee	-	-	-	-
Investment income	-	-	-	-
Program revenues				
Federal	-	-	114,072	114,072
State	-	-	-	-
Regional and other	650,000	750,000	922,637	172,637
Other revenues	-	-	-	-
Transfers in from other funds	100,000	204,302	-	(204,302)
Total Revenues and Transfers In	750,000	954,302	1,036,709	82,407
Expenditures and Transfers Out				
Administrative operating costs	475,600	357,022	317,536	39,486
Transportation and capital projects	274,400	597,280	483,286	113,994
Debt service				
Principal	-	-	-	-
Interest	-	-	-	-
Transfers out to other funds	-	-	235,887	(235,887)
Total Expenditures and Transfers Out	750,000	954,302	1,036,709	(82,407)
Change in Fund Balance	-	-	-	-
Fund Balance - Beginning	-	-	-	-
Fund Balance - Ending	\$ -	\$ -	\$ -	\$ -

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Budgetary Comparison Schedules

For the Year Ended June 30, 2016

	Agency-wide			Positive (Negative) Variance Final to Actual
	Budget Amounts		Actual	
	Original	Final		
Revenues and Transfers In				
Sales tax	\$ 101,293,575	\$ 101,293,575	\$ 99,528,116	\$ (1,765,459)
Vehicle registration fee	4,776,540	4,776,540	5,362,050	585,510
Investment income	334,706	334,706	383,456	48,750
Program revenues				
Federal	25,778,310	24,554,867	14,275,688	(10,279,179)
State	3,009,707	2,704,665	1,508,642	(1,196,023)
Regional and other	76,675,597	77,454,142	78,306,958	852,816
Other revenues	2,916,090	49,257	85,059	35,802
Transfers in from other funds	2,061,889	8,890,453	5,494,966	(3,395,487)
Total Revenues and Transfers In	216,846,414	220,058,205	204,944,935	(15,113,270)
Expenditures and Transfers Out				
Administrative operating costs	9,951,543	9,432,687	7,497,005	1,935,682
Transportation and capital projects	241,369,483	266,036,166	238,786,904	27,249,262
Debt service				
Principal	20,000,000	20,000,000	20,000,000	-
Interest	1,760,000	960,000	794,172	165,828
Transfers out to other funds	2,061,889	8,890,453	5,494,966	3,395,487
Total Expenditures and Transfers Out	275,142,915	305,319,306	272,573,047	32,746,259
Change in Fund Balance	(58,296,501)	(85,261,101)	(67,628,112)	17,632,989
Fund Balance - Beginning	108,011,047	108,011,047	108,011,047	-
Fund Balance - Ending	\$ 49,714,546	\$ 22,749,946	\$ 40,382,935	\$ 17,632,989

The notes to required supplementary information are 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, 2016

	<u>2015</u> ⁽¹⁾	<u>2016</u> ⁽¹⁾
Proportion of the net pension liability	0.04834%	0.01877%
Proportionate share of the net pension liability	\$ 1,299,087	\$ 1,288,393
Covered payroll	\$ 3,263,808	\$ 3,684,025
Proportionate share of the net pension liability as a percentage of covered payroll	39.80%	34.97%
Plan's proportionate share of the fiduciary net position as a percentage of the plan's total pension liability	79.82%	78.40%

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

Notes to schedule:

Changes in assumptions: The discount rate was changed from 7.5% to 7.65%.

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Schedule of Pension Contributions
For the Year Ended June 30, 2016

	2014 ⁽¹⁾	2015 ⁽¹⁾	2016 ⁽¹⁾
Actuarially determined contributions	\$ 365,402	\$ 399,937	\$ 280,199
Contributions in relation to the actuarially determined contributions	(365,402)	(399,937)	(280,199)
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll	\$ 3,263,808	\$ 3,684,025	\$ 3,643,778
Contributions as a percentage of covered-employee payroll	11.20%	10.86%	7.69%

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

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Required Supplementary Information

For the Year Ended June 30, 2016

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, 2016

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, 2015	Expenditures July 1, 2015 through June 30, 2016	Cumulative Expenditures Through June 30, 2016	
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	\$ 80,701	\$ 134,050	\$ -
Travel Model Research	20.200	ATF5512L-6084(184)	08/09/13	90,000	4,830	3,327	8,157	-
Total Highway Research and Development Program				400,000	58,179	84,028	142,207	-
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	1,714,767	774,453	2,489,220	1,078,780
STP: Treasure Island Mobility Management	20.205	N/A	01/01/13	500,000	416,209	79,174	495,383	4,617
<i>Passed through - San Francisco Municipal Transportation Agency</i>								
19th Avenue/M-Ocean View Project Pre-Environmental Study Phase	20.205	SFMTA-2014-44	05/16/14	492,000	-	274,302	274,302	217,698

See accompanying notes to supplementary information.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
 Schedule of Expenditures of Federal Awards
 For the Year Ended June 30, 2016

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, 2015	Expenditures July 1, 2015 through June 30, 2016	Cumulative Expenditures Through June 30, 2016	
<i>Passed through - State of California Department of Transportation</i>								
Bart Travel Smart Rewards	20.205	VPPL-6272(043)	09/10/15	508,000	-	266,573	266,573	160,853
eFleet: Carsharing Electrified	20.205	CML-6272(033)	12/28/11	1,700,000	956,978	375,348	1,332,326	365,176
Integrated Public Private Partnership Travel Demand Management Program (TDM)	20.205	CML-6272(034)	04/25/11	750,000	708,787	13,160	721,947	-
San Francisco Value Pricing and Regulation Study	20.205	VPPL-6272(037)	08/17/12	480,000	298,426	160,984	459,410	-
Treasure Island Mobility Management	20.205	VPPL-6272(041)	08/15/13	480,000	447,204	19,801	467,005	-
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	46,088,616	14,191,951	60,280,567	-
Yerba Buena Island Viaduct Structure #1	20.205	STPLZ-6272(024)	09/10/10	307,490	197,609	4,929	202,538	-
Yerba Buena Island Viaduct Structure #2	20.205	STPLZ-6272(026)	09/10/10	9,580,185	3,264,663	1,470,979	4,735,642	-
Yerba Buena Island Viaduct Structure #4	20.205	STPLZ-6272(028)	09/10/10	703,068	541,305	3,922	545,227	-
Yerba Buena Island Viaduct Structure #7A	20.205	STPLZ-6272(030)	09/10/10	155,745	152,498	-	152,498	-
Yerba Buena Island Viaduct Structure #7B	20.205	STPLZ-6272(031)	09/10/10	214,476	189,981	3,992	193,973	-
Yerba Buena Island Viaduct Structure #8	20.205	STPLZ-6272(032)	09/10/10	269,407	244,375	-	244,375	-
Total Highway Planning and Construction Cluster				93,627,426	55,221,418	17,639,568	72,860,986	526,029
Total Federal Highway Administration				94,027,426	55,279,597	17,723,596	73,003,193	526,029
Federal Transit Administration:								
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research								
<i>Passed through - State of California Department of Transportation</i>								
San Francisco Freeway Performance Initiative Study	20.505	74A0843	04/15/15	300,000	21,952	200,848	222,800	-
Total Federal Transit Administration				300,000	21,952	200,848	222,800	-
Total Expenditures of Federal Awards				\$ 94,327,426	\$ 55,301,549	\$ 17,924,444	\$ 73,225,993	\$ 526,029

See accompanying notes to supplementary information.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Notes to Supplementary Information

June 30, 2016

NOTE 1 - BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal award activity of the San Francisco County Transportation Authority, a component unit of the City and County of San Francisco California, under programs of the federal government for the year ended June 30, 2016. The information in this Schedule is presented in accordance with the requirements of Title 2 *U.S. Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Transportation Authority, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Transportation Authority.

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the Schedule are reported on the modified accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. The Transportation Authority has not elected to use the 10-percent de minimis indirect cost rate as allowed under the Uniform Guidance.

INDEPENDENT AUDITOR'S REPORTS



**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, 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, 2016, 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 20, 2016. Our report contains an emphasis of matter regarding adoption of Governmental Accounting Standards Board (GASB) Statement No. 72, *Fair Value Measurement and Application*; GASB Statement No. 76, *The hierarchy of Generally Accepted Accounting Principles for State and Local Governments*; and GASB Statement No. 82, *Pension Issues - an amendment of GASB Statements No. 67, No. 68, and No.73*.

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.

Vavrinek, Trine, Day & Co. LLP

Palo Alto, California

October 20, 2016



**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR
 EACH MAJOR FEDERAL PROGRAM AND REPORT ON INTERNAL
 CONTROL OVER COMPLIANCE REQUIRED BY UNIFORM GUIDANCE**

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 Compliance Supplement* that could have a direct and material effect on the Transportation Authority's major federal program for the year ended June 30, 2016. The Transportation Authority's 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 of 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 the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance 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 Transportation Authority's 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 the Transportation Authority's compliance.

Opinion on the Major Federal Program

In our opinion, the 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, 2016.

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 the Transportation Authority's internal control over compliance with the types of requirements that could have a direct and material effect on its 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 the Uniform Guidance, 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 the Transportation Authority's 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 the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Vavrinek, Trin, Day & Co. LLP

Palo Alto, California
October 20, 2016

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Summary of Auditor's Results
For the Year Ended June 30, 2016

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 200.516(a) of the Uniform Guidance?	<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>\$ 750,000</u>
Auditee qualified as low-risk auditee?	<u>Yes</u>

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Financial Statement Findings
For the Year Ended June 30, 2016

None reported.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Federal Awards Findings and Questioned Costs
For the Year Ended June 30, 2016

None reported.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Summary Schedule of Prior Audit Findings
For the Year Ended June 30, 2016

None reported.



Memorandum

Date: 10.20.16 **RE:** Citizens Advisory Committee
October 26, 2016

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, 2016

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 16-56) 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 16-56) 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 a Balance Sheet (Attachment 1) and a Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison (Attachment 2). In Attachment 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, 2016, the numbers in the approved budget column are one-fourth of the total approved annual budget for Fiscal Year (FY) 2016/17. 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, 2016 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 2016/17 period ending September 30, 2016.

The Balance Sheet (Attachment 1) presents assets, liabilities, and fund balances as of September 30, 2016. Cash, deposits and investments total to \$71.3 million as of September 30, 2016. Other assets total \$31.8 million and includes \$7.4 million of program receivable mainly related to grant reimbursements for the I-80/Yerba Buena Island (YBI) Interchange Improvement Project, \$2.9 million in an intergovernmental loan receivable from the Treasure Island Development Authority for the repayment of preliminary engineering and design costs for the I-80/YBI Interchange Improvement Project, and \$15.4 million in sales tax receivable. Liabilities total \$149.6 million as of September 30, 2016 and include \$30.1 million in accounts payable and an outstanding revolving credit loan of \$114.7 million.

There is a negative of \$47.0 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: \$8.9 million is restricted for capital projects, and \$56.0 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 \$56.0 million unassigned negative fund balance.

The Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison

(Attachment 2) compares budget to actual levels for revenues and expenditures for the first three months of the fiscal year. The Transportation Authority earned \$34.2 million of revenues in the first quarter. Sales tax revenues and vehicle registration fees total \$22.5 million and \$1.3 million, respectively for the three months ending September 30, 2016 and program revenues total \$10.4 million.

As of September 30, 2016, the Transportation Authority incurred \$7.0 million of expenditures. Expenditures included \$4.8 million in capital projects costs, \$129,061 in interest and fiscal charges, and \$2.1 million for personnel and non-personnel expenditures.

For the three months ending September 30, 2016, revenues were higher than budgetary estimates by \$2.8 million for all of the Transportation Authority's programs due to a change in the revenue recognition period from 90 days to 60 days, where revenues collected 60 days after the fiscal year ended June 30th, 2016 are now considered revenues collected for FY 2016/17. Total expenditures were lower than the budgetary estimates by \$50.6 million. This amount includes a favorable variance of \$234,732 for personnel and non-personnel expenditures, \$110,939 million of interest and fiscal charges, and a favorable variance of \$50.2 million in capital project costs. The variance in capital project costs is due to costs from project sponsors that have not yet been received by the Transportation Authority for the first quarter. Consistent with normal prior year patterns, Transportation Authority staff anticipates a higher level of Prop K reimbursement requests during the next quarters.

As of September 30, 2016, approximately 66.7% 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 3 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.

Attachments (3):

1. Balance Sheet (unaudited)
2. Statement of Revenue, Expenditures, and Changes in Fund Balance with Budget Comparison (unaudited)
3. Investment Report for September 30, 2016

ATTACHMENT 1
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Balance Sheet (unaudited)
Governmental Funds
September 30, 2016

	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	\$ 11,791,872	\$ -	\$ 1,173,961	\$ 10,756,218	\$ -	\$ 23,722,051
Deposits and Investments with City Treasurer	47,573,822	-	-	-	-	47,573,822
Sales Tax Receivable	15,379,257	-	-	-	-	15,379,257
Vehicle Registration Fees Receivable	-	-	-	1,344,722	-	1,344,722
Interest Receivable from the City and County of San Francisco	48,383	-	-	-	-	48,383
Program Receivable	26,412	6,722,258	404,332	-	275,894	7,428,896
Intergovernmental Loan Receivable	2,940,441	-	-	-	-	2,940,441
Due From Other Funds	4,532,150	-	-	-	-	4,532,150
Prepaid Costs and Deposits	81,580	-	-	-	-	81,580
Total Assets	\$ 82,373,917	\$ 6,722,258	\$ 1,578,293	\$ 12,100,940	\$ 275,894	\$ 103,051,302
Liabilities:						
Accounts Payable	\$ 22,859,835	\$ 2,875,678	\$ 359,900	\$ 3,875,414	\$ 148,637	\$ 30,119,464
Accrued Salaries and Taxes	266,780	-	-	-	-	266,780
Due to Other Funds	-	3,846,580	426,154	132,159	127,257	4,532,150
Revolver Credit Loan	114,664,165	-	-	-	-	114,664,165
Total Liabilities	\$ 137,790,780	\$ 6,722,258	\$ 786,054	\$ 4,007,573	\$ 275,894	\$ 149,582,559
Deferred Inflows of Resources:						
Unavailable Program Revenues	\$ 505,488	\$ -	\$ -	\$ -	\$ -	\$ 505,488
Fund Balances (Deficit):						
Nonspendable	81,580	-	-	-	-	81,580
Restricted for Capital Projects	-	-	792,239	8,093,367	-	8,885,606
Unassigned	(56,003,931)	-	-	-	-	(56,003,931)
Total Fund Balances (Deficit)	\$ (55,922,351)	\$ -	\$ 792,239	\$ 8,093,367	\$ -	\$ (47,036,745)
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 82,373,917	\$ 6,722,258	\$ 1,578,293	\$ 12,100,940	\$ 275,894	\$ 103,051,302

ATTACHMENT 2
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Statement of Revenue, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)
Governmental Funds
For the Three Months Ending September 30, 2016

	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	Proposed Budget Fiscal Year 2016/17	Variance with Proposed Budget Positive (Negative)
Revenues:								
Sales Tax	\$ 22,457,620	\$ -	\$ -	\$ -	\$ -	\$ 22,457,620	\$ 27,054,785	\$ (4,597,165)
Vehicle Registration Fee	-	-	-	1,344,722	-	1,344,722	1,208,512	136,210
Investment Income	49,413	-	298	640	-	50,351	83,677	(33,326)
Program Revenue	52,601	9,627,225	404,332	-	285,623	10,369,781	3,090,166	7,279,615
Other Revenue	64	-	-	-	-	64	11,636	(11,572)
Total Revenues	\$ 22,559,698	\$ 9,627,225	\$ 404,630	\$ 1,345,362	\$ 285,623	\$ 34,222,538	\$ 31,448,776	\$ 2,773,762
Expenditures:								
Personnel Expenditures	\$ 1,043,972	\$ 494,862	\$ 5,611	\$ 49,367	\$ 50,252	\$ 1,644,064	\$ 1,721,013	\$ 76,949
Non-personnel Expenditures	435,681	6,013	-	-	4,843	446,537	604,320	157,783
Capital Project Costs	316,883	4,111,782	1,144	179,950	148,630	4,758,389	54,985,838	50,227,449
Interest and Fiscal Charges	129,061	-	-	-	-	129,061	240,000	110,939
Total Expenditures	\$ 1,925,597	\$ 4,612,657	\$ 6,755	\$ 229,317	\$ 203,725	\$ 6,978,051	\$ 57,551,171	\$ 50,573,120
Excess of Revenues over Expenditures	\$ 20,634,101	\$ 5,014,568	\$ 397,875	\$ 1,116,045	\$ 81,898	\$ 27,244,487	\$ (26,102,395)	\$ 53,346,882
Other financing sources (uses):								
Transfers In and out	5,096,466	(5,014,568)	-	-	(81,898)	-	4,000,000	4,000,000
Net Change in Fund Balances	\$ 25,730,567	\$ -	\$ 397,875	\$ 1,116,045	\$ -	\$ 27,244,487	\$ (30,102,395)	\$ 57,346,882
Fund Balances (Deficit), Beginning of the Period	33,011,247	-	394,366	6,977,322	-	40,382,935		
Revolver Credit Loan	(114,664,165)	-	-	-	-	(114,664,165)		
Fund Balances (Deficit), End of the Period	\$ (55,922,351)	\$ -	\$ 792,241	\$ 8,093,367	\$ -	\$ (47,036,743)		

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 2016

October 15, 2016

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, 2016. 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 2016 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 2016	Fiscal YTD	August 2016
Average Daily Balance	\$ 6,957	\$ 6,826	\$ 7,020	\$ 6,928
Net Earnings	14.48	4.90	9.57	4.76
Earned Income Yield	0.83%	0.87%	0.80%	0.81%

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	17.39%	\$ 1,271.8	\$ 1,274.2	0.28%	0.58%	183
Federal Agencies	51.46%	3,771.6	3,771.6	0.85%	0.78%	585
State & Local Government						
Agency Obligations	3.64%	267.6	266.8	1.38%	0.98%	390
Public Time Deposits	0.02%	1.2	1.2	0.89%	0.89%	202
Negotiable CDs	10.65%	780.0	780.7	1.07%	1.07%	149
Commercial Paper	5.36%	391.9	393.2	0.07%	1.16%	182
Medium Term Notes	1.57%	115.4	115.2	1.31%	1.08%	205
Money Market Funds	9.22%	675.7	675.7	0.30%	0.30%	1
Supranationals	0.68%	50.0	50.0	0.06%	0.86%	609
Totals	100.0%	\$ 7,325.2	\$ 7,328.7	0.70%	0.77%	380

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

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

Portfolio Summary

Pooled Fund

As of September 30, 2016

<i>(in \$ million)</i>									
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?		
U.S. Treasuries	\$ 1,275.0	\$ 1,271.8	\$ 1,274.2	100.19	17.39%	100%	Yes		
Federal Agencies	3,768.4	3,771.6	3,771.6	100.00	51.46%	100%	Yes		
State & Local Government Agency Obligations	264.5	267.6	266.8	99.70	3.64%	20%	Yes		
Public Time Deposits	1.2	1.2	1.2	100.00	0.02%	100%	Yes		
Negotiable CDs	780.0	780.0	780.7	100.09	10.65%	30%	Yes		
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes		
Commercial Paper	395.0	391.9	393.2	100.32	5.36%	25%	Yes		
Medium Term Notes	115.0	115.4	115.2	99.87	1.57%	25%	Yes		
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes		
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes		
Money Market Funds - Government	675.7	675.7	675.7	100.00	9.22%	10%	Yes		
Money Market Funds - Prime	-	-	-	-	0.00%	5%	Yes		
LAIF	-	-	-	-	0.00%	\$50mm	Yes		
Supranationals	50.0	50.0	50.0	100.15	0.68%	5%	Yes		
TOTAL	\$ 7,324.8	\$ 7,325.2	\$ 7,328.7	100.05	100.00%	-	Yes		

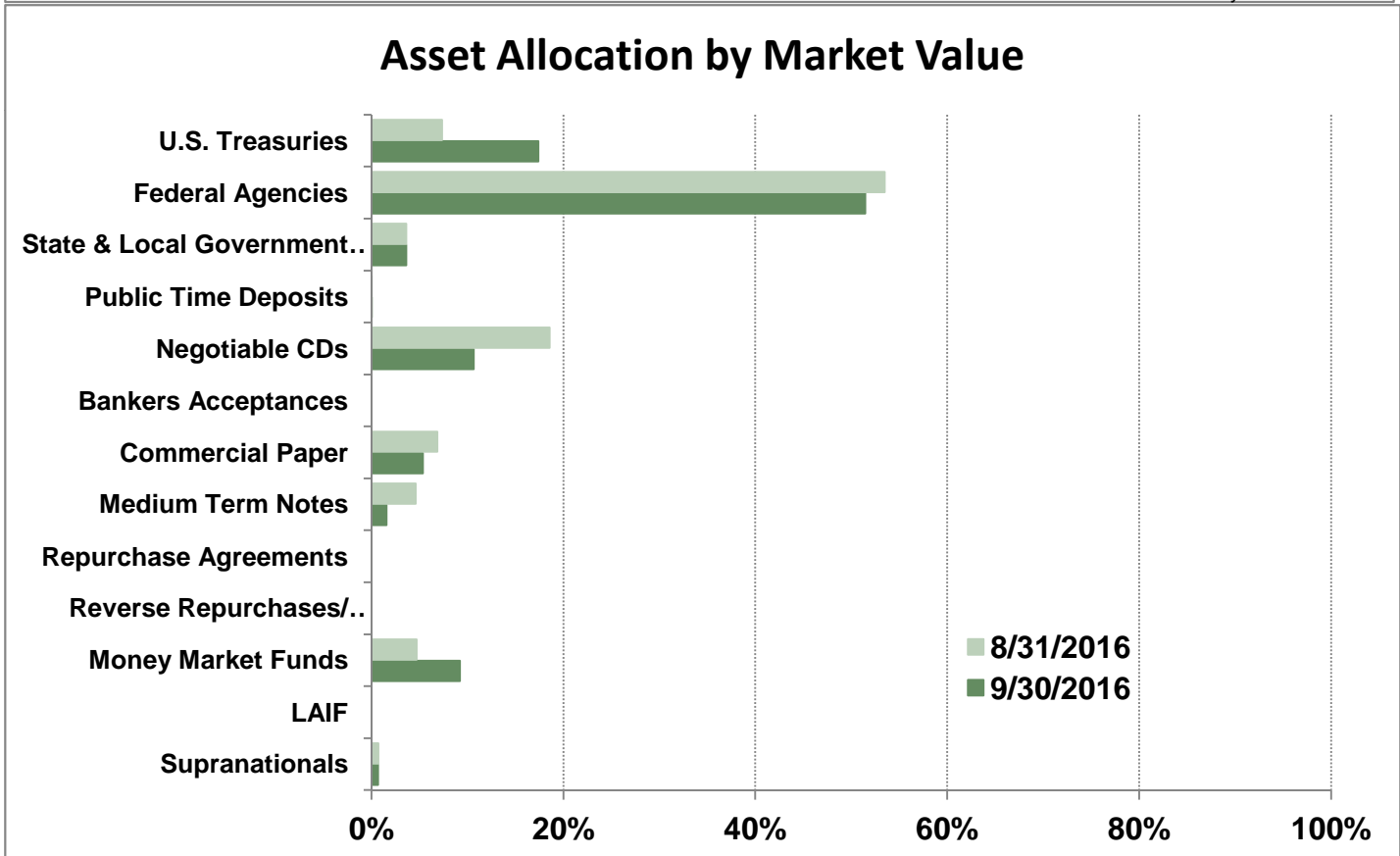
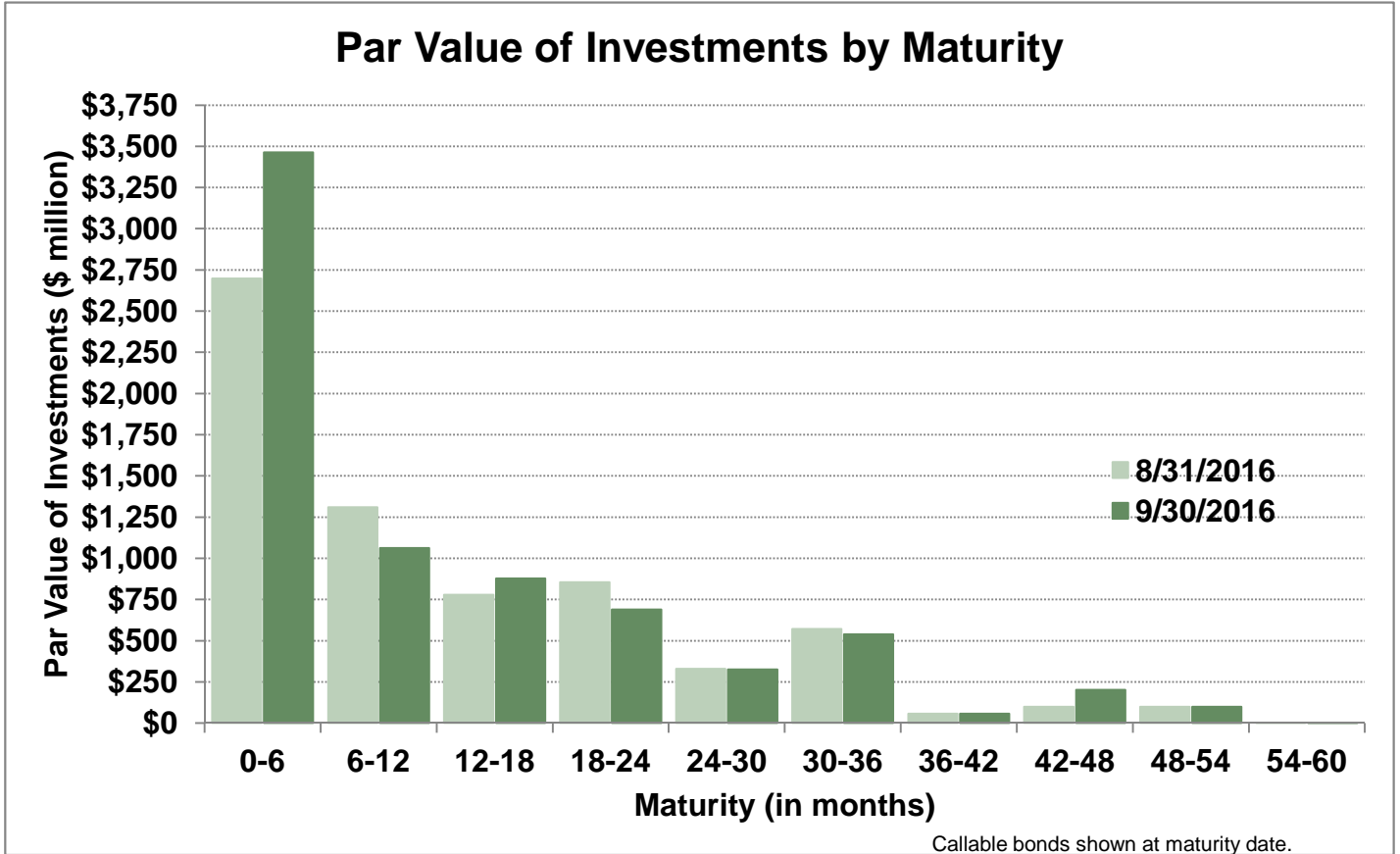
The City and County of San Francisco uses the following methodology to determine compliance: Compliance is pre-trade and calculated on both a par and market value basis, using the result with the lowest percentage of the overall portfolio value. Cash balances are included in the City's compliance calculations.

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.

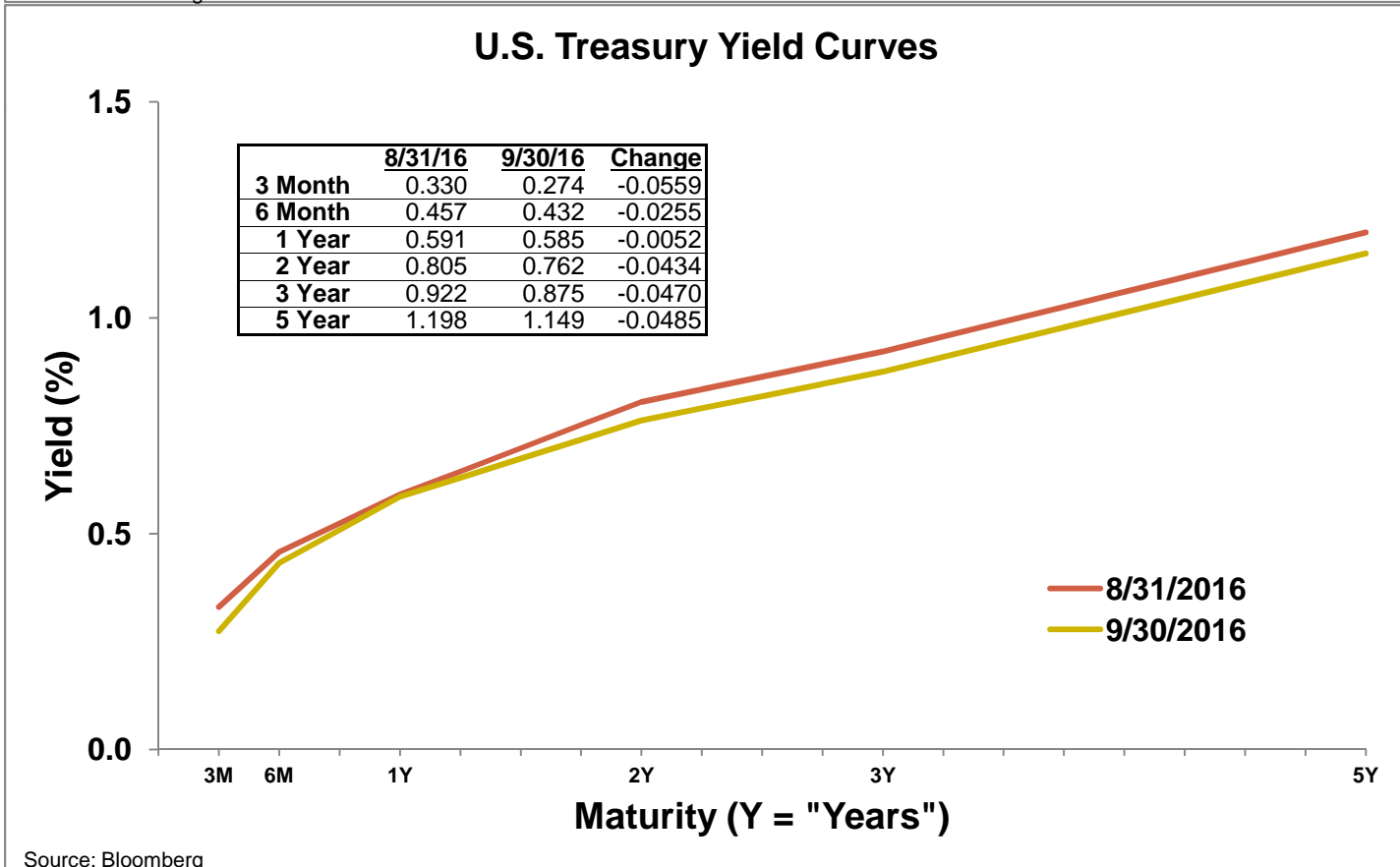
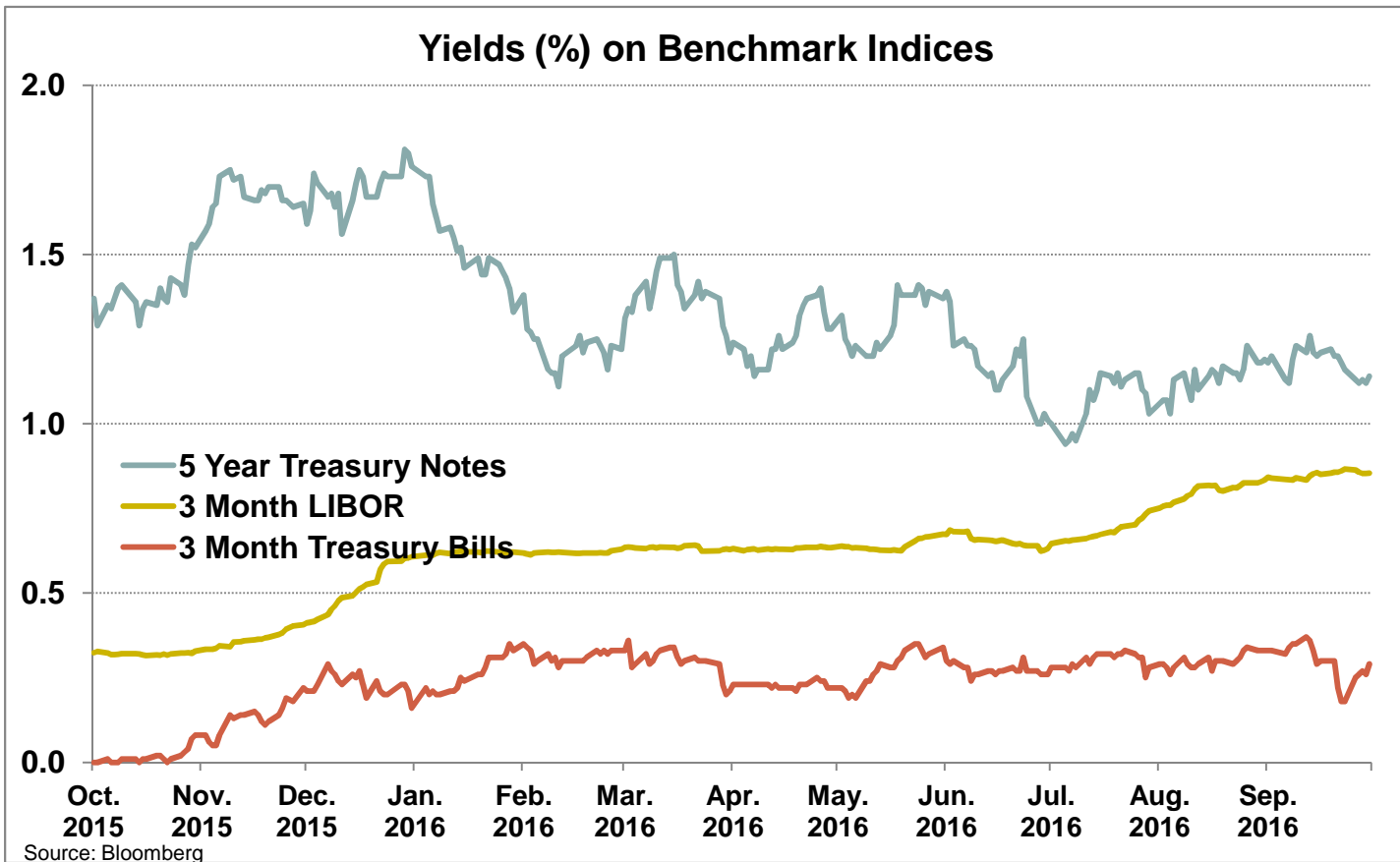
The full Investment Policy can be found at <http://www.sftreasurer.org/>, in the Reports & Plans section of the About menu.

Totals may not add due to rounding.

Portfolio Analysis Pooled Fund



Yield Curves



Investment Inventory Pooled Fund

As of September 30, 2016

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
U.S. Treasuries	912828RM4	US TSY NT	12/26/2013	10/31/2016	0.09	1.00	\$ 25,000,000	\$ 25,183,594	\$ 25,005,296	\$ 25,016,500
U.S. Treasuries	912796JY6	TREASURY BILL	9/16/2016	12/15/2016	0.21	0.00	25,000,000	24,982,438	24,982,438	24,990,750
U.S. Treasuries	912796JY6	TREASURY BILL	9/19/2016	12/15/2016	0.21	0.00	25,000,000	24,984,533	24,984,533	24,990,750
U.S. Treasuries	912796JY6	TREASURY BILL	9/20/2016	12/15/2016	0.21	0.00	25,000,000	24,986,002	24,986,002	24,990,750
U.S. Treasuries	912796JZ3	TREASURY BILL	9/22/2016	12/22/2016	0.23	0.00	25,000,000	24,982,938	24,982,938	24,987,000
U.S. Treasuries	912796JZ3	TREASURY BILL	9/23/2016	12/22/2016	0.23	0.00	40,000,000	39,982,750	39,982,750	39,979,200
U.S. Treasuries	912796KA6	TREASURY BILL	9/29/2016	12/29/2016	0.25	0.00	100,000,000	99,940,218	99,940,218	99,933,000
U.S. Treasuries	912828RX0	US TSY NT	2/25/2014	12/31/2016	0.25	0.88	25,000,000	25,145,508	25,012,732	25,036,500
U.S. Treasuries	912828SJ0	US TSY NT	3/21/2012	2/28/2017	0.41	0.88	25,000,000	24,599,609	24,966,727	25,052,500
U.S. Treasuries	912828SJ0	US TSY NT	3/21/2012	2/28/2017	0.41	0.88	25,000,000	24,599,609	24,966,727	25,052,500
U.S. Treasuries	912796KN8	TREASURY BILL	3/14/2012	2/28/2017	0.41	0.88	75,000,000	74,771,484	74,981,083	75,157,500
U.S. Treasuries	912796KN8	TREASURY BILL	9/16/2016	3/16/2017	0.46	0.00	75,000,000	74,819,000	74,819,000	74,859,750
U.S. Treasuries	912796KN8	TREASURY BILL	9/19/2016	3/16/2017	0.46	0.00	75,000,000	74,823,298	74,823,298	74,859,750
U.S. Treasuries	912796KN8	TREASURY BILL	9/20/2016	3/16/2017	0.46	0.00	75,000,000	74,826,319	74,826,319	74,859,750
U.S. Treasuries	912796KP3	TREASURY BILL	9/22/2016	3/23/2017	0.48	0.00	75,000,000	74,821,792	74,821,792	74,850,000
U.S. Treasuries	912796KP3	TREASURY BILL	9/23/2016	3/23/2017	0.48	0.00	110,000,000	109,785,968	109,785,968	109,780,000
U.S. Treasuries	912796JJ9	TREASURY BILL	9/29/2016	3/30/2017	0.50	0.00	100,000,000	99,790,194	99,790,194	99,784,000
U.S. Treasuries	912796JJ9	TREASURY BILL	9/30/2016	3/30/2017	0.50	0.00	100,000,000	99,788,833	99,788,833	99,784,000
U.S. Treasuries	912828SM3	US TSY NT	4/4/2012	3/31/2017	0.50	1.00	50,000,000	49,835,938	49,983,702	50,125,000
U.S. Treasuries	912828TM2	US TSY NT	12/15/2015	8/31/2017	0.92	0.63	100,000,000	99,433,594	99,697,313	99,922,000
U.S. Treasuries	912828M72	US TSY NT	12/17/2015	11/30/2017	1.16	0.88	50,000,000	49,882,813	49,930,246	50,097,500
U.S. Treasuries	912828M72	US TSY NT	12/17/2015	11/30/2017	1.16	0.88	50,000,000	49,878,906	49,927,920	50,097,500
Subtotals					0.50	0.28	\$ 1,275,000,000	\$ 1,271,845,337	\$ 1,272,986,027	\$ 1,274,206,200

Federal Agencies	313378UB5	FEDERAL HOME LOAN BANK	10/23/2014	10/11/2016	0.00	1.13	\$ 5,000,000	\$ 5,060,200	\$ 5,000,837	\$ 5,001,100
Federal Agencies	3130A3CE2	FEDERAL HOME LOAN BANK	11/3/2014	10/14/2016	0.04	0.63	40,000,000	40,032,000	40,000,585	40,004,000
Federal Agencies	3130A6PZ4	FEDERAL HOME LOAN BANK	1/7/2016	10/28/2016	0.08	0.40	5,950,000	5,932,745	5,948,421	5,950,893
Federal Agencies	3130A3J70	FEDERAL HOME LOAN BANK	11/18/2015	11/23/2016	0.15	0.63	7,015,000	7,012,545	7,014,649	7,018,227
Federal Agencies	3130A3J70	FEDERAL HOME LOAN BANK	11/17/2014	11/23/2016	0.15	0.63	25,000,000	24,990,281	24,999,281	25,011,500
Federal Agencies	313381GA7	FEDERAL HOME LOAN BANK	11/30/2012	11/30/2016	0.17	0.57	23,100,000	23,104,389	23,100,180	23,111,319
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	5/11/2016	12/9/2016	0.19	1.63	6,545,000	6,588,217	6,559,066	6,560,315
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	11/6/2014	12/9/2016	0.19	1.63	25,000,000	25,513,000	25,046,331	25,058,500
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	12/4/2014	12/9/2016	0.19	1.63	25,000,000	25,486,750	25,045,633	25,058,500
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	12/12/2014	12/9/2016	0.19	1.63	25,000,000	25,447,500	25,042,414	25,058,500
Federal Agencies	313384T58	FED HOME LN DISCOUNT NT	6/21/2016	12/16/2016	0.21	0.00	24,625,000	24,566,557	24,566,557	24,611,949
Federal Agencies	3133XHZK1	FEDERAL HOME LOAN BANK	5/11/2016	12/16/2016	0.21	4.75	33,850,000	34,710,027	34,148,457	34,155,327
Federal Agencies	3130A12F4	FEDERAL HOME LOAN BANK	3/19/2014	12/19/2016	0.22	0.70	20,500,000	20,497,950	20,499,839	20,516,810
Federal Agencies	3134G5VG7	FREDDIE MAC	12/29/2014	12/29/2016	0.25	0.78	50,000,000	50,000,000	50,000,000	50,060,500
Federal Agencies	3134G33C2	FREDDIE MAC	1/3/2013	1/3/2017	0.26	0.60	50,000,000	50,000,000	50,000,000	50,015,000
Federal Agencies	3133ECB37	FEDERAL FARM CREDIT BANK	12/20/2012	1/12/2017	0.29	0.58	14,000,000	14,000,000	14,000,000	14,005,040
Federal Agencies	31315PWW5	FARMER MAC	5/4/2012	1/17/2017	0.30	1.01	49,500,000	49,475,250	49,498,445	49,578,210
Federal Agencies	3130A7T62	FEDERAL HOME LOAN BANK	4/20/2016	1/18/2017	0.30	0.55	9,000,000	8,999,825	8,999,820	9,003,150
Federal Agencies	3133EJRD6	FEDERAL FARM CREDIT BANK	12/12/2014	1/30/2017	0.08	0.47	50,000,000	49,981,400	49,997,115	49,994,500
Federal Agencies	3133786Q9	FEDERAL HOME LOAN BANK	1/10/2013	2/13/2017	0.37	1.00	67,780,000	68,546,456	67,849,212	67,936,572
Federal Agencies	3133EJDFW7	FEDERAL FARM CREDIT BANK	2/27/2014	2/27/2017	0.07	0.58	50,000,000	50,000,000	50,000,000	50,036,500
Federal Agencies	3130A8D83	FEDERAL HOME LOAN BANK	6/2/2016	3/2/2017	0.01	0.55	25,000,000	25,000,000	25,000,000	25,015,500
Federal Agencies	3133782N0	FEDERAL HOME LOAN BANK	12/29/2015	3/10/2017	0.44	0.88	15,000,000	14,990,850	14,996,650	15,027,600
Federal Agencies	3133782N0	FEDERAL HOME LOAN BANK	6/2/2016	3/10/2017	0.44	0.88	22,185,000	22,211,903	22,200,319	22,225,820
Federal Agencies	3133782N0	FEDERAL HOME LOAN BANK	12/15/2014	3/10/2017	0.44	0.88	50,000,000	50,058,500	50,011,471	50,092,000

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	3133EDP30	FEDERAL FARM CREDIT BANK	10/3/2014	3/24/2017	0.07	0.57	26,000,000	26,009,347	26,001,801	26,018,720
Federal Agencies	3133EDZW5	FEDERAL FARM CREDIT BANK	10/29/2014	3/29/2017	0.08	0.55	25,000,000	24,999,750	24,999,949	25,017,750
Federal Agencies	31315PTQ2	FARMER MAC	4/10/2012	4/10/2017	0.53	1.26	12,500,000	12,439,250	12,493,646	12,545,875
Federal Agencies	3133ECLL6	FEDERAL FARM CREDIT BANK	4/17/2013	4/17/2017	0.55	0.60	10,000,000	10,000,000	10,000,000	10,002,000
Federal Agencies	31315PUQ0	FARMER MAC	4/26/2012	4/26/2017	0.57	1.13	10,500,000	10,500,000	10,500,000	10,533,285
Federal Agencies	3135G0JA2	FANNIE MAE	7/1/2016	4/27/2017	0.57	1.13	8,058,000	8,112,939	8,084,918	8,083,141
Federal Agencies	3137EADF3	FREDDIE MAC	5/14/2012	5/12/2017	0.61	1.25	25,000,000	25,133,000	25,016,260	25,103,500
Federal Agencies	3130A1NN4	FEDERAL HOME LOAN BANK	9/26/2016	5/24/2017	0.65	0.88	14,000,000	14,068,746	14,026,665	14,031,640
Federal Agencies	31315PZQ5	FARMER MAC	12/28/2012	6/5/2017	0.68	1.11	9,000,000	9,122,130	9,018,621	9,030,510
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12/19/2014	6/9/2017	0.69	1.00	12,000,000	12,020,760	12,005,771	12,031,680
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12/29/2015	6/9/2017	0.69	1.00	20,600,000	20,594,026	20,597,160	20,654,384
Federal Agencies	3130A3SL9	FEDERAL HOME LOAN BANK	12/30/2014	6/15/2017	0.71	0.95	25,000,000	24,959,750	24,988,481	25,067,000
Federal Agencies	3133EADH7	FEDERAL FARM CREDIT BANK	6/19/2012	6/19/2017	0.22	0.62	50,000,000	50,000,000	50,000,000	50,044,500
Federal Agencies	3133EADH9	FEDERAL FARM CREDIT BANK	12/26/2014	6/26/2017	0.74	0.93	8,400,000	8,397,312	8,399,211	8,419,824
Federal Agencies	3137EADH9	FREDDIE MAC	5/25/2016	6/29/2017	0.75	1.00	15,000,000	15,035,850	15,024,288	15,042,300
Federal Agencies	3134G5W50	FREDDIE MAC	3/25/2014	6/29/2017	0.75	1.00	25,000,000	24,920,625	24,981,954	25,070,500
Federal Agencies	3130A8L35	FEDERAL HOME LOAN BANK	12/30/2014	6/30/2017	0.75	1.00	50,000,000	50,000,000	50,000,000	50,152,000
Federal Agencies	3133ECV92	FEDERAL FARM CREDIT BANK	6/24/2016	7/20/2017	0.80	0.75	25,000,000	25,000,000	25,000,000	25,001,500
Federal Agencies	3133ECV92	FEDERAL FARM CREDIT BANK	7/24/2013	7/24/2017	0.07	0.57	50,000,000	50,000,000	50,000,000	50,039,000
Federal Agencies	3133ECV92	FEDERAL FARM CREDIT BANK	8/5/2013	7/26/2017	0.07	0.72	23,520,000	23,520,000	23,520,000	23,578,565
Federal Agencies	3135G0F24	FANNIE MAE	9/16/2015	8/16/2017	0.04	0.54	25,000,000	24,995,153	24,997,791	25,006,750
Federal Agencies	3133EEFX3	FREDDIE MAC	12/23/2014	8/23/2017	1.00	1.00	50,000,000	50,000,000	50,000,000	50,040,000
Federal Agencies	3137EADL0	FREDDIE MAC	3/25/2014	9/29/2017	1.06	1.00	25,000,000	24,808,175	24,945,769	25,078,000
Federal Agencies	3135G0F57	FANNIE MAE	10/5/2015	10/5/2017	0.01	0.53	25,000,000	24,992,356	24,996,141	25,008,000
Federal Agencies	3133EETS9	FEDERAL FARM CREDIT BANK	9/25/2015	10/19/2017	0.05	0.56	30,000,000	30,000,600	30,000,304	30,011,700
Federal Agencies	3130A6LZ8	FEDERAL HOME LOAN BANK	4/28/2016	10/26/2017	1.07	0.63	25,000,000	24,930,368	24,949,643	24,977,750
Federal Agencies	3133EEBR0	FEDERAL FARM CREDIT BANK	11/18/2014	11/13/2017	0.04	0.56	25,000,000	24,988,794	24,995,809	25,006,250
Federal Agencies	3133EEJ76	FEDERAL FARM CREDIT BANK	8/20/2015	11/13/2017	0.12	0.55	25,000,000	24,991,500	24,995,750	24,993,000
Federal Agencies	3134G44F2	FREDDIE MAC	5/21/2013	11/21/2017	1.14	0.80	50,000,000	50,000,000	50,000,000	50,023,000
Federal Agencies	3130A3HF4	FEDERAL HOME LOAN BANK	12/22/2014	12/8/2017	1.18	1.13	25,000,000	24,955,500	24,982,192	25,114,250
Federal Agencies	3137EADX4	FREDDIE MAC	12/11/2015	12/15/2017	1.20	1.00	25,000,000	24,969,000	24,981,442	25,086,250
Federal Agencies	3133EEFE5	FEDERAL FARM CREDIT BANK	12/19/2014	12/18/2017	1.21	1.13	50,000,000	49,914,500	49,965,410	50,217,000
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	5/27/2015	2/2/2018	0.01	0.57	4,000,000	3,999,480	3,999,741	4,002,000
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	2/2/2015	2/2/2018	0.01	0.57	35,000,000	34,978,893	34,990,583	35,017,500
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	11/5/2014	2/5/2018	0.01	0.56	25,000,000	25,000,000	25,000,000	25,008,750
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	11/5/2014	2/5/2018	0.01	0.56	25,000,000	24,991,750	24,996,583	25,008,750
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	11/5/2014	2/5/2018	0.01	0.56	50,000,000	49,983,560	49,993,191	50,017,500
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	11/5/2014	2/5/2018	0.01	0.56	25,000,000	24,994,315	24,996,574	25,022,000
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	11/9/2015	2/9/2018	0.02	0.59	50,000,000	50,000,000	50,000,000	50,015,000
Federal Agencies	3132X0JL6	FARMER MAC	9/1/2016	3/1/2018	1.41	0.88	50,000,000	50,000,000	50,000,000	50,015,000
Federal Agencies	3133EEN71	FEDERAL FARM CREDIT BANK	5/22/2015	3/22/2018	0.06	0.58	50,000,000	49,992,500	49,996,109	50,004,500
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	5/27/2015	3/26/2018	0.24	0.50	50,000,000	49,978,500	49,988,751	49,926,000
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	5/29/2015	3/26/2018	0.24	0.50	50,000,000	49,978,500	49,988,729	49,926,000
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	1/26/2016	3/26/2018	0.07	0.69	25,000,000	24,997,200	24,998,083	25,048,000
Federal Agencies	3133EEZC7	FEDERAL FARM CREDIT BANK	4/16/2015	4/16/2018	0.04	0.58	50,000,000	49,992,422	49,996,114	50,012,000
Federal Agencies	31331KJB7	FEDERAL FARM CREDIT BANK	2/2/2016	4/25/2018	1.53	3.00	14,230,000	14,876,184	14,683,839	14,718,658
Federal Agencies	3134G8XS3	FREDDIE MAC	7/22/2016	4/27/2018	1.56	1.05	23,630,000	23,688,583	23,630,000	23,610,860
Federal Agencies	3133EEU40	FEDERAL FARM CREDIT BANK	6/3/2015	5/3/2018	0.01	0.58	69,000,000	68,994,894	68,997,224	69,002,270
Federal Agencies	3135G0WJ8	FANNIE MAE	5/23/2013	5/21/2018	1.63	0.88	25,000,000	24,786,500	24,930,121	25,022,050
Federal Agencies	3130A8VL4	FEDERAL HOME LOAN BANK	8/24/2016	5/24/2018	1.64	1.00	10,000,000	10,000,000	10,000,000	9,986,400
Federal Agencies	3130A8VL4	FEDERAL HOME LOAN BANK	8/24/2016	5/24/2018	1.64	1.00	25,000,000	25,000,000	25,000,000	24,966,000

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	3134G9GG6	FREDDIE MAC	5/25/2016	5/25/2018	1.64	0.80	50,000,000	50,000,000	50,000,000	50,013,000
Federal Agencies	3134G9HC4	FREDDIE MAC	5/25/2016	5/25/2018	1.64	1.00	10,000,000	9,995,000	9,995,884	10,010,800
Federal Agencies	3133EFC22	FEDERAL FARM CREDIT BANK	9/8/2015	6/8/2018	0.02	0.57	25,000,000	25,000,000	25,000,000	25,004,000
Federal Agencies	3133EFC22	FEDERAL FARM CREDIT BANK	9/8/2015	6/8/2018	0.02	0.57	50,000,000	50,000,000	50,000,000	50,008,000
Federal Agencies	3133EEW48	FEDERAL FARM CREDIT BANK	6/11/2015	6/11/2018	0.03	0.56	50,000,000	49,996,000	49,997,745	49,999,000
Federal Agencies	3133EFSH1	FEDERAL FARM CREDIT BANK	12/18/2015	6/14/2018	1.69	1.17	25,000,000	24,952,250	24,967,379	25,099,250
Federal Agencies	3133EGGC3	FEDERAL FARM CREDIT BANK	6/20/2016	6/20/2018	0.05	0.65	25,000,000	25,000,000	25,000,000	25,030,750
Federal Agencies	3134G9RZ2	FREDDIE MAC	6/22/2016	6/22/2018	1.72	0.80	8,950,000	8,950,000	8,950,000	8,950,537
Federal Agencies	3134G9UY1	FREDDIE MAC	6/29/2016	6/29/2018	1.73	1.00	25,000,000	25,000,000	25,000,000	24,975,250
Federal Agencies	3134G9UY1	FREDDIE MAC	6/29/2016	6/29/2018	1.73	1.00	25,000,000	25,000,000	25,000,000	24,975,250
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	5/19/2016	7/19/2018	0.05	0.66	25,000,000	25,000,000	25,000,000	25,032,500
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	5/19/2016	7/19/2018	0.05	0.66	25,000,000	25,000,000	25,000,000	25,032,500
Federal Agencies	3130A8U50	FEDERAL HOME LOAN BANK	7/29/2016	7/25/2018	1.81	0.83	22,225,000	22,225,263	22,225,573	22,237,985
Federal Agencies	3134G9Q67	FREDDIE MAC	7/27/2016	7/27/2018	1.81	1.05	25,000,000	25,000,000	25,000,000	24,993,250
Federal Agencies	3134G9Q67	FREDDIE MAC	7/27/2016	7/27/2018	1.81	1.05	25,000,000	24,993,750	24,994,315	24,993,250
Federal Agencies	3133EGFQ3	FEDERAL FARM CREDIT BANK	9/21/2016	9/14/2018	1.94	0.88	25,000,000	24,985,253	24,981,263	24,987,000
Federal Agencies	3130A9C90	FEDERAL HOME LOAN BANK	9/28/2016	9/28/2018	1.98	1.05	25,000,000	25,000,000	25,000,000	24,977,250
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	6/17/2016	10/17/2018	0.05	0.66	25,000,000	25,000,000	25,000,000	25,015,250
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	6/17/2016	10/17/2018	0.05	0.66	25,000,000	25,000,000	25,000,000	25,015,250
Federal Agencies	3134G82B4	FREDDIE MAC	11/23/2015	11/23/2018	2.13	0.75	25,000,000	25,000,000	25,000,000	25,000,000
Federal Agencies	3136G2C39	FANNIE MAE	12/30/2014	12/28/2018	2.20	1.63	15,000,000	15,000,000	15,000,000	15,037,650
Federal Agencies	3133EGDM4	FEDERAL FARM CREDIT BANK	6/2/2016	1/2/2019	0.01	0.68	25,000,000	25,000,000	25,000,000	25,021,500
Federal Agencies	3130A8VZ3	FEDERAL HOME LOAN BANK	7/28/2016	1/25/2019	2.29	1.05	25,000,000	25,000,000	25,000,000	24,988,000
Federal Agencies	3132X0EK3	FARMER MAC	1/25/2016	1/25/2019	0.07	0.81	25,000,000	25,000,000	25,000,000	25,028,500
Federal Agencies	3133EGBU8	FEDERAL FARM CREDIT BANK	5/25/2016	2/25/2019	0.07	0.70	50,000,000	50,000,000	50,000,000	50,044,000
Federal Agencies	3136G2Y68	FANNIE MAE	2/26/2016	2/26/2019	2.39	0.75	25,000,000	25,000,000	25,000,000	25,007,250
Federal Agencies	3136G2Y68	FANNIE MAE	2/26/2016	2/26/2019	2.39	0.75	15,935,000	15,927,033	15,928,617	15,935,797
Federal Agencies	3132X0ED9	FARMER MAC	1/19/2016	3/19/2019	0.22	0.93	40,000,000	40,000,000	40,000,000	39,998,400
Federal Agencies	3136G3FC4	FANNIE MAE	3/29/2016	3/29/2019	2.47	1.00	6,250,000	6,250,000	6,250,000	6,250,000
Federal Agencies	3134G8VT3	FREDDIE MAC	5/23/2016	4/25/2019	2.54	0.80	14,560,000	14,568,332	14,559,361	14,575,870
Federal Agencies	3134G9DB0	FREDDIE MAC	4/29/2016	4/29/2019	2.56	0.88	10,000,000	10,000,000	10,000,000	10,000,100
Federal Agencies	3134G9DB0	FREDDIE MAC	4/29/2016	4/29/2019	2.56	0.88	50,000,000	50,000,000	50,000,000	50,000,500
Federal Agencies	3136G3QP3	FANNIE MAE	5/24/2016	5/24/2019	2.60	1.25	10,000,000	10,000,000	10,000,000	10,011,500
Federal Agencies	3134G9LF2	FREDDIE MAC	6/7/2016	6/7/2019	2.66	0.75	75,000,000	75,000,000	75,000,000	75,024,000
Federal Agencies	3136G3NK7	FANNIE MAE	6/7/2016	6/7/2019	2.66	0.75	25,000,000	24,996,250	24,996,647	25,002,750
Federal Agencies	3136G3NM3	FANNIE MAE	6/7/2016	6/7/2019	2.66	0.75	50,000,000	50,000,000	50,000,000	49,893,500
Federal Agencies	3134G9QN0	FREDDIE MAC	6/14/2016	6/14/2019	2.67	0.88	12,500,000	12,500,000	12,500,000	12,498,875
Federal Agencies	3134G9QW0	FREDDIE MAC	6/14/2016	6/14/2019	2.66	1.28	50,000,000	50,000,000	50,000,000	50,050,000
Federal Agencies	3134G9YR2	FREDDIE MAC	7/12/2016	7/12/2019	2.75	0.85	50,000,000	50,000,000	50,000,000	49,961,000
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	6/9/2016	8/9/2019	0.02	0.70	25,000,000	25,000,000	25,000,000	24,998,250
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	6/9/2016	8/9/2019	0.02	0.70	25,000,000	25,000,000	25,000,000	24,998,250
Federal Agencies	3134G94F1	FREDDIE MAC	8/15/2016	8/15/2019	2.84	1.00	25,000,000	25,000,000	25,000,000	24,973,750
Federal Agencies	3135G0P23	FANNIE MAE	8/30/2016	8/23/2019	2.85	1.25	20,000,000	20,000,000	20,000,000	20,006,400
Federal Agencies	3136G3X59	FANNIE MAE	8/23/2016	8/23/2019	2.86	1.10	25,000,000	25,000,000	25,000,000	24,972,500
Federal Agencies	3134G9GS0	FREDDIE MAC	5/26/2016	8/26/2019	2.86	1.25	25,000,000	25,000,000	25,000,000	25,024,250
Federal Agencies	3134GAHR8	FREDDIE MAC	9/23/2016	9/23/2019	2.95	0.75	25,000,000	25,000,000	25,000,000	24,978,750
Federal Agencies	3134G8TG4	FREDDIE MAC	4/11/2016	10/11/2019	3.09	1.50	15,000,000	15,000,000	15,000,000	15,014,700
Federal Agencies	3136G3LV5	FANNIE MAE	5/26/2016	11/26/2019	3.95	1.35	8,950,000	8,950,000	8,950,000	8,965,573
Federal Agencies	3134G9VR5	FREDDIE MAC	7/6/2016	1/6/2020	3.22	1.00	25,000,000	25,000,000	25,000,000	24,972,000
Federal Agencies	3136G3TK1	FANNIE MAE	7/6/2016	4/6/2020	3.46	0.88	25,000,000	25,000,000	25,000,000	24,974,500

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	3132X0AT8	FARMER MAC	6/5/2015	6/2/2020	0.01	0.66	41,000,000	41,000,000	41,000,000	40,876,590
Federal Agencies	3136G3TG0	FANNIE MAE	6/30/2016	6/30/2020	3.67	1.15	15,000,000	15,000,000	15,000,000	14,999,550
Federal Agencies	3130A9FR7	FEDERAL HOME LOAN BANK	9/29/2016	9/28/2020	0.08	0.68	103,500,000	103,500,000	103,500,000	103,297,140
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	12/24/2015	12/24/2020	0.07	0.86	100,000,000	100,000,000	100,000,000	100,390,000
Subtotals					0.85	\$ 3,768,383,000	\$ 3,771,607,904	\$ 3,768,976,681	\$ 3,771,572,410	
State/Local Agencies	91411SKR0	UNIVERSITY OF CALIFORNIA	9/15/2016	10/25/2016	0.07	0.00	\$ 25,000,000	\$ 24,986,667	\$ 24,986,667	\$ 24,992,167
State/Local Agencies	13063CPM6	CALIFORNIA ST	12/9/2014	11/1/2016	0.09	0.75	44,000,000	44,046,200	44,002,067	43,993,400
State/Local Agencies	91411SL16	UNIVERSITY OF CALIFORNIA	9/1/2016	11/1/2016	0.09	0.00	37,000,000	36,965,518	36,965,518	36,985,025
State/Local Agencies	91412GL45	UNIV OF CALIFORNIA CA REVENUE	6/30/2016	5/15/2017	0.62	0.65	5,505,000	5,505,000	5,505,000	5,499,330
State/Local Agencies	91412GUU7	UNIV OF CALIFORNIA CA REVENUE	4/10/2014	5/15/2017	0.62	1.22	3,250,000	3,250,000	3,250,000	3,258,353
State/Local Agencies	718814XY7	PHOENIX AZ	9/27/2016	7/1/2017	0.74	3.50	20,000,000	20,582,022	20,408,810	20,401,400
State/Local Agencies	13063CFC9	CALIFORNIA ST	11/5/2013	11/1/2017	1.07	1.75	16,500,000	16,558,905	16,516,010	16,627,380
State/Local Agencies	13063CPN4	CALIFORNIA ST	12/22/2014	11/1/2017	1.08	1.25	5,000,000	5,004,550	5,001,724	5,012,000
State/Local Agencies	13063CPN4	CALIFORNIA ST	11/25/2014	11/1/2017	1.08	1.25	50,000,000	50,121,500	50,044,882	50,120,000
State/Local Agencies	91412GL52	UNIV OF CALIFORNIA CA REVENUE	6/30/2016	5/5/2018	1.59	0.99	2,470,000	2,470,000	2,470,000	2,465,431
State/Local Agencies	646065QQ8	NEW JERSEY ST EDUC TNL	9/29/2016	7/1/2018	1.68	5.00	5,000,000	5,421,811	5,359,573	5,354,650
State/Local Agencies	91412GL60	UNIV OF CALIFORNIA CA REVENUE	6/30/2016	5/15/2019	2.58	1.23	2,000,000	2,000,000	2,000,000	1,993,780
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	10/5/2015	7/1/2019	2.69	1.80	4,180,000	4,214,443	4,205,309	4,231,916
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	10/2/2015	7/1/2019	2.69	1.80	16,325,000	16,461,640	16,425,183	16,527,757
State/Local Agencies	6055804W6	MISSISSIPPI ST	4/23/2015	10/1/2019	2.73	6.09	8,500,000	10,217,510	9,659,478	9,691,105
State/Local Agencies	977100CW4	WISCONSIN ST GEN FUND ANNUAL	8/16/2016	5/1/2020	3.50	1.45	18,000,000	18,000,000	18,000,000	17,883,540
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUE	8/9/2016	5/15/2021	4.40	1.91	1,769,000	1,820,926	1,809,425	1,796,685
Subtotals					1.04	\$ 264,499,000	\$ 267,626,692	\$ 266,609,646	\$ 266,833,917	
Public Time Deposits	PP5Z1EJS4	MISSION NATIONAL BK SF	2/19/2016	2/21/2017	0.14	0.86	\$ 240,000	\$ 240,000	\$ 240,000	\$ 240,000
Public Time Deposits	PP600XGA1	TRANS-PAC NATIONAL BK	3/21/2016	3/21/2017	0.47	1.05	240,000	240,000	240,000	240,000
Public Time Deposits	PPF00EG62	BANK OF SAN FRANCISCO	4/11/2016	4/11/2017	0.03	0.89	240,000	240,000	240,000	240,000
Public Time Deposits	PPQJ03J86	PREFERRED BANK LA CALIF	5/16/2016	5/16/2017	0.63	0.85	240,000	240,000	240,000	240,000
Public Time Deposits	PP7C0E3S1	UMPQUA BANK	6/29/2016	6/29/2017	0.75	0.79	240,000	240,000	240,000	240,000
Subtotals					0.40	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000
Negotiable CDs	89113EE69	TORONTO DOMINION BANK NY	10/16/2015	10/17/2016	0.05	0.93	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 25,006,473
Negotiable CDs	78009NXP6	ROYAL BANK OF CANADA NY	12/3/2015	12/2/2016	0.17	1.17	50,000,000	50,000,000	50,000,000	50,068,990
Negotiable CDs	89113EU20	TORONTO DOMINION BANK NY	12/7/2015	12/7/2016	0.18	1.16	50,000,000	50,000,000	50,000,000	50,073,912
Negotiable CDs	96121TH27	WESTPAC BANKING CORP NY	12/22/2015	12/28/2016	0.09	0.99	25,000,000	25,000,000	25,000,000	25,037,952
Negotiable CDs	78009NB54	ROYAL BANK OF CANADA NY	4/8/2016	1/4/2017	0.00	0.96	50,000,000	50,000,000	50,000,000	50,026,141
Negotiable CDs	78009NZD1	ROYAL BANK OF CANADA NY	1/25/2016	1/25/2017	0.07	1.04	25,000,000	25,000,000	25,000,000	25,022,330
Negotiable CDs	06427EM65	BANK OF MONTREAL CHICAGO	4/29/2016	2/1/2017	0.09	1.00	25,000,000	25,000,000	25,000,000	25,020,294
Negotiable CDs	89113E2G0	TORONTO DOMINION BANK NY	11/1/2016	2/1/2017	0.01	1.02	50,000,000	50,000,000	50,000,000	50,045,256
Negotiable CDs	89113WFC5	TORONTO DOMINION BANK NY	7/28/2016	2/1/2017	0.01	1.07	25,000,000	25,000,000	25,000,000	25,026,902
Negotiable CDs	96121TK64	WESTPAC BANKING CORP NY	2/4/2016	2/3/2017	0.00	1.02	50,000,000	50,000,000	50,000,000	50,044,481
Negotiable CDs	89113WAL0	TORONTO DOMINION BANK NY	5/11/2016	2/15/2017	0.00	1.00	40,000,000	40,000,000	40,000,000	40,036,235
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	2/23/2015	2/23/2017	0.15	1.10	25,000,000	25,000,000	25,000,000	25,034,066
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	2/23/2015	2/23/2017	0.15	1.10	25,000,000	25,000,000	25,000,000	25,034,066
Negotiable CDs	06427EX55	BANK OF MONTREAL CHICAGO	6/8/2016	3/6/2017	0.43	1.03	25,000,000	25,000,000	25,000,000	25,029,071
Negotiable CDs	78009NZW7	ROYAL BANK OF CANADA NY	3/10/2016	3/10/2017	0.03	1.03	50,000,000	50,000,000	50,000,000	50,059,851
Negotiable CDs	06427EDJ9	BANK OF MONTREAL CHICAGO	9/17/2015	3/17/2017	0.05	0.93	25,000,000	25,000,000	25,000,000	25,019,899
Negotiable CDs	78009ND94	ROYAL BANK OF CANADA NY	7/1/2016	3/27/2017	0.49	0.96	25,000,000	25,000,000	25,000,000	25,024,403
Negotiable CDs	89113EC79	TORONTO DOMINION BANK NY	10/2/2015	3/28/2017	0.24	1.10	50,000,000	50,000,000	50,000,000	50,085,012

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
Negotiable CDs	89113E5Z5	TORONTO DOMINION BANK NY	4/8/2016	4/12/2017	0.53	1.10	25,000,000	25,000,000	25,000,000	24,999,212
Negotiable CDs	06427K3A3	BANK OF MONTREAL CHICAGO	8/3/2016	5/3/2017	0.09	1.16	25,000,000	25,000,000	25,000,000	25,008,736
Negotiable CDs	89113WJJ6	TORONTO DOMINION BANK NY	9/9/2016	6/15/2017	0.71	1.32	40,000,000	40,000,000	40,000,000	40,062,332
Negotiable CDs	06417HUR5	BANK OF NOVA SCOTIA HOUS	9/25/2014	9/25/2017	0.24	1.13	50,000,000	50,000,000	50,000,000	49,958,654
Subtotals					0.16	1.07	\$ 780,000,000	\$ 780,000,000	\$ 780,000,000	\$ 780,724,267
Commercial Paper	06538BKK0	BANK TOKYO-MIT UFJ NY	5/3/2016	10/31/2016	0.00	0.00	\$ 25,000,000	\$ 24,886,875	\$ 24,886,875	\$ 24,990,208
Commercial Paper	06538BKK0	BANK TOKYO-MIT UFJ NY	5/4/2016	10/31/2016	0.00	0.00	25,000,000	24,887,500	24,887,500	24,990,208
Commercial Paper	89233GQ33	TOYOTA MOTOR CREDIT CORP	6/6/2016	3/3/2017	0.42	0.00	25,000,000	24,810,625	24,810,625	24,921,375
Commercial Paper	89233GQ66	TOYOTA MOTOR CREDIT CORP	6/9/2016	3/6/2017	0.43	0.00	25,000,000	24,812,500	24,812,500	24,919,833
Commercial Paper	89233GQ74	TOYOTA MOTOR CREDIT CORP	6/10/2016	3/7/2017	0.43	0.00	25,000,000	24,812,500	24,812,500	24,919,319
Commercial Paper	89233GR73	TOYOTA MOTOR CREDIT CORP	7/13/2016	4/7/2017	0.52	0.00	40,000,000	39,687,333	39,687,333	39,809,911
Commercial Paper	06538BRM7	BANK TOKYO-MIT UFJ NY	7/26/2016	4/21/2017	0.56	0.00	50,000,000	49,547,931	49,547,931	49,744,694
Commercial Paper	89233APL7	TOYOTA MOTOR CREDIT CORP	7/28/2016	4/21/2017	0.08	1.07	25,000,000	25,000,000	25,000,000	24,872,347
Commercial Paper	06538BS53	BANK TOKYO-MIT UFJ NY	8/9/2016	5/5/2017	0.59	0.00	25,000,000	24,755,285	24,755,285	24,863,500
Commercial Paper	06538BS53	BANK TOKYO-MIT UFJ NY	8/10/2016	5/5/2017	0.59	0.00	40,000,000	39,603,956	39,603,956	39,781,600
Commercial Paper	06538BSC8	BANK TOKYO-MIT UFJ NY	8/17/2016	5/12/2017	0.61	0.00	25,000,000	24,750,611	24,750,611	24,859,076
Commercial Paper	06538BT29	BANK TOKYO-MIT UFJ NY	9/7/2016	6/2/2017	0.67	0.00	40,000,000	39,592,044	39,592,044	39,693,644
Commercial Paper	89233GT63	TOYOTA MOTOR CREDIT CORP	9/9/2016	6/6/2017	0.68	0.00	25,000,000	24,767,500	24,767,500	24,805,389
Subtotals					0.46	0.07	\$ 395,000,000	\$ 391,914,660	\$ 391,914,660	\$ 393,171,107
Medium Term Notes	073928S46	BEAR STEARNS COS LLC	2/10/2016	11/21/2016	0.14	1.20	\$ 6,450,000	\$ 6,439,745	\$ 6,448,165	\$ 6,450,839
Medium Term Notes	36967FAB7	GENERAL ELECTRIC CO	1/9/2015	1/9/2017	0.03	0.94	20,000,000	20,000,000	20,000,000	20,016,000
Medium Term Notes	064159AM8	BANK OF NOVA SCOTIA	10/20/2015	1/12/2017	0.29	2.55	10,000,000	10,185,500	10,042,459	10,041,200
Medium Term Notes	90331HMC4	US BANK NA CINCINNATI	2/11/2016	1/30/2017	0.33	1.10	1,500,000	1,502,063	1,500,705	1,500,240
Medium Term Notes	90331HMC4	US BANK NA CINCINNATI	7/1/2016	1/30/2017	0.33	1.10	6,900,000	6,910,488	6,905,958	6,901,104
Medium Term Notes	90331HMC4	US BANK NA CINCINNATI	2/12/2016	1/30/2017	0.33	1.10	8,515,000	8,523,174	8,517,802	8,516,362
Medium Term Notes	90331HMC4	US BANK NA CINCINNATI	6/24/2016	1/30/2017	0.33	1.10	10,000,000	10,012,200	10,000,710	10,001,600
Medium Term Notes	36962G2F0	GENERAL ELECTRIC CO	4/8/2015	2/15/2017	0.13	0.99	3,791,000	3,789,138	3,790,624	3,793,805
Medium Term Notes	36962G2F0	GENERAL ELECTRIC CO	4/1/2015	2/15/2017	0.13	0.99	4,948,000	4,942,755	4,946,953	4,951,662
Medium Term Notes	91159HHD5	US BANCORP	2/3/2016	5/15/2017	0.62	1.65	3,090,000	3,111,908	3,100,602	3,098,992
Medium Term Notes	459200JD4	IBM CORP	2/19/2016	8/18/2017	0.13	1.25	25,000,000	25,000,000	25,000,000	25,085,250
Medium Term Notes	459200GJ4	IBM CORP	3/22/2016	9/14/2017	0.94	5.70	1,325,000	1,415,378	1,383,136	1,382,730
Medium Term Notes	911312AP1	UNITED PARCEL SERVICE	1/28/2016	10/1/2017	0.99	1.13	2,000,000	2,003,780	2,002,254	2,002,420
Medium Term Notes	459200HK0	IBM CORP	5/6/2016	2/8/2018	1.35	1.25	11,450,000	11,519,616	11,503,592	11,463,855
Subtotals					0.33	1.31	\$ 114,969,000	\$ 115,355,745	\$ 115,148,961	\$ 115,206,058
Money Market Funds	09248U718	BLACKROCK LIQUIDITY FUNDS T-FI	9/30/2016	10/1/2016	0.01	0.21	\$ 80,008,496	\$ 80,008,496	\$ 80,008,496	\$ 80,008,496
Money Market Funds	31607A703	FIDELITY INSTITUTIONAL MONEY M	9/30/2016	10/1/2016	0.01	0.31	345,466,894	345,466,894	345,466,894	345,466,894
Money Market Funds	61747C707	MORGAN STANLEY INSTITUTIONAL	9/30/2016	10/1/2016	0.01	0.31	250,231,977	250,231,977	250,231,977	250,231,977
Subtotals					0.01	0.30	\$ 675,707,368	\$ 675,707,368	\$ 675,707,368	\$ 675,707,368
Supranationals	45905UXQ2	INTL BK RECON & DEVELOP	7/27/2016	1/26/2018	0.07	0.65	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 24,996,750
Supranationals	459058ER0	INTL BK RECON & DEVELOP	10/7/2015	10/5/2018	1.99	1.00	25,000,000	24,957,500	24,971,485	25,036,000
Subtotals					1.03	0.82	\$ 50,000,000	\$ 49,957,500	\$ 49,971,485	\$ 50,032,750
Grand Totals					0.62	0.70	\$ 7,324,758,368	\$ 7,325,215,205	\$ 7,322,514,827	\$ 7,328,654,077

Monthly Investment Earnings

Pooled Fund

For month ended September 30, 2016

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
U.S. Treasuries	912796JM2	TREASURY BILL	\$	0.00	0.20	9/15/16	9/29/16	\$ 1,983	\$ -	\$ -	\$ 1,983
U.S. Treasuries	912828RJ1	US TSY NT	-	1.00	1.05	10/11/11	9/30/16	59,426	2,714	-	62,140
U.S. Treasuries	912828RM4	US TSY NT	-	1.00	0.74	12/26/13	10/31/16	20,380	(5,296)	-	15,084
U.S. Treasuries	912796JY6	TREASURY BILL	25,000,000	0.00	0.28	9/16/16	12/15/16	2,927	-	-	2,927
U.S. Treasuries	912796JY6	TREASURY BILL	25,000,000	0.00	0.26	9/19/16	12/15/16	2,133	-	-	2,133
U.S. Treasuries	912796JY6	TREASURY BILL	25,000,000	0.00	0.23	9/20/16	12/15/16	1,790	-	-	1,790
U.S. Treasuries	912796JZ3	TREASURY BILL	25,000,000	0.00	0.27	9/22/16	12/22/16	1,688	-	-	1,688
U.S. Treasuries	912796JZ3	TREASURY BILL	40,000,000	0.00	0.17	9/23/16	12/22/16	1,533	-	-	1,533
U.S. Treasuries	912796KA6	TREASURY BILL	100,000,000	0.00	0.24	9/29/16	12/29/16	1,314	-	-	1,314
U.S. Treasuries	912828RX0	US TSY NT	25,000,000	0.88	0.67	2/25/14	12/31/16	17,833	(4,197)	-	13,636
U.S. Treasuries	912828SJ0	US TSY NT	25,000,000	0.88	1.21	3/21/12	2/28/17	18,128	6,655	-	24,783
U.S. Treasuries	912828SJ0	US TSY NT	25,000,000	0.88	1.21	3/21/12	2/28/17	18,128	6,655	-	24,783
U.S. Treasuries	912828SJ0	US TSY NT	75,000,000	0.88	0.94	3/14/12	2/28/17	54,385	3,783	-	58,169
U.S. Treasuries	912796KN8	TREASURY BILL	75,000,000	0.00	0.48	9/16/16	3/16/17	15,000	-	-	15,000
U.S. Treasuries	912796KN8	TREASURY BILL	75,000,000	0.00	0.48	9/19/16	3/16/17	11,913	-	-	11,913
U.S. Treasuries	912796KN8	TREASURY BILL	75,000,000	0.00	0.47	9/20/16	3/16/17	10,794	-	-	10,794
U.S. Treasuries	912796KP3	TREASURY BILL	110,000,000	0.00	0.39	9/23/16	3/23/17	8,813	-	-	8,813
U.S. Treasuries	912796KP3	TREASURY BILL	100,000,000	0.00	0.42	9/29/16	3/30/17	9,460	-	-	9,460
U.S. Treasuries	912796JJ9	TREASURY BILL	100,000,000	0.00	0.42	9/30/16	3/30/17	2,306	-	-	2,306
U.S. Treasuries	912828SM3	US TSY NT	50,000,000	1.00	1.07	4/4/12	3/31/17	40,991	2,701	-	43,692
U.S. Treasuries	912828TM2	US TSY NT	100,000,000	0.63	0.96	12/15/15	8/31/17	51,796	27,188	-	78,983
U.S. Treasuries	912828MT2	US TSY NT	50,000,000	0.88	1.00	12/17/15	11/30/17	35,861	4,924	-	40,785
U.S. Treasuries	912828MT2	US TSY NT	50,000,000	0.88	1.00	12/17/15	11/30/17	35,861	5,088	-	40,949
Subtotals			\$ 1,275,000,000					\$ 425,610	\$ 50,214	\$ -	\$ 475,823
Federal Agencies	31315PQB8	FARMER MAC	\$	1.50	0.70	10/29/13	9/1/16	-	\$ -	\$ -	\$ -
Federal Agencies	3130A6BD8	FEDERAL HOME LOAN BANK	-	0.51	0.35	6/30/16	9/9/16	1,700	(507)	-	1,193
Federal Agencies	313370TW8	FEDERAL HOME LOAN BANK	-	2.00	1.39	10/11/11	9/9/16	11,111	(3,242)	-	7,869
Federal Agencies	3130A7KH7	FEDERAL HOME LOAN BANK	-	0.53	0.42	5/4/16	9/29/16	2,265	(466)	-	1,799
Federal Agencies	313378JB5	FEDERAL HOME LOAN BANK	5,000,000	1.13	0.51	10/23/14	10/11/16	4,708	(2,512)	-	2,197
Federal Agencies	3130A3CE2	FEDERAL HOME LOAN BANK	40,000,000	0.63	0.58	11/3/14	10/14/16	20,833	(1,350)	-	19,483
Federal Agencies	3130A6PZ4	FEDERAL HOME LOAN BANK	5,950,000	0.40	0.76	1/7/16	10/28/16	1,983	1,755	-	3,738
Federal Agencies	3130A3J70	FEDERAL HOME LOAN BANK	7,015,000	0.63	0.66	11/18/15	11/23/16	3,654	199	-	3,852
Federal Agencies	3130A3J70	FEDERAL HOME LOAN BANK	25,000,000	0.63	0.64	11/17/14	11/23/16	13,021	407	-	13,428
Federal Agencies	313381GA7	FEDERAL HOME LOAN BANK	23,100,000	0.57	0.57	11/30/12	11/30/16	10,973	(90)	-	10,882
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	6,545,000	1.63	0.48	5/11/16	12/9/16	8,863	(6,116)	-	2,747
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	25,000,000	1.63	0.64	11/6/14	12/9/16	33,854	(20,144)	-	13,710
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	25,000,000	1.63	0.65	12/4/14	12/9/16	33,854	(19,840)	-	14,014
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	25,000,000	1.63	0.72	12/12/14	12/9/16	33,854	(18,441)	-	15,413
Federal Agencies	313384T58	FED HOME LN DISCOUNT NT	24,625,000	0.00	0.48	6/21/16	12/16/16	9,850	-	-	9,850
Federal Agencies	3133XHZK1	FEDERAL HOME LOAN BANK	33,850,000	4.75	0.48	5/11/16	12/16/16	133,990	(117,812)	-	16,178
Federal Agencies	3130A12F4	FEDERAL HOME LOAN BANK	20,500,000	0.70	0.70	3/19/14	12/19/16	11,958	61	-	12,019
Federal Agencies	3134G5VG7	FREDDIE MAC	50,000,000	0.78	0.78	12/29/14	12/29/16	32,500	-	-	32,500
Federal Agencies	3134G33C2	FREDDIE MAC	50,000,000	0.60	0.60	1/3/13	1/3/17	25,000	-	-	25,000
Federal Agencies	3133ECB37	FEDERAL FARM CREDIT BANK	14,000,000	0.58	0.58	12/20/12	1/12/17	6,767	-	-	6,767
Federal Agencies	31315PWW5	FARMER MAC	49,500,000	1.01	1.02	5/4/12	1/17/17	41,663	432	-	42,094
Federal Agencies	3130A7T62	FEDERAL HOME LOAN BANK	9,000,000	0.55	0.56	4/20/16	1/18/17	4,125	49	-	4,174
Federal Agencies	3133EDRD6	FEDERAL HOME CREDIT BANK	50,000,000	0.47	0.56	12/12/14	1/30/17	19,298	715	-	20,013
Federal Agencies	313378GQ9	FEDERAL HOME LOAN BANK	67,780,000	1.00	0.72	1/10/13	2/13/17	56,483	(15,380)	-	41,103

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	3133EDFW7	FEDERAL FARM CREDIT BANK	50,000,000	0.58	0.55	2/27/14	2/27/17	24,338	-	-	24,338
Federal Agencies	3130A8D83	FEDERAL HOME LOAN BANK	25,000,000	0.55	0.58	6/2/16	3/2/17	11,334	-	-	11,334
Federal Agencies	3133782N0	FEDERAL HOME LOAN BANK	15,000,000	0.88	0.93	12/29/15	3/10/17	10,938	628	-	11,566
Federal Agencies	3133782N0	FEDERAL HOME LOAN BANK	22,185,000	0.88	0.72	6/2/16	3/10/17	16,177	(2,872)	-	13,304
Federal Agencies	3133782N0	FEDERAL HOME LOAN BANK	50,000,000	0.88	0.82	12/15/14	3/10/17	36,458	(2,151)	-	34,308
Federal Agencies	3133EDP30	FEDERAL FARM CREDIT BANK	26,000,000	0.57	0.49	10/3/14	3/24/17	12,196	(311)	-	11,886
Federal Agencies	3133EDZW5	FEDERAL FARM CREDIT BANK	25,000,000	0.55	0.55	10/29/14	3/29/17	11,334	9	-	11,342
Federal Agencies	31315PTQ2	FARMER MAC	12,500,000	1.26	1.36	4/10/12	4/10/17	13,125	998	-	14,123
Federal Agencies	3133ECLL6	FEDERAL FARM CREDIT BANK	10,000,000	0.60	0.60	4/17/13	4/17/17	5,000	-	-	5,000
Federal Agencies	31315PUQ0	FARMER MAC	10,500,000	1.13	1.13	4/26/12	4/26/17	9,844	-	-	9,844
Federal Agencies	3135G0JA2	FANNIE MAE	8,058,000	1.13	0.54	7/1/16	4/27/17	7,554	(3,882)	-	3,672
Federal Agencies	3137EADF3	FREDDIE MAC	25,000,000	1.25	1.14	5/14/12	5/12/17	26,042	(2,188)	-	23,854
Federal Agencies	3130A1NN4	FEDERAL HOME LOAN BANK	14,000,000	0.88	0.58	9/26/16	5/24/17	1,701	(567)	-	1,134
Federal Agencies	31315PZQ5	FARMER MAC	9,000,000	1.11	0.80	12/28/12	6/5/17	8,325	(2,262)	-	6,063
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12,000,000	1.00	0.93	12/19/14	6/9/17	10,000	(690)	-	9,310
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	20,600,000	1.00	1.02	12/29/15	6/9/17	17,167	339	-	17,506
Federal Agencies	3130A3SL9	FEDERAL HOME LOAN BANK	25,000,000	0.95	1.02	12/30/14	6/15/17	19,792	1,345	-	21,136
Federal Agencies	3133EAUW6	FEDERAL FARM CREDIT BANK	50,000,000	0.62	0.62	6/19/12	6/19/17	25,917	-	-	25,917
Federal Agencies	3133EEGH7	FEDERAL FARM CREDIT BANK	8,400,000	0.93	0.94	12/26/14	6/26/17	6,510	88	-	6,598
Federal Agencies	3137EADH9	FREDDIE MAC	15,000,000	1.00	0.78	5/25/16	6/29/17	12,500	(2,689)	-	9,811
Federal Agencies	3137EADH9	FREDDIE MAC	25,000,000	1.00	1.10	3/25/14	6/29/17	20,833	1,998	-	22,831
Federal Agencies	3134G5W50	FREDDIE MAC	50,000,000	1.00	1.00	12/30/14	6/30/17	41,667	-	-	41,667
Federal Agencies	3130A8L35	FEDERAL HOME LOAN BANK	25,000,000	0.75	0.75	6/24/16	7/20/17	15,625	-	-	15,625
Federal Agencies	3133ECV92	FEDERAL FARM CREDIT BANK	50,000,000	0.57	0.57	7/24/13	7/24/17	23,454	-	-	23,454
Federal Agencies	3133ECV66	FEDERAL FARM CREDIT BANK	23,520,000	0.72	0.72	8/5/13	7/26/17	14,132	-	-	14,132
Federal Agencies	3135G0F24	FANNIE MAE	25,000,000	0.54	0.56	9/16/15	8/16/17	11,002	208	-	11,210
Federal Agencies	3133EEF33	FEDERAL FARM CREDIT BANK	50,000,000	0.60	0.60	12/23/14	8/23/17	24,075	-	-	24,075
Federal Agencies	3137EADL0	FREDDIE MAC	25,000,000	1.00	1.22	3/25/14	9/29/17	20,833	4,482	-	25,315
Federal Agencies	3135G0F57	FANNIE MAE	25,000,000	0.53	0.56	10/5/15	10/5/17	11,031	314	-	11,344
Federal Agencies	3133EEF59	FEDERAL FARM CREDIT BANK	30,000,000	0.56	0.56	9/25/15	10/19/17	13,771	(24)	-	13,747
Federal Agencies	3130A6LZ8	FEDERAL HOME LOAN BANK	25,000,000	0.63	0.82	4/28/16	10/26/17	13,021	3,874	-	16,894
Federal Agencies	3133EEBR0	FEDERAL FARM CREDIT BANK	25,000,000	0.56	0.60	11/18/14	11/13/17	11,442	308	-	11,750
Federal Agencies	3133EEJ76	FEDERAL FARM CREDIT BANK	25,000,000	0.55	0.58	8/20/15	11/13/17	11,398	313	-	11,710
Federal Agencies	3134G44F2	FREDDIE MAC	50,000,000	0.80	0.80	5/21/13	11/21/17	33,333	-	-	33,333
Federal Agencies	3130A3HF4	FEDERAL HOME LOAN BANK	25,000,000	1.13	1.19	12/22/14	12/8/17	23,438	1,234	-	24,671
Federal Agencies	3137EADX4	FREDDIE MAC	25,000,000	1.00	1.06	12/11/15	12/15/17	20,833	1,265	-	22,099
Federal Agencies	3133EEFE5	FEDERAL FARM CREDIT BANK	50,000,000	1.13	1.18	12/19/14	12/18/17	46,875	2,342	-	49,217
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	4,000,000	0.57	0.58	5/27/15	2/2/18	1,913	16	-	1,929
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	35,000,000	0.57	0.62	2/2/15	2/2/18	16,739	578	-	17,317
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	25,000,000	0.56	0.56	11/5/14	2/5/18	11,656	-	-	11,656
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	25,000,000	0.56	0.59	11/5/14	2/5/18	11,656	208	-	11,864
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	50,000,000	0.56	0.59	11/5/14	2/5/18	23,311	415	-	23,726
Federal Agencies	3133EEFN9	FEDERAL FARM CREDIT BANK	25,000,000	0.59	0.61	11/9/15	2/9/18	12,307	207	-	12,514
Federal Agencies	3132X0JL6	FARMER MAC	50,000,000	0.88	0.88	9/1/16	3/1/18	36,458	-	-	36,458
Federal Agencies	3133EEN71	FEDERAL FARM CREDIT BANK	50,000,000	0.58	0.59	5/22/15	3/22/18	23,193	217	-	23,410
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	50,000,000	0.50	0.53	5/27/15	3/26/18	20,903	624	-	21,527
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	50,000,000	0.50	0.53	5/29/15	3/26/18	20,903	625	-	21,528
Federal Agencies	3133EFWG8	FEDERAL FARM CREDIT BANK	25,000,000	0.69	0.69	1/26/16	3/26/18	14,307	106	-	14,413
Federal Agencies	3133EEZC7	FEDERAL FARM CREDIT BANK	50,000,000	0.58	0.59	4/16/15	4/16/18	23,671	207	-	23,878
Federal Agencies	31331KJ87	FEDERAL FARM CREDIT BANK	14,230,000	3.00	0.94	2/2/16	4/25/18	35,575	(23,844)	-	11,731
Federal Agencies	3134G8XS3	FREDDIE MAC	23,630,000	1.05	1.05	7/22/16	4/27/18	20,676	-	-	20,676

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	3133EEU40	FEDERAL FARM CREDIT BANK	69,000,000	0.56	0.57	6/3/15	5/3/18	32,258	144	-	32,402
Federal Agencies	3135G0WJ8	FANNIE MAE	25,000,000	0.88	1.05	5/23/13	5/21/18	18,229	3,512	-	21,741
Federal Agencies	3130A8VL4	FEDERAL HOME LOAN BANK	10,000,000	1.00	1.00	8/24/16	5/24/18	8,333	-	-	8,333
Federal Agencies	3130A8VL4	FEDERAL HOME LOAN BANK	25,000,000	1.00	1.00	8/24/16	5/24/18	20,833	-	-	20,833
Federal Agencies	3134G9G66	FREDDIE MAC	50,000,000	0.80	0.80	5/25/16	5/25/18	33,333	-	-	33,333
Federal Agencies	3134G9HC4	FREDDIE MAC	10,000,000	1.00	1.03	5/25/16	5/25/18	8,333	205	-	8,539
Federal Agencies	3133EFC72	FEDERAL FARM CREDIT BANK	25,000,000	0.57	0.57	9/8/15	6/8/18	11,819	-	-	11,819
Federal Agencies	3133EFC72	FEDERAL FARM CREDIT BANK	50,000,000	0.57	0.57	9/8/15	6/8/18	23,638	-	-	23,638
Federal Agencies	3133EEW48	FEDERAL FARM CREDIT BANK	50,000,000	0.56	0.57	6/11/15	6/11/18	23,397	109	-	23,507
Federal Agencies	3133EESH1	FEDERAL FARM CREDIT BANK	25,000,000	1.17	1.25	12/18/15	6/14/18	24,375	1,576	-	25,951
Federal Agencies	3133EGGC3	FEDERAL FARM CREDIT BANK	25,000,000	0.65	0.65	6/20/16	6/20/18	13,324	-	-	13,324
Federal Agencies	3134G9RZ2	FREDDIE MAC	8,950,000	0.80	0.80	6/22/16	6/22/18	5,967	-	-	5,967
Federal Agencies	3134G9UY1	FREDDIE MAC	25,000,000	1.00	1.00	6/29/16	6/29/18	20,833	-	-	20,833
Federal Agencies	3134G9UY1	FREDDIE MAC	25,000,000	1.00	1.00	6/29/16	6/29/18	20,833	-	-	20,833
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	25,000,000	0.66	0.66	5/19/16	7/19/18	13,559	-	-	13,559
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	25,000,000	0.66	0.66	5/19/16	7/19/18	13,559	-	-	13,559
Federal Agencies	3130A8U50	FEDERAL HOME LOAN BANK	22,250,000	0.83	0.89	7/29/16	7/25/18	15,390	1,107	-	16,497
Federal Agencies	3134G9Q67	FREDDIE MAC	25,000,000	1.05	1.05	7/27/16	7/27/18	21,875	-	-	21,875
Federal Agencies	3134G9Q67	FREDDIE MAC	25,000,000	1.05	1.06	7/27/16	7/27/18	21,875	257	-	22,132
Federal Agencies	3133EGFQ3	FEDERAL FARM CREDIT BANK	25,000,000	0.88	0.91	9/21/16	9/14/18	6,076	263	-	6,339
Federal Agencies	3130A9C90	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	9/28/16	9/28/18	2,188	-	-	2,188
Federal Agencies	3136G2NZ6	FANNIE MAE	-	0.75	0.75	9/30/15	9/28/18	14,063	-	-	14,063
Federal Agencies	3136G2NZ6	FANNIE MAE	-	0.75	0.75	9/30/15	9/28/18	14,063	-	-	14,063
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	25,000,000	0.66	0.66	6/17/16	10/17/18	13,508	-	-	13,508
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	25,000,000	0.66	0.66	6/17/16	10/17/18	13,508	-	-	13,508
Federal Agencies	3134G82B4	FREDDIE MAC	25,000,000	0.75	0.75	11/23/15	11/23/18	15,625	-	-	15,625
Federal Agencies	3136G2C39	FANNIE MAE	15,000,000	1.63	1.63	12/30/14	12/28/18	20,313	-	-	20,313
Federal Agencies	3133EGDM4	FEDERAL FARM CREDIT BANK	25,000,000	0.68	0.68	6/2/16	1/2/19	14,248	-	-	14,248
Federal Agencies	3130A8VZ3	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	7/28/16	1/25/19	21,875	-	-	21,875
Federal Agencies	3132X0EK3	FARMER MAC	25,000,000	0.81	0.81	1/25/16	1/25/19	16,969	-	-	16,969
Federal Agencies	3133EGBU8	FEDERAL FARM CREDIT BANK	50,000,000	0.70	0.70	5/25/16	2/25/19	29,149	-	-	29,149
Federal Agencies	3136G2XK8	FANNIE MAE	25,000,000	0.75	0.75	2/26/16	2/26/19	15,625	-	-	15,625
Federal Agencies	3136G2Y68	FANNIE MAE	15,935,000	0.75	0.77	2/26/16	2/26/19	9,959	218	-	10,177
Federal Agencies	3132X0ED9	FARMER MAC	40,000,000	0.93	0.93	1/19/16	3/19/19	26,686	-	-	26,686
Federal Agencies	3136G3FC4	FANNIE MAE	6,250,000	1.00	1.00	3/29/16	3/29/19	5,208	-	-	5,208
Federal Agencies	3134G8VT3	FREDDIE MAC	14,560,000	0.80	0.80	5/23/16	4/25/19	9,707	20	-	9,727
Federal Agencies	3134G9DB0	FREDDIE MAC	10,000,000	0.88	0.88	4/29/16	4/29/19	7,292	-	-	7,292
Federal Agencies	3134G9DB0	FREDDIE MAC	50,000,000	0.88	0.88	4/29/16	4/29/19	36,458	-	-	36,458
Federal Agencies	3136G3QP3	FANNIE MAE	10,000,000	1.25	1.25	5/24/16	5/24/19	10,417	-	-	10,417
Federal Agencies	3134G9LF2	FREDDIE MAC	75,000,000	0.75	0.75	6/7/16	6/7/19	46,875	-	-	46,875
Federal Agencies	3136G3NK7	FANNIE MAE	25,000,000	0.75	0.76	6/7/16	6/7/19	15,625	103	-	15,728
Federal Agencies	3136G3NM3	FANNIE MAE	50,000,000	0.75	0.75	6/7/16	6/7/19	31,250	-	-	31,250
Federal Agencies	3134G9QN0	FREDDIE MAC	12,500,000	0.88	0.88	6/14/16	6/14/19	9,115	-	-	9,115
Federal Agencies	3134G9QP5	FREDDIE MAC	50,000,000	1.28	1.28	6/14/16	6/14/19	4,153	-	-	4,153
Federal Agencies	3134G9QR2	FREDDIE MAC	50,000,000	0.85	0.85	7/12/16	7/12/19	53,333	-	-	53,333
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	25,000,000	0.70	0.70	6/9/16	8/9/19	35,417	-	-	35,417
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	25,000,000	0.70	0.70	6/9/16	8/9/19	14,494	-	-	14,494
Federal Agencies	3134G94F1	FREDDIE MAC	25,000,000	1.00	1.00	8/15/16	8/15/19	20,833	-	-	20,833
Federal Agencies	3135G0P23	FANNIE MAE	20,000,000	1.25	1.25	8/30/16	8/23/19	20,833	-	-	20,833
Federal Agencies	3136G3X59	FANNIE MAE	25,000,000	1.10	1.10	8/23/16	8/23/19	22,917	-	-	22,917

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	3134G9GS0	FREDDIE MAC	25,000,000	1.25	1.25	5/26/16	8/26/19	26,042	-	-	26,042
Federal Agencies	3134GAHR8	FREDDIE MAC	25,000,000	0.75	0.75	9/23/16	9/23/19	4,167	-	-	4,167
Federal Agencies	3134G8TG4	FREDDIE MAC	15,000,000	1.50	1.50	4/11/16	10/11/19	18,750	-	-	18,750
Federal Agencies	3136G3LV5	FANNIE MAE	8,950,000	1.35	1.35	5/26/16	11/26/19	10,069	-	-	10,069
Federal Agencies	3134G9VR5	FREDDIE MAC	25,000,000	1.00	1.00	7/6/16	1/6/20	20,833	-	-	20,833
Federal Agencies	3136G3TK1	FANNIE MAE	25,000,000	0.88	0.88	7/6/16	4/6/20	18,229	-	-	18,229
Federal Agencies	3132X0AT8	FARMER MAC	41,000,000	0.66	0.66	6/5/15	6/2/20	22,684	-	-	22,684
Federal Agencies	3136G3TG0	FANNIE MAE	15,000,000	1.15	1.15	6/30/16	6/30/20	14,375	-	-	14,375
Federal Agencies	3130A9FR7	FEDERAL HOME LOAN BANK	103,500,000	0.68	0.68	9/29/16	9/28/20	3,893	-	-	3,893
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	100,000,000	0.86	0.86	12/24/15	12/24/20	71,075	-	-	71,075
Subtotals			\$ 3,768,383,000					\$ 2,592,744	\$ (213,298)	\$ -	\$ 2,379,446
State/Local Agencies	91411SJ19	UNIVERSITY OF CALIFORNIA	-	0.00	0.45	7/5/16	9/1/16	-	-	-	-
State/Local Agencies	91411SJ05	UNIVERSITY OF CALIFORNIA	-	0.00	0.44	7/14/16	9/12/16	1,270	-	-	1,270
State/Local Agencies	91411SJ05	UNIVERSITY OF CALIFORNIA	-	0.00	0.44	7/15/16	9/12/16	3,092	-	-	3,092
State/Local Agencies	91411SKR0	UNIVERSITY OF CALIFORNIA	25,000,000	0.00	0.48	9/15/16	10/25/16	5,333	-	-	5,333
State/Local Agencies	13063CPM6	CALIFORNIA ST	44,000,000	0.75	0.69	12/9/14	11/1/16	27,500	(2,000)	-	25,500
State/Local Agencies	91411SL16	UNIVERSITY OF CALIFORNIA	37,000,000	0.00	0.55	9/1/16	11/1/16	16,958	-	-	16,958
State/Local Agencies	91412GL45	UNIV OF CALIFORNIA CA REVENUE	5,505,000	0.65	0.65	6/30/16	5/15/17	2,982	-	-	2,982
State/Local Agencies	91412GUU7	UNIV OF CALIFORNIA CA REVENUE	3,250,000	1.22	1.22	4/10/14	5/15/17	3,310	-	-	3,310
State/Local Agencies	718814XY7	PHOENIX AZ	20,000,000	3.50	0.76	9/27/16	7/1/17	7,778	(5,990)	-	1,788
State/Local Agencies	13063CFC9	CALIFORNIA ST	16,500,000	1.75	1.66	11/5/13	11/1/17	24,063	(1,213)	-	22,850
State/Local Agencies	13063CPN4	CALIFORNIA ST	5,000,000	1.25	1.22	12/22/14	11/1/17	5,208	(131)	-	5,078
State/Local Agencies	13063CPN4	CALIFORNIA ST	50,000,000	1.25	1.17	11/25/14	11/1/17	52,083	(3,400)	-	48,683
State/Local Agencies	91412GL52	UNIV OF CALIFORNIA CA REVENUE	2,470,000	0.99	0.99	6/30/16	5/5/18	2,044	-	-	2,044
State/Local Agencies	64605QQ8	NEW JERSEY ST EDUC TNL FACS F	5,000,000	5.00	0.85	9/29/16	7/1/18	1,389	(1,127)	-	262
State/Local Agencies	91412GL60	UNIV OF CALIFORNIA CA REVENUE	2,000,000	1.23	1.23	6/30/16	5/15/19	2,047	-	-	2,047
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	4,180,000	1.80	1.57	10/5/15	7/1/19	6,256	(757)	-	5,499
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	16,325,000	1.80	1.56	10/2/15	7/1/19	24,433	(2,997)	-	21,437
State/Local Agencies	6055804W6	MISSISSIPPI ST	8,500,000	6.09	1.38	4/23/15	10/1/19	43,130	(31,767)	-	11,364
State/Local Agencies	977100CW4	WISCONSIN ST GEN FUND ANNUA	18,000,000	1.45	1.45	8/16/16	5/1/20	21,690	-	-	21,690
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUE	1,769,000	1.91	1.40	8/9/16	5/15/21	2,816	(719)	-	2,097
Subtotals			\$ 264,499,000					\$ 253,382	\$ (50,100)	\$ -	\$ 203,283
Public Time Deposits	PP5Z1EJS4	MISSION NATIONAL BK SF	240,000	0.86	0.86	2/19/16	2/21/17	169	-	-	169
Public Time Deposits	PP600XGA1	TRANS-PAC NATIONAL BK	240,000	1.05	1.05	3/21/16	3/21/17	208	-	-	208
Public Time Deposits	PPF00EG62	BANK OF SAN FRANCISCO	240,000	0.89	0.89	4/11/16	4/11/17	178	-	-	178
Public Time Deposits	PPQJ03J86	PREFERRED BANK LA CALIF	240,000	0.85	0.85	5/16/16	5/16/17	168	-	-	168
Public Time Deposits	PP7C0E3S1	UMPQUA BANK	240,000	0.79	0.79	6/29/16	6/29/17	158	-	-	158
Subtotals			\$ 1,200,000					\$ 882	\$ -	\$ -	\$ 882
Negotiable CDs	06427E3U3	BANK OF MONTREAL CHICAGO	-	0.64	0.64	6/28/16	9/21/16	8,889	-	-	8,889
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO	-	0.78	0.78	3/31/15	9/23/16	23,866	-	-	23,866
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO	-	0.78	0.78	3/31/15	9/23/16	11,933	-	-	11,933
Negotiable CDs	06417HUW4	BANK OF NOVA SCOTIA HOUS	-	0.84	0.84	9/25/14	9/23/16	25,723	-	-	25,723
Negotiable CDs	06366CC48	BANK OF MONTREAL CHICAGO	-	0.78	0.78	4/7/15	10/7/16	20,391	-	5,400	25,791
Negotiable CDs	06417HVR4	BANK OF NOVA SCOTIA HOUS	-	0.86	0.86	10/7/14	10/7/16	22,618	-	6,517	29,134
Negotiable CDs	78009NB96	ROYAL BANK OF CANADA NY	-	0.85	0.85	4/20/16	10/17/16	8,802	-	5,443	14,245
Negotiable CDs	89113EE69	TORONTO DOMINION BANK NY	25,000,000	0.93	0.93	10/16/15	10/17/16	19,356	-	-	19,356
Negotiable CDs	89113EL79	TORONTO DOMINION BANK NY	-	1.00	0.97	2/12/16	11/8/16	10,417	-	-	10,417
Negotiable CDs	78009NXP6	ROYAL BANK OF CANADA NY	50,000,000	1.17	1.17	12/3/15	12/2/16	48,509	3,833	7,542	56,850

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Negotiable CDs	89113EU20	TORONTO DOMINION BANK NY	50,000,000	1.16	1.16	12/7/15	12/7/16	47,216	-	-	47,216
Negotiable CDs	78009NSX5	ROYAL BANK OF CANADA NY	-	0.83	0.83	12/15/14	12/15/16	32,375	-	21,506	53,881
Negotiable CDs	96121TH27	WESTPAC BANKING CORP NY	-	0.99	0.99	12/22/15	12/28/16	27,606	-	8,870	36,476
Negotiable CDs	96121TH27	WESTPAC BANKING CORP NY	25,000,000	0.99	0.99	12/22/15	12/28/16	35,199	-	6,381	41,580
Negotiable CDs	78009NB54	ROYAL BANK OF CANADA NY	50,000,000	0.96	0.96	4/8/16	1/4/17	40,000	-	-	40,000
Negotiable CDs	78009ZM21	ROYAL BANK OF CANADA NY	25,000,000	1.04	1.04	1/25/16	1/25/17	21,553	-	-	21,553
Negotiable CDs	06427EM65	BANK OF MONTREAL CHICAGO	25,000,000	1.00	1.00	4/29/16	2/1/17	20,760	-	-	20,760
Negotiable CDs	89113E2G0	TORONTO DOMINION BANK NY	50,000,000	1.02	1.02	1/11/16	2/1/17	42,634	-	-	42,634
Negotiable CDs	89113WF55	TORONTO DOMINION BANK NY	25,000,000	1.07	1.07	7/28/16	2/1/17	22,359	-	-	22,359
Negotiable CDs	96121TK64	WESTPAC BANKING CORP NY	50,000,000	1.02	1.02	2/4/16	2/3/17	42,500	-	-	42,500
Negotiable CDs	89113WAL0	TORONTO DOMINION BANK NY	40,000,000	1.00	1.00	5/11/16	2/15/17	33,333	-	-	33,333
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	25,000,000	1.10	1.10	2/23/15	2/23/17	22,856	-	-	22,856
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	25,000,000	1.10	1.10	2/23/15	2/23/17	22,856	-	-	22,856
Negotiable CDs	06427EX55	BANK OF MONTREAL CHICAGO	25,000,000	1.03	1.03	6/8/16	3/6/17	21,458	-	-	21,458
Negotiable CDs	78009NZW9	ROYAL BANK OF CANADA NY	50,000,000	1.03	1.03	3/10/16	3/10/17	42,746	-	-	42,746
Negotiable CDs	06427EDJ7	BANK OF MONTREAL CHICAGO	25,000,000	0.93	0.93	9/17/15	3/17/17	19,101	-	-	19,101
Negotiable CDs	78009ND94	ROYAL BANK OF CANADA NY	25,000,000	0.96	0.96	7/1/16	3/27/17	20,000	-	-	20,000
Negotiable CDs	89113EC79	TORONTO DOMINION BANK NY	50,000,000	1.10	1.10	10/2/15	3/28/17	37,356	-	-	37,356
Negotiable CDs	89113E5Z5	TORONTO DOMINION BANK NY	25,000,000	1.10	1.10	4/8/16	4/12/17	22,917	-	-	22,917
Negotiable CDs	06427K3A3	BANK OF MONTREAL CHICAGO	25,000,000	1.16	1.16	8/3/16	5/3/17	24,148	-	-	24,148
Negotiable CDs	89113WJL6	TORONTO DOMINION BANK NY	40,000,000	1.32	1.32	9/9/16	6/15/17	32,267	-	-	32,267
Negotiable CDs	06417HUR5	BANK OF NOVA SCOTIA HOUS	50,000,000	1.13	1.13	9/25/14	9/25/17	39,425	-	-	39,425
Negotiable CDs	06427EK91	BANK OF MONTREAL CHICAGO	-	1.24	1.24	4/25/16	10/25/17	36,295	-	473	36,767
Subtotals			\$ 780,000,000					\$ 907,465	\$ 3,833	\$ 62,130	\$ 973,427
Commercial Paper	19416EJ24	COLGATE-PALMOLIVE CO	\$	0.00	0.32	9/1/16	9/2/16	158	\$	\$	158
Commercial Paper	06538BJ79	BANK TOKYO-MIT UFJ NY	-	0.00	0.54	7/5/16	9/7/16	2,700	-	-	2,700
Commercial Paper	06538BK00	BANK TOKYO-MIT UFJ NY	-	0.00	0.56	7/12/16	9/19/16	11,200	-	-	11,200
Commercial Paper	06538BK00	BANK TOKYO-MIT UFJ NY	-	0.00	0.89	4/19/16	10/17/16	11,125	-	9,300	20,425
Commercial Paper	06538BKX0	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	0.90	5/3/16	10/31/16	18,750	-	-	18,750
Commercial Paper	06538BKF7	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	0.90	5/4/16	10/31/16	18,750	-	-	18,750
Commercial Paper	89233GQ33	TOYOTA MOTOR CREDIT CORP	-	0.00	0.94	6/20/16	12/15/16	18,800	-	7,733	26,533
Commercial Paper	89233GQ66	TOYOTA MOTOR CREDIT CORP	25,000,000	0.00	1.02	6/6/16	3/3/17	21,042	-	-	21,042
Commercial Paper	89233GQ74	TOYOTA MOTOR CREDIT CORP	25,000,000	0.00	1.01	6/9/16	3/6/17	20,833	-	-	20,833
Commercial Paper	89233GQ74	TOYOTA MOTOR CREDIT CORP	25,000,000	0.00	1.01	6/10/16	3/7/17	20,833	-	-	20,833
Commercial Paper	89233GR73	TOYOTA MOTOR CREDIT CORP	40,000,000	0.00	1.06	7/13/16	4/7/17	35,000	-	-	35,000
Commercial Paper	06538BRM7	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	1.22	7/26/16	4/21/17	50,417	-	-	50,417
Commercial Paper	89233APL7	TOYOTA MOTOR CREDIT CORP	25,000,000	1.07	1.07	7/28/16	4/21/17	22,373	-	-	22,373
Commercial Paper	06538BS53	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.32	8/9/16	5/5/17	27,292	-	-	27,292
Commercial Paper	06538BS53	BANK TOKYO-MIT UFJ NY	40,000,000	0.00	1.34	8/10/16	5/5/17	44,333	-	-	44,333
Commercial Paper	06538BS53	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.35	8/17/16	5/12/17	27,917	-	-	27,917
Commercial Paper	06538BT29	BANK TOKYO-MIT UFJ NY	40,000,000	0.00	1.38	9/7/16	6/2/17	36,533	-	-	36,533
Commercial Paper	89233GT63	TOYOTA MOTOR CREDIT CORP	25,000,000	0.00	1.25	9/9/16	6/6/17	18,944	-	-	18,944
Subtotals			\$ 395,000,000					\$ 407,000	\$ 17,033	\$ 424,034	
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK	\$	1.12	0.41	12/15/14	9/9/16	4,697	\$	\$	3,610
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK	-	1.12	0.41	3/2/15	9/9/16	5,955	(1,087)	-	4,467
Medium Term Notes	9612E0DB0	WESTPAC BANKING CORP	-	0.77	0.77	10/10/14	10/7/16	22,264	-	4,357	26,621
Medium Term Notes	073928S46	BEAR STEARNS COS LLC	6,450,000	1.20	1.83	2/10/16	11/21/16	6,455	1,080	-	7,535
Medium Term Notes	36967FAB7	GENERAL ELECTRIC CO	20,000,000	0.94	0.94	1/9/15	1/9/17	15,743	-	-	15,743
Medium Term Notes	064159AM8	BANK OF NOVA SCOTIA	10,000,000	2.55	1.03	10/20/15	1/12/17	21,250	(12,367)	-	8,883

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	90331HMC4	US BANK NA CINCINNATI	1,500,000	1.10	0.96	2/11/16	1/30/17	1,375	(175)	-	1,200
Medium Term Notes	90331HMC4	US BANK NA CINCINNATI	6,900,000	1.10	0.84	7/1/16	1/30/17	6,325	(1,477)	-	4,848
Medium Term Notes	90331HMC4	US BANK NA CINCINNATI	8,515,000	1.10	1.00	2/12/16	1/30/17	7,805	(695)	-	7,111
Medium Term Notes	90331HMC4	US BANK NA CINCINNATI	10,000,000	1.10	0.90	6/24/16	1/30/17	9,167	(1,664)	-	7,503
Medium Term Notes	36962G2F0	GENERAL ELECTRIC CO	3,791,000	0.99	1.08	4/8/15	2/15/17	3,118	82	-	3,200
Medium Term Notes	36962G2F0	GENERAL ELECTRIC CO	4,948,000	0.99	1.20	4/1/15	2/15/17	4,070	229	-	4,299
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP	-	1.01	1.01	2/20/15	2/16/17	28,007	-	23,170	51,176
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP	-	1.01	0.88	4/14/15	2/16/17	5,601	4,730	(1,666)	8,665
Medium Term Notes	91159HHD5	US BANCORP	3,090,000	1.65	1.09	2/3/16	5/15/17	4,249	(1,407)	-	2,841
Medium Term Notes	459200JD4	IBM CORP	25,000,000	1.25	1.25	2/19/16	8/18/17	26,068	-	-	26,068
Medium Term Notes	459200GJ4	IBM CORP	1,325,000	5.70	1.04	3/22/16	9/14/17	6,294	(5,012)	-	1,282
Medium Term Notes	911312AP1	UNITED PARCEL SERVICE	2,000,000	1.13	1.01	1/28/16	10/1/17	1,875	(185)	-	1,690
Medium Term Notes	459200HK0	IBM CORP	11,450,000	1.25	0.90	5/6/16	2/8/18	11,927	(3,248)	-	8,679
Medium Term Notes	89236TCY9	TOYOTA MOTOR CREDIT CORP	-	1.04	1.04	4/8/16	4/6/18	23,318	-	98,720	122,038
Subtotals			\$ 114,969,000					\$ 215,564	\$ (22,684)	\$ 124,580	\$ 317,460
Money Market Funds	09248U718	BLACKROCK LIQUIDITY FUNDS T-F	80,008,496	0.21	0.21	1/15/13	10/1/16	1,763	-	-	1,763
Money Market Funds	31607A703	FIDELITY INSTITUTIONAL MONEY I	345,466,894	0.31	0.31	11/4/15	10/1/16	77,328	-	-	77,328
Money Market Funds	61747C707	MORGAN STANLEY INSTITUTIONAL	250,231,977	0.31	0.31	12/31/12	10/1/16	12,429	-	-	12,429
Subtotals			\$ 675,707,368					\$ 91,520	\$ -	\$ -	\$ 91,520
Supranationals	45905UXQ2	INTL BK RECON & DEVELOP	25,000,000	0.65	0.65	7/27/16	1/26/18	13,324	-	-	13,324
Supranationals	45905BER0	INTL BK RECON & DEVELOP	25,000,000	1.00	1.07	10/7/15	10/5/18	20,833	1,165	-	21,999
Subtotals			\$ 50,000,000					\$ 34,157	\$ 1,165	\$ -	\$ 35,323
Grand Totals			\$ 7,324,758,368					\$ 4,928,325	\$ (230,870)	\$ 203,742	\$ 4,901,197

¹Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended September 30, 2016

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	9/1/2016	10/1/2016	Money Market Funds	BLACKROCK LIQUIDITY FUND	09248U718	\$ 945	0.22	0.22	\$ 100.00	\$ -	945
Purchase	9/20/2016	10/1/2016	Money Market Funds	FIDELITY INSTITUTIONAL M	31607A703	50,000,000	0.31	0.31	100.00	-	50,000,000
Purchase	9/20/2016	10/1/2016	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	40,000,000	0.31	0.31	100.00	-	40,000,000
Purchase	9/23/2016	10/1/2016	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	80,000,000	0.31	0.31	100.00	-	80,000,000
Purchase	9/28/2016	10/1/2016	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	50,000,000	0.31	0.31	100.00	-	50,000,000
Purchase	9/29/2016	10/1/2016	Money Market Funds	BLACKROCK LIQUIDITY FUND	09248U718	75,000,000	0.21	0.21	100.00	-	75,000,000
Purchase	9/29/2016	10/1/2016	Money Market Funds	FIDELITY INSTITUTIONAL M	31607A703	25,000,000	0.31	0.31	100.00	-	25,000,000
Purchase	9/29/2016	10/1/2016	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	100,000,000	0.31	0.31	100.00	-	100,000,000
Purchase	9/30/2016	10/1/2016	Money Market Funds	FIDELITY INSTITUTIONAL M	31607A703	77,328	0.31	0.31	100.00	-	77,328
Purchase	9/30/2016	10/1/2016	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	12,429	0.31	0.31	100.00	-	12,429
Subtotals						\$ 420,090,703	0.29	0.29	\$ 100.00	\$ -	\$ 420,090,703
Sale	9/12/2016	10/1/2016	Money Market Funds	FIDELITY INSTITUTIONAL M	31607A703	\$ 40,000,000	0.31	0.31	\$ 100.00	\$ -	\$ 40,000,000
Sale	9/15/2016	12/15/2016	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NSX5	100,000,000	0.83	0.83	100.02	-	100,021,506
Sale	9/16/2016	10/17/2016	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BKH5	30,000,000	0.00	0.89	99.95	-	29,986,308
Sale	9/16/2016	10/17/2016	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NB96	25,000,000	0.85	0.85	100.02	87,434	25,092,877
Sale	9/16/2016	11/8/2016	Negotiable CDs	TORONTO DOMINION BANK NY	89113EL79	25,000,000	1.00	0.97	100.05	214,583	25,227,248
Sale	9/19/2016	12/15/2016	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BMF7	40,000,000	0.00	0.94	99.79	-	39,916,867
Sale	9/19/2016	4/6/2018	Medium Term Notes	TOYOTA MOTOR CREDIT CORP	89238TCY9	45,000,000	1.04	1.04	100.22	97,158	45,195,877
Sale	9/20/2016	10/7/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CC48	50,000,000	0.78	0.78	100.01	14,071	50,019,471
Sale	9/20/2016	10/7/2016	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417HVR4	50,000,000	0.86	0.86	100.01	89,281	50,095,798
Sale	9/21/2016	2/16/2017	Medium Term Notes	TOYOTA MOTOR CREDIT CORP	89236TCC7	10,000,000	1.01	0.88	100.05	10,083	10,014,716
Sale	9/21/2016	2/16/2017	Medium Term Notes	TOYOTA MOTOR CREDIT CORP	89236TCC7	50,000,000	1.01	1.01	100.05	50,413	50,073,582
Sale	9/21/2016	12/28/2016	Negotiable CDs	WESTPAC BANKING CORP NY	96121TH27	50,000,000	0.99	0.99	100.02	30,367	50,039,237
Sale	9/22/2016	10/25/2017	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427EK91	50,000,000	1.24	1.24	100.00	48,393	50,048,865
Sale	9/22/2016	12/28/2016	Negotiable CDs	WESTPAC BANKING CORP NY	96121TH27	25,000,000	0.99	0.99	100.03	15,874	25,022,255
Sale	9/22/2016	10/7/2016	Medium Term Notes	WESTPAC BANKING CORP	9612E0DB0	50,000,000	0.77	0.77	100.01	16,028	50,020,384
Sale	9/26/2016	10/1/2016	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	25,000,000	0.31	0.31	100.00	-	25,000,000
Subtotals						\$ 665,000,000	0.77	0.87	\$ 100.02	\$ 673,684	\$ 665,774,991
Call	9/14/2016	6/14/2019	Federal Agencies	FREDDIE MAC	3134G9QP5	\$ 11,500,000	1.00	1.00	100	\$ 28,750	\$ 11,528,750
Call	9/28/2016	9/28/2018	Federal Agencies	FANNIE MAE	3136G2NZ6	25,000,000	0.75	0.75	100	-	25,000,000
Call	9/28/2016	9/28/2018	Federal Agencies	FANNIE MAE	3136G2NZ6	25,000,000	0.75	0.75	100	-	25,000,000
Subtotals						\$ 61,500,000	0.80	0.80	\$ 100.00	\$ 28,750	\$ 61,528,750
Maturity	9/1/2016	9/1/2016	Federal Agencies	FARMER MAC	31315PQB8	\$ 7,000,000	1.50	0.70	100	\$ 52,500	\$ 7,052,500
Maturity	9/1/2016	9/1/2016	State/Local Agencies	UNIVERSITY OF CALIFORNIA	91411SJ19	37,000,000	0.00	0.45	100	-	37,000,000
Maturity	9/7/2016	9/7/2016	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BJ79	30,000,000	0.00	0.54	100	-	30,000,000
Maturity	9/9/2016	9/9/2016	Federal Agencies	FEDERAL HOME LOAN BANK	3130A6BD8	15,000,000	0.51	0.35	100	38,250	15,038,250
Maturity	9/9/2016	9/9/2016	Federal Agencies	FEDERAL HOME LOAN BANK	313370TW8	25,000,000	2.00	1.39	100	250,000	25,250,000
Maturity	9/9/2016	9/9/2016	Medium Term Notes	TORONTO-DOMINION BANK	89114QAL2	18,930,000	1.12	0.43	100	54,017	18,984,017
Maturity	9/9/2016	9/9/2016	Medium Term Notes	TORONTO-DOMINION BANK	89114QAL2	24,000,000	1.12	0.41	100	68,485	24,068,485
Maturity	9/12/2016	9/12/2016	State/Local Agencies	UNIVERSITY OF CALIFORNIA	91411SJC5	9,450,000	0.00	0.44	100	-	9,450,000
Maturity	9/19/2016	9/19/2016	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BJK0	40,000,000	0.00	0.56	100	-	40,000,000
Maturity	9/21/2016	9/21/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427E3U3	25,000,000	0.64	0.64	100	37,778	25,037,778
Maturity	9/23/2016	9/23/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CA32	25,000,000	0.78	0.78	100	16,814	25,016,814
Maturity	9/23/2016	9/23/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CA32	50,000,000	0.78	0.78	100	33,629	50,033,629
Maturity	9/23/2016	9/23/2016	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417HJW4	50,000,000	0.84	0.84	100	107,570	50,107,570
Maturity	9/29/2016	9/29/2016	Federal Agencies	FEDERAL HOME LOAN BANK	3130A7KH7	5,495,000	0.53	0.42	100	14,562	5,509,562
Maturity	9/30/2016	9/30/2016	U.S. Treasuries	USTSY NT	912828RJ1	75,000,000	1.00	1.05	100	375,000	75,375,000
Subtotals						\$ 436,875,000	0.71	0.73	\$ 100.00	\$ 1,048,605	\$ 437,923,605

Investment Transactions Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	9/1/2016	10/1/2016	Money Market Funds	BLACKROCK LIQUIDITY FUND	09248U718	\$ 5,008,496	0.22	0.22	\$ -	\$ -	945
Interest	9/1/2016	2/1/2017	Negotiable CDs	TORONTO DOMINION BANK NY	89113E2G0	50,000,000	0.99	0.99	-	-	42,793
Interest	9/2/2016	3/2/2017	Federal Agencies	FEDERAL HOME LOAN BANK	3130A8D83	25,000,000	0.52	0.52	-	-	11,108
Interest	9/2/2016	6/2/2020	Federal Agencies	FARMER MAC	3132X0AT8	41,000,000	0.64	0.64	-	-	22,451
Interest	9/2/2016	2/2/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEMH0	4,000,000	0.55	0.55	-	-	1,880
Interest	9/2/2016	2/2/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEMH0	35,000,000	0.55	0.59	-	-	16,453
Interest	9/2/2016	1/2/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGDM4	25,000,000	0.66	0.66	-	-	14,120
Interest	9/2/2016	12/2/2016	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NXP6	50,000,000	1.02	1.02	-	-	129,797
Interest	9/3/2016	5/3/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEU40	69,000,000	0.53	0.54	-	-	31,723
Interest	9/5/2016	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	25,000,000	0.54	0.54	-	-	11,588
Interest	9/5/2016	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	25,000,000	0.56	0.59	-	-	11,588
Interest	9/5/2016	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	50,000,000	0.56	0.59	-	-	23,117
Interest	9/5/2016	10/5/2017	Federal Agencies	FANNIE MAE	3135G0F57	25,000,000	0.51	0.53	-	-	10,912
Interest	9/7/2016	10/7/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CC48	50,000,000	0.76	0.76	-	-	31,600
Interest	9/7/2016	12/7/2016	Negotiable CDs	TORONTO DOMINION BANK NY	89113EU20	50,000,000	1.01	1.01	-	-	129,330
Interest	9/7/2016	10/7/2016	Medium Term Notes	WESTPAC BANKING CORP	9612E0DB0	50,000,000	0.75	0.75	-	-	31,183
Interest	9/8/2016	6/8/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EECT2	25,000,000	0.55	0.55	-	-	11,913
Interest	9/8/2016	6/8/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EECT2	50,000,000	0.55	0.55	-	-	23,827
Interest	9/9/2016	2/9/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFNK9	25,000,000	0.58	0.60	-	-	12,570
Interest	9/9/2016	8/9/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGED3	25,000,000	0.69	0.69	-	-	14,830
Interest	9/9/2016	8/9/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGED3	25,000,000	0.69	0.69	-	-	14,830
Interest	9/10/2016	3/10/2017	Federal Agencies	FEDERAL HOME LOAN BANK	3133782N0	15,000,000	0.88	0.93	-	-	65,625
Interest	9/10/2016	3/10/2017	Federal Agencies	FEDERAL HOME LOAN BANK	3133782N0	22,185,000	0.88	0.72	-	-	97,059
Interest	9/10/2016	3/10/2017	Federal Agencies	FEDERAL HOME LOAN BANK	3133782N0	50,000,000	0.88	0.82	-	-	218,750
Interest	9/11/2016	6/11/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEW48	50,000,000	0.56	0.56	-	-	24,031
Interest	9/12/2016	3/10/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NZW9	50,000,000	1.02	1.02	-	-	46,837
Interest	9/13/2016	11/13/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEBR0	25,000,000	0.54	0.57	-	-	11,574
Interest	9/14/2016	9/14/2017	Medium Term Notes	IBM CORP	459200GJ4	1,325,000	5.70	1.04	-	-	37,763
Interest	9/15/2016	12/15/2016	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NSX5	100,000,000	0.83	0.83	-	-	212,750
Interest	9/16/2016	4/16/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEZC7	50,000,000	0.56	0.57	-	-	23,967
Interest	9/16/2016	8/16/2017	Federal Agencies	FANNIE MAE	3135G0F24	25,000,000	0.52	0.54	-	-	11,122
Interest	9/17/2016	10/17/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGFK6	25,000,000	0.64	0.64	-	-	13,723
Interest	9/17/2016	10/17/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGFK6	25,000,000	0.64	0.64	-	-	13,723
Interest	9/19/2016	3/17/2017	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427EDJ7	25,000,000	0.91	0.91	-	-	20,796
Interest	9/19/2016	3/19/2019	Federal Agencies	FARMER MAC	3132X0ED9	40,000,000	0.72	0.72	-	-	73,252
Interest	9/19/2016	6/19/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EAUW6	50,000,000	0.62	0.62	-	-	78,472
Interest	9/19/2016	10/19/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EETS9	30,000,000	0.54	0.54	-	-	14,056
Interest	9/19/2016	7/19/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EBBQ7	25,000,000	0.64	0.64	-	-	13,866
Interest	9/19/2016	7/19/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EBBQ7	25,000,000	0.64	0.64	-	-	13,866
Interest	9/20/2016	6/20/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBC3	25,000,000	0.63	0.63	-	-	13,615
Interest	9/21/2016	3/21/2017	Public Time Deposits	TRANS-PAC NATIONAL BK	PP600XGA1	240,000	1.06	1.06	-	-	635
Interest	9/22/2016	3/22/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEN71	50,000,000	0.55	0.56	-	-	23,570
Interest	9/23/2016	8/23/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEFX3	50,000,000	0.57	0.57	-	-	24,587
Interest	9/24/2016	7/24/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ECV92	50,000,000	0.56	0.56	-	-	24,205
Interest	9/24/2016	3/24/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDP30	26,000,000	0.56	0.50	-	-	12,586
Interest	9/24/2016	12/24/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFTX5	100,000,000	0.85	0.85	-	-	73,381
Interest	9/25/2016	2/25/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBU8	50,000,000	0.70	0.70	-	-	115,027
Interest	9/26/2016	9/25/2017	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417HUR5	50,000,000	0.91	0.91	-	-	115,027
Interest	9/26/2016	3/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEQ86	50,000,000	0.50	0.53	-	-	63,292
Interest	9/26/2016	3/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEQ86	50,000,000	0.50	0.53	-	-	63,292
Interest	9/26/2016	3/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFWG8	25,000,000	0.69	0.69	-	-	14,638
Interest	9/26/2016	1/25/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NZD1	25,000,000	1.03	1.03	-	-	22,986
Interest	9/27/2016	2/27/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDFW7	50,000,000	0.59	0.59	-	-	24,922

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	9/28/2016	9/28/2018	Federal Agencies	FANNIE MAE	3136G2NZ6	25,000,000	0.75	0.75	-	-	93,750
Interest	9/28/2016	9/28/2018	Federal Agencies	FANNIE MAE	3136G2NZ6	25,000,000	0.75	0.75	-	-	93,750
Interest	9/28/2016	3/28/2017	Negotiable CDs	TORONTO DOMINION BANK NY	89113EC79	50,000,000	0.87	0.87	-	-	111,627
Interest	9/28/2016	12/28/2016	Negotiable CDs	WESTPAC BANKING CORP NY	96121TH27	25,000,000	0.99	0.99	-	-	20,015
Interest	9/29/2016	3/29/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDZW5	25,000,000	0.54	0.55	-	-	11,707
Interest	9/29/2016	3/29/2019	Federal Agencies	FANNIE MAE	3136G3FC4	6,250,000	1.00	1.00	-	-	31,250
Interest	9/29/2016	9/29/2017	Federal Agencies	FREDDIE MAC	3137EADL0	25,000,000	1.00	1.22	-	-	125,000
Interest	9/29/2016	6/29/2017	Public Time Deposits	UMPQUA BANK	PP7C0E3S1	240,000	0.80	0.80	-	-	486
Interest	9/30/2016	10/1/2016	Money Market Funds	BLACKROCK LIQUIDITY FUND	09248U718	80,010,259	0.21	0.21	-	-	1,763
Interest	9/30/2016	10/1/2016	Money Market Funds	FIDELITY INSTITUTIONAL M	31607A703	345,466,894	0.31	0.31	-	-	77,328
Interest	9/30/2016	10/1/2016	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	250,231,977	0.31	0.31	-	-	12,429
Interest	9/30/2016	3/31/2017	U.S. Treasuries	US TSY NT	912828SM3	50,000,000	1.00	1.07	-	-	250,000
Subtotals						\$2,870,957,627	0.62	0.62	\$	\$	2,925,687

Grand Totals	10 Purchases	(16) Sales	(18) Maturities / Calls	(24) Change in number of positions

Non-Pooled Investments

As of September 30, 2016

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	0.17	3.50	\$ 675,000	\$ 675,000	\$ 675,000	\$ 677,201
Subtotals					0.17	3.50	\$ 675,000	\$ 675,000	\$ 675,000	\$ 677,201
Grand Totals					0.17	3.50	\$ 675,000	\$ 675,000	\$ 675,000	\$ 677,201

NON-POOLED FUNDS PORTFOLIO STATISTICS

	Current Month		Prior Month	
	Fiscal YTD	September 2016	Fiscal YTD	August 2016
Average Daily Balance	\$ 675,000	\$ 675,000	\$ 675,000	\$ 675,000
Net Earnings	\$ 5,906	\$ 1,969	\$ 3,938	\$ 1,969
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.

**San Francisco County Transportation Authority
October 2016**

New Bills – Special Session

To view documents associated with the bill, click the bill number link.

We are not recommending adoption of any new positions, but are adding one bill to watch.

Additional detail on the new bill is highlighted in the attached state legislative matrix. The Special Session has until November 30th to act on the bills under consideration.

Recommended Positions	Bill # Author	Keywords and Comments
Watch	ABX1 26 Frazier D	Transportation Funding. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system by increasing fuel taxes and vehicle registration fees among other changes

Total New Bills in Tracking: 1

Final Status of Regular Session Bills

To view documents associated with the bill, click the bill number link.

The legislative session ended on September 30th. No new bills will be introduced until the 2017-18 Regular Session is convened in December 2016. Below is a summary of the status of bills the Transportation Authority had taken a position on.

All bills that have been chaptered or vetoed, or that are dead, will be removed from the matrix.

Adopted Positions	Bill # Author	Status	Keywords and Comments
Support	AB 516 Mullin D	Chaptered	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.
Support	AB 1574 Chiu D	Dead	Vehicles of charter-party carriers of passengers and passenger stage corporations. Would require the Department of Motor Vehicles, in issuing or renewing a commercial vehicle registration, to require the owner of a bus, limousine, or modified limousine used by a charter-party carrier of passengers or a passenger stage corporation to disclose the name of the carrier or corporation that will be using the vehicle in its operations.
Support	AB 1591 Frazier D	Dead	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.
Oppose	AB 1641 Allen, Travis R	Dead	Shuttle services: loading and unloading of passengers. This bill would allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.
Support	AB 1677 Ting D	Chaptered	Vehicles: tour buses: safety inspections. This bill would require the Department of the California Highway Patrol to, upon the request of, and in consultation with, representatives of a local government in a jurisdiction where tour buses operate, develop protocols for entering into memoranda of understanding with local governments to allow the department to increase the number of the locally operating tour buses that are being inspected by the department.

San Francisco County Transportation Authority
October 2016

Adopted Positions	Bill # Author	Status	Keywords and Comments
Oppose	AB 1768 Gallagher R	Dead	Bonds: transportation. 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.
Oppose	AB 1866 Wilk R	Dead	High-speed rail bond proceeds: redirection: water 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.
Support	AB 1886 McCarty D	Dead	California Environmental Quality Act: transit priority projects. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase to 50% the capped percentage of all parcels within a project farther than ½ a mile from a transit stop or corridor.
Oppose	AB 1964 Bloom D	Dead	High-occupancy vehicle lanes: vehicle exceptions. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.
Support	AB 2034 Salas D	Dead	Department of Transportation: environmental review process: federal program. This bill would extend, indefinitely, the State of California's consent to the jurisdiction of the federal courts as a participant in the surface transportation project delivery program.
Oppose	AB 2049 Melendez R	Dead	Bonds: transportation. 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.
Support	AB 2126 Mullin D	Chaptered	Public contracts: Construction Manager/General Contractor contracts. This bill would expand the authority for Caltrans to use CM/GC procurements from 6-12 projects on the state highway system.
Support	AB 2289 Frazier D	Chaptered	Department of Transportation: capital improvement projects. This bill would add to the state highway operation and protection program capital projects relative to the operation of state highways and bridges.
Sponsor/ Support	AB 2374 Chiu D	Chaptered	Construction Manager/General Contractor method: regional transportation agency: County of Placer: bridges. This bill would authorize the use of the Construction Manager/General Contractor method for the construction of 2 specified bridges that are not on the state highway system.
Support	ACA 4 Frazier D	Dead	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, 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.
Oppose	SB 39 Pavley D	Dead	Vehicles: high-occupancy vehicle lanes. This bill would increase the number of clean vehicle decals that the DMV is authorized to issue to an unspecified amount.

San Francisco County Transportation Authority
October 2016

Adopted Positions	Bill # Author	Status	Keywords and Comments
Support	SB 321 Beall D	Dead	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.
Support*	SB 564 Cannella R	Chaptered	*This bill was amended to no longer relate to transportation. North Fork Kings Groundwater Sustainability Agency Act. Would create the North Fork Kings Groundwater Sustainability Agency.
Oppose	SB 885 Wolk D	Dead	Contracts: design professionals: indemnity. This bill would effectively require public agencies and other project owners to defend design professionals' interests and then, after a legal determination, attempt to secure reimbursement for those legal costs and fault.
Oppose	SB 986 Hill D	Dead	Vehicles: right turn violations. This bill would lower the fines for right turn and left turn from a one-way street onto a one-way street violations of red light stopping law from \$100 to \$35.
Support	SB 1066 Beall D	Dead	Highway safety. This bill would add new Federal transportation funds to revenues that must be included revenues estimate from the STIP.
Support	SB 1128 Glazer D	Chaptered	Commute benefit policies. This bill extends the commute benefits ordinance authority for MTC/ABAG indefinitely.
Oppose	SB 1259 Runner R	Dead	Vehicles: toll payment: veterans. This bill would exempt vehicles registered to a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility.

San Francisco County Transportation Authority
October 2016

Final Status of Bills of Interest – Regular Session; Special Session Continues Until November 30th

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

The regular legislative session ended on September 30th, though the Special Session will continue until November 30th. No new bills will be introduced until the 2017-18 Regular Session is convened in December 2016. Below is a summary of the status of bills the Transportation Authority had taken a position on. All bills that have been chaptered or vetoed, or that are dead, will be removed from the matrix. We are recommending a watch position on one new special session bill, ABX1 26 (Frazier).

Bill #	Author	Description	Status	Position	Comments
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.	Dead	Watch; Recommend Delete from Matrix	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 impractical and costly.
AB 516 Amended: 7/6/2015 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.	Chaptered	Support; Recommend Delete from Matrix	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. MTC has adopted a support position on this bill.

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
<p>AB 620</p> <p>Chaptered: 9/28/2016 pdf_html</p>	<p>Hernández, Roger D (Dist 48)</p>	<p>High-occupancy toll lanes: exemptions from tolls. Would require Los Angeles County Metropolitan Transportation Authority to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws.</p>	<p>Assembly Chaptered</p>	<p>Watch; Recommend Delete from Matrix</p>	<p>Expands LA Metro authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of law and moderate income.</p> <p>Amended to allow LACMTA flexibility in providing low income assistance.</p>
<p>AB 650</p> <p>Vetoed: 9/28/2016 pdf_html</p>	<p>Low D (Dist 28)</p>	<p>Taxicab transportation services. Current law requires every city or county to adopt an ordinance or resolution in regard to taxicab transportation service and requires each city or county to provide for a policy for entry into the business of providing taxicab transportation service, establishment or registration of rates for the provision of taxicab transportation service, and a mandatory controlled substance and alcohol testing certification program for drivers, as specified. This bill would make those provisions inapplicable to a city or county, other than the City and County of San Francisco, on the date upon which the Director of Finance notifies the Speaker of the Assembly and the President pro Tempore of the Senate of the completion of a state reorganization of transportation duties from the Public Utilities Commission to other agencies, if taxicab transportation services are included in the reorganization.</p>	<p>Assembly Vetoed</p>	<p>Watch; Recommend Delete from Matrix</p>	<p>This is a new approach to providing statewide regulation of taxicab services, under the purview of the PUC. The bill provides an exception to the new regulatory scheme for taxicab services within San Francisco and the Airport.</p>
<p>AB 828</p> <p>Amended: 6/30/2016 pdf_html</p>	<p>Low D (Dist 28)</p>	<p>Vehicles: transportation services. Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to for-hire passenger transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market among 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.</p>	<p>Senate Dead</p>	<p>Watch; Recommend Delete from Matrix</p>	<p>Amended to exclude transportation network company (TNC) vehicles from "commercial vehicle" definition under certain conditions.</p> <p>The Metropolitan Transportation Commission (MTC) has adopted a support position on this bill.</p>

San Francisco County Transportation Authority
October 2016

Bill #	Author	Description	Status	Position	Comments
<p>AB 869 Amended: 6/18/2015 pdf html</p>	<p>Cooper D (Dist 9)</p>	<p>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.</p>	<p>Senate Dead</p>	<p>Watch; Recommend Delete from Matrix</p>	<p>Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).</p>
<p>AB 1360 Amended: 7/2/2015 pdf html</p>	<p>Ting D (Dist 19)</p>	<p>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.</p>	<p>Senate Dead</p>	<p>Watch; Recommend Delete from Matrix</p>	<p>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. MTC has adopted a support position on this bill.</p>

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
AB 1364 Introduced: 2/27/2015 pdf_html	Linder R (Dist 60)	California Transportation Commission. Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Senate Dead	Watch; Recommend Delete from Matrix	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy. This bill is similar to ABX1 19 (Linder), SB 1320 (Runner) and SBX1 12 (Runner).
AB 1550 Chaptered: 9/14/2016 pdf_html	Gomez D (Dist 51)	Greenhouse gases: investment plan: disadvantaged communities. Current law 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. This bill would require the investment plan to allocate (1) a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities, (2) an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state, and (3) an additional minimum of 5% either to projects that benefit low-income households that are outside of, but within a 1/2 mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a 1/2 mile of, disadvantaged communities.	Assembly Chaptered	Watch; Recommend Delete from Matrix	Increases requirement from 10% to 25% of GGRF to benefit disadvantaged communities (DAC); also adds new requirement that 25% also must benefit low income households. We continue to work with the state to try and amend the DAC definition because it does not adequately reflect the disadvantaged communities of San Francisco.
AB 1574 Amended: 4/12/2016 pdf_html	Chiu D (Dist 17)	Vehicles of charter-party carriers of passengers and passenger stage corporations. Would require the Department of Motor Vehicles, in issuing or renewing a commercial vehicle registration, to require the owner of a bus, limousine, or modified limousine used by a charter-party carrier of passengers or a passenger stage corporation to disclose the name of the carrier or corporation that will be using the vehicle in its operations. This bill contains other related provisions and other existing laws.	Senate Dead	Support; Recommend Delete from Matrix	The bill seeks to ensure that buses are inspected under safe criteria by requiring DMV to notify the PUC when a bus company first registers the vehicle. In the event there is not a satisfactory rating, the bill prohibits the use of the bus. Amended to delay the effective date to 2018.

San Francisco County Transportation Authority
October 2016

Bill #	Author	Description	Status	Position	Comments
<p>AB 1591 Introduced: 1/6/2016 pdf html</p>	<p>Frazier D (Dist 11)</p>	<p>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 require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.</p>	<p>Assembly Dead</p>	<p>Support; Recommend Delete from Matrix</p>	<p>New major revenue bill (\$7.3 billion in new taxes and loan repayments over 10 years) for road repair and trade corridors. Also commits new cap and trade revenues to the Transit Intercity Rail Capacity Program which the SFMTA and BART are targeting for significant core capacity investments such as vehicles and train control. MTC has adopted a support position on this bill.</p>
<p>AB 1592 Chaptered: 9/29/2016 pdf html</p>	<p>Bonilla D (Dist 14)</p>	<p>Autonomous vehicles: pilot project. Current law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would, notwithstanding the above provision, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of autonomous vehicles without a driver in the vehicle, authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour.</p>	<p>Assembly Chaptered</p>	<p>Watch; Recommend Delete from Matrix</p>	<p>The Contra Costa Transportation Authority (CCTA) is working with a local business park to implement a pilot program that would rely on a driverless shuttle service to provide internal circulation. Due to incidental crossing of public streets, the pilot program requires relief from the state's autonomous vehicle laws and regulations, which require a driver in the vehicle. CCTA has developed a test bed for connected and autonomous vehicles at the Concord Naval Weapons Station (the GoMentum Station). This bill would permit CCTA to operate driverless vehicles there.</p>

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
AB 1641 Introduced: 1/11/2016 pdf html	Allen, Travis R (Dist 72)	Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.	Assembly Dead	Oppose; Recommend Delete from Matrix	This bill replaces AB 61 by same author to address the shuttle services' use of transit stops. SFMTA supports legislative measures to ensure the Commuter Shuttle Program, as agreed upon by the BOS and the SFMTA in 2016, can continue without litigation on the issue of shuttles using red zones.
AB 1677 Chapters: 9/27/2016 pdf html	Ting D (Dist 19)	Vehicles: tour buses: safety inspections. Would require the Department of the California Highway Patrol to, upon the request of, and in consultation with, representatives of a local government in a jurisdiction where tour buses operate, develop protocols for entering into memoranda of understanding with local governments to allow the department to increase the number of the locally operating tour buses that are being inspected by the department. The bill would require a memorandum of understanding entered into with a local government pursuant to these provisions to include a provision that the local government will reimburse the department for all actual costs associated with conducting additional inspections.	Assembly Chaptered	Support; Recommend Delete from Matrix	Expands on present California Highway Patrol (CHP) authority for regulating safe operation of tour buses by permitting local agency inspection under guidance provided by CHP. Amended to eliminate local inspections authority, but instead, to permit local entity to enter into agreement with CHP to increase number of buses inspected.
AB 1725 Amended: 3/7/2016 pdf html	Wagner R (Dist 68)	Vehicles: automated traffic enforcement systems. Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would expressly state that a stop is required to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. This bill would also make technical, non-substantive changes to that provision. This bill contains other current laws.	Senate Dead	Watch; Recommend Delete from Matrix	Adds new requirement for drivers to stop at freeway or highway onramp signal until authorized to proceed.

San Francisco County Transportation Authority
October 2016

Bill #	Author	Description	Status	Position	Comments
AB 1746 Amended: 5/24/2016 pdf_html	Stone, Mark D (Dist 29)	Transit buses. Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the Livermore Amador Valley Transit Authority, the Los Angeles Metropolitan Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit services of the 8 entities described above, subject to the same conditions and requirements.	Senate Dead	Watch; Recommend Delete from Matrix	Expands current authority for transit buses to operate on highway shoulders to 7 entities including AC Transit, County Connection (Contra Costa County), Livermore Alameda Valley Transit and VTA. MTC has taken a support position on this bill.
AB 1768 Amended: 2/25/2016 pdf_html	Gallagher R (Dist 3)	Bonds: transportation. 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.	Assembly Dead	Oppose; Recommend Delete from Matrix	Effectively would terminate state bond funding for high speed rail.
AB 1813 Chaptered: 7/25/2016 pdf_html	Frazier D (Dist 11)	High-Speed Rail Authority: membership. Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.	Assembly Chaptered	Watch; Recommend Delete from Matrix	Adds 2 new appointees to serve in an ex officio capacity on the High Speed Rail Authority (HSRA).

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
AB 1866 Introduced: 2/10/2016 pdf html	Wilk R (Dist 38)	High-speed rail bond proceeds: redirection: water 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 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.	Assembly Dead	Oppose; Recommend Delete from Matrix	Essentially brings the High Speed Rail Project to an end by transferring remaining bond funds to pay off bond debt.
AB 1886 Amended: 5/11/2016 pdf html	McCarty D (Dist 7)	California Environmental Quality Act: transit priority projects. CEQA provides for limited CEQA review or exemptions from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%.	Senate Dead	Support; Recommend Delete from Matrix	The bill relaxes the CEQA exemption for Transit Priority projects within 1/2 mile of a transit stop by expanding the requirement that the subject parcel may have 50% of its property at a distance greater than 1/2 mile, rather than 25% of its property.
AB 1889 Chaptered: 9/28/2016 pdf html	Mullin D (Dist 22)	High-Speed Rail Authority (HSRA): high-speed train operation. Current law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. The bond act requires the authority to expend the proceeds of the bond act pursuant to certain planning and reporting requirements, which require the authority to approve that the corridor or usable segment would be suitable and ready for high-speed train operations. This bill would provide for the purposes of a certain required funding plan that a corridor or usable segment thereof would be "suitable and ready for high-speed train operation" if specified conditions are met	Assembly Chaptered	Watch; Recommend Delete from Matrix	HSRA blended service funding for Caltrans.

San Francisco County Transportation Authority
October 2016

Bill #	Author	Description	Status	Position	Comments
AB 1964 Amended: 8/17/2016 pdf html	Bloom D (Dist 50)	High-occupancy vehicle lanes: vehicle exceptions. Current authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.	Senate Dead	Oppose; Recommend Delete from Matrix	This bill extends the privilege of white sticker vehicles to access HOV lanes by 10 years to 2029. White stickers apply to pure electric and natural gas vehicles only. We feel the most effective way to incentivize clean vehicle usage is at the point of purchase. Access to HOV lanes dilutes the effectiveness of these lanes. MTC has adopted an oppose unless amended position, unless the number of stickers is capped, with a sunset date no later than the end of 2021.
AB 2034 Amended: 3/17/2016 pdf html	Salas D (Dist 32)	Department of Transportation: environmental review process: federal program. Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. This bill would delete the January 1, 2017, repeal date and thereby extend these provisions indefinitely.	Senate Dead	Support; Recommend Delete from Matrix	Since 2007 Caltrans has assumed federal responsibility for NEPA actions under a pilot program administered by FHWA/USDOT. This bill extends the acceptance of the delegation of authority indefinitely.
AB 2049 Introduced: 2/17/2016 pdf html	Melendez R (Dist 67)	Bonds: transportation. 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 I blended system.	Assembly Dead	Oppose; Recommend Delete from Matrix	Effectively brings the high speed rail program to an end.

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
AB 2088 Vetoed: 9/27/2016 pdf html	Linder R (Dist 60)	Vehicles: hit-and-run accidents: pleas. Current law requires the driver of a vehicle involved in an accident involving either injury to a person other than the driver, or the death of a person, to immediately stop and fulfill specified reporting requirements. Current law provides that failure to fulfill those requirements is a crime. This bill would, commencing January 1, 2018, require a prosecutor who agrees to accept a plea of guilty or nolo contendere from a defendant for a charge of a violation of the latter provision described above in satisfaction of, or as a substitute for, a charge for a violation of the former provision to state on the record whether or not the accident in which the defendant was involved was one in which another person was injured.	Assembly Vetoed	Watch; Recommend Delete from Matrix	This bill would require the court to suspend the driving privilege for six months, or impose an appropriate period of community service, for any person who pleads guilty or nolo contendere (no contest) to a hit and run with property damage, if the charge is a substitute for, or in satisfaction of, a charge of hit and run resulting in injury or death.
AB 2090 Amended: 5/27/2016 pdf html	Alejo D (Dist 30)	Low Carbon Transit Operations Program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.	Senate Dead	Watch; Recommend Delete from Matrix	Expands the use by transit agencies of cap and trade funds for bus or rail service in the face of declared fiscal emergency; the agency board must state that the funds are for use in the calendar year requested, make a finding that the reduction of transit service would increase GHG reductions due to mode shift, and state that the board would reduce or eliminate service if the funding were not provided.

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
<p>AB 2126</p> <p>Chaptered: 9/28/2016 pdf_html</p>	<p>Mullin D (Dist 22)</p>	<p>Public contracts: Construction Manager/General Contractor contracts. Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services</p>	<p>Assembly Chaptered</p>	<p>Support; Recommend Delete from Matrix</p>	<p>Expands the authority for Caltrans to use CM/GC procurements from 6-12 projects on the state highway system.</p>
<p>AB 2170</p> <p>Vetoed: 9/28/2016 pdf_html</p>	<p>Frazier D (Dist 11)</p>	<p>Trade Corridors Improvement Fund: federal funds. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Current law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes. This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions.</p>	<p>Assembly Vetoed</p>	<p>Watch; Recommend Delete from Matrix</p>	<p>Directs the new federal aid funds in the national freight program to the Trade Corridors account. Amended to ensure that the CA sustainable freight plan be consulted by CTC. MTC staff have recommended a support position on this bill. MTC's adopted cap and trade framework includes a line item for goods movement projects, and this funding could provide matching funds for the new federal competitive freight program FASTLANE.</p>

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
<p>AB 2222 Amended: 8/2/2016 pdf_html</p>	<p>Holden D (Dist 41)</p>	<p>Transit Pass Program: free or reduced-fare transit passes. Would establish the Transit Pass Program to be administered by the Department of Transportation with moneys made available, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department to develop guidelines that describe the criteria that eligible transit providers are required to use to make available free or reduced-fare transit passes to eligible participants. The bill would exempt those guidelines from the Administrative Procedure Act.</p>	<p>Senate Dead</p>	<p>Watch; Recommend Delete from Matrix</p>	<p>Originally required \$50 million in cap and trade to be allocated annually to Caltrans to fund transit passes. Amendments continue to authorize transit pass funding, subject to future appropriation.</p>
<p>AB 2289 Chaptered: 7/22/2016 pdf_html</p>	<p>Frazier D (Dist 11)</p>	<p>Department of Transportation: capital improvement projects. Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges.</p>	<p>Assembly Chaptered</p>	<p>Support; Recommend Delete from Matrix</p>	<p>This bill is based on a recent recommendation by the CTC in its annual report. The bill would add capital projects to improve highway operations as eligible for use of state highway funds. Examples include: lane management systems, changeable message signs, ramp meters, and similar devices and facilities specifically focused on improving operations.</p>

San Francisco County Transportation Authority
October 2016

Bill #	Author	Description	Status	Position	Comments
<p>AB 2374 Chaptered: 9/28/2016 pdf_html</p>	<p>Chiu D (Dist 17)</p>	<p>Construction Manager/General Contractor method: regional transportation agency: County of Placer: bridges. Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize the use of the Construction Manager/General Contractor method for the construction of 2 specified bridges that are not on the state highway system. For the purposes only of this authorization, the bill would include the County of Placer within the definition of a regional transportation agency.</p>	<p>Assembly Chaptered</p>	<p>Sponsor/ Support; Recommend Delete from Matrix</p>	<p>Amends current law to allow the SFCTA to use the Construction Manager/General Contractor project delivery method on the Yerba Buena Island phase II, which the SFCTA is leading on behalf of the Treasure Island Development Authority</p>
<p>AB 2411 Amended: 5/27/2016 pdf_html</p>	<p>Frazier D (Dist 11)</p>	<p>Transportation revenues. Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2017, delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.</p>	<p>Senate Dead</p>	<p>Watch; Recommend Delete from Matrix</p>	<p>Recaptures approximately \$45 million annually that has been dedicated to the GF to instead be directed to highways. The source is miscellaneous revenues generated by Caltrans.</p>

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
<p>AB 2509 Amended: 4/6/2016 pdf_html</p>	<p>Ting D (Dist 19)</p>	<p>Operation of bicycles: speed. Current law requires a person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time to ride as close as practicable to the right-hand curb or edge of the roadway except in specified situations. Current law further authorizes a person operating a bicycle upon a roadway of a highway that carries traffic in one direction only and has two or more marked traffic lanes to ride as close to the left-hand curb or edge of that roadway as practicable. This bill would expand the exceptions to riding as close as practicable to the right-hand curb or roadway edge to include, among others, when riding in class I, class II, or class IV bikeways, as specified.</p>	Senate Dead	Watch; Recommend Delete from Matrix	Provides bike riders with more flexibility to the requirement that they ride as close to curb or roadway edge when traveling class, I, II, or IV bikeways.
<p>AB 2542 Chaptered: 9/23/2016 pdf_html</p>	<p>Gatto D (Dist 43)</p>	<p>Streets and highways: reversible lanes. Would require the Department of Transportation or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval, to demonstrate that reversible lanes were considered for the project.</p>	Assembly Chaptered	Watch; Recommend Delete from Matrix	This author is attempting to compel transportation agencies to consider “reversible lanes” when developing a capacity increasing roadway project.
<p>AB 2586 Vetoed: 9/28/2016 pdf_html</p>	<p>Gatto D (Dist 43)</p>	<p>Parking. Would, by January 1, 2020, require a local authority that prohibits or restricts the parking or standing of vehicles for the purposes of street sweeping or other maintenance activities to ensure that the street, highway, or portion thereof that is restricted is made available to motorists as soon as the street sweeping or other maintenance activities have concluded. This bill contains other related provisions and other existing laws.</p>	Assembly Vetoed	Watch; Recommend Delete from Matrix	This bill would make a series of changes to the way local governments manage and enforce parking laws and is billed as a “Parking Bill of Rights” to address a variety of parking-related activities, including allowing parking at inoperable meters and prohibiting valet services from preventing use of public metered spaces. SFMTA considered a support position on this bill if it were amended to restrict free parking at broken meters to two hours in order to reduce the incentive for vandalism at parking meters without time limits.

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
<p>AB 2722 Chaptered: 9/14/2016 pdf html</p>	<p>Burke D (Dist 62)</p>	<p>Transformative Climate Communities Program. Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would require the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. The bill would require the council to develop guidelines and selection criteria for the implementation of the program.</p>	<p>Assembly Chaptered</p>	<p>Watch; Recommend Delete from Matrix</p>	<p>Originally this bill appropriated \$250 million in cap and trade funds for a new competitive grant program for transformative climate community plans in disadvantaged communities. Amended to delete from the appropriation. We will continue to work with the state to change the definition of DACs to better match what we commonly consider to be DACs in San Francisco.</p>
<p>AB 2783 Amended: 6/23/2016 pdf html</p>	<p>Garcia, Eduardo D (Dist 56)</p>	<p>Affordable Housing and Sustainable Communities Program. Current law requires the Strategic Growth Council to develop guidelines and selection criteria for the Affordable Housing and Sustainable Communities Program. This bill would require the Strategic Growth Council to consider revisions to the guidelines and selection criteria with respect to affordable housing projects that qualify under the program's rural innovation project area, as specified, and to provide a written explanation to the Legislature by March 1, 2017, if the council determines that it will not make the revisions.</p>	<p>Senate Dead</p>	<p>Watch; Recommend Delete from Matrix</p>	<p>Amended to require that the SGC amend its cap and trade allocation guidelines related to density requirements for affordable housing. Bill leaves intact existing density requirements, but for rural innovation program areas directs a loosening of the density to permit the projects to qualify for AHSC. MTC has adopted an oppose position on this bill, given that lowering density requirements undermines the goal of reducing greenhouse gas emissions by boosting the availability of affordable housing near transit.</p>

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
<p>AB 2796</p> <p>Amended: 6/30/2016 pdf html</p>	<p>Bloom D (Dist 50)</p>	<p>Active Transportation Program. Current law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation. Current law requires the California Transportation Commission to adopt the 2015 program of projects no later than January 31, 2016, with each subsequent program of projects to be adopted by April 1 of each odd-numbered year, and requires the commission to adopt guidelines for the program. This bill would, for a program cycle adopted on or after January 1, 2018, require a minimum of 10% of all available Active Transportation Program funds to be programmed for planning and non-infrastructure purposes, except as provided, and would require at least 50 percent of that amount to be programmed for planning activities to develop comprehensive active transportation master plans.</p>	Senate Dead	Watch; Recommend Delete from Matrix	<p>Dedicates 5% of current funding for distributing Active Transportation Program allocation for award to DACs for planning and community engagement. This bill includes a new minimum award requirement of 10% of funds for non-infrastructure projects.</p> <p>The SFMTA has adopted, through the City, a support position on this bill.</p>
<p>AB 2847</p> <p>Vetoed: 9/28/2016 pdf html</p>	<p>Patterson R (Dist 23)</p>	<p>High-Speed Rail Authority: reports. Current law requires the High-Speed Rail Authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.</p>	Assembly Vetoed	Watch; Recommend Delete from Matrix	<p>Amended to require that the HSRA business plan to provide financial projections for each segment in the system.</p> <p>Previously would have authorized a Caltrans pilot program to transfer operations and maintenance responsibility on specific state highways to local jurisdictions.</p>
<p>ABX11</p> <p>Introduced: 6/23/2015 pdf html</p>	<p>Alejo D (Dist 30)</p>	<p>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.</p>	Assembly Print	Support	<p>This bill mandates that State General Fund loans from transportation revenues be repaid.</p>

San Francisco County Transportation Authority
October 2016

Bill #	Author	Description	Status	Position	Comments
<p>ABX1.2 Introduced: 6/25/2015 pdf_html</p>	<p>Perea D (Dist 0)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Support</p>	<p>Extends public-private partnership law indefinitely. Similar to SBX 1 14 (Cannella).</p>
<p>ABX1.3 Amended: 9/3/2015 pdf_html</p>	<p>Frazier D (Dist 11)</p>	<p>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.</p>	<p>Assembly Conference Committee</p>	<p>Watch</p>	<p>Special session "spot bill".</p>
<p>ABX1.4 Introduced: 7/9/2015 pdf_html</p>	<p>Frazier D (Dist 11)</p>	<p>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.</p>	<p>Senate Rules</p>	<p>Watch</p>	<p>Special session "spot bill".</p>

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
<p>ABX1 6 Introduced: 7/16/2015 pdf html</p>	<p>Hernández, Roger D (Dist 48)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Oppose</p>	<p>The bill would require 20% of the affordable housing program under cap and trade go to projects in rural areas.</p>
<p>ABX1 7 Introduced: 7/16/2015 pdf html</p>	<p>Nazarian D (Dist 46)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Support</p>	<p>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)</p>
<p>ABX1 8 Introduced: 7/16/2015 pdf html</p>	<p>Chiu D (Dist 17)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Support</p>	<p>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).</p>

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
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: contracts: extra compensation. Would provide that a state entity in a mega-infrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the mega-infrastructure project, as defined, has been completed and an independent third party has verified that the mega-infrastructure 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 mega-infrastructure projects.
ABX1_13 Introduced: 8/31/2015 pdf_html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: streets and highways. Would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.	Assembly Print	Oppose	The bill would reduce funds from the cap and trade for the Affordable housing and Sustainable Communities competitive grant program by half and dedicate the savings to road repair.
ABX1_14 Introduced: 8/31/2015 pdf_html	Waldron R (Dist 75)	State Highway Operation and Protection Program: local streets and roads: appropriation. 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	This bill reflects an evolving concept by Assembly Republicans to seek road improvement funding from existing state resources, obviating the need for new taxes.

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
<p>ABX1_15</p> <p>Introduced: 8/31/2015 pdf_html</p>	<p>Patterson R (Dist 23)</p>	<p>State Highway Operation and Protection Program: local streets and roads: appropriation. Would reduce the \$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, 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 formula for street and road purposes. This bill contains other existing laws.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>This bill reflects an evolving concept by Assembly Republicans to seek road improvement funding from existing state resources, obviating the need for new taxes. Would reduce Caltrans staff costs by \$500 million and seek a like amount from State Highway Account to be dedicated for state and local road repairs.</p>
<p>ABX1_16</p> <p>Introduced: 8/31/2015 pdf_html</p>	<p>Patterson R (Dist 23)</p>	<p>State highways: transfer to local agencies: pilot program. Would require the Department of Transportation 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.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>intended to test the efficiency of Caltrans by authorizing a pilot program in which two counties would be able to assume Caltrans' responsibility for operating and maintaining highways with the county.</p>
<p>ABX1_17</p> <p>Introduced: 8/31/2015 pdf_html</p>	<p>Achadjian R (Dist 35)</p>	<p>Greenhouse Gas Reduction Fund: state highway operation and protection program. Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction 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>This measure would seek to supplement state rehabilitation program with 25% of cap and trade resources.</p>

San Francisco County Transportation Authority
October 2016

Bill #	Author	Description	Status	Position	Comments
ABX1 18 Introduced: 8/31/2015 pdf_html	Linder R (Dist 60)	Vehicle weight fees: transportation bond debt service. Would, notwithstanding these provisions or any other law, effective January 1, 2016, 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.	Assembly Print	Oppose	This measure would seek the return of truck weight fees to state highway rehabilitation purposes.
ABX1 19 Introduced: 8/31/2015 pdf_html	Linder R (Dist 60)	California Transportation Commission. 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 Print	Watch	The bill re-establishes the independence of the CTC from the Administration Transportation Agency. This bill is similar to AB 1364 (Linder), SB 1320 (Runner) and SBX1 12 (Runner).
ABX1 20 Introduced: 8/31/2015 pdf_html	Gaines, Beth R (Dist 6)	State government: elimination of vacant positions: transportation: appropriation. Current 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. This bill contains other related provisions and other current laws.	Assembly Print	Watch	This Republican Caucus measure would seek the elimination of vacant positions in state government and dedicate the funds that are freed to road repairs.
ABX1 21 Introduced: 8/31/2015 pdf_html	Obermole R (Dist 33)	Environmental quality: highway projects. 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.	Assembly Print	Watch	Extends to highway projects judicial relief from a CEQA challenge in certain cases.

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
<p>ABX1 24</p> <p>Introduced: 9/11/2015 pdf_html</p>	<p>Levine D (Dist 10)</p>	<p>Bay Area Transportation Commission: election of commissioners. Would, effective January 1, 2017, re-designate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017.</p>	<p>Assembly Print</p>	<p>Oppose</p>	<p>The author introduced this bill to address his perception that MTC, as an appointed body, does not adequately reflect the mobility and planning needs of the San Francisco Bay region. His solution is to require that MTC merge with BATA and report to an elected body.</p> <p>We are recommending an oppose position because the proposed new structure would likely upset the current balance of urban and nonurban interests on the MTC in favor of the suburbs - and would have the effect of disadvantaging San Francisco and making it even harder to do effective regional planning.</p>
<p>ABX1 25</p> <p>Introduced: 1/11/2016 pdf_html</p>	<p>Allen, Travis R (Dist 72)</p>	<p>Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.</p>	<p>Assembly Print</p>	<p>Oppose</p>	<p>A 2nd bill by the author to replace AB 61 related to shuttle service buses. Bill is also same as AB 1641 (Allen, Travis).</p> <p>SFMTA supports legislative measures to ensure the Commuter Shuttle Program, as agreed upon by the BOS and the SFMTA in 2016, can continue without litigation on the issue of shuttles using red zones.</p>

San Francisco County Transportation Authority
October 2016

Bill #	Author	Description	Status	Position	Comments
ABX1 26 Amended: 8/30/2016 pdf_html	Frazier D (Dist 11)	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 require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.	Assembly Transportation	New Bill: Recommend Watch	This bill provides \$7.4 billion annual funding package to repair and maintain state and local roads, improve trade corridors, and support public transit and active transportation. Key elements include repayment of outstanding loans, a fix to the state gas tax fluctuations, indexing transportation taxes to the CPI, accountability reforms, and streamlined project delivery. Featured revenue sources include gasoline and diesel tax increases, and an increase in vehicle registration fee.
ACA 4 Amended: 8/17/2015 pdf_html	Frazier D (Dist 11)	Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a 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, non-substantive changes.	Assembly Dead	Support; Recommend Delete from Matrix	This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
SB 329 Amended: 4/8/2015 pdf_html	Pavley D (Dist 27)	Vehicles: high-occupancy vehicle 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 Dead	Oppose; Recommend Delete from Matrix	The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted, increase from 40,000 to 70,000. A budget trailer bill in 2015 was approved to accomplish this.
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 Dead	Support; Recommend Delete from Matrix	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. MTC has adopted a support position on this bill.
SB 344 Amended: 6/23/2015 pdf_html	Monning D (Dist 17)	Commercial driver's license: education. Would, commencing January 1, 2018, require a person to successfully complete a course of instruction from a commercial driver training institution or program offered by an employer with an approved course of instruction that has been certified by the Department of Motor Vehicles before he or she is issued a commercial driver's license, except as specified. The bill would require the course of instruction to include, at a minimum, standards necessary to ensure a driver is proficient in safely operating a commercial vehicle.	Assembly Dead	Watch; Recommend Delete from Matrix	MTC has adopted a support position on this bill. MTC has adopted a support position on this bill.

San Francisco County Transportation Authority
October 2016

Bill #	Author	Description	Status	Position	Comments
SB 433 Amended: 5/7/2015 pdf_html	Berryhill R (Dist 8)	Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. Would, for the 2016-17 fiscal year to the 2020 -21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year, instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.	Assembly Dead	Watch; Recommend Delete from Matrix	Shifts responsibility from Board of Equalization to Department of Finance for determining annual gas tax rate.
SB 564 Chaptered: 9/16/2016 pdf_html	Cannella R (Dist 12)	North Fork Kings Groundwater Sustainability Agency Act. Would create the North Fork Kings Groundwater Sustainability Agency, would establish the initial boundaries of the agency, and would authorize the agency's boundaries to be changed by the boards of supervisors of the Counties of Fresno and Kings after a noticed public hearing, as specified. The bill would require the agency to be a groundwater sustainability agency under the Sustainable Groundwater Management Act for that portion of the Kings Subbasin that lies within the boundaries of the agency and would require the agency to develop and implement a groundwater sustainability plan to achieve sustainable groundwater management within the territory of the agency.	Senate Chaptered	Support; Recommend Delete from Matrix	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor. Bill amended to relate to water policies. No longer relates to transportation.
SB 773 Chaptered: 9/28/2016 pdf_html	Allen D (Dist 26)	Vehicles: registration fraud. Would, until January 1, 2021, request the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle, and would require the study to include specified information, including quantification of the magnitude of the problem, the costs to the state and local governments in lost revenues, and recommended strategies for increasing compliance with registration requirements.	Senate Chaptered	Watch; Recommend Delete from Matrix	MTC has adopted a support position on this bill. Amended to apply to registration fraud.

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
<p>SB 812</p> <p>Chaptered: 9/27/2016 pdf_html</p>	<p>Hill D (Dist 13)</p>	<p>Modified limousines and tour buses: standards and inspection. Current law, on and after January 1, 2017, requires any person operating a modified limousine that is modified prior to July 1, 2015, to ensure that the vehicle is equipped with one or 2 rear windows that the rear seat passengers or all passengers of the vehicle may open from the inside of the vehicle in case of any fire or other emergency. This bill would extend the operative date of this requirement to January 1, 2018. This bill contains other related provisions and other current laws.</p>	<p>Senate Chaptered</p>	<p>Support; Recommend Delete from Matrix</p>	<p>This is a major overhaul of the statutes that govern tour bus safety. The bill imposes more direct fee-setting authority based on costs to administer the safety program; gives new priority to inspections to prioritize new buses at companies with history of noncompliance and requires 25% of bus inspection to be unannounced.</p> <p>The SFMTA has taken a support position on this bill.</p>
<p>SB 824</p> <p>Chaptered: 9/22/2016 pdf_html</p>	<p>Beall D (Dist 15)</p>	<p>Low Carbon Transit Operations Program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, for expenditures to provide transit operating or capital assistance consistent with specified criteria. Current law provides for distribution of available funds under the program by a specified formula to recipient transit agencies by the Controller, upon approval of the recipient transit agency's proposed expenditures by the Department of Transportation. This bill would require a recipient transit agency to demonstrate that each expenditure of program moneys allocated to the agency does not supplant another source of funds.</p>	<p>Senate Chaptered</p>	<p>Support; Recommend Delete from Matrix</p>	<p>The bill is intended to permit transit agencies more flexible use of formula transit funds from GGRRF, including the ability to pool small formula shares among agencies to make identification of an eligible project and administration of the funds easier. Recent amendments remove the ability to pool resources from the legislation.</p> <p>MTC staff are recommending a support and seek amendment position on this bill, to broaden the definition of disadvantaged communities. SFMTA has taken a support position on this bill.</p>

San Francisco County Transportation Authority
October 2016

Bill #	Author	Description	Status	Position	Comments
<p>SB 882 Chaptered: 8/22/2016 pdf_html</p>	<p>Hertzberg D (Dist 18)</p>	<p>Crimes: public transportation: minors. Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit a minor from being charged with an infraction or a misdemeanor for those acts.</p>	<p>Senate Chaptered</p>	<p>Watch; Recommend Delete from Matrix</p>	<p>This bill would prohibit minors from being charged with either an infraction or misdemeanor for a transit fare violation. Latest amendment would restore language related to administrative adjudication.</p>
<p>SB 885 Amended: 6/16/2016 pdf_html</p>	<p>Wolk D (Dist 3)</p>	<p>Contracts: design professionals: indemnity. Would specify, with certain exceptions, for contracts and amendments to them entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend himself or herself from claims or lawsuits that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. The bill would prohibit these provisions from being construed to affect any duty of a design professional to defend any claims brought against him or her on an ongoing basis during their pendency or the design professional's obligation to reimburse reasonable defense costs incurred by other persons or entities, limited to the design professional's degree of fault, as determined by a court, arbitration, or negotiated settlement.</p>	<p>Assembly Dead</p>	<p>Oppose; Recommend Delete from Matrix</p>	<p>This bill would effectively require public agencies and other project owners to defend design professionals' interests and then, after a legal determination, attempt to secure reimbursement for those legal costs and fault. SB 885 seeks to restrict the obligation of design professionals to defend public agencies requiring public resources be spent to determine a design professionals' liability</p>
<p>SB 903 Introduced: 1/21/2016 pdf_html</p>	<p>Nguyen R (Dist 34)</p>	<p>Transportation funds: loan repayment. Would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.</p>	<p>Senate Dead</p>	<p>Watch; Recommend Delete from Matrix</p>	<p>The bill adapts a provision from the Governor's Transportation Plan that establishes a requirement that outstanding General Fund loans be repaid, but by 6/30/16. This loan repayment was proposed by the Governor on a longer timeline.</p>

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
SB 986 Amended: 6/20/2016 pdf_html	Hill D (Dist 13)	Vehicles: right turn violations. Current law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. A violation of this provision is an infraction punishable by a fine of \$100. This bill would recast those provisions, and instead would make a violation of that requirement for a right turn, or a left turn from a one-way street onto a one-way street, punishable by a fine of \$35. The bill would make additional conforming changes.	Assembly Dead	Oppose; Recommend Delete from Matrix	This bill would lower the fines for right turn and left turn from a one-way street onto a one-way street violations of red light stopping law from \$100 to \$35. SFMTA intends to seek an oppose position on this bill because of its potential to work against the city's Vision Zero goals.
SB 998 Chaptered: 9/27/2016 pdf_html	Wieckowski D (Dist 10)	Vehicles: public transit bus lanes. Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. The bill would also require a public transit agency to place and maintain signs and traffic control devices indicating that a portion of a highway is designated for the exclusive use of public transit buses, as specified. This bill contains other related provisions and other existing laws.	Senate Chaptered	Watch; Recommend Delete from Matrix	Expands restrictions on vehicles from stopping at certain locations to include transit guideways.
SB 1051 Chaptered: 9/21/2016 pdf_html	Hancock D (Dist 9)	Vehicles: parking enforcement: video image evidence. Would extend specified provisions to the Alameda-Contra Costa Transit District, thereby authorizing the district to enforce parking violations in specified transit-only traffic lanes through the use of video imaging evidence and to install automated forward facing parking control devices on district-owned public transit vehicles. The bill would repeal the authority for the Alameda-Contra Costa Transit District to implement an automated enforcement system to enforce parking violations occurring in transit-only traffic lanes on January 1, 2022. This bill contains other related provisions and other existing laws.	Senate Chaptered	Watch; Recommend Delete from Matrix	This bill allows, until January 1, 2022, the Alameda-Contra Costa Transit District (AC Transit) to enforce parking violations in transit-only traffic lanes and allows AC Transit and the City and County of San Francisco to enforce parking violations in bus stops using video cameras. Imposes a sunset date in 2022, with quantitative reports from both agencies due in 2021.

San Francisco County Transportation Authority
October 2016

Bill #	Author	Description	Status	Position	Comments
SB 1066 Amended: 6/29/2016 pdf_html	Beall D (Dist 15)	Highway safety. Current law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.	Assembly Dead	Support; Recommend Delete from Matrix	Adds new Federal transportation funds to revenues that must be included STTP.
SB 1128 Chapters: 9/22/2016 pdf_html	Glazer D (Dist 7)	Commute benefit policies. Current law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Current law makes these provisions inoperative on January 1, 2017. This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently.	Senate Chapters	Support; Recommend Delete from Matrix	Extends the commute benefits ordinance authority for MTC/ABAG indefinitely. MTC has taken a support position on this bill.
SB 1259 Amended: 4/21/2016 pdf_html	Runner R (Dist 21)	Vehicles: toll payment: veterans. Would exempt vehicles registered to a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes.	Assembly Dead	Oppose; Recommend Delete from Matrix	Addresses vehicles operated by a veteran with a special decal to the exemption of requirement to pay tolls. Recommending an oppose position because of possibility of fraud (seen in other jurisdictions) and associated decrease in toll revenue. MTC has adopted an oppose position on this bill

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position/Seek	Comments
<p>SBX1 1 Amended: 8/29/2016 pdf_html</p>	<p>Beall D (Dist 15)</p>	<p>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 require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.</p>	<p>Senate Appropriations</p>	<p>Support/Seek Amendments</p>	<p>Latest amendments reflect a major new state/local transportation funding bill. It would provide \$5.5 billion annually and \$1 billion in one-time revenue to fund state and local road repair, transit capital and operations, trade corridors, and job training. 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.</p>
<p>SBX1 2 Introduced: 6/30/2015 pdf_html</p>	<p>Huff R (Dist 29)</p>	<p>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.</p>	<p>Senate Transportation and Infrastructure Development</p>	<p>Oppose</p>	<p>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 Intercity Rail Capital program in which SFMTA was successful in competing, receiving \$41 million for its Light Rail Vehicle Expansion project.</p>

San Francisco County Transportation Authority
October 2016

Bill #	Author	Description	Status	Position	Comments
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 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).

San Francisco County Transportation Authority

October 2016

Bill #	Author	Description	Status	Position	Comments
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 (MPOs) for allocation to county projects.
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. This bill is similar to AB 1364 (Linder), ABX1 19 (Linder), and SB 1320 (Runner).
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.

San Francisco County Transportation Authority
October 2016

Bill #	Author	Description	Status	Position	Comments
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	Watch	Extends current P3 law indefinitely.
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: 88

Total Tracking Forms: 88



Memorandum

Date: 10.05.16 **RE:** Plans and Programs Committee
October 11, 2016

To: Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Approval of San Francisco Input on the Plan Bay Area 2040 Draft Preferred Scenario

Summary

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are currently developing Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that adopts a land use vision and a transportation system to govern the region's growth and investment through 2040. In October 2015, the Transportation Authority adopted goals and objectives for our participation in the PBA 2040 process and approved a list of projects and programs for MTC and ABAG to consider for inclusion in PBA 2040. We have subsequently provided updates to the Plans and Programs Committee on PBA goals, the results of the PBA 2040 project performance evaluation, ABAG's draft growth scenarios and more. On September 2, the regional agencies released the draft staff preferred scenario, which included a projected pattern of household and employment growth (land use) in the Bay Area through 2040 and a coordinated transportation investment strategy. At the September 20 Committee meeting, we provided an initial set of reactions on the draft preferred scenario. We are coordinating with San Francisco agencies, particularly the Planning Department, the San Francisco Municipal Transportation Agency and the Mayor's Office, as well as regional transit operators to provide input before MTC/ABAG anticipate adopting the Final Preferred Scenario in November 2016. The attached memo outlines the high level comments that we recommend submitting to the regional agencies. Given the tight PBA 2040 timeline, we are still awaiting information from both agencies to help clarify a number of questions that will enable a more thorough analyses of the draft preferred scenario from San Francisco's perspective. While we don't anticipate any significant changes to the high level comments described in the memo, the supporting detail is still evolving and may be modified upon receipt of some outstanding requests of information from MTC. We will provide a presentation and any updates at the Plans and Programs Committee on October 11 and again at the full Board meeting on October 25. MTC/ABAG has requested comments on the draft scenario this month and expect to adopt PBA 2040 in late summer or early fall of 2017 after completing environmental analyses of the plan.

BACKGROUND

Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) lead development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which sets policy and transportation investment priorities in the nine Bay Area

counties, sets the regional strategy to meet greenhouse gas reduction targets for transportation, and contains a plan to accommodate the need for new housing at all income levels.

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

The final PBA 2040 transportation and land use scenario is required to be financially constrained, meaning it can only include a program of projects within the limits of the revenue that can be reasonably anticipated over the life of the plan. For PBA 2040, expected revenues include identified federal, state, and regional funding (including existing bridge tolls, existing gas taxes, federal New Starts, Small Starts, and Core Capacity grant program, cap and trade, and high speed rail funds), existing local funding (such as transit fares, San Francisco's Prop K sales tax, Prop AA vehicle registration fee revenues, and transit operators' expected shares of federal and state formula funds). It also includes anticipated new revenue sources such as a third regional bridge toll measure, reauthorization of local transportation sales taxes, a regional gas tax, future congestion charges and tolls, revenues from transportation ballot measures to be decided through the November 2016 election, and a placeholder for anticipated, but unidentified revenues that is based on historical analyses of new revenues that hadn't been included in prior RTP/SCSs.

Building on substantial local and regional efforts over the past year and a half, in September MTC and ABAG released their draft preferred land use scenario and transportation investment strategy for PBA 2040 and have asked for comments to be submitted in advance of finalizing the Preferred Scenario to be adopted by the two agency Boards in November.

DISCUSSION

The purpose of this memorandum is to seek feedback and a recommendation for approval of San Francisco's input on the PBA 2040 Draft Preferred Scenario that the Transportation Authority in partnership with the rest of the City family will need to submit to MTC and ABAG this month. To comply with MTC/ABAG's tight timelines, we will submit a staff draft of San Francisco's input by the regional agencies' October 14 deadline. We will modify that input as needed based on actions taken and guidance received at the October 25 Transportation Authority Board meeting.

San Francisco's Adopted Goals and Objectives: Our approach to PBA 2040 has been informed by the Board-adopted goals and objectives shown in Attachment 1 (adopted October 2015). Drawing on what we learned from the first PBA and the 2013 San Francisco Transportation Plan (SFTP), the goals and objectives fall into two main categories: financial and policy. The financial goals and objectives outline our strategy for the call for projects (such as ensuring inclusion of all projects that need to be in PBA 2040 so that they are not delayed in advancement, e.g. a project that intends to seek federal funds for construction before 2021) and for increasing federal, state and regional revenues to San Francisco priorities through seeking to secure a large share of existing discretionary revenues and advocating for new revenues. The policy goals and objectives cover a range of topics from supporting performance based decision-making to equity issues to project delivery.

San Francisco Project Priorities Included in the Draft PBA 2040 Transportation Investment Scenario: Existing PBA 2013 projects and the SFTP served as the starting point for identifying projects and programs for PBA 2040, but public agency staff and members of the public were also invited to submit project ideas through the

call for projects issued by the Transportation Authority in May 2015 and approved by the Transportation Authority Board in October 2015. We also worked with multi-jurisdictional transit operators and regional partners (e.g. the California Department of Transportation, the Bay Area Rapid Transit District, the Transbay Joint Powers Authority, and the Peninsula Corridor Joint Powers Board) to ensure that their own submitted priorities addressed San Francisco's needs.

Projects can be included in PBA 2040 in two different ways: individual project listings or programmatic categories. Larger capacity changing projects (e.g. roadway widening and new transit services) and regionally significant projects must be called out individually in the PBA. Smaller projects that don't significantly change capacity (such as most pedestrian and bicycle projects with no or minimal lane reductions and transportation demand management projects) can be included within programmatic categories. **As a result of this guidance, the majority of projects are captured in programmatic categories within PBA.** For PBA 2040, MTC is proposing to bundle packages of capacity-changing projects into overarching regional programs such as Bay Area Forward (dealing with express lanes and regional demand management) and the Core Capacity Implementation Project (which will include projects identified through the ongoing MTC-led Core Capacity Transit Study which staff is actively participating in and was funded in part with Prop K sales tax revenues).

Attachment 2 summarizes the San Francisco projects proposed for inclusion in the financially constrained draft PBA 2040 transportation investment strategy, as well as regional projects of interest to San Francisco. The latter are generally listed as "multi-county" projects. Our initial analysis, pending additional detail from MTC, is that the draft scenario includes all of the projects we submitted for inclusion last year, either as named projects or through inclusion in a programmatic category.

Proposed San Francisco Input on the Draft PBA 2040 Preferred Scenario: We have evaluated the draft preferred scenario recently released by MTC and ABAG and are cautiously optimistic that it achieves many of our goals and objectives for PBA 2040 (see Attachment 1), pending additional analysis and clarification, specifically regarding the SOGR and operations distribution to San Francisco and its transit operators, proposed revisions to the sub-county (internal) distribution and type of growth proposed for the City, and how MTC and ABAG intend to revise the draft scenario pending the outcome of the November election that will determine the fate of several transportation revenue measures throughout the region as the draft scenario assumes they will all pass. Given the tight timeline leading to adoption of the Final Preferred Scenario, we are seeking input from the Plans and Programs Committee on the proposed San Francisco input on the Draft Preferred Scenario as detailed in Attachment 3. We don't anticipate that the high-level comments will change substantively while we continue to work with our city and regional partners to refine the comments and provide supporting details.

Next Steps: The draft preferred land use and transportation investment scenario was released for public review in September and will be presented to the MTC and ABAG Boards for adoption in November 2016. We are continuing to work with the Planning Department, SFMTA, regional transit operators, and the Mayor's Office to develop a joint San Francisco response to the proposed scenario. We are all also working with our peers in Oakland and San Jose on a proposed joint letter touching on concerns and advocacy points shared by the Bay Area's three largest cities, which are facing significant housing and displacement challenges and the largest need for SOGR investments and access improvements to support the significant share of the region's planned growth assigned to our communities.

Once it is adopted, MTC and ABAG will perform the required environmental review and adopt the final PBA 2040 between July and September 2017. Both agencies are currently working to develop an Implementation Action Plan for PBA 2040. These documents will guide future regional policy and investment decisions until the next Plan Bay Area is adopted in 2021.

ALTERNATIVES

1. Recommend approval of San Francisco input on the PBA 2040 draft preferred scenario, as requested.
2. Recommend approval of San Francisco input on the PBA 2040 draft preferred scenario, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC received a brief update on this item at its September 28, 2016 meeting wherein we noted that we were still reviewing information recently received from MTC/ABAG (particularly on housing and land use assumptions) and were working with city agencies to develop a coordinated San Francisco set of comments on the PBA 2040 draft preferred scenarios. The CAC had previously been briefed on our initial evaluation of the transportation investment strategy. Due to the November timeline for MTC/ABAG adoption of the preferred scenario, we explained that any Transportation Authority Board action on PBA 2040 would likely occur in October and that we would provide the CAC with an update at its next meeting, scheduled for October 26, and would share Plans and Programs Committee materials with the CAC when they become available.

FINANCIAL IMPACTS

There is no financial impact to the Transportation Authority's adopted FY 2016/17 budget from the requested action.

RECOMMENDATION

Recommend approval of San Francisco input on the PBA 2040 draft preferred scenario.

Attachments (3):

1. San Francisco Adopted Goals and Advocacy Objectives
2. List of San Francisco Projects in the Plan Bay Area 2040 Draft Preferred Scenario
3. Proposed San Francisco Input on the Plan Bay Area 2040 Draft Preferred Scenario

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

FINANCIAL

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

This includes:

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

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

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

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

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

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

POLICY

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

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

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

Attachment 2.

**Plan Bay Area 2040 - Draft Transportation Investment Strategy
Projects in San Francisco and Multi-County Projects of Interest to San Francisco**

County/ Sponsor	Project Title	Total Project Cost (Millions YOES)
San Francisco	Additional Local Road Preservation/Rehab	\$ 1,267
San Francisco	Arena Transit Capacity Improvements	\$ 137
San Francisco	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	\$ 6
San Francisco	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	\$ 11
San Francisco	Bayshore Station Multimodal Planning and Design	\$ 13
San Francisco	Better Market Street - Transportation Elements	\$ 407
San Francisco	Bicycle and Pedestrian Program	\$ 877
San Francisco	Climate Program: TDM and Emission Reduction Technology	\$ 118
San Francisco	Core Capacity Implementation - Planning and Conceptual Engineering	\$ 335
San Francisco	County Safety, Security and Other	\$ 418
San Francisco	Downtown San Francisco Ferry Terminal Expansion - Phase II	\$ 43
San Francisco	Downtown Value Pricing/Incentives - Pilot, Transit Service, Supportive Infrastructure	\$ 876
San Francisco	EN Trips: All Components	\$ 122
San Francisco	Establish new ferry terminal at Mission Bay 16th Street	\$ 17
San Francisco	Expand SFMTA Transit Fleet	\$ 1,488
San Francisco	Geary Boulevard Bus Rapid Transit	\$ 300
San Francisco	Geneva Light Rail Phase I: Operational Improvements, Planning and Environmental	\$ 18
San Francisco	Geneva-Harney Bus Rapid Transit	\$ 256
San Francisco	Historic Streetcar Extension - Fort Mason to 4th & King	\$ 87
San Francisco	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	\$ 90
San Francisco	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	\$ 501

Attachment 2.

**Plan Bay Area 2040 - Draft Transportation Investment Strategy
Projects in San Francisco and Multi-County Projects of Interest to San Francisco**

County/ Sponsor	Project Title	Total Project Cost (Millions YOES)
San Francisco	Minor Roadway Expansions	\$ 906
San Francisco	Minor Transit Improvements	\$ 121
San Francisco	Multimodal Streetscape	\$ 383
San Francisco	Muni Forward (Transit Effectiveness Project)	\$ 612
San Francisco	Parkmerced Transportation Improvements	\$ 76
San Francisco	PDA Planning	\$ 51
San Francisco	Presidio Parkway	\$ 1,595
San Francisco	Rail Capacity Long Term Planning and Conceptual Design - All	\$ 450
San Francisco	Regional/Local Express Bus to Support Express Lanes in SF	\$ 82
San Francisco	Roadway Operations	\$ 182
San Francisco	San Francisco Late Night Transportation Improvements	\$ 91
San Francisco	SFgo Integrated Transportation Management System	\$ 89
San Francisco	Southeast San Francisco Caltrain Station - Environmental	\$ 11
San Francisco	Southeast Waterfront Transportation Improvements - Phase 1	\$ 406
San Francisco	Transit Preservation/Rehabilitation	\$ 2,256
San Francisco	Treasure Island Mobility Management Program: Intermodal Terminal, Congestion Toll, Transit Service, Transit Capital	\$ 974
San Francisco	T-Third Mission Bay Loop	\$ 7
San Francisco	T-Third Phase II: Central Subway	\$ 1,578
San Francisco	Van Ness Avenue Bus Rapid Transit	\$ 215
San Francisco	Yerba Buena Island (YBI) I-80 Interchange Improvement	\$ 168
BART	BART Metro Program + Bay Fair Connector	\$ 1,055

**Plan Bay Area 2040 - Draft Transportation Investment Strategy
Projects in San Francisco and Multi-County Projects of Interest to San Francisco**

County/ Sponsor	Project Title	Total Project Cost (Millions YOES)
BART	BART Transbay Core Capacity Project	\$ 3,419
CAHSR	California HSR in the Bay Area	\$ 8,400
Caltrain	Caltrain Electrification Phase 1 + CBOSS	\$ 2,360
TJPA	Caltrain/HSR Downtown San Francisco Extension	\$ 3,999
TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	\$ 1,741
Multi-County	511 Traveler Information Program	\$ 280
Multi-County	Bay Area Forward - Active Traffic Management, Arterial Operations , Connected Vehicles, Shared Mobility, Transbay Operations, Managed Lanes Implementation Plan	\$ 995
Multi-County	Bay Trail - non toll bridge segments	\$ 220
Multi-County	Capital Projects Debt Service	\$ 4,100
Multi-County	Climate Program: TDM and Emission Reduction Technology	\$ 535
Multi-County	Clipper	\$ 1,735
Multi-County	Cost Contingency	\$ 1,000
Multi-County	Lifeline, Community Based Transportation Program, and Mobility Management	\$ 890
Multi-County	Local and Streets and Roads - Existing Conditions	\$ 20,970
Multi-County	Local Streets and Roads - Operations	\$ 12,850
Multi-County	Means-Based Fare Study Implementation	\$ 150
Multi-County	New/Small Starts Reserve	\$ 680
Multi-County	Priority Development Area (PDA) Planning Grants	\$ 200
Multi-County	Regional and Local Bridges - Existing Conditions	\$ 14,500
Multi-County	Regional Carpool Program	\$ 60
Multi-County	Regional Rail Station Modernization and Access Improvements	\$ 370

Attachment 2.

**Plan Bay Area 2040 - Draft Transportation Investment Strategy
Projects in San Francisco and Multi-County Projects of Interest to San Francisco**

County/ Sponsor	Project Title	Total Project Cost (Millions YOES)
Multi-County	Regional State Highways - Existing Conditions	\$ 13,750
Multi-County	Regional Transit Capital - Existing Conditions	\$ 28,616
Multi-County	Regional Transit Operations	\$ 122,470
Multi-County	Regional Transportation Emergency Management Program	\$ 25
Multi-County	SAFE Freeway Patrol	\$ 150
Multi-County	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path - Environmental Only	\$ 30
Multi-County	Transportation Management Systems	\$ 500

Total Project Cost includes costs through construction or other phase as indicated. Costs in Plan Bay Area 2040 may be lower, excluding previously expended funding.

Attachment 3

Proposed San Francisco Input into Plan Bay Area (PBA) 2040

- Transportation investment strategy generally looks good
 - All San Francisco projects that need to be included in PBA 2040 to allow them to advance are included
 - Strong focus on fix-it-first, for local streets and roads and transit; the latter has a higher proportion of funding compared to the current PBA
 - New emphasis on core capacity transit investments to enable strategic modernization and expansion of our core transit systems to increase reliability, safety and capacity
 - Reconfirmation of existing Federal Transit Administration New Starts/Small Starts/Core Capacity priorities and addition of new ones:
 - Downtown Rail Extension
 - Geary Bus Rapid Transit
 - BART Core Capacity Project
 - Caltrain Electrification
 - Better Market Street (pending confirmation)
- Housing and jobs projections for SF look aggressive (for jobs in particular) but within the realm of the possible
 - Planning Department is working to redistribute proposed growth within SF to be consistent with current plans and policies
 - Annual housing production rate is unrealistically optimistic (and much higher than current production) without additional tools and resources
 - Job growth, too, is significantly higher than what was assigned in PBA 2013 yet lower in San Jose and Oakland, which doesn't make sense given MTC's aspiration to focus growth in housing and jobs in the region's big 3 cities
- The poor performance of the Draft Preferred Scenario regarding goals for improving housing affordability and mitigating risk of displacement mandate that ABAG/MTC identify tools, resources and a legislative agenda necessary to meet these goals
 - Regional and state-level structural reform, with real teeth, is needed to ensure adequate housing production region-wide and to ensure that all cities do their part
 - Significantly increased and stable funding for housing production and preservation is needed, especially if the region makes a commitment to work toward improving its performance in housing affordability and addressing displacement of existing residents
 - ABAG/MTC should work with local jurisdictions to prepare an implementation plan that can be acted on by the time PBA 2040 is adopted in late 2017
 - To inform the implementation plan, MTC/ABAG should establish a pilot program, to see what it really takes to produce affordable housing and, if possible, also address

job displacement at the same time. An ideal pilot would use regional funds (perhaps NOAH, TOAH) leveraging local dollars to fund similar efforts in 2 or 3 locations facing high displacement risk to see what works in different locations/types (big city, suburb)

- To provide some near-term relief for affordability and displacement pressures, we urge MTC to accelerate funding for Lifeline Transportation Program, Means-Based Fare Implementation, Community Based Transportation Plans, Late Night Transportation, and Regional PDA Planning grants for places facing high displacement risk.
- As one of the three big cities taking on most of the growth in jobs and housing in PBA 2040, San Francisco is willing to do our part but needs MTC to help direct “real” transportation dollars to support state of good repair, Vision Zero safety improvements, and transit modernization and capacity expansion that are necessary to support access to the assigned jobs and housing within San Francisco, which would even more firmly establish the City’s role as the region’s job center.
 - San Francisco has successfully secured local revenues for transportation and housing and is continuing to seek additional revenues given insufficient and unreliable state and federal funds. As one of the 3 big cities taking on the most job and housing growth in PBA 2040, we want to ensure we are receiving a commensurate share of regional discretionary dollars and not being penalized for seeking and securing new local dollars
 - We look forward to working with MTC to advocate for and secure new revenue sources to help implement PBA’s transportation investment strategy such as a Regional Measure 3 bridge toll increase and potential new state and federal sources




This Page Intentionally Left Blank




Memorandum

Date: October 19, 2016

To: Transportation Authority Board: Commissioners Wiener (Chair), Mar (Vice Chair), Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang and Yee

From: Eric Cordoba – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

Subject: October 2016 Progress Report for Van Ness Avenue Bus Rapid Transit Project

Summary

The Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a 2-mile corridor of Van Ness Avenue between Mission and Lombard Streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. We completed environmental review for the project in December 2013, and at that time transferred project lead to the San Francisco Municipal Transportation Agency (SFMTA). The core BRT project is being developed in conjunction with several related, separately funded projects for design, management, and eventual construction as a unified Van Ness Transit Improvement Project. The cost of the core BRT project is now estimated at \$189.5 million and at a total of \$310 million for the unified Transit Improvement Project. The SFMTA completed negotiation of a Guaranteed Maximum Price (GMP) using the Construction Manager-General Contractor (CMGC) project delivery method, and in August amended its contract with Walsh Construction to include construction services. The SFMTA also received the Caltrans Encroachment Permit, which constitutes approval of the project design, including the traffic management plan. The project received tree removal and replacement permits, and successfully defended appeals, and received final approval from the San Francisco Arts Commission. Current activities include preparing to issue Notice To Proceed (NTP) to Walsh, and preparation to return to the Historic Preservation Commission for final approval of shelters within the Civic Center District, as well as plans to preserve some elements of the existing light poles. Under current assumptions, construction would begin in October 2016 and revenue service would begin in late 2019. The SFMTA hosted a construction open house on October 5.

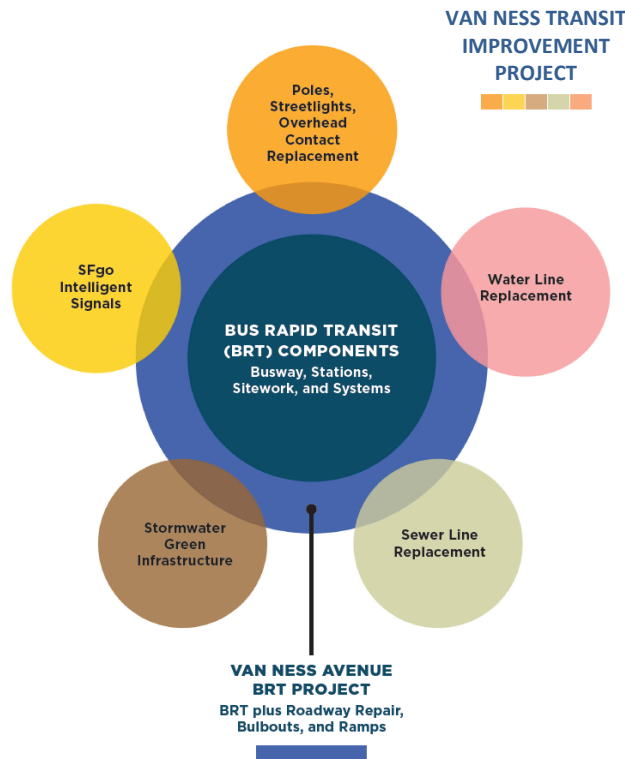
BACKGROUND

The Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a two-mile corridor of Van Ness Avenue between Mission and Lombard Streets. Key features include: dedicated bus lanes, low-floor all-door boarding, consolidated transit stops, high quality stations, transit signal priority, elimination of most left turn opportunities for mixed traffic, and pedestrian safety enhancements. Van Ness Avenue BRT is a signature project in the Prop K Expenditure Plan, a regional priority through the Metropolitan Transportation Commission's Resolution 3434, and a Federal Transit Administration (FTA) Small Starts program project. The project is a partnership between the Transportation Authority, which led the environmental review, and the San Francisco Municipal Transportation Agency (SFMTA), which is leading the preliminary and detailed design phases and will be responsible for construction and operation of the facilities. The SFMTA's preliminary engineering team

includes internal SFMTA engineers with design support from the San Francisco Public Works (SFPW), San Francisco Public Utilities Commission (SFPUC), and San Francisco Planning Department. The SFMTA is also using its on-call consultant HNTB for some specialized tasks.

The core Van Ness Avenue BRT project has been combined with several parallel projects for design, management, and eventual construction. These projects overlap the geography and will result in lower overall cost and construction duration when combined, compared to if they were built separately. The projects include overhead contacts, streetlights, and poles replacement; SFgo traffic signal replacement; sewer line replacement; water line replacement; and stormwater “green infrastructure” installation. Meanwhile, pavement resurfacing, curb ramp upgrades, and sidewalk bulb outs have always been considered part of the core BRT project. The parallel projects have largely independent funding, but many scope items will be cost-shared with the BRT project. The design plans and specifications include all these projects as part of a single Van Ness Transit Improvement Project.

Figure 1: Relationship of Van Ness BRT and Van Ness Transit Improvement Project



STATUS AND KEY ACTIVITIES

The project received several key approvals over the summer of 2016, but several took more time than anticipated.

The SFMTA reached 100% level of design in September 2015, including the scopes of the parallel projects, and by spring 2016 negotiated a Guaranteed Maximum Price (GMP) with Walsh Construction, under the Construction Manager General Contractor (CMGC) project delivery method. The GMP includes costs that will be performed by the core team of Walsh and the subcontractors who joined its proposal, as well as other elements of the work that will be sub-bid and awarded to the lowest responsive and responsible bid. During the GMP negotiation, SFPUC was a party due to its included, parallel projects. The subcontractor responsible for the sewer and water scopes of work, Synergy Construction, was not

able to provide an acceptable GMP for those components. Instead, those components of work will be sub-bid. Synergy filed an administrative appeal of this course of action, but the action was upheld. Due to the appeal, award of the construction services portion of the contract was delayed from May 2016 to August 2016. The contract amendment is now executed and Notice To Proceed (NTP) is expected in October 2016.

Also in August, the SFMTA received the Caltrans Encroachment Permit, which constitutes approval of the project design, including the traffic management plan, utility specifications, and right-of-way certifications. This permit was originally targeted for early 2016, but was delayed as SFMTA worked with Caltrans to resolve several issues rooted in differences between Caltrans standards and City & County of San Francisco standards, such as details of utility installations. Caltrans will continue to provide independent quality assurance during construction, as well as review traffic plans.

In March 2016, the project received its tree removal and replacement permit, and successfully defended against appeals of the permit in June and July. In July, the project received final “Phase 3” approval from the San Francisco Arts Commission. The main outstanding city requirement is a return to the Historic Preservation Commission (HPC) for a second Certificate of Appropriateness covering shelter design within the Civic Center District, as well as a treatment plan to preserve some elements of the existing light poles. In September, the Board of Supervisors passed a resolution calling on the SFMTA to make all efforts to investigate reuse and/or replication of the decorative elements of the existing street lamps. SFMTA is continuing to develop its treatment plan. There is a risk of delay if SFMTA cannot develop a treatment plan that is acceptable to the HPC, or if additional regulations are passed that change project requirements.

Lastly, the project reached several funding milestones. In July, the Transportation Authority Board allocated the \$21.5 million remaining programmed Prop K BRT funds, along with \$5.7 million in Prop K Guideways funds to support the overhead contact system parallel project. In August, the project was awarded \$7.3 million in road maintenance and \$3.9 million in active transportation funds by the California Transportation Commission. The next funding milestone will be execution of the Small Starts Grant Agreement (SSGA), which awards the balance of the \$75 million in Federal Transit Administration Small Starts funds, and is anticipated December 2016.

CURRENT ISSUES AND RISKS

Now that the GMP has been negotiated, and most required permits have been obtained, the current top risks are interference from concurrent projects in the vicinity of Van Ness, complaints from businesses or residents that could cause delays, changes in regulations that affect project design, and the potential to encounter hazardous environmental conditions beyond the amounts already estimated. Discussion of risks during construction benefited from the CMGC inclusion, improving the planned approaches to management of particular risks like unforeseen underground conditions.

Appeals of the HPC Certificate and tree permit are indicators that the project may face further appeals of internal city approval actions. The SFMTA expects to return to the HPC in late 2016 with finalized designs for a second Certificate in accordance with the conditions of the first Certificate.

The project budget and schedule have been updated to reflect the GMP and the delays in starting construction. Both budget and schedule also include contingencies recommended by the risk management report. Under current assumptions, construction would begin in October 2016 and revenue service in late 2019.

ONGOING ACTIVITIES

Agreements and Approvals: The SFMTA and Caltrans have executed the Maintenance Agreement and Construction Cooperative Agreement, and Caltrans has issued the Construction Encroachment Permit. Caltrans will continue to provide independent quality assurance during construction, as well as review traffic plans.

The SFMTA has reached final agreement on scope of sewer replacement and other parallel projects, including water service replacement, green storm water infrastructure, overhead contact system and pole replacement, and SFgo signal work. These final designs have been included in the plans and specifications and will be constructed concurrently with the BRT project. The SFMTA has established detailed cost-sharing principles with all agency partners, though cost share amounts with SFPUC will be adjusted and finalized once subcontractor bids have been reviewed and accepted.

Outreach: The SFMTA Community Advisory Committee continues to meet monthly. In 2016 the SFMTA also convened a Business Advisory Committee that meets monthly, to assist the SFMTA in establishing and maintaining responsiveness to local business concerns during construction. The SFMTA also issues Project Briefing newsletters monthly.

Next Steps/Upcoming Key Milestones: The SFMTA plans to issue Notice to Proceed to Walsh in October. Walsh will begin providing submittals, including a baseline construction schedule, and preparing sub-bid packages for eligible work. The first construction activities may begin by the end of October, including tree removals and median demolition needed to install temporary construction traffic patterns.

The SFMTA applied for the Federal Small Starts Grant Agreement (SSGA) in 2015, but approval was delayed pending Caltrans approvals and finalization of the GMP. The SSGA is now scheduled for execution by December 2016. Delay in execution of the SSGA should not prevent critical utility relocation work from starting, as this work is separately funded and allowable under FTA pre-award authority.

PROJECT SCHEDULE AND BUDGET

Schedule: Figure 2 shows the project schedule, which indicates a delay of approximately two quarters since the previous Board Report. The delay encompassed completion of negotiations with Caltrans to secure an encroachment permit; completion of negotiations with Walsh and SFPUC to set the GMP; an unsuccessful protest by a subcontractor (Synergy) that was dismissed after being unable to provide an acceptable GMP for utility portion of the work; and an unsuccessful appeal of the project’s tree removal & replacement permit. Construction is now anticipated to start in October 2016 and expected to last approximately 3 years. Revenue service is now anticipated to begin by late 2019. Walsh is expected to deliver a detailed baseline construction schedule by November 2016.

Figure 2: Van Ness Avenue BRT Project Schedule

Activities	2013				2014				2015				2016				2017				2018				2019			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1. Conceptual Engineering + Environmental Studies ¹	■	■	■	■																								
2. Preliminary Engineering (CER)					■	■	■	■																				
3. Final Design ²									■	■	■	■	■	■	■	■												
4. Construction Manager-General Contractor (CMGC) Process																												
5. Construction													■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
6. Testing/Startup																												
7. Revenue Operations Begin																												
1. Conceptual Engineering and Environmental Studies began in 2007																												
2. Final Design extended in part to include owner activities during CMGC Process.																												

Budget: Table 1 shows the budget for the project by phase as well as expenditures to date for the Core BRT project. The budget for the final design has increased approximately \$2.5 million due to additional pre-construction activities associated with the CMGC process, and the delays in beginning the construction phase. The budget for construction has increased approximately \$24 million to conform with the negotiated GMP. The budget includes a contingency amount of \$20.3 million, or 12% above the cost estimate. This amount was determined by the most recent risk management plan.

Table 1: Van Ness Avenue Bus Rapid Transit Budget and Expenditures to Date

Phase Name	Budget (\$ millions)	Estimate at Completion (\$ millions)	Expended to Date (\$ millions)¹	% Complete
Conceptual Engineering + Environmental Studies	\$ 7.44	\$ 7.44	\$ 7.44	100%
Preliminary Engineering (CER)	\$ 6.77	\$ 6.77	\$ 6.60	98%
Final Design (PS+E)	\$ 12.58	\$ 12.58	\$ 11.10	88%
Construction (Including Testing/Startup) Contingency)	\$ 158.74	\$ 158.74	\$ 0.00	0%
Procurement (Contribution to Vehicles)	\$ 3.98	\$ 3.98	\$ 0.00	0%
Total	\$ 189.50	\$ 189.50	\$ 25.14	13%

¹As of September 26, 2016.

Funding: Appendix 1 shows the project funding plan. The project will use a mix of Prop K, FTA Small Starts, and other local funds. The SFMTA has committed additional revenue bond proceeds to the project to maintain full funding at the new budget levels.

Attachment:

1. Funding Plan

cc: E. Reiskin, P. Albert, V. Harris, J. Haley, P. Gabancho, D. Auyoung, R. Boomer – SFMTA
G. Gillett – CCSF
M. McDole – LS Gallegos
TC, EC, MEL, CF, AL, JC, MS, RAM – File: Van Ness BRT

Van Ness Improvement Funding Plan
Updated: September 2016

Source ²	Type	Status	Project Phases ¹				CON	Total by Status	TOTAL
			ENV, CER/PE	PS&E	CON	CON			
FTA 5309 Small Starts	Federal	Allocated	\$7,031,202	\$6,371,063	\$61,597,734	\$74,999,999	\$74,999,999	\$74,999,999	
		Programmed				\$0	\$0		
		Planned				\$0	\$0		
FTA 5307 Vehicles	Federal	Allocated				\$0	\$0	\$3,303,400	
		Programmed			\$3,303,400	\$3,303,400	\$3,303,400		
		Planned				\$0	\$0		
Lifeline Transportation Program - Prop 1B	State	Allocated				\$0	\$0	\$6,189,054	
		Programmed			\$6,189,054	\$6,189,054	\$6,189,054		
		Planned				\$0	\$0		
PPM Funds	State	Allocated	\$197,907			\$197,907	\$197,907	\$197,907	
		Programmed				\$0	\$0		
		Planned				\$0	\$0		
SHOPP	State	Allocated			\$7,300,000	\$7,300,000	\$7,300,000	\$7,300,000	
		Programmed				\$0	\$0		
		Planned				\$0	\$0		
California Pacific Medical Center Contribution ³	Local	Allocated	\$201,024	\$4,611,154	\$187,822	\$5,000,000	\$5,000,000	\$5,000,000	
		Programmed				\$0	\$0		
		Planned				\$0	\$0		
Central Freeway Parcel Revenues ⁴	Local	Allocated				\$0	\$0	\$12,654,135	
		Programmed			\$12,654,135	\$12,654,135	\$12,654,135		
		Planned				\$0	\$0		
Prop K Sales Tax ⁵	Local	Allocated	\$6,977,180	\$1,594,280	\$21,541,930	\$30,113,390	\$30,113,390	\$30,113,390	
		Programmed				\$0	\$0		
		Planned				\$0	\$0		
SFMTA Operating Funds	Local	Allocated	\$1,823			\$1,823	\$1,823	\$1,823	
		Programmed				\$0	\$0		
		Planned				\$0	\$0		
SFMTA Revenue Bonds	Local	Allocated			\$1,060,888	\$1,060,888	\$1,060,888	\$49,740,292	
		Programmed			\$48,679,404	\$48,679,404	\$48,679,404		
		Planned				\$0	\$0		

Van Ness Improvement Funding Plan
Updated: September 2016

Source ²	Type	Status	Project Phases ¹			Total by Status	TOTAL
			ENV, CER/PE	PS&E	CON		
Overhead Line Rehabilitation							
FTA 5337 State of Good Repair	Federal	Allocated		\$1,308,633	\$22,562,807	\$23,871,440	\$23,871,440
		Programmed				\$0	
		Planned				\$0	
AB 664	Regional	Allocated			\$103,191	\$103,191	\$103,191
		Programmed				\$0	
		Planned				\$0	
Prop K Sales Tax	Local	Allocated			\$5,716,000	\$5,716,000	\$5,716,000
		Programmed				\$0	
		Planned				\$0	
SFgo Signal							
FTA CMAQ	Federal	Allocated		\$3,027,572	\$13,972,429	\$17,000,000	\$17,000,000
		Programmed				\$0	
		Planned				\$0	
California Pacific Medical Center Contribution ³	Local	Allocated			\$5,995,751	\$5,995,751	\$5,995,751
		Programmed				\$0	
		Planned				\$0	
Prop B General Fund Set Aside	Local	Allocated				\$0	\$2,005,380
		Programmed			\$2,005,380	\$2,005,380	
		Planned				\$0	
Prop K Sales Tax	Local	Allocated			\$2,275,000	\$2,275,000	\$2,275,000
		Programmed				\$0	
		Planned				\$0	
Water, Sewer, Streetlights, Green Infrastructure							
SFUC Funds	Local	Allocated				\$0	\$52,630,543
		Programmed		\$603,306	\$43,414,498	\$44,017,804	
		Planned			\$8,612,739	\$8,612,739	

Van Ness Improvement Funding Plan
Updated: September 2016

Source ²	Type	Status	Project Phases ¹			Total by Status	TOTAL
			ENV, CER/PE	PS&E	CON		
Other (Auxiliary Water Supply System, MuniForward, Vision Zero)							
Active Transportation Program	State	Allocated			\$3,897,110	\$3,897,110	\$3,897,110
		Programmed			\$0	\$0	
		Planned			\$0	\$0	
Prop B General Fund Set Aside	Local	Allocated			\$0	\$0	\$6,383,931
		Programmed		\$285,884	\$6,098,047	\$6,383,931	
		Planned			\$0	\$0	
Totals		Allocated	\$14,409,136	\$16,912,702	\$146,210,662	\$177,532,499	\$309,378,346
		Programmed	\$0	\$889,190	\$122,343,918	\$123,233,108	
		Planned	\$0	\$0	\$8,612,739	\$8,612,739	
			\$14,409,136	\$17,801,892	\$277,167,319	\$309,378,346	

¹ Acronyms used for project phases include: ENV - Environmental Documentation, CER/PE - Conceptual Engineering Report/Preliminary Engineering (30% Design), PS&E - Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for upgrading 15 motor coaches on the 47-Van Ness line from 40-footers to 60-foot articulated buses.

² Acronyms used for funding sources include: AB 664 - Assembly Bill 664 toll revenues, CMAQ - Congestion Mitigation and Air Quality, FTA - Federal Transit Administration, PPM - Planning, Programming and Monitoring, SFMTA - San Francisco Municipal Transportation Agency, SFPUC - San Francisco Public Utilities Commission, and SHOPP - State Highway Operation and Protection Program.

³ The development agreement with the California Pacific Medical Center was approved by the San Francisco Board of Supervisors through Ordinance 138-13 on July 11, 2013.

⁴ \$12.7 million in Central Freeway Parcel Revenues is dedicated for Van Ness Avenue State of Good Repair improvements.

⁵ Prop K amount for BRT includes \$420,900 in Transportation Authority operating funds in Fiscal Years 2009/10 and 2010/11.



Memorandum

Date: 10.18.16 **RE:** Citizens Advisory Committee
October 26, 2016

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 \$3,149,000 in Prop K Funds, with Conditions, for Three Requests and Appropriation of \$100,000 in Prop K Funds for One Request, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and a Commitment to Allocate \$325,000 in Prop K Funds

Summary

As summarized in Attachments 1 and 2, we have four requests totaling \$3,249,000 in Prop K funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$1.28 million to overhaul the propulsion gearboxes that deliver power to the City's cable car system. The gearboxes have been in use since 1984 and have reached the end of their useful lives. The SFMTA has also requested \$1.79 million for the planning, design and construction phases for traffic calming measures recommended in eleven areawide traffic calming plans which would complete implementation of the traffic calming "backlog". The SFMTA has requested \$80,000 for the design of pedestrian improvements at the intersection of Elk and Sussex Streets, adjacent to Glen Canyon Park, with a commitment to allocate \$325,000 for the construction phase of the project when design is complete in June 2017. Finally, we are requesting \$100,000 for the Vision Zero Ramp Intersection Study Phase 2, which will recommend short-, medium-, and long-term safety improvements at up to ten freeway ramp intersections in the South of Market area.

BACKGROUND

We have received four requests for a total of \$3,249,000 in Prop K funds to present to the Citizens Advisory Committee (CAC) at its October 26, 2016 meeting, for potential Board approval on November 29, 2016. As shown in Attachment 1, the requests come from the following Prop K categories:

- Guideways–Muni
- Traffic Calming
- Pedestrian Circulation/ Safety
- Transportation/ Land use Coordination

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

DISCUSSION

The purpose of this memorandum is to present four Prop K requests totaling \$3,249,000 to the CAC and to seek a motion of support to allocate or appropriate the funds as requested. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the

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

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

Transportation Authority staff and project sponsors will attend the CAC meeting to provide brief presentations on some of 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 \$3,149,000 in Prop K funds, with conditions, for three requests and appropriation of \$100,000 in Prop K funds for one request, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and a commitment to allocate \$325,000 in Prop K funds, as requested.
2. Adopt a motion of support for the allocation of \$3,149,000 in Prop K funds, with conditions, for three requests and appropriation of \$100,000 in Prop K funds for one request, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and a commitment to allocate \$325,000 in Prop K funds, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

This action would allocate \$3,149,000 and appropriate \$100,000 in Fiscal Year (FY) 2016/17 Prop K sales tax funds, with conditions, for four requests. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4, Prop K Allocation Summary – FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the proposed FY 2016/17 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Adopt a motion of support for the allocation of \$3,149,000 in Prop K funds, with conditions, for three requests and appropriation of \$100,000 in Prop K funds for one request, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and a commitment to allocate \$325,000 in Prop K funds.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17
5. Prop K/Prop AA Allocation Request Forms (4)

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Prop K Cash Flow (hide for printing)										Leveraging		District		
					Prop K 2016/17	Prop K 2017/18	Prop K 2018/19	Prop K 2019/20	Prop K 2020/21	Prop K 2021/22	Prop K 2022/23	Prop K 2023/24	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴				
Prop K	22M	SFMTA	Cable Car Propulsion Gearboxes	\$ 1,280,000	\$ 117,000	\$ 465,000	\$ 465,000	\$ 233,000							\$ 6,400,000	78%	80%	Construction	3
Prop K	38	SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 1,789,000	\$ 515,484	\$ 637,217	\$ 424,199	\$ 212,100	\$ -						\$ 1,789,000	51%	0%	Planning, Design, Construction	Citwide
Prop K	40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP capital]	\$ 80,000	\$ 80,000										\$ 80,000	25%	0%	Design	8
Prop K	44	SFCTA	Vision Zero Ramp Intersection Study Phase 2	\$ 100,000	\$ 25,000	\$ 50,000	\$ 25,000								\$ 348,683	40%	71%	Planning	6
			TOTAL	\$ 3,249,000	\$ 737,484	\$ 1,152,217	\$ 914,199	\$ 445,100	\$ -					\$ 8,617,683	70%	62%			

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: SFCTA (Transportation Authority), 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 or non-Prop AA 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	Project Description
22M	SFMTA	Cable Car Propulsion Gearboxes	\$ 1,280,000	<p>Funds will leverage \$5.1 million in Federal Transit Administration funds to overhaul five gearboxes critical to the function of San Francisco's cable car system. San Francisco's cable car system uses four cables to deliver power from the Cable Car Barn to the City's three cable car lines. The gearboxes transmitting power to the cables have been in use since 1984 without a major overhaul, resulting in a decline in performance and reliability. The SFMTA will overhaul one gearbox at a time and evaluate performance for three to six months before overhauling the next one. Each overhaul will require a ten consecutive day shutdown per cable car line, except the gearbox for the Hyde Street line, for which the entire system will be shut down for ten days. Diesel buses will provide interim service during the shutdowns. See pages 3-5 of the attached allocation request form for details on the schedule for service impacts during construction and the public communications plan for the project. Work will begin in Spring 2017 and be complete by December 2019.</p>
38	SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	\$ 1,789,000	<p>Requested funds will be used to plan, design and construct traffic calming measures recommended in eleven areawide traffic calming plans, including traffic islands, speed humps, speed cushions, striping and signage, and traffic circles. See pages 3-5 of the attached allocation request form for the list of areawide plans, proposed measures, and preliminary locations. The proposed measures are in various stages of development, and some measures will proceed to construction sooner than others. SFMTA anticipates that all measures will be open for use by December 2019. This project will complete the implementation of the traffic calming backlog from prior areawide plans.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP capital]	\$ 80,000	Neighborhood Transportation Improvement (NTIP) funds will be used to design pedestrian improvements at the intersection of Elk Street and Sussex Street to improve safety and access to Glen Canyon Park. The scope includes up to three curb bulbouts, rectangular flashing beacons, and pedestrian crossing signage. Design is anticipated to be complete by June 2017 with the project open for use by September 2018.
44	SFCTA	Vision Zero Ramp Intersection Study Phase 2	\$ 100,000	Funds will leverage a Caltrans Planning Grant to develop a prioritized set of short-, medium-, and long-term safety improvements at up to ten ramp intersections in the South of Market area with some of the highest rates of injury collisions in the city. The Vision Zero Ramp Intersection Study Phase 1, funded by a District 6 NTIP planning grant, is developing low-cost, easy to implement improvements for five intersections near the SoMA Youth and Family Zone. Phase 2 will expand upon the work of Phase 1 and include a robust community outreach process to propose solutions to improve safety at a larger set of ramp intersections. We anticipate starting community outreach in June 2017 and completing the study by the end of 2018.
TOTAL			\$ 3,249,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendation
22M	SFMTA	Cable Car Propulsion Gearboxes	\$ 1,280,000	
38	SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 1,789,000	We are recommending a multi-phase allocation for planning, design and construction phases given that the traffic calming measures are in various stages of development, and multiple phases will be underway simultaneously. 5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon a 5YPP amendment to the Traffic Calming category to program \$847,877 in deobligated funds from completed projects to the subject project. See attached 5YPP amendment for details.
40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP capital]	\$ 80,000	Our recommendation includes a commitment to allocate \$325,000 in District 8 NTIP capital funds for the construction phase of the project, contingent upon completion of design.
44	SFCTA	Vision Zero Ramp Intersection Study Phase 2	\$ 100,000	
TOTAL			\$ 3,249,000	

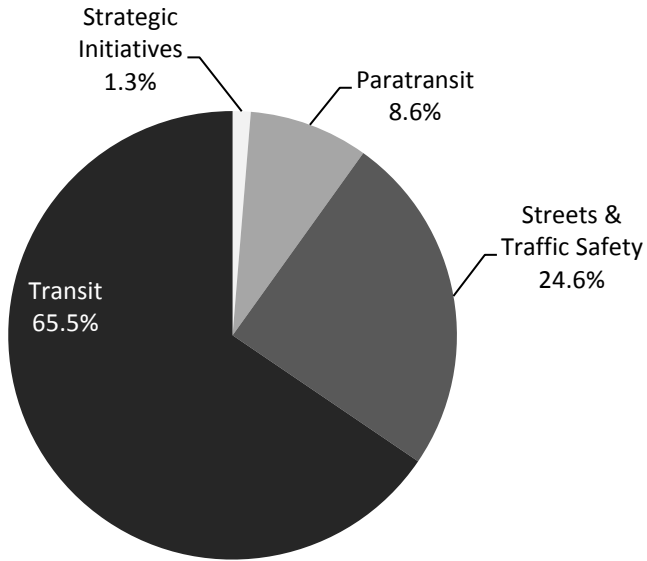
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2016/17**

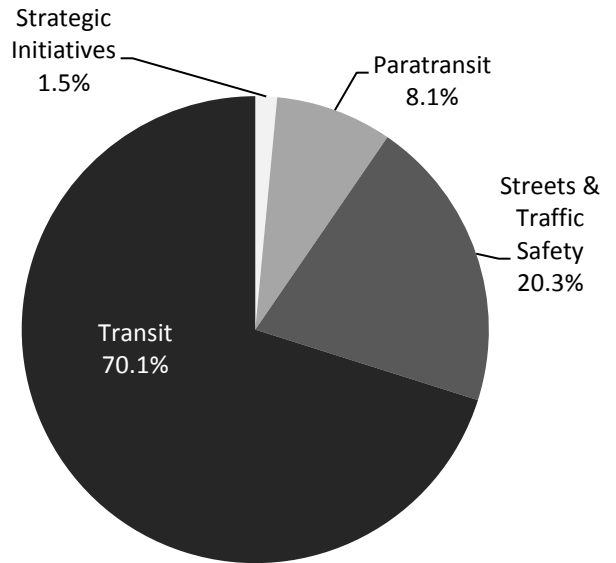
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 65,611,207	\$ 39,091,305	\$ 17,373,926	\$ 9,145,976	\$ -	\$ -
Current Request(s)	\$ 3,249,000	\$ 737,484	\$ 1,152,217	\$ 914,199	\$ 445,100	\$ -
New Total Allocations	\$ 68,860,207	\$ 39,828,789	\$ 18,526,143	\$ 10,060,175	\$ 445,100	\$ -

The above table shows maximum annual cash flow for all FY 2016/17 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



Attachment 5
Prop K Grouped Allocation Requests
November 2016 Board Action

Table of Contents

No.	Fund Source	Project Sponsor¹	Expenditure Plan Line Item/ Category Description	Project Name	Phase	Funds Requested
1	Prop K	SFMTA	Guideways - Muni	Cable Car Propulsion Gearboxes	Construction	\$ 1,280,000
2	Prop K	SFMTA	Traffic Calming	Traffic Calming Implementation (Prior Areawide Plans)	Planning, Design, Construction	\$ 1,789,000
3	Prop K	SFMTA	Pedestrian Circulation/ Safety	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP capital]	Design	\$ 80,000
4	Prop K	SFCTA	Transportation/ Land Use Coordination	Vision Zero Ramp Intersection Study Phase 2	Planning	\$ 100,000
Total Requested						\$ 3,249,000

¹ Acronyms: SFCTA (Transportation Authority), SFMTA (San Francisco Municipal Transportation Agency).



This Page Intentionally Left Blank

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

FY of Allocation Action: 2016/17

Project Name: Cable Car Propulsion Gearboxes

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

Prop K EP category: Guideways: (EP-22)

Prop K EP Line Number (Primary): 22 **Current Prop K Request:** \$ 1,280,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): District 03

REQUEST

Brief Project Description (type below)

This project will overhaul five cable car drive reduction gearboxes used to reduce the speed of the moving cables that operate the cable car system at the optimum operational level. The timely rehabilitation of the gearboxes will eliminate system failure, extend the service life of the cable car system, avoid costly repair work and provide for a safe and reliable cable car service to the residents of the city and its vital tourist sector.

Detailed Scope, Project Benefits and Community Outreach (type below)

The SFMTA operates three cable car lines in San Francisco. All of the lines operate out of the Cable Car Barn at Washington and Mason Streets, where four of the gearboxes are currently in use. The fifth gearbox is stored as a spare at the SFMTA's central storage facility on Burke Avenue. The four gearboxes targeted for overhaul have been operating at the Cable Car Barn since 1984 without a major overhaul. As a result, the performance of these gearboxes has gradually declined, posing reliability and safety issues. This project will replace all parts, bearings, seals and gaskets that are subject to wear and tear. Additional inspection to gears, shafts, and other parts will also be performed during the gearbox rehabilitation process to ensure that all defective parts are replaced.

The work will be performed by a contractor at the Cable Car Barn. To ensure high quality work, each of the newly rehabbed gearboxes will be evaluated for a period of three to six months before work is approved on the remaining gearboxes. During construction, regular cable car service will be replaced by diesel buses for about 10 consecutive days per gearbox. Community outreach will be conducted in accordance with SFMTA's public outreach guidelines.

Project Location (type below)

1580 Mason St, San Francisco

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Named Project _____

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 1,280,000 Prop AA
Strategic Plan Amount: _____

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

Project Name: Cable Car Propulsion Gearboxes

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Dec	2014	Jul-Sep	2015
Environmental Studies (PA&ED)			Oct-Dec	2016
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2016	Oct-Dec	2016
Advertise Construction	Jan-Mar	2017		
Start Construction (e.g. Award Contract)	Apr-Jun	2017		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2019
Project Completion (means last eligible expenditure)			Apr-Jun	2020

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

Categorical Exemption was issued on 10/14/2016.

Community Outreach: November 2016 and January 2017. Each cable car gearbox rehabilitation requires a 10 consecutive day cable car service shutdown to one or more cable car lines. Each rehabilitated gearbox unit will be tested, under normal operating condition, for a six-month period prior to authorization to rehabilitate the next gearbox.

> See attached Table 1: Service Impact Summary during Cable Car Service Shutdowns, showing the anticipated shutdown schedule and the service impacts to the line(s) affected by each shutdown.

> See also the attached Preliminary Communications Plan, identifying outreach audience, stakeholders and deliverables.

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

Preliminary Communications Plan
Cable Car Gearbox Rehabilitation Project

Table 1: Service Impact Summary during Cable Car Service Shutdowns

Cable Line In Order of Priority	Anticipated Shutdown Period	Service Impact to Cable Line under Reconstruction	Service Impact to other Cable Car Service
California	10 consecutive days of shutdown during April 2017	Motor coaches will provide service along the California route	Mason, Powell and Hyde cable car lines will continue to provide regular service.
Mason	10 consecutive days of shutdown during October 2017	Motor coaches will provide service along the Mason route	California, Powell and Hyde cable car lines will continue to provide regular service.
Powell	10 consecutive days of shutdown during April 2018	Motor coaches will provide service along the Powell route	California, Mason, and Hyde cable car lines will continue to provide regular service.
Hyde *	10 consecutive days of shutdown during October 2018	Motor coaches will provide service along Hyde route	California, Mason and Powell cable car lines will also be shut down. Motor coaches will provide service along these routes

*Note: The Hyde street cable line is used to move the cable cars in and out of the cable car barn. As a result, when the Hyde cable line is shutdown, service to the remaining cable car lines has to be interrupted.

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

**Preliminary Communications Plan
Cable Car Gearbox Rehabilitation Project**

Target Audience

- Cable car regular riders
- Tourists
- Hotels
- Tourist centers and travel agencies
- Merchants and neighborhoods associations in District 3
- Schools and Churches

Stakeholders

- District 3 Supervisor Aaron Peskin
- BOS, MONS and MOD
- SFMTA Board
- CAC and MAAC
- Hotel Council of San Francisco
- Union Square Merchants Association
- SF Chamber of Commerce
- Chinatown CDC
- Self-help for the Elderly
- North Beach Merchants Association
- Nob Hill Neighbors
- Russian Hill Community Association
- North Beach Chamber of Commerce
- Late Night Transportation Working Group
- SF Travel Association
- Golden Gate Restaurant Association
- Transit Riders Union
- SF Entertainment Commission

Outreach Deliverables

- Hold open houses and presentations to communication groups, schools and churches
- Use direct mailers to update the neighborhoods along cable car lines
- Collaborate with Hotel Council and tourist center to distribute information to hotels
- Use Ambassadors to distribute flyers to hotels
- Post customer alerts at cable car stops
- Deploy Ambassadors at critical stops
- E blast project updates to cable car customers
- Notify 311, 511, MAAC, CAC, BOS, MOD and MONS
- Create and update the webpage
- Post on social media – Twitter, Facebook and blog
- Send Digital Muni Alerts
- Email notice to advocacy groups for people with disabilities (work with Accessible Services)

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

Project Name: Cable Car Propulsion Gearboxes

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total	% of Total
Prop K	\$ -	\$ 1,280,000	\$ -	\$ 1,280,000	20%
Prop AA	\$ -	\$ -	\$ -	\$ -	
FTA FY17	\$ 5,120,000		\$ -	\$ 5,120,000	80%
	\$ -	\$ -	\$ -	\$ -	
	\$ -	\$ -	\$ -	\$ -	
	\$ -	\$ -	\$ -	\$ -	
Total:	\$ 5,120,000	\$ 1,280,000	\$ -	\$ 6,400,000	

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total	% of Total
Prop K	\$ -	\$ 1,280,000	\$ -	\$ 1,280,000	18%
Prop AA	\$ -	\$ -	\$ -	\$ -	
FTA FY 17	\$ 5,689,691		\$ -	\$ 5,689,691	82%
	\$ -	\$ -	\$ -	\$ -	
	\$ -	\$ -	\$ -	\$ -	
	\$ -	\$ -	\$ -	\$ -	
	\$ -	\$ -	\$ -	\$ -	
Total:	\$ 5,689,691	\$ 1,280,000	\$ -	\$ 6,969,691	

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

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) 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.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 113,939	\$ -		Actual cost
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 455,752	\$ -	\$ -	Actual costs and engineer's estimate of cost to complete
Construction (CON)	\$ 6,400,000	\$ 1,280,000	\$ -	Engineer's estimate
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 6,969,691	\$ 1,280,000	\$ -	

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

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 117,000	\$ 465,000	\$ 465,000	\$ 233,000	\$ -	\$ 1,280,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Cable Car Propulsion Gearboxes

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	
1. Contract ¹	\$ 3,600,000				\$ 3,600,000	
2. Construction Management/Support	\$ 306,000	8.5%	\$ -	\$ 306,000		
3. SFMTA Engineering + PM Support	\$ 224,000	6%		\$ 224,000		
4. SFMTA Operations & Maintenance Support ²	\$ 1,300,000	36%		\$ 1,300,000		
5. Other Direct Costs ³	\$ 390,000	11%	\$ -	\$ 390,000		
6. Contingency	\$ 580,000	16%	\$ -	\$ 580,000		
TOTAL CONSTRUCTION PHASE	\$ 6,400,000		\$ -	\$ 2,800,000	\$ 3,600,000	

¹ See next page for contract major line item budget.

² The SFMTA Operations and Maintenance Support line item includes funding for temporary bus substitutions, transit inspectors and operators costs.

³ Cable Car Bam crane operation and inspection supports

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

Cable Car Barn Propulsion Gearbox
Contract Major Line Item Budget

<i>Note:</i>	LS = Lump Sum, EA = Each, AL = Allowance					
Ref. No.	Bid Item No.	Bid Item Description	Estimated Quantity	Unit	Unit Price	Total Amount
G	1	Mobilization and Demobilization				\$107,000
	1	Spare Gearbox	1	EA	300,000	\$336,000
	2	California Gearbox	1	EA	650,000	\$728,000
	3	Powell Gearbox	1	EA	300,000	\$336,000
	4	Mason Gearbox	1	EA	300,000	\$336,000
	5	Hyde Gearbox	1	EA	300,000	\$336,000
	6	Temporary Barriers	4	EA	2,000	\$8,960
	7	Maintenance Service	1	LS	60,000	\$67,200
A	1	Allowance to Furnish and Install Additional Gearset	---	AL	---	\$392,000
A	2	Allowance to Furnish and Install Additional shafts	---	AL	---	\$67,200
A	3	Allowance for Housing Repairs	---	AL	---	\$22,400
A	4	Allowance for Differing Site Conditions	---	AL	---	\$824,040
A	5	Agency's Share of Partnering Cost	---	AL	---	\$11,200
A	6	Allowance for Reimbursable Expenses	---	AL	---	\$28,000
		TOTAL				\$3,600,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 10/18/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: Cable Car Propulsion Gearboxes

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

		Action	Amount	Phase
Funding Recommended:		Prop K Allocation	\$ 1,280,000	Construction (CON)
		Total:	\$ 1,280,000	

Total Prop K Funds: \$ 1,280,000 **Total Prop AA Funds:** \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 12/31/2020 **Eligible expenses must be incurred prior to this date.**

		Action	Amount	Fiscal Year	Phase
Future Commitment:					

Trigger:

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 10/18/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: Cable Car Propulsion Gearboxes

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Deliverables:

1. Over the course of the project quarterly progress reports should include 2-3 photos of work in progress for recent activities.
2. Upon project completion, provide 2-3 digital photos of completed work.
3. _____
4. _____
5. _____

Special Conditions:

1. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$1,280,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
3. _____

Notes:

1. _____
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	80.00%	No Prop AA
Actual Leveraging - This Project	81.63%	No Prop AA

SFCTA Project

Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI

SGA Project Number: 122-910xxx **Name:** Cable Car Propulsion Gearboxes

Phase: _____ **Fund Share:** 20.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$117,000	\$465,000	\$ 465,000	\$ 233,000		\$1,280,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 1,280,000

Current Prop AA Request: \$ -

Project Name: Cable Car Propulsion Gearboxes

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p>
<p>EG</p>

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Robert Mau

Elias Girma

Title: Project Manager

Principal Analyst

Phone: 415-701-4509

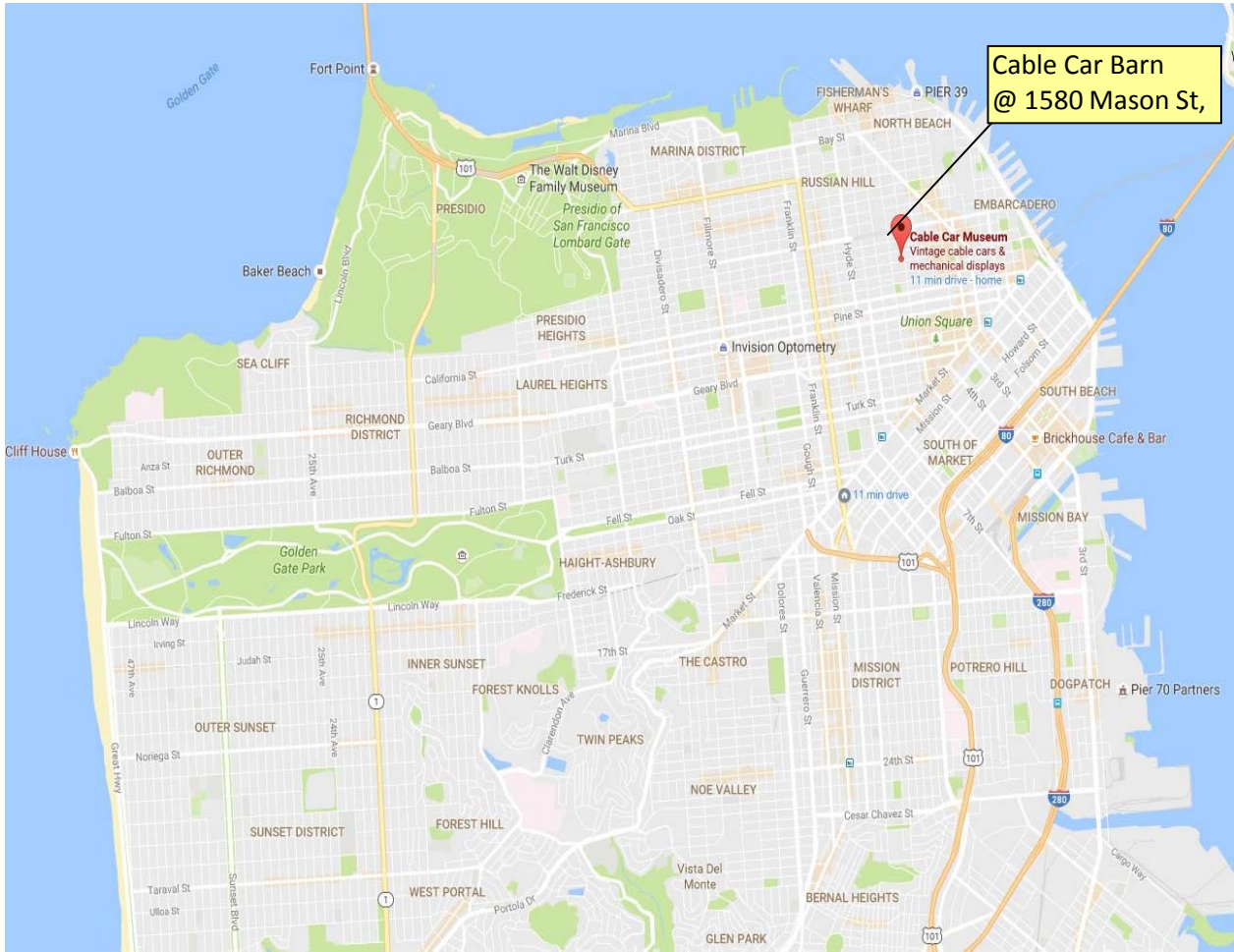
401-701-4634

Email: robert.mau@sfmta.com

elias.girma@sfmta.com

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

Map of Project Facility





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

FY of Allocation Action: 2016/17

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Traffic Calming: (EP-38)

Prop K EP Line Number (Primary): 38 Current Prop K Request: \$1,789,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ _____ -

Supervisorial District(s): Citywide

REQUEST

Brief Project Description (type below)

Plan, design and construct traffic calming measures recommended in various areawide traffic calming plans, including traffic islands, speed humps, speed cushions, striping and signage, and traffic circles.

Detailed Scope, Project Benefits and Community Outreach (type below) See separate scope.

Please see attached Word document.

Project Location (type below)

Various locations citywide

Project Phase (select dropdown below)

Multiple Phases

Map or Drawings Attached? No

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? Named Project

Is the requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan? Greater than Programmed Amount

Prop K 5YPP Amount: \$ 941,123 Prop AA Strategic Plan Amount: _____

Please describe and justify the necessary amendment:

The SFMTA proposes to fund this request by programming \$847,877 in deobligated funds from projects completed under budget in the Traffic Calming 5-Year Prioritization Program to this project.

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

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of \$1,789,196 in Prop K funds for the Backlog of Areawide Traffic Calming Improvements. This allocation will cover citywide planning recommendations for traffic calming devices, project development including balloting and targeted community outreach where needed, conceptual engineering and detailed design of traffic calming measures, as required. This allocation will also cover the construction phase of the projects. The SFMTA is requesting planning, design and construction simultaneously because of the unique nature of this program.

Project Background

The list of remaining ‘backlog’ traffic calming projects to be implemented have already been determined through planning processes described below. Currently the projects are in various stages of development. Planning phases for the traffic calming devices will have various lengths depending on neighborhood needs and type of traffic calming device. Therefore, some devices will be construction-ready much earlier than others. The SFMTA requests the ability to use funds for multiple phases simultaneously in order to increase efficiency with project delivery.

The Livable Streets Subdivision of the SFMTA completed 16 separate Areawide Traffic Calming Projects between 2003 and 2015. These plans involved extensive community input including community walkthroughs, site visits, public meetings and outreach to local businesses and other stakeholders. The following neighborhoods participated in this process:

- Bayview
- Bernal/Precita
- Buena Vista
- Central Richmond
- Clayton
- Dewey
- Excelsior
- Fillmore
- Inner Sunset
- Laurel Heights/Jordan Park
- Potrero Hill
- Randolph/Broad
- San Jose
- Silver Terrace
- St. Francis Wood
- Sunnyside
- Visitation Valley

This current allocation requests funding for projects that were identified in eleven of these studies and will complete implementation of all remaining backlog measures.

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

Scope

The following deliverables will result from this allocation request:

Areawide Plan	Preliminary Location	Measure	Quantity
Bayview	Jerrold Avenue from Quint Street to Phelps Street	Speed Cushion	2
Buena Vista	Roosevelt Way from Museum Way to 15 th Street	Speed Cushion	2
Buena Vista	Buena Vista Terrace and Buena Vista Avenue	Traffic Island	1
Buena Vista	Roosevelt Way and 17 th Street	Traffic Island	1
Central Richmond	15 th Avenue and California Street	Traffic Island	2
Central Richmond	21 st Avenue and Lake Street	Traffic Island	2
Central Richmond	24 th Avenue and Anza Street	Traffic Island	5
Central Richmond	24 th Avenue and Lake Street	Traffic Island	2
Dewey	Pacheco Street and Castenada Avenue	Traffic Island	1
Dewey	Pacheco Street and Dewey Boulevard	Traffic Island	1
Dewey	Pacheco Street and Sola	Traffic Island	1
Dewey	Taraval Street and Forest Side Avenue	Traffic Island	1
Dewey	Taraval Street and Wawona Street	Traffic Island	1
Dewey	10 th Avenue from Quintara Street to Pacheco Street	Speed Cushion	2
Dewey	9 th Avenue from Moraga Street to Noriega Street	Speed Cushion	2
Dewey	9 th Avenue from Noriega Street to Ortega Street	Speed Cushion	2
Dewey	8 th Avenue from Noriega Street to Ortega Street	Speed Hump	2
Dewey	Magellan Avenue from 12 th Avenue to Cortes Avenue	Speed Hump	1
Dewey	Magellan Avenue from Cortes Avenue to Montalvo Avenue	Speed Hump	1
Dewey	Magellan Avenue from Montalvo Avenue to Dorantes Avenue	Speed Hump	2
Dewey	Magellan Avenue from Pacheco Street to Sola Avenue	Speed Hump	1
Dewey	Merced Avenue from Garcia Avenue to Laguna Honda Boulevard	Speed Hump	1
Dewey	Pacheco Street from Alton Avenue to Lopez Avenue	Speed Hump	1
Dewey	Pacheco Street from Marcela Avenue to Magellan Avenue	Speed Hump	1
Dewey	Magellan Avenue and Montalvo Avenue	Striping and Signage	1
Dewey	Pacheco Street and Dewey Boulevard	Striping and Signage	1
Dewey	Final location to be determined	Infrastructure Project*	1

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

Areawide Plan	Preliminary Location	Measure	Quantity
Jordan Park/Laurel Heights	Euclid Avenue and Heather Avenue	Traffic Island	2
Jordan Park/Laurel Heights	Euclid Avenue and Iris Avenue	Traffic Island	2
Jordan Park/Laurel Heights	Euclid Avenue and Laurel Street	Traffic Island	2
Jordan Park/Laurel Heights	Euclid Avenue and Spruce Street	Traffic Island	2
Jordan Park/Laurel Heights	Euclid Avenue and Manzanita Avenue	Traffic Island	2
Jordan Park/Laurel Heights	Parker Avenue and California Street	Traffic Island	1
Jordan Park/Laurel Heights	Euclid Avenue and Collins Street	Traffic Circle	1
Jordan Park/Laurel Heights	Euclid Avenue and Parker Avenue	Traffic Circle	1
Jordan Park/Laurel Heights	Final location to be determined	Striping and Signage	1
Jordan Park/Laurel Heights	Final locations to be determined	Speed Hump	5
Potrero Hill	Mariposa Street and Mississippi Street	Traffic Island	1
Potrero Hill	Vermont Avenue from Mariposa Street to 17 th Street	Striping and Signage	1
Randolph/Broad	19 th Avenue from Randolph Street to Broad Street	Striping and Signage	1
San Jose	Final locations to be determined	Speed Cushion	4
San Jose	Final locations to be determined	Speed Hump	2
Sunnyside	Joost Avenue and Acadia Street	Traffic Island	1
Teresita	Teresita from Fowler to Foerster	Speed Cushion	4
West Portal	Final locations to be determined	Traffic Island	5
West Portal	14 th Avenue from Vicente Street to Ulloa Street	Striping and Signage	1
Visitation Valley	Final locations to be determined	Infrastructure Project*	1

Summary by the Areawide Plan:

Areawide Plan (District)	Traffic Calming Measure	Number of Measure(s)
Bayview (D10)	Speed Cushion	2
Buena Vista (D8)	Speed Cushion	2
	Traffic Island	2
Central Richmond (D1)	Traffic Island	11
Dewey (D7)	Traffic Island	6
	Speed Cushion	6
	Speed Hump	11
	Striping and Signage	2

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

Areawide Plan (District)	Traffic Calming Measure	Number of Measure(s)
	Infrastructure Project*	1
Jordan Park/Laurel Heights (D1, 2, 5)	Traffic Island	11
	Speed Hump	5
	Traffic Circle	2
	Striping and Signage	1
Potrero Hill (D10)	Traffic Island	1
	Striping and Signage	1
Randolph/Broad (D11)	Striping and Signage	1
San Jose (D8)	Speed Cushion	4
	Speed Hump	2
Sunnyside (D7)	Traffic Island	1
Teresita (D7)	Speed Cushion	4
Visitacion Valley (D10)	Infrastructure Project*	1
West Portal (D7)	Traffic Island	5
	Striping and Signage	1

* Infrastructure Projects planned for Dewey and Visitacion Valley do not yet have finalized measures. The complex nature of the projects requires substantial planning and may include measures such as sidewalk bulbs, traffic circles and/or traffic islands.

Tasks associated with each of the phases include:

Planning (SFMTA)

- Review project background and confirm location.
- Send ballots and notification letters to the affected area for each proposed speed hump and speed cushion.
- Following a majority of support in ballot results, complete legislative requirements and attend public hearing.
- Communicate with neighborhood stakeholders and elected officials regarding plans for implementation.
- If necessary, hold community meetings to discuss project.

Design

- Identify preferred location and design for all traffic calming devices.
- Update striping drawings.
- Coordinate with San Francisco Public Works (SFPW) to conduct detailed design, which is required for some of the measures such as traffic circles.

Construction

- Coordinate with SFPW to conduct the construction work.

Environmental

As a condition of this allocation, the SFMTA acknowledges that environmental review has not been done. Prior to approval of the project, SFMTA will conduct review under the California Environmental Protection Act (CEQA). SFMTA shall not proceed with the approval of the project until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Transportation Authority with documentation confirming that CEQA review has been completed.

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

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Dec	2016	Oct-Dec	2017
Environmental Studies (PA&ED)	Oct-Dec	2016	Jan-Mar	2018
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2017	Jan-Mar	2018
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2019
Project Completion (means last eligible expenditure)			Apr-Jun	2020

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

Given the prior areawide planning efforts and the implementation focus of this project, general community outreach will be minimal. Each speed hump will be ballotted by residents in the affected area prior to an Engineering Public Hearing, and stakeholders will be engaged in advance of design for 'larger' traffic calming measures such as traffic circles.

Construction for all traffic calming projects are coordinated with other citywide efforts.

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

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 847,877	\$ 941,123	\$ -	\$ 1,789,000
Prop AA	\$ -	\$ -	\$ -	\$ -
Total:	\$ 847,877	\$ 941,123	\$ -	\$ 1,789,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ -	\$ -	\$ -
Prop AA	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) 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.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 180,733	\$ 180,733		Based on prior similar work
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 335,670	\$ 335,670	\$ -	Based on prior similar work
Construction (CON)	\$ 1,272,598	\$ 1,272,598	\$ -	Based on prior similar work
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 1,789,000	\$ 1,789,000	\$ -	

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

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

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

Phase: Planning/Conceptual Engineering (PLAN)

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 180,733	\$ -	\$ -	\$ -	\$ -	\$ 180,733
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase: Design Engineering (PS&E)

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ 335,670	\$ -	\$ -	\$ -	\$ 335,670
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase: Construction (CON)

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -	\$ 636,299	\$ 636,298	\$ -	\$ -	\$ 1,272,597
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY BY PHASE

	TOTAL SFMTA (Planning, Design, and Construction Support)	TOTAL SFPW (Construction Materials & Labor)	TOTAL PROJECT COSTS (current request)	% of CONSTRUCTION
A. Planning	\$ 180,733		\$ 180,733	14%
B. Design	\$ 335,670		\$ 335,670	26%
C. Construction	\$ 60,848	\$ 1,211,750	\$ 1,272,598	
TOTAL	\$ 577,250	\$ 1,211,750	\$ 1,789,000	

MFB=Mandatory Fringe Benefits FTE=Full Time Equivalent

A. Planning

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
Manager VIII 9182	\$ 191,321	\$ 97,616	\$ 288,937	\$ 260,332	\$ 549,269	6	0.003	\$ 1,488
Sr. Engineer (5211)	\$ 164,495	\$ 82,472	\$ 246,967	\$ 222,517	\$ 469,484	35	0.017	\$ 7,888
Engineer (5241)/Transit Planner IV (5290)	\$ 142,117	\$ 73,142	\$ 215,259	\$ 193,948	\$ 409,207	169	0.081	\$ 33,267
Associate Engineer (5207)/Transit Planner III (5289)	\$ 122,760	\$ 65,072	\$ 187,832	\$ 169,237	\$ 357,069	225	0.108	\$ 38,704
Assistant Engineer (5203)/ Transit Planner II (5288)	\$ 105,545	\$ 58,402	\$ 163,947	\$ 147,716	\$ 311,663	479	0.230	\$ 71,788
Engineering Associate II (5366)	\$ 101,015	\$ 56,492	\$ 157,507	\$ 141,914	\$ 299,421	3	0.002	\$ 487
Senior Clerk (1406)	\$ 58,396	\$ 38,366	\$ 96,762	\$ 87,183	\$ 183,945	135	0.065	\$ 11,963
Intern (5381)	\$ 59,169	\$ 38,845	\$ 98,014	\$ 88,311	\$ 186,325	169	0.081	\$ 15,147
				PLANNING LABOR SUBTOTAL		1,222	0.587	\$ 180,733

B. DESIGN

Budget Line Item	Totals
Total Labor (SFMTA)	\$ 335,670
TOTAL PHASE	\$ 335,670

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

C. CONSTRUCTION				
Budget Line Item	Totals	% of contract	SFMTA	SFPW
1. Construction Materials & Labor	\$ 1,102,000			\$ 1,102,000 *
2. Construction Management/Support	\$ 60,848	6%	\$ 60,848	
3. Contingency	\$ 109,750	10%	\$ 109,750	
TOTAL CONSTRUCTION PHASE	\$ 1,272,598		\$ 60,848	\$ 1,211,750

* Construction Materials & Labor (includes SFPW labor & materials and SFMTA materials)	Unit Cost	# Units	Total
Chicanes or Islands	\$ 15,000	37	\$ 555,000
Speed Humps	\$ 5,500	18	\$ 99,000
Speed Cushions	\$ 6,000	18	\$ 108,000
Striping and Signage	\$ 19,000	6	\$ 114,000
Traffic Circles	\$ 40,000	2	\$ 80,000
Infrastructure Projects	\$ 73,000	2	\$ 146,000
CONSTRUCTION MATERIALS & LABOR SUBTOTAL			\$ 1,102,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 10.18.16 **Res. No.:** _____ **Res. Date:** _____

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 180,733	Planning/Conceptual Engineering (PLAN)
	Prop K Allocation	\$ 335,670	Design Engineering (PS&E)
	Prop K Allocation	\$ 1,272,598	Construction (CON)
	Total:	\$ 1,789,000	

Total Prop K Funds: \$ 1,789,000 **Total Prop AA Funds:** \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations: Multi-phase allocation is recommended given concurrent phases.

Fund Expiration Date: 6/30/2020 **Eligible expenses must be incurred prior to this date.**

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger:

Deliverables:

1. Quarterly progress reports shall provide the status of traffic calming measure(s) (e.g. in design, work order issued, construction complete).
2. With each quarterly progress report, provide 2-3 digital photos of different locations where work was completed that quarter.

Special Conditions:

1. The recommended allocation is contingent upon a concurrent Traffic Calming 5YPP amendment. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 10.18.16 **Res. No:** _____ **Res. Date:** _____

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Notes:

1. Regarding the Fiscal Year Cash Flow Distribution by Phase, cash flow can exceed what is listed below for a given phase as long as the total cash flow for the fiscal year does not exceed \$515,484 in FY 2016/17, \$637,217 in FY 2017/18, \$424,199 in FY 2018/19, and \$212,100 in FY 2019/20.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project P&PD
Reviewer: _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 10.18.16 **Res. No:** _____ **Res. Date:** _____

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 138-xxxx **Name:** Traffic Calming Implementation (Prior Areawide Plans) - Planning

Phase: Planning/Conceptual Engineering (PLAN) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$135,550	\$45,183				\$180,733

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 138-xxxx **Name:** Traffic Calming Implementation (Prior Areawide Plans) - Design

Phase: Design Engineering (PS&E) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$167,835	\$167,835				\$335,670

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 138-xxxx **Name:** Traffic Calming Implementation (Prior Areawide Plans) - Construction

Phase: Construction (CON) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$212,100	\$424,199	\$424,199	\$212,100		\$1,272,597

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 1,789,000
Current Prop AA Request: \$ -

Project Name: Traffic Calming Implementation (Prior Areawide Plans)

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p>
<p>RLH</p>

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Becca Homa

Joel C. Goldberg

Title: Transportation Planner

Manager, Capital Procurement and Management

Phone: 415-646-2822

415-701-4499

Email: becca.homa@sfmta.com

joel.goldberg@sfmta.com

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Traffic Calming and Allocations to Date
Programming and Allocations to Date
 Pending 11/29/16 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Local/Neighborhood Track									
SFMTA	Local Track Application-Based Traffic Calming	CON	Programmed	\$364,000					\$364,000
SFMTA	Local Track Application-Based Traffic Calming ^{3,8}	PLAN/ CER	Programmed	\$0					\$0
SFMTA	Local Track Application-Based Traffic Calming ³	PLAN/ CER	Allocated		\$203,400				\$203,400
SFMTA	Local Track Application-Based Traffic Calming	PS&E	Programmed	\$41,000					\$41,000
SFMTA	Local Track Application-Based Traffic Calming ⁸	Any	Programmed		\$503,075				\$503,075
SFMTA	Local Track Application-Based Traffic Calming ⁸	PLAN/ CER	Allocated			\$213,525			\$213,525
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed			\$600,000			\$600,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed				\$600,000		\$600,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed					\$600,000	\$600,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed					\$600,000	\$600,000
SFMTA	Proactive Residential Traffic Calming Improvements	PLAN/ CER	Programmed	\$125,000					\$125,000
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Programmed		\$978,651				\$978,651
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Programmed			\$903,651			\$903,651
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Programmed				\$853,651		\$853,651
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Programmed					\$853,654	\$853,654
SFMTA	Traffic Calming Implementation (Prior Areawide Plans) ^{2,5,9,11}	PLAN, PS&E, CON	Pending	\$0		\$1,789,000			\$1,789,000
SFMTA	Traffic Calming Implementation (Prior Areawide Plans) ⁹	CON	Allocated			\$1,500,000			\$1,500,000
SFMTA	Traffic Calming Implementation (Prior Areawide Plans) ²	PS&E	Allocated	\$25,000					\$25,000
SFPW	Sloat Boulevard Pedestrian Improvements ⁵	CON	Allocated		\$122,477				\$122,477
SFMTA, other eligible	Neighborhood Transportation Improvement Program (NTIP) ^{6,12}	PS&E, CON	Programmed		\$970,000				\$970,000
SFPW	South Park Traffic Calming [NTIP Capital] ⁶	CON	Allocated			\$30,000			\$30,000

Programming and Allocations to Date

Pending 11/29/16 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Schools Track									
SEMTA	Schools Track Traffic Calming Program	PLAN/ CER	Programmed				\$44,000		\$44,000
SEMTA	Schools Track Traffic Calming Program	PS&E	Programmed				\$50,000		\$50,000
SEMTA	Schools Track Traffic Calming Program	CON	Programmed					\$110,000	\$110,000
SEMTA	Cesar Chavez Elementary Safe Routes to School	PS&E	Programmed		\$59,885				\$59,885
SEMTA	Cesar Chavez Elementary Safe Routes to School	CON	Programmed			\$37,365			\$37,365
SEMTA	Redding Elementary Safe Routes to School	PS&E	Programmed	\$18,352					\$18,352
SEMTA	Redding Elementary Safe Routes to School	CON	Programmed			\$91,760			\$91,760
SEMTA	Bessie Carmichael Safe Routes to School	PS&E	Programmed	\$115,000					\$115,000
SEMTA	Bessie Carmichael Safe Routes to School	CON	Programmed		\$68,820				\$68,820
SEMTA	John Yehall Chin Safe Routes to School ¹	PLAN/ CER	Allocated	\$40,433					\$40,433
SEMTA	John Yehall Chin Safe Routes to School ¹	PLAN/ CER	Deobligated	(\$4,433)					(\$4,433)
SEMTA	John Yehall Chin Safe Routes to School ¹	PS&E	Programmed	\$6,242					\$6,242
SEMTA	John Yehall Chin Safe Routes to School	CON	Programmed			\$20,646			\$20,646
Arterials and Commercial Corridors Track									
SEMTA	Columbus Avenue Corridor Improvements	PS&E	Programmed	\$150,000					\$150,000
SEMTA	Howard Street Streetscape ⁷	PLAN/ CER	Programmed		\$0				\$0
SEMTA	Howard Street Streetscape ⁷	PS&E	Programmed			\$120,000			\$120,000
SEMTA	Glen Park Phase 2 ⁷	PLAN/ CER	Allocated			\$260,000			\$260,000
SEMTA	Howard Street Streetscape	CON	Programmed				\$590,000		\$590,000
SEMTA	8th Street Streetscape	PS&E	Programmed		\$645,960				\$645,960
SEMTA	WalkFirst Rectangular Rapid Flashing Beacons ¹⁰	CON	Allocated			\$399,000			\$399,000
SEMTA	Arterials Track Traffic Calming Program ⁴	PLAN/ CER	Programmed	\$0					\$0
SEMTA	Arterials Track Traffic Calming Program ⁴	PLAN/ CER, PS&E	Programmed		\$77,557				\$77,557
SEMTA	Taylor Street Safety Project	PLAN	Allocated	\$220,000					\$220,000
SEMTA	Lombard Street US-101 Corridor [NTIP Capital] ⁴	PS&E	Allocated	\$138,586					\$138,586
SEMTA	Lombard Street US-101 Corridor [NTIP Capital] ⁴	CON	Allocated	\$33,000					\$33,000
SEMTA	Arterials Track Traffic Calming Program	PLAN/ CER, PS&E	Programmed			\$93,600			\$93,600

Programming and Allocations to Date

Pending 11/29/16 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Follow-the-Paving									
SEMTA	Follow-the-Paving: Spot Improvements	CON	Programmed	\$100,000					\$100,000
SEMTA	Follow-the-Paving: Spot Improvements	CON	Programmed			\$100,000			\$100,000
SEMTA	Follow-the-Paving: Spot Improvements	CON	Programmed					\$100,000	\$100,000
SEMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed	\$49,100					\$49,100
SFPW	San Jose Avenue Follow the Paving	CON	Allocated	\$250,900					\$250,900
SEMTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Programmed		\$75,000				\$75,000
SEMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed			\$100,000			\$100,000
SEMTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Programmed				\$75,000		\$75,000
SEMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed					\$33,600	\$33,600
Total Programmed in 5YPP				\$1,280,594	\$4,096,411	\$6,258,547	\$2,212,651	\$1,697,254	\$15,545,457

Total Allocated and Pending in 5YPP		\$316,333	\$717,463	\$4,191,525	\$0	\$0	\$5,225,321
Total Deobligated from Prior 5YPP Cycles **		(\$4,433)	\$0	\$0	\$0	\$0	(\$4,433)
Total Unallocated in 5YPP		\$968,694	\$3,378,948	\$2,067,022	\$2,212,651	\$1,697,254	\$10,324,569

Total Programmed in 2014 Strategic Plan		\$4,268,627	\$3,877,459	\$2,247,022	\$2,212,651	\$1,697,254	\$14,303,013
Deobligated from Prior 5YPP Cycles **		\$1,374,461					\$1,374,461
Cumulative Remaining Programming Capacity		\$4,362,494	\$4,143,542	\$132,017	\$132,017	\$132,017	\$132,017

Programmed
Pending Allocation / Appropriation
Board Approved Allocation / Appropriation

Programming and Allocations to Date

Pending 11/29/16 Board

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	

FOOTNOTES:

- ¹ 5YPP amendment to add \$28,758 for the planning/conceptual engineering phase of John Yehall Chin Safe Routes to School (Resolution 15-017, 11.25.14)
John Yehall Chin Safe Routes to School: Reduced programming for the design phase in FY 2014/15 from \$35,000 to \$6,242 to fund the project's planning/conceptual engineering phase.
- ² 5YPP amendment to reprogram \$25,000 in FY 14/15 funds currently programmed to the construction phase of "Traffic Calming Implementation (Prior Area-wide Plans)" to the design phase.
- ³ Local Track Application-Based Traffic Calming funds from Fiscal Year 2014/15 (\$203,476) were allocated to Local Track Application-Based Traffic Calming in Fiscal Year 2015/16.
- ⁴ 5YPP amendment to fund the Lombard Street US-101 Corridor [NTIP Capital] (Resolution 16-06, 7/28/15)
Arterials Track Traffic Calming Program: Reduced programming for the planning/conceptual engineering phase in FY 2014/15 from \$100,000 to \$0 and in FY 2015/16 from \$369,143 to \$297,557.
Lombard Street US-101 Corridor [NTIP Capital]: Added project with \$138,586 for the design phase and \$33,000 for the construction phase in FY 2015/16.
- ⁵ 5YPP amendment to fund Sloat Boulevard Pedestrian Improvements (Resolution 16-28, 12.15.15)
Traffic Calming Implementation (Prior Area-wide Plans): Reduced programming for construction phase in FY 2014/15 from \$2,563,600 to \$2,441,123.
Sloat Boulevard Pedestrian Improvements: Added project with \$122,477 for the construction phase in FY 2015/16.
- ⁶ 5YPP amendment to fund construction phase of South Park Traffic Calming (Resolution 17-002, 7/26/16)
Neighborhood Transportation Improvement Program (NTIP) design or construction: Reduced placeholder from \$1,000,000 in FY 2016/17 to \$970,000.
South Park Traffic Calming [NTIP Capital]: Added project with \$30,000 in FY 2016/17 construction funds.
- ⁷ 5YPP amendment to fund planning phase of Glen Park Phase 2 (Resolution 17-002, 7/26/16)
Howard Streetscape Improvement: Reduced from \$80,000 to zero in FY 15/16 and from \$300,000 to \$120,000 in FY 16/17.
Glen Park Phase 2: Added project with \$260,000 in FY 2016/17 planning funds.
- ⁸ Local Track Application-Based Traffic Calming funds from FY 2014/15 (\$116,600) and from FY 2015/16 (\$96,925) were allocated to Local Track Application-Based Traffic Calming in FY 2016/17.
- ⁹ Traffic Calming Implementation (Prior Area-wide Plans) funds from FY 2014/15 (\$1,500,000) were allocated to Traffic Calming Implementation (Prior Area-wide Plans) in FY 2016/17.
- ¹⁰ 5YPP amendment to fund WalkFirst Rectangular Rapid Flashing Beacons (Resolution 17-07, 9/27/16)
Cumulative Remaining Programming Capacity: Reduced from \$1,378,894 to \$979,894. (Source: deobligated funds from previous 5YPP cycles)
WalkFirst Rectangular Rapid Flashing Beacons: Added project with \$399,000 in FY2016/17 construction funds.
- ¹¹ 5YPP amendment to fund Traffic Calming Implementation (Prior Area-wide Plans) (Resolution 17-xx, 10/25/16)
Cumulative Remaining Programming Capacity: Reduced from \$979,894 to \$132,017. (Source: deobligated funds from previous 5YPP cycles)
Traffic Calming Implementation (Prior Area-wide Plans): Fiscal Year 2014/15 funds (\$941,123) were allocated in Fiscal Year 2016/17, and the planning and design phases were added.

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

FY of Allocation Action: 2016/17

Project Name: Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Pedestrian Circulation/Safety: (EP-40)

Prop K EP Line Number (Primary): 40 **Current Prop K Request:** \$ 80,000

Prop K Other EP Line Numbers: _____

Supervisorial District(s): District 08

REQUEST

Brief Project Description (type below)

Pedestrian safety improvements at the intersection of Elk and Sussex Streets. Improvements may include up to three bulbouts, rectangular rapid flashing beacons, and pedestrian crossing signage to improve safety and access to Glen Canyon Park.

Detailed Scope, Project Benefits and Community Outreach (type below)

The intersection of Elk and Sussex Streets is adjacent to Glen Canyon Park and a stairway provides pedestrian access from the intersection into the park. Improvements have recently been completed to the park as part of the Glen Canyon Park Improvement Plan, and renovations are currently underway for the recreation center located within the park. As part of these plans, conceptual pedestrian improvements were proposed at the intersection of Elk and Sussex Streets. The community, through the Glen Park Neighborhood Association, have also submitted requests to the SFMTA and the district supervisor for pedestrian safety improvements to this intersection. This project will include preliminary design for the bulbouts to be completed by SFMTA Livable Streets, and 100% detailed design to be completed by SFPW.

This project is recommended by Supervisor Wiener as a District 8 Neighborhood Transportation Improvement Program (NTIP) capital project. The Transportation Authority's NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs.

Project Location (type below)

Elk Street at Sussex Street

Project Phase (select dropdown below)

Design Engineering (PS&E)

Map or Drawings Attached? Yes No

Other Items Attached? Yes No

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

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Project Drawn From Placeholder

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 711,480 Prop AA
Strategic Plan
Amount:

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

Project Name: Elk Street at Sussex Street Pedestrian Safety Improvements [NTI]

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Oct-Dec	2016	Oct-Dec	2016
Right-of-Way				
Design Engineering (PS&E)	Oct-Dec	2016	Apr-Jun	2017
Advertise Construction	Jul-Sep	2017		
Start Construction (e.g. Award Contract)	Oct-Dec	2017		
Operations (i.e., paratransit)				
Open for Use			Jul-Sep	2018
Project Completion (means last eligible expenditure)			Oct-Dec	2018

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

Jan-Mar 2017: Identify Preferred Alternative / Environmental Clearance, including outreach to Glen Park Neighborhood Association and Engineering Public Hearing(s) for project legislation/approval

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

Project Name: Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 80,000		\$ -	\$ 80,000
Total:	\$ 80,000	\$ -	\$ -	\$ 80,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 405,000		\$ -	\$ 405,000
Total:	\$ 405,000	\$ -	\$ -	\$ 405,000

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) 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.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 80,000	\$ 80,000	\$ -	25% of Construction Cost Estimate
Construction (CON)	\$ 325,000	\$ -	\$ -	Preliminary Construction Estimates for Bulbouts and Flashing Beacon
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 405,000	\$ 80,000	\$ -	

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

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

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (Instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 80,000		\$ -	\$ -	\$ -	\$ 80,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]

MAJOR LINE ITEM BUDGET

ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 75,000	
2. Consultant	\$ -	
3. Other Direct Costs	\$ -	
4. Contingency	\$ 5,000	7%
TOTAL PHASE	\$ 80,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 10,000
SFPW	\$ 65,000
TOTAL	\$ 75,000

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

CONSTRUCTION (Subject of future request/Commitment to Allocate)

PRELIMINARY CONSTRUCTION ESTIMATE

Diamond Heights Blvd and Sussex St
 Bulb-out Const. @ NE and SE Corners

Prepared By: CG
 Checked By:
 Date:

Assumptions: Substantial/Full intersection base repair, No Sewer or Water work

Bid Item	Bid Item Description	Estimated Quantity	Unit	Unit Price	Extension
R-1	Full Depth Planning Per 2" Depth of Cut	1,120	SF	\$2.00	\$2,240.00
R-2	Asphalt Concrete (Type a, 1/2 Inch Maximum With Medium Grading)	14	TON	\$200.00	\$2,800.00
R-3	8-Inch Thick Concrete Base	1,120	SF	\$13.00	\$14,560.00
R-4	10-Inch Thick Concrete Pavement	5,000	SF	\$19.00	\$95,000.00
R-5	3-1/2-Inch Thick Concrete Sidewalk	2,205	SF	\$13.00	\$28,665.00
R-6					
R-7	6-Inch Wide Concrete Curb	116	LF	\$32.00	\$3,712.00
R-8	Combined 6-Inch Concrete Curb and 12-Inch Wide Concrete Gutter		LF	\$50.00	\$0.00
R-9	Combined 6-Inch Concrete Curb and 2-Foot Wide Concrete Gutter	30	LF	\$60.00	\$1,800.00
R-10	Concrete Curb Ramp With Concrete Detectable Surface Tiles	4	E.A.	\$3,500.00	\$14,000.00
R-11	Cast-In-Place Concrete Detectable Surface Tiles		SF	\$40.00	\$0.00
R-12	Adjust City-Owned Manhole Frame And Casting To Grade	4	E.A.	\$300.00	\$1,200.00
R-13	Adjust City-Owned Hydrant And Water Main Valve Box Casting To Grade	2	E.A.	\$100.00	\$200.00
R-14	Mobilization (5% Maximum of sum of Bid Items Above)		LS		\$8,208.85

Construction \$172,385.85
 Construction Contingency @ 30% \$51,715.76
 Total Const. Cost \$224,102.00

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 10/20/2016 **Res. No:** 17-xx **Res. Date:** 10/29/2016

Project Name: Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 80,000	Design Engineering (PS&E)
	Total:	\$ 80,000	

Total Prop K Funds: \$ 80,000

Total Prop AA Funds: \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 12/31/2017 **Eligible expenses must be incurred prior to this date.**

Future Commitment:	Action	Amount	Fiscal Year	Phase
	Prop K Allocation	\$325,000	2016/17	Construction (CON)
Trigger:	<u>Completion of design</u>			

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 10/20/2016 **Res. No:** 17-xx **Res. Date:** 10/29/2016

Project Name: Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Deliverables:

1. With the first quarterly progress report, provide 1-2 digital photos of typical before conditions.
2. Provide confirmation of the scope with the quarterly progress report following selection of the preferred alternative.
3. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page).

Special Conditions:

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
- 2.

Notes:

1. The Transportation Authority will work with SFMTA staff to advance the NTIP Capital funding request for the construction phase upon completion of design.
- 2.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	0.00%	No Prop AA

SFCTA Project P&PD
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 140-9xxxxx **Name:** Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]

Phase: Design Engineering (PS&E) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$80,000					\$80,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 80,000

Current Prop AA Request: \$ -

Project Name: Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission
Initials of sponsor staff member verifying the above statement
KEL (Kimberly Leung)

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Kimberly Leung

Joel Goldberg

Title: Associate Engineer, SSD Livable Streets

Manager Capital Grants and Procurement

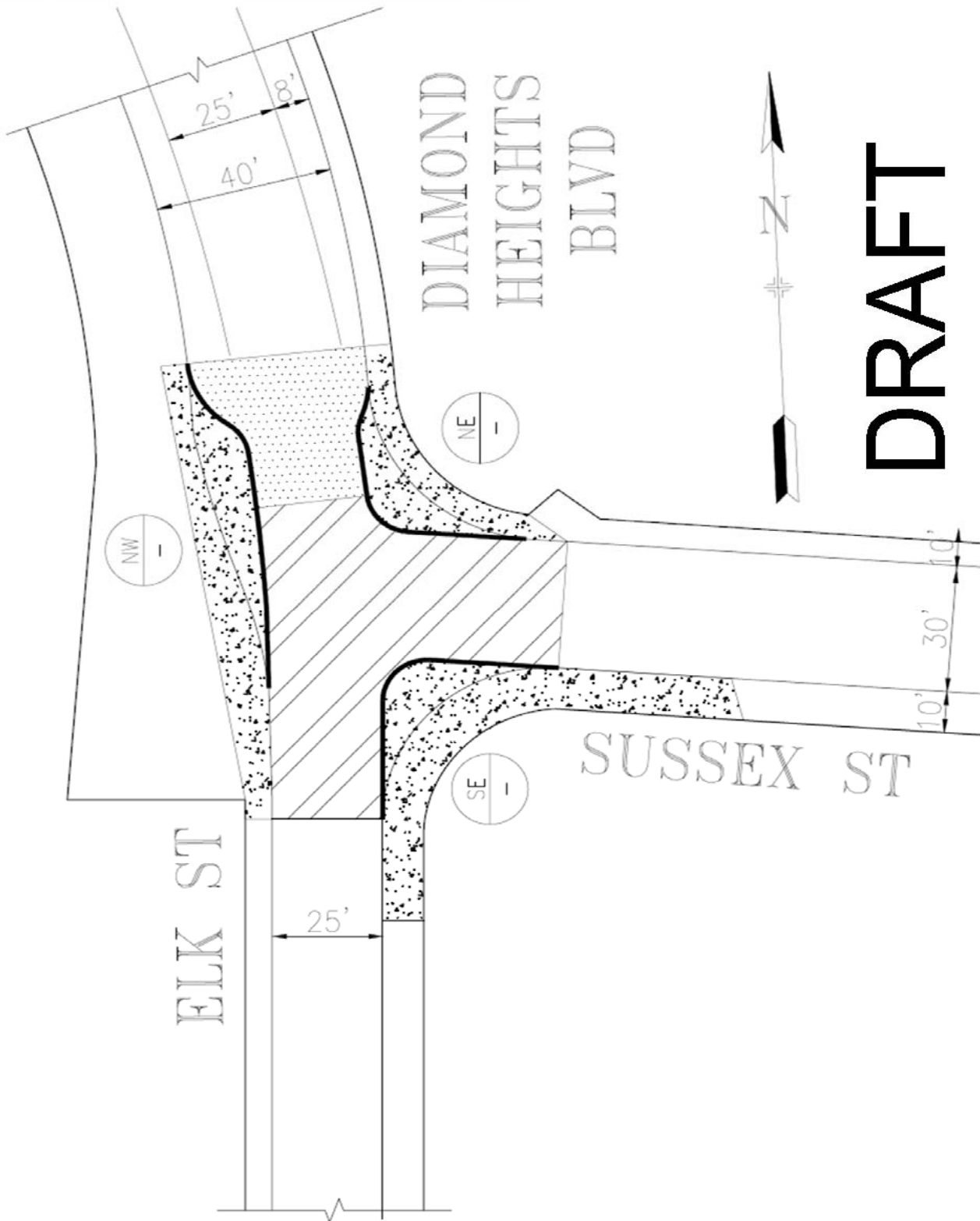
Phone: 415.701.4653

415.701.4499

Email: kimberly.leung@sfmta.com

joel.goldberg@sfmta.com

Proposed Bulbouts





This Page Intentionally Left Blank

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

FY of Allocation Action: 2016/17

Project Name: Vision Zero Ramp Intersection Study Phase 2

Grant Recipient: San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Transportation/Land Use Coordination: (EP-44)

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): District 06

REQUEST

Brief Project Description (type below)

Develop a prioritized set of short-, medium-, and long-term safety improvements at up to ten ramp intersections in the South of Market area. This planning project includes community outreach and a Technical Advisory Committee that will include Caltrans and the San Francisco Municipal Transportation Agency (SFMTA).

Detailed Scope, Project Benefits and Community Outreach (type below)

See attached.

Project Location (type below)

Ramp intersections on US 101, I-280 and I-80 in the South of Market

Project Phase (select dropdown below)

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? Project Drawn From Placeholder

Is the requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 150,000 **Prop AA Strategic Plan Amount:** _____

SCOPE OF WORK: Vision Zero Ramp Intersection Study Phase 2

INTRODUCTION

Improving safety is a top priority in San Francisco. Thirteen city agencies have passed “Vision Zero” resolutions committing to elimination of traffic injuries and fatalities by 2024 (see www.visionzerosf.org). Efforts to achieve Vision Zero have so far focused primarily on safety improvements to local city streets, and have not systematically addressed improving safety for all users where city streets intersect freeway ramps. Freeway ramp intersections in San Francisco have 1.5 times more severity-weighted¹ injuries per intersection than non-ramp intersections and three of the top five intersections (ranked by the number of severity-weighted injuries) citywide were ramp intersections.

The problem is particularly acute in the South of Market (SoMa) area, home to eight of the top ten ramp intersections in the city between 2008 and 2012 for frequency of injury collisions.² The ramp intersections in this area (see attached map) experienced nearly 300 traffic injuries combined 2008-2012, or about one every five days on average. In 2014, one ramp intersection alone (5th and Harrison Street), saw four traffic fatalities. These injuries are occurring in close proximity to sensitive land uses, such as the Bessie Carmichael Elementary School at 7th and Harrison Streets, which has had more traffic injuries and fatalities within a half mile radius than any school in California.³

The Vision Zero Ramp Intersection Study Phase 2 will develop a prioritized set of safety improvements at up to ten ramp intersections, to be selected among the approximately twenty intersections contained in the proposed South of Market Area study area (see attached map).

Through the Pedestrian Safety in SoMa Phase 1 – Youth and Family Zone Study as part of the Neighborhood Transportation Improvement Program, the San Francisco County Transportation Authority (SFCTA) is already developing short-term improvements for five intersections within SoMa and Youth and Family Special Use District (SUD). The five identified intersections are:

- 5th Street and Harrison Street
- 5th Street and Bryant Street
- 8th Street and Harrison Street
- 9th Street and Bryant Street
- 10th Street and Bryant Street.

The Phase 1 study would propose low-cost, easy to implement and short-term improvements, including pedestrian and transit bulb-outs, high visibility crosswalk striping, signal upgrades, leading pedestrian signal timing, and wayfinding signage. The proposed improvements will be shared with key stakeholders including local community-based organizations in the SoMa area. For Phase 2, the additional funding would allow development of more systematic, permanent safety fixes at a larger set of intersections through a robust community outreach process.

A strong partnership with Caltrans, which owns and operates ramp facilities and also awarded \$248,683 in Caltrans Planning Grant to this Study, is critical to the success of the Study. The project team will coordinate with Caltrans staff throughout the Study on the approach to developing and evaluating improvement concepts. The team will also work closely with neighborhood groups and organizations in the study area through an extensive public outreach effort. The SoMA is a diverse community with high proportions of

¹ Based on SWITRS traffic injury data from 2008-2012. San Francisco agencies, following guidance from the Department of Public Health, weights (e.g. multiplies) fatal and severe injuries by three when prioritizing locations for safety improvement.

² Ranking based on the number of severity-weighted injuries.

³ Source: University of California, Berkeley, Transportation Injury Mapping System, Summary Table of California Schools ranked by number of collisions 2007-2009. Marshall Elementary school, on 15th Street in San Francisco, tied with Bessie Carmichael for the top ranked school out of more than 10,000 California schools.

low-income populations – several study area intersections are within a regional Community of Concern and/or an area identified in the CalEnviroScreen tool as disadvantaged community (see attached map).

In summary, the proposed study would improve safety in a disadvantaged community suffering from very frequent traffic injuries and fatalities, and ultimately support progress towards the Vision Zero goal. It would also improve the livability of San Francisco’s fastest-growing residential neighborhood; support economic development by improving conditions in an area with rapidly growing employment; and enhance multimodal connectivity by promoting access for non-motorized users and the disabled.

RESPONSIBLE PARTIES

The SFCTA will lead the study with consultant assistance. The San Francisco Municipal Transportation Agency (SFMTA), which operates San Francisco’s local street system and Muni, will also participate in the study. The SFCTA will provide overall project and consultant management, and will be primarily responsible for all project deliverables, including consultant procurement,. The SFMTA will participate as part of the project team, provide input into all deliverables, and approve conceptual design recommendations. Caltrans will serve as a technical advisor, participate in walking audits and design charrettes, and provide input into recommended solutions.

OVERALL PROJECT OBJECTIVES

The Study objectives include:

- Improving the safety of all road users and help achieve progress towards the city’s overall goal of eliminating serious fatalities and injuries.
- Improving access for vulnerable road users, especially pedestrians, bicyclists, the elderly and disabled.
- Ensuring efficient public transit travel through ramp intersections, in line with the City’s Transit First Policy, and to support economic development in the study area.
- Anticipating growth areas and providing needed safety improvements to protect road users in advance of development.
- Balancing the need for regional and freeway-bound travel with the need for multimodal local travel.

STUDY TASKS

1. Administrative Start-Up and Project Management

Task 1.1: Project Kick-off, Scope Refinement, and Technical Advisory Committee formation

The SFCTA will hold a kick-off meeting with Caltrans staff to discuss Caltrans Planning Grant procedures and project expectations. The SFCTA will also host a kickoff meeting with a project Technical Advisory Committee comprised of staff from Caltrans, the SFMTA, the Planning Department, and the San Francisco Public Works. The SFCTA will develop a project charter to establish agency roles and responsibilities.

Task 1.2: Procure Consultant

The SFCTA will procure a consultant to assist with study tasks and deliverables.

Task 1.3: Project Reporting and Invoicing

The SFCTA will manage the project and the consultant on an ongoing basis, including submitting quarterly project reports and invoices as required by Caltrans.

- **Responsible Party:** SFCTA

Task	Deliverable
1.1	<ul style="list-style-type: none"> • <i>Kick-off meeting notes</i>

	<ul style="list-style-type: none"> • <i>Finalized scope of work</i> • <i>Project charter</i> • <i>Technical Advisory Committee (TAC) roster</i> • <i>TAC notes</i>
1.2	<i>Copy of executed consultant contract</i>
1.3	<i>Quarterly reports, invoices</i>

2. Community Outreach and Engagement

Task 2.1 Community Engagement Plan

The project team will create an outreach plan describing how the project will engage study area travelers and the surrounding communities in the planning process. This engagement plan will include strategies to reach the diverse communities within and surrounding the study area and include multilingual outreach methods. The engagement plan will also identify the information we hope to obtain through outreach, including an understanding of how community members prioritize different objectives (e.g. safety versus traffic congestion), and a sense of which types of improvements they find most and least desirable.

We expect that the engagement plan will include presentations to the Vision Zero Task Force, a group representing organizations and elected officials working to eliminate traffic deaths, other pedestrian and bicycle safety advocacy groups, and presentations for community groups active in the South of Market Area including the South of Market Community Action Network, United Playaz, the San Francisco Chapter of the National Filipino Association, and the Bessie Carmichael Elementary School Parent Teacher Organization. The study will also include, at a minimum, two public workshops at key points during the planning process, for example the development of improvement concepts and the alternatives evaluation stages.

Task 2.2 Community Outreach Events and Meetings

The project team will execute the engagement plan developed in Task 2.1, including at least two community meetings. The project team will seek participation via multiple methods such as reaching out to community groups and stakeholders, flyer, email, and direct outreach at community events.

Additional outreach meetings will be held throughout the study period with project stakeholders and community groups to refine the study goals and existing needs among other topic areas. The SFCTA will also maintain a project web page and other online presences.

- **Responsible Party:** SFCTA, with SFMTA and Consultant support

Task	Deliverables
2.1	<ul style="list-style-type: none"> • <i>Memorandum 1: Community engagement plan</i>
2.2	<ul style="list-style-type: none"> • <i>Memorandum 2: Summary of First Community Outreach Meeting</i> • <i>Memorandum 3: Summary of Second Community Outreach Meeting and Additional Outreach Activities</i>

3. Study Goals, Framework, and Existing Conditions Summary

Task 3.1 Study Goals and Framework

The Study will produce a set of planning goals to guide the prioritization of locations for improvement and the development of improvement concepts. The primary goal of the Plan is improving safety for all road users. Secondary goals are likely to include improving access for vulnerable road users (e.g. pedestrians, bicyclists, disabled), improving transit performance, improving vehicle circulation, and preparing for new

development. The Study will develop a framework to develop and evaluate concepts that meet the study goals. The framework will include identification of a set of performance measures for use in the evaluation. Performance measures will address all transportation modes, including pedestrian, bicycle, traffic, and transit. The framework will also be used to prioritize treatments for implementation, along with other considerations. The framework will be shared with community groups and the study TAC to seek their input, and a revised framework will be prepared.

Task 3.2 Existing Conditions Summary

Following development of the framework, SFCTA will document the existing transportation network and land uses in and around the study area identified in the attached map, focusing on up to ten of the approximately twenty ramp intersections in the study area. Study intersections will be selected and prioritized based on the frequency and severity of traffic collisions, improvement need, risk of collision, and other factors.

This effort will include gathering information on existing conditions including roadway and sidewalk geometries, traffic volumes, collision data, transit ridership and performance, and pedestrian and bicycle volumes. Available data will be compiled from both internal sources and other agencies, and additional data will be collected as needed; this will include any relevant data being collected for the Freeway Corridor Management Study being undertaken simultaneously by the SFCTA.

The product of this task will be a description of the study goals, framework, and performance measures and an existing conditions summary of the proposed ten study intersections.

- **Responsible Party:** SFCTA, with SFMTA and Consultant support

Task	Deliverable
3.1	<i>Memorandum 4: Study Goals and Framework</i>
3.2	<i>Memorandum 5: Existing Conditions Summary</i>

4. Improvement Concept Development

The SFCTA and SFMTA will engage the TAC, including Caltrans, in identifying safety improvement concepts first by developing a potential toolkit of measures grouped by relative cost/time to implementation, such as:

- Short-term changes such as adjustments to signal timing or striping made within existing right of way and with existing signal infrastructure. SFMTA will be primarily responsible for confirming any short-term changes, and in some cases, may be able to share short-term improvement concepts developed prior to study inception.
- Medium-term changes such as changes to signal hardware or implementation of concrete bulbouts or median islands.
- Longer-term changes that could require reconfiguring the ramp geometry.

Several meetings (up to five) will be held to discuss the toolkit and identify early on and agree on the appropriate contexts for implementation. Following development of the toolkit, SFCTA and SFMTA will organize a workshop and walking audit to review conditions at study intersections and brainstorm improvement concepts. Attendees (including Caltrans, SFCTA, and SFMTA staff) would break into teams to propose possible concepts for each intersection, and teams would share results at the conclusion of the session. Following the charrette, the study team will refine proposed improvement concepts, including developing graphic sketches, and will expand to include additional concepts if needed. References to be used in identifying potential improvements include the Caltrans Complete Intersections guide and the NACTO Urban Street Design Guide.

- **Responsible Party:** SFCTA (medium and long term concepts), SFMTA (short term concepts), with Consultant support

Task	Deliverable
4	<i>Memorandum 6: Proposed Improvement Concepts</i>

5. Concept Evaluation, Selection, Refinement, and Cost Estimates

Task 5.1: Evaluate improvement concepts

The Study will evaluate the improvement concept alternatives identified in Task 4 according to the evaluation framework and performance measures identified in Task 3, for up to ten intersections. The analysis will consider the performance of all modes, and will include a circulation analysis using the existing data and counts gathered in Task 4, as well as any relevant analysis developed through the Freeway Corridor Management Study. Potential evaluation tools to be used in the circulation analysis include Synchro and SimTraffic. Based on this evaluation, the SFCTA will recommend a preferred set of projects. A phased set of improvements (short, medium, and long-term) will be provided for each location.

Task 5.2: Refine concepts, develop conceptual designs and cost estimates

Based on the evaluation in Task 5.1 and results of public outreach, the Study will refine the design concepts for the recommended improvements. Conceptual plan view drawings will be developed for these improvements in order to develop planning-level cost estimates. The Study will produce planning-level cost estimates for all recommended projects in the preferred alternative based on individual cost elements and their per-unit costs.

- **Responsible Party:** SFCTA, with Consultant and SFMTA support

Task	Deliverable
5	<i>Memorandum 7: Evaluation of Improvement Concepts and Proposed Conceptual Designs</i>

6. Funding and Implementation Strategies

The project team will develop cost estimates and generate a funding strategy for all recommended projects. The strategy will identify funding sources likely to be available for the selected projects, including competitive sources and discretionary sources that local agencies could prioritize.

The project team will also develop an implementation strategy with executable steps for each recommended project, including additional project development, environmental clearance, and other permitting or institutional process steps required. The Study will identify packages of projects for up to ten locations to support future Caltrans approvals.

- **Responsible Party:** SFCTA, with SFMTA and Consultant

Task	Deliverable
6	• <i>Memorandum 8: Funding and Implementation Strategy</i>

7. Final Report and Presentation

The Study will summarize previous interim deliverables in a final report, including an executive summary. In addition, the Study will develop a final slide presentation to accompany the final report for purposes of

community outreach and the approval process. The report will be presented to the Transportation Authority board for adoption.

- **Responsible Party:** SFCTA, with SFMTA and Consultant support

Task	Deliverable
7	<i>Final report and slide set</i>

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

Project Name: Vision Zero Ramp Intersection Study Phase 2

ENVIRONMENTAL CLEARANCE

Environmental Type: TBD

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Mar	2017	Oct-Dec	2018
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (i.e., paratransit)				
Open for Use				
Project Completion (means last eligible expenditure)			Jan-Mar	2019

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

See below. Final products must be submitted to Caltrans no later than February 28th, 2019. Final requests for reimbursement must be submitted by April 27th, 2019.

Tasks Number	Name	Start		End	
		Month	Calendar Year	Month	Calendar Year
1	Administrative Start-Up and Project Management				
1.1	Project Kick-off	Jan	2017	Feb	2017
1.2	Procure Consultant	Jan	2017	Feb	2017
1.3	Project Management	Jan	2017	Mar	2019
2	Community Outreach and Engagement				
2.1	Community Engagement Plan	Mar	2017	May	2017
2.2	Community Outreach Events and Meetings	June	2017	May	2018
3	Study Goals, Framework, and Existing Conditions Summary				
3.1	Study Goals, Framework	Jan	2017	Apr	2017
3.2	Existing Conditions Summary	Apr	2017	Aug	2017
4	Improvement Concept Development				
5	Concept Evaluation, Selection, Refinement, and Cost Estimates	Nov	2017	Aug	2018
6	Funding and Implementation Strategies				
6	Funding and Implementation Strategies	Sept	2018	Oct	2018
7	Final Report and Presentation				
7	Final Report and Presentation	Oct	2018	Nov	2018

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

Project Name: Vision Zero Ramp Intersection Study Phase 2

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 100,000	\$ -	\$ -	\$ 100,000
Prop AA	\$ -	\$ -	\$ -	\$ -
Caltrans Planning Grant	\$ -	\$ -	\$ 248,683	\$ 248,683
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 100,000	\$ -	\$ 248,683	\$ 348,683

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ -	\$ -	\$ -
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) 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.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$348,683	\$ 100,000		based on estimated cost
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ -	\$ -	\$ -	
Operations (Paratransit)	\$ -	\$ -		
Total:	\$348,683	\$ 100,000	\$ -	

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

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 25,000	\$ 50,000	\$ 25,000	\$ -	\$ -	\$ 100,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Vision Zero Ramp Intersection Study Phase 2

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - PLANNING

BUDGET SUMMARY								
Agency	Task 1 - Project Initiation and Project Management	Task 2 - Agency Coordination and Community Outreach	Task 3 - Study Goals, Framework, and Existing Conditions	Task 4 - Improvement Concept Development	Task 5 -Concept Evaluation, Selection, Refinement, and Cost Estimates	Task 6 -Funding and Implementation Strategies	Task 7 -Final Report and Presentation	Total
SFMTA	\$ 2,166	\$ 4,308	\$ 5,744	\$ 8,268	\$ 11,140	\$ 10,770	\$ 7,921	\$ 50,317
SFCTA	\$ 15,745	\$ 17,692	\$ 14,452	\$ 16,047	\$ 32,396	\$ 13,630	\$ 21,049	\$ 131,012
Consultant	\$ 9,839	\$ 52,710	\$ 18,278	\$ 21,210	\$ 47,047	\$ 7,350	\$ 10,920	\$ 167,354
Total	\$ 27,750	\$ 74,710	\$ 38,474	\$ 45,525	\$ 90,583	\$ 31,750	\$ 39,890	\$ 348,683

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	Full-Time Equivalent (FTE)	Total
Principal Engineer	20	\$ 92.46	2.80	\$ 259	0.01	\$ 5,178
Associate Engineer	250	\$ 59.47	2.88	\$ 171	0.12	\$ 42,744
Contingency (5%)						\$ 2,396
Total	270				0.13	\$ 50,317
SFCTA						
Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total	
Deputy Director	124	\$ 94.31	2.50	\$ 235.78	0.06	\$ 29,237
Senior Planner	664	\$ 57.55	2.50	\$ 143.88	0.32	\$ 95,536
Contingency (5%)						\$ 6,239
Total	788				0.38	\$ 131,012

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

TRANSPORTATION AUTHORITY RECOMMENDATION
This section is to be completed by Transportation Authority Staff

Last Updated: 10.20.16 **Res. No:** _____ **Res. Date:** _____

Project Name: Vision Zero Ramp Intersection Study Phase 2

Grant Recipient: San Francisco County Transportation Authority

	Action	Amount	Phase
Funding Recommended:	Prop K Appropriation	\$ 100,000	Planning/Conceptual Engineering (PLAN)
	Total:	\$ 100,000	

Total Prop K Funds: \$ 100,000 **Total Prop AA Funds:** \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations: _____

Fund Expiration Date: 06/30/2019 **Eligible expenses must be incurred prior to this date.**

	Action	Amount	Fiscal Year	Phase
Future Commitment:				

Trigger: _____

Deliverables:

1. Quarterly progress reports shall contain a percent complete by task in addition to the requirements in the Standard Grant Agreement.
2. With the quarterly progress report submitted following the completion of elements of Task 2, provide a copy of the community engagement plan (June 2017) and memorandums summarizing outreach meetings and additional outreach activities (June 2017 - May 2018).
3. With the quarterly progress report submitted following the completion of Task 3 (anticipated by August 2017), provide memorandums on the Study goals and framework, and existing conditions.
4. With the quarterly progress report submitted following the completion of Task 4 (anticipated by November 2017), provide a memorandum on the proposed improvement concepts.
5. With the quarterly progress report submitted following the completion of Task 5 (anticipated by August 2018), provide a memorandum on the evaluation and proposed conceptual designs.
6. With the quarterly progress report submitted following the completion of Task 6 (anticipated by October 2018), provide a memorandum on the funding and implementation strategies for all recommended projects.
6. Prior to SFCTA Board adoption, staff will present a draft final report, including key findings, recommendations, and funding/implementation strategy to the Plans and Programs Committee. Upon project completion (anticipated by November 2018) the Board will accept or approve the final report.

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

TRANSPORTATION AUTHORITY RECOMMENDATION
This section is to be completed by Transportation Authority Staff

Last Updated: 10.20.16 **Res. No:** _____ **Res. Date:** _____

Project Name: Vision Zero Ramp Intersection Study Phase 2

Grant Recipient: San Francisco County Transportation Authority

Special Conditions:

1. _____

Notes:

1. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	71.32%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project P&PD
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco County Transportation Authority

SGA Project Number: 144-xxxxxxx **Name:** Vision Zero Ramp Intersection Study Phase 2

Phase: Planning/Conceptual Engineering (PLAN) **Fund Share:** 28.68%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$25,000	\$50,000	\$ 25,000			\$100,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 100,000
Current Prop AA Request: \$ -

Project Name: Vision Zero Ramp Intersection Study Phase 2

Grant Recipient: San Francisco County Transportation Authority

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p>
<p>CDP</p>

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Colin Dentel-Post

Seon Joo Kim

Title: Senior Transportation Planner

Senior Transportation Planner

Phone: 415-522-4863

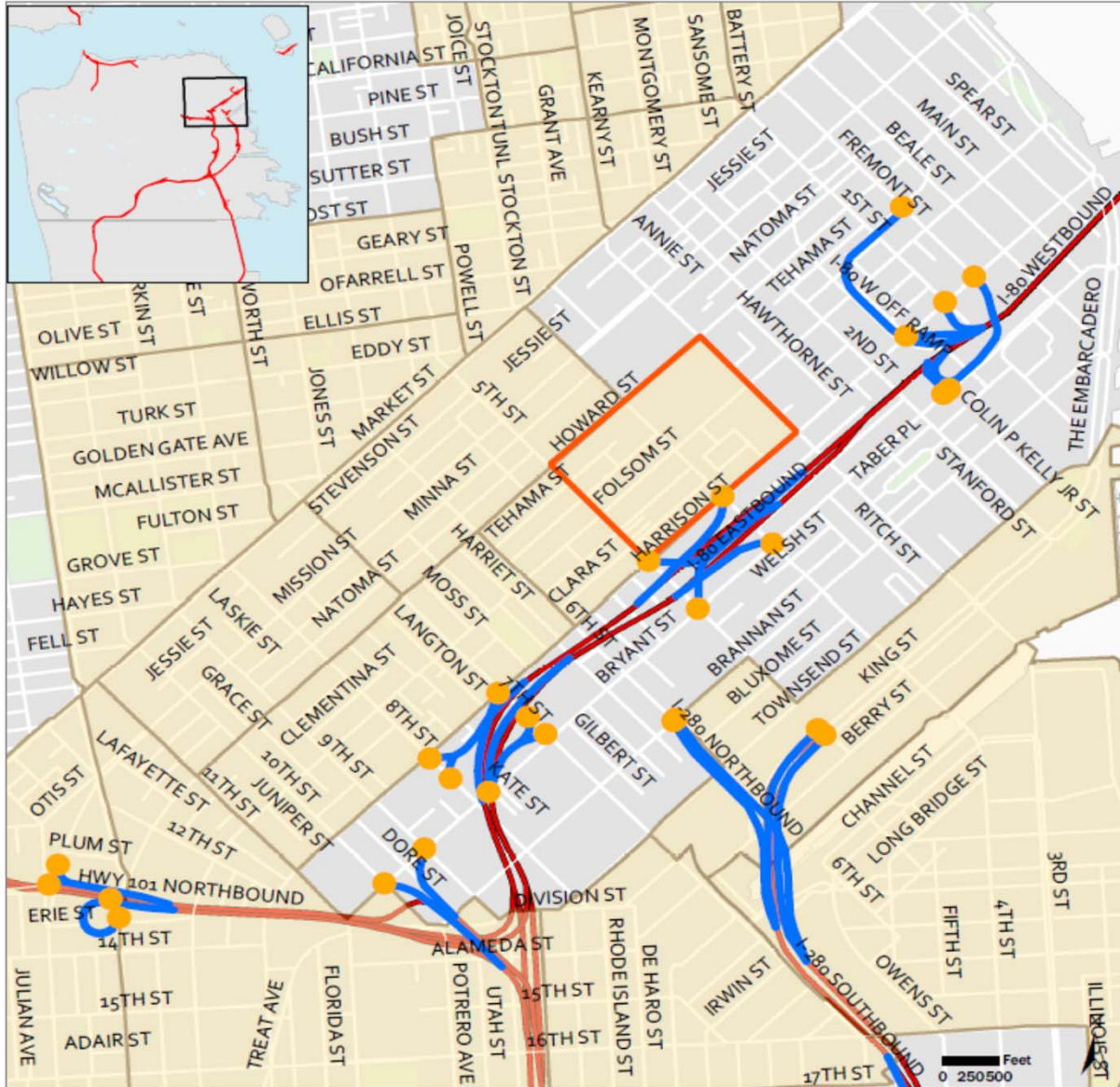
415-522-4837

Email: colin.dentel-post@sfcta.org

seonjoo.kim@sfcta.org

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

MAPS AND DRAWINGS



Freeway Ramps and Ramp Intersections for Safety Analysis in SoMa, San Francisco

- Legend**
- Study
 - Study
 - CalEnviroScreen-Designated Disadvantaged Areas (2014)
 - Communities of Concern (2011)

Note: Entire map is within the Eastern Neighborhoods Priority Development Area.



This Page Intentionally Left Blank

San Francisco Freeway Corridor Management Update

Citizens Advisory Committee
Agenda Item 10



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

October 26, 2016

Overview

OVERVIEW >

- ▶ **SF Freeway Corridor Management Study (FCMS)**
 - ▶ **Goals**
 - ▶ **Freeway Management Toolbox**
- ▶ **Alameda County's Experience**
- ▶ **FCMS Status Update**
 - ▶ **Existing Conditions Summary**
 - ▶ **Technical Feasibility Analysis**
- ▶ **Next Steps**



Freeway Corridor Management Study

FCMS >

- ▶ **Recommendation of 2013 SFTP**
- ▶ **Funded by \$300,000 Caltrans Planning Grant & \$300,000 Prop K Allocation**
- ▶ **Focus on US-101 & I-280 Corridors**
- ▶ **Need: Over 100,000 new person-trips to and from San Francisco's downtown, southeast, and the South Bay projected through 2040**
- ▶ **Would fill one peak period bus per minute on US-101 or I-280**
- ▶ **Muni Equity Strategy performance gap for this corridor**
- ▶ **Study Partners: Caltrans, SFMTA, MTC, San Mateo C/CAG**



Freeway Corridor Management Study

FCMS > GOALS

GOALS	OBJECTIVES
Move people to support economic competitiveness	Improve freeway corridor productivity, utilization, & efficiency Increase vehicle occupancy levels Reduce recurrent delay
Travel reliability	Reduce non-recurrent delay Improve travel time predictability
Travel choices	Increase transit competitiveness Provide better information
Coordination across jurisdictions	Coordinate recommendations with other citywide and regional projects & programs
Reduce traveler emissions	Reduce per capita vehicle tripmaking Reduce per capita vehicle emissions
Balanced effects: Avoid disparities, minimize impacts on neighborhoods	Mitigate the impact of through-trips on local streets Ensure equitable access Avoid disparities in distribution of benefits / impacts



Freeway Corridor Management Study

FCMS > FREEWAY MANAGEMENT TOOLBOX

- ▶ **What's in the Toolbox?**
 - ▶ **Operations Technologies**
 - Adaptive Signal Control**
 - Real-time and Advance Information**
 - Dynamic Speed Advisories**
 - ▶ **Managed Lanes**
 - Ramp Metering**
 - Weave/Merge Guidance**
 - High Occupancy Vehicle Lanes**
 - Express Lanes**



Existing Conditions

FCMS STATUS UPDATE > EXISTING CONDITIONS SUMMARY

▲ **AM**
Peak
Period:
7am-9am

EXISTING CONGESTION

*Typical weekday peak period conditions
within study area; 2016
(Recurrent congestion only)*



▲ **PM**
Peak
Period:
2pm-6pm

Source: INRIX 4/2014-4/2015,
Field Observations



Existing Conditions

FCMS STATUS UPDATE > EXISTING CONDITIONS SUMMARY

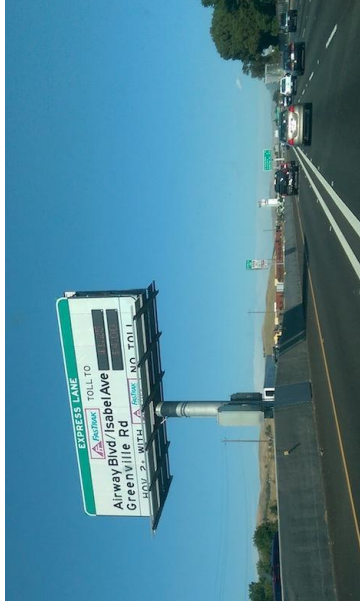
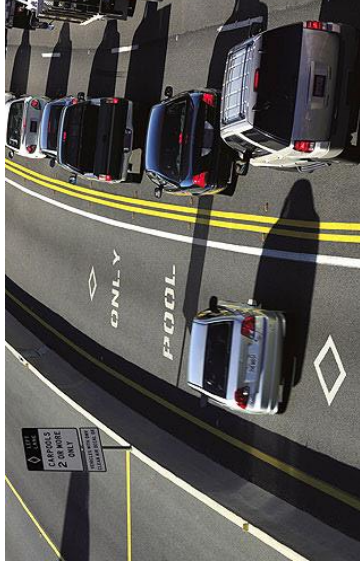
I-280 AM (6:00-10:00 AM)	Total Vehicles	2+ HOV%	3+ HOV%
NB Off Ramp @ 5 th & King	5,604	24% (1,339)	6% (354)
NB Off Ramp @ 6 th & Brannan	7,289	25% (1,823)	8% (565)
SB On Ramp @ 5 th & King	3,523	26% (903)	11% (393)
SB On Ramp @ 6 th & Brannan	6,569	24% (1,567)	6% (394)

I-280 PM (3:00-7:00 PM)	Total Vehicles	2+ HOV%	3+ HOV%
NB Off Ramp @5 th & King	6,216	28% (1,763)	8% (482)
NB Off Ramp @ 6 th & Brannan	7,458	33% (2,435)	10% (758)
SB On Ramp @ 5 th & King	4,955	30% (1,498)	11% (523)
SB On Ramp @ 6 th & Brannan	9,964	23% (2,294)	5% (527)

Technical Feasibility Analysis

FCMS STATUS UPDATE > TECHNICAL FEASIBILITY ANALYSIS

- **Feasibility Analysis Underway**
- **Preliminary Feasibility: Managed Lane**
HOV or HOT/Express



- **Regional Context**

Study underway in San Mateo County to evaluate options for managed lanes on US 101

SFCTA has begun discussions with officials in San Mateo County to explore options to create a seamless managed lane experience along the entire US 101 corridor



Initial Promising Alternative

TECHNICAL FEASIBILITY ANALYSIS >

- ▶ **FCMS team currently developing specific alternatives**
 - ▶ **Objectives**
 - Offer managed lane users, including transit, ability to bypass congestion and achieve more reliable travel times
 - Leverage existing right-of-way or lanes
 - Connect to a potential facility in San Mateo County
 - ▶ **Limitations**
 - No significant new construction
 - Minimize impact to general purpose lanes and parallel arterials
- ▶ **Presentation and analysis of alternatives anticipated at January Committee and Board**



Next Steps

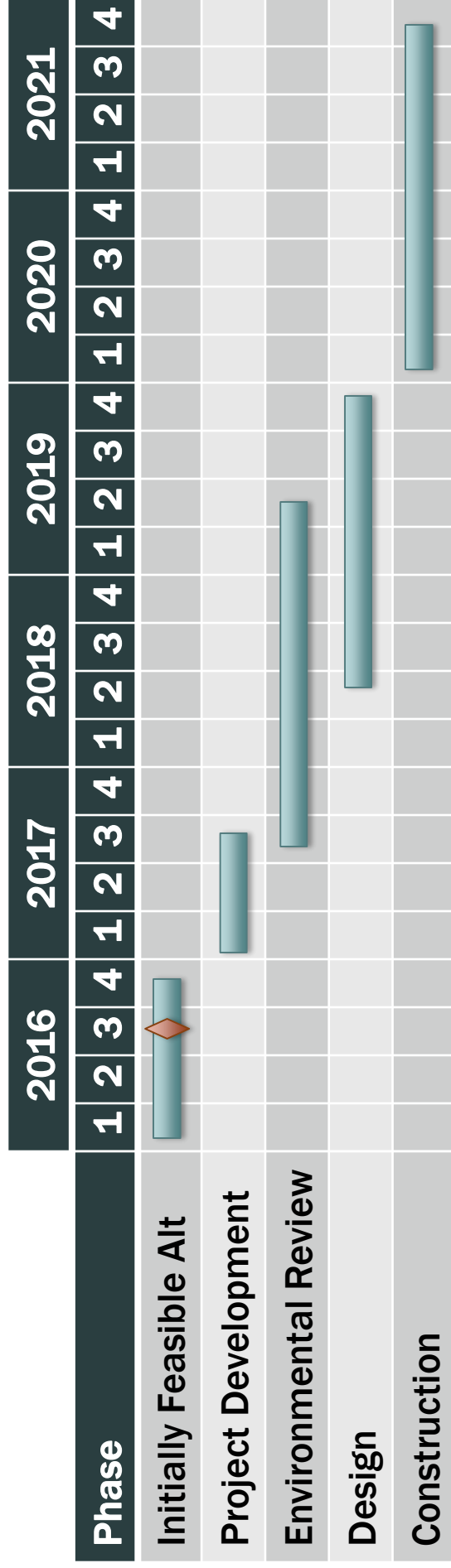
NEXT STEPS >

- ▶ **Community involvement is key**
 - ▶ **SFCTA to conduct direct outreach with neighborhood groups and residents of neighborhoods along freeway corridors**
 - ▶ **Broad-based outreach anticipated in January with presentation of analysis of alternatives**
- ▶ **Next technical step is analysis of managed lane alternatives**
- ▶ **Coordination and Project Development phase with Caltrans**
 - ▶ **Project Development phase would advance initially feasible alternatives, and define the larger technical analysis, including traffic and policy, that would take place in the Environmental Review phase**



Next Steps

NEXT STEPS > SCHEDULE



Questions?



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Managed Lanes: Alameda CTC Experience



TOLL-PAYING
VEHICLES



TRANSIT



**A Presentation for the
San Francisco County Transportation Authority**
Citizens Advisory Committee, October 26, 2016

Introduction

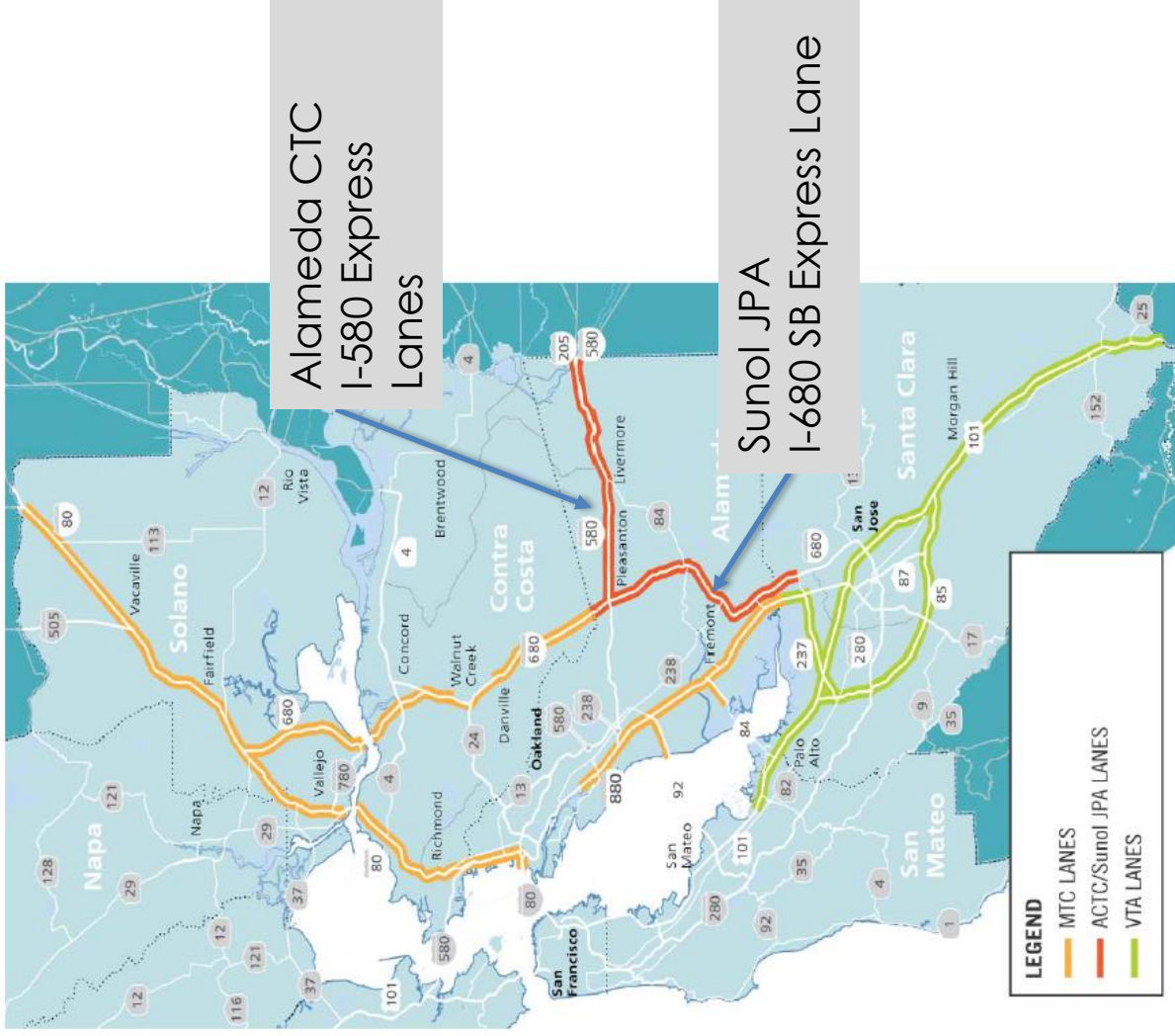
- Alameda CTC has been managing express lanes (HOT lanes) since 2010.
- This presentation will discuss:
 - *How we came to decide on express lanes*
 - *Multitude of steps for implementation*
 - *Benefits we have observed*

Bay Area Express Lanes

Network by Operator

- ▶ 4 Agency Operators
- ▶ Seamless Network
- ▶ I-880 Conversion is an MTC Lane

6



I-680 Needs Identification: 1990s

- Thousands of jobs created in Silicon Valley
- Bay Area commute patterns changed
- I-680 over the Sunol Grade identified as top congested corridor
- 1998: Solutions on Sunol Coalition formed to identify solutions
 - Tasked with identifying funding
 - Goal to quickly implement southbound HOV lane to increase capacity and encourage carpooling
 - Express Lane identified as desired tool for managing congestion

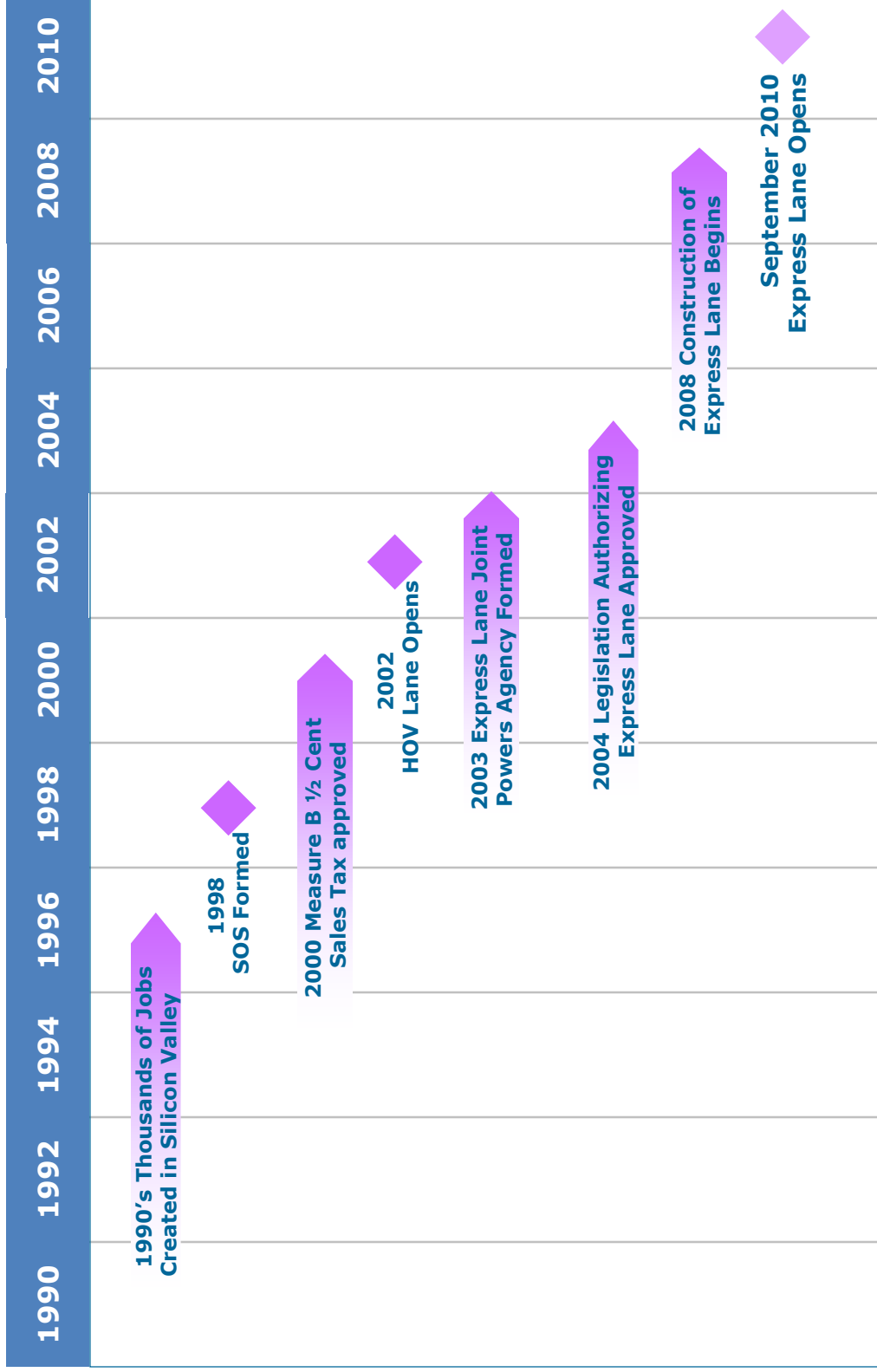
Express Lane Implementation Steps

- Funding
 - Alameda County Sales Tax Measure in 2000
 - Other state and federal funding identified
- JPA
 - Sunol JPA established in 2003 = ACTIA + ACCMA + VTA
- Legislation
 - AB 2032 passed in 2004 authorizing I-680 Sunol Grade express lane and second corridor in Alameda County
- Building Consensus
 - Public opinion polls
 - MTC, Caltrans, CHP, FHWA, affected cities

Political/Policy Issues

- Tolling Policy
 - Access: *limited vs continuous*
 - Hours of Operation: *peak period vs all day*
 - Tolling and Enforcement (SOV, HOV2, HOV3+, CAV)
 - Performance Requirements
- Interagency Agreements
 - Caltrans – construction
 - Caltrans – maintenance
 - CHP – enforcement
 - BATA – revenue collection services

I-680 Congestion Relief Timeline



I-680 Express Lane Project

- First operating express lane in Northern California
- 14-mile stretch over the Sunol Grade
- Three entry points, three exit points
- Dynamic pricing

Toll System Cost: \$ 41 million

NEXT UP: NB Express Lane!



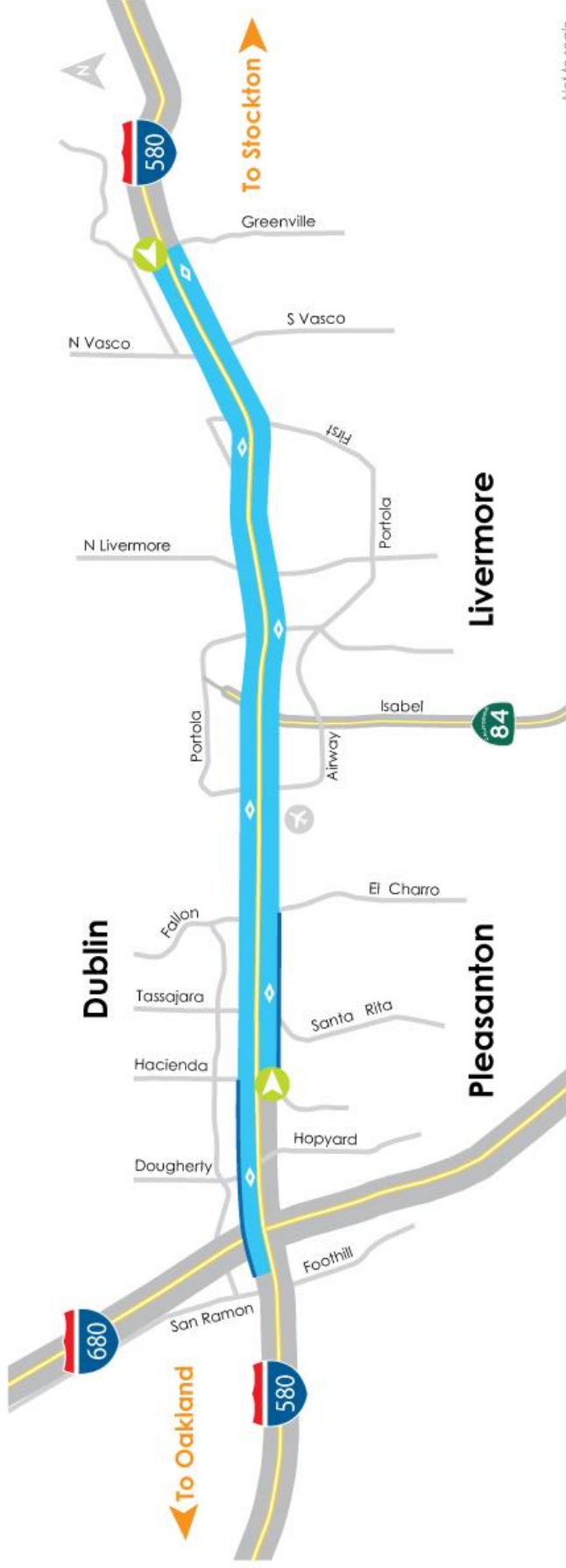
I-580 Needs Identification: 2000s

- Major goods movement and commute corridor
 - *Tri-Valley to Bay Area; Port of Oakland*
- 2005: Identified by ACCMA as potential express lanes corridor
- 2012: Eastbound HOV lane opened
- 2014: Express lane construction commenced
- February 2016: Express Lanes opened for use
 - Two EB lanes
 - One WB lane
 - Continuous Access

258
 Opened
 February 2016



I-580 Express Lanes



Not to scale

Two Eastbound Express Lanes
Lanes begin at Hacienda (11 miles)
 No entry/exit from eastbound express lanes from Hacienda to Fallon/El Charro.
Please note: For access to Santa Rita Road or El Charro/Fallon, do not enter express lanes.

One Westbound Express Lane
Lane begins at Greenville (14 miles)
 No entry/exit from westbound express lane from Hacienda to end.
Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

- 12-mile corridor
- Continuous Access
- Dynamic Pricing

Toll System Cost: \$55 million



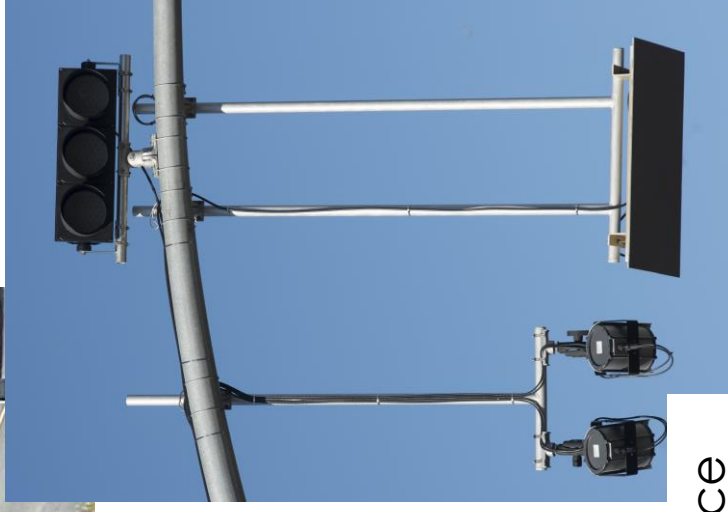
Opening Day is Just the Beginning!



Monitoring



Enforcement



Maintenance



Incident Management

Benefits to Alameda County

I-680 Express Lane Corridor

- Reduced travel times in both express and general purpose lanes
- Increased vehicle and person throughput
- Reduced queues at key points of congestion
- January – August 2016 trip/revenue stats:
 - Average 78,000 toll trips per month
 - Average \$190,000 gross revenue per month
- Operating in the black since FY 2014/15

Benefits to Alameda County

I-580 Express Lane Corridor

- Average speed differential up to 25 mph (express vs GP)
- February – August 2016 trip/revenue stats:
 - Average 700,000 total trip (280,000 toll trip) per month and growing
 - Average \$780,000 gross revenue per month
 - ~ 32% toll free use
 - ~ 56% toll users
 - ~ 12% violation (no FasTrak)
- Still in ramp-up period
- Outreach ongoing to increase FasTrak usage

Lessons Learned

- Enforcement Matters
 - *License Plate Capture Technology reduces cheating*
- Access Control Matters
 - *SB 1-680 converting to continuous access in 2019*
- Outreach Matters
 - *Video of how express lanes work (website, YouTube)*
 - *Direct mail, community event booths*
 - *Media tours*
- Consolidate HOV + Express Lane construction for time and cost savings

Questions & Answers

EXPRESS LANE
FastTrak
TOLL TO
Isabel Ave
San Ramon Rd
HOV 2+ WITH  NO TOLL

N Livermore Ave
Downtown Livermore
1 MILE



This Page Intentionally Left Blank



San Francisco Subway Vision

SFCTA Citizens Advisory Committee

October 26, 2016



Ordinance 202-15 amended transportation code such that San Francisco maintain a Subway Vision

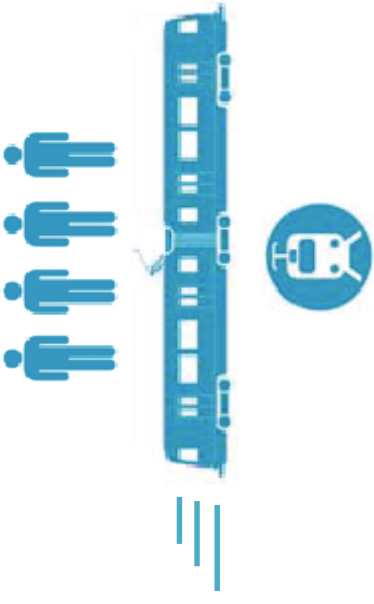
- Policy Guidance on Application of Subways
- Operator/Mode Neutral - Local and Regional Thinking
- List of Subway Candidate Corridors

Subway Vision will inform and be refined through ConnectSF Program

Characteristics of Subways

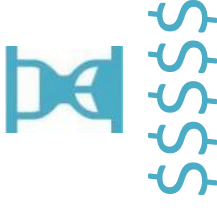
Features:

- Capacity
- Speed
- Reliability

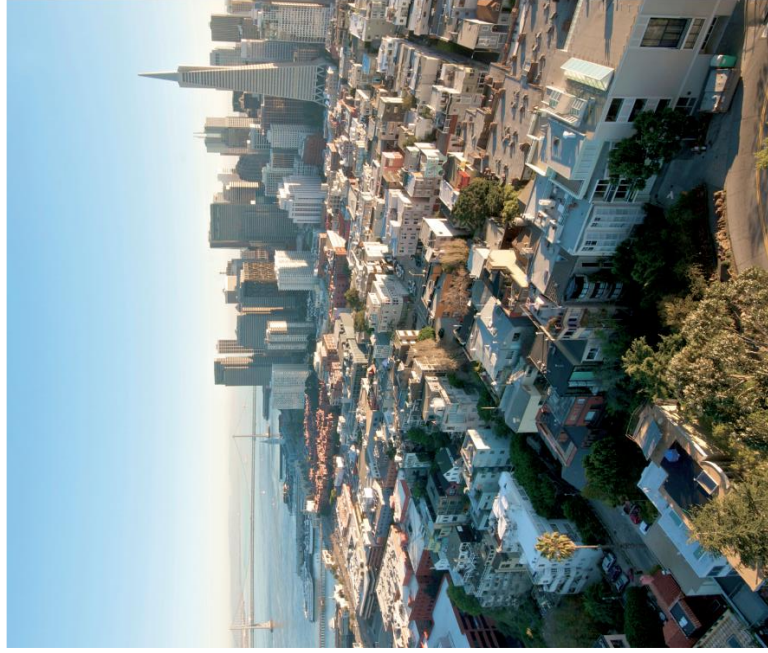
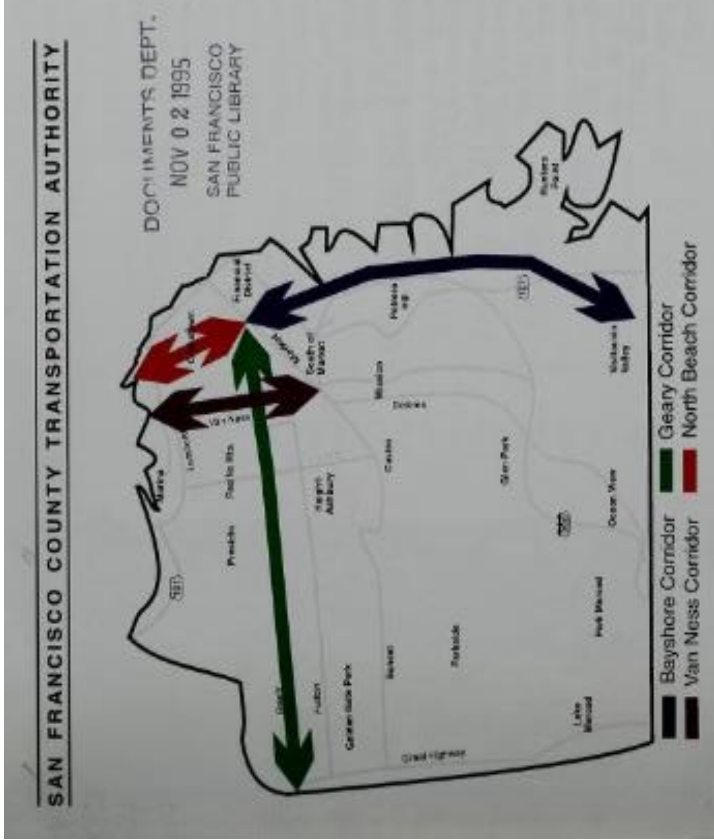


Tradeoffs:

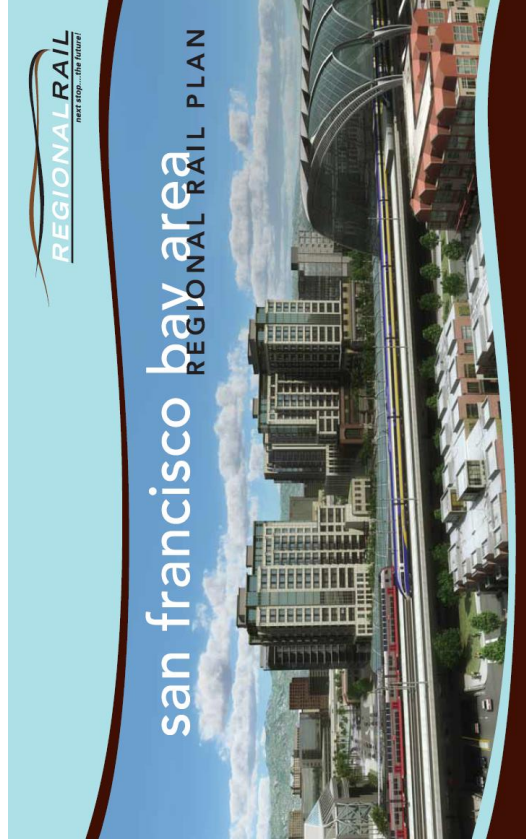
- Delivery Timeline
- Capital Cost
- Station Spacing & Access



Prior Plan Review



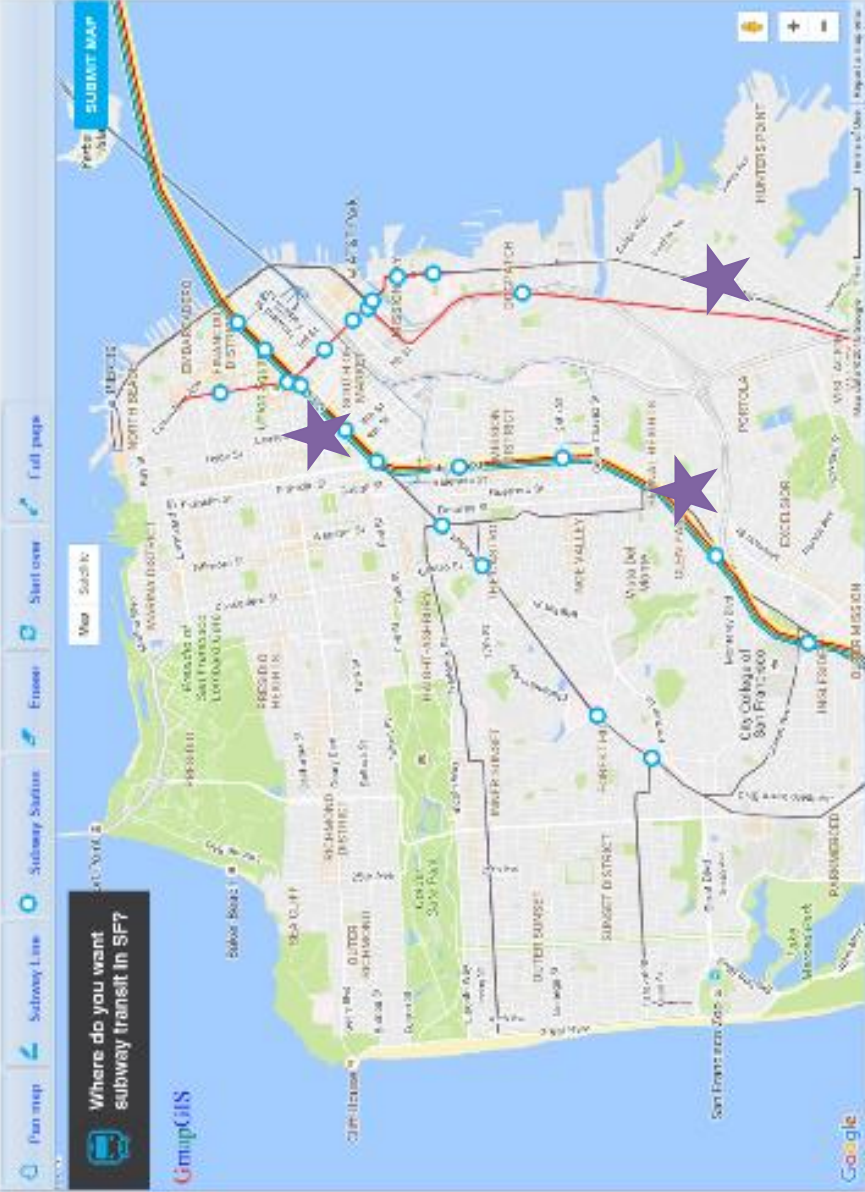
moveSmartSF
SAN FRANCISCO
TRANSPORTATION PLAN
2040



FINAL REPORT
DECEMBER 2013



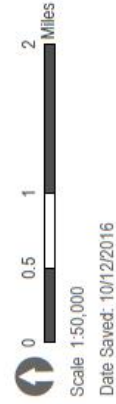
Outreach



Online Outreach Results

Subway Vision Online Map Responses October 2016

- Online Responses**
- Value
- High
 - Low
- Existing Subway
- Existing Surface Rail
- Rail Stations



By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco... The City and County of San Francisco (City) makes no representation regarding the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any damages, including but not limited to, direct, indirect, or consequential damages, arising from accessing this data, the person accessing it acknowledges that she or he has read and abides to under the condition that she or he agrees to the contents and terms of this disclaimer."



Pop-Up Outreach Results

Subway Vision Pop-Up Responses October 2016

Pop-Up Responses

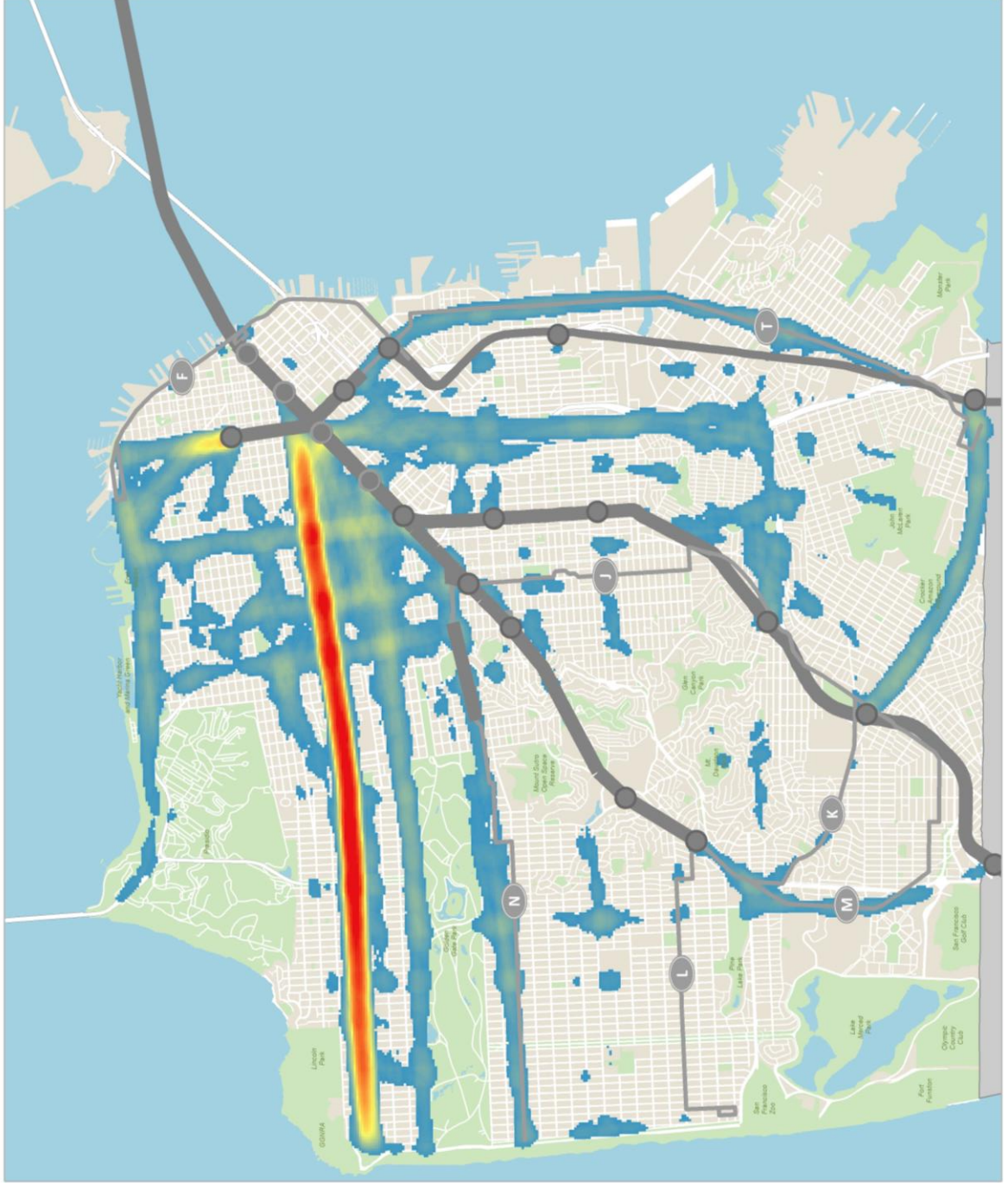
Value



High

Low

- Existing Subway
- Existing Surface Rail
- Rail Stations



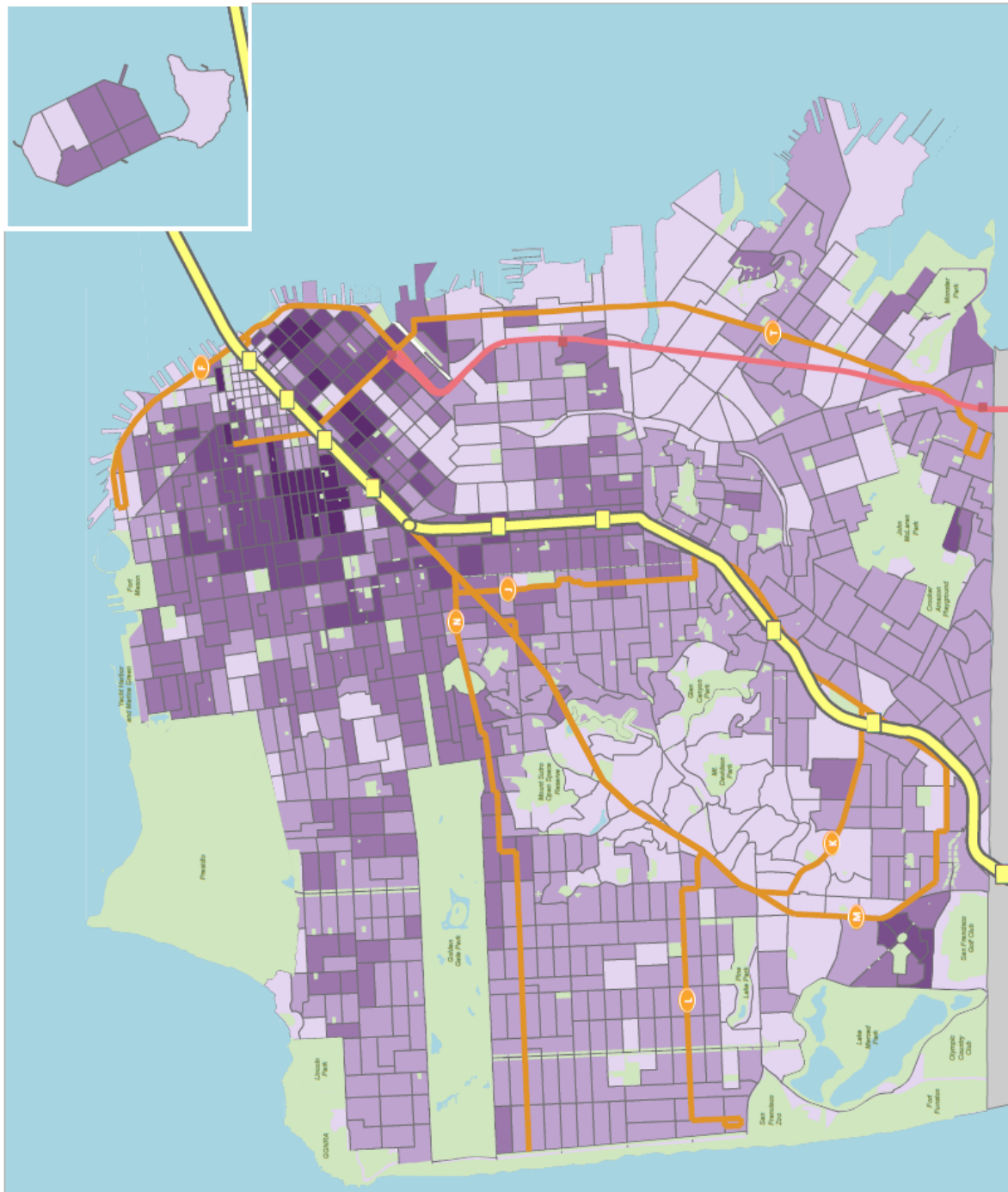
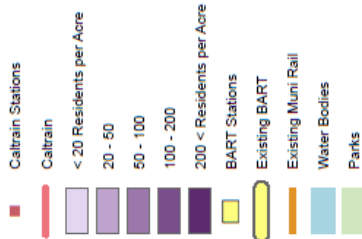
Scale 1:50,000

Date Saved: 10/14/2016

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ('City') provides the following data as a public record and no rights of any kind are granted to any person by the City or County of San Francisco for the use of the data for any purpose other than that for which it was provided, and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any damages, including reasonable attorney's fees, that may be incurred by any person who, by accessing this data, may suffer any loss or damage, including reasonable attorney's fees, or who may be held liable on condition that she or he agrees to the contents and terms of this disclaimer."

Projected Population Density

2040



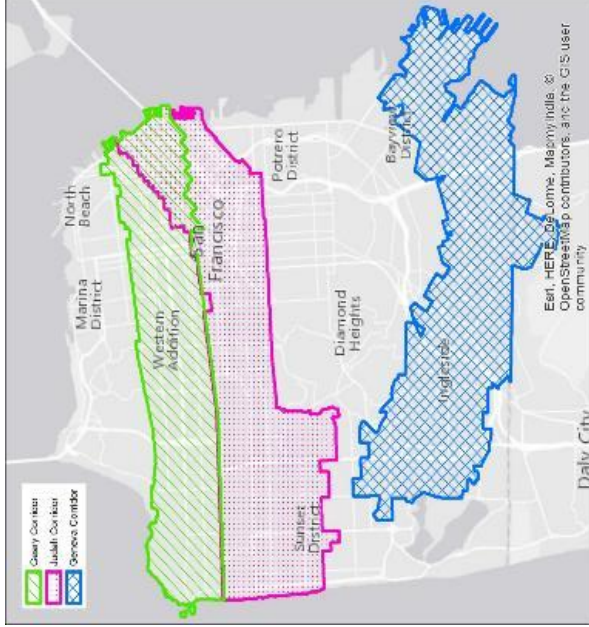
Scale 1:50,000

Date Saved: 8/11/2016

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City or County of San Francisco for the use of the data for any purpose other than that for which it was provided, and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any damages, including reasonable attorneys' fees, that may be incurred by any person accessing this data. The person accessing this data acknowledges that she or he has read and agrees to the condition that she or he agrees to the contents and terms of this disclaimer."



Corridors for Evaluation



Cross Town – Connectors – Demand Based

Major Corridor Concepts

Subway Vision Concept A October 2016

- Corridor Concepts
- Existing Rail
- Muni Surface Rail
- Muni Stations
- BART
- BART Stations
- Caltrain
- Caltrain Stations
- Water Bodies



Scale 1:50,000

Date Saved: 9/16/2016

By downloading this map you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding the accuracy, completeness, or reliability of the data. The City and County of San Francisco ("City") shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."



Major Corridor Concepts

Subway Vision Concept B September 2016



- Corridor Concepts
- Existing Rail**
- Muni Subway
- Muni Stations
- BART
- BART Stations
- Caltrain
- Caltrain Stations
- Water Bodies
- Parks

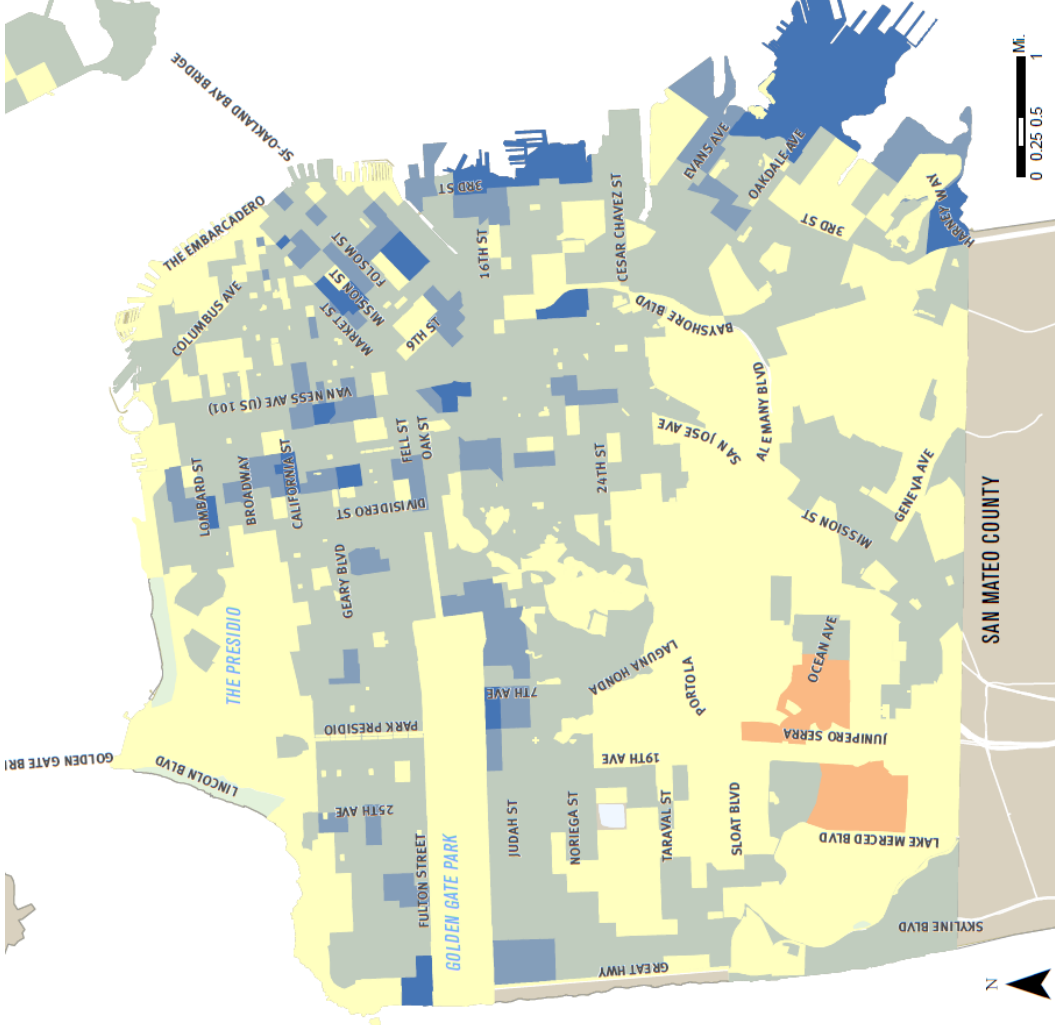


Scale 1:50,000

Date Saved: 9/16/2016

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this information for any work, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."

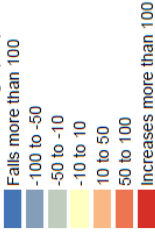
- Travel Time
- Savings
- Reliability
- Improvements
- Increased Ridership
- Enhanced Accessibility
- Low Income Riders Benefit



Subway Vision
Transit Travel Time
Total Difference for
All Trips (hours)

Concept B v. 2040 Baseline

Concept B v. 2040 Baseline
Travel time savings (hrs)



Evaluation Metrics

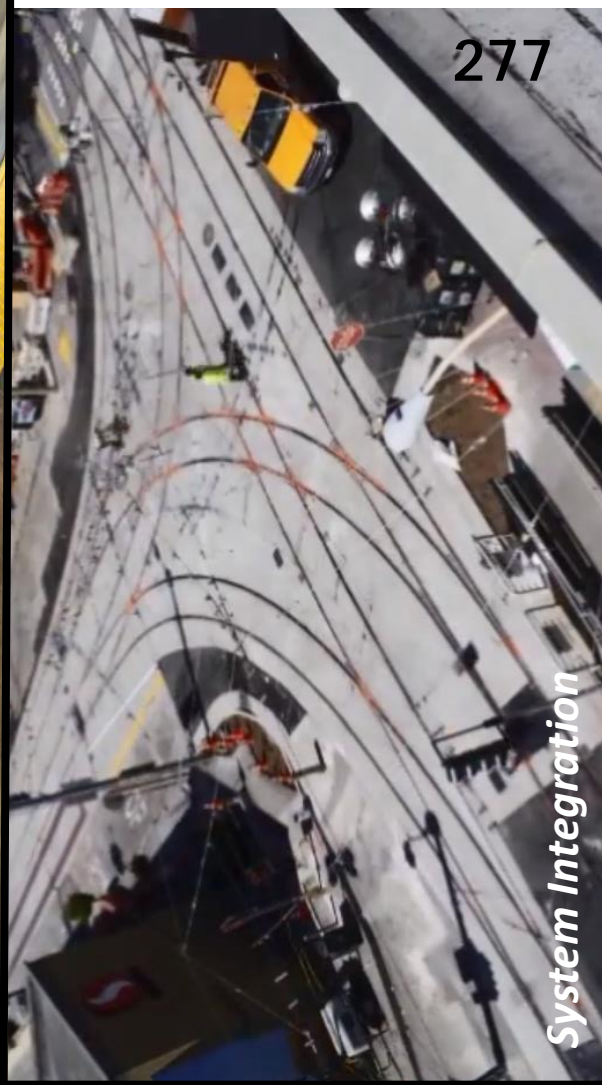
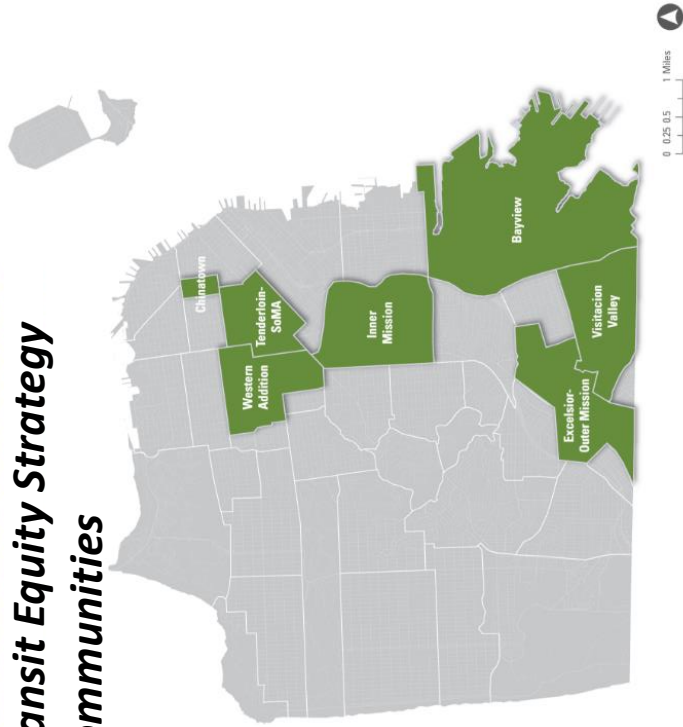


Boardings



Travel Time

Transit Equity Strategy Communities



System Integration

Developing the Subway Vision

- Vision
- Funding
- Land Use
- Inclusive & Thorough Outreach
- Enhanced Project Delivery
- Champions



Next Steps

- Final Subway Vision End of 2016

connectSF

www.connectsf.org



EQUITY



SAFETY AND LIVABILITY



ENVIRONMENTAL
SUSTAINABILITY



ECONOMIC VITALITY



Michael Schwartz

Principal Transportation Planner, SFCTA

Michael.Schwartz@sfcta.org

Sarah Jones

Director of Planning, SFMTA

Sarah.Jones@sfmta.com