



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, April 26, 2017; 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. Call to Order	
6:05	2. Chair's Report – INFORMATION	
6:10	<u>Consent Agenda</u>	
	3. Approve the Minutes of the March 22, 2017 Meeting – ACTION*	3
	4. Internal Accounting Report and Investment Report for the Nine Months Ending March 31, 2017– INFORMATION*	11
	5. State and Federal Legislative Update – INFORMATION*	39
	6. Independent Analysis and Oversight Contract Scope of Services – INFORMATION*	59
	<u>End of Consent Agenda</u>	
6:15	7. Adoption of Motion of Support to Allocate \$1,559,695 in Prop K Funds for Three Requests, with Conditions, and Appropriate \$250,000 in Prop K Funds for One Request – ACTION*	61
	Allocations: Downtown Ferry Terminal – South Basin Improvements (\$1,100,000); Balboa Park Geneva Plaza Improvement Coordination (\$60,000); Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital] (\$399,695)	
	Appropriation: Lombard Crooked Street Congestion Management System Development [NTIP Capital] (\$250,000)	
6:30	8. Adopt a Motion of Support to Adopt the District 1 Neighborhood Transportation Improvement Program [NTIP Planning] Final Report – ACTION*	69

CAC Meeting Agenda

6:45	9.	Adopt a Motion of Support to Adopt Principles for Regional Measure 3 (RM3) and Approve a List of San Francisco Candidate Projects and RM3 Advocacy Amounts – ACTION*	71
7:00	10.	Preliminary Fiscal Year 2017/18 Annual Budget and Work Program – INFORMATION*	79
7:15	11.	Adopt a Motion of Support to Adopt the Transportation Investment and Growth Strategy 2017 Update – ACTION*	99
7:30	12.	Update on Plan Bay Area 2040 – INFORMATION*	127
7:45	13.	Introduction of New Business – INFORMATION During this segment of the meeting, CAC members may make comments on items not specifically listed above, or introduce or request items for future consideration.	
7:50	14.	Public Comment	
8:00	15.	Adjournment	

*Additional Materials

Next Meeting: May 24, 2017

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 Board at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485.

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, March 22, 2017

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:02 p.m.

CAC members present were Becky Hogue, Brian Larkin, John Larson, Santiago Lerma, Jacqueline Sachs, Peter Tannen, Chris Waddling, Shannon Wells-Mongiovi and Bradley Wiedmaier (9)

Absent: CAC Members Ablog and P. Sachs (2)

Transportation Authority staff members present were Amber Crabbe, Anna LaForte, Mike Pickford, Steve Rehn and Steve Stamos.

2. Chair's Report – INFORMATION

Chair Waddling reported at the January 25 and February 22 CAC meetings, neither candidate for the Vice Chair seat of the CAC received a majority vote so, at this meeting, the CAC would hold another vote. He said at the March 21 Board meeting, the Board reappointed Myla Ablog to the District 5 CAC seat for a two-year term, and that the next appointments would be in July for Districts 2 and 4. He said also at the Board meeting and the following Board of Supervisors meeting, Chair Peskin introduced a resolution urging the state legislature to amend the California Vehicle and PUC Codes to enable local jurisdictions to permit, conduct enforcement, access trip data for transportation network companies as warranted to ensure safety and disability access and manage congestion, which would be acted on by the Board in April.

Chair Waddling said that Item 7 would focus on the three proposed allocation requests for the Downtown Rail Extension project, which were heard for information at the Board meeting and would be considered by the Board for approval in April. He said he would request that the item be removed from the Consent Agenda to hear a brief presentation from staff. He said the Clerk has reached out to the CAC about upcoming walking tours for the Railyard Alternatives and I-280 Boulevard Feasibility Study, and that there would be an update at an upcoming meeting as well. Lastly, he encouraged CAC members to reach out to their respective Commissioners' offices to provide input and request feedback, and requested that staff presentations be limited to five minutes to allow sufficient discussion and time for public comment.

Peter Tannen commented that he would be attending the RAB walking tour on March 24.

Jackie Sachs commented that at the March 14 Board meeting the Prop AA Strategic Plan item was continued by the Board.

There was no public comment.

3. Election of Vice Chair for 2017 – ACTION

Chair Waddling announced that the election for Vice Chair had been continued from the January and February CAC meetings due to a lack of a majority vote.

There was no public comment.

The motion to elect Bradley Wiedmaier as Vice Chair was not approved by a majority of the CAC members.

The motion to elect Peter Sachs as Vice Chair was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Larson, Lerma, J. Sachs and Waddling (6)

Consent Agenda

Chair Waddling Severed Items 5 and 7 from the Consent Agenda.

4. **Approve the Minutes of the February 22 2017 Meeting – ACTION**
5. **Adopt a Motion of Support for Adoption of the Alemany Interchange Improvement Study [NTIP Planning] Final Report – ACTION**

Rachel Hiatt, Principal Transportation Planner, presented the item per the staff memorandum.

Chair Waddling said the CAC was in receipt of a letter from a member of the public regarding future phases of the project, and asked what the next steps for the project would be. Ms. Hiatt replied that the land areas mentioned in the letter could serve as a park or nature restoration zone, and noted that the sidewalks were currently underused and unpleasant for pedestrians. She added that a park or widened sidewalk would be an additional, future phase of the project.

Chair Waddling asked for clarification if this would be in Phase 2 of the project. Ms. Hiatt replied that Phase 2 would be a crossing to San Bruno Avenue with signals, lighting and a paved walk area, but it would not include park-type improvements. She said a park with widened sidewalks would be an additional phase following Phase 2.

Shannon Wells-Mongiovi commented that she was not sure what the member of the public was suggesting regarding a bike connection to Silver Avenue, to which Ms. Hiatt replied that it seemed to suggest a new bicycle route on San Bruno Avenue between Alemany Boulevard and Silver Avenue.

Chair Waddling noted that he was the chair of the Portola Neighborhood Association and that he had worked closely with former Commissioner Campos to bring attention to these improvements. He said community members had expressed a concern that there would be sufficient funding for Phase 2 of the project.

There was no public comment.

Shannon Wells-Mongiovi moved to approve the item, seconded by John Larson.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Larson, Lerma, J. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (9)

Absent: CAC Members Ablog and P. Sachs (2)

6. State and Federal Legislative Update – INFORMATION

There was no public comment on the Consent Agenda.

Becky Hogue moved to approve Items 4 and 6 on the Consent Agenda, seconded by Peter Tannen.

The Consent Agenda was approved by the following vote:

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

Wells-Mongiovi (9)

Absent: CAC Members Ablog and P. Sachs (2)

7. **Proposed Allocation of \$4,549,675 in Prop K Funds, with Conditions for the Downtown Extension - Preliminary Engineering; \$915,000, with Conditions, for the Downtown Extension Tunneling Options Engineering Study; and Appropriation of \$200,000 for Oversight of the Downtown Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – INFORMATION**

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

Chair Waddling asked for clarification as to why it was an information item. Anna LaForte, Deputy Director for Policy and Programming, replied that the item was presented for information at the March 21 Board meeting and was coordinated with updates on the Caltrain Electrification project and Railyard Alternatives and I-280 Boulevard Feasibility Study, but that the proposed allocations would be advanced to the April Board meetings for action.

During public comment, Roland Lebrun commented that he was opposed to the baseline alignment as it would not permit going under the freeway and turning back to 3rd Street. He also said there were new buildings on 3rd Street which would have to be constructed around. He said that the Pennsylvania alignment would entail a grade separation at 16th Street which would cost \$4.5 billion. He said a possible solution would be to curve the alignment at 7th Street which would only include three blocks of cut and cover and would allow a future connection to the Easy Bay through an additional tunnel.

End of Consent Agenda

Chair called Item 8 before 7

8. **Adopt a Motion of Support for the Allocation of \$38,475 in Prop K Funds for One Request, with Conditions, and Appropriation of \$602,254 in Prop K Funds for One Request, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Colin Dentel-Post, Senior Transportation Planner, and Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Brian Larkin asked if staff could discuss the current litigation with the Geary Bus Rapid Transit (BRT) project. Mr. Dentel-Post replied that staff could not discuss ongoing litigation in detail, but that the lawsuit was filed on February 6, 2017 by a group called “San Franciscans for Sensible Transit” which purported to represent Richmond district interests. He added that together with the City, the Transportation Authority was engaged in legal defense, and that they were confident that the Environmental Impact Report’s (EIR’s) analysis and environmental process were robust.

Mr. Larkin asked if there was precedent for a similar lawsuit. Mr. Dentel-Post replied that to his knowledge, California Environmental Quality Act challenges had previously been filed against various city projects alleging incomplete or using erroneous analyses, and noted that while some were successful the majority were not.

Mr. Larkin asked if the CAC could be provided a copy of the lawsuit. Mr. Dentel-Post replied that the lawsuit was a public document that was posted online and that staff would provide a link.

Jackie Sachs noted that there had been an article in the Richmond Review the prior month regarding the lawsuit. She said that people involved in the lawsuit wanted a light-rail system on Geary Boulevard and not a BRT system, and noted that there was no way a BRT system could be light-rail ready, especially with the uncertain funding situation at the federal level.

Peter Tannen said that the city's bicycle plan was a prior example of a lawsuit that was successful which held up the bicycle plan for several years. Mr. Dentel-Post noted that in that particular case a key issue was that a full EIR had not been completed for the project, whereas an EIR had been completed for the Geary BRT project.

During public comment, Roland Lebrun said that based on the news from the Metropolitan Transportation Commission (MTC) earlier that day, federal funding from the Capital Investment Grants program may not be available for new projects. He questioned whether there was a backup funding plan for the Geary BRT project.

Becky Hogue moved to approve the item, seconded by Peter Tannen.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Larson, Lerma, J. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (9)

Absent: CAC Members Ablog and P. Sachs (2)

9. Adopt a Motion of Support for Adoption of the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report – ACTION

Anna LaForte, Deputy Director for Policy and Programming, introduced the item and Danielle Harris and Monica Munowitch from the San Francisco Municipal Transportation Agency (SFMTA), who presented the item.

Chair Waddling asked about the diversity of demographics of the people who attended the community meetings. Ms. Harris replied that during the project many community meetings were held and that their service provider in the Western Addition neighborhood, Mo' Magic, represented various community groups, and that they mixed and matched service providers to reach different groups.

There was no public comment.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Larson, Lerma, J. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (9)

Absent: CAC Members Ablog and P. Sachs (2)

10. Adopt a Motion of Support for the Adoption of Community of Concern Boundaries for San Francisco – ACTION

Warren Logan, Senior Transportation Planner, presented the item per the staff memorandum.

Shannon Wells-Mongiovi asked how MTC's criteria for communities of concern was decided. Mr. Logan replied that MTC's definition had been revised several times before and that more factors were added over the years to capture additional disadvantaged communities.

Ms. Wells-Mongiovi asked how the percentages were calculated. Mr. Logan replied that they were based on the mean for that group and one standard deviation up.

John Larson said, when looking at the 2013 map versus the 2017 map, it was interesting to see shifts in communities. He said he appreciated that census-block analysis was conducted in the south and west parts of the city as it showed differences with MTC's analysis. He asked if MTC needed to approve the Transportation Authority's definition. Amber Crabbe, Assistant Deputy Director for Policy and Programming, replied that MTC was supportive of the Transportation Authority making its own definition and that they would accept should the Board approve it and

would use it from that point going forward.

Peter Tannen asked for the definition of a cost-burdened renter. Mr. Logan replied that cost-burdened renters were people who paid more than 30% of their income on housing.

Chair Waddling asked if 200% of the federal poverty level was a sufficient threshold, and whether it should be higher for the Bay Area. Mr. Logan replied that it was deemed sufficient, and that they tried adjusting it but it resulted in roughly the same outcome.

Brian Larkin asked why the Sea Cliff neighborhood was considered a community of concern. Mr. Logan replied that in the Transportation Authority’s analysis it did not meet the other thresholds and was removed as a community of concern.

Chair Waddling asked why 10,000 people was chosen as a threshold. Mr. Logan replied that it was to be strategic, and that if continuous block groups were not used it resulted in numerous smaller areas which was not great for planning.

Jackie Sachs asked if the 2017 map took into consideration buildings that housed senior citizens and the disabled community, and referenced several streets where they were located. Mr. Logan replied that those populations would be represented in the census as there were factors for each one. Ms. Crabbe added that senior citizens and the disabled community were also spread throughout the city, and that communities of concern were intended to represent concentrations of disadvantaged communities. She noted that more specific factors were taken into consideration for these communities during the planning and funding process.

There was no public comment.

John Larson moved to approve the item, seconded by Santiago Lerma.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Larson, Lerma, J. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (9)

Absent: CAC Members Ablog and P. Sachs (2)

11. Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2016/17 Budget to Increase Revenues by \$13,396,777, Increase Expenditures by \$15,356,835 and Increase Other Financing Sources by \$21,335,835 for a Total Net Increase in Fund Balance of \$19,375,777 – ACTION

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

John Larson commented that for the Congestion Management Agency program, there seemed to be a large balance carried over from the prior fiscal year. Ms. Fong replied that the Controller’s Office recently changed their revenue recognition policy in order to have city departments close their books earlier in the fiscal year, as typically city departments closed their books by Thanksgiving. She said the prior policy was that any revenue received within 90 days after June 30 was considered revenue for the prior fiscal year, but the new policy changed this period to within 60 days. Ms. Fong said that extra 30 days of revenue was therefore not captured in the prior year’s financial statements and was pushed to the current fiscal year, which resulted in the large carry-over adjustment.

Mr. Larson asked if the carry-over was mostly for the Yerba Buena Island projects, which Ms. Fong confirmed.

There was no public comment.

Peter Tannen moved to approve the item, seconded by Santiago Lerma.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Larson, Lerma, J. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (9)

Absent: CAC Members Ablog and P. Sachs (2)

12. Update on the Peninsula Corridor Electrification Project – INFORMATION

Casey Fromson, Government Affairs Officer at Caltrain, presented the item.

Brian Larkin asked if it was worth it for Caltrain to extend the two contracts for four months when it would cost \$20 million. Ms. Fromson replied that Caltrain would be billed the actual costs at the end so the amount could be less than \$20 million. She said the reasoning was to keep the fixed-cost contracts in place, and that for the overall project cost of \$2 billion, it was only a small piece and would come out of the project contingency.

During public comment, Roland Lebrun stated that the new trains that would be ordered only had 762 seats, and that Caltrain had misinformed the Federal Transit Administration (FTA) regarding the train capacity. He said the mandate by the FTA was to increase train capacity by 10% above current capacity. He noted that BART was increasing its capacity through the transbay tube by signaling but that they had recently fired their contractor. He said the Electrification project had already wasted \$158 million and was spending \$18 million per month and that Caltrain should cancel both contracts and reissue the procurements. He said the trains should have 950 seats per Caltrain's 2012 analysis and that they should be hybrid trains as that would save \$400 million and would allow the trains to continue south to Gilroy. Finally, he said cities were building along the Caltrain tracks which would require reduced speeds for high-speed rail trains.

13. Preliminary Results of the Bay Area Rapid Transit (BART) Perks Program – INFORMATION

Camille Guiriba, Transportation Planner, presented the item per the staff presentation.

Santiago Lerma asked if the program surveyed people as to why they changed their travel behavior. He noted that a few dollars did not seem like much of an incentive to change travel behavior and would likely need to be in the hundreds of dollars to make a significant difference. Ms. Guiriba replied that a survey was conducted in December and a follow-up was conducted in February, and that it included a question about the barriers people faced to changing their travel behavior. She said the results from those surveys would be shared as part of the full evaluation of the program.

Peter Tannen asked if staff felt that the overall cost of the program was worth the benefits. Ms. Guiriba replied that the cost-benefit analysis would be included as part of the evaluation, but that if the program continues in the future it should be focused on riders during the peak of the commute in order to be more cost-effective.

Shannon Wells-Mongiovi said she had participated in the program and that the potential reward did not seem great enough to have a large number of people adjust their work hours. Ms. Guiriba replied that the level of incentive was a common response in the surveys, but that the purpose of the program was to find a price point that would be effective in shifting travel behavior, while also being cost effective for operating the program.

Ms. Wells-Mongiovi stated that there was likely a point for many people where they could not travel any earlier or later. Ms. Guiriba replied that there would always be barriers to participating, often due to inflexible work schedules, but that the program targeted people with more flexible

schedules.

Jackie Sacks if there were surveys conducted for senior citizens, the disabled community, people going to school or working that rode BART outside of the peak hours. Ms. Guiriba replied that the focus of the program was on commuter traveling during the regular 9:00 a.m. to 5:00 p.m. work period.

Chair Waddling asked if it was possible to do flexible pricing on BART. Ms. Guiriba replied that she was not aware of BART considering congestion or peak-period pricing.

Chair Waddling commented that having to spend an extra dollar each day might be more of an incentive for riders to change their travel behavior. He asked if the incentives provided were based on examples from other countries, and how those countries compared in terms of cost of living. Ms. Guiriba replied that the model for the program was a similar program in Singapore, which used the same vendor, Urban Engines, and that they did use similar incentives calculations.

Peter Tannen commented that compared to other transit providers, it was strange that BART's discount for senior citizens was so extensive, and that it would make sense to limit that discount during peak period to discourage travel during that time. Ms. Guiriba replied that she would pass that on to BART.

During public comment, Roland Lebrun commented that the flexibility needed to come from the employers through incentives. He said that it did not make sense to provide prizes to thousands of people and that it should be kept simple and limited to people who significantly change their travel behavior.

Edward Mason questioned why the Bay Area Council was not involved, and that it should be encouraging employers to offer flexible schedules. He said employers were not trying to change travel behavior and were instead using commuter shuttles to bypass peak period congestion. He asked what the results were for the Singapore program and whether cultural differences may have played a part, and noted that the more income people have the more they value their time.

Chair Waddling asking what employers were involved in the program. Ms. Guiriba replied that employers were solicited through the Chamber of Commerce and other business groups. She said it was challenging to have employers sign on before the program started, but that eventually 15 employers did sign up and engaged their employees through emails. She said program staff offered the employers technical assistance but that few employers were interested in that because they already had flexible work systems in place or other resources.

Chair Waddling commented that 15 employers did not seem like a lot, and asked if there could have been a better way to engage businesses. Ms. Guiriba replied that employer engagement was an ongoing challenge and would need to be reconsidered.

Mr. Lerma asked if BART riders were from a predominant industry, and that the employers in that industry could be targeted. Ms. Guiriba replied that industry was included in the survey and could be used in the future to help target employers.

14. Introduction of New Business – INFORMATION

Santiago Lerma asked for the CAC to be kept apprised of the status of the resolution introduced by Chair Peskin at the March 21 Board meeting regarding Transportation Network Companies.

Chair Waddling said the week prior he met with staff regarding the "Hairball" intersection, and the following week the San Francisco Bicycle Coalition held a tour of the area with residents and city staff. He said it was encouraging to see the different agencies attend and the plans they each have for improving the area, which needed attention as it was currently not a priority for the city's

department on homelessness. He said the city should engage people living in encampments so that they are not encouraged to move back into the area, and that he hoped strong community engagement would help.

There was no public comment.

15. Public Comment

During public comment, Roland Lebrun said the city needs to be smarter with how it spends its transportation dollars, especially the Downtown Rail Extension project. He said the city should learn as much as possible from the Central Subway project because it was a great example.

Edward Mason provided statistics from his observations of commuter shuttles during the month of February. He said in Noe Valley during 30 to 60 minutes of observations he counted 78 violations including 17 blocking or delaying a Muni bus, 15 for no California license plates, 30 for no city-issued stickers, 9 for staging, 2 for idling excessively (especially near the Safeway at Market and Duboce Streets), 13 for excessive congestion, and 1 for stalling and emitting a plume of oil. He said there would be a meeting between the SFMTA and Noe Valley community in mid-April. He said SFMTA Board Member Ramos recently commented that the Noe Valley neighborhood had to accommodate industry, however Mr. Mason said there was already too much congestion on 24th Street where many commuter shuttles competed for one stop. He said he counted 45 shuttles in 44 minutes at 26th and Valencia Streets, and questioned how the area could accommodate any more.

16. Adjournment

The meeting was adjourned at 7:47 p.m.



Memorandum

Date: April 20, 2017
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 05/09/17 Board Meeting: Internal Accounting Report and Investment Report for the Nine Months Ending March 31, 2017

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The purpose of this memorandum is to provide the quarterly internal accounting report and investment report for the Fiscal Year (FY) 2016/17 period ending March 31, 2017.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contracts</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other:</p> <hr/>
--	--

DISCUSSION

Background.

The Transportation Authority’s Fiscal Policy (Resolution 16-56) establishes an annual audit requirement and directs staff to report to the Board, 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 two attachments, 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 nine months ending March 31, 2017, the numbers in the approved budget column are three-fourths of the total proposed amended budget for Fiscal Year (FY) 2016/17. Although the sales tax (Prop K) and vehicle registration fees (Prop AA) accruals are included for the nine-month total, the Internal Accounting Report does not include the Governmental Accounting Standards Board Statement Number 34 adjustments, or the other accruals, that are done at year-end. The Balance Sheet values as of March

Agenda Item 4

31, 2017 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.

Balance Sheet Analysis.

The Balance Sheet, Attachment 1, presents assets, liabilities, and fund balances as of March 31, 2017. Cash, deposits and investments total to \$46.6 million as of March 31, 2017. Other assets total \$42.2 million and includes \$13 million of program receivable mainly related to grant reimbursements for the I-80/Yerba Buena Island Interchange Improvement Project, and \$17.7 million in sales tax receivable. \$2.96 million of intergovernmental loan repayment was paid in February 2017 including \$505,647 of interest, bringing the remaining balance to \$51,299. Liabilities total \$138.6 million as of March 31, 2017.

There is a negative of \$49.9 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 will fully fund this difference. This amount is obtained as follows: \$10.2 million is restricted for capital projects, and \$60.2 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

Agenda Item 4

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 \$49.9 million unassigned negative fund balance.

Statement of Revenues, Expenditures, and Changes in Fund Balances Analysis.

The Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison compares budget to actual levels for revenues and expenditures for the three quarters of the fiscal year. Sales tax revenues and vehicle registration fees total \$79.5 million and \$4.5 million, respectively for the nine months ending March 31, 2017 and program revenues total \$18.7 million.

As of March 31, 2017, the Transportation Authority incurred \$79 million of expenditures. Expenditures included \$72.8 million in capital projects costs, \$680,009 in interest and fiscal charges, and \$5.6 million for personnel and non-personnel expenditures.

For the nine months ending March 31, 2017, revenues were lower than budgetary estimates by \$935,374. Total expenditures were lower than the budgetary estimates by \$105.1 million. This amount includes a favorable variance of \$1.6 million for personnel and non-personnel expenditures, \$314,991 for interest and fiscal charges, and a favorable variance of \$103.2 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 third quarter. Consistent with normal prior year patterns, Transportation Authority staff anticipate a higher level of Prop K reimbursement requests during the next quarters. The variance in other financing sources (uses) is due to the annual \$21 million repayment of the revolving credit loan obligation in mid-November and the additional loan of \$46 million drawn down on April 10, 2017 to fund some of the major Prop K projects.

Investment Compliance.

As of March 31, 2017, approximately 69.6% of the Transportation Authority's investable assets were invested in the City and County of San Francisco Treasury Pool. Other investment assets include a money market investment pool held by US Bank per the terms of the Transportation Authority's Commercial Paper indenture. These investments are in compliance with both the California Government Code and the Transportation Authority's Board-adopted Investment Policy, and provide sufficient liquidity to meet expenditures requirements for the next six months with the issuance of bond in Summer 2017. Attachment 3 is the most recent investment report furnished by the Office of the Treasurer.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Agenda Item 4

Attachment 1 – Balance Sheet (unaudited)

Attachment 2 – Statement of Revenue, Expenditures, and Changes in Fund Balances with Budget
Comparison (unaudited)

Attachment 3 – Investment Report for March 31, 2017

ATTACHMENT I

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Balance Sheet (unaudited) Governmental Funds March 31, 2017

	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	\$ 1,334,883	\$ -	\$ 897,427	\$ 11,938,721	\$ -	\$ 14,171,031
Deposits and Investments with City Treasurer	32,464,290	-	-	-	-	32,464,290
Sales Tax Receivable	17,659,671	-	-	-	-	17,659,671
Vehicle Registration Fees Receivable	-	-	-	407,916	-	407,916
Interest Receivable from the City and County of San Francisco	65,229	-	-	-	-	65,229
Program Receivable	1,415,354	10,489,108	411,528	-	662,057	12,978,047
Intergovernmental Loan Receivable	51,299	-	-	-	-	51,299
Due From Other Funds	10,909,102	-	-	-	-	10,909,102
Prepaid Costs and Deposits	81,580	-	-	-	-	81,580
Total Assets	\$ 63,981,408	\$ 10,489,108	\$ 1,308,955	\$ 12,346,637	\$ 662,057	\$ 88,788,165
Liabilities:						
Accounts Payable	\$ 30,051,720	\$ 852,292	\$ 72,693	\$ 2,536,304	\$ 201,532	\$ 33,714,541
Accrued Salaries and Taxes Due to Other Funds	360,417	-	-	-	-	360,417
Revolver Credit Loan	-	9,636,816	811,761	-	460,525	10,909,102
	93,664,165	-	-	-	-	93,664,165
Total Liabilities	\$ 124,076,302	\$ 10,489,108	\$ 884,454	\$ 2,536,304	\$ 662,057	\$ 138,648,225
Fund Balances (Deficit):						
Nonspendable	81,580	-	-	-	-	81,580
Restricted for Capital Projects Unassigned	(60,176,474)	-	424,501	9,810,333	-	10,234,834
Total Fund Balances (Deficit)	\$ (60,094,894)	\$ -	\$ 424,501	\$ 9,810,333	\$ -	\$ (49,860,060)
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 63,981,408	\$ 10,489,108	\$ 1,308,955	\$ 12,346,637	\$ 662,057	\$ 88,788,165

ATTACHMENT 2

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Statement of Revenue, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)
 Governmental Funds
 For the Nine Months Ending March 31, 2017

	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	Amended Budget Fiscal Year 2016/17	Variance with Amended Budget Positive (Negative)
Revenues:								
Sales Tax	\$ 79,468,521	\$ -	\$ -	\$ -	\$ -	\$ 79,468,521	\$ 81,164,354	\$ (1,695,833)
Vehicle Registration Fee	-	-	-	4,538,429	-	4,538,429	3,625,537	912,892
Investment Income	682,442	-	1,132	2,431	-	686,005	251,030	434,975
Program Revenue	1,441,793	16,083,629	404,332	-	799,044	18,728,798	19,302,584	(573,786)
Other Revenue	36,783	-	-	-	-	36,783	50,405	(13,622)
Total Revenues	\$ 81,629,539	\$ 16,083,629	\$ 405,464	\$ 4,540,860	\$ 799,044	\$ 103,458,536	\$ 104,393,910	\$ (935,374)
Expenditures:								
Personnel Expenditures	\$ 2,176,463	\$ 1,364,398	\$ 22,797	\$ 157,506	\$ 171,501	\$ 3,892,665	\$ 5,163,040	\$ 1,270,375
Non-personnel Expenditures	1,631,628	62,477	-	-	7,896	1,702,001	2,011,177	309,176
Capital Project Costs	62,194,491	8,431,074	352,532	1,550,343	234,251	72,762,691	176,001,923	103,239,232
Interest and Fiscal Charges	680,009	-	-	-	-	680,009	995,000	314,991
Total Expenditures	\$ 66,682,591	\$ 9,857,949	\$ 375,329	\$ 1,707,849	\$ 413,648	\$ 79,037,366	\$ 184,171,140	\$ 105,133,774
Excess of Revenues over Expenditures	\$ 14,946,948	\$ 6,225,680	\$ 30,135	\$ 2,833,011	\$ 385,396	\$ 24,421,170	\$ (79,777,230)	\$ 104,198,400
Other financing sources (uses):								
Transfers In and out	6,611,076	(6,225,680)	-	-	(385,396)	-	-	-
Draw down on Revolver Credit Loan	-	-	-	-	-	-	34,751,876	(34,751,876)
Revolver Credit Loan Repayment	(21,000,000)	-	-	-	-	(21,000,000)	(15,750,000)	(5,250,000)
Net Change in Fund Balances	\$ 558,024	\$ -	\$ 30,135	\$ 2,833,011	\$ -	\$ 3,421,170	\$ (60,775,354)	\$ (146,071,024)
Fund Balances (Deficit), Beginning of the Period	33,011,247	-	394,366	6,977,322	-	40,382,935		
Revolver Credit Loan	(93,664,165)	-	-	-	-	(93,664,165)		
Fund Balances (Deficit), End of the Period	\$ (60,094,894)	\$ -	\$ 424,501	\$ 9,810,333	\$ -	\$ (49,860,060)		

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



José Cisneros, Treasurer

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

Investment Report for the month of March 2017

April 15, 2017

The Honorable Edwin M. Lee
Mayor of San Francisco
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638

The Honorable Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638

Ladies and Gentlemen,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of March 31, 2017. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of March 2017 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	
	<u>Fiscal YTD</u>	<u>March 2017</u>	<u>Fiscal YTD</u>	<u>February 2017</u>
Average Daily Balance	\$ 7,600	\$ 8,280	\$ 7,514	\$ 8,210
Net Earnings	48.81	6.71	42.10	6.09
Earned Income Yield	0.86%	0.95%	0.84%	0.97%

CCSF Pooled Fund Statistics *

<i>(in \$ million)</i>	% of	Book	Market	Wtd. Avg.	Wtd. Avg.	WAM
Investment Type	Portfolio	Value	Value	Coupon	YTM	
U.S. Treasuries	17.70%	\$ 1,486.0	\$ 1,486.7	0.29%	0.81%	238
Federal Agencies	51.83%	4,355.5	4,353.8	0.96%	1.01%	633
State & Local Government						
Agency Obligations	3.83%	324.1	321.6	1.73%	1.17%	478
Public Time Deposits	0.01%	1.2	1.2	1.01%	1.01%	166
Negotiable CDs	9.15%	767.8	768.4	1.28%	1.28%	170
Commercial Paper	11.17%	935.5	938.6	0.04%	1.09%	55
Medium Term Notes	1.11%	93.1	93.0	1.40%	1.27%	434
Money Market Funds	3.05%	256.4	256.4	0.54%	0.54%	1
Supranationals	2.14%	179.9	180.2	0.84%	1.23%	575
Totals	100.0%	\$ 8,399.5	\$ 8,399.8	0.79%	1.01%	428

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 March 31, 2017

<i>(in \$ million)</i>									
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?		
U.S. Treasuries	\$ 1,490.0	\$ 1,486.0	\$ 1,486.7	100.04	17.70%	100%	Yes		
Federal Agencies	4,355.9	4,355.5	4,353.8	99.96	51.83%	100%	Yes		
State & Local Government Agency Obligations	320.5	324.1	321.6	99.23	3.83%	20%	Yes		
Public Time Deposits	1.2	1.2	1.2	100.00	0.01%	100%	Yes		
Negotiable CDs	767.8	767.8	768.4	100.07	9.15%	30%	Yes		
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes		
Commercial Paper	940.0	935.5	938.6	100.33	11.17%	25%	Yes		
Medium Term Notes	92.9	93.1	93.0	99.96	1.11%	25%	Yes		
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes		
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes		
Money Market Funds - Government	256.4	256.4	256.4	100.00	3.05%	10%	Yes		
Money Market Funds - Prime	-	-	-	-	0.00%	5%	Yes		
LAIF	-	-	-	-	0.00%	\$50mm	Yes		
Supranationals	180.0	179.9	180.2	100.15	2.14%	5%	Yes		
TOTAL	\$ 8,404.7	\$ 8,399.5	\$ 8,399.8	100.00	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.

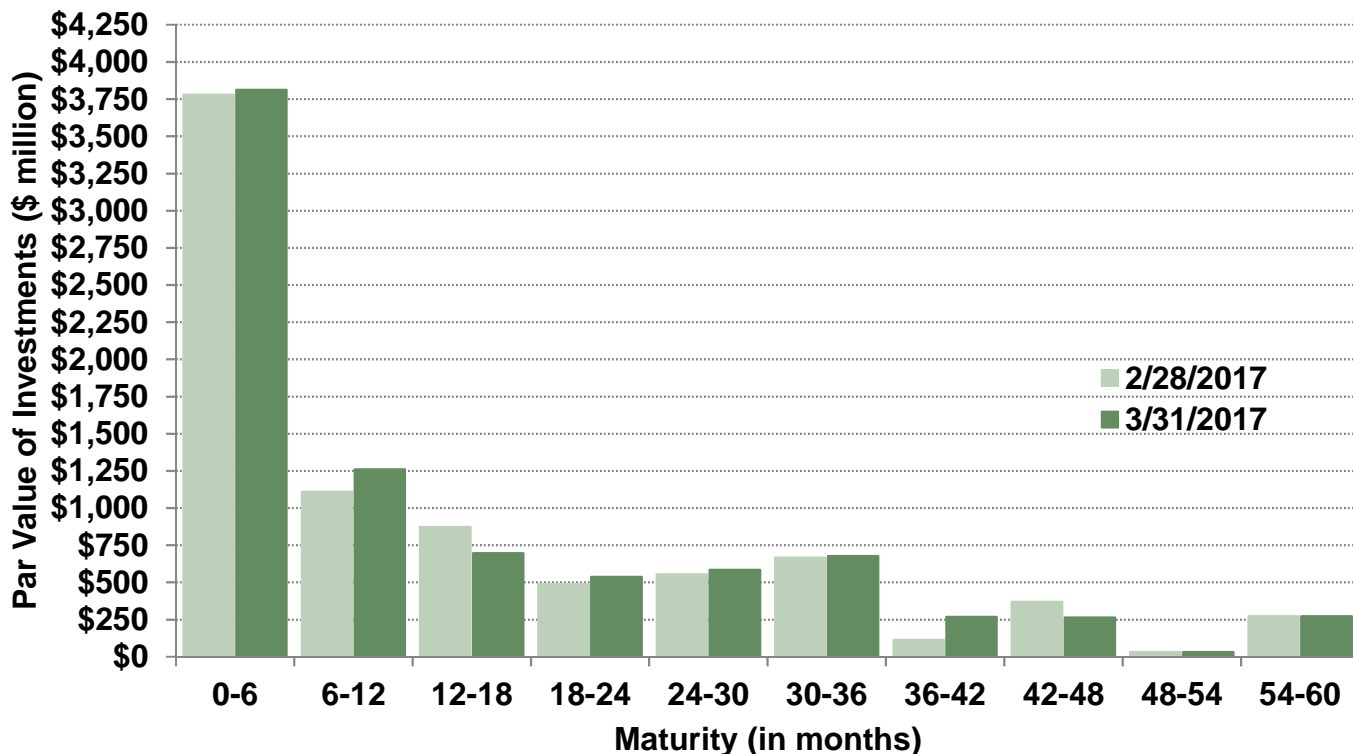
The full Investment Policy can be found at <http://www.sftreasurer.org/>, in the Reports & Plans section of the About menu.

Totals may not add due to rounding.

Portfolio Analysis

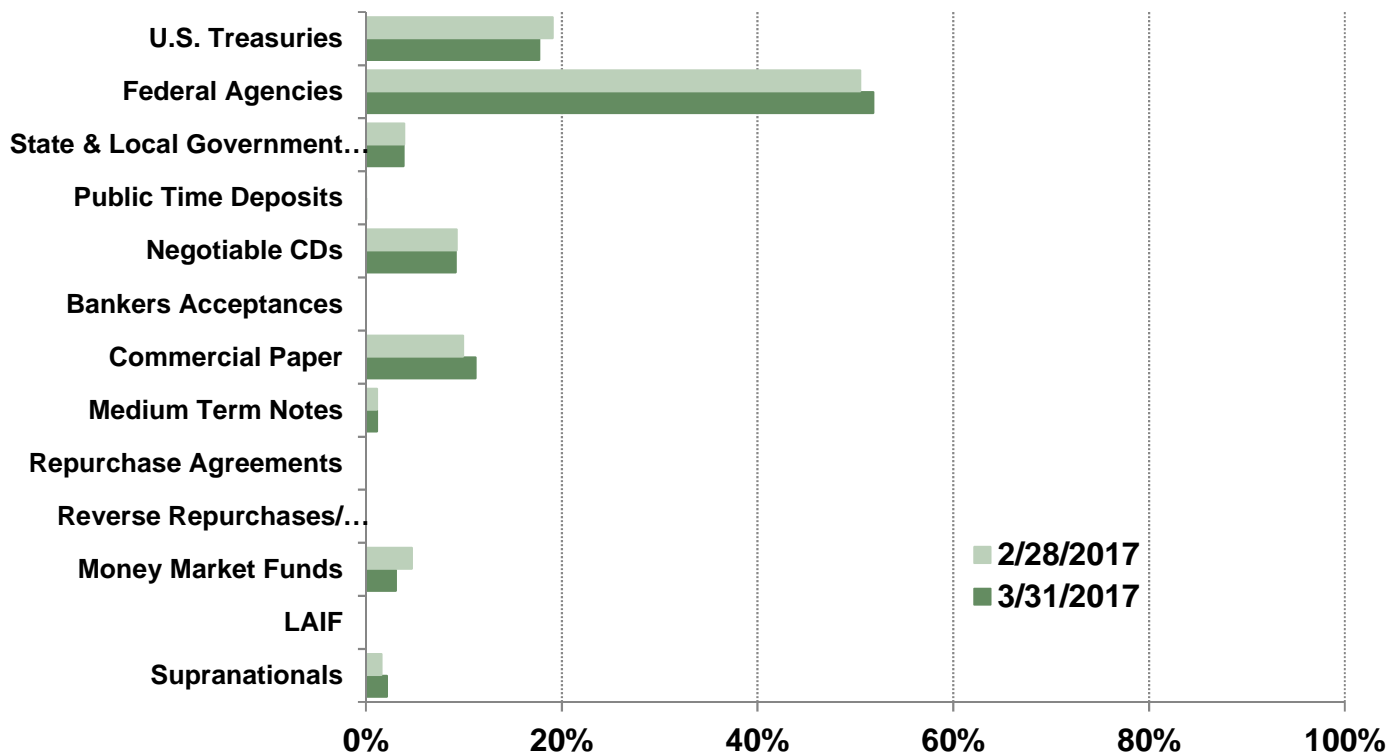
Pooled Fund

Par Value of Investments by Maturity

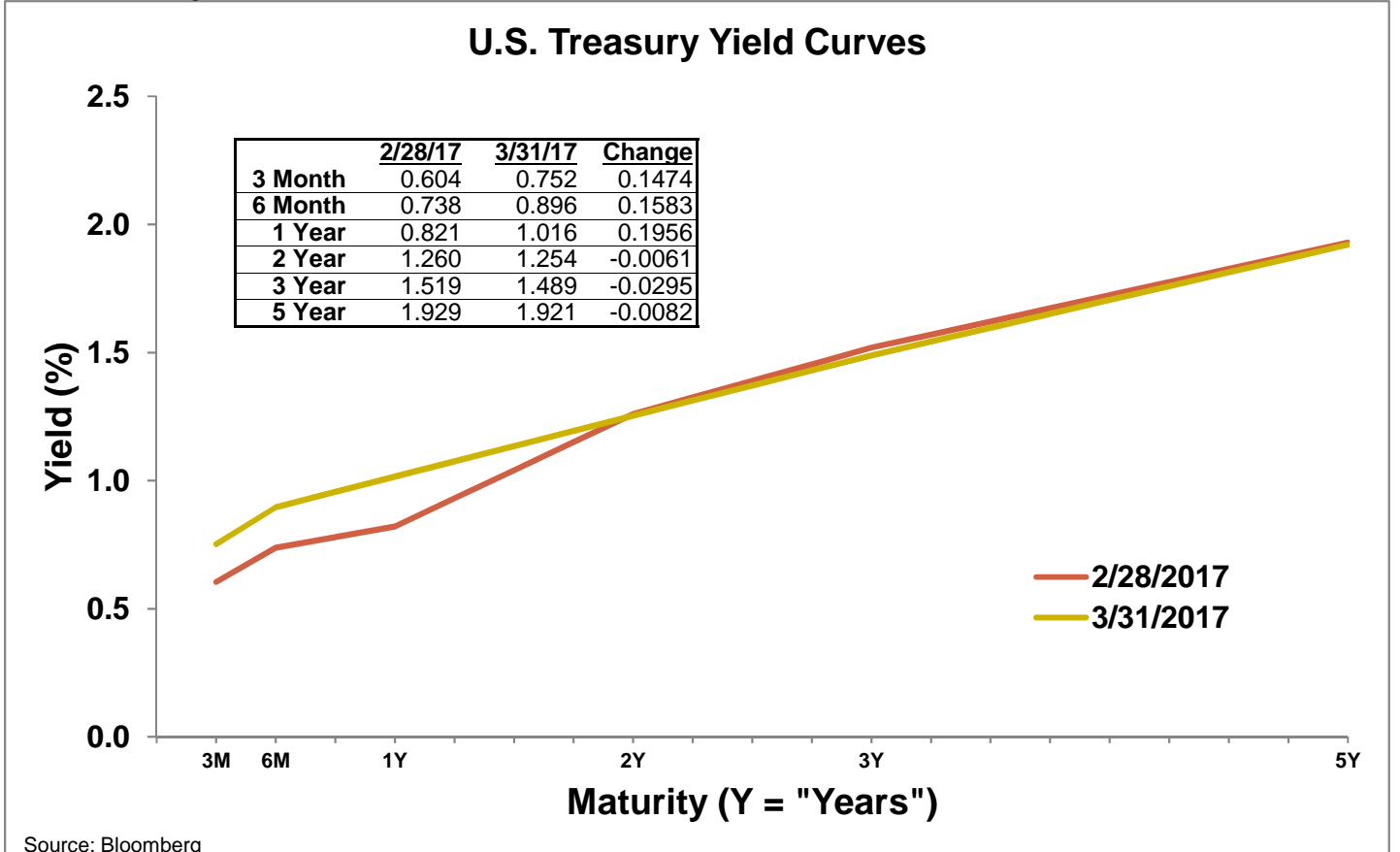
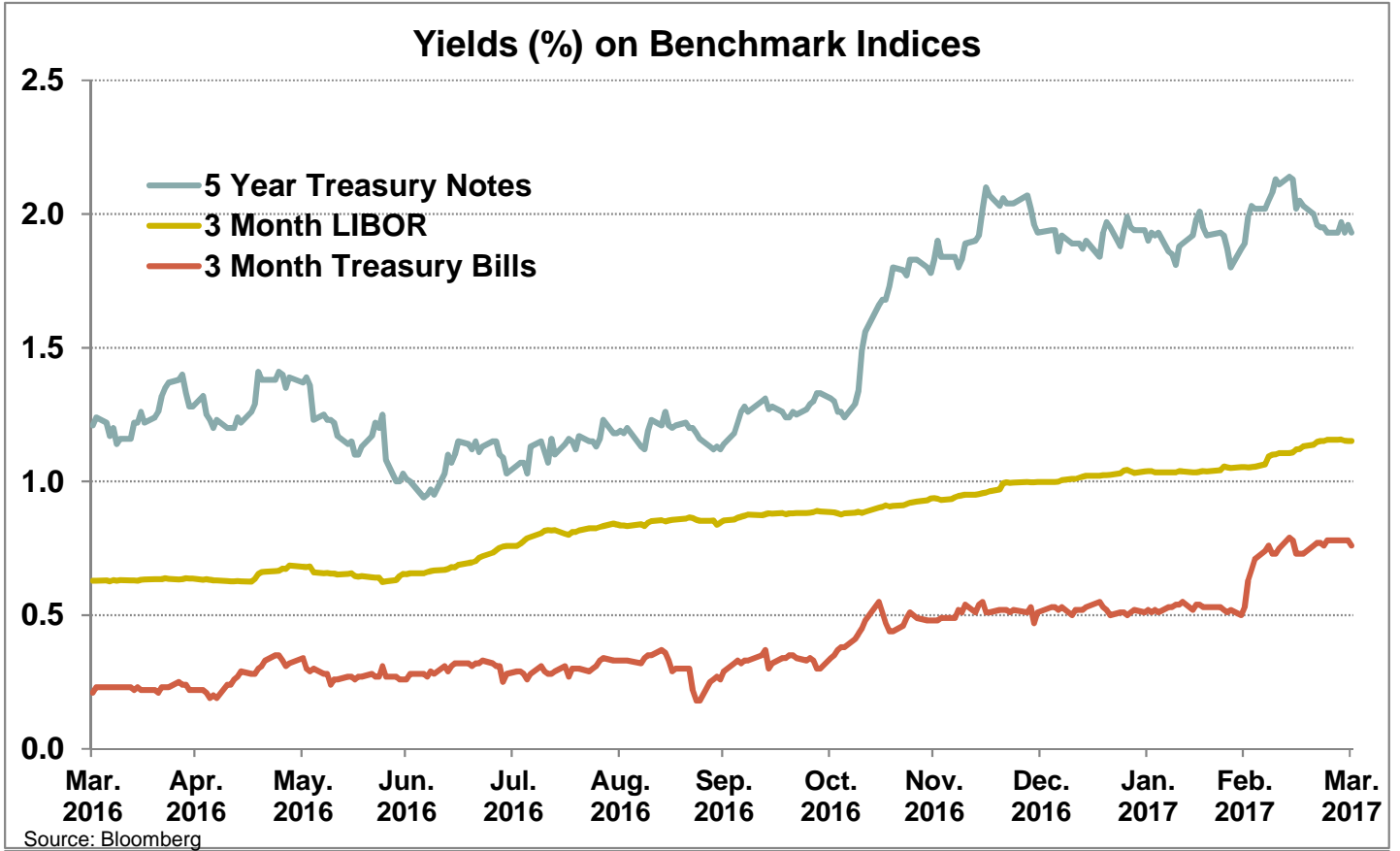


Callable bonds shown at maturity date.

Asset Allocation by Market Value



Yield Curves



Investment Inventory

Pooled Fund

As of March 31, 2017

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
U.S. Treasuries	912796KQ1	TREASURY BILL	10/6/2016	4/6/2017	0.00	0.00	\$ 74,815,725	\$ 74,815,725	\$ 74,815,725	\$ 74,996,250
U.S. Treasuries	912796KQ1	TREASURY BILL	10/6/2016	4/6/2017	0.00	0.00	150,000,000	149,628,417	149,628,417	149,992,500
U.S. Treasuries	912796KS7	TREASURY BILL	10/13/2016	4/13/2017	0.00	0.00	75,000,000	74,812,313	74,812,313	74,985,000
U.S. Treasuries	912796KT5	TREASURY BILL	10/20/2016	4/20/2017	0.06	0.00	40,000,000	39,907,787	39,907,787	39,986,400
U.S. Treasuries	912796JP5	TREASURY BILL	3/30/2017	4/27/2017	0.07	0.00	50,000,000	49,971,028	49,971,028	49,975,500
U.S. Treasuries	912796JP5	TREASURY BILL	10/27/2016	4/27/2017	0.07	0.00	75,000,000	74,819,896	74,819,896	74,963,250
U.S. Treasuries	912796LE7	TREASURY BILL	3/7/2017	6/15/2017	0.21	0.00	25,000,000	24,949,236	24,949,236	24,963,500
U.S. Treasuries	912796LE7	TREASURY BILL	3/16/2017	6/15/2017	0.21	0.00	175,000,000	174,654,958	174,654,958	174,744,500
U.S. Treasuries	912828WP1	US TSY NT	2/3/2017	6/15/2017	0.21	0.88	50,000,000	50,118,690	50,033,292	50,008,000
U.S. Treasuries	912796JX8	TREASURY BILL	3/23/2017	6/22/2017	0.23	0.00	125,000,000	124,759,861	124,759,861	124,791,250
U.S. Treasuries	912796LF4	TREASURY BILL	3/30/2017	6/29/2017	0.25	0.00	300,000,000	299,408,500	299,408,500	299,454,000
U.S. Treasuries	912828TM2	US TSY NT	12/15/2015	8/31/2017	0.42	0.63	100,000,000	99,433,594	99,862,250	99,922,000
U.S. Treasuries	912828M72	US TSY NT	12/17/2015	11/30/2017	0.66	0.88	50,000,000	49,882,813	49,960,117	49,963,000
U.S. Treasuries	912828M72	US TSY NT	12/17/2015	11/30/2017	0.66	0.88	50,000,000	49,878,906	49,958,787	49,963,000
U.S. Treasuries	912828T67	US TSY NT	11/10/2016	10/31/2021	4.45	1.25	50,000,000	49,591,484	49,607,512	48,599,500
U.S. Treasuries	912828U65	US TSY NT	12/13/2016	11/30/2021	4.48	1.75	100,000,000	99,375,000	99,353,833	99,348,000
Subtotals					0.63	0.29	\$1,490,000,000	\$1,486,008,206	\$1,486,503,512	\$1,486,655,650
Federal Agencies	31315PTQ2	FARMER MAC	4/10/2012	4/10/2017	0.00	1.26	12,500,000	12,439,250	12,499,701	12,502,000
Federal Agencies	313385EE2	FED HOME LN DISCOUNT NT	2/23/2017	4/11/2017	0.00	0.00	25,000,000	24,983,028	24,983,028	24,996,250
Federal Agencies	313385EE2	FED HOME LN DISCOUNT NT	3/29/2017	4/11/2017	0.00	0.00	36,250,000	36,240,575	36,240,575	36,244,563
Federal Agencies	313385EL6	FED HOME LN DISCOUNT NT	2/2/2017	4/17/2017	0.05	0.00	25,000,000	24,973,278	24,973,278	24,993,250
Federal Agencies	3133ECLL6	FEDERAL FARM CREDIT BANK	4/17/2013	4/17/2017	0.05	0.60	10,000,000	10,000,000	10,000,000	9,999,700
Federal Agencies	313385ET9	FED HOME LN DISCOUNT NT	2/27/2017	4/24/2017	0.07	0.00	25,000,000	24,979,389	24,979,389	24,990,000
Federal Agencies	31315PUQ0	FARMER MAC	4/26/2012	4/26/2017	0.07	1.13	10,500,000	10,500,000	10,500,000	10,500,570
Federal Agencies	3135GQJ2	FANNIE MAE	7/1/2016	4/27/2017	0.07	1.13	8,058,000	8,096,823	8,061,365	8,059,934
Federal Agencies	313385FA9	FED HOME LN DISCOUNT NT	3/29/2017	5/1/2017	0.09	0.00	25,000,000	24,982,813	24,982,813	24,985,750
Federal Agencies	3137EADF3	FREDDIE MAC	5/14/2012	5/12/2017	0.12	1.25	25,000,000	25,133,000	25,002,990	25,011,500
Federal Agencies	3130A1NN4	FEDERAL HOME LOAN BANK	9/26/2016	5/24/2017	0.15	0.88	14,000,000	14,027,232	14,006,014	14,001,680
Federal Agencies	313385GB6	FED HOME LN DISCOUNT NT	2/27/2017	5/26/2017	0.15	0.00	50,000,000	49,932,411	49,932,411	49,946,500
Federal Agencies	313385GJ9	FED HOME LN DISCOUNT NT	3/3/2017	6/2/2017	0.17	0.00	50,000,000	49,907,420	49,907,420	49,937,500
Federal Agencies	31315PZQ5	FARMER MAC	12/28/2012	6/5/2017	0.18	1.11	9,000,000	9,122,130	9,004,900	9,005,760
Federal Agencies	313385GM2	FED HOME LN DISCOUNT NT	2/28/2017	6/5/2017	0.18	0.00	50,000,000	49,925,229	49,925,229	49,934,500
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12/19/2014	6/9/2017	0.19	1.00	12,000,000	12,020,760	12,001,586	12,003,360
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12/29/2015	6/9/2017	0.19	1.00	20,600,000	20,594,026	20,599,219	20,605,768
Federal Agencies	3130A3SL9	FEDERAL HOME LOAN BANK	6/30/2014	6/15/2017	0.21	0.95	25,000,000	24,959,750	24,996,638	25,007,000
Federal Agencies	3133EAUW6	FEDERAL FARM CREDIT BANK	6/19/2012	6/19/2017	0.22	1.11	50,000,000	50,000,000	50,000,000	50,000,500
Federal Agencies	3133EEGH7	FEDERAL FARM CREDIT BANK	12/26/2014	6/26/2017	0.24	0.93	8,400,000	8,397,312	8,399,747	8,399,496
Federal Agencies	3137EADH9	FREDDIE MAC	5/25/2016	6/29/2017	0.25	1.00	15,000,000	15,035,850	15,007,977	15,004,650
Federal Agencies	3137EADH9	FREDDIE MAC	3/25/2014	6/29/2017	0.25	1.00	25,000,000	24,920,625	24,994,074	25,007,750
Federal Agencies	3134G5W50	FREDDIE MAC	12/30/2014	6/30/2017	0.25	1.00	50,000,000	50,000,000	50,000,000	50,021,500
Federal Agencies	313385HR0	FED HOME LN DISCOUNT NT	3/2/2017	7/3/2017	0.26	0.00	50,000,000	49,904,333	49,904,333	49,901,500
Federal Agencies	3133ECV92	FEDERAL FARM CREDIT BANK	7/24/2013	7/24/2017	0.07	1.02	50,000,000	50,000,000	50,000,000	50,042,000
Federal Agencies	3133ECV92	FEDERAL FARM CREDIT BANK	8/5/2013	7/26/2017	0.07	1.03	23,520,000	23,520,000	23,520,000	23,547,283
Federal Agencies	3133ECV96	FEDERAL FARM CREDIT BANK	9/16/2015	8/16/2017	0.04	0.94	25,000,000	24,995,153	24,999,051	25,021,500
Federal Agencies	3133EEFX3	FEDERAL FARM CREDIT BANK	12/23/2014	8/23/2017	0.06	1.03	50,000,000	50,000,000	50,000,000	50,053,500
Federal Agencies	3137EADL0	FREDDIE MAC	3/25/2014	9/29/2017	0.50	1.00	25,000,000	24,808,175	24,972,959	25,005,500
Federal Agencies	3135G0F57	FANNIE MAE	10/5/2015	10/15/2017	0.01	0.84	25,000,000	24,992,356	24,998,044	25,021,750
Federal Agencies	3133EETS9	FEDERAL FARM CREDIT BANK	9/25/2015	10/19/2017	0.05	1.01	30,000,000	30,000,000	30,000,160	30,029,400
Federal Agencies	3130A6LZ8	FEDERAL HOME LOAN BANK	4/28/2016	10/26/2017	0.57	0.63	25,000,000	24,929,500	24,973,143	24,951,250

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	3133EEBR0	FEDERAL FARM CREDIT BANK	11/18/2014	11/13/2017	0.04	0.91	25,000,000	24,988,794	24,997,679	25,034,500
Federal Agencies	3133EEJ76	FEDERAL FARM CREDIT BANK	8/20/2015	11/13/2017	0.12	0.94	25,000,000	24,991,500	24,997,646	25,016,000
Federal Agencies	3134G44F2	FREDDIE MAC	5/21/2013	11/21/2017	0.64	0.80	50,000,000	50,000,000	50,000,000	49,983,000
Federal Agencies	3130A3HF4	FEDERAL HOME LOAN BANK	12/22/2014	12/8/2017	0.68	1.13	25,000,000	24,955,500	24,989,677	25,013,000
Federal Agencies	3137EADX4	FREDDIE MAC	12/11/2015	12/15/2017	0.70	1.00	25,000,000	24,969,000	24,989,118	24,997,000
Federal Agencies	3133EEFE5	FEDERAL FARM CREDIT BANK	12/19/2014	12/18/2017	0.71	1.13	50,000,000	49,914,500	49,979,621	50,028,000
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	5/27/2015	2/2/2018	0.01	0.84	4,000,000	3,999,480	3,999,837	4,007,600
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	2/2/2015	2/2/2018	0.01	0.84	35,000,000	34,978,893	34,994,088	35,066,500
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/5/2014	2/5/2018	0.01	0.87	25,000,000	25,000,000	25,000,000	25,045,750
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/5/2014	2/5/2018	0.01	0.87	25,000,000	24,991,750	24,997,847	25,045,750
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/5/2014	2/5/2018	0.01	0.87	50,000,000	49,983,560	49,995,710	50,091,500
Federal Agencies	3133EFNK9	FEDERAL FARM CREDIT BANK	11/9/2015	2/9/2018	0.02	0.93	25,000,000	24,994,315	24,997,831	25,055,000
Federal Agencies	3132XOJL6	FARMER MAC	9/1/2016	3/1/2018	0.91	0.88	50,000,000	50,000,000	50,000,000	49,892,000
Federal Agencies	3133EEN71	FEDERAL FARM CREDIT BANK	5/22/2015	3/22/2018	0.06	1.01	50,000,000	49,992,500	49,997,428	50,100,500
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	5/27/2015	3/26/2018	0.24	1.01	50,000,000	49,978,500	49,992,535	49,975,500
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	5/29/2015	3/26/2018	0.24	1.01	50,000,000	49,978,500	49,992,521	49,975,500
Federal Agencies	3133EFWG8	FEDERAL FARM CREDIT BANK	1/26/2016	3/26/2018	0.07	1.14	25,000,000	24,997,200	24,998,728	25,081,500
Federal Agencies	3137EAEA3	FREDDIE MAC	2/8/2017	4/9/2018	1.02	0.75	25,000,000	25,006,729	24,951,510	24,901,250
Federal Agencies	3133EEZC7	FEDERAL FARM CREDIT BANK	4/16/2015	4/16/2018	0.04	0.98	50,000,000	49,992,422	49,997,372	50,114,500
Federal Agencies	31331KJB7	FEDERAL FARM CREDIT BANK	2/2/2016	4/25/2018	1.05	3.00	14,230,000	14,876,184	14,539,183	14,509,620
Federal Agencies	3133EEU40	FEDERAL FARM CREDIT BANK	6/3/2015	5/3/2018	0.01	0.85	69,000,000	68,994,894	68,998,097	69,140,760
Federal Agencies	3134GAXQ2	FREDDIE MAC	11/30/2016	5/15/2018	1.12	0.63	25,000,000	24,998,010	24,993,453	24,988,250
Federal Agencies	3135G0WJ8	FANNIE MAE	5/23/2013	5/21/2018	1.13	0.88	25,000,000	24,786,500	24,951,424	24,914,750
Federal Agencies	3130ABVL4	FEDERAL HOME LOAN BANK	8/24/2016	5/24/2018	1.14	1.00	10,000,000	10,000,000	10,000,000	9,946,600
Federal Agencies	3134G9HC4	FREDDIE MAC	5/25/2016	5/25/2018	1.14	1.00	25,000,000	25,000,000	25,000,000	24,866,500
Federal Agencies	3133EFC72	FEDERAL FARM CREDIT BANK	9/8/2015	6/8/2018	0.02	0.90	25,000,000	25,000,000	25,000,000	25,059,000
Federal Agencies	3133EFC72	FEDERAL FARM CREDIT BANK	9/8/2015	6/8/2018	0.02	0.90	50,000,000	50,000,000	50,000,000	50,118,000
Federal Agencies	3133EEW48	FEDERAL FARM CREDIT BANK	6/11/2015	6/11/2018	0.03	0.93	50,000,000	49,996,000	49,998,409	50,112,500
Federal Agencies	3133EFSH1	FEDERAL FARM CREDIT BANK	12/18/2015	6/14/2018	1.19	1.17	25,000,000	24,952,250	24,976,939	25,010,000
Federal Agencies	3133EGGC3	FEDERAL FARM CREDIT BANK	6/20/2016	6/20/2018	0.05	1.10	25,000,000	25,000,000	25,000,000	25,079,750
Federal Agencies	3132XOLZ2	FARMER MAC	12/22/2016	6/22/2018	0.06	1.04	25,000,000	25,000,000	25,000,000	25,062,000
Federal Agencies	3134G9RZ2	FREDDIE MAC	6/22/2016	6/22/2018	1.22	1.00	8,950,000	8,950,000	8,950,000	8,944,988
Federal Agencies	3134G9UY1	FREDDIE MAC	6/29/2016	6/29/2018	1.24	1.00	25,000,000	25,000,000	25,000,000	24,946,250
Federal Agencies	3134G9UY1	FREDDIE MAC	6/29/2016	6/29/2018	1.24	1.00	25,000,000	25,000,000	25,000,000	24,946,250
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	5/19/2016	7/19/2018	0.05	1.11	25,000,000	25,000,000	25,000,000	25,087,250
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	7/29/2016	7/25/2018	1.31	0.83	22,250,000	22,223,211	22,232,288	22,136,080
Federal Agencies	3134G9Q67	FREDDIE MAC	7/27/2016	7/27/2018	1.31	1.05	25,000,000	25,000,000	25,000,000	24,952,000
Federal Agencies	3134G9Q67	FREDDIE MAC	7/27/2016	7/27/2018	1.31	1.05	25,000,000	24,993,750	24,995,873	24,952,000
Federal Agencies	3133EGFG3	FEDERAL FARM CREDIT BANK	9/21/2016	9/14/2018	1.45	0.88	25,000,000	24,981,000	24,986,046	24,882,500
Federal Agencies	3130A9C90	FEDERAL HOME LOAN BANK	9/28/2016	9/28/2018	1.48	1.05	25,000,000	25,000,000	25,000,000	24,928,750
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	6/17/2016	10/17/2018	0.05	1.07	25,000,000	25,000,000	25,000,000	25,080,250
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	6/17/2016	10/17/2018	0.05	1.07	25,000,000	25,000,000	25,000,000	25,080,250
Federal Agencies	3134GAVU5	FREDDIE MAC	1/26/2017	11/16/2018	1.62	0.63	7,980,000	7,986,506	7,977,123	7,978,244
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	12/20/2016	12/14/2018	1.68	1.75	15,131,725	15,131,725	15,109,408	15,125,550
Federal Agencies	3133EGDM4	FEDERAL FARM CREDIT BANK	6/2/2016	1/2/2019	0.01	0.95	25,000,000	25,000,000	25,000,000	25,119,000
Federal Agencies	3133EG2V6	FEDERAL FARM CREDIT BANK	1/3/2017	1/3/2019	0.01	0.86	25,000,000	25,000,000	25,000,000	25,071,250
Federal Agencies	3134GAH23	FREDDIE MAC	1/17/2017	1/17/2019	1.78	1.00	25,000,000	25,000,000	25,000,000	24,989,250
Federal Agencies	3130ABVZ3	FEDERAL HOME LOAN BANK	7/28/2016	1/25/2019	1.80	1.05	25,000,000	25,000,000	25,000,000	24,857,500
Federal Agencies	3132XOEK3	FARMER MAC	1/25/2016	1/25/2019	0.07	1.14	25,000,000	25,000,000	25,000,000	25,161,500

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	3134GAS39	FREDDIE MAC	2/1/2017	2/1/2019	1.82	1.00	25,000,000	25,000,000	25,000,000	24,993,750
Federal Agencies	3130AANW4	FEDERAL HOME LOAN BANK	2/14/2017	2/14/2019	1.86	0.63	25,000,000	25,000,000	25,000,000	24,986,000
Federal Agencies	3133EGBU8	FEDERAL FARM CREDIT BANK	5/25/2016	2/25/2019	0.07	1.16	50,000,000	50,000,000	50,000,000	50,261,000
Federal Agencies	3136G2Y68	FANNIE MAE	2/26/2016	2/26/2019	1.89	1.00	15,935,000	15,927,033	15,929,940	15,932,769
Federal Agencies	3132X0ED9	FARMER MAC	1/19/2016	3/19/2019	0.22	1.22	40,000,000	40,000,000	40,000,000	40,244,400
Federal Agencies	3134GBAK8	FREDDIE MAC	3/20/2017	3/20/2019	1.95	1.05	25,000,000	25,000,000	25,000,000	24,993,750
Federal Agencies	3136G3FC4	FANNIE MAE	3/29/2016	3/29/2019	1.98	1.00	6,250,000	6,250,000	6,250,000	6,237,563
Federal Agencies	3134G8VT3	FREDDIE MAC	5/23/2016	4/25/2019	2.05	0.80	14,559,272	14,559,272	14,559,486	14,557,816
Federal Agencies	3136G3QP3	FANNIE MAE	5/24/2016	5/24/2019	2.12	1.25	10,000,000	10,000,000	10,000,000	9,916,300
Federal Agencies	3134G9LF2	FREDDIE MAC	6/7/2016	6/7/2019	2.17	0.75	75,000,000	75,000,000	75,000,000	74,907,000
Federal Agencies	3136G3NK7	FANNIE MAE	6/7/2016	6/7/2019	2.17	1.00	25,000,000	24,996,250	24,997,271	24,909,750
Federal Agencies	3136G3NM3	FANNIE MAE	6/7/2016	6/7/2019	2.17	0.75	50,000,000	50,000,000	50,000,000	49,919,000
Federal Agencies	3134G9QW0	FREDDIE MAC	6/14/2016	6/14/2019	2.18	0.88	12,500,000	12,500,000	12,500,000	12,482,250
Federal Agencies	3134G9QW0	FREDDIE MAC	6/14/2016	6/14/2019	2.17	1.28	50,000,000	50,000,000	50,000,000	49,530,000
Federal Agencies	3134G9YR2	FREDDIE MAC	7/12/2016	7/12/2019	2.26	1.00	50,000,000	50,000,000	50,000,000	49,736,000
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	6/9/2016	8/9/2019	0.02	1.04	25,000,000	25,000,000	25,000,000	25,146,500
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	6/9/2016	8/9/2019	0.02	1.04	25,000,000	25,000,000	25,000,000	25,146,500
Federal Agencies	3134G94F1	FREDDIE MAC	8/15/2016	8/15/2019	2.35	1.00	25,000,000	25,000,000	25,000,000	24,769,000
Federal Agencies	3133EGX67	FEDERAL FARM CREDIT BANK	12/20/2016	8/20/2019	0.05	1.10	50,000,000	50,000,000	50,000,000	50,217,000
Federal Agencies	3135G0P23	FANNIE MAE	8/30/2016	8/23/2019	2.36	1.25	20,000,000	20,000,000	20,000,000	19,889,800
Federal Agencies	3136G3X59	FANNIE MAE	8/23/2016	8/23/2019	2.37	1.10	25,000,000	25,000,000	25,000,000	24,644,000
Federal Agencies	3134G9G50	FREDDIE MAC	5/26/2016	8/26/2019	2.37	1.25	25,000,000	25,000,000	25,000,000	24,725,750
Federal Agencies	3134GAHR8	FREDDIE MAC	9/23/2016	9/23/2019	2.46	1.00	25,000,000	25,000,000	25,000,000	24,917,250
Federal Agencies	3135G0Q30	FANNIE MAE	10/21/2016	9/27/2019	2.46	1.18	50,000,000	50,000,000	50,000,000	49,571,500
Federal Agencies	3132X0KH3	FARMER MAC	10/6/2016	10/1/2019	0.00	1.01	50,000,000	50,000,000	50,000,000	50,266,000
Federal Agencies	3134G8TG4	FREDDIE MAC	4/11/2016	10/11/2019	2.47	1.50	15,000,000	15,000,000	15,000,000	14,929,800
Federal Agencies	3134GAPT5	FREDDIE MAC	10/18/2016	10/18/2019	2.52	0.75	10,000,000	10,000,000	10,000,000	9,970,000
Federal Agencies	3136G4FJ7	FANNIE MAE	10/25/2016	10/25/2019	2.52	1.20	25,000,000	25,000,000	25,000,000	24,614,500
Federal Agencies	3136G4EZ2	FANNIE MAE	10/28/2016	10/30/2019	2.54	1.13	50,000,000	49,950,000	49,957,065	49,301,000
Federal Agencies	3134GAVL5	FREDDIE MAC	11/4/2016	11/4/2019	2.56	1.00	100,000,000	100,000,000	100,000,000	98,933,000
Federal Agencies	3136G3LV5	FANNIE MAE	5/26/2016	11/26/2019	2.60	1.35	8,950,000	8,950,000	8,950,000	8,872,762
Federal Agencies	3133EGN43	FEDERAL FARM CREDIT BANK	12/2/2016	12/2/2019	0.01	0.95	50,000,000	50,000,000	50,000,000	50,265,500
Federal Agencies	3132X0PG0	FARMER MAC	2/10/2017	1/3/2020	0.01	0.88	50,000,000	50,000,000	50,000,000	50,142,500
Federal Agencies	3134G9VR5	FREDDIE MAC	7/6/2016	1/6/2020	2.73	1.15	25,000,000	25,000,000	25,000,000	24,805,750
Federal Agencies	3134GAK60	FREDDIE MAC	1/27/2017	1/27/2020	2.76	1.80	50,000,000	50,000,000	50,000,000	49,981,000
Federal Agencies	3134GAT87	FREDDIE MAC	1/27/2017	1/27/2020	2.79	1.00	25,000,000	25,000,000	25,000,000	24,971,000
Federal Agencies	3133EG6V6	FEDERAL FARM CREDIT BANK	2/10/2017	2/10/2020	0.03	0.91	25,000,000	25,000,000	25,000,000	25,053,750
Federal Agencies	3133EG6V6	FEDERAL FARM CREDIT BANK	2/10/2017	2/10/2020	0.03	0.91	25,000,000	25,000,000	25,000,000	25,053,750
Federal Agencies	3134GAR22	FREDDIE MAC	2/10/2017	2/10/2020	2.82	1.00	24,995,000	24,995,000	24,995,228	24,991,250
Federal Agencies	3134GAY57	FREDDIE MAC	2/14/2017	2/14/2020	2.83	1.05	25,000,000	25,000,000	25,000,000	24,986,500
Federal Agencies	3134GAZ64	FREDDIE MAC	2/14/2017	2/14/2020	2.83	1.05	25,000,000	25,000,000	25,000,000	24,986,500
Federal Agencies	3134GA6R0	FREDDIE MAC	3/20/2017	3/20/2020	2.92	1.25	10,150,000	10,150,000	10,150,000	10,144,215
Federal Agencies	3134GBAH5	FREDDIE MAC	3/20/2017	3/20/2020	2.93	1.10	25,000,000	25,000,000	25,000,000	24,997,500
Federal Agencies	3134GBAZ5	FREDDIE MAC	3/27/2017	3/27/2020	2.94	1.25	25,000,000	25,000,000	25,000,000	25,005,750
Federal Agencies	3134GBBR2	FREDDIE MAC	3/27/2017	3/27/2020	2.94	1.25	25,000,000	25,000,000	25,000,000	24,988,250
Federal Agencies	3136G3TK1	FANNIE MAE	7/6/2016	4/6/2020	2.98	1.00	25,000,000	25,000,000	25,000,000	24,885,750
Federal Agencies	3136G4BL6	FANNIE MAE	10/17/2016	4/17/2020	2.98	1.25	15,000,000	15,000,000	15,000,000	14,766,150
Federal Agencies	3132X0AT8	FARMER MAC	6/5/2015	6/2/2020	0.01	0.93	41,000,000	41,000,000	41,000,000	41,175,070
Federal Agencies	3136G3TG0	FANNIE MAE	6/30/2016	6/30/2020	3.19	1.15	105,000,000	105,000,000	105,000,000	14,789,700
Federal Agencies	3130A9FR7	FEDERAL HOME LOAN BANK	9/29/2016	9/28/2020	0.08	1.13	103,500,000	103,500,000	103,500,000	103,818,780
Federal Agencies	3132X0KR1	FARMER MAC	11/2/2016	11/2/2020	0.01	0.99	25,000,000	25,000,000	25,000,000	25,139,250

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	3133EGX75	FEDERAL FARM CREDIT BANK	12/21/2016	12/21/2020	0.06	1.17	50,000,000	50,000,000	50,000,000	50,251,000
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	12/24/2015	12/24/2020	0.07	1.31	100,000,000	100,000,000	100,000,000	101,012,000
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	1/25/2017	1/25/2021	0.07	1.14	20,000,000	20,000,000	20,000,000	20,074,800
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	1/25/2017	1/25/2021	0.07	1.14	20,000,000	20,000,000	20,000,000	20,074,800
Federal Agencies	3132XONQ0	FARMER MAC	2/3/2017	2/3/2021	0.01	0.93	50,000,000	50,000,000	50,000,000	50,109,000
Federal Agencies	3135G0Q89	FANNIE MAE	10/21/2016	10/7/2021	4.37	1.38	25,013,368	25,013,368	25,000,000	24,389,000
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	4.42	1.38	14,500,000	14,500,000	14,500,000	14,106,165
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	4.42	1.38	15,000,000	15,000,000	15,000,000	14,591,550
Federal Agencies	3133EGS97	FEDERAL FARM CREDIT BANK	12/8/2016	12/8/2021	0.02	1.12	25,000,000	25,000,000	25,000,000	25,056,750
Federal Agencies	3133EGS97	FEDERAL FARM CREDIT BANK	12/8/2016	12/8/2021	0.02	1.12	25,000,000	25,000,000	25,000,000	25,056,750
Federal Agencies	3134GAK52	FREDDIE MAC	1/26/2017	1/26/2022	4.70	1.13	17,300,000	17,300,000	17,300,000	17,299,481
Subtotals					0.89	0.96	\$4,355,883,000	\$4,355,488,862	\$4,355,528,356	\$4,353,761,975
State/Local Agencies	91411SS50	UNIVERSITY OF CALIFORNIA	2/6/2017	5/5/2017	0.10	0.00	\$	49,892,444	\$	49,957,500
State/Local Agencies	91412GL45	UNIV OF CALIFORNIA CA REVENUE	6/30/2016	5/15/2017	0.12	0.65	5,505,000	5,505,000	5,505,000	5,500,541
State/Local Agencies	91412GUJ7	UNIV OF CALIFORNIA CA REVENUE	4/10/2014	5/15/2017	0.12	1.22	3,250,000	3,250,000	3,250,000	3,250,065
State/Local Agencies	718814XY7	PHOENIX AZ	9/27/2016	7/1/2017	0.25	3.50	20,000,000	20,414,800	20,136,270	20,130,800
State/Local Agencies	0104105D6	ALABAMA ST	11/4/2016	8/1/2017	0.34	3.50	22,185,000	22,643,342	22,377,122	22,377,122
State/Local Agencies	13063CFC9	CALIFORNIA ST	11/5/2013	11/1/2017	0.58	1.75	16,500,000	16,558,905	16,508,652	16,554,120
State/Local Agencies	13063CPN4	CALIFORNIA ST	12/22/2014	11/1/2017	0.58	1.25	5,000,000	5,004,550	5,000,932	5,002,150
State/Local Agencies	13063CPN4	CALIFORNIA ST	11/25/2014	11/1/2017	0.58	1.25	50,000,000	50,121,500	50,024,255	50,021,500
State/Local Agencies	91412GL52	UNIV OF CALIFORNIA CA REVENUE	6/30/2016	5/15/2018	1.12	0.99	2,470,000	2,470,000	2,470,000	2,461,479
State/Local Agencies	546456CY8	LOUISIANA ST CITIZENS PROPERT	1/30/2016	6/1/2018	1.12	6.13	4,500,000	4,822,065	4,750,364	4,766,940
State/Local Agencies	646065QQ8	NEW JERSEY ST EDUC TNL FACS A	9/29/2016	7/1/2018	1.22	5.00	5,000,000	5,360,700	5,256,999	5,248,100
State/Local Agencies	603786J7	MINNEAPOLIS MN REVENUE	12/1/2016	8/1/2018	1.30	4.88	1,000,000	1,057,030	1,045,680	1,050,350
State/Local Agencies	13063CV9	CALIFORNIA ST	11/3/2016	11/1/2018	1.57	1.05	50,000,000	50,117,500	50,117,311	49,773,000
State/Local Agencies	13063CKL3	CALIFORNIA ST	10/27/2016	5/1/2019	2.03	2.25	4,750,000	4,879,058	4,857,078	4,821,583
State/Local Agencies	91412GL60	UNIV OF CALIFORNIA CA REVENUE	6/30/2016	5/15/2019	2.10	1.23	2,000,000	2,000,000	2,000,000	1,980,960
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	10/5/2015	7/1/2019	2.21	1.80	4,180,000	4,214,443	4,200,716	4,202,530
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	10/2/2015	7/1/2019	2.21	1.80	16,325,000	16,461,640	16,407,004	16,412,992
State/Local Agencies	6055804W6	MISSISSIPPI ST	4/23/2015	10/1/2019	2.31	6.09	8,500,000	10,217,510	9,466,761	9,431,430
State/Local Agencies	977100CW4	WISCONSIN ST GEN FUND ANNUA	8/16/2016	5/1/2020	3.02	1.45	18,000,000	18,000,000	18,000,000	17,804,880
State/Local Agencies	13066VY5	CALIFORNIA ST DEPT OF WTR RE	2/6/2017	5/1/2021	3.94	1.71	29,600,000	29,279,452	29,116,673	29,114,856
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUE	8/9/2016	5/15/2021	3.96	1.91	1,769,000	1,810,695	1,805,064	1,741,421
Subtotals					1.28	1.73	\$ 320,534,000	\$ 324,110,635	\$ 322,203,307	\$ 321,604,318
Public Time Deposits	PPF00EG62	BANK OF SAN FRANCISCO	4/11/2016	4/11/2017	0.00	0.89	\$	240,000	\$	240,000
Public Time Deposits	PPQJ03J86	PREFERRED BANK LA CALIF	5/16/2016	5/16/2017	0.13	0.85	240,000	240,000	240,000	240,000
Public Time Deposits	PP7C0E3S1	UMPQUA BANK	6/29/2016	6/29/2017	0.25	0.79	240,000	240,000	240,000	240,000
Public Time Deposits	PP9J2NRE9	MISSION NATIONAL BK SF	2/21/2017	2/21/2018	0.89	1.15	240,000	240,000	240,000	240,000
Public Time Deposits	PP9F2HFF8	TRANS-PAC NATIONAL BK	3/21/2017	3/21/2018	0.97	1.35	240,000	240,000	240,000	240,000
Subtotals					0.44	1.01	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000
Negotiable CDs	89113E5Z5	TORONTO DOMINION BANK NY	4/8/2016	4/12/2017	0.00	1.10	\$	25,000,000	\$	25,000,000
Negotiable CDs	96121TZ84	WESTPAC BANKING CORP NY	12/20/2016	4/19/2017	0.05	1.05	50,000,000	50,000,000	50,000,000	50,005,474
Negotiable CDs	06427K3A3	BANK OF MONTREAL CHICAGO	8/3/2016	5/3/2017	0.09	1.43	25,000,000	25,000,000	25,000,000	25,013,572
Negotiable CDs	89113WE44	TORONTO DOMINION BANK NY	3/30/2017	5/3/2017	0.09	0.95	50,000,000	50,000,000	50,000,000	50,005,037
Negotiable CDs	06427KLG0	BANK OF MONTREAL CHICAGO	12/19/2016	6/15/2017	0.21	1.20	50,000,000	50,000,000	50,000,000	50,037,632
Negotiable CDs	89113WJJ6	TORONTO DOMINION BANK NY	9/9/2016	6/15/2017	0.21	1.32	40,000,000	40,000,000	40,000,000	40,039,935
Negotiable CDs	78009NP26	ROYAL BANK OF CANADA NY	1/3/2017	7/3/2017	0.01	1.19	50,000,000	50,000,000	50,000,000	50,020,921
Negotiable CDs	89113WD60	TORONTO DOMINION BANK NY	3/27/2017	7/3/2017	0.26	1.15	50,000,000	50,000,000	50,000,000	50,015,608

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	89113WZH2	TORONTO DOMINION BANK NY	3/15/2017	7/3/2017	0.26	50,000,000	50,000,000	50,000,000	50,014,255	
Negotiable CDs	06417HUR5	BANK OF NOVA SCOTIA HOUS	9/25/2014	9/25/2017	0.24	50,000,000	50,000,000	50,000,000	50,096,742	
Negotiable CDs	89113WQN9	TORONTO DOMINION BANK NY	12/6/2016	12/6/2017	0.18	50,000,000	50,000,000	50,000,000	50,051,669	
Negotiable CDs	06427KJVO	BANK OF MONTREAL CHICAGO	12/9/2016	12/8/2017	0.19	50,000,000	50,000,000	50,000,000	50,054,251	
Negotiable CDs	78009NL61	ROYAL BANK OF CANADA NY	12/8/2016	12/8/2017	0.19	50,000,000	50,000,000	50,000,000	50,054,251	
Negotiable CDs	78009NM60	ROYAL BANK OF CANADA NY	12/19/2016	12/19/2017	0.22	50,000,000	50,000,000	50,000,000	50,073,197	
Negotiable CDs	78009NS56	ROYAL BANK OF CANADA NY	3/20/2017	12/20/2017	0.05	50,000,000	50,000,000	50,000,000	49,995,730	
Negotiable CDs	96121TD9	WESTPAC BANKING CORP NY	12/28/2016	12/28/2017	0.08	50,000,000	50,000,000	50,000,000	50,046,111	
Negotiable CDs	06427KSW8	BANK OF MONTREAL CHICAGO	3/9/2017	3/8/2019	1.39	27,838,000	27,838,000	27,838,000	27,829,370	
Subtotals					0.15	\$ 767,838,000	\$ 767,838,000	\$ 767,838,000	\$ 768,355,843	
Commercial Paper	06538BR39	BANK TOKYO-MIT UFJ NY	12/5/2016	4/3/2017	0.00	25,000,000	24,914,056	24,914,056	24,998,750	
Commercial Paper	06538BR39	BANK TOKYO-MIT UFJ NY	3/23/2017	4/3/2017	0.00	25,000,000	24,992,896	24,992,896	24,998,750	
Commercial Paper	06538BR39	BANK TOKYO-MIT UFJ NY	3/24/2017	4/3/2017	0.00	25,000,000	24,993,542	24,993,542	24,998,750	
Commercial Paper	19416ER33	COLGATE-PALMOLIVE CO	3/31/2017	4/3/2017	0.00	15,000,000	14,999,025	14,999,025	14,999,250	
Commercial Paper	62478XR36	MJFG UNION BANK NA	3/31/2017	4/3/2017	0.00	40,000,000	39,997,667	39,997,667	39,998,000	
Commercial Paper	19416ER58	COLGATE-PALMOLIVE CO	3/31/2017	4/5/2017	0.00	40,000,000	39,995,833	39,995,833	39,996,000	
Commercial Paper	89233GR73	TOYOTA MOTOR CREDIT CORP	7/13/2016	4/7/2017	0.00	50,000,000	49,547,931	49,547,931	49,975,000	
Commercial Paper	06538BRM7	BANK TOKYO-MIT UFJ NY	7/26/2016	4/21/2017	0.06	50,000,000	25,000,000	25,000,000	24,987,500	
Commercial Paper	89233APL7	TOYOTA MOTOR CREDIT CORP	7/28/2016	4/21/2017	0.06	25,000,000	24,755,285	24,755,285	24,978,750	
Commercial Paper	06538BS53	BANK TOKYO-MIT UFJ NY	8/9/2016	5/5/2017	0.10	25,000,000	39,603,956	39,603,956	39,966,000	
Commercial Paper	06538BS53	BANK TOKYO-MIT UFJ NY	8/10/2016	5/5/2017	0.10	25,000,000	24,750,611	24,750,611	24,974,375	
Commercial Paper	06538BSC8	BANK TOKYO-MIT UFJ NY	8/17/2016	5/12/2017	0.12	25,000,000	39,592,044	39,592,044	39,935,244	
Commercial Paper	06538BT29	BANK TOKYO-MIT UFJ NY	9/7/2016	6/2/2017	0.17	25,000,000	24,767,500	24,767,500	24,956,917	
Commercial Paper	89233GT63	TOYOTA MOTOR CREDIT CORP	9/9/2016	6/6/2017	0.18	25,000,000	24,839,646	24,839,646	24,953,000	
Commercial Paper	06538BTE6	BANK TOKYO-MIT UFJ NY	12/15/2016	6/12/2017	0.20	25,000,000	24,840,542	24,840,542	24,953,000	
Commercial Paper	89233GTE6	TOYOTA MOTOR CREDIT CORP	2/2/2017	6/14/2017	0.21	20,000,000	19,922,267	19,922,267	19,961,356	
Commercial Paper	06538BT0	BANK TOKYO-MIT UFJ NY	12/30/2016	6/15/2017	0.21	25,000,000	24,857,354	24,857,354	24,951,042	
Commercial Paper	36164JTF1	GE CAPITAL TREASURY LLC	1/26/2017	6/15/2017	0.21	50,000,000	49,830,639	49,830,639	49,902,083	
Commercial Paper	36164JTF1	GE CAPITAL TREASURY LLC	2/2/2017	6/15/2017	0.21	50,000,000	49,831,903	49,831,903	49,902,083	
Commercial Paper	89233GTF3	TOYOTA MOTOR CREDIT CORP	2/2/2017	6/15/2017	0.21	30,000,000	29,882,517	29,882,517	29,941,250	
Commercial Paper	89233GTS5	TOYOTA MOTOR CREDIT CORP	12/20/2016	6/26/2017	0.24	50,000,000	49,686,667	49,686,667	49,887,722	
Commercial Paper	36164JTF1	GE CAPITAL TREASURY LLC	2/23/2017	6/28/2017	0.24	50,000,000	49,845,486	49,845,486	49,885,111	
Commercial Paper	06538BU35	BANK TOKYO-MIT UFJ NY	3/20/2017	7/3/2017	0.26	25,000,000	24,915,417	24,915,417	24,932,833	
Commercial Paper	89233GU38	TOYOTA MOTOR CREDIT CORP	3/6/2017	7/3/2017	0.26	25,000,000	49,822,083	49,822,083	49,865,667	
Commercial Paper	89233GU38	TOYOTA MOTOR CREDIT CORP	3/3/2017	7/3/2017	0.26	50,000,000	49,858,542	49,858,542	49,855,556	
Commercial Paper	36164JUA0	GE CAPITAL TREASURY LLC	3/27/2017	7/10/2017	0.28	50,000,000	935,530,753	935,530,753	938,631,864	
Subtotals					0.15	\$ 940,000,000	\$ 935,530,753	\$ 935,530,753	\$ 938,631,864	
Medium Term Notes	91159HHD5	US BANCORP	2/3/2016	5/15/2017	0.12	3,090,000	3,111,908	3,092,064	3,090,278	
Medium Term Notes	459200JD4	IBM CORP	2/19/2016	8/18/2017	0.13	25,000,000	25,000,000	25,000,000	25,045,000	
Medium Term Notes	459200GJ4	IBM CORP	3/22/2016	9/14/2017	0.46	1,325,000	1,415,378	1,352,732	1,351,619	
Medium Term Notes	911312AP1	UNITED PARCEL SERVICE	1/28/2016	10/1/2017	0.50	2,000,000	2,003,780	2,001,130	1,997,360	
Medium Term Notes	459200HK0	IBM CORP	5/6/2016	2/8/2018	0.85	11,450,000	11,519,616	11,483,888	11,444,504	
Medium Term Notes	89236TDN2	TOYOTA MOTOR CREDIT CORP	1/9/2017	1/9/2019	0.03	50,000,000	50,000,000	50,000,000	50,084,000	
Subtotals					0.18	\$ 92,865,000	\$ 93,050,682	\$ 92,929,814	\$ 93,012,761	

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
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	3/31/2017	4/1/2017	0.00	0.51	\$ 5,022,467	\$ 5,022,467	\$ 5,022,467	\$ 5,022,467
Money Market Funds	31607A703	FIDELITY INST GOV FUND	3/31/2017	4/1/2017	0.00	0.54	225,956,062	225,956,062	225,956,062	225,956,062
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUI	3/31/2017	4/1/2017	0.00	0.51	25,422,953	25,422,953	25,422,953	25,422,953
Subtotals					0.00	0.54	\$ 256,401,482	\$ 256,401,482	\$ 256,401,482	\$ 256,401,482
Supranationals	45905UXQ2	INTL BK RECON & DEVELOP	7/27/2016	1/26/2018	0.07	1.10	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 24,996,000
Supranationals	45950VFX4	INTL FINANCE CORP	11/15/2016	2/2/2018	0.01	0.81	30,000,000	29,967,600	29,977,597	29,988,600
Supranationals	45950VKP0	INTL FINANCE CORP	3/6/2017	3/6/2018	0.02	0.88	50,000,000	50,000,000	50,000,000	50,045,500
Supranationals	459058ER0	INTL BK RECON & DEVELOP	10/7/2015	10/5/2018	1.50	1.00	25,000,000	24,957,500	24,978,556	24,871,250
Supranationals	459058FZ1	INTL BK RECON & DEVELOP	3/21/2017	4/21/2020	2.96	1.88	50,000,000	49,956,500	49,956,925	50,255,500
Subtotals					1.05	1.19	\$ 180,000,000	\$ 179,881,600	\$ 179,913,078	\$ 180,156,850
Grand Totals					0.68	0.79	\$ 8,404,721,482	\$ 8,399,510,220	\$ 8,398,048,300	\$ 8,399,780,744

Monthly Investment Earnings

Pooled Fund

For month ended March 31, 2017

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	912796KN8	TREASURY BILL	\$	0.00	0.48	09/16/16	03/16/17	\$ 15,000	\$ -	\$ -	\$ 15,000
U.S. Treasuries	912796KN8	TREASURY BILL	-	0.00	0.48	09/19/16	03/16/17	14,891	-	-	14,891
U.S. Treasuries	912796KN8	TREASURY BILL	-	0.00	0.47	09/20/16	03/16/17	14,719	-	-	14,719
U.S. Treasuries	912796KP3	TREASURY BILL	-	0.00	0.47	09/22/16	03/23/17	21,542	-	-	21,542
U.S. Treasuries	912796KP3	TREASURY BILL	-	0.00	0.39	09/23/16	03/23/17	26,015	-	-	26,015
U.S. Treasuries	912796JJ9	TREASURY BILL	-	0.00	0.42	09/29/16	03/30/17	33,431	-	-	33,431
U.S. Treasuries	912796JJ9	TREASURY BILL	-	0.00	0.42	09/30/16	03/30/17	33,833	-	-	33,833
U.S. Treasuries	912796JJ9	TREASURY BILL	-	0.00	0.43	10/03/16	03/30/17	34,357	-	-	34,357
U.S. Treasuries	912828SM3	US TSY NT	-	1.00	1.07	04/04/12	03/31/17	41,209	2,701	-	43,910
U.S. Treasuries	912796KQ1	TREASURY BILL	75,000,000	0.00	0.49	10/06/16	04/06/17	31,388	-	-	31,388
U.S. Treasuries	912796KQ1	TREASURY BILL	150,000,000	0.00	0.49	10/06/16	04/06/17	63,292	-	-	63,292
U.S. Treasuries	912796K57	TREASURY BILL	75,000,000	0.00	0.50	10/13/16	04/13/17	31,969	-	-	31,969
U.S. Treasuries	912796KT5	TREASURY BILL	40,000,000	0.00	0.46	10/20/16	04/20/17	15,707	-	-	15,707
U.S. Treasuries	912796JP5	TREASURY BILL	50,000,000	0.00	0.75	03/30/17	04/27/17	2,069	-	-	2,069
U.S. Treasuries	912796JP5	TREASURY BILL	75,000,000	0.00	0.48	10/27/16	04/27/17	30,677	-	-	30,677
U.S. Treasuries	912796LE7	TREASURY BILL	25,000,000	0.00	0.73	03/07/17	06/15/17	12,691	-	-	12,691
U.S. Treasuries	912796LE7	TREASURY BILL	175,000,000	0.00	0.78	03/16/17	06/15/17	60,667	-	-	60,667
U.S. Treasuries	912828WP1	US TSY NT	50,000,000	0.88	0.55	02/03/17	06/15/17	37,260	(13,761)	-	23,499
U.S. Treasuries	912796JX8	TREASURY BILL	125,000,000	0.00	0.76	03/23/17	06/22/17	23,750	-	-	23,750
U.S. Treasuries	912796LF4	TREASURY BILL	300,000,000	0.00	0.78	03/30/17	06/29/17	13,000	-	-	13,000
U.S. Treasuries	912828TM2	US TSY NT	100,000,000	0.63	0.96	12/15/15	08/31/17	52,649	28,094	-	80,743
U.S. Treasuries	912828M72	US TSY NT	50,000,000	0.88	1.00	12/17/15	11/30/17	37,260	5,088	-	42,348
U.S. Treasuries	912828M72	US TSY NT	50,000,000	0.88	1.00	12/17/15	11/30/17	37,260	5,258	-	42,517
U.S. Treasuries	912828T67	US TSY NT	50,000,000	1.25	1.43	11/10/16	10/31/21	53,522	7,268	-	60,790
U.S. Treasuries	912828U65	US TSY NT	100,000,000	1.75	1.90	12/13/16	11/30/21	149,038	11,755	-	160,794
Subtotals			\$ 1,490,000,000					\$ 887,193	\$ 46,404	\$ -	\$ 933,597
Federal Agencies	3130A8D83	FEDERAL HOME LOAN BANK	\$	0.80	0.80	06/02/16	03/02/17	\$ 555	\$ -	\$ -	\$ 555
Federal Agencies	313385CN4	FED HOME LN DISCOUNT NT	-	0.00	0.45	02/28/17	03/02/17	128	-	-	128
Federal Agencies	313385CF9	FED HOME LN DISCOUNT NT	-	0.00	0.46	03/01/17	03/03/17	639	-	-	639
Federal Agencies	313385DD5	FED HOME LN DISCOUNT NT	-	0.00	0.65	03/16/17	03/17/17	903	-	-	903
Federal Agencies	313385DG8	FED HOME LN DISCOUNT NT	-	0.00	0.63	03/17/17	03/20/17	2,625	-	-	2,625
Federal Agencies	313385D88	FED HOME LN DISCOUNT NT	-	0.00	0.63	03/17/17	03/20/17	2,625	-	-	2,625
Federal Agencies	3133EDP30	FEDERAL FARM CREDIT BANK	-	0.82	0.36	10/03/14	03/24/17	13,612	(238)	-	13,374
Federal Agencies	313385DR4	FED HOME LN DISCOUNT NT	-	0.00	0.73	03/28/17	03/29/17	1,014	-	-	1,014
Federal Agencies	313385DR4	FED HOME LN DISCOUNT NT	-	0.00	0.73	03/28/17	03/29/17	507	-	-	507
Federal Agencies	3133EDZW5	FEDERAL FARM CREDIT BANK	-	0.80	0.81	10/29/14	03/29/17	15,566	8	-	15,574
Federal Agencies	313385DS2	FED HOME LN DISCOUNT NT	-	0.00	0.70	03/29/17	03/30/17	972	-	-	972
Federal Agencies	31315PTQ2	FARMER MAC	12,500,000	1.26	1.36	04/10/12	04/10/17	13,125	1,031	-	14,156
Federal Agencies	313385EE2	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.52	02/23/17	04/11/17	11,194	-	-	11,194
Federal Agencies	313385EE2	FED HOME LN DISCOUNT NT	36,250,000	0.00	0.72	03/29/17	04/11/17	2,175	-	-	2,175
Federal Agencies	313385EL6	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.52	02/02/17	04/17/17	11,194	-	-	11,194
Federal Agencies	3133ECLL6	FEDERAL FARM CREDIT BANK	10,000,000	0.60	0.60	04/17/13	04/17/17	5,000	-	-	5,000
Federal Agencies	313385ET9	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.53	02/27/17	04/24/17	11,410	-	-	11,410
Federal Agencies	31315PUQ0	FARMER MAC	10,500,000	1.13	1.13	04/26/12	04/26/17	9,844	-	-	9,844
Federal Agencies	3135G0JAJ2	FANNIE MAE	8,058,000	1.13	0.54	07/01/16	04/27/17	7,554	(4,012)	-	3,543
Federal Agencies	313385FA9	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.75	03/29/17	05/01/17	1,563	-	-	1,563
Federal Agencies	3137EADF3	FREDDIE MAC	25,000,000	1.25	1.14	05/14/12	05/12/17	26,042	(2,260)	-	23,781
Federal Agencies	3130A1NNA4	FEDERAL HOME LOAN BANK	14,000,000	0.88	0.58	09/26/16	05/24/17	10,208	(3,517)	-	6,691
Federal Agencies	313385GB6	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.55	02/27/17	05/26/17	23,810	-	-	23,810

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	313385G9	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.73	03/03/17	06/02/17	29,503	-	-	29,503
Federal Agencies	31315PZQ5	FARMER MAC	9,000,000	1.11	0.80	12/28/12	06/05/17	8,325	(2,337)	-	5,988
Federal Agencies	313385GM2	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.56	02/28/17	06/05/17	23,896	-	-	23,896
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12,000,000	1.00	0.93	12/19/14	06/09/17	10,000	(713)	-	9,287
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	20,600,000	1.00	1.02	12/29/15	06/09/17	17,167	351	-	17,517
Federal Agencies	3130A3SL9	FEDERAL HOME LOAN BANK	25,000,000	0.95	1.02	12/30/14	06/15/17	19,792	1,389	-	21,181
Federal Agencies	3133EAWU6	FEDERAL FARM CREDIT BANK	50,000,000	1.11	1.11	06/19/12	06/19/17	41,477	-	-	41,477
Federal Agencies	3133EEGH7	FEDERAL FARM CREDIT BANK	8,400,000	0.93	0.94	12/26/14	06/26/17	6,510	91	-	6,601
Federal Agencies	3137EADH9	FREDDIE MAC	15,000,000	1.00	0.78	05/25/16	06/29/17	12,500	(2,778)	-	9,722
Federal Agencies	3137EADH9	FREDDIE MAC	25,000,000	1.00	1.10	03/25/14	06/29/17	20,833	2,064	-	22,898
Federal Agencies	3134G5W50	FREDDIE MAC	50,000,000	1.00	1.00	12/30/14	06/30/17	41,667	-	-	41,667
Federal Agencies	313385HR0	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.56	03/02/17	07/03/17	23,333	-	-	23,333
Federal Agencies	3133ECV92	FEDERAL FARM CREDIT BANK	50,000,000	1.02	1.02	07/24/13	07/24/17	37,553	-	-	37,553
Federal Agencies	3133ECV66	FEDERAL FARM CREDIT BANK	23,520,000	1.03	1.03	08/05/13	07/26/17	20,897	-	-	20,897
Federal Agencies	3135G0F24	FANNIE MAE	25,000,000	0.94	0.98	09/16/15	08/16/17	18,551	215	-	18,766
Federal Agencies	3133EEFX3	FEDERAL FARM CREDIT BANK	50,000,000	1.03	1.03	12/23/14	08/23/17	38,184	-	-	38,184
Federal Agencies	3137EADL0	FREDDIE MAC	25,000,000	1.00	1.22	03/25/14	09/29/17	20,833	4,631	-	25,465
Federal Agencies	3135G0F57	FANNIE MAE	25,000,000	0.84	0.89	10/05/15	10/05/17	17,935	324	-	18,259
Federal Agencies	3133EETS9	FEDERAL FARM CREDIT BANK	30,000,000	1.01	1.00	09/25/15	10/19/17	23,082	(25)	-	23,057
Federal Agencies	3130A6LZ8	FEDERAL HOME LOAN BANK	25,000,000	0.63	0.82	04/28/16	10/26/17	13,021	4,003	-	17,024
Federal Agencies	3133EEBRO	FEDERAL FARM CREDIT BANK	25,000,000	0.91	0.98	11/18/14	11/13/17	18,697	318	-	19,015
Federal Agencies	3133EEJ76	FEDERAL FARM CREDIT BANK	25,000,000	0.94	0.99	08/20/15	11/13/17	20,292	323	-	20,615
Federal Agencies	3134G44F2	FREDDIE MAC	50,000,000	0.80	0.80	05/21/13	11/21/17	33,333	-	-	33,333
Federal Agencies	3130A3HF4	FEDERAL HOME LOAN BANK	25,000,000	1.13	1.19	12/22/14	12/08/17	23,438	1,275	-	24,712
Federal Agencies	3137EADX5	FREDDIE MAC	25,000,000	1.00	1.06	12/11/15	12/15/17	20,833	1,307	-	22,141
Federal Agencies	3133EEFE4	FEDERAL FARM CREDIT BANK	50,000,000	1.13	1.18	12/19/14	12/18/17	46,875	2,421	-	49,296
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	4,000,000	0.84	0.85	05/27/15	02/02/18	2,888	16	-	2,905
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	35,000,000	0.84	0.90	02/02/15	02/02/18	25,274	597	-	25,871
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	25,000,000	0.87	0.87	11/05/14	02/05/18	18,581	-	-	18,581
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	25,000,000	0.87	0.91	11/05/14	02/05/18	18,581	215	-	18,796
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	50,000,000	0.87	0.91	11/05/14	02/05/18	37,162	429	-	37,591
Federal Agencies	3133EFNK9	FEDERAL FARM CREDIT BANK	25,000,000	0.93	0.96	11/09/15	02/09/18	19,663	214	-	19,877
Federal Agencies	3132X0JL6	FARMER MAC	50,000,000	0.88	0.88	09/01/16	03/01/18	36,458	-	-	36,458
Federal Agencies	3133EEN71	FEDERAL FARM CREDIT BANK	50,000,000	1.01	1.03	05/22/15	03/22/18	37,748	225	-	37,973
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	50,000,000	1.01	1.05	05/27/15	03/26/18	37,352	645	-	37,997
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	50,000,000	1.01	1.05	05/29/15	03/26/18	37,352	646	-	37,998
Federal Agencies	3133EFW88	FEDERAL FARM CREDIT BANK	25,000,000	1.14	1.15	01/26/16	03/26/18	21,047	110	-	21,157
Federal Agencies	3137EAE3	FREDDIE MAC	25,000,000	0.75	0.94	02/08/17	04/09/18	15,625	4,030	-	19,655
Federal Agencies	3133EEZC7	FEDERAL FARM CREDIT BANK	50,000,000	0.98	0.99	04/16/15	04/16/18	38,824	214	-	39,038
Federal Agencies	31331KJ87	FEDERAL FARM CREDIT BANK	14,230,000	3.00	0.94	02/02/16	04/25/18	35,575	(24,639)	-	10,936
Federal Agencies	3133EEU40	FEDERAL FARM CREDIT BANK	69,000,000	0.85	0.86	06/03/15	05/03/18	50,420	149	-	50,569
Federal Agencies	3134GAXQ2	FREDDIE MAC	25,000,000	0.63	0.65	11/30/16	05/15/18	13,021	496	-	13,517
Federal Agencies	3135G0WJ8	FANNIE MAE	25,000,000	0.88	1.05	05/23/13	05/21/18	18,229	3,629	-	21,858
Federal Agencies	3130A8VL4	FEDERAL HOME LOAN BANK	10,000,000	1.00	1.00	08/24/16	05/24/18	8,333	-	-	8,333
Federal Agencies	3130A8VL4	FEDERAL HOME LOAN BANK	25,000,000	1.00	1.00	08/24/16	05/24/18	20,833	-	-	20,833
Federal Agencies	3134G9HC4	FREDDIE MAC	10,000,000	1.00	1.03	05/25/16	05/25/18	8,333	212	-	8,546
Federal Agencies	3133EFCT2	FEDERAL FARM CREDIT BANK	25,000,000	0.90	0.90	09/08/15	06/08/18	19,064	-	-	19,064
Federal Agencies	3133EFCT2	FEDERAL FARM CREDIT BANK	50,000,000	0.90	0.90	09/08/15	06/08/18	38,128	-	-	38,128
Federal Agencies	3133EEW48	FEDERAL FARM CREDIT BANK	50,000,000	0.93	0.93	06/11/15	06/11/18	38,347	113	-	38,460
Federal Agencies	3133EFSH1	FEDERAL FARM CREDIT BANK	25,000,000	1.17	1.25	12/18/15	06/14/18	24,375	1,628	-	26,003
Federal Agencies	3133EGGC3	FEDERAL FARM CREDIT BANK	25,000,000	1.10	1.10	06/20/16	06/20/18	21,035	-	-	21,035

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	3132X0LZ2	FARMER MAC	25,000,000	1.04	1.04	12/22/16	06/22/18	19,412	-	-	19,412
Federal Agencies	3134G9RZ2	FREDDIE MAC	8,950,000	1.00	1.00	06/22/16	06/22/18	7,458	-	-	7,458
Federal Agencies	3134G9UY1	FREDDIE MAC	25,000,000	1.00	1.00	06/29/16	06/29/18	20,833	-	-	20,833
Federal Agencies	3134G9UY1	FREDDIE MAC	25,000,000	1.00	1.00	06/29/16	06/29/18	20,833	-	-	20,833
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	25,000,000	1.11	1.11	05/19/16	07/19/18	21,388	-	-	21,388
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	25,000,000	1.11	1.11	05/19/16	07/19/18	21,388	-	-	21,388
Federal Agencies	3130A8U50	FEDERAL HOME LOAN BANK	22,250,000	0.83	0.89	07/29/16	07/25/18	15,390	1,144	-	16,533
Federal Agencies	3134G9Q67	FREDDIE MAC	25,000,000	1.05	1.05	07/27/16	07/27/18	21,875	-	-	21,875
Federal Agencies	3134G9Q67	FREDDIE MAC	25,000,000	1.05	1.06	07/27/16	07/27/18	21,875	265	-	22,140
Federal Agencies	3133EGFQ3	FEDERAL FARM CREDIT BANK	25,000,000	0.88	0.91	09/21/16	09/14/18	18,229	815	-	19,044
Federal Agencies	3130A9C90	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	09/28/16	09/28/18	21,875	-	-	21,875
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	25,000,000	1.07	1.07	06/17/16	10/17/18	21,199	-	-	21,199
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	25,000,000	1.07	1.07	06/17/16	10/17/18	21,199	-	-	21,199
Federal Agencies	3134GAVU5	FREDDIE MAC	7,980,000	0.63	0.65	01/26/17	11/16/18	4,156	150	-	4,306
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	15,000,000	1.75	1.31	12/20/16	12/14/18	21,875	(5,453)	-	16,422
Federal Agencies	3133EGDM4	FEDERAL FARM CREDIT BANK	25,000,000	0.95	0.95	06/02/16	01/02/19	20,421	-	-	20,421
Federal Agencies	3133EG2V6	FEDERAL FARM CREDIT BANK	25,000,000	0.86	0.86	01/03/17	01/03/19	18,484	-	-	18,484
Federal Agencies	3134GAH23	FREDDIE MAC	25,000,000	1.00	1.00	01/17/17	01/17/19	20,833	-	-	20,833
Federal Agencies	3130A8V23	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	07/28/16	01/25/19	21,875	-	-	21,875
Federal Agencies	3132X0EK3	FARMER MAC	25,000,000	1.14	1.14	01/25/16	01/25/19	24,496	-	-	24,496
Federal Agencies	3134GAS39	FREDDIE MAC	25,000,000	1.00	1.00	02/01/17	02/01/19	20,833	-	-	20,833
Federal Agencies	3130AANW4	FEDERAL HOME LOAN BANK	25,000,000	0.63	0.63	02/14/17	02/14/19	13,021	-	-	13,021
Federal Agencies	3133EGBU8	FEDERAL FARM CREDIT BANK	50,000,000	1.16	1.16	05/25/16	02/25/19	43,023	-	-	43,023
Federal Agencies	3136G2Y68	FANNIE MAE	15,935,000	1.00	1.03	02/26/16	02/26/19	13,279	225	-	13,505
Federal Agencies	3132X0ED9	FARMER MAC	40,000,000	1.22	1.22	01/19/16	03/19/19	38,911	-	-	38,911
Federal Agencies	3134GBAK8	FREDDIE MAC	25,000,000	1.05	1.05	03/20/17	03/20/19	8,021	-	-	8,021
Federal Agencies	3136G3FC4	FANNIE MAE	6,250,000	1.00	1.00	03/29/16	03/29/19	5,208	-	-	5,208
Federal Agencies	3134G8VT3	FREDDIE MAC	14,560,000	0.80	0.80	05/23/16	04/25/19	9,707	21	-	9,728
Federal Agencies	3136G3QP3	FANNIE MAE	10,000,000	1.25	1.25	05/24/16	05/24/19	10,417	-	-	10,417
Federal Agencies	3134G9LF2	FREDDIE MAC	75,000,000	0.75	0.75	06/07/16	06/07/19	46,875	-	-	46,875
Federal Agencies	3136G3NK7	FANNIE MAE	25,000,000	1.00	1.01	06/07/16	06/07/19	20,833	106	-	20,940
Federal Agencies	3136G3NM3	FANNIE MAE	50,000,000	0.75	0.75	06/07/16	06/07/19	31,250	-	-	31,250
Federal Agencies	3134G9QN0	FREDDIE MAC	12,500,000	0.88	0.88	06/14/16	06/14/19	9,115	-	-	9,115
Federal Agencies	3134G9QW0	FREDDIE MAC	50,000,000	1.28	1.28	06/14/16	06/14/19	53,333	-	-	53,333
Federal Agencies	3134G9YR2	FREDDIE MAC	50,000,000	1.00	1.00	07/12/16	07/12/19	41,667	-	-	41,667
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	25,000,000	1.04	1.04	06/09/16	08/09/19	21,923	-	-	21,923
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	25,000,000	1.04	1.04	06/09/16	08/09/19	21,923	-	-	21,923
Federal Agencies	3134G94F1	FREDDIE MAC	25,000,000	1.00	1.00	08/15/16	08/15/19	20,833	-	-	20,833
Federal Agencies	3133EGX67	FEDERAL FARM CREDIT BANK	50,000,000	1.10	1.10	12/20/16	08/20/19	42,070	-	-	42,070
Federal Agencies	3135G0P23	FANNIE MAE	20,000,000	1.25	1.25	08/30/16	08/23/19	20,833	-	-	20,833
Federal Agencies	3136G3X59	FANNIE MAE	25,000,000	1.10	1.10	08/23/16	08/23/19	22,917	-	-	22,917
Federal Agencies	3134G9G50	FREDDIE MAC	25,000,000	1.25	1.25	05/26/16	08/26/19	26,042	-	-	26,042
Federal Agencies	3134GAHR8	FREDDIE MAC	25,000,000	1.00	1.00	09/23/16	09/23/19	18,924	-	-	18,924
Federal Agencies	3135G0Q30	FANNIE MAE	50,000,000	1.18	1.18	10/21/16	09/27/19	49,167	-	-	49,167
Federal Agencies	3132X0KH3	FARMER MAC	50,000,000	1.01	1.01	10/06/16	10/01/19	43,395	-	-	43,395
Federal Agencies	3134G8TG4	FREDDIE MAC	15,000,000	1.50	1.50	04/11/16	10/11/19	18,750	-	-	18,750
Federal Agencies	3134GAPT5	FREDDIE MAC	10,000,000	0.75	0.75	10/18/16	10/18/19	6,250	-	-	6,250
Federal Agencies	3136G4FJ7	FANNIE MAE	25,000,000	1.20	1.20	10/25/16	10/25/19	25,000	-	-	25,000
Federal Agencies	3136G4EZ2	FANNIE MAE	50,000,000	1.13	1.16	10/28/16	10/30/19	46,875	1,413	-	48,288
Federal Agencies	3134GAVL5	FREDDIE MAC	100,000,000	1.00	1.00	11/04/16	11/04/19	83,333	-	-	83,333
Federal Agencies	3136G3LV5	FANNIE MAE	8,950,000	1.35	1.35	05/26/16	11/26/19	10,069	-	-	10,069

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	3133EGN43	FEDERAL FARM CREDIT BANK	50,000,000	0.95	0.95	12/02/16	12/02/19	40,842	-	-	40,842
Federal Agencies	3132X0PG0	FARMER MAC	50,000,000	0.88	0.88	02/10/17	01/03/20	37,805	-	-	37,805
Federal Agencies	3134G9VR5	FREDDIE MAC	25,000,000	1.15	1.15	07/06/16	01/06/20	23,958	-	-	23,958
Federal Agencies	3134GAK60	FREDDIE MAC	50,000,000	1.80	1.80	01/27/17	01/27/20	75,000	-	-	75,000
Federal Agencies	3134GAT87	FREDDIE MAC	25,000,000	1.00	1.00	01/27/17	01/27/20	20,833	-	-	20,833
Federal Agencies	3133EG6Y6	FEDERAL FARM CREDIT BANK	25,000,000	0.91	0.91	02/10/17	02/10/20	19,004	-	-	19,004
Federal Agencies	3134GAR22	FREDDIE MAC	25,000,000	1.00	1.01	02/10/17	02/10/20	20,833	142	-	20,975
Federal Agencies	3134GAY57	FREDDIE MAC	25,000,000	1.05	1.05	02/14/17	02/14/20	21,875	35	-	21,910
Federal Agencies	3134GAZ64	FREDDIE MAC	25,000,000	1.05	1.05	02/14/17	02/14/20	21,875	35	-	21,910
Federal Agencies	3134GA6R0	FREDDIE MAC	10,150,000	1.25	1.25	03/20/17	03/20/20	3,877	-	-	3,877
Federal Agencies	3134GBAH5	FREDDIE MAC	25,000,000	1.10	1.10	03/20/17	03/20/20	8,403	-	-	8,403
Federal Agencies	3134GBAZ5	FREDDIE MAC	25,000,000	1.25	1.25	03/27/17	03/27/20	3,472	-	-	3,472
Federal Agencies	3134GBBR2	FREDDIE MAC	25,000,000	1.25	1.25	03/27/17	03/27/20	3,472	-	-	3,472
Federal Agencies	3136G3TK1	FANNIE MAE	25,000,000	1.00	1.00	07/06/16	04/06/20	20,833	-	-	20,833
Federal Agencies	3136G4BL6	FANNIE MAE	15,000,000	1.25	1.25	10/17/16	04/17/20	15,625	-	-	15,625
Federal Agencies	3132X0AT8	FARMER MAC	41,000,000	0.93	0.93	06/05/15	06/02/20	32,784	-	-	32,784
Federal Agencies	3136G3TG0	FANNIE MAE	15,000,000	1.15	1.15	06/30/16	06/30/20	14,375	-	-	14,375
Federal Agencies	3130A9FR7	FEDERAL HOME LOAN BANK	103,500,000	1.13	1.13	09/29/16	09/28/20	85,298	-	-	85,298
Federal Agencies	3132X0KR1	FARMER MAC	50,000,000	0.99	0.99	11/02/16	11/02/20	21,282	-	-	21,282
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	25,000,000	1.17	1.17	12/21/16	12/21/20	44,744	-	-	44,744
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	100,000,000	1.31	1.31	12/24/15	12/24/20	100,078	-	-	100,078
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	20,000,000	1.14	1.14	01/25/17	01/25/21	16,951	-	-	16,951
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	20,000,000	1.14	1.14	01/25/17	01/25/21	16,951	-	-	16,951
Federal Agencies	3132X0NQ0	FARMER MAC	50,000,000	0.93	0.93	02/03/17	02/03/21	39,981	-	-	39,981
Federal Agencies	3135G0Q89	FANNIE MAE	25,000,000	1.38	1.38	10/21/16	10/07/21	28,646	-	-	28,646
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	14,500,000	1.38	1.38	10/25/16	10/25/21	16,615	-	-	16,615
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	15,000,000	1.38	1.38	10/25/16	10/25/21	17,188	-	-	17,188
Federal Agencies	3133EGS97	FEDERAL FARM CREDIT BANK	25,000,000	1.12	1.12	12/08/16	12/08/21	23,692	-	-	23,692
Federal Agencies	3133EGS97	FEDERAL FARM CREDIT BANK	25,000,000	1.12	1.12	12/08/16	12/08/21	23,692	-	-	23,692
Federal Agencies	3134GAK52	FREDDIE MAC	17,300,000	1.13	1.13	01/26/17	01/26/22	16,219	-	-	16,219
Subtotals			\$4,355,883,000					\$3,507,147	\$(8,335)	\$	\$ 3,498,812
State/Local Agencies	91411SS50	UNIVERSITY OF CALIFORNIA	\$ 50,000,000	0.00	0.88	02/06/17	05/05/17	\$ 37,889	\$	\$	\$ 37,889
State/Local Agencies	91412GL45	UNIV OF CALIFORNIA CA REVENUE	5,505,000	0.65	0.65	06/30/16	05/15/17	2,982	-	-	2,982
State/Local Agencies	91412GUU7	UNIV OF CALIFORNIA CA REVENUE	3,250,000	1.22	1.22	04/10/14	05/15/17	3,310	-	-	3,310
State/Local Agencies	718814XY7	PHOENIX AZ	20,000,000	3.50	0.76	09/27/16	07/01/17	58,333	(46,422)	-	11,912
State/Local Agencies	0104105D6	ALABAMA ST	22,185,000	3.50	0.70	11/04/16	08/01/17	64,706	(52,624)	-	12,082
State/Local Agencies	13063CFC9	CALIFORNIA ST	16,500,000	1.75	1.66	11/05/13	11/01/17	24,063	(1,253)	-	22,809
State/Local Agencies	13063CPN4	CALIFORNIA ST	5,000,000	1.25	1.22	12/22/14	11/01/17	5,208	(135)	-	5,073
State/Local Agencies	13063CPN4	CALIFORNIA ST	50,000,000	1.25	1.17	11/25/14	11/01/17	52,083	(3,514)	-	48,570
State/Local Agencies	91412GL52	UNIV OF CALIFORNIA CA REVENUE	2,470,000	0.99	0.99	06/30/16	05/15/18	2,044	-	-	2,044
State/Local Agencies	546456C78	LOUISIANA ST CITIZENS PROPERT	4,500,000	6.13	1.30	11/30/16	06/01/18	22,969	(18,219)	-	4,750
State/Local Agencies	646065QQ8	NEW JERSEY ST EDUCNTL FACS #	5,000,000	5.00	0.85	09/29/16	07/01/18	20,833	(17,471)	-	3,362
State/Local Agencies	603786GJ7	MINNEAPOLIS MN REVENUE	1,000,000	4.88	1.40	12/01/16	08/01/18	4,063	(2,908)	-	1,155
State/Local Agencies	13063C4V9	CALIFORNIA ST	50,000,000	1.05	0.90	11/03/16	11/01/18	43,750	(6,281)	-	37,469
State/Local Agencies	13063CCKL3	CALIFORNIA ST	4,750,000	2.25	1.15	10/27/16	05/01/19	8,906	(4,368)	-	4,539
State/Local Agencies	91412GL60	UNIV OF CALIFORNIA CA REVENUE	2,000,000	1.23	1.23	06/30/16	05/15/19	2,047	-	-	2,047
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	4,180,000	1.80	1.57	10/05/15	07/01/19	6,256	(782)	-	5,474
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	16,325,000	1.80	1.56	10/02/15	07/01/19	24,433	(3,096)	-	21,337
State/Local Agencies	6055804W6	MISSISSIPPI ST	8,500,000	6.09	1.38	04/23/15	10/01/19	43,130	(32,825)	-	10,305

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
State/Local Agencies	977100CW4	WISCONSIN ST GEN FUND ANNUA	18,000,000	1.45	1.45	08/16/16	05/01/20	21,690	-	-	21,690
State/Local Agencies	130666TY5	CALIFORNIA ST DEPT OF WTR RES	29,600,000	1.71	2.13	02/06/17	05/01/21	42,254	10,049	-	52,303
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUE	1,769,000	1.91	1.40	08/09/16	05/15/21	2,816	(743)	-	2,073
Subtotals			\$ 320,534,000					\$ 493,765	\$ (180,592)	\$ -	\$ 313,172
Public Time Deposits	PP600XGA1	TRANS-PAC NATIONAL BK	-	1.05	1.05	03/21/16	03/21/17	\$ 138	\$ -	\$ -	\$ 138
Public Time Deposits	PPF00EG62	BANK OF SAN FRANCISCO	240,000	0.89	0.89	04/11/16	04/11/17	184	-	-	184
Public Time Deposits	PPQJ03J86	PREFERRED BANK LA CALIF	240,000	0.85	0.85	05/16/16	05/16/17	173	-	-	173
Public Time Deposits	PP7C0E3S1	UMPQUA BANK	240,000	0.79	0.79	06/29/16	06/29/17	161	-	-	161
Public Time Deposits	PP9I2NRE1	MISSION NATIONAL BK SF	240,000	1.15	1.15	02/21/17	02/21/18	234	-	-	234
Public Time Deposits	PP9F2HFF8	TRANS-PAC NATIONAL BK	240,000	1.35	1.35	03/21/17	03/21/18	98	-	-	98
Subtotals			\$ 1,200,000					\$ 989	\$ -	\$ -	\$ 989
Negotiable CDs	06427EX55	BANK OF MONTREAL CHICAGO	-	1.03	1.03	06/08/16	03/06/17	\$ 3,576	\$ -	\$ -	\$ 3,576
Negotiable CDs	78009NZW9	ROYAL BANK OF CANADA NY	-	1.28	1.28	03/10/16	03/10/17	16,021	-	-	16,021
Negotiable CDs	06427KKJ5	BANK OF MONTREAL CHICAGO	-	1.08	1.08	12/15/16	03/15/17	21,000	-	-	21,000
Negotiable CDs	06427EDJ7	BANK OF MONTREAL CHICAGO	-	1.17	1.17	09/17/15	03/17/17	13,025	-	-	13,025
Negotiable CDs	78009ND94	ROYAL BANK OF CANADA NY	-	0.96	0.96	07/01/16	03/27/17	17,333	-	-	17,333
Negotiable CDs	89113EC79	TORONTO DOMINION BANK NY	-	1.25	1.25	10/02/15	03/28/17	46,765	-	-	46,765
Negotiable CDs	89113E525	TORONTO DOMINION BANK NY	25,000,000	1.10	1.10	04/08/16	04/12/17	23,681	-	-	23,681
Negotiable CDs	96121T284	WESTPAC BANKING CORP NY	50,000,000	1.05	1.05	12/20/16	04/19/17	45,208	-	-	45,208
Negotiable CDs	06427K3A3	BANK OF MONTREAL CHICAGO	25,000,000	1.43	1.43	08/03/16	05/03/17	30,883	-	-	30,883
Negotiable CDs	89113WE44	TORONTO DOMINION BANK NY	50,000,000	0.95	0.95	03/30/17	05/03/17	2,639	-	-	2,639
Negotiable CDs	06427KLG0	BANK OF MONTREAL CHICAGO	50,000,000	1.20	1.20	12/19/16	06/15/17	51,667	-	-	51,667
Negotiable CDs	89113WJJ6	TORONTO DOMINION BANK NY	40,000,000	1.32	1.32	09/09/16	06/15/17	45,467	-	-	45,467
Negotiable CDs	78009NP26	ROYAL BANK OF CANADA NY	50,000,000	1.19	1.19	01/03/17	07/03/17	51,175	-	-	51,175
Negotiable CDs	89113WD60	TORONTO DOMINION BANK NY	50,000,000	1.15	1.15	03/27/17	07/03/17	7,986	-	-	7,986
Negotiable CDs	89113WZH2	TORONTO DOMINION BANK NY	50,000,000	1.14	1.14	03/15/17	07/03/17	26,917	-	-	26,917
Negotiable CDs	06417HUR5	BANK OF NOVA SCOTIA HOUS	50,000,000	1.42	1.42	09/25/14	09/25/17	55,636	-	-	55,636
Negotiable CDs	89113WQ99	TORONTO DOMINION BANK NY	50,000,000	1.40	1.40	12/06/16	12/06/17	59,211	-	-	59,211
Negotiable CDs	06427KJV0	BANK OF MONTREAL CHICAGO	50,000,000	1.41	1.41	12/09/16	12/08/17	59,035	-	-	59,035
Negotiable CDs	78009NL61	ROYAL BANK OF CANADA NY	50,000,000	1.41	1.41	12/08/16	12/08/17	59,035	-	-	59,035
Negotiable CDs	78009NM60	ROYAL BANK OF CANADA NY	50,000,000	1.45	1.45	12/19/16	12/19/17	58,322	-	-	58,322
Negotiable CDs	89233GQ74	ROYAL BANK OF CANADA NY	50,000,000	1.24	1.24	03/20/17	12/20/17	20,639	-	-	20,639
Negotiable CDs	96121T2D9	WESTPAC BANKING CORP NY	50,000,000	1.49	1.49	12/28/16	12/28/17	56,689	-	-	56,689
Negotiable CDs	06427KSW8	BANK OF MONTREAL CHICAGO	27,838,000	1.39	1.39	03/09/17	03/08/19	24,654	-	-	24,654
Subtotals			\$ 767,838,000					\$ 796,563	\$ -	\$ -	\$ 796,563
Commercial Paper	62478XQ11	MUFG UNION BANK NA	-	0.00	0.50	02/28/17	03/01/17	\$ -	\$ -	\$ -	\$ -
Commercial Paper	313397CN9	FREDDIE MAC DISCOUNT NT	-	0.00	0.45	03/01/17	03/02/17	313	-	-	313
Commercial Paper	47816FQ38	JOHNSON & JOHNSON	-	0.00	0.54	03/01/17	03/03/17	750	-	-	750
Commercial Paper	62478XQ37	MUFG UNION BANK NA	-	0.00	0.50	03/02/17	03/03/17	417	-	-	417
Commercial Paper	89233GQ33	TOYOTA MOTOR CREDIT CORP	-	0.00	1.02	06/06/16	03/03/17	1,403	-	-	1,403
Commercial Paper	62478XQ60	MUFG UNION BANK NA	-	0.00	0.50	03/03/17	03/06/17	1,667	-	-	1,667
Commercial Paper	89233GQ66	TOYOTA MOTOR CREDIT CORP	-	0.00	1.01	06/09/16	03/06/17	3,472	-	-	3,472
Commercial Paper	89233GQ74	TOYOTA MOTOR CREDIT CORP	-	0.00	1.01	06/10/16	03/07/17	4,167	-	-	4,167
Commercial Paper	06538BQL0	BANK TOKYO-MIT UFJ NY	-	0.00	1.00	11/17/16	03/20/17	13,194	-	-	13,194
Commercial Paper	06538BQL0	BANK TOKYO-MIT UFJ NY	-	0.00	1.02	11/23/16	03/20/17	26,917	-	-	26,917
Commercial Paper	58934AQN9	MERCK & CO INC	-	0.00	0.64	03/02/17	03/22/17	5,333	-	-	5,333
Commercial Paper	36960LQ15	GENERAL ELECTRIC CO	-	0.00	0.81	03/17/17	03/27/17	5,625	-	-	5,625
Commercial Paper	19416EQW0	COLGATE-PALMOLIVE CO	-	0.00	0.75	03/29/17	03/30/17	729	-	-	729

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
Commercial Paper	19416EQX8	COLGATE-PALMOLIVE CO	-	0.00	0.75	03/30/17	03/31/17	523	-	-	523
Commercial Paper	47816FQX2	JOHNSON & JOHNSON	-	0.00	0.80	03/28/17	03/31/17	2,067	-	-	2,067
Commercial Paper	06538BR39	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.04	12/05/16	04/03/17	22,389	-	-	22,389
Commercial Paper	06538BR39	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	0.93	03/23/17	04/03/17	5,813	-	-	5,813
Commercial Paper	06538BR39	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	0.93	03/24/17	04/03/17	5,167	-	-	5,167
Commercial Paper	19416ER33	COLGATE-PALMOLIVE CO	15,000,000	0.00	0.78	03/31/17	04/03/17	325	-	-	325
Commercial Paper	62478XR36	MJFG UNION BANK NA	40,000,000	0.00	0.70	03/31/17	04/03/17	778	-	-	778
Commercial Paper	19416ER58	COLGATE-PALMOLIVE CO	40,000,000	0.00	0.75	03/31/17	04/05/17	833	-	-	833
Commercial Paper	89233GR73	TOYOTA MOTOR CREDIT CORP	40,000,000	0.00	1.06	07/13/16	04/07/17	36,167	-	-	36,167
Commercial Paper	06538BRM7	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	1.22	07/26/16	04/21/17	52,097	-	-	52,097
Commercial Paper	89233APL7	TOYOTA MOTOR CREDIT CORP	25,000,000	1.53	1.53	07/28/16	04/21/17	29,206	-	-	29,206
Commercial Paper	06538BS53	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.32	08/09/16	05/05/17	28,201	-	-	28,201
Commercial Paper	06538BS33	BANK TOKYO-MIT UFJ NY	40,000,000	0.00	1.34	08/10/16	05/05/17	45,811	-	-	45,811
Commercial Paper	06538BS38	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.35	08/17/16	05/12/17	28,847	-	-	28,847
Commercial Paper	06538BT29	BANK TOKYO-MIT UFJ NY	40,000,000	0.00	1.38	09/07/16	06/02/17	47,189	-	-	47,189
Commercial Paper	89233GT63	TOYOTA MOTOR CREDIT CORP	25,000,000	0.00	1.25	09/09/16	06/06/17	26,694	-	-	26,694
Commercial Paper	06538BTC7	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.30	12/15/16	06/12/17	27,771	-	-	27,771
Commercial Paper	89233GTE6	TOYOTA MOTOR CREDIT CORP	20,000,000	0.00	1.06	02/02/17	06/14/17	18,256	-	-	18,256
Commercial Paper	06538BTF0	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.24	12/30/16	06/15/17	26,479	-	-	26,479
Commercial Paper	06538BTF0	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.20	01/26/17	06/15/17	25,618	-	-	25,618
Commercial Paper	36164JTF1	GE CAPITAL TREASURY LLC	50,000,000	0.00	0.91	02/01/17	06/15/17	39,181	-	-	39,181
Commercial Paper	36164JTF1	GE CAPITAL TREASURY LLC	50,000,000	0.00	0.91	02/02/17	06/15/17	39,181	-	-	39,181
Commercial Paper	89233GTF3	TOYOTA MOTOR CREDIT CORP	30,000,000	0.00	1.06	02/02/17	06/15/17	27,383	-	-	27,383
Commercial Paper	89233GTS5	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.21	12/20/16	06/26/17	51,667	-	-	51,667
Commercial Paper	36164JTU8	GE CAPITAL TREASURY LLC	50,000,000	0.00	0.89	02/23/17	06/28/17	38,319	-	-	38,319
Commercial Paper	06538BU35	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	1.16	03/20/17	07/03/17	9,667	-	-	9,667
Commercial Paper	89233GU38	TOYOTA MOTOR CREDIT CORP	25,000,000	0.00	1.02	03/06/17	07/03/17	18,417	-	-	18,417
Commercial Paper	89233GU38	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.05	03/03/17	07/03/17	42,292	-	-	42,292
Commercial Paper	36164JUA0	GE CAPITAL TREASURY LLC	50,000,000	0.00	0.97	03/27/17	07/10/17	6,736	-	-	6,736
Subtotals			\$ 940,000,000					\$ 794,828	\$ -	\$ -	\$ 794,828
Medium Term Notes	91159HHD5	US BANCORP	\$ 3,090,000	1.65	1.09	02/03/16	05/15/17	\$ 4,249	\$ (1,454)	\$ -	\$ 2,794
Medium Term Notes	459200JD4	IBM CORP	25,000,000	1.50	1.50	02/19/16	08/18/17	32,342	-	-	32,342
Medium Term Notes	459200GJ4	IBM CORP	1,325,000	5.70	1.04	03/22/16	09/14/17	6,294	(5,179)	-	1,115
Medium Term Notes	911312AP1	UNITED PARCEL SERVICE	2,000,000	1.13	1.01	01/28/16	10/01/17	1,875	(191)	-	1,684
Medium Term Notes	459200HK0	IBM CORP	11,450,000	1.25	0.90	05/06/16	02/08/18	11,927	(3,356)	-	8,571
Medium Term Notes	89236TDN2	TOYOTA MOTOR CREDIT CORP	50,000,000	1.27	1.27	01/09/17	01/09/19	54,650	-	-	54,650
Subtotals			\$ 92,865,000					\$ 111,336	\$ (10,181)	\$ -	\$ 101,155
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	\$ 5,022,467	0.51	0.51	03/31/17	04/01/17	\$ 2,174	\$ -	\$ -	\$ 2,174
Money Market Funds	31607A703	FIDELITY INST GOV FUND	225,956,062	0.54	0.54	03/31/17	04/01/17	111,795	-	-	111,795
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUJ	25,422,953	0.51	0.51	03/31/17	04/01/17	21,326	-	-	21,326
Subtotals			\$ 256,401,482					\$ 135,295	\$ -	\$ -	\$ 135,295

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
Supranationals	459053DH4	INTL BK RECON & DEVELOP	\$ -	0.00	0.51	02/28/17	03/21/17	\$ 14,167	\$ -	\$ -	\$ 14,167
Supranationals	45905JXQ2	INTL BK RECON & DEVELOP	25,000,000	1.10	1.10	07/27/16	01/26/18	20,083	-	-	20,083
Supranationals	45950VFH4	INTL FINANCE CORP	30,000,000	0.81	0.93	11/15/16	02/02/18	20,914	2,262	-	23,176
Supranationals	45950VKP0	INTL FINANCE CORP	50,000,000	0.88	0.88	03/06/17	03/06/18	31,871	-	-	31,871
Supranationals	459058ER0	INTL BK RECON & DEVELOP	25,000,000	1.00	1.07	10/07/15	10/05/18	20,833	1,204	-	22,038
Supranationals	459058FZ1	INTL BK RECON & DEVELOP	50,000,000	1.88	1.90	03/21/17	04/21/20	26,042	425	-	26,466
Subtotals			\$ 180,000,000					\$ 133,910	\$ 3,891	\$ -	\$ 137,801
Grand Totals			\$ 8,404,721,482					\$ 6,861,026	\$ (148,814)	\$ -	\$ 6,712,212

¹Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended March 31, 2017

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	3/1/2017	3/3/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385CP9	\$ 25,000,000	0.00	0.46	\$ 100.00	\$ -	24,999,361
Purchase	3/1/2017	3/2/2017	Commercial Paper	FREDDIE MAC DISCOUNT NT	313397CN9	25,000,000	0.00	0.45	100.00	-	24,999,688
Purchase	3/1/2017	3/3/2017	Commercial Paper	JOHNSON & JOHNSON	47816FQ38	25,000,000	0.00	0.54	100.00	-	24,999,250
Purchase	3/2/2017	4/1/2017	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	1,554	0.51	0.51	100.00	-	1,554
Purchase	3/2/2017	7/3/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385HR0	50,000,000	0.00	0.56	99.81	-	49,904,333
Purchase	3/2/2017	3/22/2017	Commercial Paper	MERCK & CO INC	58934AQN9	15,000,000	0.00	0.64	99.96	-	14,994,667
Purchase	3/2/2017	3/3/2017	Commercial Paper	MUFG UNION BANK NA	313385GJ9	30,000,000	0.00	0.50	100.00	-	29,999,583
Purchase	3/3/2017	6/2/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385GJ9	50,000,000	0.00	0.73	99.81	-	49,907,420
Purchase	3/3/2017	3/6/2017	Commercial Paper	MUFG UNION BANK NA	62478XQ37	40,000,000	0.00	0.50	100.00	-	39,998,333
Purchase	3/3/2017	7/3/2017	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233GU38	50,000,000	0.00	1.05	99.64	-	49,822,083
Purchase	3/6/2017	3/6/2018	Supranationals	INTL FINANCE CORP	45950VKP0	50,000,000	0.83	1.03	100.00	-	50,000,000
Purchase	3/6/2017	7/3/2017	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233GU38	25,000,000	0.00	1.02	99.66	-	24,915,708
Purchase	3/7/2017	6/15/2017	U.S. Treasuries	TREASURY BILL	912796LE7	25,000,000	0.00	0.73	99.80	-	24,949,236
Purchase	3/9/2017	3/8/2019	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427KSW8	27,838,000	1.39	1.39	100.00	-	27,838,000
Purchase	3/15/2017	4/1/2017	Money Market Funds	FIDELITY INST GOV FUND	31607A703	25,000,000	0.54	0.54	100.00	-	25,000,000
Purchase	3/15/2017	7/3/2017	Negotiable CDs	TORONTO DOMINION BANK NY	89113WZH2	50,000,000	1.14	1.14	100.00	-	50,000,000
Purchase	3/16/2017	3/17/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DD5	50,000,000	0.00	0.65	100.00	-	49,999,097
Purchase	3/16/2017	6/15/2017	U.S. Treasuries	TREASURY BILL	912796LE7	175,000,000	0.00	0.78	99.80	-	174,654,958
Purchase	3/17/2017	3/20/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DG8	50,000,000	0.00	0.63	99.99	-	49,997,375
Purchase	3/17/2017	3/20/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DG8	50,000,000	0.00	0.63	99.99	-	49,997,375
Purchase	3/17/2017	3/27/2017	Commercial Paper	GENERAL ELECTRIC CO	36960LQT5	25,000,000	0.00	0.81	99.98	-	24,994,375
Purchase	3/20/2017	7/3/2017	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BU35	25,000,000	0.00	1.16	99.66	-	24,915,417
Purchase	3/20/2017	3/20/2020	Federal Agencies	FREDDIE MAC	3134GA6R0	10,150,000	1.25	1.25	100.00	-	10,150,000
Purchase	3/20/2017	3/20/2020	Federal Agencies	FREDDIE MAC	3134GBAH5	25,000,000	1.10	1.10	100.00	-	25,000,000
Purchase	3/20/2017	3/20/2019	Federal Agencies	FREDDIE MAC	3134GBAK8	25,000,000	1.05	1.05	100.00	-	25,000,000
Purchase	3/20/2017	12/20/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NS56	50,000,000	1.24	1.24	100.00	-	50,000,000
Purchase	3/21/2017	4/21/2020	Supranationals	INTL BK RECON & DEVELOP	459058FZ1	50,000,000	1.88	1.90	99.91	-	49,956,500
Purchase	3/21/2017	3/21/2018	Public Time Deposits	TRANS-PAC NATIONAL BK	PP9F2HFF8	240,000	1.35	1.35	100.00	-	240,000
Purchase	3/23/2017	4/3/2017	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BR39	25,000,000	0.00	0.93	99.97	-	24,992,896
Purchase	3/23/2017	6/22/2017	U.S. Treasuries	TREASURY BILL	912796JX8	125,000,000	0.00	0.76	99.81	-	124,759,861
Purchase	3/24/2017	4/3/2017	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BR39	25,000,000	0.00	0.93	99.97	-	24,993,542
Purchase	3/27/2017	3/27/2020	Federal Agencies	FREDDIE MAC	3134GBAZ5	25,000,000	1.25	1.25	100.00	-	25,000,000
Purchase	3/27/2017	3/27/2020	Federal Agencies	FREDDIE MAC	3134GBBR2	25,000,000	1.25	1.25	100.00	-	25,000,000
Purchase	3/27/2017	7/10/2017	Commercial Paper	GE CAPITAL TREASURY LLC	36164JUA0	50,000,000	0.00	0.97	99.72	-	49,858,542
Purchase	3/27/2017	7/3/2017	Negotiable CDs	TORONTO DOMINION BANK NY	89113WD60	50,000,000	1.15	1.15	100.00	-	50,000,000
Purchase	3/28/2017	3/29/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DR4	25,000,000	0.00	0.73	100.00	-	24,999,493
Purchase	3/28/2017	3/29/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DR4	50,000,000	0.00	0.73	100.00	-	49,998,986
Purchase	3/28/2017	3/31/2017	Commercial Paper	JOHNSON & JOHNSON	47816FQX2	31,000,000	0.00	0.80	99.99	-	30,997,933
Purchase	3/29/2017	3/30/2017	Commercial Paper	COLGATE-PALMOLIVE CO	19416EQW0	35,000,000	0.00	0.75	100.00	-	34,999,271
Purchase	3/29/2017	3/30/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DS2	50,000,000	0.00	0.70	100.00	-	49,999,028
Purchase	3/29/2017	4/1/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385EE2	36,250,000	0.00	0.72	99.97	-	36,240,575
Purchase	3/29/2017	5/1/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385FA9	25,000,000	0.00	0.75	99.93	-	24,982,813
Purchase	3/30/2017	3/31/2017	Commercial Paper	COLGATE-PALMOLIVE CO	19416EQX8	25,081,000	0.00	0.75	100.00	-	25,080,477
Purchase	3/30/2017	5/3/2017	Negotiable CDs	TORONTO DOMINION BANK NY	89113WE44	50,000,000	0.95	0.95	100.00	-	50,000,000
Purchase	3/30/2017	4/27/2017	U.S. Treasuries	TREASURY BILL	912796JP5	50,000,000	0.00	0.75	99.94	-	49,971,028

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	3/30/2017	6/29/2017	U.S. Treasuries	TREASURY BILL	912796LF4	300,000,000	0.00	0.78	99.80	-	299,408,500
Purchase	3/31/2017	4/1/2017	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	2,174	0.51	0.51	100.00	-	2,174
Purchase	3/31/2017	4/3/2017	Commercial Paper	COLGATE-PALMOLIVE CO	19416ER33	15,000,000	0.00	0.78	99.99	-	14,999,025
Purchase	3/31/2017	4/5/2017	Commercial Paper	COLGATE-PALMOLIVE CO	19416ER58	40,000,000	0.00	0.75	99.99	-	39,995,833
Purchase	3/31/2017	4/1/2017	Money Market Funds	FIDELITY INST GOV FUND	31607A707	111,795	0.54	0.54	100.00	-	111,795
Purchase	3/31/2017	4/1/2017	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	21,326	0.51	0.51	100.00	-	21,326
Purchase	3/31/2017	4/3/2017	Commercial Paper	MUFG UNION BANK NA	62478XR36	40,000,000	0.00	0.70	99.99	-	39,997,667
Subtotals						\$2,145,695,849	0.25	0.84	\$ 99.90	\$	\$2,143,645,078
Sale	3/6/2017	4/1/2017	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	\$ 20,000,000	0.51	0.51	\$ 100.00	\$	20,000,000
Sale	3/8/2017	4/1/2017	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	50,000,000	0.51	0.51	100.00	-	50,000,000
Sale	3/9/2017	4/1/2017	Money Market Funds	FIDELITY INST GOV FUND	31607A703	10,000,000	0.54	0.54	100.00	-	10,000,000
Sale	3/13/2017	4/1/2017	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	25,000,000	0.51	0.51	100.00	-	25,000,000
Sale	3/17/2017	4/1/2017	Money Market Funds	FIDELITY INST GOV FUND	31607A703	50,000,000	0.54	0.54	100.00	-	50,000,000
Subtotals						\$ 155,000,000	0.52	0.52	\$ 100.00	\$	\$ 155,000,000
Maturity	3/1/2017	3/1/2017	Commercial Paper	MUFG UNION BANK NA	62478XQ11	\$ 25,000,000	0.00	0.50	100.00	\$	25,000,000
Maturity	3/2/2017	3/2/2017	Federal Agencies	FEDERAL HOME LOAN BANK	3130A8D83	25,000,000	0.80	0.80	100.00	15,536	25,015,536
Maturity	3/2/2017	3/2/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385CN4	10,265,000	0.00	0.45	100.00	-	10,265,000
Maturity	3/2/2017	3/2/2017	Commercial Paper	FREDDIE MAC DISCOUNT NT	313397CN9	25,000,000	0.00	0.45	100.00	-	25,000,000
Maturity	3/3/2017	3/3/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385CP9	25,000,000	0.00	0.46	100.00	-	25,000,000
Maturity	3/3/2017	3/3/2017	Commercial Paper	JOHNSON & JOHNSON	47816FQ38	25,000,000	0.00	0.54	100.00	-	25,000,000
Maturity	3/3/2017	3/3/2017	Commercial Paper	MUFG UNION BANK NA	62478XQ37	30,000,000	0.00	0.50	100.00	-	30,000,000
Maturity	3/3/2017	3/3/2017	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233GQ33	25,000,000	0.00	1.02	100.00	-	25,000,000
Maturity	3/6/2017	3/6/2017	Negotiable CDs	TOYOTA MOTOR CREDIT CORP	06427EX55	25,000,000	1.03	1.03	100.00	193,840	25,193,840
Maturity	3/6/2017	3/6/2017	Commercial Paper	MUFG UNION BANK NA	62478XQ60	40,000,000	0.00	0.50	100.00	-	40,000,000
Maturity	3/6/2017	3/6/2017	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233GQ66	25,000,000	0.00	1.01	100.00	-	25,000,000
Maturity	3/7/2017	3/7/2017	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233GQ74	25,000,000	0.00	1.01	100.00	-	25,000,000
Maturity	3/10/2017	3/10/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NZW9	50,000,000	1.28	1.28	100.00	49,843	50,049,843
Maturity	3/15/2017	3/15/2017	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427KKJ5	50,000,000	1.08	1.08	100.00	135,000	50,135,000
Maturity	3/16/2017	3/16/2017	U.S. Treasuries	TREASURY BILL	912796KN8	75,000,000	0.00	0.48	100.00	-	75,000,000
Maturity	3/16/2017	3/16/2017	U.S. Treasuries	TREASURY BILL	912796KN8	75,000,000	0.00	0.48	100.00	-	75,000,000
Maturity	3/16/2017	3/16/2017	U.S. Treasuries	TREASURY BILL	912796KN8	75,000,000	0.00	0.47	100.00	-	75,000,000
Maturity	3/17/2017	3/17/2017	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427EDJ7	25,000,000	1.17	1.17	100.00	22,793	25,022,793
Maturity	3/17/2017	3/17/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DD5	50,000,000	0.00	0.65	100.00	-	50,000,000
Maturity	3/20/2017	3/20/2017	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BQL0	50,000,000	0.00	1.00	100.00	-	50,000,000
Maturity	3/20/2017	3/20/2017	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BQL0	25,000,000	0.00	1.02	100.00	-	25,000,000
Maturity	3/20/2017	3/20/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DG8	50,000,000	0.00	0.63	100.00	-	50,000,000
Maturity	3/20/2017	3/20/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DG8	50,000,000	0.00	0.63	100.00	-	50,000,000
Maturity	3/21/2017	3/21/2017	Supranationals	INTL BK RECON & DEVELOP	459053DH4	50,000,000	0.00	0.51	100.00	-	50,000,000
Maturity	3/21/2017	3/21/2017	Public Time Deposits	TRANS-PAC NATIONAL BK	PP600XGA1	240,000	1.05	1.05	100.00	621	240,621
Maturity	3/22/2017	3/22/2017	Commercial Paper	MERCK & CO INC	58934AQN9	15,000,000	0.00	0.64	100.00	-	15,000,000
Maturity	3/23/2017	3/23/2017	U.S. Treasuries	TREASURY BILL	912796KP3	75,000,000	0.00	0.47	100.00	-	75,000,000
Maturity	3/23/2017	3/23/2017	U.S. Treasuries	TREASURY BILL	912796KP3	110,000,000	0.00	0.39	100.00	-	110,000,000
Maturity	3/24/2017	3/24/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDP30	26,000,000	0.82	0.36	100.00	16,571	26,016,571
Maturity	3/27/2017	3/27/2017	Commercial Paper	GENERAL ELECTRIC CO	36960LQT5	25,000,000	0.00	0.81	100.00	-	25,000,000

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Maturity	3/27/2017	3/27/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009ND94	25,000,000	0.96	0.96	100.00	179,333	25,179,333
Maturity	3/28/2017	3/28/2017	Negotiable CDs	TORONTO DOMINION BANK NY	89113EC79	50,000,000	1.25	1.25	100.00	155,883	50,155,883
Maturity	3/29/2017	3/29/2017	Federal Agencies	FED HOME LN DISCOUNT NY	313385DR4	25,000,000	0.00	0.73	100.00		25,000,000
Maturity	3/29/2017	3/29/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DR4	25,000,000	0.00	0.73	100.00		25,000,000
Maturity	3/29/2017	3/29/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDZW5	50,000,000	0.80	0.81	100.00	16,122	50,016,122
Maturity	3/30/2017	3/30/2017	Commercial Paper	COLGATE-PALMOLIVE CO	19416EQW0	35,000,000	0.00	0.75	100.00		35,000,000
Maturity	3/30/2017	3/30/2017	Federal Agencies	FED HOME LN DISCOUNT NT	313385DS2	50,000,000	0.00	0.70	100.00		50,000,000
Maturity	3/30/2017	3/30/2017	U.S. Treasuries	TREASURY BILL	912796JJ9	100,000,000	0.00	0.42	100.00		100,000,000
Maturity	3/30/2017	3/30/2017	U.S. Treasuries	TREASURY BILL	912796JJ9	100,000,000	0.00	0.42	100.00		100,000,000
Maturity	3/30/2017	3/30/2017	U.S. Treasuries	TREASURY BILL	912796JJ9	100,000,000	0.00	0.43	100.00		100,000,000
Maturity	3/31/2017	3/31/2017	Commercial Paper	COLGATE-PALMOLIVE CO	19416EQX8	25,081,000	0.00	0.75	100.00		25,081,000
Maturity	3/31/2017	3/31/2017	Commercial Paper	JOHNSON & JOHNSON	47816FQX2	31,000,000	0.00	0.80	100.00		31,000,000
Maturity	3/31/2017	3/31/2017	U.S. Treasuries	US TSY NT	912828SM3	50,000,000	1.00	1.07	100.00	250,000	50,250,000
Subtotals						\$1,847,586,000	0.20	0.66	\$	1,035,543	\$1,848,621,543
Interest	3/1/2017	3/1/2018	Federal Agencies	FARMER MAC	3132X0JL6	50,000,000	0.88	0.88	0.00	0.00	218,750
Interest	3/2/2017	6/2/2020	Federal Agencies	FARMER MAC	3132X0AT8	41,000,000	0.92	0.92	0.00	0.00	29,320
Interest	3/2/2017	11/2/2020	Federal Agencies	FARMER MAC	3132X0KR1	25,000,000	0.98	0.98	0.00	0.00	19,045
Interest	3/2/2017	2/2/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEMH0	4,000,000	0.83	0.84	0.00	0.00	2,580
Interest	3/2/2017	2/2/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEMH0	35,000,000	0.83	0.89	0.00	0.00	22,579
Interest	3/2/2017	1/2/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGDM4	25,000,000	0.94	0.94	0.00	0.00	18,267
Interest	3/2/2017	12/2/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGN43	50,000,000	0.94	0.94	0.00	0.00	36,534
Interest	3/2/2017	2/2/2018	Supranationals	INTL FINANCE CORP	45950VFH4	30,000,000	0.80	0.91	0.00	0.00	18,600
Interest	3/3/2017	2/3/2021	Federal Agencies	FARMER MAC	3132X0NQ0	50,000,000	0.90	0.90	0.00	0.00	35,000
Interest	3/3/2017	1/3/2020	Federal Agencies	FARMER MAC	3132X0PG0	50,000,000	0.84	0.84	0.00	0.00	24,549
Interest	3/3/2017	5/3/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEU40	69,000,000	0.82	0.83	0.00	0.00	44,007
Interest	3/3/2017	1/3/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG2V6	25,000,000	0.83	0.83	0.00	0.00	16,139
Interest	3/3/2017	7/3/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NP26	50,000,000	1.16	1.16	0.00	0.00	45,111
Interest	3/5/2017	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	25,000,000	0.82	0.82	0.00	0.00	15,880
Interest	3/5/2017	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	25,000,000	0.82	0.85	0.00	0.00	15,880
Interest	3/5/2017	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	50,000,000	0.82	0.85	0.00	0.00	31,759
Interest	3/5/2017	10/5/2017	Federal Agencies	FANNIE MAE	3135G0F57	25,000,000	0.79	0.83	0.00	0.00	15,296
Interest	3/6/2017	12/6/2017	Negotiable CDs	TORONTO DOMINION BANK NY	89113WQ99	50,000,000	1.25	1.25	0.00	0.00	155,799
Interest	3/8/2017	12/8/2017	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427KJV0	50,000,000	1.25	1.25	0.00	0.00	154,616
Interest	3/8/2017	6/8/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFT2	25,000,000	0.83	0.83	0.00	0.00	16,144
Interest	3/8/2017	6/8/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFT2	50,000,000	0.83	0.83	0.00	0.00	32,289
Interest	3/8/2017	12/8/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGS97	25,000,000	1.05	1.05	0.00	0.00	20,325
Interest	3/8/2017	12/8/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGS97	25,000,000	1.05	1.05	0.00	0.00	20,325
Interest	3/8/2017	12/8/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NL61	50,000,000	1.25	1.25	0.00	0.00	156,354
Interest	3/9/2017	2/9/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFNK9	25,000,000	0.85	0.88	0.00	0.00	16,582
Interest	3/9/2017	8/9/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGED3	25,000,000	0.96	0.96	0.00	0.00	18,624
Interest	3/9/2017	8/9/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGED3	25,000,000	0.96	0.96	0.00	0.00	18,624
Interest	3/10/2017	2/10/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG6Y6	25,000,000	0.82	0.82	0.00	0.00	15,977
Interest	3/10/2017	2/10/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG6Y6	25,000,000	0.82	0.82	0.00	0.00	15,977
Interest	3/11/2017	6/11/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEW48	50,000,000	0.82	0.82	0.00	0.00	31,716
Interest	3/13/2017	11/13/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEBR0	25,000,000	0.80	0.86	0.00	0.00	15,566
Interest	3/14/2017	9/14/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGFQ3	25,000,000	0.88	0.91	0.00	0.00	109,375
Interest	3/14/2017	9/14/2017	Medium Term Notes	IBM CORP	459200GJ4	1,325,000	5.70	1.04	0.00	0.00	37,763

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	3/16/2017	4/16/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEZC7	50,000,000	0.82	0.83	0.00	0.00	31,889
Interest	3/16/2017	8/16/2017	Federal Agencies	FANNIE MAE	3135G0F24	25,000,000	0.78	0.82	0.00	0.00	15,167
Interest	3/17/2017	10/17/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGFK6	25,000,000	0.90	0.90	0.00	0.00	17,543
Interest	3/17/2017	10/17/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGFK6	25,000,000	0.90	0.90	0.00	0.00	17,543
Interest	3/19/2017	3/19/2019	Federal Agencies	FARMER MAC	3132X0ED9	40,000,000	1.06	1.06	0.00	0.00	106,317
Interest	3/19/2017	6/19/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EAUW6	50,000,000	0.86	0.86	0.00	0.00	109,125
Interest	3/19/2017	10/19/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EETS9	30,000,000	0.81	0.81	0.00	0.00	18,913
Interest	3/19/2017	7/19/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBQ7	25,000,000	0.91	0.91	0.00	0.00	17,705
Interest	3/19/2017	7/19/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBQ7	25,000,000	0.91	0.91	0.00	0.00	17,705
Interest	3/20/2017	6/20/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGGC3	25,000,000	0.90	0.90	0.00	0.00	17,511
Interest	3/20/2017	8/20/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX67	50,000,000	0.90	0.90	0.00	0.00	35,022
Interest	3/20/2017	12/19/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NM60	50,000,000	1.29	1.29	0.00	0.00	163,442
Interest	3/21/2017	12/21/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX75	50,000,000	0.97	0.97	0.00	0.00	37,700
Interest	3/22/2017	6/22/2018	Federal Agencies	FARMER MAC	3132X0LZ2	25,000,000	0.84	0.84	0.00	0.00	16,279
Interest	3/22/2017	3/22/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEN71	50,000,000	0.81	0.83	0.00	0.00	31,586
Interest	3/23/2017	8/23/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEFX3	50,000,000	0.83	0.83	0.00	0.00	32,256
Interest	3/23/2017	9/23/2019	Federal Agencies	FREDDIE MAC	3134GAHR8	25,000,000	0.88	0.88	0.00	0.00	54,688
Interest	3/24/2017	7/24/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ECV92	50,000,000	0.82	0.82	0.00	0.00	31,867
Interest	3/24/2017	12/24/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFTX5	100,000,000	1.11	1.11	0.00	0.00	86,290
Interest	3/25/2017	1/25/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG4T9	20,000,000	0.94	0.94	0.00	0.00	14,596
Interest	3/25/2017	1/25/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG4T9	20,000,000	0.94	0.94	0.00	0.00	14,596
Interest	3/25/2017	2/25/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBU8	50,000,000	0.95	0.95	0.00	0.00	37,074
Interest	3/26/2017	3/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEQ86	50,000,000	0.83	0.87	0.00	0.00	97,250
Interest	3/26/2017	3/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEQ86	50,000,000	0.83	0.87	0.00	0.00	97,250
Interest	3/26/2017	3/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFWG8	25,000,000	0.94	0.95	0.00	0.00	18,245
Interest	3/27/2017	9/25/2017	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417HUR5	50,000,000	1.27	1.27	0.00	0.00	156,623
Interest	3/27/2017	9/27/2019	Federal Agencies	FANNIE MAE	3135G0Q30	50,000,000	1.18	1.18	0.00	0.00	295,000
Interest	3/27/2017	1/26/2018	Supranationals	INTL BK RECON & DEVELOP	45905UXQ2	25,000,000	0.90	0.90	0.00	0.00	17,500
Interest	3/28/2017	9/28/2018	Federal Agencies	FEDERAL HOME LOAN BANK	3130A9C90	25,000,000	1.05	1.05	0.00	0.00	131,250
Interest	3/28/2017	9/28/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130A9FR7	103,500,000	0.93	0.93	0.00	0.00	74,946
Interest	3/28/2017	4/21/2017	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233APL7	25,000,000	1.33	1.33	0.00	0.00	25,872
Interest	3/28/2017	12/28/2017	Negotiable CDs	WESTPAC BANKING CORP NY	96121T2D9	50,000,000	1.29	1.29	0.00	0.00	50,188
Interest	3/29/2017	3/29/2019	Federal Agencies	FANNIE MAE	3136G3FC4	6,250,000	1.00	1.00	0.00	0.00	31,250
Interest	3/29/2017	9/29/2017	Federal Agencies	FREDDIE MAC	3137EADL0	25,000,000	1.00	1.22	0.00	0.00	125,000
Interest	3/30/2017	6/29/2017	Public Time Deposits	UMPQUA BANK	PP7C0ES31	240,000	0.79	0.79	0.00	0.00	468
Interest	3/31/2017	4/1/2017	Money Market Funds	FIDELITY INST GOV FUND	31607A703	225,956,062	0.54	0.54	0.00	0.00	111,795
Interest	3/31/2017	4/1/2017	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	25,422,953	0.51	0.51	0.00	0.00	21,326
Subtotals						\$2,726,694,014	0.92	0.92	\$	\$	3,624,128

Grand Totals	52 Purchases	(5) Sales	(43) Maturities / Calls	4 Change in number of positions



This Page Intentionally Left Blank

San Francisco County Transportation Authority
April 2017

State Legislation – Updated and Proposed New Positions

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

Staff is not recommending new positions this month, but is flagging a few new bills for reference and may recommend positions next month (see Table 1). Table 2 provides updates on several bills we have been tracking this session and Table 3 indicates the status of bills on which the Board has already taken a position this session.

Negotiations over the state transportation revenue package have been the focus of the last month. The latest update to the current vehicle, Senate Bill 1 (Beall) is described in Table 2 and Attachment 1 contains summaries of the draft proposal released publicly on March 31, including the anticipated formula allocations for San Francisco and the Bay Area. We will provide an update on the final legislation and next steps at the CAC meeting.

Table 1. Select New Bills to Watch

Recommended Positions	Bill # Author	Bill Title and Description
Watch	AB 378 Garcia, Cristina D	California Global Warming Solutions Act of 2006: regulations. The bill would authorize the State Air Resources Board to extend the Cap and Trade program until 2030. Extending Cap and Trade would extend a valuable greenhouse gas reduction program, provide additional revenue for transportation, and hopefully stabilize auction outcomes, which have been lower than anticipated over the past year.
	SB 768 Allen D	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships (P3s) for certain transportation projects that may raise revenues from tolls and user fees. Prior authorization for these agreements ended on January 1, 2017. This bill would extend this authorization indefinitely. P3 authorization could be used to more quickly and cost effectively deliver future revenue-generating projects in San Francisco and the region.
	SB 496 Cannella R	Indemnity: design professionals. Amended language has just been released for this bill but on first read it appears it 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 498 Skinner D	Vehicle fleets: zero-emission vehicles (EVs). The State Air Resources Board sets zero-emission vehicle adoption targets for the purposes of public and private sector vehicle fleets. This bill directs the state to meet higher targets for EVs in both public and private fleets, specifically a 50% EV requirement by FY 2024/25.

San Francisco County Transportation Authority
April 2017

Table 2. Select Updates on Tracked Bills

Active Positions	Bill # Author	Bill Title and Description	Update
Support	AB 28 Frazier D	<p>Department of Transportation: environmental review process: federal pilot program. This bill would re-enact State authorization for Caltrans to accept delegated federal authority to administer NEPA. Significant project delays are expected if this is not reinstated.</p>	<p>The bill was approved by the Legislature and the Governor and was chaptered on March 29. Caltrans immediately sent notification to the Federal Highway Administration which then confirmed to Caltrans and transportation jurisdictions throughout the state that it concurred with its delegation request, meeting the April 1 federal deadline and allowing projects to continue with streamlined delegation for NEPA authorization.</p>
	AB 342 Chiu D	<p>Vehicles: automated speed enforcement (ASE): five-year pilot program. This bill would authorize, no later than January 1, 2019, the City of San Jose (San Jose) and the City and County of San Francisco (San Francisco) to implement a 5-year pilot program utilizing an ASE system for speed limit enforcement. ASE has been an adopted legislative priority of the SFCTA and SFMTA for years, consistent with the City's adopted Vision Zero policies.</p>	<p>After referral to the Assembly Privacy and Consumer Protection Committee for hearing in early April, the hearing was delayed until the April 18 Committee meeting to allow further discussion with Legislators and advocacy organizations. We continue to support SFMTA's work in Sacramento. Supporters continue to sign on to the bill; the Metropolitan Transportation Commission adopted a support position in late March. If it is approved on April 18, the hearing at the Assembly Transportation Committee could occur as early as April 24.</p>
	SB 1 Beall D	<p>Transportation Funding. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and local roads. Estimated \$6 billion annually. Similar to AB 1 (Frazier).</p>	<p>The latest update to the current vehicle, Senate Bill 1 (Beall) is described in Attachment 1.</p>

San Francisco County Transportation Authority
April 2017

Watch	AB 1121 Chiu D	San Francisco Bay Area ferries. Current law establishes the San Francisco Bay Area Water Emergency Transportation Authority, composed of 3 members appointed by the Governor, one member appointed by the Senate Committee on Rules, and one member appointed by the Speaker of the Assembly. This bill would increase the membership of the authority to 9 members, with 5 members to be appointed by the Governor, 2 members appointed by the Senate Committee on Rules, and 2 members appointed by the Speaker of the Assembly.	This was a spot bill related to developing a new source of local funds for the SF Bay Ferry System. It has been amended instead to increase the membership of the Bay Area Water Emergency Transportation Authority (WETA) as described in the bill description.
	SCA 6 Wiener D	Local transportation measures: special taxes: voter approval. This measure seeks to reduce vote threshold from 2/3 to 55% for local transportation sales tax revenues. If approved, the measure would go to the state ballot for voter approval, which requires a majority statewide vote.	On April 5, 2017 this bill passed out of the Senate Government and Finance Committee on a partisan 5-2 vote. It will next be heard at the Senate Transportation and Housing Committee.

Table 3. Bill Status for Active Positions Taken This Session


Adopted Positions	Bill # Author	Bill Title	Bill Status (as of 4/4/17)
Support	AB 1 Frazier D	Transportation Funding.	Assembly Transportation
	AB 28 Frazier D	Department of Transportation: environmental review process: federal pilot program.	Chapters
	AB 87 Ting D	Autonomous vehicles.	Assembly Transportation
	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program.	Assembly Privacy and Consumer Protection
	SB 1 Beall D	Transportation Funding.	Senate Appropriations
Oppose	AB 65 Patterson R	Transportation bond debt service.	Assembly Transportation
	SB 423 Cannella R	Indemnity: design professionals.	Senate Rules
	SB 493 Hill D	Vehicles: right-turn violations.	Senate Transportation and Housing



Memorandum

Date: 04.21.17 **RE:** CAC
April 26, 2017

To: Citizens Advisory Committee

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

Subject: Senate Bill 1 (Beall and Frazier) Summary

On April 6, the State Legislature approved Senate Bill (SB) 1 (Beall and Frazier), the final transportation funding package. Attached is the latest funding package summary that Metropolitan Transportation Commission (MTC) staff presented to its Partnership Technical Advisory Committee on April 17.

In summary, SB 1 is a \$52 billion, 10-year transportation funding package that will provide an anticipated \$72.6 million/year in funding via formula to San Francisco agencies and the largest local and regional transit operators serving San Francisco. It will also include a number of state funding programs within which the State (mostly likely through the California Transportation Commission, Caltrans, or another agency) will select projects and programs. Examples of these discretionary programs include \$100 million per year for active transportation, \$250 million per year to address congested corridors, and \$245 million per year for rail transit capital grants. San Francisco is likely to benefit from these funding programs as well as from the formula programs outlined below.

There are four programs that will distribute estimated SB 1 revenue via existing state transportation funding formulas. San Francisco shares are summarized below, and described in the regional context in the attached MTC memo.

1. Local Street and Road Maintenance:

San Francisco Public Works	\$23.8 million/year
Statewide	\$1.2 billion/year

2. County/regional share of State Transportation Improvement Program (STIP):

These funds are programmed by Congestion Management Agencies (including the Transportation Authority). San Francisco's STIP funds are currently committed by the Transportation Authority Board to existing major capital project obligations per prior Board resolution.

San Francisco	\$1.45 million/year
Statewide	\$82.5 million/year

3. State Transit Assistance (STA) formula funds (flexible operating or capital):

San Francisco Municipal Transportation Agency		\$27.2 million/year
Regional Transit Operators ¹	BART	\$14.9 million/year
	Caltrain	\$3.6 million/year
Statewide		\$250 million/year

4. STA capital formula funds for transit vehicle and facility modernization:

San Francisco Municipal Transportation Agency		\$11.4 million/year
Regional Transit Operators ²	BART	\$6.3 million/year
	Caltrain	\$1.5 million/year
Statewide		\$105 million/year

Other grant programs within which San Francisco projects may compete well include:

Transit and Intercity Rail Capital	\$245 million/year + \$236 million one-time payment
Intercity and Commuter Rail	\$37.5 million/year
State-Local Partnership Program (for Self Help counties)	\$200 million/year
Active Transportation Program	\$100 million/year
Local Planning Grants	\$25 million/year + \$20 million one-time payment
Congested Corridors Program	\$250 million/year

Attachment: MTC SB 1 Update to Partnership Technical Advisory Committee – April 17, 2017

¹ Other STA formula funds for regional transit operators serving San Francisco:

AC Transit	\$6.5 million/year
Golden Gate Transit	\$3.2 million/year
SamTrans	\$2.2 million/year
Water Emergency Transportation Authority	\$0.9 million/year

² Other transit modernization formula funds for regional transit operators serving San Francisco:

AC Transit	\$2.7 million/year
Golden Gate Transit	\$1.3 million/year
SamTrans	\$0.9 million/year
Water Emergency Transportation Authority	\$0.4 million/year

Senate Bill 1 – Estimated SF Formula Funds



Fund Category	Estimated new funds available, annualized
Local Streets and Roads (SF Public Works)	\$23.8 million
State Transportation Improvement Program (SFCTA)	\$1.45 million
Transit operations	
SFMTA	\$27.2 million
BART	\$14.9 million
Caltrain	\$3.6 million
Transit state of good repair	
SFMTA	\$11.4 million
BART	\$6.3 million
Caltrain	\$1.5 million
Total Annual Estimated SF Benefit from SB 1 (LS&R, STIP, SFMTA, 1/3 BART, 1/3 Caltrain)	\$72.6 million

MTC OVERVIEW OF SB 1 (BEALL AND FRAZIER)

NEW & AUGMENTED FUNDING PROGRAMS

Below is a summary of the funding provided by program and the new revenue sources authorized in Senate Bill 1 (Beall and Frazier).

Road Maintenance and Rehabilitation Program

SB 1 establishes the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on the state highway and local street and road systems. The California Transportation Commission (CTC) will allocate the funds and is required to develop guidelines by January 1, 2018. The bill provides that funds shall be used for projects that include, but aren't limited to, the following:

- Road maintenance and rehabilitation
- Safety projects
- Railroad grade separations
- Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project
- Traffic control devices

The RMRP, which would receive approximately \$3.7 billion annually once all new revenue streams take effect, is funded by the newly established Road Maintenance and Rehabilitation Account (RMRA), which receives four sources of new revenue:

- A new 12-cent/gallon gasoline excise tax, effective November 1, 2017.
- Monies remaining from a new vehicle registration surcharge (called a Transportation Improvement Fee) after \$600 million annually is set aside for public transit, intercity/commuter rail and a new Congested Corridors program. These programs are described in more detail on pages 2-5. The vehicle surcharge takes effect on January 1, 2018.
- A new \$100/year zero-emission vehicle registration surcharge, which takes effect on July 1, 2020.
- 50 percent of the 20-cent/gallon diesel excise tax increase, effective November 1, 2017.

RMRP Takedowns

Before program funds are distributed to cities, counties and Caltrans, there are several annual takedowns, which are bulleted below:

- Cost of administration – unspecified
- \$200 million for a self-help counties partnership program limited to counties that have voter-approved dedicated transportation taxes or uniform developer fees dedicated to transportation. Funds would be continuously appropriated to a county and each city within the county for road maintenance and rehabilitation purposes.
- \$100 million for the Active Transportation Program
- \$400 million to Caltrans for bridge and culvert maintenance and rehabilitation
- \$25 million for Freeway Service Patrol
- \$25 million for local planning grants to be administered by Caltrans

- \$5 million for the California Workforce Development Board to assist local agencies to implement policies that promote pre-apprenticeship training programs from FY 2017-18 through FY 2021-22.
- \$7 million for transportation research and workforce training including \$5 million for the University of California and \$2 million for the California State University.

Local Street & Road Funding

SB 1 continuously appropriates 50 percent of the RMRA revenues remaining after the takedowns described above to cities and counties using the same formula that applies to the existing base 18-cent per gallon gasoline excise tax. The bill includes a “maintenance of effort” requirement for local funds contributed to street and road repairs to help ensure that the new funding augments existing budgets for road repairs. Specifically, it requires each city and county to spend no less than the annual average from its general fund during 2009-10 through 2011-12. It also requires that a local jurisdiction submit a detailed list of proposed projects to be funded to the CTC prior to receiving an allocation, but authorizes cities and counties to fund projects outside of that list in accordance with local needs and priorities, so long as they are consistent with the program’s project eligibility provisions. If a city or county can demonstrate that it has attained a pavement condition index of 80 or higher, it may spend the funds on other transportation priorities.

State Highway Maintenance & Rehabilitation

The remaining 50 percent of RMRA revenues are provided to Caltrans for maintenance of the state highway system or for purposes of the State Highway Operations and Protection Program (SHOPP). The bill requires Caltrans to report annually to the CTC on its use of these funds, including detailed project descriptions, and its progress to achieving the performance goals listed in the accompanying memo. In addition, the CTC is required to report annually on the department’s progress and may withhold funds if it determines funding is not being spent appropriately.

Requirements and Policies Applicable to RMRP Funding

SB 1 provides that, to the extent possible and cost effective, Caltrans and local agencies:

- Use materials that reduce the life cycle cost and minimize greenhouse gas (GHG) emissions.
- Accommodate advance automotive technologies, such as charging or fueling for zero-emission vehicles.
- Include features in the project that make it more resilient to climate change risks, such as fire, flood and sea level rise.
- Incorporate complete streets elements that improve the quality of bicycle and pedestrian facilities, where feasible and practicable.

There is also a requirement that by July 1, 2023, Caltrans and local agencies that receive RMRA funds follow new workforce training guidelines developed by the California Workforce Development Board, pursuant to SB 1.

PUBLIC TRANSIT FUNDING

Public Transit Formula Funding

SB 1 provides a significant infusion of funding for public transit, including formula-based and competitive funding. The State Transit Assistance (STA) program, the state's flexible transit funding program which may be used for capital or operating purposes, would be boosted by approximately \$250 million per year from an increase in the diesel sales tax rate of 3.5 percent. These funds would augment the existing STA program and would not be subject to additional requirements or conditions. MTC estimates the Bay Area would receive approximately \$70 million more per year in revenue-based STA funds and \$24 million more per year in population-based funds.

Another \$105 million per year derived from a new Transportation Improvement Fee (TIF) would also be distributed using the STA formula but would be limited largely to capital improvements focused on modernizing transit vehicles and facilities. The Bay Area would receive approximately \$39 million per year total from this capital-only component, including \$29 million in revenue-based STA funds and \$10 million more per year in population-based funds. Finally, the bill provides a substantial one-time infusion and an annual supplement to the competitive Transit and Intercity Rail Capital Program (TIRCP), as well as new funding for intercity and commuter rail, as described below.

Transit and Intercity Rail Capital

SB 1 provides additional one-time and ongoing funding to the TIRCP, a heavily oversubscribed program that is currently reliant upon somewhat unpredictable Cap-and-Trade funds and administered by the California State Transportation Agency (CalSTA). The TIRCP would receive a one-time infusion of at least \$236 million as a result of a General Fund loan repayment as well as an additional \$245 million annually from the TIF starting in FY 2018-19. This amount is set forth in the statute and will not escalate even though the TIF rate is indexed to inflation. In FY 2017-18, the TIRCP should receive approximately half the annual amount (\$123 million) from the TIF since the new fee is not effective until January 1, 2018.

Intercity and Commuter Rail Funding

The bill boosts funding for intercity rail and commuter rail by dedicating a new 0.5 percent diesel sales tax to this purpose. Similar to the TIRCP, projects would be selected by CalSTA. Of the approximately \$37.5 million available each year, funds would be distributed as follows:

- 50 percent to CalSTA for "state-supported intercity rail services." Of that amount, at least 25 percent shall be allocated to each of the state's three intercity rail corridors that provide regularly scheduled intercity rail service (the Capitol Corridor, San Joaquin, Pacific Surfliner routes).
- 50 percent to CalSTA to be allocated to public agencies responsible for commuter rail service. For FY 2018-19 and FY 2019-20, each of the state's five commuter rail agencies (including ACE, Caltrain and SMART) would receive 20 percent. Subsequent to that, CalSTA would allocate funds pursuant to guidelines to be adopted by July 1, 2019.
- Funds may be spent for operations or capital.
- Similar to the STA program, the actual amount of revenue each year will depend on diesel prices and sales.

OTHER PROGRAMS

State Transportation Improvement Program (STIP) Funding

While the bill doesn't include any specific provisions applicable to the STIP, effective July 1, 2019, it boosts funding for the STIP by virtue of eliminating the annual adjustment pegged to the price of fuel for what is known as the "price-based excise tax." Instead, SB 1 sets the rate at 17.3 cents/gallon on July 1, 2019, plus an annual adjustment to keep pace with inflation that will begin in July 1, 2020.¹ This tax is a major source of STIP funding, receiving 44 percent of its revenue after backfilling the SHOPP for the loss of weight fees. Since the existing rate of 9.8 cents/gallon already offsets weight fees, any increase above that is distributed directly according to a 44/44/12 percent formula where the other 44 percent goes to cities and counties for local streets and roads, and the 12 percent goes to Caltrans for highway maintenance and rehabilitation.

While it's impossible to predict exactly how this will affect STIP funding in the future relative to what would have occurred if the rate were pegged to the price of fuel, the Department of Finance estimates a net benefit to the STIP over 10 years of \$1.1 billion, or \$825 million for the Regional Transportation Improvement Program. For the Bay Area, this amounts to approximately \$140 million over 10 years. This estimate may be on the conservative side. If we assume the price-based excise tax would not go above the 11.7 cents/gallon rate in effect on July 1, 2017 then the 17.3 cents/gallon rate amounts to a 5.6 cents/gallon increase – equating to \$840 million more per year statewide, including approximately \$370 million per year in new STIP funding statewide. Note that this increase will not begin until the FY 2019-20 year.

State-Local Partnership Program for "Self-Help" Counties

As noted above, SB 1 authorizes \$200 million per year to be continuously appropriated for a new program for counties that have dedicated transportation funding from uniform developer fees or voter-approved taxes. The program is similar to the State-Local Partnership Program established by Proposition 1B except it is limited to counties, so unfortunately transit agencies with voter-approved taxes are not eligible. Another important difference is that funds are to be distributed to counties and each city within the county and are limited to local road maintenance purposes as set forth in the RMRP program (which does include complete streets elements). The bill requires the CTC to adopt guidelines for the program on or before January 1, 2018.

Bicycle and Pedestrian Access Improvements

In addition to augmenting the Active Transportation Program by \$100 million per year, SB 1 requires that Caltrans update the Highway Design Manual to incorporate the "complete streets" design concept. No other limitations or conditions on the use of funds are included in the bill.

Local Planning Grants

As noted above, the bill provides \$25 million from the RMRA to be available to Caltrans for local planning grants on an annual basis, subject to appropriation. The bill states that the purpose of the grants is to "encourage local and regional planning that furthers state goals as provided in

¹ 17.3 cents/gallon is the rate that was set when the price-based excise tax was established as part of the Gas Tax Swap, replacing the state portion of the sales tax on gasoline (see AB x8-6 (2010), SB 70 (2010) and AB 105 (2011). It was set at this rate so as to be revenue neutral to the sales tax on fuel. The legislation required an annual adjustment to maintain this revenue neutrality and it has caused a steep cut in the rate, currently set at 9.8 cents/gallon but scheduled to rise to 11.7 cents/gallon on July 1, 2017.

the regional transportation guidelines” adopted by the CTC. The bill requires Caltrans to develop a grant guide in consultation with the Air Resources Board, the Governor’s Office of Planning and Research and the Department of Housing and Community Development. In addition, up to \$20 million is available on a one-time basis from FY 2018 through FY 2020 for local and regional agencies for climate change adaptation planning. This is funded from the Public Transportation Account as a result of a General Fund loan repayment.

Congested Corridors Program

The bill establishes a new “Solutions for Congested Corridors Program” and authorizes \$250 million per year for annual appropriation in the budget act from revenue generated by the TIF. The program, to be administered by the California Transportation Commission (CTC), focuses on multi-modal solutions to the most congested corridors in the state and takes a performance-based approach. To qualify for funding a project must be included in a “comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.”

Eligible projects for this new program include improvements to state highways, public transit facilities, local streets and roads, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. Highway capacity expansion projects are not eligible, with the exception of high-occupancy vehicle lanes (HOV) and high-occupancy toll (HOT) lanes or non-general purpose lane improvements designed primarily to improve safety for all modes of travel, such as auxiliary lanes, truck-climbing lanes or dedicated bicycle lanes.

The bill requires the CTC to score each project on the following criteria:

- Safety
- Congestion
- Accessibility
- Economic development and job creation and retention
- Furtherance of state and federal air quality and GHG reduction
- Efficient land use
- Matching funds
- Project deliverability

Either Caltrans or agencies responsible for developing the Regional Transportation Improvement Program (RTIP) (MTC in the Bay Area) can nominate projects, but a maximum of 50 percent can be awarded to projects nominated *only* by Caltrans. With respect to how projects will be scored, the bill emphasizes that preference will be given to projects that are developed as a result of collaboration between Caltrans and regional or local agencies “that reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions.”

As for the mechanics of the program, the CTC is required to develop guidelines for the program in consultation with the Air Resources Board and after conducting at least one hearing in northern California and one hearing in southern California. CTC is also required to provide draft guidelines to the Joint Legislative Budget Committee and the transportation policy committees in

each house and adopt the guidelines no sooner than 30 days after that submission to the Legislature. The bill requires the CTC to adopt an initial program based on the first appropriation of funds, but such program may cover a multiyear programming period. Subsequently, the program shall be adopted on a biennial basis. Beginning in March 2019, the CTC is required to provide project updates in its annual report to the Legislature, including an assessment of how each project is performing relative to the quantitative and qualitative measurements outlined in its application.

Trade Corridors

SB 1 creates a new Trade Corridor Enhancement Account, and allocates to this account 50 percent of the diesel excise tax increase, or approximately \$300 million annually. In an unusual move, the bill provides the Legislature with full discretion over project selection for this program specifying only that funds shall be available for “corridor-based freight projects nominated by local agencies and the state.”

Advance Mitigation

SB 1 requires \$30 million to be set aside annually from FY 2017 through FY 2020 from funding appropriated for the STIP and the SHOPP for an Advance Mitigation Program to protect natural resources through project mitigation, accelerate project delivery and to fully mitigate environmental impacts of transportation projects. The bill provides that the annual budget act or subsequent legislation may provide additional provisions for the program.

Job Training/Contracting Provisions

SB 1 requires that Caltrans develop a plan by January 1, 2020 to increase by up to 100 percent the dollar value of contracts and procurements awarded to small business, disadvantaged business enterprises, and disabled veteran business enterprises. In addition, the bill requires the Legislature appropriate \$5 million per year for five years starting in FY 2017-18 to the California Workforce Development Board to assist local agencies with promoting pre-apprenticeship programs. As noted above, SB 1 also requires Caltrans and cities and counties receiving funding from the RMRA follow guidelines to be developed by the California Workforce Development Board regarding pre-apprenticeship training programs no later than January 1, 2023.

EFFICIENCY, ACCOUNTABILITY & OTHER RELATED PROVISIONS

New Caltrans Audit Office Established

The bill requires the creation of an Independent Office of Audits and Investigations within Caltrans. The director of the office, whose title would be inspector general, would be appointed for a six-year term by the Governor and confirmed by the Senate, with significant restrictions and transparency required for his/her removal from office. The office would be responsible for ensuring compliance by Caltrans and all entities receiving state and federal transportation funds with state and federal requirements and ensuring Caltrans follows accounting standards and practices and manages its programs in a financially responsible manner. The inspector general shall be required to report annually on any audit or investigation findings and recommendations.

Capital Outlay Support and SHOPP Oversight Strengthened

The bill adds additional transparency requirements with respect to Caltrans support funding for projects in the State Highway Operation & Protection Program (SHOPP), requiring that such costs be identified up front for every SHOPP project by project phase and a delivery date for each project phase, including “project approval,” be provided. In addition, starting July 1, 2017,

the bill requires that the CTC allocate the department's capital outlay support (COS) resources by project phase to provide greater transparency in the development of the Caltrans budget.

Caltrans is Required to Implement Efficiency Measures

The bill requires Caltrans to implement efficiency measures with goal of saving \$100 million/year in savings to invest in maintenance and rehabilitation of the state highway system. No specific efficiency measures are suggested in the bill.

OVERVIEW OF REVENUE INCREASES

Funding Source	Estimate of 10-Year Revenue (in 1,000s)
12-cent per gallon gas tax	\$24,400,000
Vehicle Registration Surcharge (Transportation Improvement Fee)	\$16,300,000
20-cent/gallon diesel excise tax	\$7,300,000
4% increase in diesel sales tax	\$3,500,000
\$100 zero emission vehicle fee	\$200,000
General Fund loan repayments	\$706,000

Gasoline and Diesel Fuel Tax Increases

SB 1 increases the fuel tax on gasoline by 12-cents per gallon and the diesel excise tax by 20-cents per gallon effective November 1, 2017. In addition, the bill eliminates the variable portion of the gasoline excise tax, which is currently set at 9.8-cents per gallon, but is scheduled to rise to 11.7-cents per gallon on July 1, 2017 due to the statutorily required adjustments that the Board of Equalization makes each year based on the price of fuel. On July 1, 2019, the bill restores the portion of the gas tax to 17.3-cent per gallon rate that was in effect when the gasoline tax swap was enacted in 2010. Given the Board of Equalization forecasts an increase in gasoline prices over the next several years, establishing a rate of 17.3-cent per gallon on July 1, 2019 may in fact not constitute an increase at all. Effective July 1, 2020, all fuel taxes will be indexed annually each July by the Department of Finance based on the California Consumer Price Index.

New Annual Vehicle Registration Surcharge

Section 31 of the bill creates a new annual Transportation Improvement Fee (TIF), based on the value of the vehicle, as shown below, which would go into effect on January 1, 2018.

Vehicle's Value	Amount of Fee
\$0-\$4,999	\$25
\$5,000-\$24,999	\$50
\$25,000-\$34,999	\$100
\$35,000-\$59,999	\$150
\$60,000 +	\$175

Commercial vehicles weighing more than 10,000 pounds would be exempt from the tax. Effective January 1, 2020 and annually thereafter, the fee would be indexed annually by the Department of Finance based on the Consumer Price Index. The new fee is estimated to generate \$16.3 billion over ten years, with \$350 million annually dedicated to public transit and TIRCP, \$250 million set-aside for the new Congested Corridor Program and the remaining revenues allocated to the new RMRA account.

Diesel Sales Tax

SB 1 increases the diesel sales tax rate by an additional 4 percent, bringing it to a total of 13 percent. The new funds would be deposited in the Public Transportation Account. Of this 4 percent rate, 3.5 percent is for the State Transit Assistance (STA) program, while 0.5 percent is for the new Intercity and Commuter Rail program.

OTHER PROVISIONS AND RELATED LEGISLATION

Zero-Emission Vehicle Registration Surcharge

SB 1 includes a \$100 vehicle registration surcharge applicable to zero-emission motor vehicles model year 2020 and later vehicle that takes effect on July 1, 2020. The charge is indexed to inflation with the first adjustment scheduled for January 1, 2021 and subsequent adjustments to be made every January 1 thereafter. The charge is estimated to generate about \$20 million per year.

Truck Emissions

SB 1 includes a provision that limits the State Air Resources Board (ARB) from requiring truck owners to retire or retrofit trucks that meet existing ARB emissions standards (by 2023, all trucks must have 2010 model year engines or equivalent) before they are 13 years old or reach 800,000 miles. According to the California Trucking Association, this will ensure truck owners have time to recoup their investment in more efficient technology before being faced with a newer, stricter mandate. Environmental and health advocates raised concerns that the provision was overly broad and would prevent regulators from developing other air quality rules, such as capping emissions at warehouses and ports. In response, SB 1 was amended to clarify that the provision is not intended to undermine regional efforts. Though ARB expressed support for the deal, it was not sufficient to alleviate the aforementioned concerns and a number of groups opposed the bill.

Related Legislation

In parallel to the negotiations on SB 1 to secure two-thirds support, several other bills were amended including, SB 132, a budget trailer bill and SB 496, a companion bill that must pass for the trailer bill to take effect. The April 6th version of SB 132 includes several very large earmarks, notably:

- 427 million for the Riverside County Transportation Efficiency Corridor for five specific projects, including grade separation projects, bridge widening, an interchange and the 91 Toll Connector to Interstate 15 North.
- \$400 million for the extension of the Altamont Commuter Express to Ceres and Merced from the TIRCP
- \$100 million for the University of California, Merced Campus Parkway Project from the State Highway Account

SB 496 (Canella), whose provisions were recently amended into a bill originally authored by Senate President Pro Tempore Kevin DeLéon (who remains as a coauthor) now pertains to indemnity agreements with design professionals. SB 496 provides that with respect to all contracts for design services entered into after January 1, 2018, indemnity agreements are unenforceable, except under certain circumstances. The bill is similar – though not identical – to SB 885 (Wolk, 2016), which MTC opposed last year and which did not ultimately reach the Governor’s desk. MTC staff will review the bill in detail and with confer with our public agency partners and the Self-Help Counties Coalition, which actively opposed SB 885.

Estimate of Bay Area Local Street and Road Funding from SB 1 (Beall/Frazier)

(Dollars in millions)

COUNTY TOTALS (includes city and county portions)	Estimate of Current FY 2017 State Funding from Gas Tax Subventions	Estimated Increase from SB 1 (FY 2018-19)
Alameda	\$ 52	\$ 47
Contra Costa	\$ 37	\$ 35
Marin	\$ 8	\$ 8
Napa	\$ 5	\$ 5
San Francisco	\$ 25	\$ 24
San Mateo	\$ 26	\$ 24
Santa Clara	\$ 64	\$ 59
Solano	\$ 15	\$ 14
Sonoma	\$ 17	\$ 16
Regional Total	\$ 250	\$ 232
STATE TOTAL	1,276	\$ 1,201

Note: Totals do not sum due to rounding

Assumes \$1.2 billion available from SB 1 for local streets and roads in FY 2018-19, actual amount will depend on revenue collected from various sources deposited in the Road Maintenance & Rehabilitation Account, amount deducted for administrative purposes, and General Fund Loan Repayment (assume \$75 million statewide for FY 2018-19).

Source: Metropolitan Transportation Commission. Contact: Rebecca Long at rlong@mtc.ca.gov
April 17, 2017

Estimate of State Transit Assistance Funding in Senate Bill 1 (Beall/Frazier)

Bay Area Transit Operators Estimates	Baseline Current STA Funding (FY 2016-17 Estimate)	Estimate of Net Increase in FY 2017-18*	Estimate of Net Increase in FY 2018-19 Estimate*
Statewide STA Funding	\$ 266,873,000	\$ 166,666,500	\$ 250,000,000
Alameda CTC - Corresponding to ACE	\$ 186,347	\$ 116,275	\$ 174,413
Caltrain	\$ 3,877,168	\$ 2,419,246	\$ 3,628,873
County Connection	\$ 438,211	\$ 273,431	\$ 410,147
City of Dixon	\$ 3,400	\$ 2,121	\$ 3,182
ECCTA (Tri Delta Transit)	\$ 202,949	\$ 126,635	\$ 189,952
City of Fairfield	\$ 85,636	\$ 53,434	\$ 80,151
Golden Gate Transit	\$ 3,432,072	\$ 2,141,518	\$ 3,212,280
City of Healdsburg	\$ (744)	\$ 224	\$ 336
Livermore Amador Transit Authority	\$ 177,130	\$ 110,524	\$ 165,786
Marin Transit	\$ 639,229	\$ 398,861	\$ 598,293
Napa Valley Transit Authority	\$ 44,265	\$ 27,620	\$ 41,430
City of Petaluma	\$ 9,942	\$ 6,204	\$ 9,306
City of Rio Vista	\$ 530	\$ 488	\$ 732
SamTrans	\$ 2,384,429	\$ 1,487,818	\$ 2,231,729
City of Santa Rosa	\$ 97,323	\$ 60,727	\$ 91,090
Solano County Transit	\$ 199,935	\$ 124,754	\$ 187,131
Sonoma County Transit	\$ 105,377	\$ 65,752	\$ 98,628
City of Union City	\$ 29,967	\$ 18,698	\$ 28,048
Valley Transportation Authority	\$ 9,173,929	\$ 5,724,279	\$ 8,586,427
VTA - Corresponding to ACE	\$ 199,485	\$ 124,473	\$ 186,710
WCCTA (Western Contra Costa Transit Authority)	\$ 229,652	\$ 143,296	\$ 214,945
WETA	\$ 943,358	\$ 588,629	\$ 882,945
SUBTOTAL	\$ 22,459,586	\$ 14,015,008	\$ 21,022,533
AC Transit	\$ 6,938,750	\$ 4,329,588	\$ 6,494,389
BART	\$ 15,941,572	\$ 9,947,101	\$ 14,920,667
SFMTA	\$ 29,034,278	\$ 18,116,589	\$ 27,174,911
SUBTOTAL	\$ 51,914,600	\$ 32,393,279	\$ 48,589,967
Total Revenue Based Funds	\$ 74,374,186	\$ 46,408,287	\$ 69,612,500
Population Based Funds	\$ 26,001,993	\$ 16,249,984	\$ 24,375,000
Bay Area Grand Total	\$ 100,376,179	\$ 62,658,271	\$ 93,987,500

* \$250 million assumed statewide. FY 2017-18 amount is estimated at 66 percent of revenue forecast since diesel sales tax increase takes effect November 1, 2017. Also note transit operator shares are based on FY 2014-15 revenue-based STA factors. Actual funding amounts should be expected to change and will not be known until State Controller issues fund estimate in August 2017.

Source: Metropolitan Transportation Commissions. Contact: Rebecca Long at rlong@mtc.ca.gov

Estimate of Annual Transit Capital Funding Distributed via STA Formula in SB 1 (Beall/Frazier)

Bay Area Transit Operators Estimates	FY 2017-18
Statewide Funding for STA Capital	\$ 105,000,000
Alameda CTC - Corresponding to ACE	\$ 73,254
Caltrain	\$ 1,524,127
County Connection	\$ 172,262
City of Dixon	\$ 1,336
ECCTA (Tri Delta Transit)	\$ 79,780
City of Fairfield	\$ 33,664
Golden Gate Transit	\$ 1,349,158
City of Healdsburg	\$ 141
Livermore Amador Transit Authority	\$ 69,630
Marin Transit	\$ 251,283
Napa Valley Transit Authority	\$ 17,401
City of Petaluma	\$ 3,908
City of Rio Vista	\$ 307
SamTrans	\$ 937,326
City of Santa Rosa	\$ 38,258
Solano County Transit	\$ 78,595
Sonoma County Transit	\$ 41,424
City of Union City	\$ 11,780
Valley Transportation Authority	\$ 3,606,299
VTA - Corresponding to ACE	\$ 78,418
WCCTA (Western Contra Costa Transit Authority)	\$ 90,277
WETA	\$ 370,837
SUBTOTAL	\$ 8,829,464
AC Transit	\$ 2,727,643
BART	\$ 6,266,680
SFMTA	\$ 11,413,463
SUBTOTAL	\$ 20,407,786
Total Revenue Based Funds	\$ 29,237,250
Population Based Funds	\$ 10,237,500
Bay Area Grand Total	\$ 39,474,750

Note: Shares are based on FY 2014-15 operator shares. Actual amount will vary based on each transit operator's share of statewide qualifying revenue.

Estimate of Bay Area STIP Funding Over 10 Years from SB 1 (Beall/Frazier)

(Dollars in millions)

County		
Alameda	\$	28.56
Contra Costa	\$	19.54
Marin	\$	5.34
Napa	\$	3.51
San Francisco	\$	14.49
San Mateo	\$	14.76
Santa Clara	\$	33.93
Solano	\$	8.85
Sonoma	\$	10.88
Region	\$	139.86
Statewide	\$	825.00

Note: Amount shown depicts a forecast of *change* from current law with price-based excise tax, not a forecast of STIP funding levels. They can be expected to be substantially higher than today, given gas tax is currently only 9.8 cents/gallon but under SB 1 will be set at 17.3 cents/gallon on July 1, 2019 and indexed for inflation annually thereafter.

Source: Metropolitan Transportation Commissions. Contact: Rebecca Long at rlong@mtc.ca.gov



This Page Intentionally Left Blank



Memorandum

Date: 04.06.17 **RE:** Board
April 11, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

From: Tilly Chang – Executive Director *TJC*

Subject: **INFORMATION/ACTION** – Proposed Independent Analysis and Oversight Contract Scope of Services

Summary

At the January Board meeting, Chair Peskin and several Commissioners expressed a desire to contract for Independent Analysis and Oversight services, similar to the Board of Supervisors' Budget and Legislative Analyst capability. The purpose of this memorandum is to seek the Board's feedback and input on a draft scope of services for this contract. This is an information/action item.

BACKGROUND

At the January 24, 2017 Board meeting, Chair Peskin called for the Board to engage a provider of independent analysis and oversight services, to assist in a variety of potential areas, as a means to supporting Transportation Authority Commissioners and their staffs, as well as to augment the capacity of Transportation Authority staff.

DISCUSSION

Proposed Scope of Services: Modeled on the Board of Supervisors Budget and Legislative Analyst's contract, we are proposing an independent analysis and oversight contract to be administered on an as-needed task order basis. This task order-based contract is similar to other on-call contracts that we administer, e.g. for communications, planning, travel demand modeling and project management oversight/general engineering services. In this case, we would propose that the Chair or his designee approve all task orders, and may directly manage tasks or delegate task management to other Commissioners or Transportation Authority staff.

The scope for the independent analysis and oversight services would include:

- A. Capital Program
 - i. Perform fiscal analyses or special studies (benchmarking, peer reviews) of capital projects or programs
 - ii. Assess funding/financing plans for major capital projects or multi-year funding commitments
- B. Policy/Legislative
 - i. Conduct legislative or policy research on transportation topics
 - ii. Support legislative initiatives of the Transportation Authority
- C. Management/Budget

- i. Conduct management or performance audits of programs or agencies
- ii. Perform general budget analyses

Cost, Funding and Schedule: We propose setting the first year's budget for this contract at \$100,000, an amount that would be funded by sales tax operating funds.

With approval of the scope of services in April, we would conduct a competitive procurement, issuing a Request for Proposals by the end of the month, with the aim of bringing a recommendation to award the contract to the Board in June.

We are seeking Board feedback and input on the proposed scope of services for Independent Analysis and Oversight services.

ALTERNATIVES

None.

CAC POSITION

None. We will brief the CAC on this item at its April 26 meeting.

FINANCIAL IMPACTS

If approved at this or a subsequent Board meeting, funds for these services would be included in the proposed Fiscal Year 2017/18 budget.

RECOMMENDATION

None.



Memorandum

Date: April 21, 2017
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 05/09/17 Board Meeting: Allocation of \$1,559,695 in Prop K Funds for Three Requests, with Conditions, and Appropriation of \$250,000 in Prop K Funds for One Request

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,559,695 in Prop K funds for three requests</p> <ul style="list-style-type: none"> ○ Downtown Ferry Terminal – South Basin Improvements (\$1,100,000 to the Port of San Francisco) ○ Balboa Park Geneva Plaza Improvement Coordination (\$60,000 to BART) ○ Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital] (\$399,695 to the SFMTA) <p>Appropriate \$250,000 in Prop K funds for one request</p> <ul style="list-style-type: none"> ○ Lombard Crooked Street Congestion Management System Development [NTIP Capital] 	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Procurement <input type="checkbox"/> Other:
<p>SUMMARY</p> <p>We have received one Prop K allocation request each from the Port of San Francisco, BART, and the San Francisco Municipal Transportation Agency (SFMTA), and are requesting appropriation of Prop K funds for one project for a total of \$1.8 million. Attachment 1 lists the requests including identifying supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations including any special conditions.</p>	

DISCUSSION

We have received four requests totaling \$1,809,695 in Prop K funds that we are recommending for allocation or appropriation. 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 includes a brief description of each project. A detailed scope, schedule, budget and funding plan for each project is included in the enclosed Allocation Request Forms. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

FINANCIAL IMPACT

Agenda Item 7

The recommended action would allocate \$1,559,695 and appropriate \$250,000 in Fiscal Year (FY) 2016/17 Prop K sales tax funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 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 approved 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.

CAC POSITION

The CAC will consider this item at its April 26, 2017 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K Allocation Summary – FY 2016/17

Enclosure 1 – Prop K/AA Allocation Request Forms (4)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	9	Port	Downtown Ferry Terminal - South Basin Improvements	\$ 1,100,000	\$ 73,015,000	95%	98%	Construction	3
Prop K	13	BART	Balboa Park Geneva Plaza Improvement Coordination	\$ 60,000	\$ 60,000	72%	0%	Design	11
Prop K	30, 38	SEMTA	Sloat/Skyline Intersection Alternatives Analysis [NTPP Capital]	\$ 399,695	\$ 399,695	66%	0%	Planning/ Conceptual Engineering	4, 7
Prop K	43	SFCTA	Lombard Crooked Street Congestion Management System Development [NTPP Capital]	\$ 250,000	\$ 500,000	54%	50%	Planning/ Conceptual Engineering	2
TOTAL				\$ 1,809,695	\$ 73,974,695	95%	98%		

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: BART (Bay Area Rapid Transit District); Port (Port of San Francisco); SFCTA (San Francisco County 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/AA Funds Requested	Prop AA Funds Requested	Project Description
9	Port	Downtown Ferry Terminal - South Basin Improvements	\$1,100,000		Funds will be used for construction to expand berthing and passenger circulation capacity at the Downtown Ferry Terminal, leveraging about \$72 million in regional, state and federal funds. The expanded capacity will accommodate new ferry services, improve ferry patron boarding and circulation and enhance emergency response capabilities. The Water Emergency Transportation Authority (WETA), working closely with the Port of San Francisco, will manage construction of two new ferry gates and reconstruct one existing gate in the South Basin area of the ferry terminal. New patron circulation infrastructure will include pedestrian access gates, gangways, canopies, and guardrails. Construction will begin in July 2017 and be completed in late 2019.
13	BART	Balboa Park Geneva Plaza Improvement Coordination	\$60,000		This request will fund additional coordination between BART, City staff, and the Upper Yard development team to integrate design efforts for Balboa Park Station area improvements and the Upper Yard project. BART will work with the development team on a station area vision framework, design alternatives for the station, and detailed design of the preferred alternative. The project will address possible variants of the Kiss-N-Ride lane and design of improvements to the area around the southern headhouse (i.e. Geneva Avenue escalator entrance). The coordination efforts will continue through detailed design, anticipated to be complete in late 2018.
30, 38	SFMTA	Sloat/Skyline Intersection Alternatives Analysis [NITP Capital]	\$399,695		Neighborhood Transportation Improvement Program (NITP) Capital funds (\$250,000) and additional Prop K funds will be used to evaluate several alternatives for re-configuration of the intersection at Sloat Boulevard/Skyline Boulevard/ 39th Avenue to improve operations and safety for pedestrians, cyclists, transit, and vehicular traffic. Alternatives to be considered include 1) a low-cost alternative; 2) a roundabout; 3) signalization reconfiguration. Project includes robust stakeholder engagement and outreach. The SFMTA anticipates completing the study by July 2018, including identification of a preferred alternative.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Prop AA Funds Requested	Project Description
43	SFMTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital]	\$250,000		NTIP Capital funds (\$200,000) and additional Prop K funds will be used to develop a reservations and pricing system for managing automobile access to the Crooked Street (1000 block of Lombard Street). The project will develop the physical and operational/ institutional details of the system and evaluate the outcomes to be expected if the system were implemented. To fully fund the effort we are working with Supervisor Farrell to secure an additional \$250,000 from the General Fund. Operational scenarios will be developed by November 2017. Completion of the full scope of work is expected in January 2018, subject to funding availability.

TOTAL	\$1,809,695	\$	-
--------------	--------------------	-----------	----------

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Recommended	Prop AA Funds Recommended	Recommendations
9	Port	Downtown Ferry Terminal - South Basin Improvements	\$ 1,100,000		
13	BART	Balboa Park Geneva Plaza Improvement Coordination	\$ 60,000		
30, 38	SFMTA	Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]	\$ 399,695		
43	SFCTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital]	\$ 250,000		5YPP Amendment: The recommended appropriation is contingent upon a concurrent amendment to the Transportation Demand Management/Parking Management 5YPP. See the enclosed 5YPP amendment for details.
TOTAL \$			1,809,695	\$	-

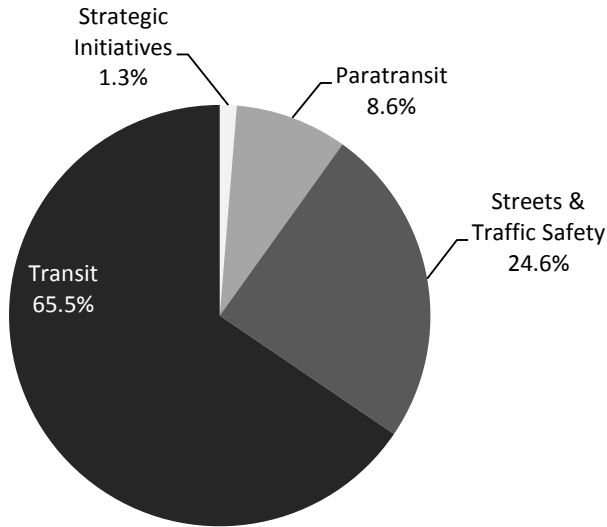
¹ See Attachment 1 for footnotes.

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

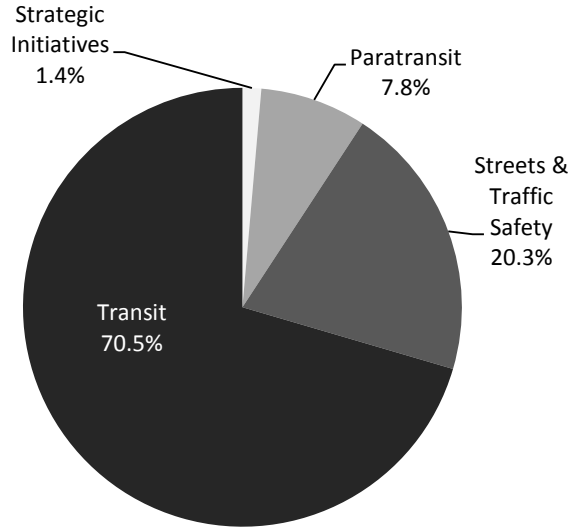
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 134,217,946	\$ 48,782,335	\$ 60,514,690	\$ 24,092,816	\$ 671,807	\$ 156,298
Current Request(s)	\$ 1,809,695	\$ -	\$ 1,029,771	\$ 559,924	\$ 220,000	\$ -
New Total Allocations	\$ 136,027,641	\$ 48,782,335	\$ 61,544,461	\$ 24,652,740	\$ 891,807	\$ 156,298

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

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date





This Page Intentionally Left Blank



Memorandum

Date: April 21, 2017
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 05/09/17 Board Meeting: Adoption of the District 1 Neighborhood Transportation Improvement Program [NTIP Planning] Final Report

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the District 1 Neighborhood Transportation Improvement Program [NTIP Planning] Final Report.</p> <p>SUMMARY</p> <p>The District 1 NTIP Planning project was recommended by former Commissioner Mar for \$100,000 in Prop K sales tax funds to engage the community and develop conceptual designs to improve bicycle and pedestrian safety on routes into Golden Gate Park in the Richmond District. The project was focused on identifying near- and long-term improvements for Arguello Boulevard, with near-term improvements having already reached implementation. The project final report is included as an enclosure in this packet.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Procurement <input type="checkbox"/> Other: _____
---	---

DISCUSSION

Background.

The District 1 NTIP Planning project was recommended by former Commissioner Mar for \$100,000 in Prop K sales tax funds. The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

The planning effort was led by the San Francisco Municipal Transportation Agency (SFMTA) with the aim of engaging the community, former Commissioner Mar’s office and other relevant stakeholders to plan and develop conceptual designs to improve bicycle and pedestrian safety on north-south routes into Golden Gate Park in the Richmond District. A majority of this project was dedicated to a full corridor planning process for Arguello Boulevard between Golden Gate Park and the Presidio.

In mid-2016, with support from the community and the District 1 commissioner’s office, the SFMTA moved forward with final design and legislation of near-term (paint-only) and long-term (concrete and signal infrastructure) improvements. In May 2016, the Transportation Authority allocated NTIP

Agenda Item 8

Capital funds to advance the project, with \$188,931 for construction of the near-term improvements and \$10,520 for design of long-term improvements.

Earlier this month, staff from the SFMTA and the Transportation Authority briefed the new District 1 Commissioner (Fewer) and she is comfortable advancing the NTIP plan to the Board for approval. The recommended improvements are summarized below.

Near-term Improvements on Arguello.

Near-term improvements included a painted buffer zone adjacent to the bike lanes on Arguello Boulevard, painted median islands, reconfigured turn pockets, improved crosswalk markings, lengthened bus zones, and other painted upgrades. This work was completed in October 2016.

Long-term Improvements on Arguello.

Long-term improvements include full concrete pedestrian islands, concrete median barriers, concrete bulb-outs, and a new Rapid Rectangular Flashing Beacon. Construction of these improvements will be coordinated with the upcoming Public Works paving project, which is currently on hold pending confirmation of the Fiscal Year 2017/18 Public Works budget.

Planning for Additional Corridors.

The District 1 NTIP project also included predevelopment activities that aided the SFMTA in developing planning project scopes for additional corridors. The SFMTA is now well underway with planning for 8th Avenue, and is beginning the Central Richmond Neighborway project (Prop K funded) to study traffic calming, bicycle and pedestrian safety improvements on 23rd, 22nd, and 18th Avenues. The 8th Avenue project team has held several public events and is entering the detailed design phase, with a final public outreach event scheduled for summer 2017. The Central Richmond Neighborway project will begin outreach in Summer 2017.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2016/17 budget.

CAC POSITION

The CAC will consider this item at its April 26, 2017 meeting.

SUPPLEMENTAL MATERIALS

Enclosure 1 – District 1 NTIP Planning Grant Final Report



Memorandum

Date: April 21, 2017
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: 05/09/17 Board Meeting: Adopt Principles for Regional Measure 3 (RM3) and Approve a List of San Francisco Candidate Projects and RM3 Advocacy Amounts

RECOMMENDATION Information Action

- Adopt RM3 principles
- Approve a list of San Francisco RM3 Candidate Projects
- Approve specific RM3 Advocacy Amounts

SUMMARY

The state legislature is currently working on legislation authorizing the Metropolitan Transportation Commission (MTC) to bring a bridge toll increase to Bay Area voters in 2018, known as Regional Measure 3 (RM3), intended to fund projects that improve mobility and enhance travel options in the region's state-owned toll bridge corridors. The legislation, Senate Bill (SB) 595 (Beall) is now in print with some general text pending amendments that would specify the amount of the toll (\$1 to \$3 are under consideration) and the projects and programs to be funded. Based on currently available information, it is anticipated that RM3 would include a 25-year expenditure plan for up to \$5 billion in capital projects and potentially an operating program as well. We are still working with our San Francisco partners on the RM3 advocacy amounts and will walk them into the CAC meeting on April 26.

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contracts
- Procurement
- Other:

DISCUSSION

Background.

The MTC, in its role as the Bay Area Toll Authority (BATA), administers the toll programs for the seven state-owned Bay Area bridges (San Francisco-Oakland Bay Bridge, San Mateo-Hayward Bridge, Dumbarton Bridge, Carquinez Bridge, Benicia-Martinez Bridge, Antioch Bridge and Richmond-San Rafael Bridge). The current toll on these bridges is \$5, except for the San Francisco-Oakland Bay Bridge which has weekday congestion pricing. All bridges have reduced rates during weekday peak times for high-occupancy vehicles using FasTrak to pay the toll. The current toll revenues are expended through three programs:

- Regional Measure 1 (RM1) was approved by Bay Area voters in 1988, establishing a uniform \$1 toll on the seven state-owned toll bridges. RM1 funded the new Carquinez and Benicia-Martinez bridges, bridge rehabilitation, and access and interchange improvements near

bridges. All RM1 projects are now complete, and the revenues for this program service debt used to finance these projects.

- The Toll Bridge Seismic Retrofit Program accounts for \$3 of bridge toll revenues. All seven of the Bay Area’s state-owned toll bridge have now achieved seismic safety. The program currently totals \$9.4 billion, and the bridge toll revenues service debt on bonds issued to finance the program.
- Regional Measure 2 (RM2) was approved in 2004, raising the toll on these seven bridges by \$1. The program includes \$1.5 billion for capital projects, and up to 35% of total RM2 annual revenues on an operating program (about \$48 million per year).

Since 2004 and despite the recent recession, the Bay Area’s economy and population has grown significantly. The population is expected to grow by 2.3 million by 2040 and the number of jobs by 1.3 million, compared to 2010 levels. As a response to this increasing demand on the system and projected growth, in late 2016 MTC and the state legislature began discussing a new bridge toll, known as Regional Measure 3 (RM3), to address the region’s growing pains by improving mobility and enhancing travel options in the region’s bridge corridors.

Status: SB595 (Beall).

MTC is currently working with the State Legislature on SB 595 (Beall), which would require MTC to place a measure on the ballot in all nine Bay Area counties. The toll level, expenditure plan, and timing of this vote are not yet specified in the bill, and are subject to discussions with members of the Legislature and key stakeholders. Attachment 1 is a fact sheet on SB 595.

To ensure the bill keeps on track with legislative deadlines, the bill will be heard in the Senate Transportation & Housing Committee on April 25 as that is the committee’s last hearing for fiscal bills originating in the Senate to be heard. The Bay Area delegation has already reached out to key stakeholders seeking input on the toll level, project priorities, etc. Given that the bill is now in print and starting to move, we are seeking Board input and action on RM3 to inform drafting of the bill language and Expenditure Plan.

Toll level.

MTC estimates that a \$1-3 increase in bridge tolls starting in 2019 would make between \$1.7 billion and \$5 billion available as a 25-year capital bond. A multi-dollar toll surcharge could be phased in over a period of years. Figure 2 below compares potential funding available at these different toll rates.

Figure 1. Estimated Toll Increase Revenue Comparison (MTC, April 2017)

Toll Surcharge Amount	Annual Revenue	Capital Funding Available (25-year bond)
\$1	\$127 million	\$1.7 billion
\$2	\$254 million	\$3.3 billion
\$3	\$381 million	\$5.0 billion

Including an operating program would impact the amount of toll revenues available for a capital bond. Figure 2 below demonstrates the trade-offs that would result from different shares of operations from a \$3 toll.

Figure 2. Estimated Toll Increase Trade-offs (MTC, April 2017)

Share of Funds for Operations (\$3 Toll Option)	Annual Operating Funding	Total Capital Budget
0%	-	\$5.0 billion
5%	\$19 million	\$4.7 billion
10%	\$37 million	\$4.5 billion
15%	\$56 million	\$4.2 billion
20%	\$75 million	\$4.0 billion

While the previous Regional Measures increased the bridge toll by \$1 each, the buying power of these tolls has decreased and there are significant needs across the region for additional transportation funds. SB 1, the state transportation funding package that was recently improved, focused on much needed repairs and maintenance to local streets and roads and highways (“aging pains”). As a complement, RM3 would focus on improving mobility and enhancing travel options in the region’s bridge corridors where the bridges are incredibly congested and core transit systems like BART and Muni are overcrowded (“growing pains”). The MTC-led Core Capacity Transit Study has identified over \$11 billion in project investment recommendations to improve the Transbay Corridor alone. BART and MUNI each have significant fleet needs to meet the growing demand for transit services.

Proposed RM3 Principles.

To guide the development of the Expenditure Plan for Regional Measure 3, MTC issued a list of draft principles in December 2016, which are included in Attachment 2 to this memo. We are recommending that the Transportation Authority Board ask MTC to include two additional principles: Equity and Multimodal. These are also detailed in Attachment 2. We briefed the Plans and Programs Committee on these principles in February as part of an information item on RM3.

Proposed San Francisco Candidate Projects and RM3 Advocacy Amounts.

In order to develop our San Francisco candidate list, we considered a bridge nexus (regional connectivity) as the pre-requisite for eligibility for bridge toll funding as that is central to the fact that RM3 would be a fee (thus, requiring only a simple majority vote of the public to be approved). We also looked at how well projects meet MTC’s principles and our two additional principles. Working closely with the San Francisco Municipal Transportation Agency (SFMTA) and the Mayor’s Offices, as well as coordinating with BART, Port of San Francisco, Transbay Joint Powers Authority, and others we put together the attached list of projects (Attachment 3).

These projects fall into four categories for ease of messaging:

- Transit Core Capacity: These projects are all included in the recommendations from MTC’s Core Capacity Transit Study, a collaborative effort to find and prioritize investments that will improve travel in the Transbay corridor and the core of San Francisco (Muni Metro network).
- Transit Modernization: Muni’s Metro Modernization project includes much-needed state of good repair investments, including key safety and accessibility improvements.
- Active Congestion Management: This group of projects represents cost-effective investments that will improve the operations of the existing transportation networks by enabling management of demand in real time, including relieving pressure on the San Francisco-

Oakland Bay Bridge by accelerating the provision of Treasure Island ferry service, and implementing express lanes to provide faster and more reliable transit and shared-ride travel options, complementing similar improvements planned in San Mateo and Santa Clara counties for the congested peninsula corridor.

- Equity: User-fees tend to have a disproportionate impact on the lowest-income members of society. These projects would help mitigate these impacts through investments in alternative transportation modes, supporting additional transit service (such as late night and other lifeline transit service), and other accessibility improvements benefitting communities of concern.

We understand that the SFMTA Board will be considering taking similar actions in May and we will continue to closely coordinate with the SFMTA, the Mayor's Office, and other San Francisco stakeholders.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2016/17 budget.

CAC POSITION

The CAC will consider this item at its April 26, 2017 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – SB595 (Beall) Fact Sheet

Attachment 2 – Draft Regional Measure 3 Principles

Attachment 3 – Draft San Francisco Regional Measure 3 (RM3) Candidate Projects

Regional Measure to Improve Mobility in Bay Area Bridge Corridors Fact Sheet

ISSUE

Transportation infrastructure is key to supporting the San Francisco Bay Area's strong economy and maintaining California's leadership in high-tech and high-paying jobs. Traffic congestion on the region's freeways, overcrowding on BART, Caltrain, ferries and buses in the toll bridge corridors is eroding the Bay Area's quality of life, access to jobs, cultural and educational opportunities, and undermining job creation and retention. The traffic chokepoints are especially acute in the corridors of the seven state-owned toll bridges that are critical east-west and north-south arteries that bind the Bay Area together.

BACKGROUND

Bay Area voters have led California's "self-help" movement in supporting new local revenue for congestion relief, including strong voter support for toll increases in 1988 and 2004. In 1988, the Legislature enacted SB 45 (Lockyer), placing on the ballot Regional Measure 1, which standardized all bridge tolls at \$1 to help build the new Benicia-Martinez Bridge and the Carquinez Bridge replacement, among other projects. The measure was approved by 70 percent.

In 2003, Senate Bill 916 (Perata) authorized Regional Measure 2, a \$1 toll increase to fund transit and roadway improvements in the bridge corridors. The measure helped build numerous transportation improvements, including the Caldecott Tunnel's 4th Bore, BART to Warm Springs Extension (the first phase of BART to Silicon Valley), BART seismic retrofit and HOV lanes on Interstate 80, among other major projects. The measure was approved by 57 percent. In 2005, the Legislature delegated administration of all bridge toll revenue to the Bay Area Toll Authority, the Metropolitan Transportation Commission (MTC)'s affiliate agency which shares the same governing board.

THIS BILL

SB 595 would provide voters in the nine Bay Area counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma) the opportunity to jumpstart the next generation of critical transportation improvements in the bridge corridors funded by an increase in bridge tolls. The bill would require the MTC to place a measure on the ballot in all nine counties. The expenditure plan, the toll level and the timing of the vote are not yet specified in the bill and are subject to discussion with members of the Legislature and key stakeholders. SB 595 will include strong accountability provisions to ensure that funds are invested according to the voter-approved plan.

While SB 1 (Beall) provided a substantial increase in state funds focused primarily on repairing local roads and the state highway system – the state's *aging* pains – SB 595 will address the Bay Area's *growing* pains, by improving mobility and enhancing travel options in the region's bridge corridors.



STATUS/VOTES

SUPPORT

Metropolitan Transportation Commission

OPPOSITION

None on file

FOR MORE INFORMATION

Staff Contact: Lynne Jensen Andres
Lynne.Andres@sen.ca.gov (916) 651-4015

Attachment 2
Draft Regional Measure 3 (RM3) Principles

MTC Staff Draft Principles for Regional Measure 3 [MTC, December 2016]

Bridge Nexus

Ensure all projects benefit toll payers in the vicinity of the San Francisco Bay Area's seven state-owned toll bridges.

Regional Prosperity

Invest in projects that will sustain the region's strong economy by enhancing travel options and improving mobility in bridge corridors.

Sustainability

Ensure all projects are consistent with Plan Bay Area 2040's focused growth and greenhouse gas reduction strategy.

State of Good Repair

Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors.

Demand Management

Utilize technology and pricing to optimize roadway capacity.

Freight

Improve the mobility, safety and environmental impact of freight.

Resiliency

Invest in resilient bridges and approaches, including addressing sea level rise.

San Francisco Proposed Additional RM3 Principles

Equity

Ensure investment in projects that improve the affordability of, and access to, alternative travel options to single-occupancy vehicles in the bridge corridors, particularly for low-income residents of the Bay Area.

Multimodal

Invest in multiple modes transportation to provide alternative travel options in the bridge corridors, including bus, rail, ferry, bicycle and pedestrian projects.

DRAFT San Francisco Regional Measure 3 (RM3) Candidate Projects

MTC's Proposed RM3 Criteria

SF Considerations

projects listed in alphabetical order by category; list is not prioritized

Project	Description	amounts in millions of \$'s						MTC's Proposed RM3 Criteria						SF Considerations	
		Total Project Cost	Funding Gap	Bridge Nexus	Reg'l Prosperity	Sustainability	SOGR	Demand Mgmt (road pricing/technology)	Freight	Resiliency	Equity	Multimodal			
Transit Core Capacity															
a	BART Core Capacity/Metro Projects	Includes Core Capacity and operational projects, station enhancements in downtown San Francisco	TBD per BART	TBD per BART	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
b	BART Expansion Vehicles	New vehicles will support increased service in the core of the BART system. [NOTE: funding gap includes \$300 M each from San Francisco, Contra Costa, and San Francisco counties and \$100M from MTC.]	\$ 1,300	\$ 1,000	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
c	Caltrain Downtown Extension	Caltrain/HSR subway connection from south of 4th/King to the Transbay Transit Center [\$300 M RM3 commitment in Plan Bay Area]	\$ 3,935	\$2,653 - \$2,823	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
d	Core Capacity & Transit Reliability (SFMTA)	Includes projects recommended from the Bay Area Core Capacity Transit Study (CCTS). Example projects: Better Market Street; Geary BRT; surface light rail improvements	\$ 1,300	\$ 1,000	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
e	Mission Bay Ferry Landing (Port of SF)	Establishes new ferry terminal to directly connect Mission Bay and Central Waterfront SF neighborhoods to the East Bay via transbay corridor.	\$ 43	\$ 25	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
f	Muni Fleet Expansion and Facilities (SFMTA)	A recommendation from the Core Capacity Transit Study, includes light rail vehicles and buses to better meet current and future ridership, and facilities improvements to support the current and future fleet.	\$ 944	\$ 799	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
g	2nd Transbay Tube	Study and conceptual engineering funds for a 2nd transbay tube as discussed in the Core Capacity Transit Study.	TBD per CCTS	TBD per CCTS	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Transit Modernization															
h	Muni Metro Modernization (SFMTA)	Improves existing stations to address much-needed state of good repair investments, including safety and accessibility improvements, including but not limited to escalators, elevators, and wayfinding.	\$ 175	\$ 175	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Active Congestion Management															
i	San Francisco Managed Lanes (SFCTA)	Converts lanes on US-101 and I-280 in San Francisco to express lanes to support faster and more reliable transit and rideshare options from I-280 (King St.) to San Mateo county.	\$ 62	\$ 61	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
j	Treasure Island Mobility Management Program (SFCTA)	Funds would cover start-up costs for the Treasure Island Mobility Management Program, including procuring a new alternative-fuel ferry and advancing ferry service from downtown SF to Treasure Island by 3 years. [NOTE: project cost represents partial start-up costs only]	\$ 32	\$ 32	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
k	Transportation Demand Management Program (MTC)	A regional Transportation Demand Management Program could provide funding to innovative incentive programs such as BART Perks, and to smart/innovative technology projects such as technology-enabled corridor management strategies, to help reduce congestion in the core.	TBD	TBD	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Equity															
l	Bicycle/Pedestrian Facilities Program (MTC)	A regional bicycle/pedestrian program could provide funding for projects that improve access to the bridge corridors and to transit serving those corridors.	TBD	TBD	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
m	Lifeline Transportation Program (MTC)	A regional program that could provide funding for late night transportation services, accessibility and mobility programs in the bridge corridors.	TBD	TBD	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Project	Description	Total Project Cost	Funding Gap										
Operations – Transbay Transit Center	Covers the funding gap needed to support operations and maintenance of the new Transbay Transit Center. Otherwise, transit operators using the facility would be expected to cover the gap.	TBD per TJPA	TBD per TJPA	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		Total Funding Gap: \$ 5,792											

*These priorities assume a continuation of the federal Capital Investment Grants (e.g. New Starts) and TIGER programs. Should Congress or the Administration take action to end these programs, we would anticipate shifting priorities.



Memorandum

Date: April 20, 2017
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 05/09/17 Board Meeting: Preliminary Fiscal Year 2017/18 Budget and Work Program

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The purpose of this memorandum is to present the Transportation Authority’s preliminary Fiscal Year (FY) 2017/18 annual budget and work program and seek input. The proposed budget and work program will come back to the Board for adoption in June.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contracts</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other:</p> <hr/>
--	--

DISCUSSION

Background. Pursuant to State statutes (California Public Utilities Code Sections 131000 et seq.) the Transportation Authority must adopt an annual budget by June 30 of each year. As called for in the Transportation Authority’s Fiscal Policy (Resolution 16-56) and Administrative Code (Ordinance 16-01), the Board shall set both the overall budget parameters for administrative and capital expenditures, the spending limits on certain line items, as well as adopt the budget prior to June 30 of each year.

Organization. The Transportation Authority’s preliminary FY 2017/18 Work Program includes activities in five major functional areas that are overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects delivery support and oversight, 3) Planning, 4) Technology, Data & Analysis and 5) Finance and Administration. These categories of activities are organized to efficiently address the Transportation Authority’s designated mandates, including overseeing the Prop K Sales Tax Expenditure Plan, functioning as the Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program and administering the \$10 Prop AA vehicle registration fee. Our organizational approach also reflects the principle that all activities at the Transportation Authority contribute to the efficient delivery of transportation plans and projects, even though many activities are funded with a combination of revenue sources and in coordination with a number of San Francisco agencies as well as federal, state and regional agencies.

The Transportation Authority is segregating its functions as the Treasure Island Mobility Management Agency (TIMMA) as a separate legal and financial entity effective July 1, 2017. The TIMMA FY

Agenda Item 10

2017/18 Budget and Work Program will be presented to the TIMMA Board as a separate item at its June meeting.

Attachment 1 contains a description of the Transportation Authority's preliminary work program for FY 2017/18. Attachment 2 displays the preliminary budget in a format described in the Transportation Authority's Fiscal Policy. The division of revenues and expenditures into the Sales Tax program, CMA program, TFCA program and Prop AA program in Attachment 2 reflects the four distinct Transportation Authority responsibilities and mandates. Attachment 3 shows a more detailed version of the proposed budget and Attachment 4 provides additional descriptions of line items in the budget.

Revenues. Total revenues are projected to be \$130.8 million and are budgeted to decrease by an estimated \$6.6 million from the FY 2016/17 Amended Budget, or 4.8%, which is primarily due to the substantial completion of the I-80/Yerba Buena Island Interchange Improvement construction project in October 2016, funded by federal and state grant funds.

Sales tax revenues, net of interest earnings, are projected to be \$106.5 million, or 81.5% of revenues, is a decrease of \$1.7 million from the sales tax revenues expected to be received by the Transportation Authority in FY 2016/17. Sales tax revenues have recovered from the FY 2009/10 low; however, FY 2017/18 is projecting a slight decrease compared to prior year based on indications of a recent slowdown in San Francisco's economy, as well as across the state and nation.

Expenditures. Total expenditures are projected to be about \$335.6 million. Of this amount, capital project costs, most of which are awarded as grants to agencies like the San Francisco Municipal Transportation Agency, are \$248.4 million. Capital projects costs are 74% of total projected expenditures, with 2.9% of expenditures budgeted for administrative operating costs, and 23.1% for debt service and interest costs. Capital expenditures in FY 2017/18 of \$248.4 million are budgeted to increase by \$15 million, or 6.5%, from the FY 2016/17 Amended Budget, which is primarily due to an anticipated higher capital expenditures for the Prop K program overall.

Debt service costs of \$77.6 million are for costs related to the continuation of the Revolving Credit Agreement and for a proposed \$300 million sales tax revenue bond that includes a re-financing \$46 million of the \$140 million Revolving Credit Agreement with a sales tax revenue bond. The intention of re-financing is to preserve our ability to quickly access cash in the Revolving Credit Agreement, if needed. This line item also includes debt issuance costs and related underwriter fees funded from bond proceeds.

Other Sources and Uses. The Other Financing Sources (Uses) section of the Line Item Detail for the FY 2017/18 budget includes inter-fund transfers (for example between the sales tax and CMA funds). These transfers represent the required local match or appropriation of Prop K to federal grants such as the Surface Transportation Program and South of Market Freeway Ramp Intersection Safety Improvement Study (also known as Vision Zero Ramps). In addition, the estimated level of sales tax capital expenditures for FY 2016/17 and FY 2017/18 will likely trigger the need to issue a fixed rate bond up to a maximum of \$300 million in the beginning of FY 2017/18. While the 2013 Strategic Plan anticipated the bond, the precise timing of the bond issue will depend on our analyses of Prop K capital project cash needs and our ongoing analysis of credit market conditions. We will continue to monitor and forecast capital spending closely during the upcoming year through a combination of evaluating cash flow needs for allocation reimbursements, project delivery progress reports and conversations with project sponsors, particularly our largest grant recipient, the San Francisco Municipal Transportation Agency. The size and duration of needed financing will be easier to forecast following receipt of FY 2016/17 third quarter invoices. We will bring a separate request for approval to issue the proposed \$300 million sales tax revenue bond in the next few months

Agenda Item 10

Fund Balance. The budgetary fund balance is generally defined at the difference between assets and liabilities, and the ending balance is based on previous year's audited fund balance plus the current year's budget amendment and the budgeted year's activity. There is a positive amount of \$84.4 million in total fund balances, as a result of the anticipated debt issuance.

Next Steps. The preliminary FY 2017/18 budget will be presented for information to the Board in May. The final proposed FY 2017/18 Annual Budget and Work Program will be presented to the Citizens Advisory Committee in May, and the Transportation Authority Board in June. A public hearing will precede consideration of the FY 2017/18 Annual Budget and Work Program at the Transportation Authority's June 13 Board meeting.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Preliminary Work Program

Attachment 2 – Preliminary Budget

Attachment 3 – Preliminary Budget – Line Item Detail

Attachment 4 – Line Item Descriptions



The Transportation Authority's preliminary Fiscal Year (FY) 2017/18 Work Program includes activities in five major divisions overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects, 3) Planning, 4) Technology, Data and Analysis, and 5) Finance and Administration. The Executive Director's office is responsible for directing the agency in keeping with the annual Board-adopted goals, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director's office is responsible for regular and effective communications with the Board, the Mayor's Office, San Francisco's elected representatives at the state and federal levels and the public, as well as for coordination and partnering with other city, regional, state and federal agencies.

The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: serving as the transportation sales tax administrator and Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program and administering the \$10 Prop AA vehicle registration fee. The Transportation Authority is also operating as the Treasure Island Mobility Management Agency (TIMMA). The TIMMA FY 2017/18 Work Program will be presented to the TIMMA Board as a separate item. Our work program also reflects the multi-disciplinary and collaborative nature of our roles in planning, funding and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

PLAN

Long-range, countywide transportation planning and CMA-related policy, planning and coordination are at the core of the agency's planning functions. In FY 2017/18, we will continue to implement recommendations from the 2013 San Francisco Transportation Plan (SFTP), while we advance Connect SF (previously known as the Long-Range Transportation Planning Project) as part of our multi-agency partnership with the San Francisco Municipal Transportation Agency (SFMTA), Planning Department, and others. This will include transit and freeway modal studies, as well as a continued emphasis on demand management policies. We will also continue to further corridor, neighborhood and community-based transportation plans under our lead, while supporting efforts led by others.

We will undertake new planning efforts meant to inform and respond to emerging trends and policy areas (e.g. transportation network companies and autonomous vehicles). This strategic area of focus for our planning work includes planning for mobility as a service (MaaS) and "active congestion management," such as the mobility management work on Treasure Island. Active congestion management encompasses the planning, design, implementation, and potentially regulation or operation of infrastructure or operational tools to optimize travel demand across modes for a given area in real time.

Most of the FY 2017/18 activities listed below are strong multi-divisional efforts, often lead by the Planning Division in close coordination with Transportation, Data and Analysis; Capital Projects; and the Policy and Programming Divisions. Proposed activities include:

Active Congestion Management:

- Freeway Corridor Management Study (FCMS) Phase 2: Complete Phase 2 corridor planning study in close coordination with city, regional and state agencies to advance a feasible set of near-term freeway management projects for US 101 and I-280 corridors, including potential managed lanes connecting San Francisco to San Mateo and Santa Clara counties along US 101. Advance initial SF corridor through Caltrans project development process and initiate environmental review Participate in the Metropolitan Transportation Commission's (MTC's) Managed Lanes Implementation Study and position SF's corridor for Regional Measure 3 (RM3) and Senate Bill 1 (SB1) funds (e.g. Congested Corridor

Program).

- Bay Area Rapid Transit (BART) Perks: Complete an evaluation of the travel incentives pilot program conducted in partnership with BART. The pilot program tested the use of incentives to shift peak period travel demand into San Francisco on BART, using gamification and technology to generate changes in travel patterns.

SFTP Implementation and Board Support:

- Geary Corridor Bus Rapid Transit (BRT) Environmental Clearance and Design Support, Oversee Geneva Harney BRT Feasibility Study: Complete federal environmental review of the Geary Corridor BRT Final Environmental Impact Statement (FEIS), transition project lead to the SFMTA, support the SFMTA's efforts to enter the project into the Federal Transit Administration's Small Starts program to secure federal funds, and provide engineering support and oversight as the SFMTA advances design of the near-term and core BRT projects. We will also oversee and support SFMTA's lead of Geneva-Harney BRT studies.
- Neighborhood Transportation Improvement Program: Continue implementation of the sales tax-funded Neighborhood Transportation Improvement Program (NTIP), identified as a new equity initiative in the 2013 SFTP. We will continue to work closely on identification and scoping of new NTIP planning and capital efforts, including advancing recommendations from recently completed plans, in coordination with Board members and SFMTA's NTIP Coordinator, as well as to monitor and provide support to underway NTIP efforts led by other agencies.
- Lombard Crooked Street Congestion Management System: Building on the recently-completed NTIP District 2 planning study, conduct a follow-on study to further plan, conduct outreach, and advance conceptual (physical and operational) designs and cost estimates for a reservations and pricing system to improve safety and reduce congestion on the crooked street. Coordinate with the SFMTA and other agencies to implement the traffic management and enforcement recommendations of the NTIP planning study.
- Vision Zero Ramps Study: Complete Phase 1 and continue Phase 2 of the Freeway Ramp Vision Zero Safety Assessment of pedestrian, bicycle, and vehicle conflicts and road safety on local San Francisco streets associated with I-80 on- and off- ramps, including developing recommendations for 10 ramps. Phase 1 is funded by a District 6 NTIP Planning grant. Phase 2 is funded by a Caltrans Partnership Planning grant.
- Late Night Transportation Study Phase II: In partnership with the San Francisco Entertainment Commission and the Office of Economic and Workforce Development (OEWD), we have led several elements of the Late Night Transportation Study Phase II. This year we will advance service recommendations and support transit operators and stakeholders in advocating for funding (RM3, SB1, MTC Lifeline Transportation Program (LTP)) to implement needed services. We will also explore ways to potentially partner with private mobility services to serve late-night needs.

Long Range, Countywide, and Inter-Jurisdictional Planning:

- Bay Area Core Capacity Transit Study: As part of the multi-agency project team, support this two-year MTC-led effort, looking at major transit capacity improvements for the core of San Francisco (Muni Metro) and the Transbay corridor (e.g. BART, AC Transit). This builds on recommendations from the 2013 SFTP. Results will feed into Plan Bay Area 2040, Connect SF and new revenue measures (e.g. RM3). We also expect to participate in follow-on regional studies



of a second Transbay Tube, including standard gauge and BART options, in coordination with local, regional and state partner agencies.

- **SFTP Update:** In collaboration with San Francisco agencies and regional partners, complete a minor update of the 2013 SFTP in parallel with the completion of Plan Bay Area 2040 and as one of the early deliverables of Connect SF. This work includes, reporting on relevant transportation and demographic trends, progress implementing recommendations since the last update, incorporating new sector work performed by the Transportation Authority and others, and updating project costs and funding.
- **Emerging Mobility Services & Technologies:** This year we will complete our policy study in collaboration with the SFMTA, to establish a policy framework, objectives, and metrics to evaluate potential impacts and assess whether and how new mobility services and transportation technologies, including autonomous vehicles, are helping San Francisco meet its primary SFTP goals related to healthy environment, livability, economic competitiveness, and state of good repair in addition to other transportation lenses such as equity and affordability. The outputs of this project will serve as a policy memorandum supporting Connect SF and the next update of the SFTP, as well as shaping current policy initiatives in this area.
- **Support Statewide and Regional Planning Efforts:** Continue to support studies at the state and regional levels including the California High-Speed Rail Authority's Environmental Impact Report, the California State Transportation Agency's Statewide Rail Plan, Caltrans' Transportation Plan and Statewide Bicycle Plan and Transit Plans.

Transportation Forecasting and Analysis:

- **Travel Forecasting and Analysis for Transportation Authority Studies:** Provide modeling, data analysis, technical advice and graphics services to support efforts such as SFTP, subsequent phases of FCMS, Treasure Island program, the Congestion Management Program (CMP), Emerging Mobility Services and Technology transit ridership and traffic congestion impact studies, and Travel Demand Management strategy effectiveness research.
- **Modeling Service Bureau:** Provide modeling, data analysis, and technical advice to city agencies and consultants in support of many projects and studies. Expected service bureau support this year for partner agencies and external parties is to be determined.
- **Data Warehouse and Research Support:** Continue to serve as a data resource for city agencies, consultants, and the public and enhance data management and dissemination capabilities by initiating implementation of a data warehouse and visualization tools to facilitate easy access to travel data, review and querying of datasets, and supporting web-based tools for internal and external use. Analyze and publish important results from the 2012 California Household Travel Survey. Support researchers working on topics that complement and enhance our understanding of travel behavior. Potential topics include: gather and analyze trip data on Transportation Network Companies and acquire or partner with private big data sources; explore the fusion of multiple geographic data sources such as cell phone data with transit fare card, vehicle location, and passenger data; investigate bicycle route choice data before and after the implementation of bicycle infrastructure projects.
- **Model Consistency/Land Use Allocation:** Complete the requirements for model consistency in coordination with MTC as a part of the CMP update. Participate in Bay Area Model Users Group. Continue supporting the refinement of the Bay Area land use growth allocation model with the Planning

Department, the Association of Bay Area Governments (ABAG) and MTC. Coordinate land use analysis activities in cooperation with these same agencies.

- **Travel Demand Model Enhancements:** Continue to implement SF-CHAMP and Dynamic Traffic Assignment model improvements, with special emphasis on transit reliability and model performance. In conjunction with MTC and the Puget Sound Regional Council, continue development of a dynamic transit assignment model that will enhance our ability to analyze the impacts of service reliability and crowding on transit trip-making. In collaboration of MTC, the San Diego Association of Governments, Puget Sound Regional Council, and ARC, continue development of an open-source activity-based travel demand model platform.

FUND

The agency was initially established to serve as the administrator of the Prop B half-cent transportation sales tax (superseded by the Prop K transportation sales tax in 2003). This remains one of the agency's core functions, which has been complemented and expanded upon by several other roles which have subsequently been taken on including acting as the administrator for Prop AA and the TFCA County Program, and serving as CMA for San Francisco. We serve as a funding and financing strategist for San Francisco projects; we advocate for discretionary funds and legislative changes to advance San Francisco project priorities; provide support to enable sponsors to comply with timely-use-of-funds and other grant requirements; and seek to secure new sources of revenues for transportation-related projects and programs. The work program activities highlighted below are typically led by the Policy and Programming Division with support from all agency divisions.

Fund Programming and Allocations: Administer the Prop K sales tax, Prop AA vehicle registration fee, and TFCA programs, which the agency directly allocates or prioritizes projects for grant funding; oversee calls for projects and provide project delivery support and oversight for the LTP, One Bay Area Grant (OBAG), and county share State Transportation Improvement Program in our role as CMA. Provide technical, strategic and advocacy support for a host of other fund programs, such as the new revenues to be generated and distributed under SB1, the State's Cap-and-Trade and Active Transportation Programs, and federal competitive grant programs. Notable efforts planned for FY 2017/18 include:

- **Prop K Strategic Plan Model Update:** The Prop K Strategic Plan model is the financial planning tool that guides implementation of the sales tax program. In preparation for the 2018 Strategic Plan and 5-Year Prioritization Program quadrennial updates, we will be exploring the potential to fund another cycle of Neighborhood Transportation Improvement Program grants and administration, as well as upgrading the model to increase functionality and make it more user friendly and easier to maintain for Policy and Programming Division staff.
- **Prop K Customer Service and Efficiency Improvements:** This ongoing multi-division initiative will continue to improve the Transportation Authority's processes to make them more user friendly and efficient for both internal and external customers, while maintaining a high level of transparency and accountability appropriate for administration of voter-approved revenue measures. Planned improvements include design and implementation of an online allocation request form, upgrades to mystreetsf.com – our interactive project map, and ongoing enhancements to the Portal – our web-based grants management database used by our staff and project sponsors.
- **Implement the 2017 Prop AA Strategic Plan:** We will work closely with project sponsors and continue to support delivery of projects underway, as well as advance new projects with funds programmed in the 2017 Prop AA Strategic Plan (pending approval by the Board in May)..



- **OBAG Cycle 2:** In March 2017 we released a call for projects for \$42.3 million in OBAG 2 funds. Project applications were due to us in April 2017, and we anticipate our programming recommendations will be submitted to MTC in mid-2017. In the fall, we will work to advance our project priorities through the MTC approval process and work with project sponsors to obligate the FY 2017/18 federal funds.
- **LTP and Community Based Transportation Plans (CBTPs):** In late summer 2017 we anticipate MTC will approve LTP guidelines enabling us to program an estimated \$2.5 million in LTP funds through a competitive call for projects, with project priorities due to MTC by the end of 2017. MTC will also embark upon a new round of CBTP funding, and we anticipate we will receive approximately \$175,000 to update some of our existing CBTPs in Communities of Concern or to implement new ones.
- **Federal-Aid Sponsor Support and Streamlining Advocacy:** Our staff will continue to provide expertise in grants administration for federally funded projects and to play a leadership role in supporting regional efforts to streamline the current federal-aid grant processes and provide input to new guidelines being promulgated as a result of the federal Fixing America's Surface Transportation (FAST) Act.

Capital Financing Program Management: Jointly led by the Finance and Administration Division and the Policy and Programming Division, and in close coordination with our Financial Advisors, we will continue to provide effective and efficient management of our debt program to enable accelerated delivery of sales-tax funded capital projects at the lowest possible cost to the public. We anticipate issuing a sales tax revenue bond in the first half of the fiscal year, and using the bond to re-finance the recent \$46 million Revolver draw and to finance anticipated capital expenditures over the next three years.

Plan Bay Area 2040: As CMA, continue to coordinate San Francisco's input to Plan Bay Area 2040 during the final stage of project approval in summer 2017. After Plan adoption, engage in subsequent implementation efforts around affordable housing, economic vitality, and resilience. This involves close coordination with San Francisco agencies, the Mayor's office, and our ABAG and MTC Commissioners, as well as coordination with Bay Area CMAs, regional transit agencies and other community stakeholders.

SB1: Engage with state and regional agencies to coordinate advocacy as the program guidelines are developed in order to ensure a fair distribution of revenues that is beneficial to San Francisco's interests. Seek discretionary funding for our agency's priorities, particularly with regard to our Treasure Island work and US 101/280 Express Lanes, and support other City and regional agencies' applications. Ensure our Board and MTC Commissioners are engaged in the process of prioritizing funds.

New Revenue Advocacy: Advocate for San Francisco priorities and new local, regional, state and federal funds by providing Board member staffing, issue advocacy at various venues (such as at MTC committees, Bay Area CMA meetings, and SPUR) and ongoing coordination with, and appearances before, the MTC, California Transportation Commission, and federal agencies. Notable efforts planned for FY17/18 include:

- **RM3:** We will continue to lead efforts to set priorities for an additional bridge toll on state owned bridges to fund projects that alleviate congestion on bridge corridors.
- **Task Force 2045:** Work closely with our Board members, the Mayor's Office, the SFMTA and key stakeholders to target the 2018 ballot for consideration of a new local revenue measure.

Legislative Advocacy: We will continue to monitor and take positions on state legislation affecting San Francisco's transportation programs, and develop strategies for advancing legislative initiatives beneficial to San Francisco's interests and concerns at the state and federal level. Working with other toll operators

through the California Toll Operations Committee, we will identify and engage in legislative efforts to support our future Treasure Island work and other managed lanes efforts. Our advocacy builds off of SFTP recommendations, the agency's adopted legislative program (e.g. includes Vision Zero, new revenue, and project delivery advocacy), and is done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other city and regional agencies.

Funding and Financing Strategy: Provide funding and financing strategy support for Prop K signature projects, many of which are also included in MTC's Regional Transit Expansion Agreement. Examples include: Caltrain Electrification, Central Subway, Transbay Transit Center/Downtown Extension and Van Ness Avenue and Geary Corridor BRT. Continue to serve as a funding resource for all San Francisco project sponsors, including brokering fund swaps, as needed.

DELIVER

The timely and cost-effective delivery of Transportation Authority-funded transportation projects and programs requires a multi-divisional effort, led primarily by the Capital Projects Division with support from other divisions. As in past years, the agency focuses on providing engineering support and overseeing the delivery of the Prop K sales tax major capital projects, such as the Presidio Parkway, the SFMTA's Central Subway, Radio Replacement and facility upgrade projects; the Transbay Transit Center/Caltrain Downtown Extension; and Caltrain Electrification. The agency is also serving as lead agency for the delivery of certain projects, such as the I-80/Yerba Buena Island (YBI) Interchange Improvement Project and I-280/Balboa Park Area Freeway Ramps projects, which typically are multi-jurisdictional in nature and often involve significant coordination with the Caltrans. Key delivery activities for FY 2017/18 include the following:

Transportation Authority – Lead Construction:

- I-80/YBI West Bound (WB) On-Off Ramps Project and YBI Bridge Structures: Continue to lead construction of new I-80/YBI WB on-off ramps on the east side of YBI. Construction activities for the I-80/East Side YBI Ramps Improvement Project began in February 2014 and are anticipated to be complete in late 2017. Work with Caltrans, BATA, Treasure Island Development Authority (TIDA), and the U.S. Coast Guard on implementation (supplemental environmental analysis, final design and right of way certification) of the YBI west bound on-off ramps (Phase 2) Southgate Road Realignment project. Continue supplemental environmental analysis, final engineering and design of the West Side Bridges and prepare for construction. Prepare for Construction Manager/General Contractor (CM/GC) implementation of the West Side Bridges project. Continue coordination activities with Caltrans, BATA, the OEWD and TIDA.
- Presidio Parkway Project: Continue supporting Caltrans through the final stages of project delivery of the Phase 2 project, including landscaping components. Work with Caltrans to ensure compliance with conditions associated with prior allocations of federal economic stimulus funds; actively assist Caltrans with oversight of the public-private partnership (P3) contract including implementation of various programs outlined in the contract such as the Workforce Development Program and the Underutilized Disadvantaged Business Enterprise Program. In FY 2017/18, we anticipate completing the P3 study that is comparing the effectiveness of delivering Phase 1 of the project using the more traditional design-bid-build model, with Phase 2 which is being delivered as a P3. We anticipate construction close-out for Phase 2 by spring 2018.

Transportation Authority – Lead Project Development:

- I-280 Interchange Modifications at Balboa Park Ramps: Continue leading next steps for implementing recommendations from the Balboa Park Circulation Study. This includes working towards



achieving Caltrans approval of the Project Initiation Document (PID) for the southbound I-280 off-ramp to Ocean Avenue (to improve safety at the ramp/local street interface) by summer 2017, and preparing a Ramp Closure Analysis for the northbound I-280 on-ramp from Geneva Avenue, anticipated to be completed by mid-2018.

- Quint-Jerrold Connector Road: Coordinate with city agencies on right of way issues with Union Pacific Railroad and Caltrain and advance design and support the Quint Street Bridge Replacement project.

Transportation Authority – Project Delivery Support:

- Caltrain Early Investment Program and California High-Speed Rail Program: Coordinate with the California High-Speed Rail Authority (CHSRA) and city agencies on high-speed rail issues affecting the city; work with Caltrain, MTC, the Mayor's Office and other Peninsula and regional stakeholders to monitor and support delivery of the Caltrain Early Investment Program including the Communications Based Overlay Signal System and Electrification projects. Continue to work closely with aforementioned stakeholders to fully fund electrification and support delivery of the blended system to the Peninsula corridor that extends to the new Transbay Transit Center.
- Central Subway: Project management oversight; scope/cost/schedule and funding assessment and strategy.
- Transbay Transit Center/Caltrain Downtown Extension: Project management oversight and provide support for Board member participation on other oversight bodies (Transbay Joint Powers Authority, Board of Supervisors), assist with funding assessment and strategy and participate on Planning Department-led Railyard Alternatives and I-280 Boulevard Feasibility Study.
- Van Ness Avenue BRT: Oversee SFMTA construction efforts including environmental compliance and general project oversight. Work closely with SFMTA and an inter-agency project team to maintain project integrity and quality while controlling budget and schedule.
- Vision Zero: Continue to support the Vision Zero Committee and agency staff in delivering the program of projects that will enable San Francisco to achieve the goal of Vision Zero.
- Engineering Support: Provide engineering support, as needed, for other Transportation Authority-led planning and programming efforts.

TRANSPARENCY & ACCOUNTABILITY

This section of the work program highlights ongoing agency operational activities, and administrative processes to ensure transparency and accountability in the use of taxpayer funds. It includes ongoing efforts lead by the Finance and Administration Division (e.g. accounting, human resources, procurement support), by the Transportation, Data and Analysis Division (e.g. Information Technology and systems integration support), and by the Executive Office (e.g. Board operations and support, budgeting and communications) as listed below:

- Board Operations and Support: Staff Board meetings including standing and ad hoc committees, Vision Zero Committee and Treasure Island Mobility Management Agency meetings.
- Audits: Prepare, procure, and manage fiscal compliance and management audits.
- Budget, Reports and Financial Statements: Develop and administer Transportation Authority budget, including performance monitoring, internal program and project tracking. Monitor internal controls and prepare reports and financial statements.

Attachment 1
Preliminary Fiscal Year 2017/18 Annual Work Program



- Accounting and Grants Management: Maintain payroll functions, general ledger and accounting system, including paying, receiving and recording functions. Manage grants and prepare invoices for reimbursement.
- Debt Management and Oversight: Monitor financial and debt performance, analyze finance options and develop recommendations, issuing and managing debt.
- Systems Integration: Ongoing enhancement and maintenance of the enterprise resource planning system (business management and accounting software) to improve accounting functions, general ledger reconciliations and financial reporting, as well as enabling improved data sharing with the Portal (web-based grants management database used by agency staff and project sponsors).
- Contract Support: Oversee procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated Memoranda of Agreement and Understanding.
- Disadvantaged Business Enterprise and Local Business Enterprise: Administer program, review and update policy for any new state and federal requirements, conduct outreach and review applications and award certifications.
- Communications and Community Relations: Execute the agency's communications strategy with the general public, the agency's board, various interest groups and other government agencies. This is accomplished through various means, including fostering media and community relations, developing strategic communications plans for projects and policy initiatives, disseminating agency news and updates through 'The Messenger' newsletter, supporting public outreach and helping coordinate events to promote the agency's work. This year the agency plans to develop an agency-wide strategic communications plan to institutionalize best practices. We will also continue participating in racial equity training and multi-agency working groups.
- Website Maintenance: Update content and maintain and enhance interactive project delivery reporting features such as the mystreetsf.com project map.
- Policies: Maintain and update Administrative Code, Rules of Order, fiscal, debt, procurement, investment, travel, and other policies.
- Human Resources: Administer recruitment, personnel and benefits management and office procedures. Conduct or provide training for staff. Advance agency workplace excellence initiatives through staff working groups, training and other means.
- Office Management and Administrative Support: Maintain facilities and provide procurement of goods and services and administration of services contracts. Staff front desk reception duties. Provide assistance to the Clerk of the Board as required with preparation of agenda packets and minutes, updates to website and clerking meetings.
- Legal Issues: Manage routine legal issues, claims and public records requests.
- **Information Technology:** Provide internal development and support; maintain existing technology systems including phone and data networks; develop new collaboration tools to further enhance efficiency and technological capabilities; and expand contact management capabilities.

**San Francisco County Transportation Authority
Attachment 2
Preliminary Fiscal Year 2017/18 Annual Budget**



		Preliminary Annual Budget by Fund				Preliminary Budget Fiscal Year 2017/18	Increase/ (Decrease)	Amended Budget Fiscal Year 2016/17
		Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Registration Fee For Transportation Improvements Program			
Revenues:								
Sales Tax Revenues	\$ 106,530,189	\$ -	\$ -	\$ -	\$ 106,530,189	\$ (1,688,950)	\$ 108,219,139	
Vehicle Registration Fee	-	-	-	4,834,049	4,834,049	-	4,834,049	
Interest Income	201,748	-	1,698	84,125	287,571	(47,135)	334,706	
Federal/State/Regional Revenues	-	18,396,590	737,931	-	19,134,521	(4,783,609)	23,918,130	
Other Revenues	2,000	-	-	-	2,000	(65,207)	67,207	
Total Revenues	106,733,937	18,396,590	739,629	4,918,174	130,788,330	(6,584,901)	137,373,231	
Expenditures:								
Capital Project Costs	225,472,242	16,493,328	645,660	5,757,300	248,368,530	14,991,051	233,377,479	
Administrative Operating Costs	6,486,127	2,954,049	46,003	197,772	9,683,951	691,295	8,992,656	
Debt Service	77,590,968	-	-	-	77,590,968	55,264,301	22,326,667	
Total Expenditures	309,549,337	19,447,377	691,663	5,955,072	335,643,449	70,946,647	264,696,802	
Other Financing Sources (Uses):								
	328,888,704	1,050,787	-	-	329,939,491	283,603,656	46,335,835	
Net Change in Fund Balance	\$ 126,073,304	\$ -	\$ 47,966	\$ (1,036,898)	\$ 125,084,372	\$ 206,072,108	\$ (80,987,736)	
Budgetary Fund Balance, as of July 1	\$ (45,667,323)	\$ -	\$ (47,966)	\$ 5,064,419	\$ (40,650,870)	N/A	\$ 40,382,935	
Budgetary Fund Balance, as of June 30	\$ 80,405,981	\$ -	\$ -	\$ 4,027,521	\$ 84,433,502	N/A	\$ (40,604,801)	

Note: As of July 1, 2017, TIMMA will be a separate legal and financial entity from the Transportation Authority. The TIMMA FY2017/18 Budget will be presented to the TIMMA Board as a separate item at its June 2017 meeting.

**San Francisco County Transportation Authority
Attachment 3
Preliminary Fiscal Year 2017/18 Budget
Line Item Detail**



	Preliminary Budget by Fund				Preliminary Budget Fiscal Year 2017/18	Increase/ (Decrease)	Amended Budget Fiscal Year 2016/17
	Congestion Management Agency Programs		Transportation Fund For Clean Air Program				
	Sales Tax Program			Vehicle Registration Fee For Transportation Improvements Program			
Revenues:							
Sales Tax Revenues	\$ 106,530,189	\$ -	\$ -	\$ -	\$ 106,530,189	\$ (1,688,950)	\$ 108,219,139
Vehicle Registration Fee	-	-	-	4,834,049	4,834,049	-	4,834,049
Interest Income	201,748	-	1,698	84,125	287,571	(47,135)	334,706
Federal/State/Regional Revenues							
Federal BART Travel Incentives Program	-	27,822	-	-	27,822	(191,504)	219,326
Federal CMAQ Program: eFleet Carsharing Electrified Project	-	-	-	-	-	(11,530)	11,530
Federal CMAQ Program: Transportation Demand Management Partnership Project	-	28,810	-	-	28,810	28,810	-
Federal FHWA Transit Reliability Research	-	-	-	-	-	(48,500)	48,500
Federal Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement	-	10,612,249	-	-	10,612,249	6,937,908	3,674,341
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures	-	2,932,097	-	-	2,932,097	1,725,516	1,206,581
Federal South of Market Freeway Ramp Intersection Safety Improvement Study	-	124,342	-	-	124,342	47,170	77,172
Federal Strategic Highway Research Program	-	77,650	-	-	77,650	258	77,392
Federal Surface Transportation Program 3% Revenue	-	1,833,272	-	-	1,833,272	447,955	1,385,317
State Planning, Programming & Monitoring SB45 Funds	-	667,000	-	-	667,000	220,000	447,000
State Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	1,374,929	-	-	1,374,929	898,879	476,050
Regional Agency Contributions - Model Service Bureau	-	-	-	-	-	(71,257)	71,257
Regional BART - Travel Incentives Program	-	1,800	-	-	1,800	(29,032)	30,832
Regional BATA - I-80/Yerba Buena Island Interchange Improvement	-	291,619	-	-	291,619	(526,119)	817,738
Regional San Francisco (OEVD) - Late Night Transportation	-	100,000	-	-	100,000	100,000	-
Regional San Francisco (Planning, SFMTA) - Travel Demand Modeling Assistance	-	225,000	-	-	225,000	-	225,000
Regional San Francisco (SFMTA) - Alemany Interchange Improvement Study	-	-	-	-	-	(99,670)	99,670
Regional San Francisco (SFMTA) - Commuter Shuttle Hub Study	-	-	-	-	-	(70,027)	70,027
Regional San Francisco (SFMTA) - Lombard Crooked Street Congestion Mgmt System Development	-	100,000	-	-	100,000	100,000	-
Regional San Francisco (SFMTA) - School Transportation Survey	-	-	-	-	-	(45,100)	45,100
Regional Vehicle Registration Fee Revenues (TFCA)	-	-	737,931	-	737,931	(13,393)	751,324
Prior Year Program Revenue Carryover	-	-	-	-	-	(14,183,973)	14,183,973
Other Revenues							
Local Match: City CarShare eFleet Carsharing Electrified	-	-	-	-	-	(195)	195
San Francisco Dept of Environment - Shower Facilities	2,000	-	-	-	2,000	-	2,000
SFMTA - Project Management Training	-	-	-	-	-	(24,800)	24,800
Sublease of Office Space	-	-	-	-	-	(40,212)	40,212
Total Revenues	106,733,937	18,396,590	739,629	4,918,174	130,788,330	(6,584,901)	137,373,231

Note: As of July 1, 2017, TIMMA will be a separate legal and financial entity from the Transportation Authority. The TIMMA FY2017/18 Budget will be presented to the TIMMA Board as a separate item at its June 2017 meeting.

**San Francisco County Transportation Authority
Attachment 3
Preliminary Fiscal Year 2017/18 Budget
Line Item Detail**



	Preliminary Budget by Fund				Preliminary Budget Fiscal Year 2017/18	Increase/ (Decrease)	Amended Budget Fiscal Year 2016/17
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program			
Expenditures:							
Capital Project Costs							
Individual Project Grants, Programs & Initiatives	225,000,000	-	645,660	5,713,370	231,359,030	23,692,191	207,666,839
Technical Professional Services	472,242	16,493,328	-	43,930	17,009,500	(8,701,140)	25,710,640
Administrative Operating Costs							
Personnel Expenditures							
Salaries	2,324,835	1,897,437	31,282	134,485	4,388,039	145,843	4,242,196
Fringe Benefits	1,094,040	892,912	14,721	63,287	2,064,960	68,632	1,996,328
Pay for Performance	194,965				194,965	-	194,965
Non-personnel Expenditures							
Administrative Operations	2,670,287	163,700	-	-	2,833,987	491,320	2,342,667
Equipment, Furniture & Fixtures	150,000	-	-	-	150,000	5,300	144,700
Commissioner-Related Expenses	52,000	-	-	-	52,000	(19,800)	71,800
Debt Service							
Debt Issuance Costs	2,150,000				2,150,000	2,150,000	-
Interest and Fiscal Charges	7,105,133				7,105,133	5,778,466	1,326,667
Revolving Credit Agreement Repayment	22,000,000				22,000,000	1,000,000	21,000,000
Revolving Credit Agreement Re-finance Repayment	46,335,835				46,335,835	46,335,835	-
Total Expenditures	309,549,337	19,447,377	691,663	5,955,072	335,643,449	70,946,647	264,696,802
Other Financing Sources (Uses):							
Transfers in - Prop K Match to Grant Funding		1,050,787			1,050,787	(1,231,346)	2,282,133
Transfers out - Prop K Match to Grant Funding	(1,050,787)				(1,050,787)	1,231,346	(2,282,133)
Face Value of Debt Issued (\$300 million)	253,664,165				253,664,165	253,664,165	-
Sales Tax Revenue Bond Proceeds	46,335,835				46,335,835	46,335,835	-
Revolving Credit Agreement Re-finance	29,939,491				29,939,491	29,939,491	-
Premium on Issuance of Debt						(46,335,835)	46,335,835
Draw on Revolving Credit Agreement							
Total Other Financing Sources (Uses)	328,888,704	1,050,787	-	-	329,939,491	283,603,656	46,335,835
Net Change in Fund Balance	\$ 126,073,304	\$ -	\$ 47,966	\$ (1,036,898)	\$ 125,084,372	\$ 206,072,108	\$ (80,987,736)
Budgetary Fund Balance, as of July 1	\$ (45,667,323)	\$ -	\$ (47,966)	\$ 5,064,419	\$ (40,650,870)	N/A	\$ 40,382,935
Budgetary Fund Balance, as of June 30	\$ 80,405,981	\$ -	\$ -	\$ 4,027,521	\$ 84,433,502	N/A	\$ (40,604,801)

Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency

Fund Reserved for Program and Operating Contingency \$ 10,653,019 \$ - \$ - \$ 483,405 \$ 11,136,424

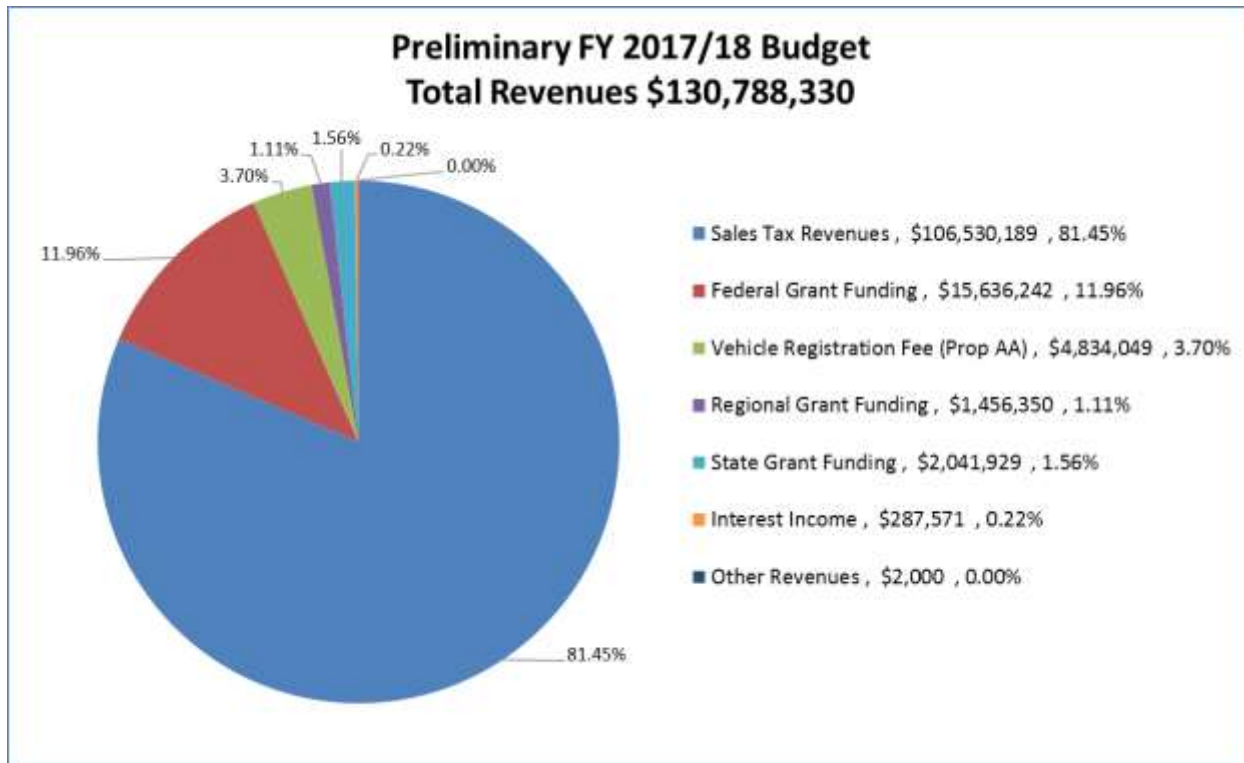
Note: As of July 1, 2017, TIMMA will be a separate legal and financial entity from the Transportation Authority. The TIMMA FY2017/18 Budget will be presented to the TIMMA Board as a separate item at its June 2017 meeting.

Attachment 4
Line Item Descriptions



TOTAL PROJECTED REVENUES.....\$130,788,330

The following chart shows the composition of revenues for the preliminary FY 2017/18 budget.



Prop K Sales Tax Revenues:\$106,530,189

The budgeted revenues for Sales Tax programs are from a voter-approved levy of 0.5% sales tax in the County of San Francisco for transportation projects and programs included in the voter-approved Expenditure Plan. The 2003 Prop K Sales Tax Revenue’s Expenditure Plan includes investments in four major categories: 1) Transit; 2) Streets and Traffic Safety; 3) Paratransit services for seniors and disabled people and 4) Transportation System Management/Strategic Initiatives. Based on Fiscal Year (FY) 2016/17 revenues to date, the Transportation Authority projects FY 2017/18 sales tax revenues to decrease compared to the budgeted revenues for FY 2016/17 by 1.6% or \$1.7 million. The sales tax revenue projection is net of the Board of Equalization’s charges for the collection of the tax and excludes interest earnings budgeted in Interest Income. Sales tax revenues have recovered from the FY 2009/10 low; however, FY 2017/18 is projecting a slight decrease compared to prior year based on indications of a recent slowdown in San Francisco’s economy, as well as across the state and nation.

Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Revenues: \$4,834,049

These revenues (excluding interest earnings budgeted in Interest Income) fund projects that will be delivered under Prop AA’s Expenditure Plan. This measure, approved by San Francisco voters in November 2010, collects an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco. Revenues must be used to fund projects included in the voter-approved Expenditure Plan, such as local road repairs, pedestrian safety improvements, and transit reliability improvements. This

Attachment 4
Line Item Descriptions



amount is net of the Department of Motor Vehicle’s charges for the collection of these fees. Prop AA Revenues for FY 2017/18 are based on the Prop AA Strategic Plan.

Interest Income: \$287,571

Most of the Transportation Authority’s investable assets are deposited in the City’s Treasury Pool. Based on the average interest income earned over the past year, the deposits in the Pooled Investment Fund are assumed to earn approximately 0.8% for FY 2017/18. The level of Transportation Authority deposits held in the pool during the year depends on the Prop K capital project reimbursement requests. The budget cash balance consists largely of allocated Prop K funds, which are invested until invoices are received and sponsors are reimbursed. In addition, we are assuming to earn approximately 0.3% interest income on the proposed \$300 million sales tax revenue bond in FY 2017/18.

Congestion Management Agency (CMA) Programs Federal, State and Regional Grant Revenues: \$18,396,590

The CMA program revenues (excluding Other Revenues) for FY 2017/18 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in the Transportation Authority’s role as CMA. The FY 2017/18 budget includes \$15.2 million from federal, state and regional funding for work on the I-80/Yerba Buena Island (YBI) Interchange Improvement Project and YBI Bridge structures (collectively known as YBI Project). CMA revenues are also comprised of federal, state and regional grant funds, including funds received from the Federal Highway Administration, Metropolitan Transportation Commission (MTC), and the California Department of Transportation (Caltrans). Several of these grants are project-specific, such as those for the BART Travel Incentives Program, Strategic Highway Research Program, Transit Reliability Research Project, and South of Market Freeway Ramp Intersection Safety Improvement Study (also known as Vision Zero Ramps project). Other funding sources, such as federal Surface Transportation Program and state Planning, Programming, and Monitoring funds, can be used to fund a number of eligible planning, programming, model development, and project delivery support activities, including the Freeway Corridor Management Study and San Francisco Transportation Plan update. Regional CMA program revenues include technical and travel demand model services provided to City agencies in support of various projects.

Transportation Fund for Clean Air (TFCA) Program Regional Revenues: \$737,931

The TFCA Vehicle Registration Fee Revenues (excluding interest earnings included in Interest Income above) are derived from a \$4 surcharge on vehicles registered in the nine Bay Area counties and must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. Budgeted revenues are based on a funding estimate provided by the Bay Area Air Quality Management District, which administers these revenues.

Other Revenues: \$2,000

Other revenues budgeted in FY 2017/18 include a nominal contribution from the San Francisco Department of Environment for shared office space.

TOTAL PROJECTED EXPENDITURES \$335,643,449

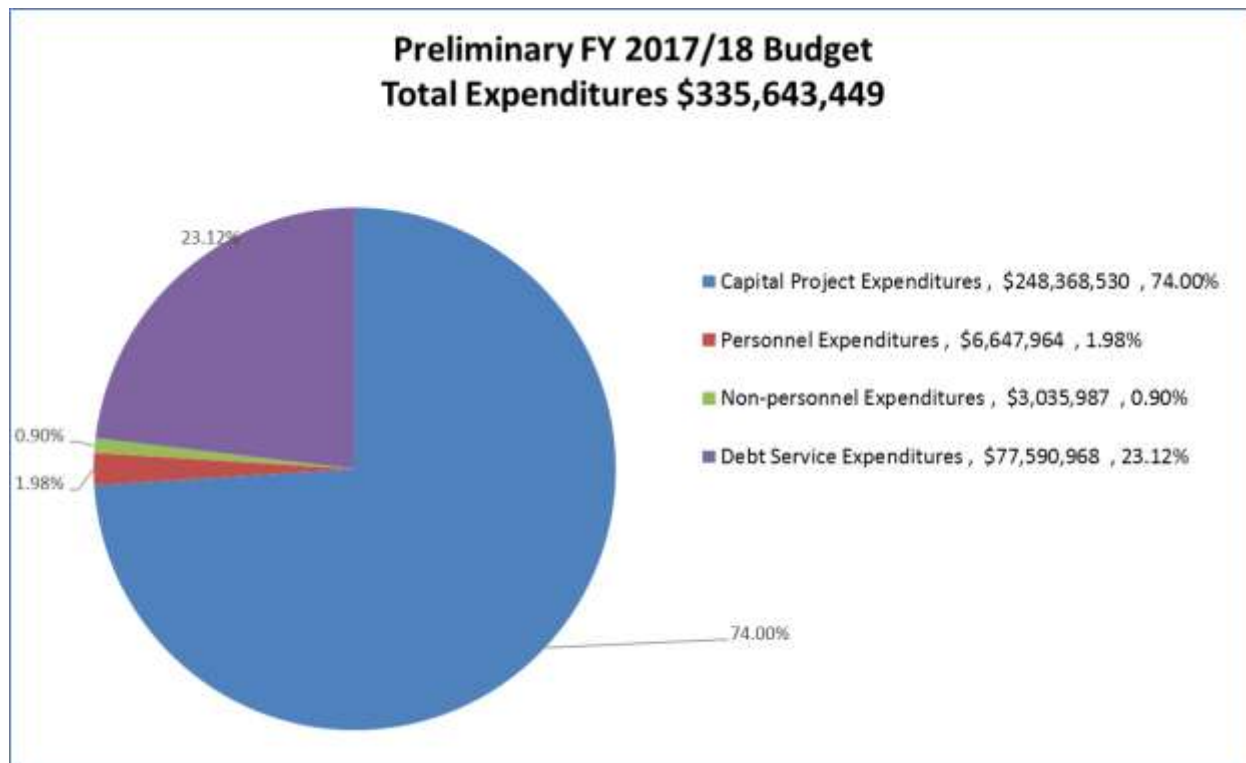
The Transportation Authority’s Total Expenditures projected for the budget year are comprised of Capital Expenditures of \$248.4 million, Administrative Operating Expenditures of \$9.7 million, and

Attachment 4
Line Item Descriptions



Debt Service Expenditures of \$77.6 million.

The following chart shows the composition of expenditures for the preliminary FY 2017/18 budget.



CAPITAL EXPENDITURES.....\$248,368,530

Capital expenditures in FY 2017/18 are budgeted to increase from the FY 2016/17 Amended Budget by an estimated 6.4%, which is primarily due to an anticipated higher capital expenditures for the Prop K program overall, most of which are awarded as grants to agencies like the San Francisco Municipal Transportation Agency (SFMTA). Project expenditures by Program Fund are detailed below.

Sales Tax Program Expenditures:.....\$225,472,242

The estimate for sales tax capital expenditures reflects a combination of estimated cash flow needs for existing allocations based on review of reimbursements, project delivery progress reports and conversations with project sponsors, as well as anticipated new allocations estimated for FY 2017/18. The anticipated largest capital project expenditures include the SFMTA’s vehicle procurements, Radio Communications System & Computer-Aided Dispatch Replacement and Central, Control and Communications projects.

CMA Programs Expenditures:.....\$16,493,328

This line item includes staff time and technical consulting services such as planning, programming, engineering, design, environmental, or programming services, which are needed in order to fulfill the Transportation Authority’s CMA responsibilities under state law. Included are various planning efforts and projects such as the Geary Corridor Bus Rapid Transit project, Freeway Corridor Management Study, San Francisco Transportation Plan update, Strategic Highway Research Program, South of

Attachment 4
Line Item Descriptions



Market Freeway Ramp Intersection Safety Improvement Study (also known as Vision Zero Ramps), and travel demand model services. Also included is the additional construction and engineering activities for the YBI Bridge Structures and YBI Southgate Road Realignment Improvement project, which is supported by federal and state funding.

TFCA Program Expenditures:..... \$645,660

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Bay Area Air Quality Management District, with the Transportation Authority serving as the County Program Manager for San Francisco. These monies must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The TFCA capital expenditures program includes carryover prior year projects with multi-year schedules as well as projects not anticipated to be completed in FY 2016/17. It also includes an estimate for expenditures for the FY 2017/18 program of projects, which is scheduled to be approved by the Board in June 2017.

Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Expenditures: \$5,757,300

This line item includes projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Expenditure Plan, the revenues will be used for design and construction of local road repairs, pedestrian safety improvements, transit reliability improvements, and travel demand management projects. The Prop AA capital expenditures include new FY 2017/18 projects based on the approved Prop AA Strategic Plan, and carryover prior year projects with multi-year schedules as well as projects not anticipated to be completed in FY 2016/17. The largest capital project expenditures include the Brannan Street Pavement Renovation project, the Broadway Chinatown Streetscape Improvement project, and the Muni Metro Station Enhancements project.

ADMINISTRATIVE OPERATING EXPENDITURES \$9,683,951

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

Personnel:..... \$6,647,964

Personnel costs are budgeted at a higher level by 3.3% compared to the FY 2016/17 Amended Budget. In December 2016, through Resolution 17-17, the Board approved a staff reorganization plan to address staff capacity and sustainability issues given the ongoing ambitious work programs, Board interest in expanding and enhancing certain aspects of the work program and are needed to support our agency’s role as the Treasure Island Mobility Management Agency. The reorganization plan included adding five new positions, raising the agency’s total staff from 41 to 46 full time equivalents, and reclassification of two positions. The FY 2017/18 budget reflects the addition of two of the five approved new positions and two promotions. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any annual pay increase. Transportation Authority employees are not entitled to cost of living increases. All salary adjustments are determined by the Executive Director based on merit only.

Non-Personnel: \$3,035,987

This line item includes typical operating expenditures for office rent, telecommunications, postage, materials and office supplies, printing and reproduction equipment and services, and other



**Attachment 4
Line Item Descriptions**

administrative support requirements for all Transportation Authority activities, along with all administrative support contracts, whether for City-supplied services, such as the City Attorney legal services and the Department of Technology cablecast services, or for competitively procured services (such as auditing, legislative advocacy, outside computer system support, etc.). Also included are funds for ongoing maintenance and operation of office equipment; computer hardware; licensing requirements for computer software; and an allowance for replacement furniture and fixtures. This line item also includes Commissioner meeting fees, and compensation for Commissioners' direct furniture, equipment and materials expenditures. Non-personnel expenditures in FY 2017/18 are budgeted to increase from the FY 2016/17 Amended Budget by an estimated 18.6%, which is primarily due an increase in office rent, additional legal services related to the Geary Corridor Bus Rapid Transit project, financial advisory services related to the Strategic Plan model update, and independent analysis and oversight services.

DEBT SERVICE EXPENDITURES..... \$77,590,968

In June 2015, the Transportation Authority substituted its \$200 million commercial paper notes (Limited Tax Bonds), Series A and B with a \$140 million tax-exempt revolving credit loan agreement (Revolver Credit Agreement). By 2021, it is expected that the Revolving Credit Loan, which financed prior year capital expenditures, will be fully repaid. As of April 10, 2017, \$140 million of the Revolving Credit Agreement is outstanding. This line item also assumes a continuation of the current Revolving Loan Agreement and a \$22 million repayment against the outstanding \$140 million balance.

Debt service expenditures in FY 2017/18 are budgeted to increase by \$55.3 million from prior year, which is primarily due to re-financing \$46 million of Revolving Credit Agreement with a proposed sales tax revenue bond. The intention of re-financing is to preserve our ability to quickly access cash in the Revolving Credit Agreement, if needed. This line item also includes debt issuance costs and related underwriter fees funded from bond proceeds.

OTHER FINANCING SOURCES/USES.....\$329,939,491

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2017/18 budget includes inter-fund transfers (for example between the sales tax and CMA funds). These transfers represent the required local match or appropriation of Prop K to federal and state grants such as the Surface Transportation Program and Vision Zero Ramps. In addition, the estimated level of sales tax capital expenditures for FY 2016/17 and FY 2017/18 will likely trigger the need to issue a fixed rate bond up to a maximum of \$300 million in the beginning of FY 2017/18. The proposed \$300 million sales tax revenue bond will be paying approximately \$254 million of planned capital expenditures, based on the 2013 Strategic Plan, and re-financing the \$46 million of Revolving Credit Agreement drawn down in April 2017 per Resolution 17-26. While the 2013 Strategic Plan anticipated the bond, the precise timing of the bond issue will depend on our analyses of Prop K capital project cash needs and our ongoing analysis of credit market conditions. We will continue to monitor and forecast capital spending closely during the upcoming year through a combination of evaluating cash flow needs for allocation reimbursements, project delivery progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA. The size and duration of needed financing will be easier to forecast following receipt of FY 2016/17 third quarter invoices. We will bring a separate request for approval to issue the proposed \$300 million sales tax revenue bond in the next few months.

BUDGETARY FUND BALANCE FOR CONTINGENCIES..... \$11,136,424

The Transportation Authority's Fiscal Policy directs that the Transportation Authority shall allocate

**Attachment 4
Line Item Descriptions**



not less than five percent (5%) and up to fifteen percent (15%) of estimated annual sales tax revenues as a hedge against an emergency occurring during the budgeted fiscal year. In the current economic climate, a budgeted fund balance of \$10.7 million, or 10% of annual projected sales tax revenues, is set aside as a program and operating contingency reserve. The Transportation Authority has also set aside \$483,405 or about 10% as a program and operating contingency reserve respectively for the Prop AA Program.



Memorandum

Date: April 20, 2017
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director of Planning
Subject: 05/09/17 Board Meeting: Adoption of the Transportation Investment and Growth Strategy 2017 Update

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Transportation Investment & Growth Strategy (TIGS) 2017 Update</p> <p>SUMMARY</p> <p>This memorandum provides a summary of San Francisco’s TIGS 2017 Update. TIGS reports on already approved and adopted City and County policies and plans related to housing growth and transportation planning and investments, and is intended strictly for reporting purposes to the Metropolitan Transportation Commission (MTC). It is a requirement of the One Bay Area Grant (OBAG) Program and a prerequisite to receive OBAG 2 funds. Transportation Authority and Planning Department staff jointly prepared the attached update.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contracts</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other: _____</p>
---	--

DISCUSSION

All Congestion Management Agencies (CMAs), including the Transportation Authority, are required to prepare a full update of their TIGS as part of the One Bay Area Grant Program. In between Plan Bay Area updates, the CMAs submit more informal annual TIGS reports to MTC. The update includes details related to recently adopted housing policies, housing production statistics, and transportation planning and investment efforts.

Background.

Purpose of TIGS: TIGS is intended to coordinate the County’s housing and job growth with strategic investments in transportation. The goal is to focus that housing and job growth alongside transportation improvements within established Priority Development Areas (PDAs).

TIGS Structure: At its most basic, TIGS is a tool by which CMAs may demonstrate their efforts to achieve Plan Bay Area goals and report their progress related to housing policy, housing production, transportation planning and capital investment. The structure of TIGS includes the following subjects and discussions:

San Francisco Priority Development Areas and Priority Conservation Areas Overview

This section documents any new land use planning documents recently adopted and how they affect San Francisco PDA housing and transportation needs. Additionally, this section describes new Priority

Agenda Item 11

Conservation Areas (PCAs).

Housing Policies and Housing Production

This section identifies recently adopted housing policies and explains how they individually affect housing production within San Francisco, and collectively build toward focusing growth within PDAs. Additionally, this section documents San Francisco's housing production over the last five years.

Priority Development Area Transportation Needs

This section discusses recently completed and currently underway transportation planning efforts that document new transportation needs throughout San Francisco. It is intended to complement the housing production statistics by documenting connections between housing and job centers.

Transportation Funding Strategies

This section documents San Francisco's various funding strategies and identifies the methodology by which certain funds are prioritized.

TIGS 2017 Update Highlights.

Priority Development Area Planning: The San Francisco Planning Department has adopted eight land use plans within five PDAs. Each plan identifies new methods of focusing housing and job growth within Eastern Neighborhoods near transit investments. These plans are especially important to help our city meet Plan Bay Area growth targets.

Housing Policies: San Francisco voters have repeatedly demonstrated an intent to foster new initiatives to focus housing and job growth while also identifying new strategies for funding affordable housing and transportation improvements. The Transportation Sustainability Program is exceptionally noteworthy in that it marries incremental growth with site-specific transportation demand management improvements.

Housing Production: San Francisco is leading the region in housing growth. Between 2010 and 2016, San Francisco completed nearly 11,000 housing units in its PDAs. Over 7,000 more units are under construction and over 21,000 remain in the pipeline. While San Francisco's housing growth is exceptional, the region's overall success depends not only on our own efforts but on efforts by the two other largest cities, Oakland and San Jose, as well as on consistent efforts by the smaller cities in the other eight countries of the region.

Transportation Plans: Multiple agencies in San Francisco completed transportation plans, from the Transportation Authority's Countywide Plan to local transportation plans such as the Planning Department's Balboa Reservoir Transportation Demand Management Framework and the San Francisco Municipal Transportation Agency's (SFMTA's) Market/Noe Streetscape Design project. These plans are important in the process of identifying pipeline projects for various revenue sources, particularly for competitive funding programs.

Transportation Funding Strategies: San Francisco has consistently invested in transportation improvements across the city, with a particular focus on projects that help better serve the San Francisco's PDAs. Major planned capital investments supporting PDAs include the SFMTA's fleet expansion, the Geneva-Harney Bus Rapid Transit project, and the High-Occupancy Vehicle/High-Occupancy Toll Lanes on U.S. 101 and I-280, and regional/local express bus to support express lanes program.

FINANCIAL IMPACT

Agenda Item 11

The recommended action would not have an impact on the adopted Fiscal Year 2016/17 budget.

CAC POSITION

The CAC will consider this item at its April 26, 2017 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Transportation Investment & Growth Strategy, 2017



Transportation Investment and Growth Strategy

2017 UPDATE





ACKNOWLEDGEMENTS

The study has been a collaborative effort, with contributions from many individuals. Gratitude and thanks to:

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WARREN LOGAN, Senior Transportation Planner

SAN FRANCISCO PLANNING DEPT.

PHOTO CREDITS

Uncredited photos are from the Transportation Authority photo library or project sponsors. Unless otherwise noted, the photographers cited below, identified by their screen names, have made their work available for use on flickr Commons: Follow the link for use and licensing information.

Front cover: top left, Sergio Ruiz. <https://flic.kr/p/qXzTE1>; top right, © 2017 SFMTA; bottom, Salesforce.

p. 5: Rendering by Steelblue, courtesy MANICA Architecture
p. 15: Daniel Hoherd. <https://flic.kr/p/d2kGCU>

REPORT DESIGN: Bridget Smith

Contents

Executive Summary	1
1. Introduction	3
2. Planning for Growth: San Francisco's Priority Development and Priority Conservation Area	3
3. Housing Policies and Housing Production	7
4. Priority Development Area Transportation Needs	12
5. Informing Transportation Funding Decisions	16
Appendix A: Map of the Priority Development Areas in San Francisco	21
Appendix B: Map of the Priority Conservation Areas in San Francisco	22

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



1455 Market Street, 22nd Floor, San Francisco, CA 94103
TEL 415.522.4800 FAX 415.522.4829
EMAIL info@sfcta.org WEB www.sfcta.org



Executive Summary

The San Francisco County Transportation Authority (Transportation Authority), San Francisco's Congestion Management Authority, has prepared this 2017 Transportation Investment and Growth Strategy (TIGS) as a comprehensive update to the 2013 TIGS document. This document reflects the strong coordinated effort San Francisco's Planning Department, the San Francisco Municipal Transportation Agency (SFM-TA), the Transportation Authority, and the Mayor's Office among others, have sustained to consistently deliver targeted growth within its Priority Development Areas complemented by targeted transportation investments.

As the 2013 document demonstrates, San Francisco is a unique county from others in the Bay Area. Our Priority Development Areas (PDAs) have benefited from strong land use planning efforts and are poised to receive significant investment, as evidenced by the last several years of housing development. Between 2010 and 2015, San Francisco completed building nearly 11,000 housing units within its PDAs and an additional almost 7,000 more currently under construction.

At the same time, San Francisco has succeeded in advancing several new and updated land use plans to focus investment in other priority development areas of our city and continue our success:

- In the San Francisco/San Mateo Bi-County Area, San Francisco's portion has adopted the Sunnydale HOPE SF project, has begun implementation of 1,600 housing units at the Schlage Lock site and has entitled 600 additional units in Executive Park.
- In the Balboa Park PDA, the City has released an RFP to three teams for development of the Balboa Reservoir public site which aims to invest in dense mixed-income housing development at the 17-acre site. The development teams were selected from a RFQ process, and their proposals will be reviewed against design and development principles established through a 2-year public process.
- The Eastern Neighborhood PDA includes several new land use plans. The Central SoMa Plan, to be adopted in 2017, aims to create a social, economic and environmentally sustainable neighborhood within the South of Market district at the nexus of several major local and regional transit lines. The Mission Action Plan 2020 is a comprehensive action plan for neighborhood stabilization. Lastly, the Potrero HOPE SF Project in Potrero Hill was granted approval in 2017 to rebuild a public housing complex with a mixed-income community of over 800 affordable units (including replacing all 600 existing public housing units) alongside an additional 800 market-rate housing units.

- The Market/Octavia PDA's Hub Plan proposes to update the existing Market and Octavia Area Plan to improve the public realm and captures additional public benefits in the burgeoning Van Ness/Market Street area.

Lastly, the Mission Bay PDA contains two recently adopted new plans including the Golden State Warriors Event Center Project—aptly named for its mixed-used development plan around the new Warriors arena; and UCSF's Long Range Development Plan which plans for the university's anticipated growth around the it's growing campus.

Alongside our strong efforts to deliver on land use plans and critical investments in housing, San Francisco has championed several progressive policies to increase housing investment and provide capital improvement dollars for transportation. The most notable policies include the Transportation Sustainability Program (TSP) which adopts a developer impact fee for transportation investments; comprehensive California Environmental Quality Act (CEQA) reform in developments' environmental review process; and developer-sponsored, on-site transportation demand management programs. Alongside the TSP program, San Francisco voters passed three propositions K (Nov. 2014), A (Nov 2015) and C (June 2016) which together work to rehabilitate, and develop new affordable housing units within the city.

Complementing our strong investment in housing development in San Francisco's PDAs, the City has made great strides in developing transportation plans to address our immediate and future mobility needs. The Core Capacity Transit Study is a joint effort between the Bay Area transit providers (BART, Muni, AC Transit, the Water Emergency Transportation Authority, and Caltrain), the Metropolitan Transportation Commission (MTC) and the Transportation Authority. This regionally significant study works to identify transit investments needs to better serve the San Francisco core. Perhaps most significantly, though, San Francisco has initiated a

comprehensive visioning processes for transportation: ConnectSF. This effort strives to identify 50-year goals, major constraints, and comprehensive scenario planning. An exciting outgrowth of this process has been the Subway Vision which explored existing and future subway network opportunities based on feedback from users through an online mapping portal.

As San Francisco's development and growth continues, the Transportation Authority has set a roadmap through its Transportation Investment and Growth Strategy and the San Francisco Transportation Plan 2040 (SFTP) (alongside several other planning documents) for future capital investments, particularly as they relate to the One Bay Area Grant (OBAG) program, State Cap and Trade dollars, and other locally generated funds. These capital investments are identified through the City's extensive land use and transportation planning efforts. In general they work to provide access for all modes and increase safety for the most vulnerable users of our roadways. Most notable, we will continue to prioritize projects in Priority Development Areas and Communities of Concern (CoCs), also giving strong consideration to project readiness, socioeconomic and geographic equity factors, and proximity to planned affordable housing.

CONCLUSION

Echoing the 2013 TIGS, this updated Strategy demonstrates our County's leadership in housing development and transportation planning. That notwithstanding, San Francisco's success depends not only on its own efforts but on the two other largest cities, Oakland and San Jose, and perhaps most importantly on the consistent perseverance of the smaller cities in the other eight counties in the Bay. We must all work to deliver housing throughout our respective counties and work together to design and finance strong core capacity investments that will secure our region's sustainability and resilience into the future.

Chapter 1. Introduction

The 2017 San Francisco Transportation Investment and Growth Strategy demonstrates San Francisco’s sustained commitment to accommodating and encouraging equitable and affordable housing growth around strategic transportation investments.

Where the 2013 Strategy provided a framework and roadmap for San Francisco’s investment and growth strategy the 2017 document injects new efforts to continue planning for new residents and providing efficient and effective mobility options.

CHAPTER 2 of this strategy documents the city’s Priority Development Areas and Priority Conservation Areas (PCAs). While the 2013 Investment and Growth Strategy outlined the PDAs’ transportation needs and outlined projects for housing growth, this document provides an update to the planning efforts conducted within and adjacent to those priority development areas to accomplish that growth. Accompanying that discus-

sion, chapter 2 also documents new priority conservation areas adopted since 2013.

CHAPTER 3 complements chapter 2’s planning effort by describing recently-adopted policies that aim to address housing production and affordability. Alongside those adopted policies, Chapter 3 also documents San Francisco’s recent housing production within its PDAs.

CHAPTER 4 discusses recently completed and currently underway transportation planning efforts that document new transportation needs throughout areas of the city. Together these efforts work to support the new housing growth achieved in the last several years and planned for the next few decades.

CHAPTER 5, lastly, documents San Francisco’s funding prioritization related to MTC’s One Bay Area Grant and provides an overview of the priority projects within the city.

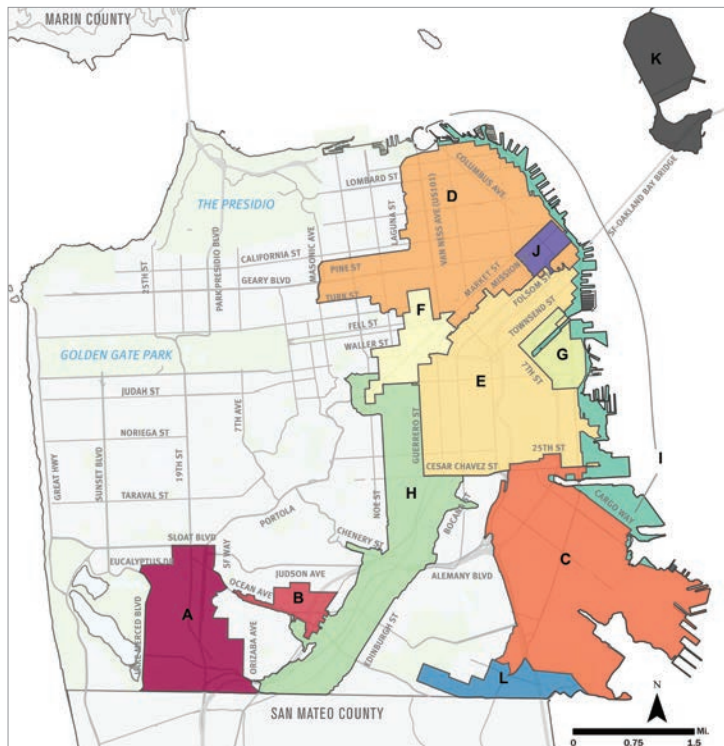
Chapter 2. Planning for Growth: San Francisco's Priority Development and Priority Conservation Area

PRIORITY DEVELOPMENT AREAS

San Francisco has twelve Priority Development Areas (PDAs) predominantly located along the eastern portion of the city. Those PDAs are supported by numerous land use plans that coordinate the city’s growth and capital improvements while maintaining the unique character of those neighborhoods.

FIGURE 1. San Francisco Priority Development Areas (for enlarged version, see Appendix A.)

- A. 19th Avenue
- B. Balboa Park
- C. Bayview/Hunters Point Shipyard/Candlestick Point
- D. Downtown-Van Ness-Geary
- E. Eastern Neighborhoods
- F. Market-Octavia/Upper Market
- G. Mission Bay
- H. Mission-San Jose Corridor
- I. Port of San Francisco
- J. Transit Center District
- K. Treasure Island and Yerba Buena Island
- L. San Francisco/San Mateo Bi-County Area



NEW LAND USE PLANS

San Francisco has initiated or adopted several planning documents to support its Priority Development Areas in the last four years. Many of the plans work to accommodate economic and demographic shifts throughout their respective PDAs. For example increased demand for office and residential space in the Mid-Market area are supported in the Market Street Hub Project of the Market/Octavia PDA; the Golden State Warriors stadium and the expanded University of California, San Francisco (UCSF) plans work to support the Eastern Neighborhood PDA. In sum, each of these planning documents not only work to support their respective PDAs but also the larger city as a whole. They each respond to their respective community's needs while working to concentrate the city's growth near transportation investments to create more sustainable communities.

Balboa Park PDA

BALBOA RESERVOIR DEVELOPMENT. Request for Qualification (RFQ) and Request for Proposal (RFP) for development of Balboa Reservoir site were issued on November 10, 2016 and March 9, 2017, respectively. The primary objectives for the proposed project include (1) creating

a mixed-income housing project that maximizes the amount of affordable housing for low, moderate, and middle-income San Franciscans; (2) providing the San Francisco Public Utilities Commission's (SFPUC) water utility ratepayers with fair market value for this utility asset; and (3) developing the site with sensitivity to surrounding neighborhoods. The Balboa Reservoir Site is currently owned by the City and County of San Francisco through the SFPUC. The 17-acre lot is adjacent to City College of San Francisco (CCSF), in close walking distance to the Balboa BART station and currently serves as a parking lot for CCSF students. The Balboa Park Station Area Plan, adopted in 2009, includes Balboa Reservoir in its 210-acre Plan area.

For more information visit: <http://bit.ly/2oWcTPM>

Eastern Neighborhood PDA

THE CENTRAL SOMA PLAN. The vision of the Central SoMa Plan is to create a social, economic, and environmentally sustainable neighborhood by 2040, where the needs of the present are met without compromising the opportunities of future generations. The Plan proposes a comprehensive strategy to achieve this vision, addressing land use, building size and heights, transportation,

TABLE 1. Plans that support each PDA

PRIORITY DEVELOPMENT AREA	RELEVANT PLANS	STATUS
19th Avenue/Park Merced	Parkmerced Development Agreement (including Design Standards and Guidelines, Sustainability Plan, Transportation Plan, and Infrastructure Plan), San Francisco State University Campus Master Plan	Planned
Balboa Park	Balboa Park Area Plan	Planned
Bayview/Hunters Point Shipyard/Candlestick Point	Bayview Hunters Point Area Plan & Redevelopment Plan, Hunters Point Shipyard Area Plan, Candlestick Point Sub-Area Plan, Candlestick Point - Hunters Point Shipyard Phase I & II Development Plan	Planned
Downtown/Van Ness/Geary	Downtown Area Plan, development plans for the 5M Project	Planned
Eastern Neighborhoods	Eastern Neighborhoods Area Plans and Implementation Document, Eastern Neighborhoods Transportation Implementation Planning Study, Western SoMa Area Plan; draft Central Corridor Plan	Planned
Market/Octavia	Market & Octavia Area Plan and Community Improvements Program, Upper Market Community Plan	Planned
Mission Bay	Mission Bay Redevelopment Plan & Design for Development: North; Mission Bay Redevelopment Plan & Design for Development: South	Planned
Mission/San Jose Corridor	Glen Park Community Plan	Planned
Port of San Francisco	Waterfront Land Use Plan; Seawall Lot 337 and Pier 48/ Mission Rock Development, Pier 70 Master Plan.	Planned
San Francisco/San Mateo Bi-County Area	Executive Park Sub-Area Plan, Visitacion Valley Master Plan and Design for Development, Hope SF Sunnydale Master Plan	Planned
Transbay Terminal	Transit Center District Plan and Implementation Document, Transbay Redevelopment Plan	Planned
Treasure Island	Treasure Island and Yerba Buena Island Redevelopment Plan	Planned

San Francisco has not adopted new Priority Development Areas since the 2013 Transportation Investment and Growth Strategy; however, new land use plans described below have been completed to support the existing PDAs.

sidewalks, open space and preservation of historic buildings. The draft Central SoMa Plan and Implementation Strategy were published in August of 2016 for public review, and will likely be adopted in 2017. The Central SoMa Draft EIR was released in December 2016.

For more information visit: <http://bit.ly/2pD3F90>

MISSION ACTION PLAN 2020. Published in 2017, the Mission Action Plan 2020 (MAP2020) is a comprehensive action plan for neighborhood stabilization for residents of San Francisco's Mission District. The goal of MAP2020 is to retain and attract low to moderate income residents and community-serving businesses (including Production, Distribution and Repair), artists, and nonprofits in order to strengthen and preserve the socioeconomic diversity of the Mission neighborhood 2017. Phase One focuses on the development of the Plan and launching the first round of programmatic services to help the most vulnerable households and businesses. Phase Two, already underway, will continue to focus on addressing the role of the current market-rate housing pipeline, planning for long-term affordable housing solutions, analyzing how transit and other City projects support the goals of MAP2020, and developing the legislation and any new programs contained in the Report.

For more information visit: <http://bit.ly/2oW7oR5>

POTRERO HOPE SF PROJECT. Located on the southern and eastern slopes of Potrero Hill, Potrero HOPE SF project is one of two Hope SF projects the Board of Supervisors unanimously granted initial approval on January 24, 2017. The Potrero HOPE SF Master Plan includes demolition of all existing units, vacation of portions of the right of way that currently cross the site diagonally,

and building new streets that would better continue the existing street grid. This mixed-use, mixed-income development will include 619 units of replacement public housing, along with 187 below-market rate housing units and another 817 market rate units that will be a mix of rentals and condos. Beyond the replacement units, open space, recreation centers, health centers, and facilities for daycare and afterschool programs are planned for entire new neighborhoods. New sidewalks, streetlights and water and sewer systems will be integrated with the rest of the neighborhood.

For more information visit: <http://bit.ly/2jvGnOe> and <http://bit.ly/2oMe5Vl>

Market/Octavia PDA

THE MARKET STREET HUB PROJECT ("THE HUB"). The neighborhood known as "The Hub" is included in the 2008 Market and Octavia Area Plan. In the current economic climate, this area is now receiving concentrated attention from the development community. The Hub is also in the midst of major infrastructure improvements, such as Van Ness Avenue Bus Rapid Transit, that were identified in the Plan and have since moved through conceptual design. With major projects planned or already underway, the Planning Department is considering making amendments to the Market and Octavia Area Plan that will help ensure that new growth in the Hub will support the City's goals for housing, transportation, the public realm and the arts. The Hub project goals include increased affordable housing, enhancements to the public realm, support for transit enhancements, encouraging the arts, and improving the urban form. Draft of the Public Realm Plan is now available for review.

For more information visit: <http://bit.ly/2oszwaC>

Mission Bay PDA

GOLDEN STATE WARRIORS EVENT CENTER PROJECT. In 2016, the Board of Supervisors approved the Golden State Warriors Event Center and Mixed Use Development Project on Mission Bay South Blocks 29-32 in the southeastern part of San Francisco. The project proposed by The Golden State Warriors (GSW) Arenas is to construct a 488,000-square-foot multi-

FIGURE 2. The Golden State Warriors arena, now under construction.



purpose event center with a capacity of up to 18,500 seats and a variety of mixed-use structures, including two 11-story office and retail buildings, parking facilities, and 3.2 acres of open space. The project works to incorporate on-site and off-site improvements to accommodate traffic and to include a transportation management plan to facilitate multimodal access at the event center during project operation.

For more information visit: <http://sfocii.org/warriors>

UCSF'S LONG RANGE DEVELOPMENT PLAN (LRDP). UCSF's 2014 Long Range Development Plan (LRDP) was approved by the UC Board of Regents on November 20, 2014 along with its accompanying Environmental Impact Report. Unlike the previous LRDP, which focused on significant growth—and resulted in the creation of the Mission Bay campus site—this plan anticipates a slower rate of growth over the next 20 years, and places renewed focus on consolidation and renovation of existing facilities as well as improving seismic safety. The LRDP anticipates a 30 percent rise in UCSF's total population, including a 31 percent increase in employees and 34 percent more patient visits, and a 26 percent increase in gross square footage, mostly at the Mission Bay campus site where UCSF owns undeveloped land within its existing 62-acre site and has infrastructure planned to support the expansion.

For more information visit: <http://bit.ly/2oPDTyb>

San Francisco/San Mateo Bi-County Area

SUNNYDALE HOPE SF PROJECT. Originally built as public housing for shipbuilders, this master planned project approved in January 2017 will replace the existing 785 public housing units and build another 900 units of affordable rental apartments and affordable and market rate homes to own. Additionally, this pedestrian-oriented and transit accessible community will also boast a new recreational and educational center, new parks, community garden, farmer's market and neighborhood-serving retail.

For more information visit: <http://bit.ly/2o4rCZO>

PRIORITY CONSERVATION AREAS

Five Priority Conservation Areas (PCAs) have been adopted by San Francisco since 2015: Palou Phelps Natural Area, Bayview Hill Natural Area, Green Connections-McLaren Park Pivot, Crosstown Trail-Connecting Twin Peaks Bio-Region/Glen Canyon, and the San Francisco Bay Area Water Trail. These PCAs are shown in Appendix B and described below.

<http://bit.ly/2o4DWcB>

FIGURE 3. Bayview Park



Palou Phelps Natural Area

The site lies in the Southeastern portion of San Francisco, in the Bayview neighborhood. It is home to a vibrant and diverse assemblage of plants and wildlife, which face high risk from potential development. This area contains several private lots with the potential to be developed. The lots are adjacent, and in some cases, on the park. This makes these lots a high priority for acquisition.

Bayview Hill Natural Area

Bayview Hill is a critically important natural area in the city, both biologically for rare plants and wildlife habitat and endangered species habitat, but also for the potential to connect more thoroughly the Bayview community to the site. The radio tower on the northwest end of this site was among the four former San Francisco PCAs. The hill is a patchwork quilt of multiple City and private landowners as well as CalTrans to ensure future efforts can be made to permanently secure the private and state lands from development and to engender ongoing stewardship.

Green Connections-McLaren Park Pivot

This site encompasses McLaren Park and Green Connections routes. McLaren Park resides in the Central Southern portion of the city, surrounded by the Excelsior, Portola, and Visitacion Valley neighborhoods, and acts as a central pivot point for the Green Connections routes. The Green Connections serve to help connect McLaren Park to nearly every section of the city. These connections are particularly important for underserved communities, and they connect to other extremely important open spaces and natural areas, such as Lake Merced and Candlestick State Park, which has a new General Management Plan and a massive wetland restoration at Yosemite Slough.

Crosstown Trail-Connecting Twin Peaks Bio-Region/Glen Canyon

This site is located in the heart of San Francisco, surrounded by the Twin Peaks, Diamond Heights, and Inner Sunset neighborhoods. Two previous PCAs were located in this region of the city, where the densest concentration of small- and medium-sized open space exists in the San Francisco. The site overall is a larger patchwork quilt of natural areas and open spaces, owned by as many as nine different City departments. Planners, advocates and stewards have identified the Twin Peaks Bioregion as an important conservation priority and a spectacular opportunity to create an intentional bioregional park preserve in the heart of the city.

The San Francisco Bay Area Water Trail

The San Francisco Bay Area Water Trail is a growing network of designated launching and landing sites, or “trailheads” around San Francisco Bay. Each trailhead enables non-motorized small boat users to safely enjoy the natural, historic, cultural, and scenic richness of San Francisco Bay and its nearby tributary waters. This regional trail has the potential to enhance Bay Area communities’ connections to the Bay and create new linkages to existing shoreline open spaces and other regional trails.

Chapter 3. Housing Policies and Housing Production

HOUSING POLICIES

Chapter 2 documented the City and County’s land use planning efforts to support its PDA and accommodate growth. Complementing those planning efforts, San Francisco voters have adopted several key pieces of legislation to also support housing growth—particularly at all levels of affordability—and marry that growth with transportation investments from the private sector. The following are descriptions of the myriad policies San Francisco has recently adopted.

Transportation Sustainability Program (TSP)/ Transportation Demand Management (TDM)

The Transportation Sustainability Program (TSP) is a joint effort between the San Francisco Planning Department, the Transportation Authority, and the San Francisco Municipal Transportation Agency. The program is comprised of three major areas of work:

INVEST: TRANSPORTATION SUSTAINABILITY FEE (TSF). The first component of the program is a Transportation Sustainability Fee (TSF) that helps fund transit and safer streets, particularly as San Francisco grows and our need for sustainable travel modes increase. New commercial developments, market-rate residential developments with more than 20 units, and certain large institutions will be required to pay TSF. The TSF is projected to pay for \$1.2 billion in transportation improvements over 30 years. The money could be used for things such as more Muni buses and trains, improved reliability on Muni’s busiest routes, roomier and faster regional transit, and better and safer streets for pedestrians and bicyclists. The TSF has been adopted by the Board of Supervisors and went into effect on December 26, 2015.

ALIGN: CEQA REFORM. San Francisco has modernized its environmental review process which includes a more meaningful transportation analysis that better captures environmental effects, like a development’s impacts on transit delays and crowding. On March 3, 2016, the San Francisco Planning Commission adopted a resolution to replace Level of Service (LOS) with a vehicle miles traveled threshold for all CEQA environmental determinations.

SHIFT: TRANSPORTATION DEMAND MANAGEMENT. New developments within San Francisco are required to adopt transportation demand management programs. Developers are required to offset the total number of parking spaces provided with a menu of TDM options that together meet a “points” threshold equivalent to the number of calculated Vehicle Miles Traveled (VMT) attributed to their parking. On February 7, 2017, the San Francisco Board of Supervisors approved the ordinance amending the Planning Code to establish a Transportation Demand Management Program.

For more information visit: <http://bit.ly/2pDgErs>

Prop K “Additional Affordable Housing Policy”

Prop K “Additional Affordable Housing Policy” was approved by San Francisco voters on November 2014. Prop K established goal of constructing or rehabilitating at least 30,000 homes by 2020 and securing sufficient funding to achieve the goal. More than 50% of the housing will be affordable for middle-class households, with at least 33% affordable for low- and moderate-income households. The City will attempt to ensure that 33% of new housing in areas that are rezoned to provide more residential development is affordable to low- and moderate-income households.

Prop C Affordable Housing Charter Amendment

Prop C Affordable Housing Charter Amendment was approved by San Francisco voters on June 2016. Prop C increases the “inclusionary” housing requirement for private developments, requiring new market-rate housing projects of 25 or more units to include 15% low-income and 10% moderate/middle-income housing. The measure also gives the San Francisco Board of Supervisors the authority to alter the existing and impose new affordable housing requirements through ordinances instead of a charter amendment.

Prop A Housing Bond

Prop A Housing Bond was approved by San Francisco voters on November 2015. It issues up to \$310 million in bonds for low- and middle-income housing. The bond includes \$80 million to refurbish and reconstruct existing public housing units and \$100 million to deliver the maximum amount of new 100% affordable homes. The Mission District will get \$50 million for new 100% affordable construction, land acquisition for affordable housing, and large Single-Room Occupancy (SRO) acquisition rehab. About \$80 million in the bond will go to down-payment assistance and developer incentives targeting middle-income households.

Accessory Dwelling Units

Accessory Dwelling Units (ADUs)—also called secondary units, in-law units, or cottages—are units added to existing residential buildings. San Francisco, first adopted its ADU program in 2014 for select districts. As of September 4, 2016, the City of San Francisco’s Accessory Dwelling Unit program is available for use citywide. This program reduces some Planning Code requirements to make it possible for property owners to add these new units to their buildings. ADUs are permitted in all districts that allow residential use. However, the ADU program does not apply to RH 1-(D) districts. ADUs in RH-1(D) districts should follow State Law requirements. Buildings with four or less existing units are permitted to add one ADU. Buildings with five or more existing units are allowed to add as many ADUs as fit and meet all planning and building code controls.

For more information visit: <http://bit.ly/2oPHDji>

Legalization of Unauthorized In-Law Units

Established in 2014, this is a voluntary program that allows property owners to formally register and rent their otherwise illegally converted in-law units in San Francisco assuming all life-safety conditions are met. With this ordinance, one of these existing units may le-

gally join the housing market should the owner follow the stipulated process. If the building where the unit is being legalized is subject to Rent Control requirements, the unit being legalized is also subject to Rent Control. There are several Planning Code requirements that are waived for units taking advantage of this process including rear yard, exposure, density, parking, and open space. This program is applicable citywide in buildings which permit residential uses.

For more information visit: <http://sfdbi.org/UnitLegalization>

Elimination of Conditional Use and other hearing requirements for 100% Affordable projects

Legislation that eliminated conditional use requirements, Section 309 and Section 329 review for 100% affordable projects was adopted in March 2016. 100% Affordable Housing projects are now principally permitted and are not required to obtain conditional use authorization. 100% Affordable Housing Projects are not required to go to the Planning Commissions for Planned Unit Development review, Section 309 review, and Section 329 Large Project Authorization.

For more information visit: <http://bit.ly/2pDc6Ed>

100% Affordable Housing Bonus Program

On July 29, 2016, Mayor Ed Lee signed the 100% Affordable Housing Bonus Ordinance into law.

To increase the amount of affordable housing built in San Francisco, 100% Affordable Housing Bonus (AHBP) offers housing developers incentives, including increased density and height, in return for building more permanently affordable homes into their projects. The Ordinance also establishes the procedures in which the 100% AHBP projects shall be reviewed and approved.

For more information visit: <http://bit.ly/2onMx5X> and <http://bit.ly/2pSbqqM>

Small sites program

Created in 2014, the Small Sites Program (SSP) is an initiative of the San Francisco Mayor’s Office of Housing and Community Development (MOHCD). The SSP is funded through a combination of Housing Trust Fund revenues and affordable housing fees paid by housing developers in San Francisco. This loan program provides acquisition and rehabilitation financing to developers that supports the purchase and renovation of multi-family rental buildings of 5 to 25 units. The program has been created to protect and establish long-term affordable housing in smaller properties throughout San

Francisco that are particularly vulnerable to market pressure resulting in property sales, increased evictions and rising tenant rents. This program was designed to protect residents who were susceptible to losing their homes due to evictions (mostly arising from the Ellis Act) or rising rents. Legislation approved by the Board in 2016 would allow developers of small projects (10-25 units) to direct their inclusionary housing in-lieu fees to the program.

For more information visit: <http://bit.ly/2pCX6WQ>

Creating/Clarifying Affordable Housing Preferences

An Ordinance Clarifying/Creating Preferences for Affordable Housing Units was adopted in 2016 to create and clarify housing preferences for the City's Affordable Housing Programs by expanding the Displaced Tenant Preference and creating a new Neighborhood Preference. It is designed to create additional preferences for

people displaced through Ellis Act and Owner-Move-In evictions and neighborhood residents.

For more information visit: <http://bit.ly/2onJdYS>

Applying Inclusionary Housing Requirements for Group Housing

An Ordinance Applying Inclusionary Housing Requirements to Group Housing was adopted in 2015. Inclusionary housing which requires new housing projects to "include" affordable units or pay a fee apply to Group Housing projects that have not received a First Construction Permit before May 20, 2015. Exposure requirements also apply to group housing and can be satisfied with either all bedrooms meeting the exposure requirements or an interior common area meeting these requirements. On-site inclusionary group housing rooms are exempt from density calculations.

For more information visit: <http://bit.ly/2pSlpFM>



HOUSING PRODUCTION

The combination of the City's diligent land use planning combined with focused policy and legislative adjustments, San Francisco is a regional leader in housing

growth. Table 2 documents the total number of housing units located within San Francisco PDAs.

TABLE 2. Housing units within San Francisco PDAs.

PDA NAME	EXISTING ZONING					IMMINENT REZONING ⁴	TOTAL NEW LOCAL SF CAPACITY	TOTAL REGIONAL ALLOCATION ⁵
	COMPLETED 2010-15 ¹	UNDER CONSTR. ²	REMAINING PIPELINE ²	SOFT SITES ³	OTHER			
19th Avenue/Park Merced	66	2	7	192	6,180		6,447	9,596
Balboa Park	70	13	19	943	16	500	1,561	233
Bayview/Hunters Point Shipyard/Candlestick Point	457	10	651	1,659	12,289	787	15,853	26,249
Downtown-Van Ness-Geary	4,010	2,588	4,802	10,467	3,304	0	25,171	16,351
Eastern Neighborhoods	2,106	2,316	6,303	12,243	1,986	8,227	33,181	24,817
Market & Octavia	1,479	573	4,829	3,618	349	2,023	12,871	3,658
Mission-San Jose Corridor	52	70	129	2,790	1,726	0	4,767	1,124
Mission Bay	1,792	375	437	0	3,692	0	6,296	4,191
Port of San Francisco	0	0	170	559	3,046	133	3,908	4,780
San Francisco/San Mateo Bi-County Area	41	1	28	675	3,338	0	4,083	3,451
Transit Center District	378	951	3,056	337	575	0	5,297	4,933
Treasure Island & Yerba Buena Island	0			0	7,800	0	7,800	8,692
SUBTOTAL PDAs	10,451	6,899	20,431	33,483	44,301	11,670	127,235	108,075
Rest of the City	484	220	965	8,314	11,285		21,268	29,814
TOTAL Citywide	10,935	7,119	21,396	41,797	55,586	11,670	148,503	137,889

TABLE 3. [Table title TK]

PDA NAME	EXISTING ZONING					IMMINENT REZONING ⁴	TOTAL NEW LOCAL SF CAPACITY	JOB GROWTH 2010-15 INTO VACANT SPACE	LOCAL CAPACITY	TOTAL REGIONAL ALLOCATION ⁵
	COMPLETED 2010-15 ¹	UNDER CONSTR. ²	REMAINING PIPELINE ²	SOFT SITES	OTHER ³					
19th Avenue/Park Merced	29	0	(3)	272	1,316		1,614	1,085	2,699	121
Balboa Park	77	(7)	0	81	0	0	151	317	468	1,855
Bayview/Hunters Point Shipyard/Candlestick Point	683	309	600	7,992	15,067	658	25,309	3,663	28,972	27,185
Downtown-Van Ness-Geary	428	4,636	5,041	10,869	5,690		26,664	34,727	61,391	70,835
Eastern Neighborhoods	819	1,833	1,036	4,258	1,910	37,159	47,015	13,650	60,665	30,392
Market & Octavia	(1,654)	(94)	1,086	303	262	66	(31)	5,378	5,347	3,166
Mission-San Jose Corridor	5	20	41	830	1,006		1,902	1,439	3,341	6,348
Mission Bay		2,500	6,000		6,254	12,131	26,885	515	27,400	27,486
Port of San Francisco	96	0	63	1,965	0	12,681	14,805	1,478	16,283	10,644
San Francisco/San Mateo Bi-County Area	0	0	9	2,908	(2)		2,915	347	3,262	5,113
Transit Center District	2,413	8,101	10,830	2,182	8,017		31,543	13,614	45,157	46,292
Treasure Island & Yerba Buena Island					2,634		2,634	175	2,809	4,242
SUBTOTAL PDAs	2,896	17,298	24,703	31,660	42,154	62,695	181,406	76,388	257,794	233,679
Rest of the City	270	27	101	2,748	524		3,670	10,841	14,511	61,971
TOTAL Citywide	3,166	17,325	24,804	34,408	42,678	62,695	185,076	87,229	272,305	295,650

NOTES 1-5 appear at the top of the next page.

NOTES FOR TABLES 2 AND 3

1. Completed housing projects are from SF Planning's annual Housing Inventory. Remaining Pipeline data is the difference between under construction and total Pipeline in the GCA from 4Q2015
2. Reflects information through December 31, 2016. "Under Construction" data is from the 4Q2016 Pipeline Database
3. "Other" includes a range of larger multi-parcel proposals or plans (e.g., Trinity Plaza, Schlage Lock, Hope SF, etc.) and recently adopted re-zoning or ordinances (ADUs, UCSF LRDP, Laurel Heights, PDR/Office Cross-subsidy).
4. "Imminent Rezoning" includes Central SoMa, The Hub, India Basin and Balboa Reservoir.
5. Total Regional Allocation of Plan Bay Area is from Metropolitan Transportation Commission, Urban Sim Model Run, Draft Preferred Scenario, Nov. 2016

AFFORDABLE HOUSING PRODUCTION**TABLE 4. Affordable Housing Pipeline and Complete Projects by PDA**

PDA NAME	AFFORDABLE UNITS					AFFORDABLE PIPELINE HOUSING ²
	COMPLETED 2010-15 ¹					
	VLI	LI	MOD	ABOVE	TOTAL	
19th Avenue	0	0	2	64	66	0
Balboa Park	0	70	0	0	70	4
Bayview/Hunters Point Shipyard/ Candlestick Point	270	(75)	29	233	457	1
Downtown-Van Ness-Geary	544	302	212	2,952	4,010	563
Eastern Neighborhoods	137	207	78	1,684	2,106	1,105
Market & Octavia	311	80	71	1,017	1,479	466
Mission-San Jose Corridor	0	0	23	29	52	9
Mission Bay	0	150	27	1,615	1,792	0
Port of San Francisco	0	0	0	0	0	182
San Francisco/San Mateo Bi-County Area	0	0	8	33	41	1,128
Transit Center District	189	0	0	189	378	503
Treasure Island & Yerba Buena Island	0	0	0	0	0	0
SUBTOTAL PDAs	1,451	734	450	7,816	10,451	3,961
Rest of the City					484	79
TOTAL Citywide					10,935	4,040

NOTES FOR TABLE 4

1. End of year 2015. Completed Projects from the annual Housing Inventory, SF Planning.
2. Pipeline Projects from the 4Q2016 Pipeline data set and report, "NET AFFORDABLE UNITS" field. The "Pipeline" of development projects represent those building proposals for which a formal planning entitlement or building permit has been filed, approved, or is under construction. This measure of future development excludes planning affordable housing units in large phased projects or area plans for which a planning entitlement has been filed or approved but a building permit has not been filed or approved, or is not under construction. Such Plans include Hunters Point/Candlestick, Treasure Island, Parkmerced, HOPE SF, etc.

Chapter 4. Priority Development Area Transportation Needs

Planning for housing through land use plans and adopting comprehensive legislation to support those plans is one half of this Investment and Growth Strategy. Chapter 4 documents the complementary transportation plans that work to support the movement of new residents and employees of San Francisco.

COUNTY TRANSPORTATION PLANS

San Francisco planning agencies at all levels of government have collaborated to establish a vision for the future San Francisco transportation network including a Subway Vision for a comprehensive network throughout the city and a long range 50-year countywide transportation plan, Connect SF.

Connect SF

Connect SF is a long range effort to define the desired and achievable transportation future for San Francisco. Launched in 2016, it is a partnership of San Francisco’s key planning and transportation agencies and the Mayor’s Office, including the Transportation Authority, the SFMTA, San Francisco Planning, and the Office of Economic and Workforce Development (OEWD). The effort will produce a roadmap to arrive at that future, including policies, planning, project development, and funding strategies. The key outputs for the program include a vision document, a long-term transit study, a freeway and street traffic management study, a major update to the SFTP, and an update to the Transportation Element of the San Francisco General Plan. The Connect SF team has developed a scenario planning approach that will

engage a diverse set of stakeholders to understand potential future alternatives. In 2017, this process will produce an agreed upon 50-year vision for transportation that will inform all of the components described above.

Subway Vision

In 2016, the Connect SF agencies produced a Subway Vision in response to a Board of Supervisors Ordinance mandating that the City have a planning document for future subway expansion. The Subway Vision explored the existing and future needs of the subway system along with an analysis of the benefits and costs of a complete subway network. The agencies received input from the public on where they would like to see the next subway routes and stations using an online mapping tool as well as popup feedback stations in three San Francisco neighborhoods. This will serve as an input to the Connect SF long-term transit study.

LOCAL TRANSPORTATION PLANS

Complementing the county-level effort to establish a vision for San Francisco’s transportation system, the SF Planning department also receives grants from MTC to focus and coordinate local neighborhood transportation improvements. Table 5 documents the planning grant status and is followed by descriptions of each.

Rail Storage Alt. Analysis and Feasibility Study

The Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) is a multi-agency program studying transportation and land use alternatives in the most

TABLE 5. San Francisco Priority Development Area Planning Grant Status

PROJECT TITLE	LEAD AGENCY	PROJECT MANAGER	PDA FUNDS	REQUIRED NON-FEDERAL MATCH	TOTAL COST	STATUS
Rail Storage Alt. Analysis & Feasibility Study	Planning	Susan Gygi	\$898,763	\$116,674	\$1,015,437	Scheduled completion 3/31/17
M-Ocean Realignment	MTA	Liz Brisson	\$492,000	\$63,869	\$555,893	Complete
Bayshore Station	Planning	Susan Gygi	\$255,774	\$33,204	\$288,978	Scheduled completion 3/31/17
Ocean Ave Streetscape Plan	Planning	Patrick Race	\$195,463	\$25,374	\$220,837	Complete
Embarcadero Multimodal Design	MTA	Patrick Golier	\$250,000	\$32,454	\$282,454	Complete
Market/Noe Streetscape Design	MTA	Patrick Golier	\$100,000	\$12,982	\$112,982	Complete
Balboa Reservoir TDM	Planning	Jeremy Shaw	\$76,000	\$9,866	\$85,866	Scheduled completion 3/31/17

rapidly growing areas of the city. This study will evaluate whether a comprehensive, regional alternative can address a number of challenges that potentially divides these densifying neighborhoods, reduces connectivity and exacerbate congestion for public transit, cars, pedestrians and cyclists.

For more information visit: <http://bit.ly/28SmGOG>

M-Ocean Realignment

This proposed project extends the subway tunnel that now stops at West Portal Station all the way to Parkmerced. This would make service on the M-Ocean View light-rail line faster, less crowded and more reliable by allowing longer trains and eliminating conflicts with traffic and the need to wait for signals.

Bayshore Station

The Bayshore Multi-Modal Facility Location Study is analyzing alternative locations, conceptual designs, and implementation plans for a multi-modal facility in the Bayshore area based on consultant analysis, public agency input and community feedback.

For more information visit: <http://bit.ly/2pDiwA6>

Ocean Ave Streetscape Plan

This plan proposes to improve pedestrian and streetscape to Ocean Avenue between San Jose and Phelan Avenues in the Balboa Park/Ingleside neighborhood of San Francisco. The Project would build on previous planning work to move conceptual ideas and initial recommendations to a detailed funding-ready design for the corridor as a whole.

Embarcadero Multimodal Design

This project is a program concept, conceptual design and cost estimate for a protected bikeway along the Embarcadero from Third Street to Powell/Jefferson Streets.

Market/Noe Streetscape Design

The goal of this preliminary design is to improve pedestrians and cyclists safety along the Upper Market Street corridor while enhancing the streetscape.

Balboa Reservoir TDM

The Balboa Area TDM Plan will provide a compilation of short- and long-term recommendations for the City, City College, and the future Balboa site that allows for the most efficient use of limited transportation infrastructure while minimizing impacts on the Balboa Park

community. The Plan will advise on the best approach to implement these recommendations and identify traffic circulation needs for further study.

For more information visit: <http://bit.ly/2oPDwE7>

TRANSPORTATION INVESTMENTS

San Francisco has consistently invested in transportation improvements to better serve its PDAs. The 2013 Strategy document identified several critical investments which serve SF's PDAs. Table 6 (next page) updates that list of capital improvements and is followed by a brief description of each new capital improvement or study.

BART Metro and transbay core capacity study

How will BART accommodate a projected 750,000 daily riders by 2025, or almost double its current ridership? BART Metro Vision is a comprehensive plan to keep a rapidly growing Bay Area moving by expand BART's capacity as both commuter rail and a metro service that provides all-day, frequent service.

The Core Capacity Transit Study is an inter-agency effort to identify investments and improvements that will increase transit capacity in San Francisco's core, which includes portions of the Financial District, SoMa, Mid-Market, and Mission Bay Neighborhoods. This joint effort between BART, Muni, AC Transit, Caltrain, and the Water Emergency Transportation Authority, (in coordination with the Transportation Authority and MTC) aims to relieve transit congestion in the Transbay Corridor and the San Francisco Metro Corridor. The study has provided the basis for a crowding-and-capacity strategy within the Plan Bay Area update (due to be adopted summer 2017) and catalyzed funding for near-term improvements such as alternative seat configurations on BART and funding purchase of additional AC Transit transbay buses. By the time of its conclusion in spring 2017, the study will recommend further short and medium term projects, as well as provide a framework for ongoing long term planning that may lead to a new transbay transit crossing.

SFMTA Fleet Expansion

Almost \$477 million in Prop K sales tax funds are committed to provide local match to fund new Muni vehicles:

- 425 new vehicles have been programmed and are awaiting allocation
- 327 new vehicles are on order
- 540 new vehicles have been placed in service

TABLE 6. PDA Supportive Transportation Investments

	19TH AVE/ PARK MERCED	BALBOA PARK	SHIPYARD/ CANDLESTICK POINT	DOWNTOWN/ VAN NESS/ GEARY	EASTERN NEIGHBORHOODS	MARKET/ OCTAVIA	MISSION/ MISSION BAY	MISSION/ SAN JOSE CORRIDOR	PORT OF SF	SF/SAN MATEO BI-COUNTY AREA	TRANSBAY TERMINAL	TREASURE ISLAND
BART Metro Program and Transbay Core Capacity*		x		x	x	x	x	x	x		x	
Better Market Street				x	x	x					x	
Bi-County Program		x	x							x		
Bicycling Improvements	x	x	x	x	x	x	x	x	x	x	x	x
Caltrain Electrification and Service Frequency Improvements			x	x	x					x	x	
Central Subway				x	x		x			x	x	
Downtown Congestion Pricing				x	x	x	x		x		x	
Downtown Extension of Caltrain, Transbay Center Phase 2			x	x	x		x			x	x	
Expand SFMTA Fleet*	x	x	x	x	x	x	x	x	x	x	x	x
Geary BRT				x	x						x	
Geneva-Harney Bus Rapid Transit*			x					x		x		
HOV/HOT Lanes on US 101 and I-280*			x		x					x		
Muni Forward	x	x	x	x	x	x	x	x	x	x	x	x
Pedestrian Improvements	x	x	x	x	x	x	x	x	x	x	x	x
Regional/Local Express Bus to Support Express Lanes*			x		x					x		
San Francisco Late Night Transportation Improvements*	x	x	x	x	x	x	x	x	x	x	x	x
Transbay Transit Center	x	x	x	x	x	x	x	x	x	x	x	x
Van Ness BRT				x								

* Projects added to the 2013 Strategy document.

Geneva-Harney BRT

The Geneva-Harney Bus Rapid Transit (BRT) line is a proposed high-quality, high-capacity transit service envisioned to provide existing and future neighborhoods along the San Mateo-San Francisco County border with a bus connection to area's key regional transit system hubs. The corridor extends from Balboa Park BART/Muni Station in the west to Hunters Point Shipyard in the east, including a connection to the Bayshore Caltrain Station. The project would provide faster, more frequent transit service as well as safety improvements for people walking and biking, and will support significant new growth in jobs, housing, and shopping along the corridor.

HOV/HOT Lanes on US 101 and I-280 | Regional/Local Express Bus to Support Express Lanes

Through the San Francisco Freeway Corridor Management Study (FCMS), one of the key recommendations from the 2013 SFTP, the Transportation Authority is exploring strategies to manage travel in the US 101 and I-280 corridors in San Francisco. These two heavily-traveled regional routes will see large increases in demand with projected jobs and housing growth. The study focuses on applying technology and efficiency-related approaches to improve the throughput of the existing facilities, such as managed lanes to act as a platform for reliable and efficient travel for regional transit and high-occupancy vehicles. The study began a multi-faceted technical analysis of potential improvements based on the Vision and Goals adopted by the Transportation Authority Board in 2015. Additionally, with the recognition that freeway travel in the Bay Area does not start and stop at county lines, the Transportation Authority began coordination with partners in San Mateo

County to plan for a continuous freeway management scheme along the entire US 101 corridor. With existing conditions analysis shared with the Board in Fall 2016, the FCMS team is proceeding with an evaluation of improvements to address existing and future conditions. In addition, staff is conducting community outreach and identifying potential scenarios for managed-lanes.

For more information visit: <http://bit.ly/2pD8TSj>

San Francisco Late Night Transportation Study

In January 2015, the Transportation Authority, the San Francisco Entertainment Commission and the OEWD released the Late Night Transportation Plan. The groundbreaking study contains recommendations to improve service, accessibility, reliability and safety for those who are working or playing after nightfall or before daybreak. Since then, the Transportation Authority developed a prioritized set of recommended changes and expansions to the network of All-Nighter transit service provided by the SFMTA, AC Transit, and SamTrans. These improvements are designed to better match the service provided to areas of the greatest need, particularly among workers who rely on transit to reach jobs in San Francisco and around the region. The Transportation Authority also developed a plan for ongoing monitoring of late night transportation system performance, including service reliability and ridership, as part of the agency's biennial Congestion Management Program. Meanwhile, the Transportation Authority coordinated with OEWD to launch an information campaign to increase awareness of late-night transit service and on an assessment of neighborhood improvement needs in a pilot nightlife district, the Lower Polk neighborhood.



Chapter 5. Informing Transportation Funding Decisions

The final element of the Transportation Investment and Growth Strategy documents the methodology by which the Transportation Authority prioritizes its competitive grants for transportation expenditures. This discussion primarily centers on the regional level One Bay Area Grant Program; the County’s priority transportation projects and their respective sponsors; and lastly, adjustments to the County definition of Communities of Concern that determines certain grant prioritization.

OBAG CYCLE I

Through the OBAG 1 County Program, the Transportation Authority programmed \$35 million to seven competitively selected projects reflecting a focus on complete streets and safety, such as the Chinatown Broadway Street Design and Mansell Corridor Improvement. The projects and their status are shown in [Attachment X or Table below—pending AC guidance].

OBAG CYCLE II PRIORITIZATION

Major capital improvements serving PDAs

The Transportation Authority Board is anticipated to adopt San Francisco’s OBAG 2 project priorities in June 2016. We will be able to identify the funded capital improvements at that time.

Outreach plan for Cycle II

Consistent with MTC’s OBAG 2 guidelines, our public outreach builds on the City’s recent coordinated efforts to identify its transportation priorities for the Plan Bay

Area and new revenue measures, as well as project sponsors’ public involvement activities to identify and refine their agency’s priorities. In addition, for the OBAG 2 call for projects, our public outreach approach includes, but is not be limited to, public meetings at the Transportation Authority Board and committees, as well as pedestrian and bicycle advisory committees; stakeholder meetings; commissioner engagement (e.g. briefings, newsletters, coordination with project sponsors or constituents); outreach tools (e.g. OBAG 2 website <www.sfcta.org/obag2>, email, and social media); and multi-language translations of materials and meetings as appropriate and also when requested.

OBAG Cycle II prioritization

The majority of the prioritization and screening criteria are required by the MTC guidelines, such as the PDA focus requiring at least 70% of the funds to be invested in PDAs. The criteria also retain most of the OBAG 1 criteria: multi-modal benefits, multiple project coordination, and safety. The OBAG 1 implementation process demonstrated the challenge of meeting the timely use of funds requirements, so we continue to give strong consideration to project readiness. In addition, we added new criteria that reflect the city’s growing needs in core capacity and reliability improvements, as identified in the San Francisco Transportation Plan and in Plan Bay Area. Given MTC’s intent that OBAG provide incentives for building affordable housing, we also introduced a new criterion that rewards transportation projects located near a proposed housing development with 75% or more affordable units.

PRIORITY TRANSPORTATION PROJECTS

TABLE 7. Priority Transportation Projects

PRIORITY TRANSPORTATION PROJECT IN PLAN BAY AREA 2040	PBA 2040 PROJECT SPONSOR	PROJECT DESCRIPTION
Arena Transit Capacity Improvements	SFMTA	Identifies transit improvements needed to accommodate growth in Mission Bay. Improvements might include track crossovers to allow for trains to be staged; a 6-inch raised area along existing tracks; a platform extension to accommodate crowds; other trackway modifications; and a traction power study to ensure that the power grid can accommodate a large number of idling vehicles.
Balboa Park Station Area: Closure of Northbound I-280 On-Ramp from Geneva Avenue	SFCTA	This project will study and implement closure of the northbound I-280 on-ramp from Geneva Avenue to improve safety. Closure of the ramp would initially be done as a pilot project, if possible, depending on the results of traffic studies. The linked on-ramp from Ocean Avenue would remain open.
Balboa Park Station Area: Southbound I-280 Off-Ramp Realignment at Ocean Avenue	SFCTA	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal and crosswalk on Ocean Avenue to control the off-ramp.

table continues next page

PRIORITY TRANSPORTATION PROJECT IN PLAN BAY AREA 2040	PBA 2040 PROJECT SPONSOR	PROJECT DESCRIPTION
BART Metro Program	BART	Investments in support of the region's Sustainable Communities Strategy, potentially including core system trackway and route service enhancements, capacity improvements at stations and facilities, integrated transit service and expansion of high capacity transit lines. This includes studies of a future Transbay Corridor Rail Crossing.
BART Transbay Core Capacity Project	BART	This project includes new train control system (\$915 million); 306 additional train cars (\$1,622 million); and necessary traction power upgrades (\$100 million).
Bayshore Station Multimodal Planning and Design	SFMTA	Planning, Preliminary Engineering, and Environmental Review to relocate the Bayshore Caltrain station. The project would also include inter-modal facilities and additional supporting structures and utilities.
Better Market Street	SFDPW	Improve Market Street between Steuart Street and Octavia Boulevard. Includes resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes, and utility relocation and upgrade.
Caltrain Electrification Phase 1 + CBOSS	Caltrain	Improve performance, reduce pollutants, improve operations, capacity, service and reduce dwell time through electrified/modernized trains and station improvements including: Santa Clara County's share of EMU conversion with longer EMUs, level boardings, and longer platforms.
Caltrain/HSR Downtown San Francisco Extension	TJPA	Extension of Caltrain commuter rail service from its current San Francisco terminus at 4th & King Streets to a new underground terminus.
Downtown San Francisco Ferry Terminal Expansio, Phase II	WETA	Expansion of berthing facilities along North Basin of Downtown San Francisco Ferry Terminal.
Downtown Value Pricing and Incentives	SFCTA	Implementation of a demonstration value pricing (tolls and incentives) program in the San Francisco downtown area; Increased frequencies of transit service to support value pricing pilot; A set of street improvements to support to support the anticipated mode shift to walking, bicycling, and transit with the implementation of congestion pricing.
Eastern Neighborhood Trips Street Improvements	SFMTA	Implement transit priority treatments for the 22-Fillmore route along 16th Street between the intersection of Church and Market Streets and a new terminal in Mission Bay. Streetscape improvements that would remove one travel lane on 7th and 8th Streets between Harrison and Market Streets in order to add pedestrian improvements and buffered bicycle lanes. Implement streetscape improvements on Folsom Street between 5th and 11th Streets and on Howard Street between 4th and 11th Streets.
New Ferry Terminal at Mission Bay 16th Street	Port of SF	Establish new Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods
Expand SFMTA Transit Fleet	SFMTA	This project entails expansion of the SFMTA transit fleet and needed facilities to house and maintain transit vehicles. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of transit vehicles as well as the development of needed modern transit facilities.
Geary Boulevard Bus Rapid Transit	SFMTA	Implement Geary Bus Rapid Transit (BRT) to improve service between Market Street and Point Lobos Avenue. This proposal includes dedicated bus lanes, enhanced platforms, new bus passing zones, adjustments to local bus stops, turn lane restrictions, new signalization with Transit Signal Priority, real-time arrival information, low-floor buses, and safety improvements in support of Vision Zero.
Geneva Light Rail Phase 1: Operational Improvements	SFMTA	Extend light rail track 2.7 miles along Geneva Avenue from the Green Railyard to Bayshore Boulevard and then to the existing T-Third terminus at Sunnydale Station. Project would deliver increased operational flexibility, system resiliency, and provide southern east west connection for the rail system. Project phase shown is for non-revenue service. Revenue service will be evaluated separately as part of the proposed Rail Capacity Long Term Planning and Conceptual Design project.
Geneva-Harney Bus Rapid Transit	SFMTA	Provides exclusive bus lanes, transit signal priority, and high-quality stations along Geneva Avenue (from Santos St to Executive Park Blvd), Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center. The project includes pedestrian and bicycle improvements in support of Vision Zero and connects with Muni Forward transit priority improvements west of Santos Street.

table continues next page

TRANSPORTATION INVESTMENT AND GROWTH STRATEGY | DRAFT 2017 UPDATE

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY • APRIL 2017

PRIORITY TRANSPORTATION PROJECT IN PLAN BAY AREA 2040	PBA 2040 PROJECT SPONSOR	PROJECT DESCRIPTION
Historic Streetcar Extension: Fort Mason to 4th and King	SFMTA	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman's Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.
HOV/HOT Lanes on US 101 and I-280	SFCTA	Phase 1: Convert an existing mixed traffic lane and/or shoulder/excess ROW in each direction to HOV 3+ lanes on US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street offramp to enhance carpool and transit operations during peak periods. Phase 2: Convert Phase 1 HOV lanes to HOT/Express Lanes. Express transit to be funded with HOT lane revenues.
Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	SFDPW	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.
Muni Forward (Transit Effectiveness Project)	SFMTA	Includes transit priority improvements along Rapid and High Frequency transit corridors, service increases, transfer and terminal investments, overhead wire changes, and street improvements in support of Vision Zero. Transit priority treatments include bus-only-lanes, bus bulbs, queue jumps, transit stop optimization and other treatments described in the Transit Preferential Streets Toolkit.
Parkmerced Transportation Improvements	SFMTA	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.
Presidio Parkway	SFCTA	Reconstruct Doyle Drive with standard lane widths, shoulders, and a median barrier. Reconstruct interchange at State Route 1 and State Route 101 and add an auxiliary lanes between this interchange and Richardson Avenue. The typical lane width of the roadway will be increased to 11 feet, with an outside lane width of 12 feet to accommodate buses. Usable outside shoulders will be added to improve emergency response and provide a refuge for disabled vehicles. Transit access will be improved through the provision of extended bus bays near Gorgas Avenue to accommodate multiple transit providers, and well defined pedestrian routes.
Regional/Local Express Bus to Support Express Lanes	SFCTA	A 3-year regional/local express bus pilot to provide service to/from downtown San Francisco to/from San Francisco neighborhoods, Marin, Contra Costa, Alameda, San Mateo and Santa Clara counties to complement other freeway corridor management strategies. Some service to be funded with HOT lane revenues. See HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco project. Includes vehicles.
San Francisco Late Night Transportation Improvements	SFCTA	New routes and increased frequency for all-night regional and local bus service, including Muni, AC Transit, Golden Gate Transit, and SamTrans routes.
SFgo Integrated Transportation Management System	SFMTA	SFgo is San Francisco's Citywide ITS program. It identifies signalized and non-signalized intersections located along arterials and the Muni transit system and prioritizes them for ITS upgrades, such as controllers, cabinets, transit signal priority, fiber optic or wireless communications, traffic cameras, and variable message signs. Also improves arterial safety and pedestrian safety.
Southeast San Francisco Caltrain Station: Environmental	SFCTA	Caltrain infill station to replace Paul Ave Station in Southeast San Francisco (e.g. Oakdale).
Southeast Waterfront Transportation Improvements, Phase 1	SFDPW	Create a 5 mile multi-modal corridor of streets, transit facilities, pedestrian paths, and dedicated bicycle lanes to link the Candlestick/Hunters Point Shipyard project area to BART, T-Third light rail, Caltrain, local bus lines and future ferry service. A BRT system would use exclusive transit right-of-way, station and shelter facilities, and transit signal priority infrastructure.
Treasure Island Mobility Management Program	SFCTA	Introduce a new congestion toll on the entrances to, and exits from, Treasure Island and the San Francisco-Oakland Bay Bridge consistent with development plan; New ferry terminal, bus transit vehicles, and shuttle vehicles to serve Treasure Island and Yerba Buena Islands; New ferry service between San Francisco and Treasure Island; AC Transit service between Treasure Island and Oakland; shuttle service on-Island; bike share on-Island; priced-managed parking on-Island; Travel Demand Management program.

table continues next page

PRIORITY TRANSPORTATION PROJECT IN PLAN BAY AREA 2040	PBA 2040 PROJECT SPONSOR	PROJECT DESCRIPTION
T-Third Mission Bay Loop	SFMTA	Connect the rail turnouts from the existing tracks on Third Street at 18th and 19th Streets with additional rail and overhead contact wire system on 18th, Illinois and 19th Streets. The loop would allow trains to turn around for special events and during peak periods to accommodate additional service between Mission Bay and the Market Street Muni Metro.
T-Third Phase II: Central Subway	SFMTA	Extends the Third Street Light Rail line north from King Street along Third Street, entering a new Central Subway near Bryant Street and running under Geary and Stockton Streets to Stockton & Clay Streets in Chinatown. New underground stations will be located at Moscone Center, Third & Market Streets, Union Square, and Clay Street in Chinatown. Includes procurement of four LRVs.
Transbay Transit Center	TJPA	New Transbay Transit Center built on the site of the former Transbay Terminal in downtown San Francisco serving 11 transportation systems.
Van Ness Avenue Bus Rapid Transit	SFMTA	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco. Project would include a dedicated lane for BRT buses in each direction between Mission and Lombard Streets. There will be nine BRT stations, with platforms on both sides for right-side passenger boarding and drop-off.
Yerba Buena Island (YBI) I-80 Interchange Improvement	SFCTA	Includes two major components: 1) On the east side of the island, the I-80/YBI Ramps project will construct new westbound on- and off- ramps to the new Eastern Span of the Bay Bridge; 2) On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures.

COMMUNITIES OF CONCERN BOUNDARY ADJUSTMENTS

As a regional planning authority, MTC's equity analysis measured disadvantaged communities at a larger geography—census tracts; however, that methodology does not fully capture many of San Francisco's disadvantaged communities, which often are part of the same census tract as more affluent neighborhoods. Consequently, projects within or serving these unidentified communities are unable to receive the same level of priority as MTC's official CoCs for some of the competitive grant awards (including One Bay Area and Lifeline Transportation Program) or inclusion in regional and local planning efforts (including MTC's Regional Transportation Plan Investment Strategy and the Transportation Authority's Neighborhood Transportation Improvement Program). Conducting a similar analysis at a more fine-grain level—the census block-group level—more accurately captures San Francisco's disadvantaged communities, particularly when they are immediately adjacent to more affluent areas.

Table 8 (next page) documents MTC's Communities of concern methodology and the eight disadvantaged factors and their respective thresholds for CoC inclusion.

To capture those smaller pockets of disadvantaged communities in San Francisco that had not been included in MTC's 2017 CoC definition, we conducted an analysis using the same factors and thresholds as MTC's analysis, but at the more fine-grained block group level rather than at the broader census tract level. Any block group meeting MTC's thresholds, that was part of a contiguous set of block groups with a combined population of at least 10,000 residents, was added as a CoC. Non-contiguous block groups that, together, contain less than 10,000 residents were not included in the CoC definition. As a result, one census tract that was identified in MTC's 2017 CoC definition, but that had a population of less than 10,000 residents, was not included in the San Francisco-specific CoC definition; this census tract is in the Sea Cliff neighborhood.

SF County CoC definition

- 1) Census tracts already identified as CoCs per MTC's 2017 update and with a population of at least 10,000, and
- 2) Contiguous census block groups that meet MTC's existing threshold analysis and with a population of at least 10,000.

FIGURE 8. MTC Community of Concern Disadvantaged Factors and Thresholds

DISADVANTAGED FACTORS	THRESHOLD
Minority	70%
Low-Income (less than 200% of Fed. poverty level)	30%
Level of English proficiency	20%
Elderly	10%
Zero-Vehicle Households	10%
Single Parent Households	20%
Disabled	25%
Rent-Burdened Households	15%

MTC 2017 definition:

CoC is defined either as 1) census tracts with a concentration of both Minority and low income populations; or 2) census tracts with concentrations of any four disadvantaged factors.

Concentration thresholds are based on one half standard deviation above the regional population's mean.

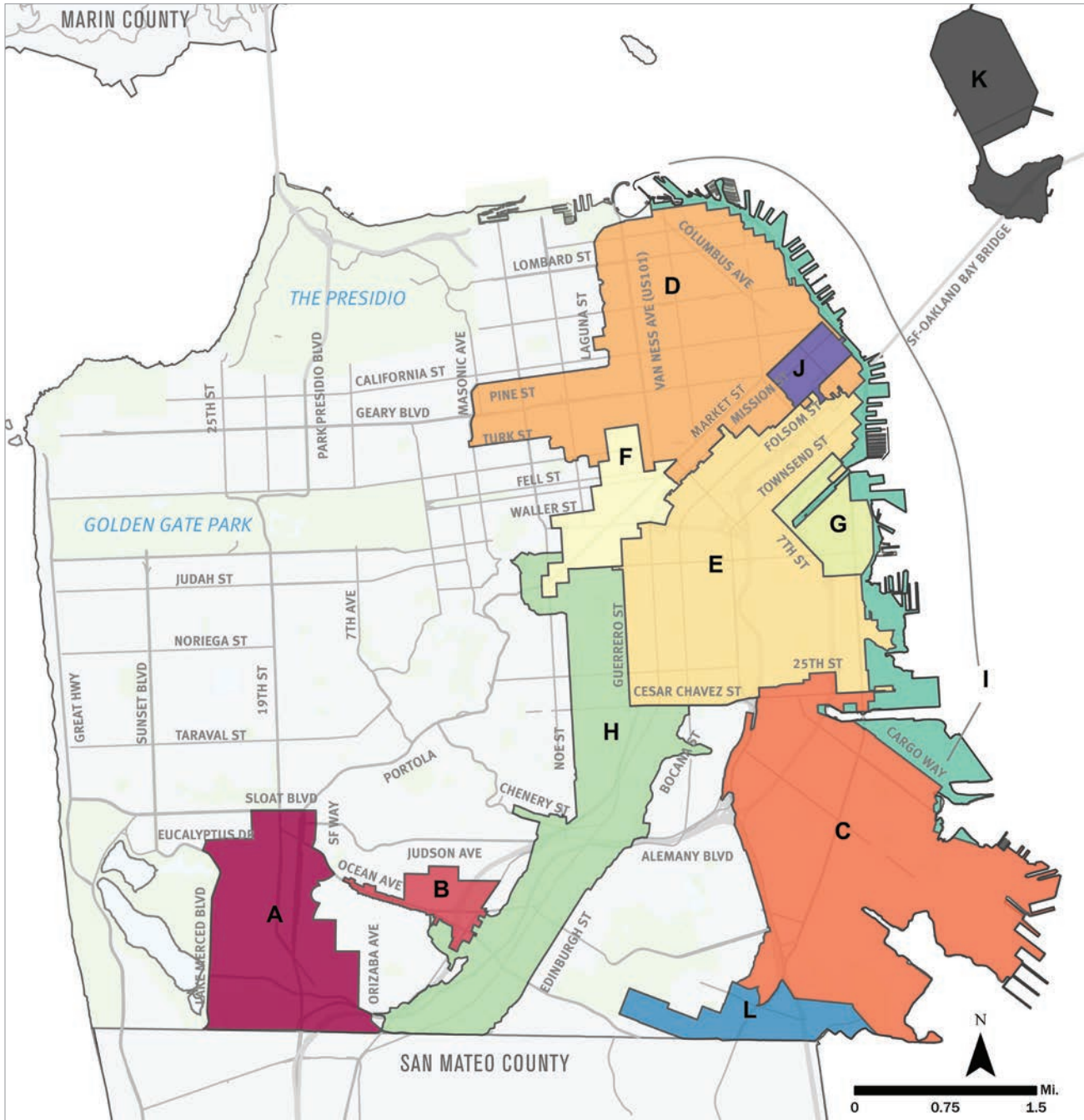
SF County 2017 definition:

1) Census tracts already identified as CoCs per MTC's 2017 definition and with a population of at least 10,000,

and

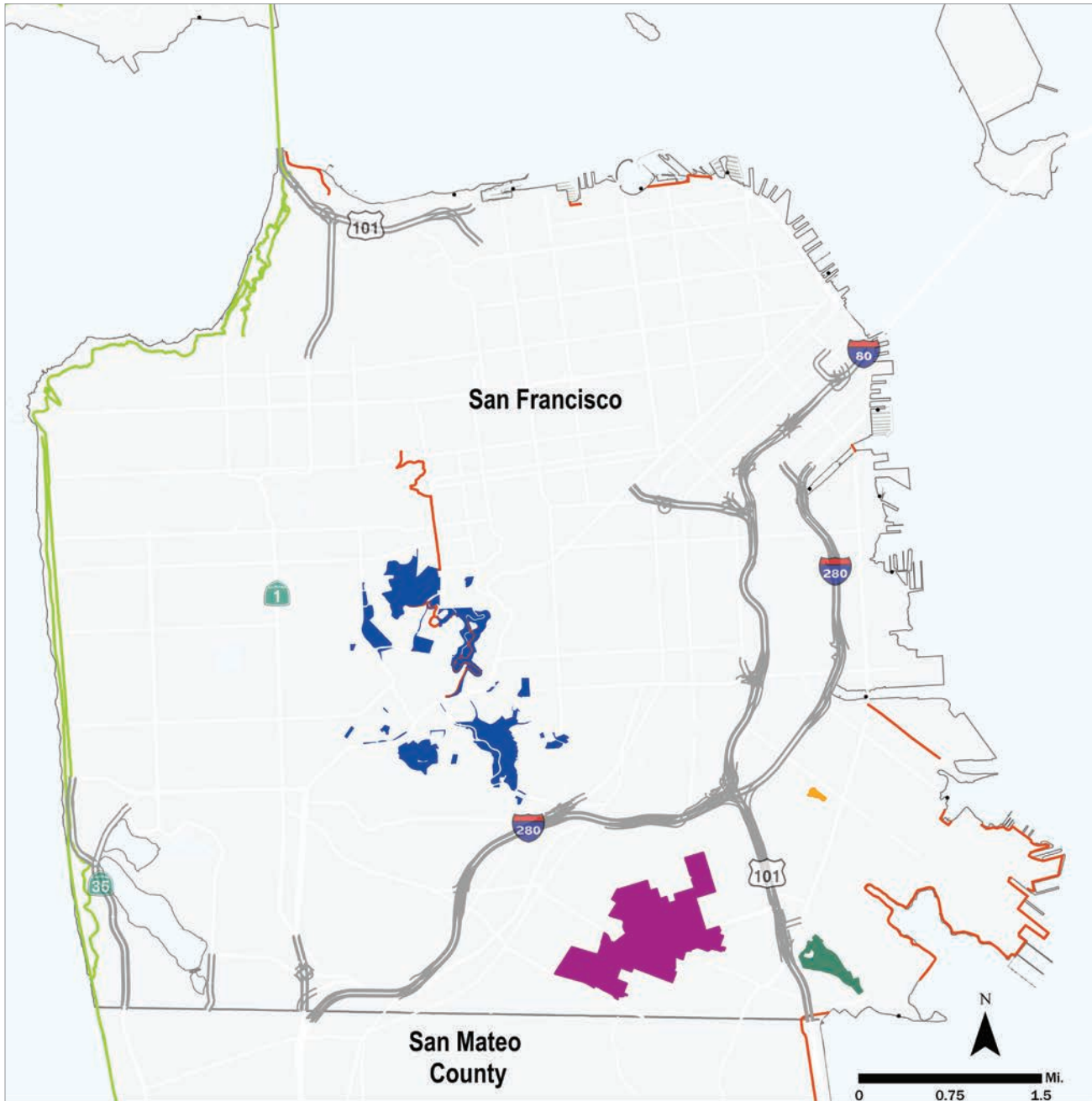
2) Contiguous census block groups that meet MTC's existing threshold analysis and with a population of at least 10,000.

APPENDIX A: PRIORITY DEVELOPMENT AREAS IN SAN FRANCISCO



- | | | |
|--|--|--|
| <p>A. 19th Avenue</p> <p>B. Balboa Park</p> <p>C. Bayview/Hunters Point
Shipyard/Candlestick Point</p> <p>D. Downtown-Van Ness-Geary</p> | <p>E. Eastern Neighborhoods</p> <p>F. Market-Octavia/Upper Market</p> <p>G. Mission Bay</p> <p>H. Mission-San Jose Corridor</p> <p>I. Port of San Francisco</p> | <p>J. Transit Center District</p> <p>K. Treasure Island and Yerba Buena Island</p> <p>L. San Francisco/San Mateo Bi-County Area</p> |
|--|--|--|

APPENDIX B: PRIORITY CONSERVATION AREAS IN SAN FRANCISCO



Priority Conservation Areas in San Francisco

- | | |
|---|--|
|  Bayview Hill Natural Area |  Palou Phelps Natural Area |
|  California Coastal Trail |  San Francisco Bay Area Water Trail |
|  Crosstown Trail: Connecting Twin Peaks Bio-Region/Glen Canyon |  San Francisco Bay Trail - Bay Area Ridge Trail |
|  Green Connections: McLaren Park Pivot | |

Source: The Association of Bay Area Governments (ABAG)



This Page Intentionally Left Blank

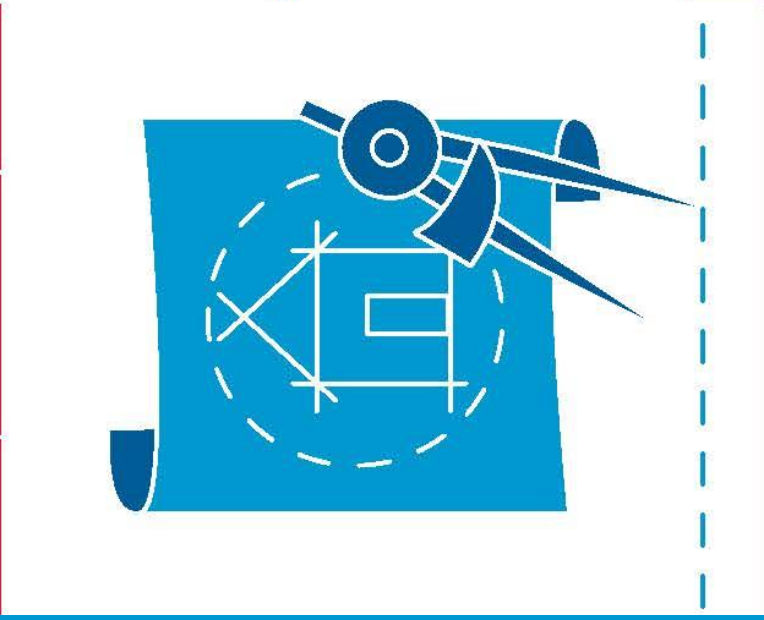
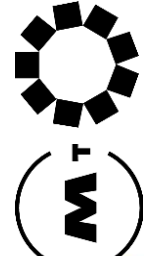
Plan BayArea 2040

DRAFT PLAN &
DRAFT EIR

April 25, 2017

*San Francisco County
Transportation Authority
Meeting*

**Ken Kirkey, MTC
Planning Director**



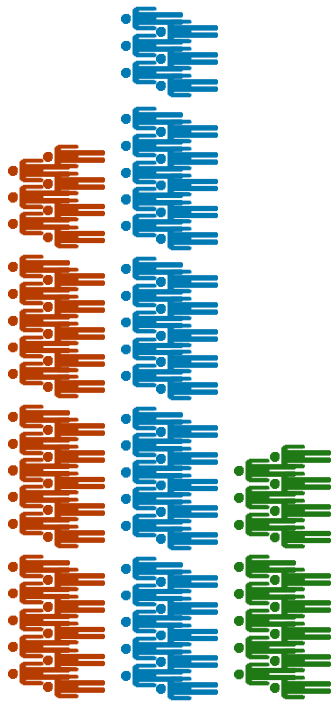
Plan
Bay Area
2040

Plan Bay Area 2040 establishes a 24-year regional vision for growth and investment.



Our economy is booming – but we’re not building enough housing.

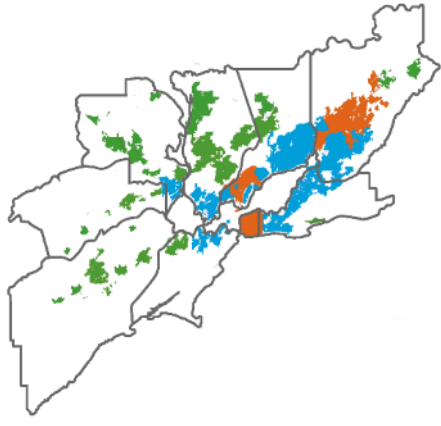
Jobs added from 2011 through 2015: **501,000**



65,000



Housing units built from 2011 through 2015:



Big 3 Cities:

1 housing unit built for every **7 jobs** created

Bayside Cities and Towns:

1 housing unit built for every **15 jobs** created

Inland, Coastal, Delta Cities and Towns:

1 housing unit built for every **3 jobs** created

Regionally: 1 house was built for every **8 jobs** created

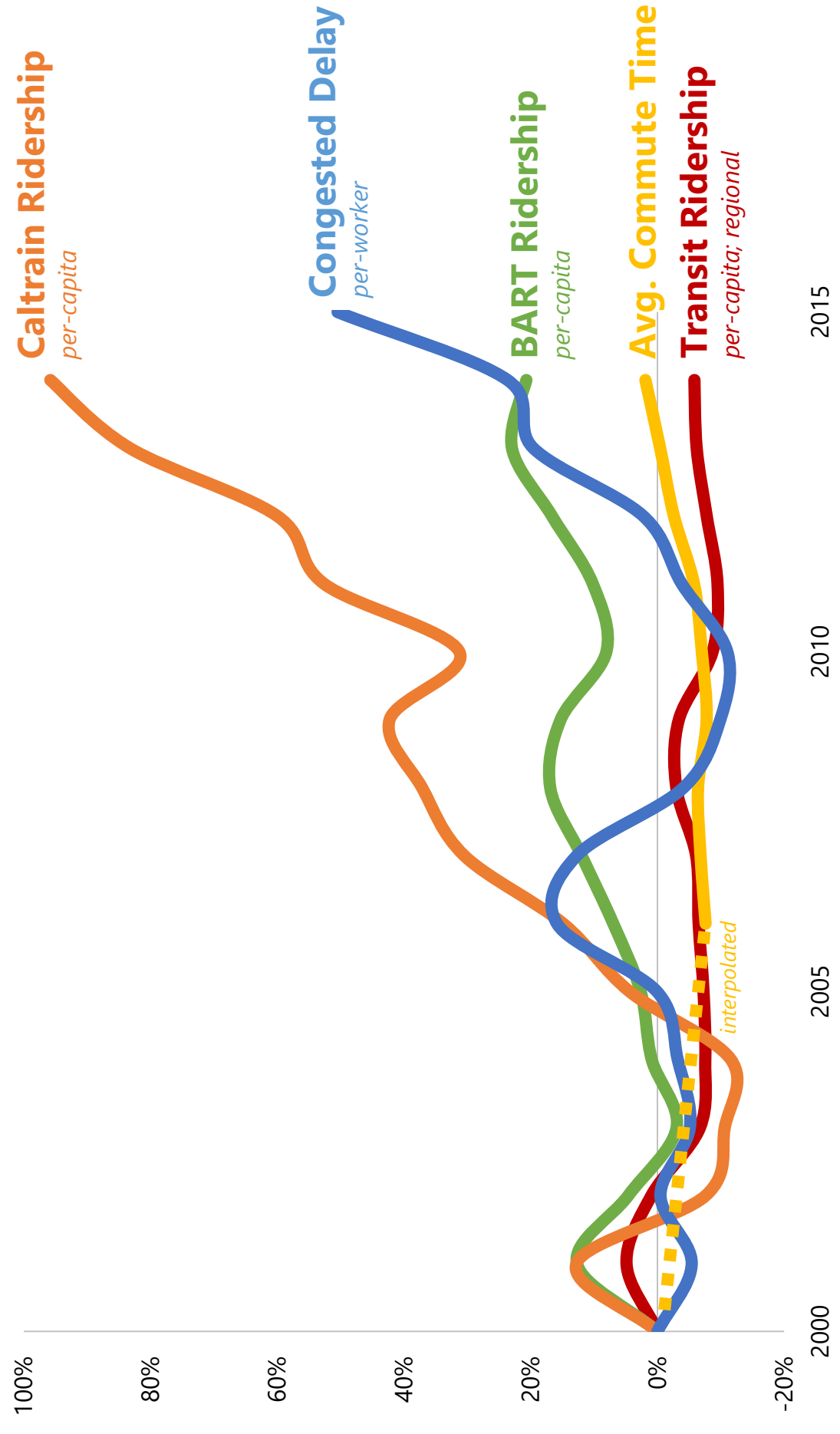
<http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>



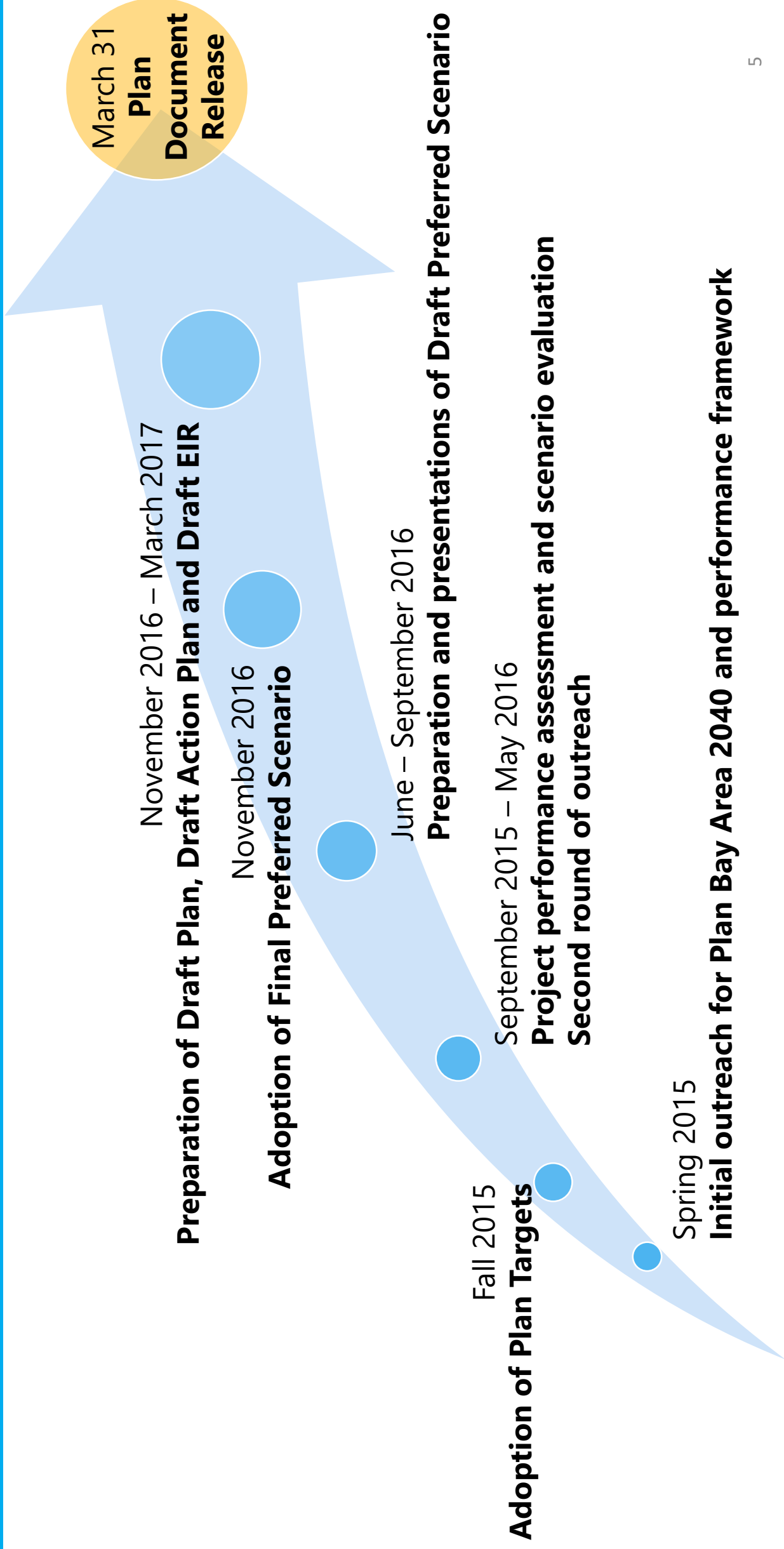
This current boom is translating into new pressures on our transportation system – even worse than the “dot com” boom.

Plan BayArea
2040

% CHANGE SINCE 2000

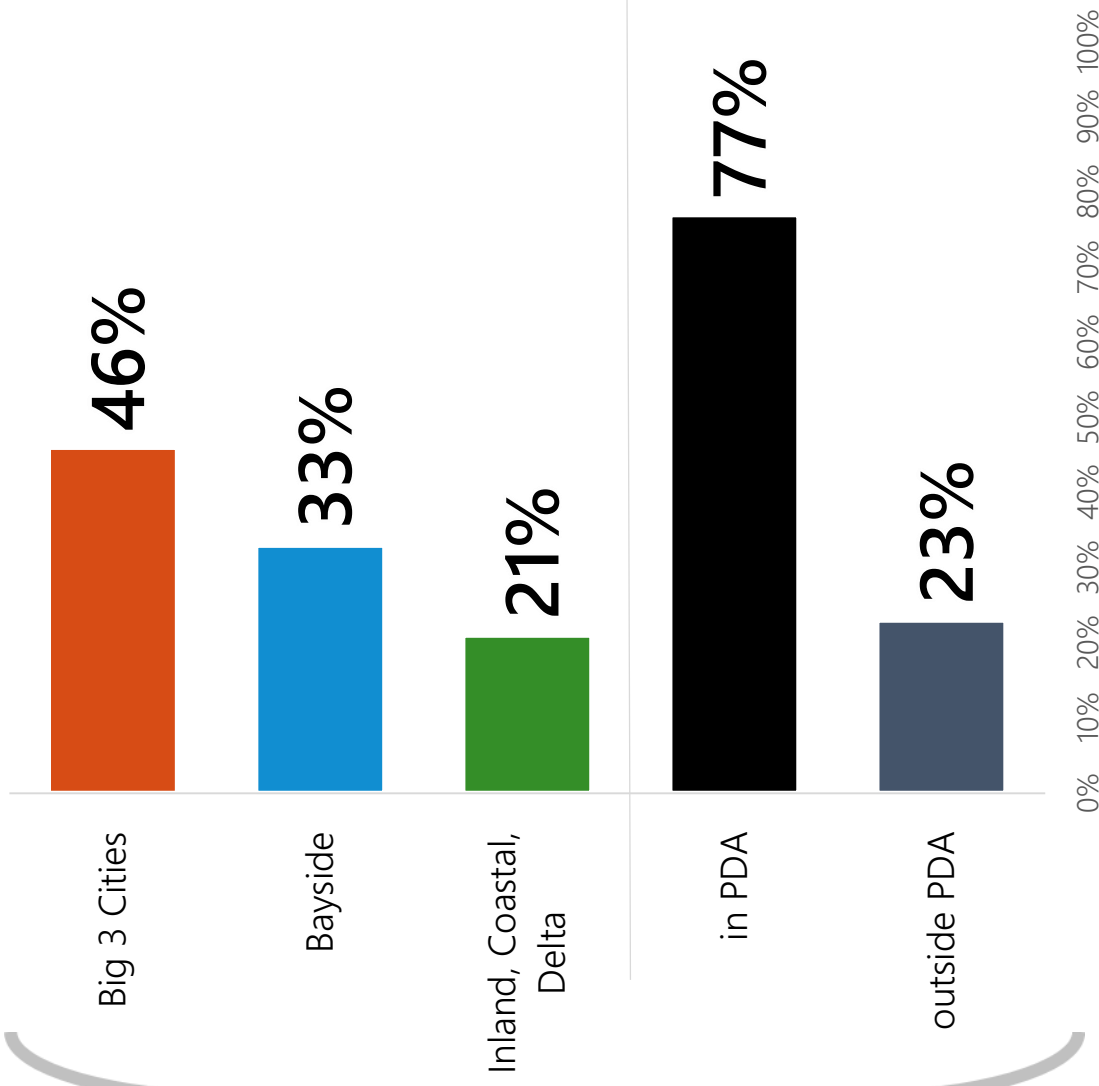
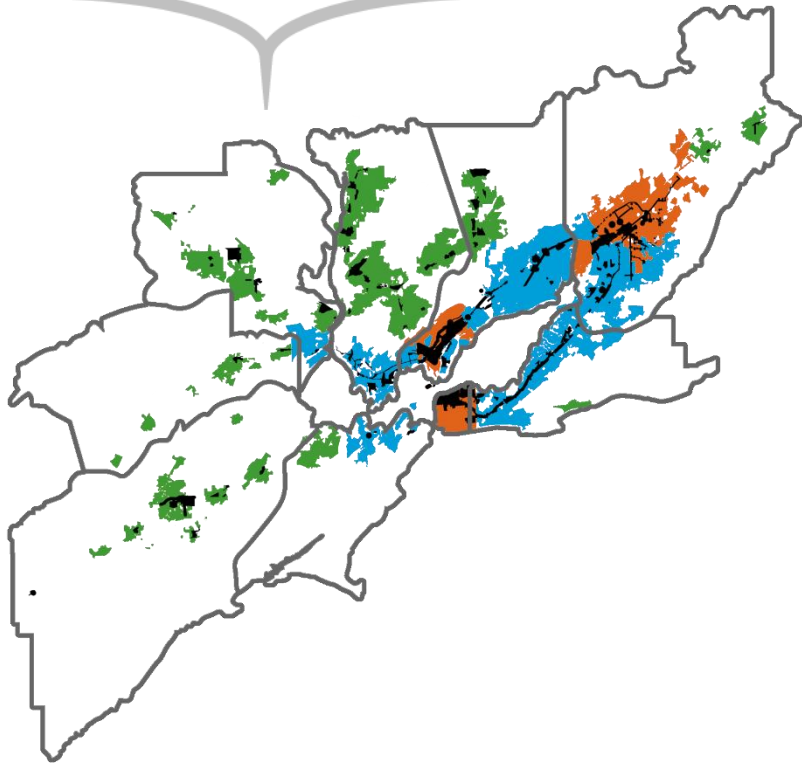


Source: Vital Signs (MTC 2015; ACS 2014; NTD 2014)

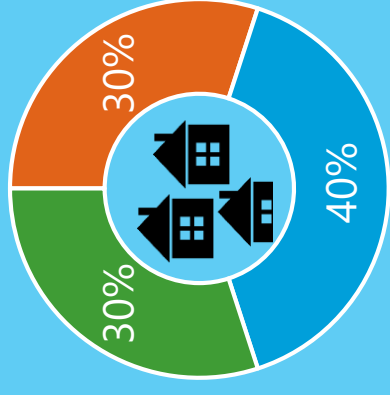


The Draft Plan accelerates housing growth in the "Big 3" cities, with the lowest growth forecasted for Inland cities and towns.

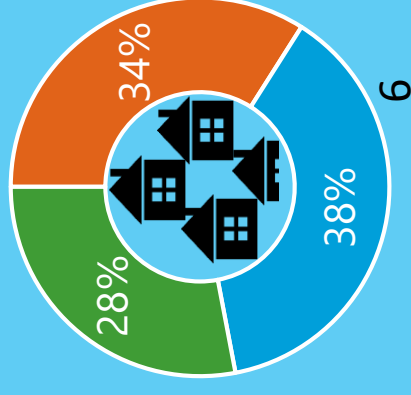
Where will the region plan for the **820,000** new households?



2010: **2.6 million** households

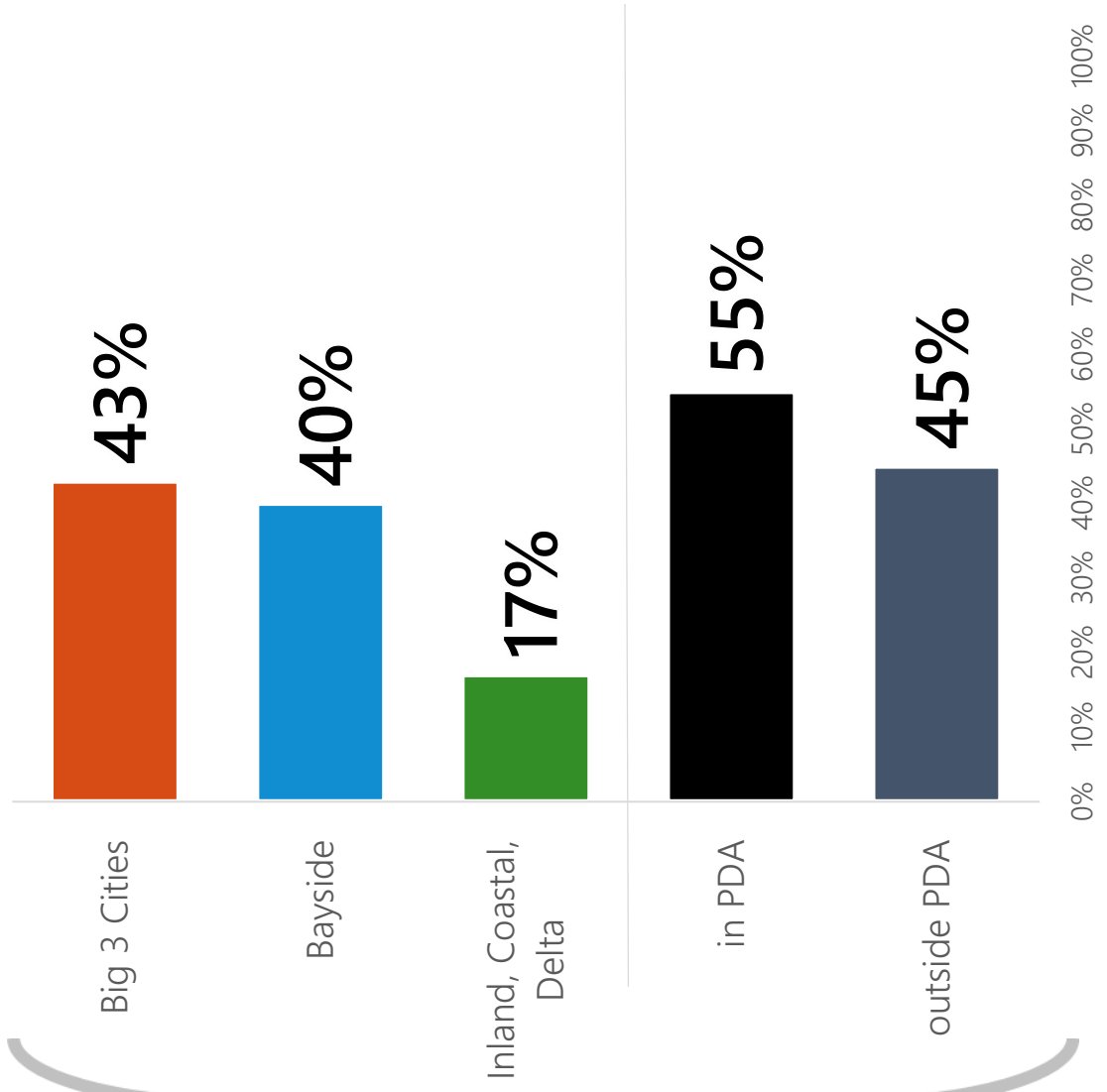
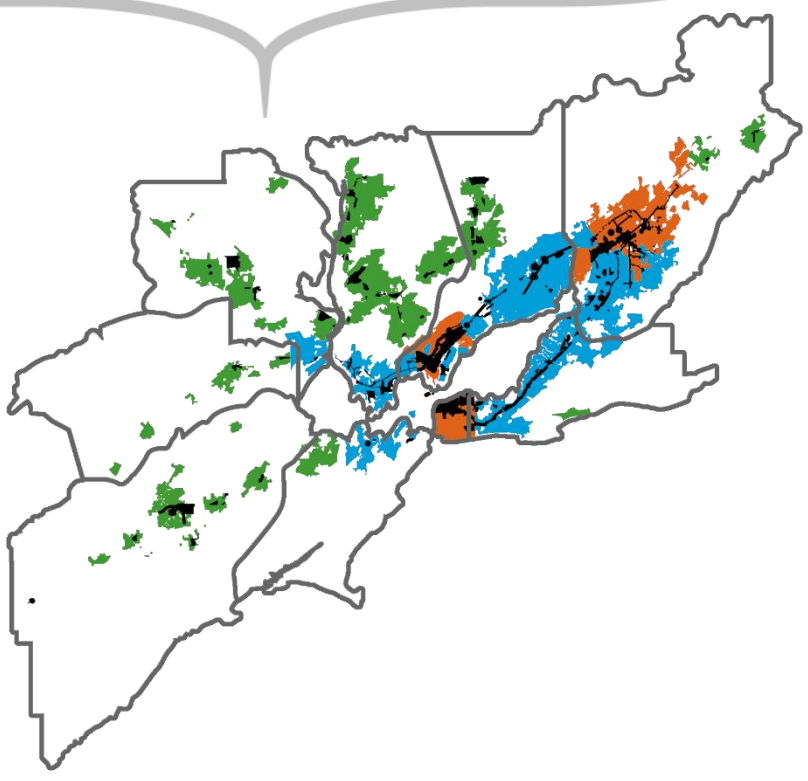


2040: **3.4 million** households

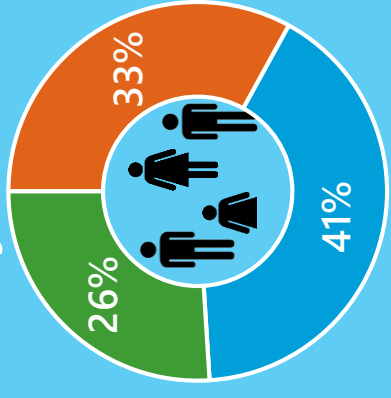


More than 80 percent of future regional job growth is expected in "Big 3" and Bayside cities.

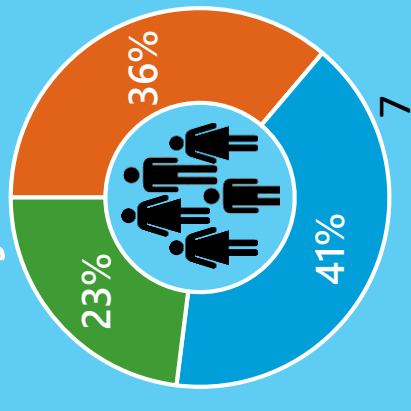
Where will the region plan for the 1.3 million new jobs?



2010: 3.4 million jobs



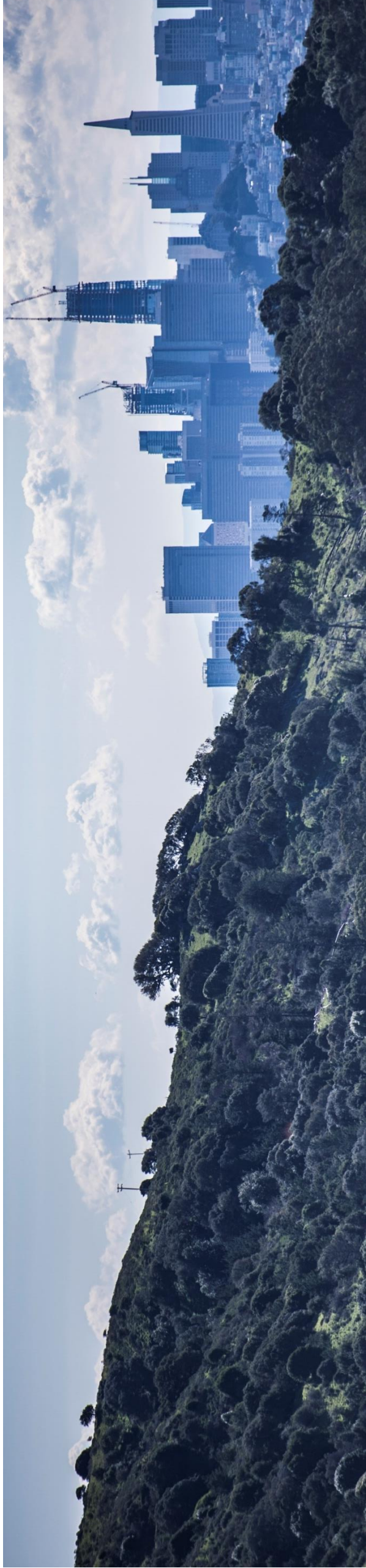
2040: 4.7 million jobs



Focusing specifically on San Francisco, the Draft Plan's growth pattern envisions 137,800 new households and 295,700 new jobs.

Plan BayArea
137,800
2040

Geography	Households		Employment	
	2010	2040 (Forecast)	2010	2040 (Forecast)
San Francisco	345,800	483,700	576,800	872,500
Inside PDAs	182,400	310,100	474,000	741,700
Outside PDAs	163,400	173,600	102,800	130,800
<i>PDA % Growth Share</i>		93%		91%



Transportation investments support land use through an emphasis in operations, maintenance, and modernization.

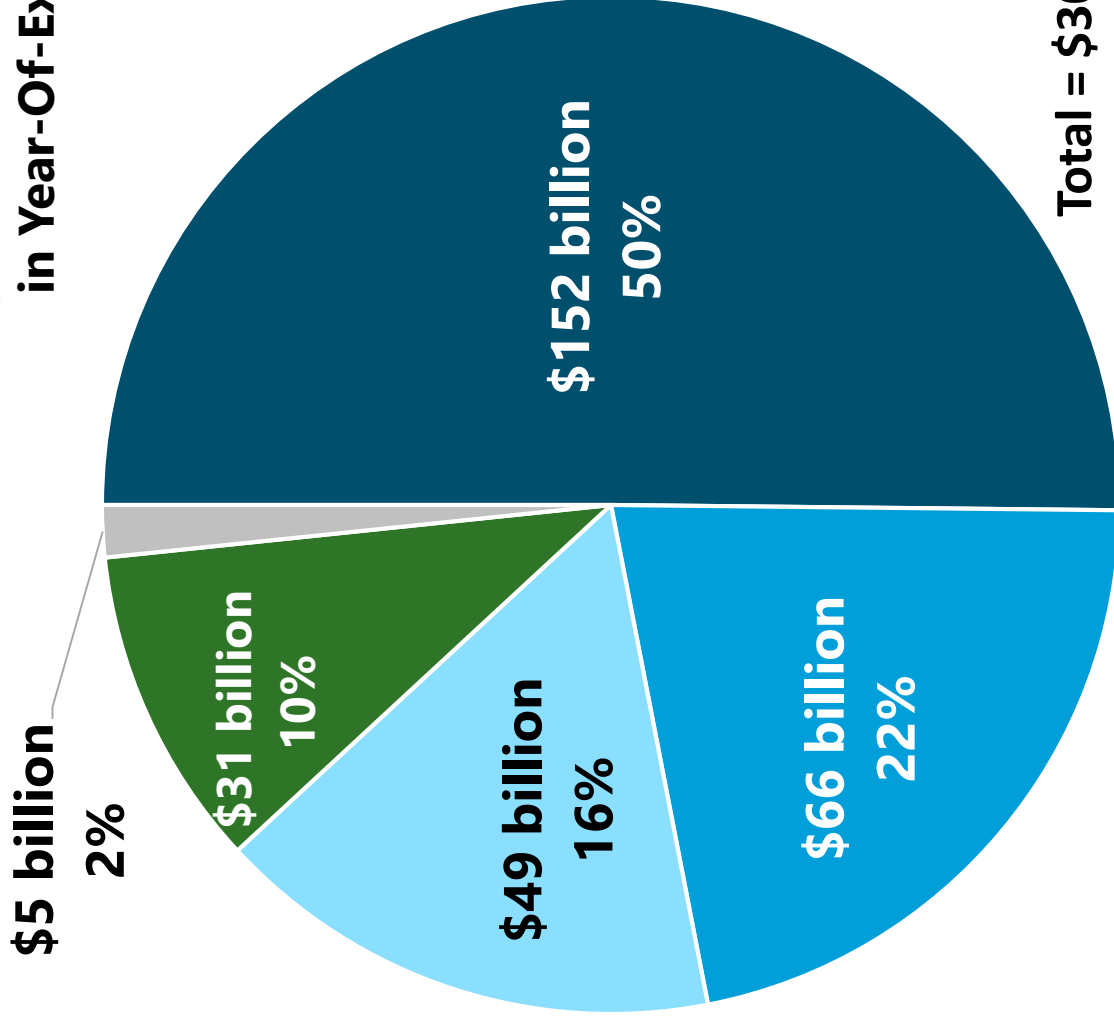
90%

Operate, Maintain, and Modernize

10%

Expand Existing System

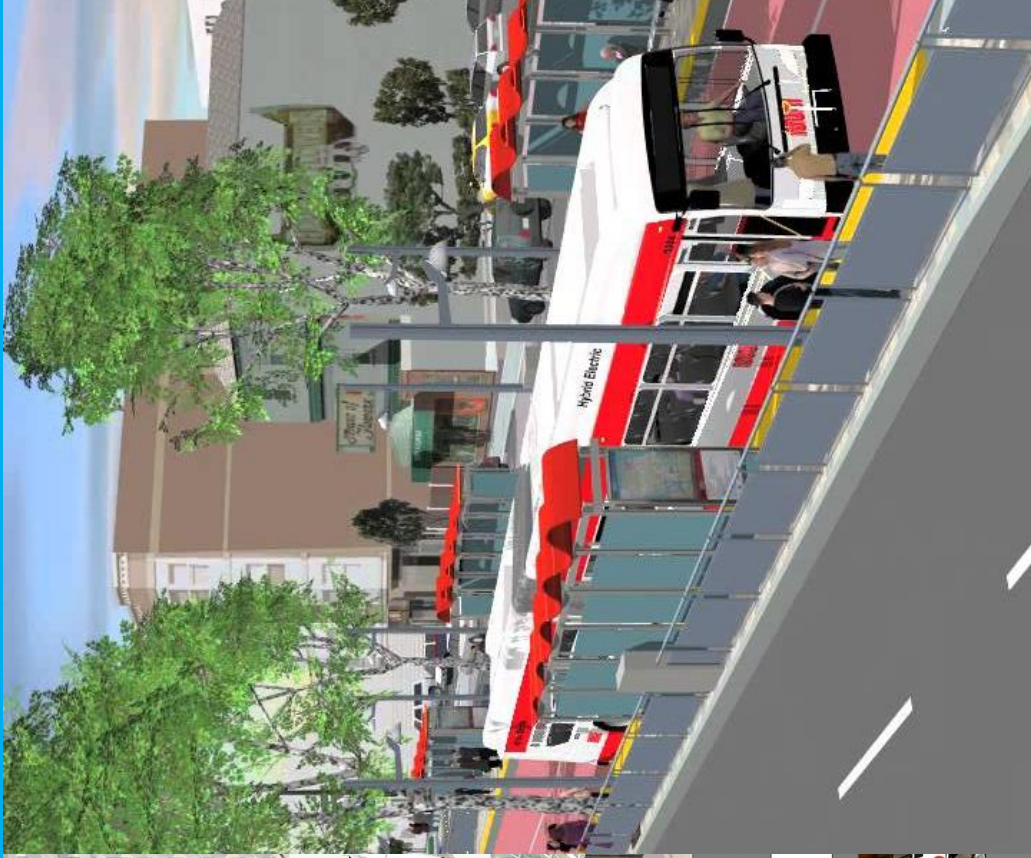
Plan Bay Area 2040 Funding Distribution in Year-Of-Expenditure \$



Total = \$303 Billion

In San Francisco, the following major projects are included in the fiscally-constrained Draft Plan, among others.

**Plan
Bay Area
2040**



**Caltrain Downtown
Extension**

**Geary + Geneva-
Harney BRT Lines**

**Central
Subway**





Image Sources: <https://i.ytimg.com/vi/1AoAy8Ruwv0/maxresdefault.jpg>; <http://s79f017693v3ecoes3yjjsg1.wpengine.netdna-cdn.com/wp-content/uploads/2016/03/TTRender01.jpg>

The Draft Plan meets our environmental goals, but it does not solve the region's affordability challenges.


TARGET ACHIEVED (5)

-  Climate Protection
-  Adequate Housing
-  Open Space and Agricultural Preservation
-  Middle-Wage Job Creation
-  Goods Movement/ Congestion Reduction

RIGHT DIRECTION (4)

-  Healthy and Safe Communities
-  Affordable Housing
-  Non-Auto Mode Shift
-  Transit Maintenance

WRONG DIRECTION (4)

-  Housing + Transportation Affordability
-  Displacement Risk
-  Access to Jobs
-  Road Maintenance

Plan BayArea 2040

- The **Draft Plan**, including the **Draft Action Plan**, was released for public comment on **March 31**.
- The **Draft EIR** is slated for release **later this month**.
- Comments on all of these draft documents will be accepted **through June 1, 2017**.

Plan BayArea 2040

Section 1 – *The Bay Area Today*

Section 2 – *What is Plan Bay Area 2040?*

Section 3 – *Forecasting the Future*

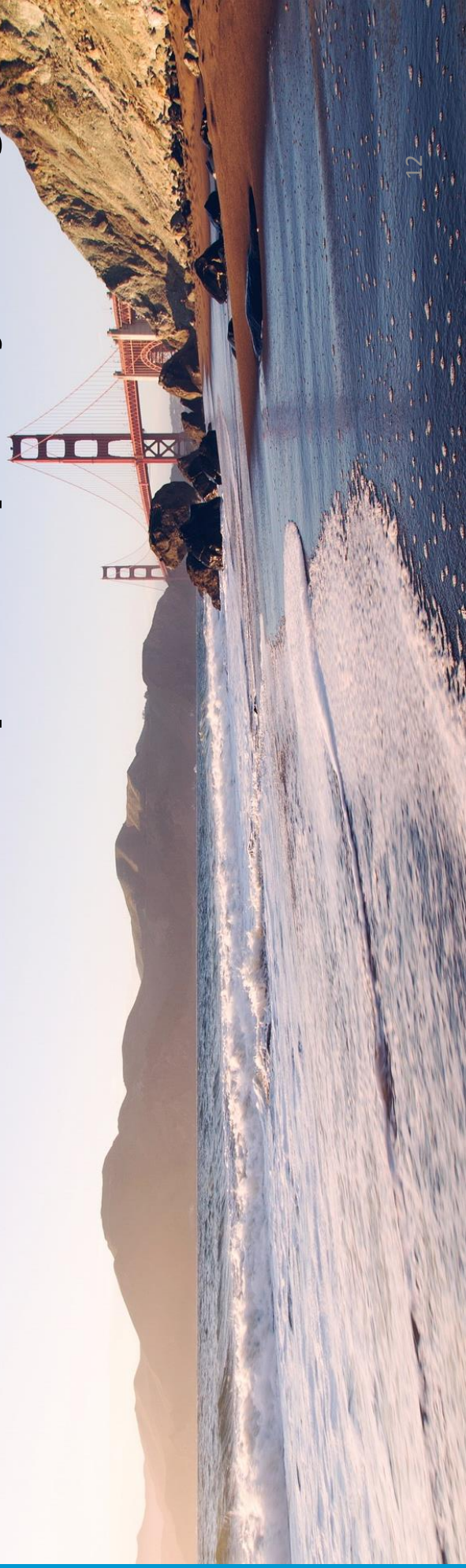
Section 4 – *Strategies and Performance*

Section 5 – *Action Plan*

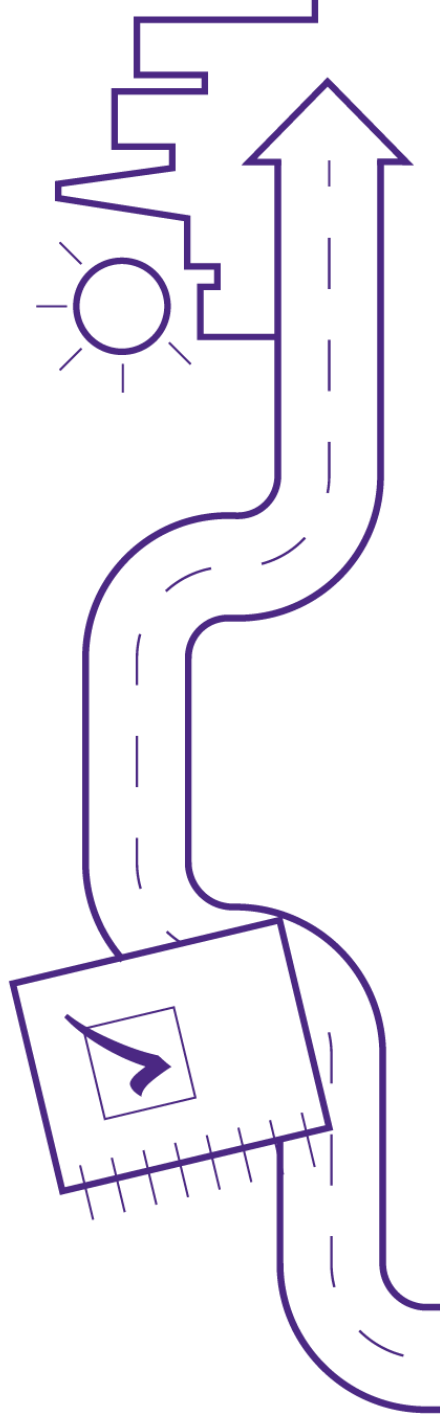
16 Supplemental Reports

Environmental Impact Report

Read the Draft Plan online at: <http://2040.planbayarea.org>



Section 5: Action Plan



- Summarizes progress on Plan Bay Area implementation to date
- Proposes specific shorter-term actions focused on areas where Plan falls short: *affordability, displacement risk, access to jobs, road maintenance*

Housing

Economic
Development

Resilience

Draft Action Plan: Housing

	Proposed Housing Actions
1	Advance funding and legislative solutions for housing
2	Continue recent housing successes
3	Spur housing production at all income levels and invest directly in affordable housing
4	Use housing performance to prioritize funding for long-range transportation projects
5	Strengthen policy leadership on housing
6	Close data gaps for housing

Draft Action Plan: Economic Development

	Proposed Economic Development Actions
1	Coordinate regional economic solutions & increase funding for economic development
2	Strengthen middle-wage job career paths for goods movement
3	Increase transportation access to growing job centers
4	Preserve existing infrastructure
5	Preserve and enhance existing industrial lands

Draft Action Plan: Resilience

	Proposed Resilience Actions
1	Develop a regional governance strategy for climate adaptation projects
2	Provide stronger policy leadership on resilient housing and infrastructure
3	Create new funding sources for adaptation and resilience
4	Establish and provide a resilience technical services team
5	Expand the region's network of natural infrastructure
6	Strengthen conservation efforts through funding advance mitigation

Outreach Schedule

- 9** briefings of elected officials (*one in each county*)
 - During the months of April and May
- 4** meetings with community-based organizations (CBOs)
 - Throughout the month of May
- 3** public hearings on the Draft Plan and Draft EIR
 - *In San Francisco, San Jose and Vallejo in May*
- 9** open houses (tentative, check www.PlanBayArea.org for updates)
 - Alameda County: **Fremont** – May 4 – 6:30 PM
 - Contra Costa County: **Walnut Creek** – May 10 – 6:30 PM
 - Marin County (workshop/open house): **Mill Valley** – May 20 – 8:30 AM
 - Napa County: **Napa** – May 15 – 6 PM
 - San Francisco County: **San Francisco** – May 24 – 6:30 PM
 - San Mateo County: **Redwood City** – May 4 – 6:30 PM
 - Santa Clara County: **San Jose** – May 22 – 6:30 PM
 - Solano County: **Fairfield** – May 15 – 6 PM
 - Sonoma County: **Santa Rosa** – May 22 – 6 PM

Submit comments **anytime through June 1** to info@PlanBayArea.org.



Based on feedback received, staff will finalize the Draft Plan and Draft EIR, preparing for MTC/ ABAG consideration for adoption this summer.

Read the Draft Plan and Draft EIR here: <http://2040.planbayarea.org>

