



# AGENDA

## CITIZENS ADVISORY COMMITTEE Special Meeting Notice

**Date:** 6:00 p.m., Wednesday, September 3, 2014

**Location:** 1455 Market Street, 22<sup>nd</sup> Floor

**Members:** Glenn Davis (Chair), Christopher Waddling (Vice Chair), Myla Ablog, Brian Larkin, John Larson, Angela Minkin, Eric Rutledge, Jacqueline Sachs, Raymon Smith, Peter Tannen and Wells Whitney

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6:00 1. **Committee Meeting Call to Order**

6:05 2. **Chair's Report – INFORMATION**

6:10 **Consent Calendar**

3. **Approve the Minutes of the June 25, 2014 Meeting – ACTION\***

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4. **Adopt a Motion of Support for the Award of an 12-Month Contract to Parsons Brinckerhoff, Inc. in an Amount Not to Exceed \$250,000, for System Engineering Services for the Treasure Island Mobility Management Program and for Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION\***

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On April 1, 2014, the San Francisco Board of Supervisors approved a resolution designating the Transportation Authority as the Treasure Island Mobility Management Agency (TIMMA) to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/Yerba Buena Island Development Project. The Fiscal Year (FY) 2014/15 TIMMA budget and Work Program call for completion of the Treasure Island Mobility Management Program (Program) policy recommendations and development of the Concept of Operations (ConOps) and the draft System Engineering Management Plan (SEMP). The ConOps and SEMP are preliminary system engineering concepts that will shape the Program's policies. The ConOps and SEMP are also deliverables required by the Federal Highway Administration Value Pricing Pilot Program and Metropolitan Transportation Commission (MTC) Priority Development Area grants, which support the Program's policy analysis and conceptual engineering. On May 28, 2014, we issued a Request for Proposals (RFP) for the Treasure Island Mobility Management Program System Manager. By the July 1, 2014 deadline, we received six proposals. A multi-agency technical review panel, comprised of representatives from the Transportation Authority, Treasure Island Development Authority (TIDA) and MTC, reviewed the proposals and interviewed the four top-ranked firms on August 19, 2014. Based on the competitive selection process defined in the evaluation criteria of the RFP, the review panel recommends the award of a consultant contract to the top-ranked firm of Parsons Brinckerhoff, Inc. In order to complete the FY 2014/15 TIMMA work program, we will seek a request for an appropriation of \$150,000 in Prop K funds in October 2014. **We are seeking a motion of support for the award of a 12-month contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$250,000, for system engineering services for the Treasure Island Mobility**

Management Program and for authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.

5. **Adopt a Motion of Support for Approval of a Resolution Authorizing the Executive Director to Execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and Any Amendments Thereto Between the Transportation Authority and the California Department of Transportation for Receipt of Federal and State Funds, including an Agreement for a Partnership Planning Grant to Support the San Francisco Freeway Performance Initiative Study; the Planning, Programming and Monitoring Program; and the Yerba Buena Island Interchange Improvement Project – ACTION\***

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The Transportation Authority regularly receives federal and state transportation funds under ongoing grant programs as well as congressional earmarks. These grant funds are typically administered by the California Department of Transportation (Caltrans), which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., seek reimbursement) the grant funds. Caltrans also requires a Board resolution identifying the person or persons authorized to execute these funding agreements, and for Partnership Planning grants, the title of the grant. Guidelines established by the Metropolitan Transportation Commission and Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans within 60 days. Caltrans may disencumber and/or de-obligate funds if the deadline is not met. We are recommending updating an approval of a blanket authorizing resolution that will enable us to meet the deadlines required for execution of the current agreements, as well as future agreements for state and federal grant funds awarded to the Transportation Authority, consistent with the implementation of the Transportation Authority's Board-approved work program. The existing authorizing resolution was adopted in October 2012. **We are seeking a motion of support to approve a resolution authorizing the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of federal and state funds, including an Agreement for a Partnership Planning Grant to support the San Francisco Freeway Performance Initiative Study; Planning, Programming and Monitoring Program; and the Yerba Buena Island Interchange Improvement Project.**

6. **Citizens Advisory Committee Appointment – INFORMATION**

The Plans and Programs Committee will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at its September 16 meeting. Neither staff nor CAC members make recommendations regarding CAC appointments. The vacancy is the result of the term expiration of Brian Larkin. CAC applications can be obtained at [www.sfcta.org/cac](http://www.sfcta.org/cac) or by calling 415.522.4800. **This is an information item.**

7. **Investment Report for the Quarter Ended June 30, 2014 – INFORMATION\***

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The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented quarterly. As year-end closing is just wrapping up, the investment report for the quarter ended June 30, 2014 is presented independently. Following the annual audit, the Basic Financial Statements will be presented to the CAC along with the results of the fiscal audit, single audit, and management review. **This is an information item.**

#### **End of Consent Calendar**

- 6:15 8. **Adopt a Motion of Support for the Adoption of the 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5-Year Prioritization Program and the Amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5-Year**

**Prioritization Programs – ACTION\***

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In June and July, through Resolutions 14-88 and 15-03 the Transportation Authority Board adopted 20 of the 21 Prop K 5-Year Prioritization Programs (5YPPs) covering Fiscal Years 2014/15 to 2018/19. We are recommending adoption of the final remaining 5YPP for the Bus Rapid Transit (BRT)/Transit Preferential Streets/Muni Metro Network category which has been developed through a collaborative effort between the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA). The BRT/Transit Preferential Streets/Muni Metro Network category has two subcategories. The BRT subcategory includes Prop K funding to round out the full funding plan for the \$162.5 million Van Ness BRT project, and along with funding from the Transit Enhancements category, fund the Geary BRT project through the design phase with a small amount of funds for construction. The Transit Effectiveness and Performance Initiatives subcategory includes funding for the planning phase of Muni Forward/Transit Effectiveness Project (TEP), which is ineligible for the General Obligation bond funds should voters approve the proposed measure on the November 2014 ballot. To maximize the Prop K funds available for the Geary BRT project and meet the SFMTA's priority to fund TEP planning and conceptual engineering given the limited capacity in this category, we are recommending a finance cost neutral amendment to the Transit Enhancements 5YPP to add the Geary BRT project with \$2.7 million for construction and eliminate the Customer First project, which would instead seek funding from the Prop AA program which has adequate capacity in the Rapid Network Placeholder. The SFMTA has concurred with this recommendation. We are recommending an amendment to the Bay Area Rapid Transit District (BART) Station Access, Safety and Capacity 5YPP to advance a total of \$2 million in out-year Prop K funds to Fiscal Year 2014/15 for the construction phase of the Balboa Park Station Eastside Walkway project. The 5YPP amendment includes \$870,000 in Fiscal Year 2009/10 funds inadvertently not carried forward to the 2014 5YPP and funding for a portion of a \$2 million project cost increase which is at least partially due to an accelerated project schedule to minimize service disruption to Muni. The Board programmed \$1.9 million in Lifeline Transportation Program funds to the project in 2009. **We are seeking a motion of support for the adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.**

6:25 9. **Adopt a Motion of Support for Allocation of \$2,585,414 in Prop K Funds, with Conditions, and Appropriation of \$928,415 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION\***

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As summarized in Attachments 1 and 2, we have eight requests totaling \$3,513,829 in Prop K funds to present to the Citizens Advisory Committee (CAC) for approval. This includes several high priority projects that are in our Fiscal Year 2014/15 agency work program and several projects of high interest by the CAC. Specifically, we have two San Francisco Municipal Transportation Agency (SFMTA) requests: final design for Van Ness Bus Rapid Transit (\$1,594,280) and construction funds for the Persia Triangle project (\$200,685). The latter builds upon recommendations from the Transportation Authority's Mission-Geneva Neighborhood Transportation Plan, refined by more recent community input obtained under Planning Department leadership. It also has funding from a prior Lifeline Transportation Program grant awarded by the Transportation Authority. The Department of Public Works has requested \$701,034 for street repair and cleaning equipment. Finally, we are requesting appropriations for the Quint-Jerrold Road Contracting and Workforce Development Strategy (\$89,000); Bayshore Multimodal Facility Location Study (\$28,830), which includes funds for SFMTA and our staff participation in this Planning Department-led effort; Bay Area Transit Core Capacity Study (\$450,000); San Francisco Freeway Corridor Management Study (\$300,000); and Neighborhood Transportation Improvement Planning Predevelopment/Program Support (\$150,000), which includes funds for SFMTA and our staff. The last three requests are based on recommendations from the San Francisco Transportation Plan (SFTP). Freeway corridor management was found to be a top performing project in Plan Bay Area and the need to address demand for more transit capacity and connectivity to the rapidly growing core San Francisco job centers was noted in Plan Bay Area and the SFTP. These two proposed studies are timed to inform San Francisco's input into the Plan Bay Area

update. **We are seeking a motion of support for the allocation of \$2,585,414 in Prop K funds, with conditions, and appropriation of \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

**6:40 10. Adopt a Motion of Support for Adoption of the Draft 2014 Prop K Strategic Plan – ACTION\***

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The Prop K Strategic Plan is the financial tool that guides the timing and allocation of Prop K revenues over the 30-year Expenditure Plan period, reconciling the timing of expected Prop K revenues with the schedule for when project sponsors need those revenues in order to deliver projects, and setting policy for the administration of the program to ensure prudent stewardship of the funds. The Transportation Authority Board adopted the first Prop K Strategic Plan in 2005 and the first update in 2009. More recently, the Board adopted the 2013 Prop K Strategic Plan Baseline, which consisted of updated actual sales tax revenues and project expenditures, financing assumptions, projected revenues, and revised programming of the major projects (e.g. Central Subway) that heavily drive overall program cash flow and financing needs. The 2013 Strategic Baseline served as an interim step towards a full update in 2014, pending completion of the 2014 5-Year Prioritization Programs (5YPPs), the last of which will be brought to the Citizens Advisory Committee for approval this month. The timing of the Strategic Plan update allows the Prop K program to be responsive to a number of recent plans and initiatives, including Plan Bay Area and the San Francisco Transportation Plan. The Draft 2014 Prop K Strategic Plan tiers off of the 2013 Strategic Plan Baseline, retaining key inputs and assumptions (e.g. revenue projections) while incorporating programming and cash flow assumptions for the next five years from the 2014 5YPPs and making a limited number of programming changes to major capital projects. We also reviewed the 2009 Prop K policies and have retained them, but reorganized them to be more user friendly. The only substantive change is the proposed Delegated Allocation Authority pilot policy (Enclosure C), which is intended to support more efficient project delivery by shortening the allocation timeline for some projects, while maintaining transparency and accountability. The total 30-year revenue projection in the Draft 2014 Prop K Strategic Plan is \$3.346 billion, \$144 million less than the \$3.490 billion assumed in 2009. Financing costs have also decreased, but at a much faster rate (down to \$426 million from \$859 million in 2009). The net effect of disproportionately lower finance costs compared to revenues is additional funding capacity, particularly for categories that advanced significant amounts of sales tax funds and carried their proportional share of financing costs, consistent with Strategic Plan policies. **We are seeking a motion of support for the adoption of the 2014 Prop K Strategic Plan.**

**7:15 11. Adopt a Motion of Support for Adoption of the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority – ACTION\***

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Our adopted Fiscal Year 2014/15 work program includes several tasks to support our ongoing Prop K Customer Service and Efficiency Initiative. The goal of this initiative is to improve efficiencies and offer more user-friendly features that reduce administrative burdens while reinforcing transparency and accountability for these voter approved funds. One of the related work program tasks was development of a new Prop K Delegated Allocation Authority Policy (Attachment 1), which is designed to expedite allocation of funds while preserving transparency and accountability. Under this proposal, each year the Transportation Authority Board (Board) will approve a list of projects that meet certain criteria and make them eligible for allocation of Prop K funds through Executive Director approval, bypassing the traditional Citizen Advisory Committee (CAC), Plans and Programs Committee, and Board approval cycle. One of the core eligibility requirements is that the project is included as a named project in a Board-adopted Prop K 5-Year Prioritization Program. Approval of the pilot policy will be considered by the CAC on September 3 under the 2014 Prop K Strategic Plan agenda item. We screened all of the unallocated Fiscal Year 2014/15 Prop K 5YPP projects (105 in all) against the eligibility criteria in Section 2 of the draft policy. We identified 25 projects, representing a maximum of \$5,302,409 as potentially eligible for allocation through delegated authority. Seven more projects would have been eligible, but the Board has already allocated FY 2014/15 funds for these projects. The list (Attachment 2) has been vetted with project sponsors and is now being presented to the CAC for review and approval. The CAC may recommend removing one



or more projects from the list that the CAC feels would benefit the increased review and additional public input opportunities made available by going through the Board cycle. Approval of the list is contingent upon approval of the pilot policy. **We are seeking a motion of support for the adoption of the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority.**

**7:30 12. Draft Neighborhood Transportation Improvement Program Planning Guidelines – INFORMATION\***

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The San Francisco Transportation Plan's needs assessment identified significant unmet demand for pedestrian and bicycle circulation and safety projects and transit reliability initiatives, and that meeting these transportation needs is an important way to improve mobility in neighborhoods and address socio-economic and geographic disparities in San Francisco. As a result of these findings and in response to public and Board desire for more focus on neighborhoods, especially on Communities of Concern, we developed the Neighborhood Transportation Improvement Program (NTIP), which provides Prop K funds for community-based planning and for development and implementation of neighborhood-scale capital projects. The focus of this memorandum is to present the draft NTIP planning grant guidelines, which have been developed through a collaborative process with Prop K project sponsors. Recognizing the different transportation challenges facing San Francisco's neighborhoods, we have drafted guidelines that allow NTIP planning grants to be tailored to meet each district's or neighborhood's specific needs. Ultimately, all efforts should lead toward prioritization of community-supported neighborhood-scale capital improvements that could be funded by Prop K and/or other sources. The NTIP Planning program provides \$100,000 in Prop K funds for each supervisorial district over the next five years. The \$100,000 can be used for one planning effort or multiple smaller efforts. The expectation is that NTIP funds will leverage other funds. This leveraging would be necessary to fund larger scale more intensive efforts. While anyone can come up with an NTIP planning grant idea, it is the district supervisor who recommends which project(s) will be funded with a NTIP planning grant. The supervisor would initiate the process by contacting NTIP Coordinators at the Transportation Authority and the San Francisco Municipal Transportation Authority who would work with the supervisor and relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. We anticipate bringing the final guidelines to the Board for approval in October rather than September as originally anticipated to allow more time to provide input. **We are seeking input and guidance from the Citizens Advisory Committee. This is an information item.**

**7:50 13. Introduction of New Business – INFORMATION**

**7:55 14. Public Comment**

**8:00 15. Adjournment**

\* Additional materials

**Next Special Meeting: October 1, 2014**

**Next Regular Meeting: October 22, 2014**

**CAC MEMBERS WHO ARE UNABLE TO ATTEND SHOULD CONTACT THE CLERK OF THE  
AUTHORITY AT (415) 522-4831**

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

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 6, 9, 9L, 14, 14L, 21, 47, 49, 71, 71L, and 90. For more information about MUNI accessible services, call (415) 701-4485.

There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex.

## CAC Meeting Agenda

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

If any materials related to an item on this agenda have been distributed to the Citizens Advisory Committee after distribution of the agenda 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.

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# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

June 25, 2014 MEETING

### 1. Committee Meeting Call to Order

The meeting was called to order by Chair Glenn Davis at 6:10 p.m. CAC members present were Myla Ablog, Glenn Davis, Brian Larkin, John Larson, Angela Minkin, Eric Rutledge, Jacqueline Sachs, Peter Tannen, and Christopher Waddling. Transportation Authority staff members present were Courtney Aguirre, Anna LaForte, Seon Joo Kim, Chad Rathmann, Michael Schwartz, and Tony Vi.

### 2. Chair's Report – INFORMATION

Chair Glenn Davis stated that the July Citizen Advisory Committee (CAC) meeting would be canceled because the Plans and Programs Committee and Transportation Authority Board were not meeting in August. He added that CAC members would be polled to confirm the best date to hold the next CAC meeting.

### Consent Calendar

3. Approve the Minutes of the May 28, 2014 Meeting – ACTION
4. Citizens Advisory Committee Appointment – INFORMATION
5. State and Federal Legislative Update – INFORMATION

### End of Consent Calendar

There was no public comment.

Chris Waddling moved to approve the consent calendar. Angela Minkin seconded the motion. The motion passed unanimously.

### 6. Adopt a Motion of Support for Allocation of \$5,322,331 in Prop K Funds, with Conditions, and Allocation of \$2,210,000 in Prop AA Funds for Six Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules and Amendment of the Prop AA Strategic Plan – ACTION

Courtney Aguirre, Transportation Planner, presented the item as per the staff memorandum.

Brian Larkin requested an update on the schedule for the Downtown Extension (DTX) and information on the accommodation with high-speed rail. Scott Boule, Transbay Joint Powers Authority (TJPA) Legislative Affairs and Community Outreach Manager, stated that the TJPA was responsible for the 1.3-mile extension, and added that the extension would accommodate both high-speed rail and Caltrain. He stated that the current blended system proposal would have three platforms and that four tracks would be used by high-speed rail and two tracks would be used by Caltrain. He stated that the schedule for the extension of Caltrain rail service to the Transbay Transit Center was dependent on funding. He stated that the Downtown Extension was designated as a regional (Metropolitan Transportation Commission) priority for

New Starts federal funds, and that the New Starts priorities for the region included the Central Subway and BART extension to Berryessa projects, and that both those projects had received federal funding agreements, thereby opening two slots for New Starts priorities in the region. He stated that access to the federal funds for construction would be dependent on securing local matching funds.

Jacqueline Sachs asked whether the CAC should expect to see an additional Prop K funding request from the TJPA for DTX in 2016 when Prop K funds from the pending allocation request were anticipated to be fully expended. Anna LaForte, Deputy Director for Policy and Programming, stated that the recommendation was to provide a similar level of funding for two more years in the update of the Prop K Strategic Plan, which would be presented to the CAC in the fall. She noted that the DTX project was on hold with the exception of engineering analysis and program management pending the development of a full funding plan.

John Larson asked for clarification regarding the Transbay Transit Center and DTX. Anna LaForte, Deputy Director for Policy and Programming, clarified that the Transbay Transit Center (Phase 1) included the Transbay Transit Center, which would replace the former Transbay Terminal and the train box, and that the DTX (Phase 2) would extend Caltrain 1.3 miles underground from its current terminus at 4<sup>th</sup> and King Streets into the new Transit Center and accommodate California's future high-speed rail.

Peter Tannen asked if the extension of medians on Dolores Street at 18th Street would include landscaping and sufficient width for crosswalks. Ramon Kong, Department of Public Works, stated that the extension would be 12 feet wide and would provide sufficient width for the crosswalk. He added that the median extension and crosswalk would be pavement given the limited funding.

**Mr. Larson moved to approve the item and Ms. Sachs seconded the motion.**

During public comment, Roland Lebrun expressed opposition to funding the Downtown Extension. He stated that the design of the Transbay Transit Center's train box would make tail tracks and potential rail extension to the Easy Bay impossible.

**The item passed unanimously.**

**7. Adopt a Motion of Support for Adoption of Fourteen 2014 Prop K 5-Year Prioritization Programs – ACTION**

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

John Larson asked for clarification on the definition of a neighborhood-scale transportation project in the context of the Neighborhood Transportation Improvement Program (NTIP). Ms. LaForte provided examples of neighborhood-scale transportation projects (e.g. bus bulbs or corridor improvements) and explained that they should benefit residents in the immediate area, but could also benefit the larger community. Chris Waddling asked why the Quint-Jerrold Connector Road project, which was a roadway and not transit project, was included in the Transit Enhancements 5-Year Prioritization Program (5YPP). Ms. LaForte stated the project was included in the Relocation of Paul Street Caltrain to Oakdale Avenue category, one of the seven categories covered in the Transit Enhancements 5YPP, because the project would accommodate the relocation of the station. Mr. Waddling noted that construction of the station was not dependent on the proposed connector road, but expressed his support for the project. Ms. LaForte responded that she concurred with Mr. Waddling's comment. She noted that with community input, the Transportation Authority Board endorsed the berm version of

the bridge replacement so as not to preclude a future Oakdale Station, and that the connector road is intended to offset community concerns about loss of access with the Quint Road and part of the overall agreement reached to ensure that the bridge replacement will support a future Oakdale Station.

Jacqueline Sachs asked why the F-Market line would need to be extended to Fort Mason, as programmed in the F-Line Extension to Fort Mason category, given the 28-19th Avenue line already served that destination. Jonathan Rewers, San Francisco Municipal Transportation Agency (SFMTA) Capital Financial Planning and Analysis Manager, stated the F-Market extension would provide access to Fort Mason from the east, while the 28-19th Avenue line provided access from the west. He explained that at the time when the Prop K Expenditure Plan was developed, a streetcar line was considered to bring economic benefits to the area, and that the Market Street Railway had been interested in the project. He stated that the SFMTA had not yet secured the full funding plan that was necessary for the extension, but had completed environmental review and would proceed with conceptual engineering when funds became available. Brian Larkin requested a brief scope of work and asked whether there was a plan to extend the terminus. Mr. Rewers stated that the SFMTA was currently considering two alternatives and two additional stops, and had no plan to extend beyond Fort Mason.

Angela Minkin asked if the NTIP placeholders would only fund projects identified in NTIP plans. Ms. LaForte clarified that the placeholders could fund any neighborhood-scale project, not just those from an NTIP plan, and added that the purpose of the placeholders in various categories was to support projects to be implemented in the next five years.

Eric Rutledge asked how the 5YPPs would be affected with the Vehicle License Fee (VLF) measure not appearing on the 2014 ballot. Ms. LaForte stated that projects would not come to a halt, but would continue with Prop K, General Obligation Bond (if approved), as well as other funds. She added that with the VLF measure proposed for the 2016 ballot, Prop K would help advance projects to be ready for VLF funds. Mr. Rewers stated that the SFMTA had listed the VLF as only one of numerous potential sources of funding and projects would not depend solely on VLF funds. He added that the scale of projects might vary depending on the actual funding availability, and echoed Ms. LaForte's statement that Prop K would prepare projects ready to proceed with construction when future funds became available.

Myla Ablog asked if the traffic calming program was exclusively for arterials or could include any intersections. Ms. LaForte clarified that under the application-based program, residents could apply for any intersections by August 1 each year to be evaluated and, if selected, would be constructed in the following year.

Ms. Sachs asked about the status of signals on the Geary and Palm intersection, noting that they had not been installed yet. Mr. Rewers responded that the signals were part of the Contract 61 and that he would follow up with the latest status.

Ms. Sachs requested that the SFMTA consider retiming pedestrian countdown signals (PCS) to allow a sufficient time for people with disabilities and seniors to cross, especially on wide streets such as Geary Boulevard. Mr. Rewers stated that the SFMTA had evaluated the crossing time at various locations in response to Ms. Sachs' previous request and confirmed the signals complied with the state requirement. Mr. Rewers noted that as a result of the WalkFirst analysis matching collision types with locations, the SFMTA would consider and implement more robust signal retiming adjustment citywide, which could address Ms. Sachs' concern. Ms. Sachs recommended examining demographics of people who crossed. Mr. Rewers agreed with the suggestion and added that the SFMTA would also use the WalkFirst data to implement customized solutions to increase the safety of locations with high collision histories, including

but not limited to signal retiming.

Ms. Minkin asked whether the Traffic Calming 5YPP included any projects that would involve installing PCS or crosswalks at intersections on Mission Street between Silver and Geneva Avenues. She commented that though some improvements had been installed, traffic still flowed very quickly on Mission Street. She noted that certain T-intersections were unmarked and were distant from signalized intersections and crosswalks, which resulted in jaywalking. She asked for the best method for a neighborhood group or community members to seek additional traffic calming improvements such as PCS.

Mr. Rewers responded that the SFMTA had made considerable progress on installing PCS signals throughout the city based on lengthy to-do list, but that there were still more that needed to be installed. He stated that future General Obligation Bond funds would allow the SFMTA to install more PCS throughout the city. He noted that the SFMTA tended to prioritize locations where there were high incidences of collisions. He commented that the SFMTA was striving towards implementing complete streets projects and checking for coordination opportunities. He stated that the Transit Effectiveness Project for the 14 Mission included pedestrian improvements improving access to transit such as transit and regular bulb-outs. He stated that he would follow up with specific planned pedestrian improvements for that area. He noted that there currently appears to be a gap in SFMTA's feedback loop to allow for community members to notify SFMTA of improvements that are less urgent. He stated that SFMTA typically encourages community members to voice their concerns via phoning 3-1-1. He stated that the SFMTA had plans to develop a website communication tool that would facilitate more community feedback regarding needed improvements. He stated that this feedback could then become integrated into the SFMTA's capital improvement plan.

Mr. Larson asked for clarification on the how the proposed Prop K Great Highway Restoration project corresponded to SPUR's Ocean Beach Master Plan recommendations. He commented that the project information form noted that the proposed work was not explicitly included in the plan. He stated that the plan's recommendations included closing a portion of the Great Highway due to issues with erosion, not restoring it. He commented that he did not understand why the proposed project appeared to be restoring the Great Highway, when the long-term plan was to implement a closure. Chad Rathmann, Senior Transportation Planner, stated that Transportation Authority staff would acquire additional clarification from Department of Public Works (DPW) staff. He commented that he understood that the project proposed in the 5YPP would help DPW identify a preferred alternative and eventually seek federal funding. He added that the Prop K proposed project would not preclude the future implementation of Ocean Beach Master Plan recommendations. Mr. Larson asked whether the project required federal funds, and he again asked why the proposed project included restoration work when the eventual plan was to implement a closure. Ms. LaForte stated that Transportation Authority staff would follow up with DPW staff to acquire clarification. She commented that the proposed project appeared to be focused on the implementation of necessary near-term improvements.

Ms. Sachs asked whether the 2014 Prop K 5YPPs included any funding for red light cameras. Ms. LaForte responded that none were proposed.

Ms. Ablog commented that she had heard reports of 3-1-1 not resulting in responses to issues. She asked when the SFMTA planned to implement the website communication tool to facilitate more community feedback regarding needed improvements. Mr. Rewers responded that the SFMTA anticipated the tool could be available as early as January 2015. He described how it was part of a larger effort to develop a digital capital improvement program.

Mr. Larson commented that he understood that the impact of the VLF voter measure not moving forward was about \$10 million funding gap for Vision Zero pedestrian safety improvements. Mr. Rewers stated that the immediate impact in the next two years (Fiscal Years 2014/15 and 2015/16) was lessened because the Mayor had given the SFMTA additional General Funds for Vision Zero-type projects (i.e. pedestrian, bicycle, and education projects) in Fiscal Year 2014/15. He stated that the Board of Supervisors was considering providing the SFMTA with additional funds in Fiscal Year 2015/16. He stated that the gap went from being about \$12.8 million to \$10 million, and that the SFMTA still intended to seek Prop K allocations for work, but that projects might be scaled down, phased, or timed differently.

**Peter Tannen moved to approve the item and Eric Rutledge seconded the motion.**

During public comment, Roland Lebrun stated that he would like to see improved disabled access at the 22<sup>nd</sup> Street Caltrain station. He commented that innovations in Europe (i.e. assigned key fobs that could trigger appropriate crossing times) had addressed concerns regarding pedestrian crossing times for the disabled and seniors. He commented that the Quint-Jerrold Connector Road project had serious funding issues.

**The item passed unanimously.**

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

Chair Davis deferred this item to the August Citizens Advisory Committee meeting.

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

There was no public comment.

**10. Public Comment**

There was no public comment.

**11. Adjournment**

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





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# Memorandum

**Date:** 08.28.14

**RE:** Citizens Advisory Committee  
September 3, 2014

**To:** Citizens Advisory Committee

**From:** Lee Saage – Deputy Director for Capital Projects

**Subject:** **ACTION** – Adopt a Motion of Support for the Award of an 12-Month Contract to Parsons Brinckerhoff, Inc. in an Amount Not to Exceed \$250,000, for System Engineering Services for the Treasure Island Mobility Management Program and for Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

## Summary

On April 1, 2014, the San Francisco Board of Supervisors approved a resolution designating the Transportation Authority as the Treasure Island Mobility Management Agency (TIMMA) to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/Yerba Buena Island Development Project. The Fiscal Year (FY) 2014/15 TIMMA budget and Work Program call for completion of the Treasure Island Mobility Management Program (Program) policy recommendations and development of the Concept of Operations (ConOps) and the draft System Engineering Management Plan (SEMP). The ConOps and SEMP are preliminary system engineering concepts that will shape the Program's policies. The ConOps and SEMP are also deliverables required by the Federal Highway Administration Value Pricing Pilot Program and Metropolitan Transportation Commission (MTC) Priority Development Area grants, which support the Program's policy analysis and conceptual engineering. On May 28, 2014, we issued a Request for Proposals (RFP) for the Treasure Island Mobility Management Program System Manager. By the July 1, 2014 deadline, we received six proposals. A multi-agency technical review panel, comprised of representatives from the Transportation Authority, Treasure Island Development Authority (TIDA) and MTC, reviewed the proposals and interviewed the four top-ranked firms on August 19, 2014. Based on the competitive selection process defined in the evaluation criteria of the RFP, the review panel recommends the award of a consultant contract to the top-ranked firm of Parsons Brinckerhoff, Inc. **We are seeking a motion of support for the award of a 12-month contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$250,000, for system engineering services for the Treasure Island Mobility Management Program and for authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.**

## BACKGROUND

The Treasure Island Transportation Management Act of 2008 (Assembly Bill No. 981) directs the Treasure Island Development Authority (TIDA) Board of Directors to make a recommendation to the San Francisco Board of Supervisors (BOS), which would then designate a board or agency to serve as the transportation management agency for Treasure Island (now known as the Treasure Island Mobility Management Agency, or TIMMA). The purpose of TIMMA is to implement a comprehensive and integrated program to manage travel demand on the island as the Treasure Island/Yerba Buena Island Development Project (Project) develops. The centerpiece of this innovative approach to mobility is an integrated and multimodal congestion pricing demonstration program, the Treasure Island Mobility Management Program (Program) that applies motorist user fees to support enhanced bus, ferry, and shuttle transit, as well as bicycling options, to reduce the traffic impacts of the Project. In February 2011, TIDA approached the Transportation Authority to discuss the possibility of the Transportation Authority's assumption of the role of the TIMMA. On October 25, 2011, through Resolution No. 12-

16, the Transportation Authority Board recommended that the TIDA Board and the BOS designate the Transportation Authority as the TIMMA to implement the Pricing Program, authorized a partnership Memorandum of Agreement (MOA) between the Transportation Authority and TIDA, and authorized negotiation of initial operating contracts and development of TIMMA formation plans for consideration by the Transportation Authority Board. On April 1, 2014, the San Francisco Board of Supervisors adopted a resolution designating the Transportation Authority as the TIMMA. On August 26, 2014, the California State Assembly passed AB 141 and sent it to the Governor for signature. AB 141 would establish TIMMA as an agency legally separate from the Transportation Authority, and governed by the Transportation Authority Board.

TIDA and the Transportation Authority have signed annual operating MOAs since Fiscal Year (FY) 2011/12 to establish the budget and scope of work for TIMMA activities. Through the current period, the Transportation Authority has advanced the scope of work encompassed by these MOAs, including securing \$980,000 in grant awards from the Federal Highway Administration (FHWA) and Metropolitan Transportation Commission (MTC) for planning, policy analysis, and preliminary engineering. The FY 2014/15 TIMMA Work Program includes, among other activities, completion of the Program's policy recommendations and development of the Concept of Operations (ConOps) and the draft System Engineering Management Plan (SEMP). The ConOps and SEMP are preliminary system engineering concepts that will support the Program's policies. The ConOps and SEMP are also deliverables required by the VPPP grants.

To meet the objectives of the FY 2014/15 TIMMA Work Program, in spring of 2014 we held a targeted industry outreach and issued a Request for Proposals (RFP) for the Treasure Island Mobility Management Program System Manager. The purpose of this memorandum is to summarize the procurement process and recommend the award of a 12-month contract for system engineering services for the Treasure Island Mobility Management Program to Parsons Brinckerhoff, Inc.

## DISCUSSION

The Transportation Authority, as TIMMA, seeks consultant services to support the development of the ConOps and the SEMP for the Program. A major focus of the Program Work Program for FY 2014/15 is completing the demand and financial analysis of the Pricing Program policies, and drafting the first deliverables for the Systems Engineering Management phase of project development, including the ConOps and draft SEMP.

**Scope of Services:** The scope of services for the system manager consultant is provided as Attachment 1. The scope is aligned with the current policy analysis and TIDA schedule for development of the island. We divided the scope into several phases, which allows us to initiate each phase of consultant work through a Notice to Proceed, depending on the overall development schedule and identifying funding for future phases. The FY 2014/15 TIMMA Work Program anticipates a Notice to Proceed for Tasks 1, 2, and 3 outlined in Phase I, which includes preparation of the ConOps and draft SEMP. If the Transportation Authority determines in its sole and absolute discretion that the selected consultant has performed Phase I satisfactorily and funding is available, Phase II will immediately follow Phase I as a continuation of the Treasure Island Mobility Management Program System Manager Project. If not, the Transportation Authority reserves the right to re-procure and to select a different consultant for Phases II, III and IV. Authorization for future phases of work will be at the Transportation Authority's sole and absolute discretion and will be by amendment to the consultant contract.

**Budget:** The anticipated cost for Phase I of the proposed Scope of Services is \$250,000, of which \$150,000 is part of the adopted FY 2014/15 budget of \$747,799. Within this total, \$497,799 will be

provided by the VPPP and MTC planning grants and \$250,000 has been committed by TIDA. Furthermore, we will request an appropriation of \$150,000 in Prop K funds in October 2014 and amend the FY 2014/15 budget for the overall TIMMA work program .

**Procurement Process:** We issued a Request for Proposals (RFP) for Treasure Island Mobility Management Program System Manager on May 28, 2014. We held a pre-proposal conference on June 6, 2014, which provided opportunities for small businesses and larger firms to meet and form partnerships. Twenty-seven people attended the event, representing twenty firms, of which seven were Disadvantaged Business Enterprises (DBE) and four were Small Business Enterprise (SBE) firms.

We took steps to encourage participation from SBE and DBEs, including hosting a special outreach event on May 16, 2014, as well as advertising in six local newspapers: San Francisco Chronicle, San Francisco Examiner, The Western Edition, San Francisco Bay View, and World Journal and Small Business Exchange. Fifty-six people attended the May event, representing forty-six firms, of which twelve were DBE and twelve were SBE firms.

We also distributed the RFP, sign-in sheets for the outreach event and pre-proposal conference, and periodic updates on the RFP to certified small, disadvantaged and local businesses, the Bay Area and cultural Chambers of Commerce, and the Small Business Councils.

By the due date of July 1, 2014, we received six proposals. The review panel consisting of staff from the Transportation Authority, TIDA, and MTC evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposers' understanding of project objectives, technical and management approach, and capabilities and experience. One proposal was disqualified based on an incomplete submittal.

The panel interviewed the four top-ranked teams on August 19, 2014. Based on the competitive selection process, the review panel recommended the award of a consultant contract to the top-ranked firm of Parsons Brinckerhoff, Inc. The recommended team distinguished itself on the basis of: 1) its strong technical management approach focused on clear goals, prioritizing technical needs, and strategies for obtaining quality outcomes; and 2) its capabilities and experience including the Project Manager's similar past experience, successful recent completion of other tolling-related projects in the bay area, and a strong track record of the team's technical leads in key subject matters as well as their previous experience working effectively together.

We will use some of the FHWA and MTC grants to fund a portion of this contract and will adhere to federal regulations pertaining to DBEs. For this contract, we established a DBE goal of 12%. Proposals from all of the six teams met or exceeded the 12% DBE goal. The Parsons Brinckerhoff team includes 15% DBE participation from five firms: Asian Pacific-owned firms, William Kanemoto & Associates, Aetypic Inc. and YEI Engineers, Inc.; and Hispanic-owned firms, Cambria Solutions, Inc. and Garcia and Associates (GANDA). Aetypic Inc. is also based in San Francisco.

**We are seeking a motion of support for the award of a 12-month contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$250,000, for system engineering services for the Treasure Island Mobility Management Program, and to authorize the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.**

## ALTERNATIVES

1. Adopt a motion of support for the award a 12-month consultant contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$250,000, for system engineering services for the Treasure Island Mobility Management Program, and to authorize the Executive Director to

negotiate contract payment terms and non-material contract terms and conditions.

2. Adopt a motion of support for the award a 12-month consultant contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$250,000, for system engineering services for the Treasure Island Mobility Management Program, and to authorize the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

### **FINANCIAL IMPACTS**

The anticipated cost for Phase I of the proposed Scope of Services is \$250,000, of which \$150,000 which is part of the adopted FY 2014/15 budget of \$747,799 for TIMMA-related work. Within this total, \$497,799 is will be provided by the VPPP and MTC planning grants and \$250,000 has been committed by TIDA. Furthermore, we will request an appropriation of \$150,000 in Prop K funds in October 2014 and amend the FY 2014/15 budget for the overall TIMMA work program.

### **RECOMMENDATION**

Adopt a motion of support for the award a 12-month consultant contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$250,000, for system engineering services for the Treasure Island Mobility Management Program, and to authorize the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.

Attachment:

1. Treasure Island Mobility Management Program System Manager Scope of Services

## **Attachment 1 - Scope of Services**

### **Treasure Island Mobility Management Program System Manager**

#### **Project/Study Purpose and Background**

On April 1, 2014, the San Francisco Board of Supervisors (BOS) adopted a resolution designating the Transportation Authority as the Treasure Island Mobility Management Agency (TIMMA) to implement elements of the Treasure Island Transportation Implementation Plan (TTTIP) in support of the Treasure Island/Yerba Buena Island (TI/YBI) Development Project. The 2008 California State Assembly Bill No. 981 (AB 981), the Treasure Island Transportation Management Act, authorized the San Francisco BOS to designate a board or agency to act as the transportation/mobility management agency for Treasure Island. The Transportation Authority and Treasure Island Development Authority (TIDA) execute an annual operating agreement which defines the budget and work program for the fiscal year to support pre-implementation of the TTTIP. The TTTIP calls for, and TIMMA will be responsible for implementing, the Treasure Island Mobility Management Program: a comprehensive and integrated program to manage travel demand on Treasure Island as the development project occurs, including an integrated congestion pricing program with vehicle tolling, parking pricing, and transit pass components.

In June 2011, the Planning Commission and TIDA jointly certified the Final Environmental Impact Report for the TI/YBI Development Project, and in addition the BOS approved a Disposition and Development Agreement (DDA) between TIDA and Treasure Island Community Development, LLC (TICD) and approved the TTTIP.

In October 2011, through Resolution 12-16, the Transportation Authority Board and TIDA Board recommended that the BOS designate the Transportation Authority as the TIMMA and authorized a partnership Memorandum of Agreement (MOA) between the Transportation Authority and TIDA. Through Resolutions 12-25, 13-01, and 14-53, the agencies later executed operating contracts covering Fiscal Years 2011/12, 2012/13, and 2013/14, with the Transportation Authority tasked to advance agency formation documents, grant-writing activities, and planning.

Subsequently, the Transportation Authority sought and received regional and federal grants to conduct the Treasure Island Mobility Management Study (Study). The goal of the Study is to confirm the policy definition of the mobility management program, establish financial viability, draft conceptual capital and operating cost estimates, and to advance necessary operating agreements, leading to the system design and integration phases and eventual implementation of the Transportation Program as described in the Treasure Island Implementation Plan. The Study is currently underway. Various reference documents are available on our website at <http://www.sfcta.org/doing-business-us/available-contracting-opportunities>. Information regarding DDA and TIDA EIR documents can be found at <http://sftreasureisland.org/approved-plans-and-documents>. Information regarding SFPark operations, including certain development documents can be found online and at the SFPark website at <http://sfpark.org>.

#### **Project Organization**

The various entities involved in the implementation of the TTTIP and their respective roles and responsibilities are described below:

**Role of the TIMMA:** AB 981 provides the TIMMA with the exclusive powers necessary to implement the Transportation Program in furtherance of the goals described below:

1. Develop a comprehensive set of Transportation Demand Management (TDM) programs to encourage and facilitate transit use and to minimize the environmental and other impacts of private motor vehicles traveling to, from, and on Treasure Island.
2. Manage Treasure Island-related transportation in a sustainable manner, to the extent feasible, with the goal of reducing vehicle miles traveled and minimizing carbon emissions and impacts on air and water quality.
3. Create a flexible institutional structure that can set parking and congestion pricing rates, monitor the performance of the transportation program, collect revenues, and direct generated revenues to transportation services and programs serving Treasure Island.
4. Promote multimodal access to, from, and on Treasure Island for a wide range of local, regional, and statewide visitors by providing a reliable source of funding for transportation services and programs serving Treasure Island that will include bus transit service provided by the San Francisco Municipal Transportation Agency (SFMTA) and Alameda and Contra Costa Transit Agency (AC Transit) as well as ferry service and a local shuttle.

Key components of these goals are the ability to establish a congestion pricing and mobility enhancement program which includes:

1. Recommending to the BOS an initial fee structure for the imposition of congestion pricing fees and modifying the fee structure as necessary thereafter;
2. Administering and collecting congestion pricing fees on Treasure Island;
3. Adopting a transit voucher fee structure applicable to residents and other users of Treasure Island and administer and collect all Treasure Island transit voucher fees;
4. Expending revenues for implementation, operation, collection and enforcement, maintenance, construction, and administration activities;
5. Entering into operating contracts with AC Transit, Water Emergency Transportation Authority (WETA), and an on-Island shuttle provider for transit services for the area;
6. Applying for, accepting and administering state, federal, local agency, or other public or private funds for transportation purposes;
7. Undertaking studies, performance evaluations, and monitoring activities; and
8. Adopting and administering the transportation program, implementing rules and regulations, collecting and administering generated revenues, and taking all other steps necessary to implement the transportation program.

TIMMA will continue to conduct community outreach in support of the Mobility Management Program throughout the planning, design and implementation phases.

**Role of TICD:** TICD will build most of the transportation infrastructure and will provide operating subsidies to carry out the transportation program in the initial phases of the Mobility Management Program when the revenues from non-residential parking and congestion pricing are not yet at levels to sustain transit service to Treasure Island. The DDA, between TIDA and TICD, requires that TICD contribute a \$30,000,000 subsidy, expressed in 2010 dollars, to the Mobility Management Program. In addition, if, after Treasure Island is 50% occupied and less than 50% of



off-Island trips during the peak period are made by modes other than auto, the DDA requires that TICA contribute an additional \$5,000,000 in subsidy to support the Transportation Program.

**Role of TICA:** TICA will administer the TICA subsidy, as described above, for Transportation Program activities during the occupancy period, as well as enter into contracts, either with the Transportation Authority prior to the formation of the TIMMA or with the TIMMA after its formation, to carry out pre-occupancy Transportation Program activities. TICA will also oversee the design review, approval, and construction of transportation infrastructure, and will coordinate with the TIMMA on these plans.

**Role of SFMTA:** SFMTA will be responsible for activities reserved to it in Article 8A of the Charter and unaffected by AB 981, as well as activities which may be assigned to the TIMMA under AB 981 but which the parties agree are appropriate to continue being performed by SFMTA, including:

- Authority to set parking rates for on-street and off-street parking and to set parking fines and penalties.
- Authority to provide SFMTA bus service on Treasure Island and establish, collect, and enforce SFMTA transit fares.
- Authority to regulate taxi service.
- Authority to adopt regulations that control the flow and direction of motor vehicle, bicycle and pedestrian traffic, including regulations that limit the use of certain streets or traffic lanes to categories of vehicles and that limit the speed of traffic.
- Authority to design, select, locate, install, operate, maintain and remove all official traffic control devices, signs, roadway features and pavement markings that control the flow of traffic with respect to streets and highways within City jurisdiction.
- Authority to adopt regulations limiting parking, stopping, standing or loading as provided by state law, and to establish parking privileges and locations subject to such privileges for categories of people or vehicles as provided by state law.
- Authority to establish policies regarding and procure goods and services for the enforcement of regulations limiting parking, stopping, standing or loading, and the collection of parking-related revenues and, along with the Police Department, have the authority to enforce parking, stopping, standing or loading regulations.

### **Scope of Services**

The Transportation Authority, as the TIMMA, will provide oversight of the System Manager's work. The System Manager will be responsible for conducting all the work activities listed below including providing expertise to assist TIMMA and project partners TICA, TICA, and SFMTA in advancing the parking pricing and toll technology congestion pricing elements of the TITIP. Specific tasks related to the toll technology elements include refining the definition of the system, developing the operating parameters of the system and providing support toward the development of the contract / bid documents necessary to procure a system integrator. The Parking Pricing System will be owned and operated by SFMTA and the development and deployment of the Parking Pricing System will be under the direction of SFMTA and not included in the scope of services for this contract. System Manager tasks for parking will be limited to development of recommendations regarding potential

integration of data from the two standalone parking and tolling systems. SFMTA will be an active and ongoing key partner throughout the System Manager process. Technical input will be provided through a project Technical Advisory Committee (TAC). Partner Agencies that will be invited to participate on the TAC include the Bay Area Toll Authority (BATA), WETA, AC Transit, SFMTA and Caltrans. TAC meetings will be led by Transportation Authority staff. It is anticipated that the System Manager will present updates on deliverables at TAC meetings.

The services under this contract will build on significant community outreach, stakeholder involvement, and current and previous planning efforts.

**The budget for this effort is for an amount not to exceed \$250,000 for Phase I.** Please note that this is a ceiling and not a target.

**Scope of Work:** Tasks will proceed in phases pending the authorization of annual TIMMA budgets. Since funding for all tasks has not been identified at this time, the scope of work will be delivered in multiple phases as funding becomes available and key decisions are confirmed by stakeholders. It is also important to note that other design and construction projects are actively being implemented on Yerba Buena and Treasure Islands which may impact the scope and schedule of Mobility Management Program implementation. Therefore, system management services for the Mobility Management Program will be delivered in the following phases:

Phases/Tasks	Budget	Schedule Start Date
Task 1*		Ongoing
Phase I: Tasks 2, 3, and 4	\$250,000	November 2014
Phase II: Task 5 and 6	\$350,000	July 2015
Phase III: Task 7	\$400,000	April 2016
Phase IV: Task 8	\$300,000	January 2017

\* Each phase of the System Manager effort will require a new and/or updated project management plan, as needed, to ensure effective project management, budget and schedule adherence, and the delivery of quality products from this contract. Costs associated for this effort will be incorporated in each phase.

**Additional Follow-on Work:** If the Transportation Authority determines in its sole and absolute discretion that the selected consultant has performed Phase I satisfactorily and funding is available, Phase II will immediately follow Phase I as a continuation of the Treasure Island Mobility Management Program System Manager Project. If not, the Transportation Authority reserves the right to re-procure and to select a different contractor for Phases II, III and IV. Authorization for future phases of work will be at the Transportation Authority's sole and absolute discretion and will be by amendment to the consultant contract.

The total budget for this contract will be negotiated but not to exceed \$250,000 for Phase I, \$350,000 for Phase II, \$400,000 for Phase III and \$300,000 for Phase IV.

Specific Tasks under this contract include the following:

**Task 1 – Administration and Project Management**

**Task 2** – Refinement of System Concept

**Task 3** – Development of Concept of Operations (Con-Ops) and draft System Engineering Management Plan (SEMP) documents and support of the Transportation Authority in the development of related policy, business rules and definition of roles and responsibilities

**Task 4** – Preparation of Final SEMP (*Optional Task*)

**Task 5** – Development of preliminary engineering drawings, including all applicable disciplines, for all capital improvements, and environmental clearance documents – if needed (*Optional Task*)

**Task 6** – Technical support to TIMMA/Transportation Authority in procurement of System Integrator (*Optional Task*)

**Task 7** – System Integrator contract technical oversight (*Optional Task*)

**Task 8** – Operations Oversight (*Optional Task*)

Separately from the tasks identified above, proposers may suggest changes/additions/subtractions to the task descriptions and the division of responsibility between the Transportation Authority, and the consultant team as part of their proposal, but this should be stated clearly. The Transportation Authority is interested in establishing an efficient process that utilizes both in-house and consultant expertise. Any changes to the proposed scope and division of responsibility should result in all desired deliverables in a manner that successfully advances Mobility Management Program implementation. The specific System Manager tasks and responsibilities are detailed below.

**Task 1: Administration and Project Management.** The purpose of this task is to ensure a smooth workflow and timely completion of the Mobility Management Program. This task will include the following subtasks:

**1.1 Project Management Plan.** The purpose of this task is to develop the project management plan that will at a minimum include the following: Team organization and responsibilities; identification of contact person and schedule showing timeline for deliverables; resource and schedule management. The schedule should allow at least seven (7) working days for Transportation Authority staff to review the draft version of all deliverables. All final versions of the deliverables shall be available in electronic, editable format (native files when the software is compatible with those of the Transportation Authority's, such as Microsoft Word, PowerPoint, travel demand forecasting model, etc.)

***Deliverable:*** *Project Management Plan.*

**1.2 Monthly Activity Reports and Invoices.** The System Manager shall provide status of the work efforts in monthly activity reports and invoices submitted to the Transportation Authority. Monthly activity reports shall be prepared and attached to the invoices documenting the work effort during the billing period, tasks to be accomplished over the next thirty (30) days as well as any anticipated challenges and issues, and potential methods for resolution. If no invoice is submitted for a particular month, the contractor is still required to submit the monthly activity report.

***Deliverable:*** *Monthly Progress Reports and Invoices.*

**1.3 Progress Meeting.** The System Manager shall set-up and lead bi-weekly meetings with the Transportation Authority staff in order to ensure timely delivery of the work product and the effective coordination of all tasks.

***Deliverable:*** Coordination and management of bi-weekly progress meetings and documentation of project decisions and action items in minutes.

**1.4 Project Kick-Off Meeting.** The System Manager shall conduct a project kick-off meeting with Transportation Authority staff and the TIMMA team at the beginning of each phase of the project to ensure effective coordination of the work effort.

***Deliverable:*** Attendance at one (1) project kick-off meeting at the initiation of each project phase and documentation of project decisions and action items in minutes.

## PHASE I

**Task 2: Refinement of System Concept.** The purpose of this task is to refine the definition of the tolling system, the relationship between the tolling system and the SFMTA-owned and operated parking pricing system; evaluate operating parameters for the systems that have been assumed in the preliminary planning work; and describe the level for which these systems will be integrated (both financially and technically).

This task will include the review of the planning documents developed to date including the TITIP, the Study currently underway, and the draft policy assumptions that have been developed.

Key elements of this task will be to confirm the level of integration recommended for the parking pricing system, the tolling system, and to outline the institutional and technological framework for the development, deployment, and operation of the tolling system. The current assumption for the parking system on Treasure Island is that it will be managed by SFMTA and will be modeled after the SFPark System. After a review of the existing operating parameters and system requirements for SFPark, the System Manager will assist the Transportation Authority in the development of a strategy for coordinating the tolling systems with the SFMTA's implementation of the parking pricing system on Treasure Island. The strategy will recommend a framework for assumptions about the parking system operation and coordination of the parking pricing system and the tolling system.

This task will at a minimum evaluate and perform the following:

- Evaluate the current planning level system definition for the toll system that will be implemented on Treasure Island.
- Define tolling system.
- Coordinate the parking pricing system with the tolling system.

***Deliverables:*** Draft and final tolling system and recommended strategy for coordinating the tolling and pricing systems.

**Task 3: Development of Con-Ops Document and Preliminary System Development.** The purpose of this task is to define the operating concepts for the toll system, documenting how the system will be designed, constructed, operated, maintained, and administered. This task will include the development of the Con-Ops document and the draft SEMP.

Systems development work on this project will build on previously approved planning and development documents as well as planning work that is currently underway. Approved program documents include the Final Environmental Impact Report, the TITIP, and the DDA. Documents to be developed as part of the current Study include the preliminary capital and operating costs, preliminary toll policy, the draft and final project description, and partnership agreements with other

operating agencies. These documents will be shared with the System Manager as they become available.

**3.1 Con-Ops Plan.** The Con-Ops will describe the elements of the system, how it will operate and will outline the roles and responsibilities of partner agencies. Key elements of the Con-Ops will include:

- Documentation of project goals and definitions.
- A description of the project organization and management structure from the planning phase through operations (roles and responsibilities for all partners in each phase).
- Identification of key milestones and decision points for each phase of development.
- Further definition of the physical and operational characteristics of the system to support a more detailed preliminary system design.
- Proposed facility conceptual design including location of toll zones.
- Operating concept for the system.
- Roles and responsibilities of key project partners and stakeholders for each phase of the project development, deployment, and operations.
- Technical requirements of the system.
- Revised capital and operating cost estimates.
- Approach to back-office processing and customer support.
- Approach to enforcement of the tolling system.
- Documentation of final toll policy.

***Deliverable:*** *Draft and Final Con-Ops Plan.*

**3.2 Draft System Requirements and Preliminary System Design.** Building on the Con-Ops document, this task will develop a more detailed definition of the system requirements. The system requirements to be defined will include the functional, performance, operational, data, administrative, maintenance, and interface requirements for the proposed system. Preliminary system design will be advanced sufficiently to define the scope of work that will be included in the System Integrator RFP. Final design will be completed by the system integrator. Preliminary design shall define approximate location of gantries and the necessary support systems including but not limited to electrical, structural, traffic and general civil engineering drawings.

***Deliverable:*** *Draft System Requirements and Preliminary System Design Document.*

- **Draft Work and Deployment Plan.** This task will develop a work and deployment plan that includes a schedule and plan for the installation of all equipment and an assessment of project risks. The plan will include schedules that identify the anticipated timing of equipment installation, field testing, and acceptance for all equipment and software deployed at the roadside, Toll Data Center (TDC) and Transportation Management Center (TMC). The plan will identify all critical milestones and define the roles and responsibilities for oversight of the installation. The plan will also include the steps and schedule for deploying the various civil elements required to support the deployment of the system.

***Deliverable:*** *Draft Work and Deployment Plan.*

- **Draft Operations and Maintenance Plan.** This task will develop a conceptual operations and maintenance plan using the system requirements developed in the previous task. This plan will document the strategies to operate, administer, and maintain the system. The plan will incorporate the recommendations from the Con-Ops document to define and describe support required from Transportation Authority staff, partner agencies, interagency and private contracted services as well as financial resources that will be required to effectively operate, administer, maintain, and monitor the system. The operating and monitoring strategies will support the data collection and system evaluation requirements of the performance and evaluation plan.

***Deliverable:** Draft Operations and Maintenance Plan.*

- **Draft Enforcement Plan.** This task will develop an Enforcement Plan that evaluates both technology based automated enforcement options as well as the use of law enforcement personnel for visual enforcement of the System. The Enforcement Plan will include an evaluation of capital costs associated with the installation of any required enforcement related equipment and/or construction of enforcement zones and will also evaluate the ongoing operational costs associated with the enforcement strategy.

***Deliverable:** Draft Enforcement Plan.*

- **Draft Performance and Evaluation Plan.** The TTTIP identifies project goals and principles consistent with the multi-modal and sustainable communities strategies defined in the Enforcement Plan. The strategies will be monitored regularly to evaluate Mobility Management Program effectiveness based on agreed upon performance measures for the congestion pricing and travel demand strategies and to guide the management of the system to best meet the needs of residents and visitors to Treasure Island. The Performance and Evaluation Plan will identify the process and procedures for collecting and reporting the results of the monitoring activities specific to the tolling and parking elements of the program. The system should be developed to accommodate automated evaluation and monitoring capabilities to the fullest extent that is financially and operationally possible.

***Deliverable:** Draft Performance and Evaluation Plan.*

- **Stakeholder and TAC Meetings -** The Transportation Authority will seek input from key project stakeholders throughout the System Development process. This Task will include attendance at quarterly stakeholder and TAC meetings to review project status and deliverables.

***Deliverable:** Attendance at quarterly stakeholder and TAC meetings.*

**Task 4: Finalize Systems Engineering Management Plan.** This task will involve finalizing the System Engineering Management Plan (SEMP). *(Optional Task with notice to proceed upon satisfactory completion of Task 3).*

**4.1 Develop Final SEMF.** Under this task, the draft SEMF developed in Task 3 will be finalized, revising draft documents as required and incorporating the additional elements listed below.

***Deliverable:** Final SEMF*

Additional elements to be included in final SEMF:

- **System Test Plan.** This task will develop the system test plans to evaluate functionality

of the systems developed by the system integrator. The test plans will consist of Factory Acceptance Tests (FAT), Field Equipment Tests (FET), and Systems Acceptance Tests (SAT). The test plans will evaluate the performance of all equipment that is specified by the system integrator and will be incorporated as part of the requirement of the System Integrator RFP. The FAT will be structured to evaluate the performance of the system in a simulated environment to verify that all functional and performance requirements are met with the new system. All equipment must pass the FAT prior to installation and deployment. The FET will be structured to evaluate the performance of the system upon completion of the installation and integration, prior to the opening of the facility. The SAT will specify the operational parameters that will be evaluated, and performance measures and testing period that will be required to evaluate the performance of the system under operating conditions. All equipment must pass the SAT prior to systems acceptance.

***Deliverables:*** *Draft and final systems test plans.*

- **Training Plan.** This task will develop a training plan for each of the discrete major subsystems of the system. The plan shall implement the latest technology to provide simple yet comprehensive training. The training plan will consist of the training materials necessary to give the level of training required for oversight and day-to-day operations of the system. In addition to the training materials, reference materials will be made available to ensure the long-term goals and requirements of the systems are continually met.

***Deliverables:*** *Draft and final training plan.*

- **Business Rules.** This Task will develop business rules for the system that describe how various scenarios should be handled by the toll system and by the customer service center. The business rules will build on the adopted toll policy and the Concept of Operations to define how day to day operations will be carried out including customer accounts, transaction processing, and violation processing.

***Deliverables:*** *Draft and final business rules.*

## Phase II

**Task 5 (optional): Development of engineering drawings and environmental clearance.** For this Task the System Manager is required to prepare preliminary engineering drawings, incorporating all applicable disciplines, for all capital improvements needed to support the tolling systems and associated elements proposed in the previous phase. This task also includes the preparation of environmental clearance studies and documents required for the tolling elements – if needed.

**5.1 – Prepare preliminary engineering drawings.** Engineering analysis and design for facilities necessary to accommodate the proposed tolling system, at the level consistent with a future design-build procurement contract for its implementation.

***Deliverables:*** *30% drawings, location and layout sheets, structural drawings, civil drawings, electrical drawings for capital improvements.*

**5.2 – Prepare environmental clearance documents – if necessary.** Prepare environmental documents and associated supporting studies necessary to obtain project clearance and approval from federal and state agencies.



***Deliverables:** Draft and final CEQA and NEPA documents.*

**Task 6 (optional): Develop the Systems Integrator RFP and Assist in the System Integrator Selection Process.** This task will involve finalizing the SEMP, the development of the RFP documents for the System Integrator and support of the Transportation Authority procurement effort for this contract.

**6.1 Develop System Integrator RFP and System Integrator Procurement.** Under this task, the approved system operating concept and system requirements, as well as the final version of the SEMP, will be used as the foundation to define the detailed functional design for the Mobility Management Program. This design will be stated in the form of functional and performance requirements and incorporated into the System Integrator RFP. The RFP will be utilized to ensure that the chosen system integrator designs and develops the hardware and software properly to allow the system to operate according to the RFP requirements while achieving the TTTIP goals. The following are examples of the requirements that would be presented clearly to the prospective bidders in the RFP:

- Interoperability requirements including recommended consistency with other regional toll systems;
- Toll system requirements for in-lane subsystems including zone controller hardware/software, transaction processing, automatic vehicle identification, and variable message signs;
- Central processing system requirements including data management software and hardware, account management, and financial functions;
- Performance requirements including transponder and sensor read accuracy, image capture, and false read processing;
- Software requirements, including intellectual property (IP) ownership, rights to the delivered source code, how the Transportation Authority would be granted a perpetual license to utilize the software (or how they will become owners of the source code), software maintenance procedures, etc.;
- System design, development, integration testing at the factory level, installation and field testing procedures and requirements; etc.;
- System maintenance requirements;
- Testing and acceptance requirements;
- Design-Build contract drawings and specifications for all capital improvements;
- Installation, integration and operations requirements.

The RFP would also clearly specify, at a minimum, the following requirements:

1. System delivery schedule;
2. Project management approach;
3. Performance bonding;
4. System and capital improvements design and review process;
5. Test requirements;

6. Training requirements;
7. Documentation requirements;
8. Liquidated damages;
9. System acceptance requirements; and
10. Payment procedures.

***Deliverable:*** RFP for Systems Integrator

**6.2 System Integrator Selection and Contract Procurement.** This task includes assisting the Transportation Authority in the procurement process beginning with industry outreach through the period subsequent to release of the RFP all the way to issuance of notice-to-proceed to the selected system integrator. This task is anticipated to include the following tasks:

- Identify prospective system integrators that should be provided with a copy of the RFP;
- Assist the Transportation Authority in industry outreach activities prior to release of final RFP;
- Coordinate the pre-proposal conference and develop supporting materials as needed;
- Provide assistance to the Transportation Authority staff in the development of objective evaluation and scoring criteria consistent with selection requirements set by the Transportation Authority;
- Review and evaluate technical and cost proposals that are received and advise Transportation Authority evaluation committee in selecting or short-listing candidates for interviews. Subsequent to evaluating each proposal, the proposers will be ranked on their specific technical and cost merits;
- Assist the Transportation Authority in the interview process and selection of the most qualified team;
- Assist the Transportation Authority in the final contract negotiation process through notice to proceed.

***Deliverable:*** Final Contract for Systems Integration Implementation

### Phase III

**Task 7 (optional): Systems Integrator Contract Technical Oversight.** This task will involve monitoring of the system integrator activities during the system design, development, testing, deployment, and system acceptance phases of the project. During this task the System Manager will participate in the system design and factory testing process working closely with Transportation Authority and system integrator personnel.

**7.1 Integration Management.** This task will include management of all integration activities specified in the System Integrator RFP and contract performance requirements including but not limited to the following:

- Outline the project responsibilities and develop the lines of communication. Review and approve project management plan submitted by system integrator.
- Review, comment, and approve system integrator deliverables including but not limited

to:

- a. Project management plan;
  - b. Preliminary and final design documents;
  - c. Software development and integration plan;
  - d. Communication plan;
  - e. Factory and field test plans;
  - f. Enforcement plan;
  - g. Interface plan for other facilities including but not limited to the Regional Express Lane Network and existing SFPark operations.
  - h. Interface plan(s) for partner agencies such as BATA, Caltrans, SFMTA, TIDA and other San Francisco agencies as applicable;
  - i. Training plan;
  - j. Installation plan;
  - k. System performance test plan;
  - l. Maintenance Plan.
- Manage, prioritize and resolve technical issues with the System Integrator.
  - Review, comment and approve test results of all tests identified in the System Integrator contract.

***Deliverables:*** Final Project Management Plan (PMP); comments on System Integrator deliverables; approvals of the final system integration deliverables; comments and approval for each test activity.

**7.2 Schedule Management.** Complete all tasks necessary to review and maintain the System Integrator baseline schedule including tracking the critical path, deliverables, key decision points, and evaluating potential risks to the schedule.

- Review and approve project base schedule;
- Identify key decision points and communication of these items to the Transportation Authority staff;
- Manage schedule risk. Proactively identify schedule risks, recommend mitigation strategies, and document in the risk register;
- Implement proper corrective measures to bring the schedule back to baseline;
- Provide a monthly written update of the schedule during project progress meetings.

***Deliverables:*** Final project base schedule and tracking of all updates; identify schedule risks along with changes to key milestones.

**7.3 Risk Management.** The purpose of this task is to proactively identify integration risks including technical, schedule, contractual, quality and resources. For this task, the System Manager will develop a risk matrix, risk mitigation strategies and monitor and maintain a risk register.

***Deliverables:*** Risk matrix draft and final; risk register including the cost/benefit analysis of decisions.

**7.4 System Integrator Budget Management.** This task includes the management of the System Integrator overall budget. System Manager will review invoices and make recommendation for payment by the Transportation Authority, and review all contract change order requests. Furthermore, System Manager will perform budget control activities such as evaluation of available funding for contract changes or project delays and recommend remedies as required and becomes necessary.

***Deliverable:*** Review of monthly system integrator invoices.

**7.5 Tolling Policy.** The System Manager will coordinate with the Transportation Authority during the system integration phase to identify and institute any changes to the adopted toll policy that may be required.

***Deliverables:*** Updated policy and business rules report.

**7.6 Testing.** The System Manager will oversee and manage all system tests including factory acceptance tests, field equipment tests, and system acceptance tests.

***Deliverables:*** Test Scripts; FAT test report and approval recommendation; FET test report and approval recommendation; SAT test report and approval recommendation, or others as required.

**7.7 Oversight of Equipment Installation and Integration.** The System Manager will monitor the installation of all equipment and the integration of all systems prior to the opening of the facility. Tasks include:

- Review of system integrator's installation plans and drawings;
- On-site inspections of the actual installation work;
- Coordinate work with partner agencies and stakeholders including SFMTA, TICD, Caltrans, and BATA as appropriate;
- Monitor testing throughout the installation and integration phase to insure all equipment is operating consistent with contract requirements;
- Coordinate with project partners and stakeholder on communications, outreach and public education prior to the opening of the facility;
- Review operations and maintenance protocols prior to the opening of the facility.
- Develop a transition plan and training of TIMMA staff and/or designated representative in operations of the System prior to opening

***Deliverables:*** Review, comment, and approval of the equipment installation plan; reports on the equipment site inspection; field test procedure; review and approve training manual developed by system integrator; transition plan for agency operation of the system.

## Phase IV

**Task 8 (optional): Provide Operations Support.** If required by Transportation Authority, the System Manager will continue to support the project by performing this optional task which includes the following:

- Review of system operations;
- Review the pricing functionality of the system;

- Review and reconcile all transaction and financial reports that detail funds to be paid to the TIMMA;
- Access toll lane customer FasTrak information when issues arise that require this type of account investigation;
- Hold discussions with the BATA RCSC operations manager, as required;
- Using the CCTV subsystem, observe tolling and enforcement operations;
- Review and provide inputs to the law enforcement system enforcement protocol;
- Periodically check the CCTV streaming video process to the system management center;
- Participate in any marketing programs and/or activities;
- Coordinate with the system integrator maintenance supervisor and technicians to make sure that Maintenance On-Line Management System (MOMS) identified problems are resolved within the time periods presented in the RFP;
- Carefully plan with Public Works staff and closely monitor any roadway maintenance activities that may impact the system; and
- Monitor the system preventive maintenance schedules to ensure that the system equipment/software maintenance is being conducted properly.

# Memorandum

**Date:** 08.27.14 **RE:** Citizens Advisory Committee  
September 3, 2014

**To:** Citizens Advisory Committee

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

**Subject:** **ACTION** – Adopt a Motion of Support for Approval of a Resolution Authorizing the Executive Director to Execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and Any Amendments Thereto Between the Transportation Authority and the California Department of Transportation for Receipt of Federal and State Funds, including an Agreement for a Partnership Planning Grant to Support the San Francisco Freeway Performance Initiative Study; the Planning, Programming and Monitoring Program; and the Yerba Buena Island Interchange Improvement Project

## Summary

The Transportation Authority regularly receives federal and state transportation funds under ongoing grant programs as well as congressional earmarks. These grant funds are typically administered by the California Department of Transportation (Caltrans), which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., seek reimbursement) the grant funds. Caltrans also requires a Board resolution identifying the person or persons authorized to execute these funding agreements, and for Partnership Planning grants, the title of the grant. Guidelines established by the Metropolitan Transportation Commission and Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans within 60 days. Caltrans may disencumber and/or de-obligate funds if the deadline is not met. We are recommending updating an approval of a blanket authorizing resolution that will enable us to meet the deadlines required for execution of the current agreements, as well as future agreements for state and federal grant funds awarded to the Transportation Authority, consistent with the implementation of the Transportation Authority's Board-approved work program. The existing authorizing resolution was adopted in October 2012. **We are seeking a motion of support to approve a resolution authorizing the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of federal and state funds, including an Agreement for a Partnership Planning Grant to support the San Francisco Freeway Performance Initiative Study; Planning, Programming and Monitoring Program; and the Yerba Buena Island Interchange Improvement Project.**

## BACKGROUND

The Transportation Authority regularly receives federal and state transportation funds under ongoing grant programs as well as congressional earmarks. These grant funds are typically administered by the California Department of Transportation (Caltrans), which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., seek reimbursement) the grant funds. Caltrans also requires an updated Board resolution identifying the person or persons authorized to execute these funding agreements, and for Partnership Planning grants, the title of the grant, approximately every two years. This resolution was last updated in October 2012 through Resolution 13-13.

The purpose of this memorandum is to brief the Citizens Advisory Committee (CAC) on this Caltrans requirement and to seek a motion of support to approve a resolution authorizing the Executive Director to execute funding agreements between the Transportation Authority and Caltrans for receipt of federal and state funds, and to explicitly authorize a funding agreement for several grants that we anticipate receiving this year.

## DISCUSSION

Guidelines established by the Metropolitan Transportation Commission and Caltrans require that certain funding agreements for state and federal funds be signed by the project sponsor and returned, along with a local agency resolution that identifies the official authorized to execute the agreement, to Caltrans within 60 days. Caltrans may disencumber and/or de-obligate funds if the deadline is not met. We are recommending updating an approval of a blanket authorizing resolution that will enable us to meet the deadlines required for execution of the current agreements, as well as future agreements for state and federal grant funds awarded to the Transportation Authority, consistent with the implementation of the Transportation Authority's Board-adopted work program. During Fiscal Year 2014/15, we anticipate receiving the following federal and state funds from Caltrans: Freeway Performance Initiative Study; construction phase of the Yerba Buena Island (YBI) Interchange Improvement Project; Planning, Programming and Monitoring Program for FY 2014/15; and additional preliminary engineering and right-of-way phases of the YBI Bridge Structures.

Procurements for each project and mid-year budget amendments, where applicable, will be handled as separate items. Appropriation of Prop K matching funds for the Freeway Performance Initiative Study (renamed the San Francisco Freeway Corridor Management Study) is the subject of a separate agenda item for the September 3 CAC meeting.

**We are seeking a motion of support to approve a resolution authorizing the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of federal and state funds, including an agreement for a Partnership Planning Grant to support the San Francisco Freeway Performance Initiative Study; Planning, Programming and Monitoring Program; and the YBI Interchange Improvement Project.**

## ALTERNATIVES

1. Adopt a motion of support for approval of a resolution authorizing the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of Federal and State funds, including an Agreement for a Partnership Planning Grant to support the San Francisco Freeway Performance Initiative Study; Planning, Programming and Monitoring Program; and the YBI Interchange Improvement Project.
2. Adopt a motion of support for approval of a resolution authorizing the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of Federal and State funds, including an



Agreement for a Partnership Planning Grant to support the San Francisco Freeway Performance Initiative Study; Planning, Programming and Monitoring Program; and the YBI Interchange Improvement Project, with modifications.

3. Defer action, pending additional information or further staff analysis.

### **FINANCIAL IMPACTS**

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

### **RECOMMENDATION**

Adopt a motion of support for a resolution authorizing the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of federal and state funds, including an Agreement for a Partnership Planning Grant to support the San Francisco Freeway Performance Initiative Study; Planning, Programming and Monitoring Program; and the YBI Interchange Improvement Project.



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# Memorandum

**Date:** 08.28.14

**RE:** Citizens Advisory Committee  
September 3, 2014

**To:** Citizens Advisory Committee

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

**Subject:** **INFORMATION** – Investment Report for the Quarter Ended June 30, 2014

## Summary

The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented quarterly. As year-end closing is just wrapping up, the investment report for the quarter ended June 30, 2014 is presented independently. Following the annual audit, the Basic Financial Statements will be presented to the CAC along with the results of the fiscal audit, single audit, and management review. **This is an information item.**

## BACKGROUND

The Transportation Authority's Investment Policy (Resolution 14-43) directs a submittal of portfolio compliance with the Investment Policy the end of the quarter. Usually, this is presented in conjunction with, and in the context of, a quarterly Internal Accounting Report. However, since fiscal year-end project accruals are still being submitted, the Internal Accounting Report is not available at this time.

## DISCUSSION

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

In managing its investment program, the Transportation Authority observes the "Prudent Investor" standard as stated in Government Code Section 53600.3, applied in the context of managing an overall portfolio. Investments are to be made with care, skill, prudence and diligence, taking into account the prevailing circumstances, including, but not limited to general economic conditions, the anticipated needs of the Transportation Authority and other relevant factors that a prudent person acting in a fiduciary capacity and familiar with those matters would use in the stewardship of funds of a like character and purpose.

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

- 1) **Safety.** Safety of the principal is the foremost objective of the investment program. Investments of the Transportation Authority will be undertaken in a manner that seeks to ensure preservation of the principal of the funds under its control.
- 2) **Liquidity.** The Transportation Authority's investment portfolio will remain sufficiently liquid to enable the Transportation Authority to meet its reasonably anticipated cash flow requirements.

- 3) **Return on Investment.** The Transportation Authority's investment portfolio will be managed with the objective of attaining a market rate of return throughout budgetary and economic cycles commensurate with the Transportation Authority's investment risk parameters and the cash flow characteristics of the portfolio.

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

As of June 30, 2014, the Transportation Authority's bank accounts total to \$70.8 million and approximately 75% of this amount was invested in the City and County of San Francisco Treasury Pool. The remaining funds are held in bank accounts for daily operations and a money market investment pool held by U.S. Bank per the terms of the Transportation Authority's Commercial Paper indenture. These investments are in compliance with the Transportation Authority's Board-adopted Investment Policy and provide sufficient liquidity to meet expenditures requirements for the next six months. Attachment 1 is the investment report furnished by the Office of the Treasurer and Tax Collector for the period ending on June 30, 2014.

**This is an information item.**

#### **ALTERNATIVES**

None. This is an information item.

#### **FINANCIAL IMPACTS**

None. This is an information item.

#### **RECOMMENDATION**

None. This is an information item.

Attachment:

1. City and County of San Francisco Investment Report for the month of June 2014

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

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



José Cisneros, Treasurer

Investment Report for the month of June 2014

July 15, 2014

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

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

Ladies and Gentlemen,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of June 30, 2014. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of June 2014 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 \***

	<b>Current Month</b>		<b>Prior Month</b>	
<i>(in \$ million)</i>	<u>Fiscal YTD</u>	<u>June 2014</u>	<u>Fiscal YTD</u>	<u>May 2014</u>
Average Daily Balance	\$ 6,241	\$ 6,615	\$ 6,204	\$ 6,963
Net Earnings	45.84	4.20	41.64	4.80
Earned Income Yield	0.73%	0.77%	0.73%	0.81%

**CCSF Pooled Fund Statistics \***

<i>(in \$ million)</i>	<b>% of</b>	<b>Book</b>	<b>Market</b>	<b>Wtd. Avg.</b>	<b>Wtd. Avg.</b>	
<b>Investment Type</b>	<b>Portfolio</b>	<b>Value</b>	<b>Value</b>	<b>Coupon</b>	<b>YTM</b>	<b>WAM</b>
U.S. Treasuries	11.00%	\$ 661.3	\$ 664.3	1.19%	1.06%	779
Federal Agencies	69.89%	4,213.9	4,219.9	0.91%	0.81%	816
State & Local Government						
Agency Obligations	1.31%	79.9	78.9	2.13%	0.91%	595
Public Time Deposits	0.01%	0.5	0.5	0.46%	0.46%	253
Negotiable CDs	5.64%	340.5	340.5	0.30%	0.28%	309
Medium Term Notes	10.91%	662.5	658.7	1.50%	0.45%	271
Money Market Funds	1.24%	75.1	75.1	0.02%	0.02%	1
<b>Totals</b>	<b>100.0%</b>	<b>\$ 6,033.7</b>	<b>\$ 6,037.8</b>	<b>0.97%</b>	<b>0.76%</b>	<b>711</b>

In the remainder of this report, we provide additional information and analytics at the security-level and portfolio-level, as recommended by the California Debt and Investment Advisory Commission.

Very truly yours,

**José Cisneros**  
**Treasurer**

cc: Treasury Oversight Committee: Aimee Brown, Ronald Gerhard, Joe Grazioli, Charles Perl  
Ben Rosenfield, Controller, Office of the Controller  
Tonia Lediju, Internal Audit, Office of the Controller  
Cynthia Fong, Deputy Director for Finance & Administration, San Francisco County Transportation Authority  
Carol Lu, Budget Analyst  
San Francisco Public Library

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

## Portfolio Summary

### Pooled Fund

As of June 30, 2014

<i>(in \$ million)</i>												
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?					
U.S. Treasuries	\$ 660.0	\$ 661.3	\$ 664.3	100.45	11.00%	100%	Yes					
Federal Agencies	4,202.7	4,213.9	4,219.9	100.14	69.89%	85%	Yes					
State & Local Government												
Agency Obligations	77.5	79.9	78.9	98.69	1.31%	20%	Yes					
Public Time Deposits	0.5	0.5	0.5	100.00	0.01%	100%	Yes					
Negotiable CDs	340.5	340.5	340.5	100.01	5.64%	30%	Yes					
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes					
Commercial Paper	-	-	-	-	0.00%	25%	Yes					
Medium Term Notes	654.2	662.5	658.7	99.43	10.91%	15%	Yes					
Repurchase Agreements	-	-	-	-	0.00%	100%	Yes					
Reverse Repurchase/												
Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes					
Money Market Funds	75.1	75.1	75.1	100.00	1.24%	100%	Yes					
LAIF	-	-	-	-	0.00%	\$50mm	Yes					
<b>TOTAL</b>	<b>\$ 6,010.5</b>	<b>\$ 6,033.7</b>	<b>\$ 6,037.8</b>	<b>100.07</b>	<b>100.00%</b>	<b>-</b>	<b>Yes</b>					

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

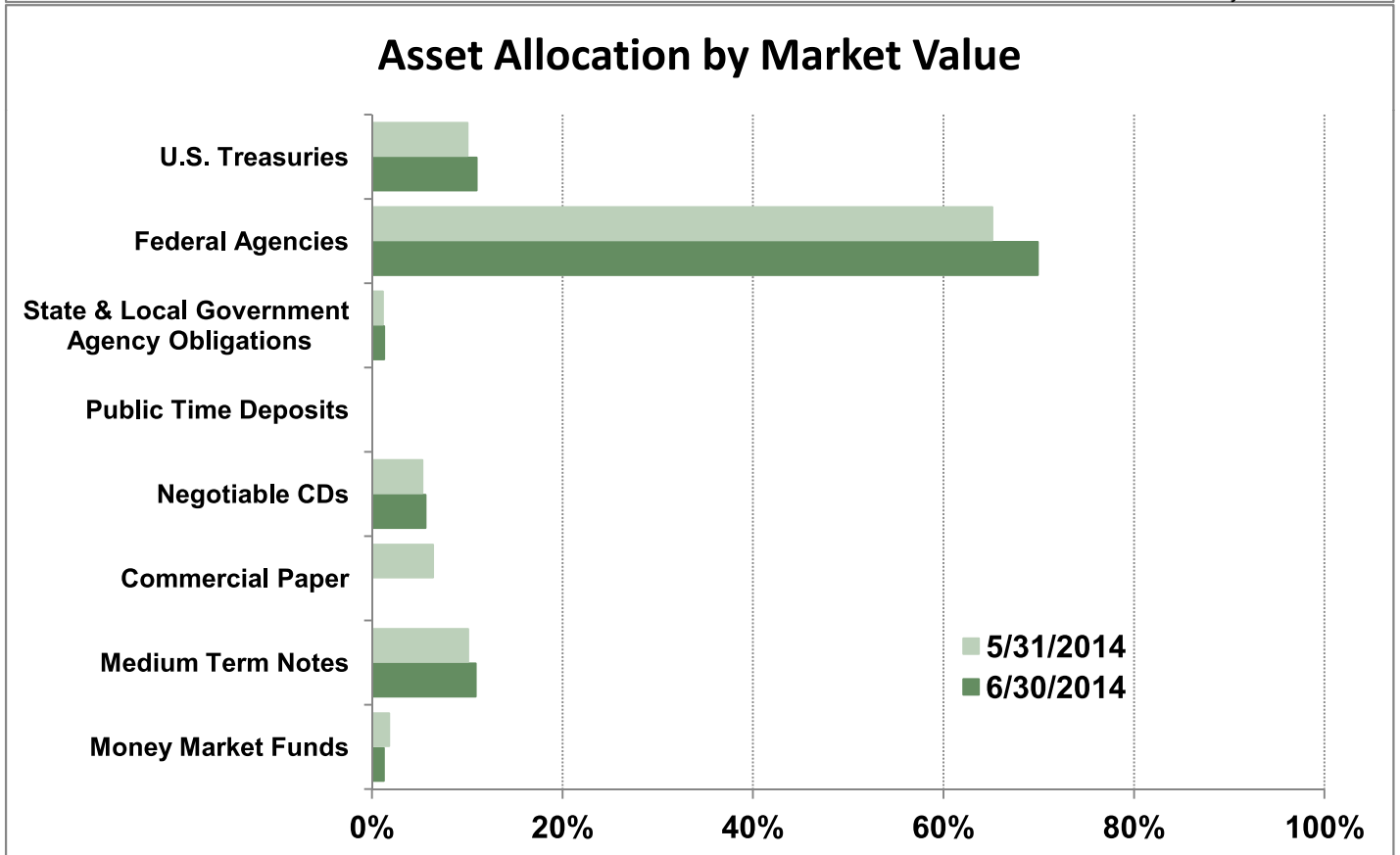
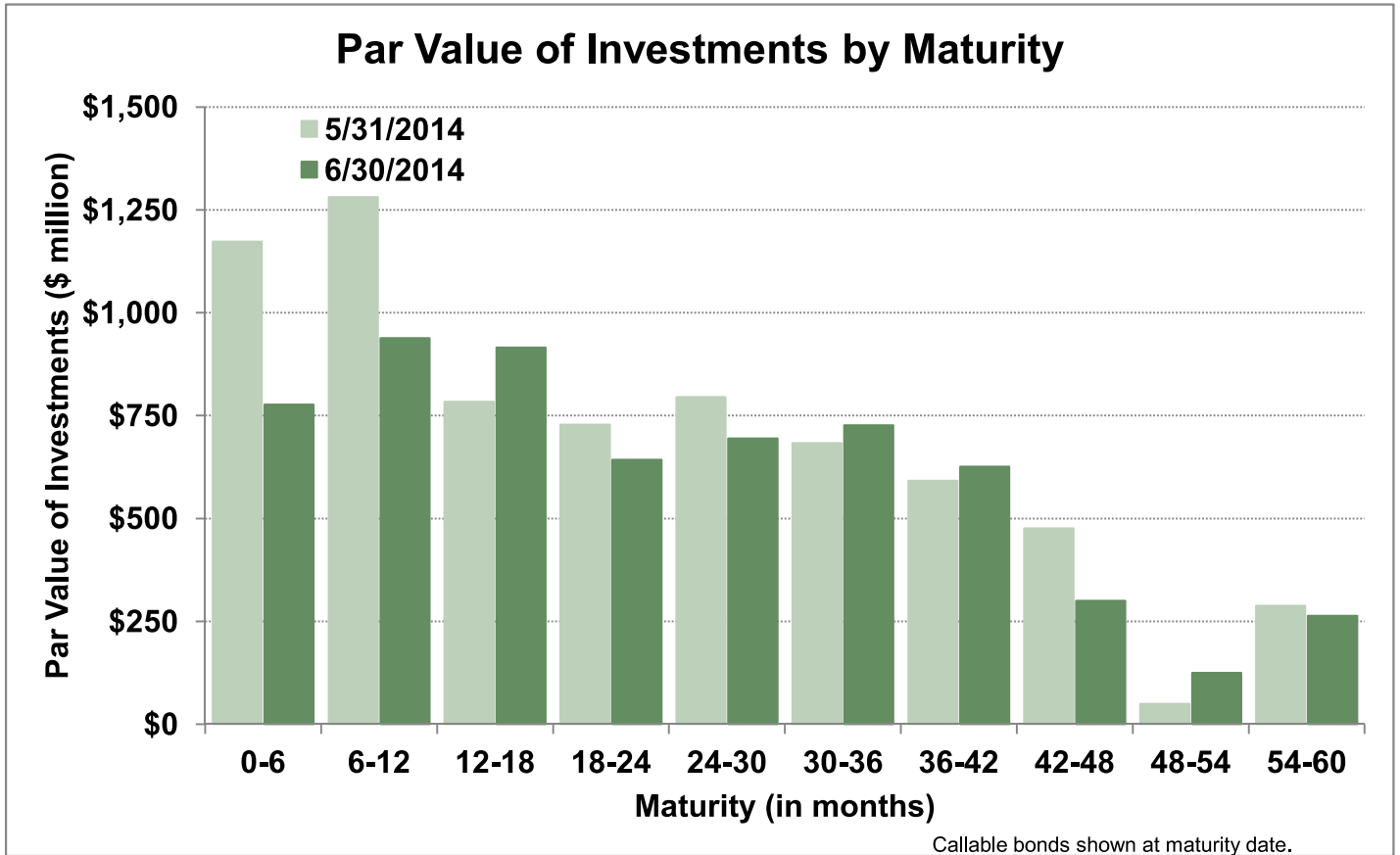
Please note the information in this report does not include cash balances. Due to fluctuations in the market value of the securities held in the Pooled Fund and changes in the City's cash position, the allocation limits may be exceeded on a post-trade compliance basis. In these instances, no compliance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

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

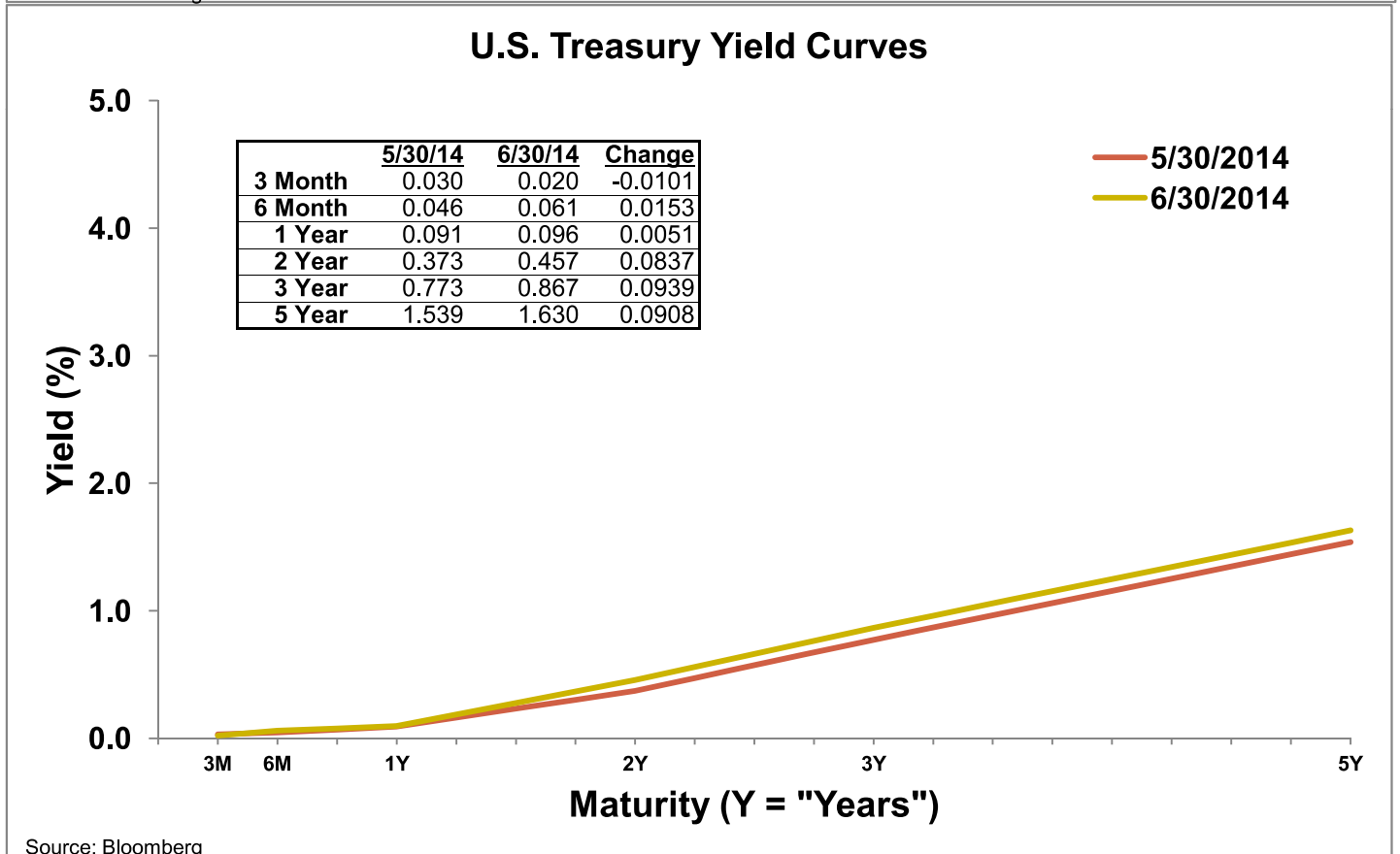
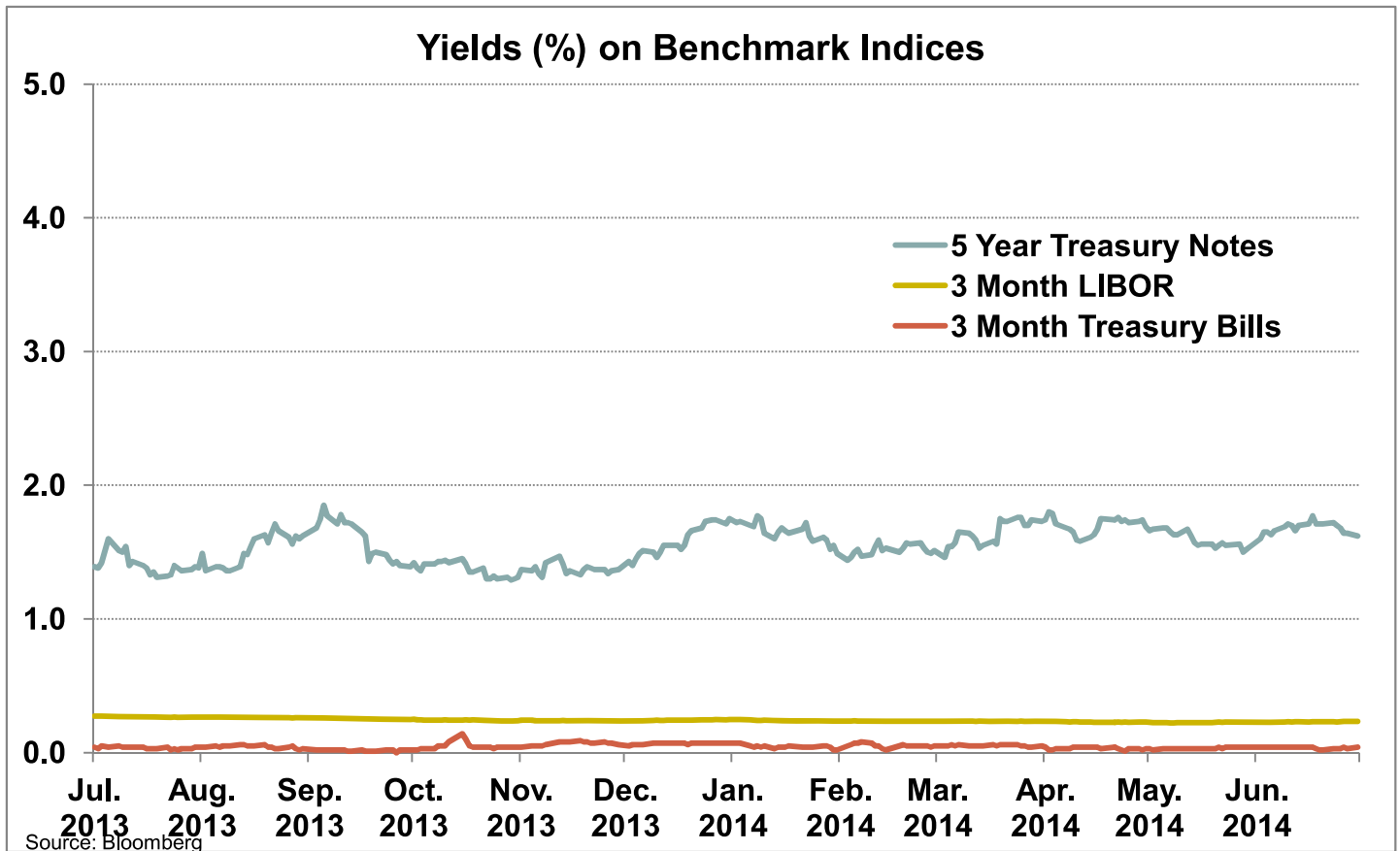
Totals may not add due to rounding.

# Portfolio Analysis

## Pooled Fund



## Yield Curves





# Investment Inventory

## Pooled Fund

As of June 30, 2014

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
U.S. Treasuries	912828LC2	US TSY NT	6/1/11	7/31/14	0.09	2.63	\$ 25,000,000	\$ 26,382,813	\$ 25,035,886	\$ 25,052,750
U.S. Treasuries	912828MW7	US TSY NT	2/24/12	3/31/15	0.74	2.50	50,000,000	53,105,469	50,749,596	50,900,500
U.S. Treasuries	912828PE4	US TSY NT	12/23/11	10/31/15	1.32	1.25	25,000,000	25,609,375	25,210,771	25,351,500
U.S. Treasuries	912828PJ3	US TSY NT	12/16/10	11/30/15	1.41	1.38	50,000,000	49,519,531	49,862,761	50,808,500
U.S. Treasuries	912828PJ3	US TSY NT	12/16/10	11/30/15	1.41	1.38	50,000,000	49,519,531	49,862,761	50,808,500
U.S. Treasuries	912828PJ3	US TSY NT	12/23/10	11/30/15	1.41	1.38	50,000,000	48,539,063	49,581,084	50,808,500
U.S. Treasuries	912828RJ1	US TSY NT	10/11/11	9/30/16	2.23	1.00	75,000,000	74,830,078	74,923,086	75,726,750
U.S. Treasuries	912828RM4	US TSY NT	12/26/13	10/31/16	2.31	1.00	25,000,000	25,183,594	25,150,582	25,234,500
U.S. Treasuries	912828RX0	US TSY NT	2/25/14	12/31/16	2.48	0.88	25,000,000	25,145,508	25,127,879	25,130,750
U.S. Treasuries	912828SJ0	US TSY NT	3/21/12	2/28/17	2.63	0.88	25,000,000	24,599,609	24,784,166	25,091,750
U.S. Treasuries	912828SJ0	US TSY NT	3/21/12	2/28/17	2.63	0.88	25,000,000	24,599,609	24,784,166	25,091,750
U.S. Treasuries	912828SM3	US TSY NT	3/14/12	2/28/17	2.63	0.88	75,000,000	74,771,484	74,877,293	75,275,250
U.S. Treasuries	912828TM2	US TSY NT	4/4/12	3/31/17	2.71	1.00	50,000,000	49,835,938	49,909,595	50,297,000
U.S. Treasuries	912828UE8	US TSY NT	9/17/12	8/31/17	3.13	0.63	60,000,000	59,807,813	59,877,081	59,343,600
U.S. Treasuries	912828UE8	US TSY NT	1/4/13	12/31/17	3.46	0.75	50,000,000	49,886,719	49,920,479	49,367,000
<b>Subtotals</b>					<b>2.11</b>	<b>1.19</b>	<b>\$ 660,000,000</b>	<b>\$ 661,336,133</b>	<b>\$ 659,657,187</b>	<b>\$ 664,288,600</b>
Federal Agencies	3134G2UA8	FHLMC NT	12/1/11	8/20/14	0.14	1.00	\$ 28,000,000	\$ 28,247,744	\$ 28,012,475	\$ 28,034,160
Federal Agencies	31398A3G5	FNMA EX-CALL NT	4/4/12	9/8/14	0.19	1.50	13,200,000	13,515,216	13,224,521	13,234,056
Federal Agencies	31315PRZ4	FARMER MAC MTN	4/9/13	10/1/14	0.26	0.24	18,000,000	17,996,400	17,999,387	18,006,120
Federal Agencies	31331J4S9	FFCB	12/8/10	12/8/14	0.44	1.40	19,000,000	18,956,680	18,995,256	19,106,210
Federal Agencies	31331J4S9	FFCB	12/16/10	12/8/14	0.44	1.40	24,000,000	23,988,000	23,998,679	24,134,160
Federal Agencies	3133XVNU1	FHLB	11/23/10	12/12/14	0.45	2.75	2,915,000	3,079,668	2,933,247	2,948,960
Federal Agencies	3133XVNU1	FHLB	11/23/10	12/12/14	0.45	2.75	25,400,000	26,848,308	25,560,488	25,695,910
Federal Agencies	3133XVNU1	FHLB	12/8/10	12/12/14	0.45	2.75	50,000,000	52,674,000	50,299,342	50,582,500
Federal Agencies	313371W51	FHLB	12/8/10	12/12/14	0.45	1.25	75,000,000	74,931,825	74,931,825	75,377,250
Federal Agencies	313371W93	FHLB	12/15/10	12/15/14	0.46	1.34	75,000,000	75,000,000	75,000,000	75,421,500
Federal Agencies	31331J6Q1	FFCB	12/29/10	12/29/14	0.50	1.72	27,175,000	27,157,065	27,172,778	27,385,606
Federal Agencies	31331J6Q1	FFCB	12/29/10	12/29/14	0.50	1.72	65,000,000	64,989,600	64,998,712	65,503,750
Federal Agencies	31331J6Q1	FFCB	12/13/13	2/18/15	0.63	0.21	50,000,000	49,992,000	49,995,704	50,018,000
Federal Agencies	3130A0FX3	FHLB	9/4/12	3/4/15	0.18	0.24	100,000,000	99,924,300	99,979,559	100,072,000
Federal Agencies	3133EAQ35	FFCB FLT NT FF+14	1/13/14	3/16/15	0.71	0.38	9,399,000	9,418,089	9,410,534	9,415,072
Federal Agencies	3135G0HG1	FNMA GLOBAL	4/30/12	4/27/15	0.07	0.17	50,000,000	49,992,600	49,997,967	50,027,000
Federal Agencies	3133EAJP4	FFCB FLT NT 1ML+1.5	5/3/12	5/1/15	0.09	0.36	50,000,000	50,000,000	50,000,000	50,091,500
Federal Agencies	31315PWJ4	FARMER MAC FLT NT FF+26	6/8/12	5/14/15	0.04	0.16	50,000,000	49,985,500	49,995,704	50,024,000
Federal Agencies	3133EAQC5	FFCB FLT NT 1ML+1	12/19/13	6/18/15	0.97	0.25	50,000,000	49,992,500	49,995,165	50,084,000
Federal Agencies	3133EDC67	FFCB NT	12/5/12	6/22/15	0.06	0.17	50,000,000	49,987,300	49,995,133	50,031,500
Federal Agencies	3133EAVE5	FFCB FLT NT 1ML+2	11/22/13	7/22/15	1.04	2.38	15,000,000	15,511,350	15,325,175	15,343,950
Federal Agencies	31315PDZ9	FAMCA	8/5/13	8/5/15	0.10	0.17	62,500,000	62,487,500	62,493,151	62,530,625
Federal Agencies	3133ECVW1	FFCB FLT NT T-BILL+14	12/12/13	8/28/15	1.16	0.38	9,000,000	9,014,130	9,009,579	9,019,530
Federal Agencies	313383V81	FHLB	12/15/10	9/10/15	1.18	1.75	50,000,000	49,050,000	49,760,578	50,904,500
Federal Agencies	3137EACM9	FHLMC BONDS	12/15/10	9/11/15	1.18	1.75	75,000,000	73,587,000	74,643,281	76,362,000
Federal Agencies	313370JB5	FHLB	9/15/10	9/15/15	1.19	2.13	45,000,000	44,914,950	44,979,459	46,000,800
Federal Agencies	31315PGT0	FARMER MAC	12/10/13	9/16/15	1.21	0.55	52,047,000	52,256,229	52,190,379	52,252,065
Federal Agencies	3133ECZG2	FFCB NT	4/24/13	9/18/15	0.22	0.19	16,200,000	16,198,073	16,199,024	16,211,988
Federal Agencies	3133ECJB1	FFCB FLT NT QTR T-BILL+16	4/16/13	9/18/15	0.22	0.19	50,000,000	50,000,000	50,000,000	50,037,000
Federal Agencies	3133ECJB1	FFCB FLT NT QTR TBILL+16	10/14/11	9/21/15	1.21	2.00	25,000,000	25,881,000	25,273,857	25,512,000
Federal Agencies	31398A3T7	FNMA NT EX-CALL	11/30/12	9/22/15	0.06	0.18	27,953,000	27,941,120	27,947,813	27,973,406
Federal Agencies	3133EAFJ6	FFCB FLT NT 1ML+2.5	12/15/10	10/26/15	1.31	1.63	25,000,000	24,317,500	24,814,772	25,427,250
Federal Agencies	31398A4M1	FNMA								

# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	31398A4M1	FNMA	12/23/10	10/26/15	1.31	1.63	42,000,000	40,924,380	41,706,760	42,717,780
Federal Agencies	31331J2S1	FFCB	12/15/10	11/16/15	1.37	1.50	25,000,000	24,186,981	24,772,427	25,397,000
Federal Agencies	3133EC1Z5	FFCB FLT NT MONTHLY 1ML+0	5/8/13	11/19/15	0.05	0.16	25,000,000	24,997,000	24,998,359	25,009,000
Federal Agencies	313371ZV5	FHLB	12/3/10	12/11/15	1.43	1.88	25,000,000	24,982,000	24,994,818	25,553,750
Federal Agencies	313371ZV5	FHLB	12/14/10	12/11/15	1.43	1.88	50,000,000	49,871,500	49,962,782	51,107,500
Federal Agencies	3133ED5A6	FFCB FLT	12/12/13	1/20/16	0.05	0.15	50,000,000	50,000,000	50,000,000	50,015,500
Federal Agencies	31315P3B3	FARMER MAC MTN	1/27/14	1/25/16	1.56	0.42	30,000,000	30,000,000	30,000,000	30,037,200
Federal Agencies	3133XXP43	FHLB	12/12/13	3/11/16	1.65	3.13	14,000,000	14,848,400	14,640,439	14,625,660
Federal Agencies	31337RN9	FHLB NT	4/13/12	3/11/16	1.68	1.00	22,200,000	22,357,620	22,268,324	22,392,918
Federal Agencies	3133EAJ03	FFCB NT	4/12/12	3/28/16	1.73	1.05	25,000,000	25,220,750	25,097,093	25,290,000
Federal Agencies	3135G0VA8	FNMA GLOBAL NT	12/13/13	3/30/16	1.74	0.50	25,000,000	25,022,250	25,016,940	25,042,500
Federal Agencies	31315PTF6	FAMCA FLT MTN 1ML+0	4/1/13	4/1/16	0.09	0.15	50,000,000	50,000,000	50,000,000	50,013,000
Federal Agencies	3133792Z1	FHLB NT	4/18/12	4/18/16	1.79	0.81	20,000,000	19,992,200	19,996,492	20,117,800
Federal Agencies	3133ECW77	FFCB NT	11/20/13	5/9/16	1.85	0.65	22,650,000	22,746,489	22,722,608	22,721,348
Federal Agencies	3135G0RZ8	FNMA CALL NT	11/30/12	5/26/16	1.90	0.55	22,540,000	22,540,000	22,540,485	22,503,485
Federal Agencies	3133EDB35	FFCB FLT NT 1ML+3	1/15/14	6/2/16	0.09	0.18	50,000,000	49,991,681	49,993,280	50,039,500
Federal Agencies	31315PB73	FAMCA NT	2/9/12	6/9/16	1.93	0.90	10,000,000	10,000,000	10,000,000	10,102,300
Federal Agencies	313771AA5	FHLB SUB NT	5/30/13	6/13/16	1.88	5.63	14,195,000	16,259,095	15,520,856	15,597,750
Federal Agencies	313771AA5	FHLB SUB NT	5/20/13	6/13/16	1.88	5.63	16,925,000	19,472,890	18,547,005	18,597,529
Federal Agencies	3133EDDP4	FFCB NT	2/11/14	6/17/16	1.96	0.52	50,000,000	50,062,000	50,051,872	50,041,000
Federal Agencies	3130A1BK3	FHLB CALL NT	3/24/14	6/24/16	1.98	0.50	25,000,000	25,000,000	25,000,000	24,992,250
Federal Agencies	3135G0XP3	FNMA GLOBAL NT	3/25/14	7/5/16	2.01	0.38	50,000,000	49,794,767	49,823,814	49,764,500
Federal Agencies	31315PA25	FAMCA MTN	3/26/13	7/27/16	2.03	2.00	11,900,000	12,440,498	12,235,650	12,251,288
Federal Agencies	31315PA25	FAMCA MTN	3/26/13	7/27/16	2.03	2.00	14,100,000	14,735,205	14,494,463	14,516,232
Federal Agencies	31315PA25	FAMCA MTN	7/27/11	7/27/16	2.03	2.00	15,000,000	14,934,750	14,972,964	15,442,800
Federal Agencies	31315PA25	FAMCA MTN	3/26/14	7/27/16	2.03	2.00	20,000,000	20,708,906	20,635,832	20,590,400
Federal Agencies	3134G4ET1	FHLMC CALL NT	1/9/14	8/8/16	2.09	0.85	40,220,000	40,300,440	40,234,487	40,205,521
Federal Agencies	3135G0YE7	FNMA GLOBAL NT	3/17/14	8/26/16	2.14	0.63	50,000,000	50,142,994	50,128,184	50,030,000
Federal Agencies	3135G0YE7	FNMA GLOBAL NT	3/25/14	8/26/16	2.14	0.63	50,000,000	49,952,024	49,960,124	50,030,000
Federal Agencies	31315PB88	FAMCA NT	10/29/13	9/1/16	2.13	1.50	7,000,000	7,156,240	7,119,363	7,131,320
Federal Agencies	313370TW8	FHLB BD	10/11/11	9/9/16	2.14	2.00	25,000,000	25,727,400	25,324,595	25,762,000
Federal Agencies	3133EDH21	FFCB FLT NT 1ML+2	3/14/14	9/14/16	0.04	0.17	50,000,000	49,993,612	49,994,373	50,021,500
Federal Agencies	3134G4XW3	FHLMC CALL MTN	3/26/14	9/26/16	2.22	0.60	25,000,000	25,000,000	25,000,000	25,009,250
Federal Agencies	3134G3P38	FHLMC NT CALL	12/14/12	10/5/16	2.25	0.75	75,000,000	75,071,250	75,000,502	75,004,500
Federal Agencies	3133EDJA1	FFCB FLT NT 1ML+2	4/11/14	10/11/16	0.03	0.17	25,000,000	24,993,750	24,994,304	25,009,000
Federal Agencies	3137EADS5	FHLMC GLOBAL NT	3/3/14	10/14/16	0.88	0.88	25,000,000	25,000,000	25,175,114	25,162,500
Federal Agencies	3134G4HK7	FHLMC CALL STEP NT	10/24/13	10/24/16	2.30	0.50	25,000,000	25,000,000	25,000,000	25,018,750
Federal Agencies	3136G1WP0	FNMA CALL NT	11/4/13	11/4/16	2.31	1.50	18,000,000	18,350,460	18,235,720	18,243,540
Federal Agencies	313381GA7	FHLB NT	11/30/12	11/30/16	2.40	0.57	23,100,000	23,104,389	23,102,653	23,055,879
Federal Agencies	3130A12F4	FHLB CALL NT	3/19/14	12/19/16	2.46	0.70	20,500,000	20,497,950	20,498,162	20,494,875
Federal Agencies	313381KR5	FHLB NT CALL	12/28/12	12/28/16	2.48	0.63	9,000,000	9,000,000	9,000,000	8,984,700
Federal Agencies	3134G33C2	FHLMC NT	12/28/12	12/28/16	2.48	0.63	13,500,000	13,500,000	13,500,000	13,477,050
Federal Agencies	3133ECB37	FFCB NT	1/3/13	1/3/17	2.49	0.60	50,000,000	50,000,000	50,000,000	49,900,000
Federal Agencies	31315PWV5	FARMER MAC MTN	12/20/12	1/12/17	2.51	0.58	14,000,000	14,000,000	14,000,000	13,946,380
Federal Agencies	3133786Q9	FHLB NT	5/4/12	1/17/17	2.51	1.01	49,500,000	49,475,250	49,486,596	49,838,085
Federal Agencies	3133EDFW7	FFCB FLT NT 1ML+5.5	1/10/13	2/13/17	2.58	1.00	67,780,000	68,546,456	68,271,147	68,114,833
Federal Agencies	3134G4XM5	FHLMC CALL MTN	2/27/14	2/27/17	0.07	0.21	50,000,000	50,000,000	50,000,000	50,042,000
Federal Agencies	3136G1ZB8	FNMA CALL NT	3/28/14	3/28/17	2.72	0.78	25,000,000	25,000,000	25,000,000	24,945,750
Federal Agencies	31315PTQ2	FARMER MAC MTN	3/28/14	3/28/17	2.71	0.88	25,000,000	25,000,000	25,000,000	24,990,250
Federal Agencies	31315PTQ2	FARMER MAC MTN	4/10/12	4/10/17	2.73	1.26	12,500,000	12,439,250	12,466,265	12,602,625

# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	3133ECLL6	FFCB NT	4/17/13	4/17/17	2.78	0.60	10,000,000	10,000,000	10,000,000	9,935,100
Federal Agencies	31315PUQ0	FARMER MAC MTN	4/26/12	4/26/17	2.78	1.13	10,500,000	10,500,000	10,500,000	10,562,055
Federal Agencies	31315PV89	FARMER MAC FLT CALL NT 3ML+10	5/1/14	5/1/17	0.09	0.33	50,000,000	50,000,000	50,000,000	50,147,500
Federal Agencies	3137EADF3	FHLMC NT	5/14/12	5/12/17	2.82	1.25	25,000,000	25,133,000	25,076,271	25,253,500
Federal Agencies	31315PZQ5	FARMER MAC MTN	12/28/12	6/5/17	2.89	1.11	9,000,000	9,122,130	9,080,666	9,024,930
Federal Agencies	3130A1ZR2	FHLB STEP NT	6/12/14	6/12/17	2.93	0.50	50,000,000	50,000,000	50,000,000	50,023,000
Federal Agencies	3133EAUW6	FFCB FLT NT FF+22	6/19/12	6/19/17	0.22	0.32	50,000,000	50,000,000	50,000,000	50,026,000
Federal Agencies	3137EADH9	FHLMC GLOBAL NT	3/25/14	6/29/17	2.96	1.00	25,000,000	24,920,625	24,927,151	25,054,000
Federal Agencies	3133ECV92	FFCB FLT NT 1ML+4	7/24/13	7/24/17	0.07	0.19	50,000,000	50,000,000	50,000,000	49,998,000
Federal Agencies	3134G3ZH6	FHLMC CALL MTN	4/15/14	7/25/17	3.02	1.00	19,000,000	19,037,472	19,037,778	18,966,180
Federal Agencies	3133ECVG6	FFCB FLT NT 3ML+0	8/5/13	7/26/17	0.07	0.23	23,520,000	23,520,000	23,520,000	23,508,240
Federal Agencies	3136G0B59	FNMA STEP NT	9/20/12	9/20/17	3.19	0.70	64,750,000	64,750,000	64,750,000	64,773,958
Federal Agencies	3136G0D81	FNMA STEP NT	9/27/12	9/27/17	3.20	0.72	100,000,000	100,000,000	100,000,000	100,064,000
Federal Agencies	3137EADL0	FHLMC GLOBAL NT	3/25/14	9/29/17	3.20	1.00	25,000,000	24,808,175	24,822,816	24,948,500
Federal Agencies	3136G0Q20	FNMA CALL STEP NT	3/13/14	10/17/17	3.26	0.75	49,090,000	49,080,182	49,081,004	49,098,345
Federal Agencies	3136G0Y39	FNMA STEP NT	1/8/12	1/8/17	3.32	0.70	50,000,000	50,000,000	50,000,000	49,718,500
Federal Agencies	3134G44F2	FHLMC CALL MTN	5/21/13	11/21/17	3.35	0.80	50,000,000	50,000,000	50,000,000	49,307,000
Federal Agencies	3136G13Q0	FNMA STEP NT	12/26/12	12/26/17	3.45	0.75	29,000,000	29,000,000	29,000,000	28,935,910
Federal Agencies	3136G13T4	FNMA STEP NT	12/26/12	12/26/17	3.45	0.75	39,000,000	39,000,000	39,000,000	38,875,590
Federal Agencies	3134G32M1	FHLMC CALL NT	12/28/12	12/28/17	3.44	1.00	50,000,000	50,000,000	50,000,000	49,415,000
Federal Agencies	3135G0UN1	FNMA GLOBAL NT CALL	2/26/14	2/28/18	3.59	1.15	8,770,000	8,713,434	8,718,267	8,725,799
Federal Agencies	3135G0UN1	FNMA GLOBAL NT CALL	2/26/14	2/28/18	3.59	1.15	19,000,000	18,877,450	18,887,921	18,904,240
Federal Agencies	3136G1KN8	FNMA NT CALL	4/24/13	4/24/18	3.72	1.50	50,000,000	50,903,000	50,367,385	49,973,500
Federal Agencies	3136G1K81	FNMA NT STEP	4/30/13	4/30/18	3.78	0.75	12,600,000	12,600,000	12,600,000	12,504,240
Federal Agencies	31315PZM4	FARMER MAC STEP NT	5/3/13	5/3/18	3.79	0.70	24,600,000	24,600,000	24,600,000	24,570,726
Federal Agencies	313382XK4	FHLB STEP NT	5/7/13	5/7/18	3.82	0.75	25,000,000	25,000,000	25,000,000	24,907,000
Federal Agencies	3133ECPB4	FFCB NT	5/23/13	5/14/18	3.81	0.88	10,000,000	9,934,600	9,949,141	9,900,000
Federal Agencies	3135G0WJ8	FNMA NT	5/23/13	5/21/18	3.83	0.88	25,000,000	24,786,500	24,833,788	24,580,500
Federal Agencies	3133834P3	FHLB STEP NT	5/22/13	5/22/18	3.86	0.50	50,000,000	50,000,000	50,000,000	49,632,000
Federal Agencies	31315P4W6	FARMER MAC FLT CALL	6/6/14	6/6/18	0.19	0.36	25,000,000	25,000,000	25,000,000	25,025,750
Federal Agencies	3134G52D6	FHLMC CALL MTN	4/17/14	7/17/18	3.90	1.64	25,000,000	25,000,000	25,000,000	25,166,500
Federal Agencies	3136G1XY0	FNMA CALL	11/27/13	11/27/18	4.22	2.25	25,000,000	25,327,000	25,083,275	25,083,000
Federal Agencies	3134G4LZ9	FHLMC CALL STEP	12/10/13	12/10/18	4.37	0.88	50,000,000	50,000,000	50,000,000	50,335,500
Federal Agencies	3134G4MB1	FHLMC CALL MULTI-STEP	12/18/13	12/18/18	4.34	1.50	25,000,000	25,000,000	25,000,000	25,048,750
Federal Agencies	3134G4S74	FHLMC CALL NT	1/16/14	1/16/19	4.33	2.00	17,800,000	17,800,000	17,800,000	17,812,994
Federal Agencies	3130A0JC5	FHLB STEP NT	1/17/14	1/17/19	4.44	1.00	55,660,000	55,660,000	55,660,000	55,677,811
Federal Agencies	3130A1B98	FHLB STEP CALL NT	3/27/14	3/27/19	4.64	1.00	75,000,000	75,000,000	75,000,000	75,028,500
Federal Agencies	31315PQ69	FARMER MAC FLT CALL NT 3ML+15	4/3/14	4/3/19	0.26	0.38	50,000,000	50,000,000	50,000,000	50,029,000
Federal Agencies	3130A1H68	FHLB STEP CALL NT	4/17/14	4/17/19	4.67	1.15	15,000,000	14,996,250	14,996,404	14,998,500
Federal Agencies	31315P3W7	FARMER MAC FLT CALL	6/3/14	6/3/19	0.18	0.38	50,000,000	50,000,000	50,000,000	50,074,500
Subtotals					1.73	0.91	\$ 4,202,689,000	\$ 4,213,905,716	\$ 4,208,894,771	\$ 4,219,871,783

State/Local Agencies	612574DP5	MONTEREY COMM COLLEGE GO	5/7/13	8/1/14	0.09	0.43	\$	310,000	\$	310,050
State/Local Agencies	62451FFC9	WHISMAN SCHOOL DIST MTN VIEW	7/24/12	8/1/14	0.09	0.75	1,125,000	1,125,000	1,125,000	1,125,045
State/Local Agencies	64966DPC7	NEW YORK CITY GO	6/7/12	11/1/14	0.34	4.75	8,000,000	8,774,720	8,108,655	8,116,240
State/Local Agencies	13063BN65	CALIFORNIA ST TAXABLE GO BD	3/27/13	2/1/15	0.58	0.85	10,038,000	10,038,000	10,012,086	10,022,500
State/Local Agencies	649791J50	NEW YORK ST TAXABLE GO	3/21/13	3/1/15	0.67	0.39	4,620,000	4,619,076	4,619,684	4,620,924
State/Local Agencies	91412GFW9	UNIV OF CALIFORNIA REVENUE BC	3/14/13	5/15/15	0.87	0.39	5,000,000	5,000,000	5,000,950	5,000,950
State/Local Agencies	612574DQ3	MONTEREY COMM COLLEGE GO	5/7/13	8/1/15	1.08	0.63	315,000	315,000	315,000	315,665
State/Local Agencies	64966GXS6	NEW YORK CITY TAXABLE GO	4/1/13	12/1/15	1.38	5.13	12,255,000	13,700,477	13,023,745	13,029,761

# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
State/Local Agencies	13063BN73	CALIFORNIA ST TAXABLE GO BD	3/27/13	2/1/16	1.57	1.05	11,000,000	11,037,180	11,020,715	11,079,310
State/Local Agencies	91412GUT0	UNIV OF CALIFORNIA REVENUE	4/10/14	5/15/16	1.87	0.63	2,500,000	2,500,000	2,500,000	2,497,925
State/Local Agencies	612574DR1	MONTEREY COMM COLLEGE GO	5/7/13	8/1/16	2.06	0.98	2,670,000	2,670,000	2,670,000	2,673,284
State/Local Agencies	91412GUJ7	UNIV OF CALIFORNIA REVENUE BD	4/10/14	5/15/17	2.83	1.22	3,250,000	3,250,000	3,250,000	3,257,475
State/Local Agencies	13063CF9	CALIFORNIA ST GO BD	11/5/13	11/1/17	3.25	1.75	16,558,000	16,558,905	16,549,283	16,805,910
<b>Subtotals</b>				<b>1.60</b>	<b>2.13</b>	<b>\$</b>	<b>\$ 77,545,000</b>	<b>\$ 79,898,358</b>	<b>\$ 78,504,167</b>	<b>\$ 78,855,038</b>
Public Time Deposits		TRANS PACIFIC NATIONAL BANK P'	2/7/14	2/7/15	0.60	0.46	\$	240,000	\$	240,000
Public Time Deposits		BANK OF SAN FRANCISCO PTD	4/9/14	4/9/15	0.77	0.45	240,000	240,000	240,000	240,000
<b>Subtotals</b>				<b>0.69</b>	<b>0.46</b>	<b>\$</b>	<b>\$ 480,000</b>	<b>\$ 480,000</b>	<b>\$ 480,000</b>	<b>\$ 480,000</b>
Negotiable CDs	06366BTG5	BANK OF MONTREAL YCD	5/7/14	7/1/14	0.00	0.12	\$	50,000,000	\$	50,000,083
Negotiable CDs	06366BNF3	BANK OF MONTREAL YCD	4/2/14	7/2/14	0.00	0.16	50,000,000	50,000,000	50,000,000	50,000,278
Negotiable CDs	06417HFD3	BANK OF NOVA SCOTIA YCD	3/24/14	8/14/14	0.12	0.22	25,008,778	25,008,778	25,006,720	25,004,998
Negotiable CDs	96121TTS7	WESTPAC FLT YCD 1ML+9	1/23/14	8/28/14	0.08	0.23	25,009,250	25,009,250	25,002,472	25,006,944
Negotiable CDs	06417FB58	BANK OF NOVA SCOTIA YCD 3ML+1	7/17/13	1/20/15	0.05	0.41	50,000,000	50,000,000	50,000,000	50,049,915
Negotiable CDs	78009NGU4	ROYAL BANK OF CANADA NY YCD	5/19/14	6/25/15	0.24	0.33	5,497,250	5,497,250	5,497,544	5,481,352
Negotiable CDs	06417HHL3	BANK OF NOVA SCOTIA FLT 3ML+2	4/3/14	3/22/16	0.23	0.46	10,000,000	10,000,290	10,000,254	10,000,290
Negotiable CDs	96121TWJ3	WESTPAC FLT YCD 3ML+15	4/24/14	4/25/16	0.07	0.38	25,000,000	25,000,000	25,000,000	25,000,000
Negotiable CDs	96121TWK0	WESTPAC FLT YCD 1ML+22	4/24/14	4/25/16	0.07	0.37	50,000,000	50,000,000	50,000,000	50,000,000
Negotiable CDs	06417HKT2	BANK OF NOVA SCOTIA YCD 3ML+1	5/9/14	5/9/16	0.12	0.41	50,000,000	49,979,050	49,980,569	49,980,900
<b>Subtotals</b>				<b>0.06</b>	<b>0.30</b>	<b>\$</b>	<b>\$ 340,500,000</b>	<b>\$ 340,494,618</b>	<b>\$ 340,487,560</b>	<b>\$ 340,524,761</b>
Medium Term Notes	64952WBL6	NEW YORK LIFE MTN 3ML+0	3/27/13	7/30/14	0.08	0.22	\$	3,000,630	\$	3,000,180
Medium Term Notes	78008TXA7	RBC MTN	11/1/13	10/30/14	0.33	1.45	10,000,000	10,117,152	10,039,051	10,038,800
Medium Term Notes	459200GZ8	IBM MTN	11/5/13	10/31/14	0.34	0.88	31,814,000	32,008,702	31,879,982	31,876,992
Medium Term Notes	36962G4G6	GE CAPITAL CORP MTN	8/7/13	11/14/14	0.38	3.75	2,920,000	3,039,340	2,954,979	2,957,931
Medium Term Notes	07385TAJ5	JP MORGAN CHASE MTN	12/18/13	11/15/14	0.38	5.70	11,500,000	12,039,350	11,722,563	11,721,145
Medium Term Notes	07385TAJ5	JP MORGAN CHASE MTN	12/19/13	11/15/14	0.38	5.70	25,654,000	26,853,068	26,150,291	26,147,326
Medium Term Notes	89233P7B6	TOYOTA MTN 3ML+17	1/28/13	12/5/14	0.18	0.40	10,000,000	10,004,700	10,001,092	10,008,900
Medium Term Notes	36962G5M2	GE CAPITAL CORP MTN	8/7/13	1/9/15	0.52	2.15	4,820,000	4,926,667	4,859,385	4,867,477



# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Medium Term Notes	36962G616	GE FLT NT 3ML+38	1/10/13	1/9/15	0.28	0.61	25,000,000	25,000,000	25,000,000	25,049,500
Medium Term Notes	36962G5M2	GE CAPITAL CORP MTN	12/16/13	1/9/15	0.52	2.15	27,743,000	28,291,202	28,013,578	28,016,269
Medium Term Notes	36962G5M2	GE CAPITAL CORP MTN	7/12/13	1/9/15	0.52	2.15	87,824,000	89,617,366	88,454,634	88,689,066
Medium Term Notes	46625HHF8	JP MORGAN CHASE MTN	2/18/14	1/20/15	0.55	3.70	16,935,000	17,479,931	17,283,520	17,234,919
Medium Term Notes	46625HHF8	JP MORGAN CHASE MTN	3/17/14	1/20/15	0.55	3.70	22,580,000	23,322,393	23,113,099	22,979,892
Medium Term Notes	78008SVS2	RBC MTN FIX-TO-FLT	1/22/13	1/22/15	0.06	0.33	100,000,000	100,000,000	100,000,000	99,818,000
Medium Term Notes	89233P7H3	TOYOTA MTN 3ML+17	1/23/13	1/23/15	0.06	0.40	35,000,000	35,000,000	35,000,000	35,038,150
Medium Term Notes	89233P7L4	TOYOTA MTN FIX-TO-FLOAT	2/4/13	2/4/15	0.10	0.32	25,000,000	25,000,000	25,000,000	24,996,750
Medium Term Notes	717081DA8	PFIZER MTN	12/9/13	3/15/15	0.70	5.35	3,185,850	3,185,850	3,103,608	3,103,200
Medium Term Notes	89236TAG0	TOYOTA MOTOR CREDIT CORP 3M	4/12/13	4/8/15	0.27	0.38	50,000,000	50,000,000	50,000,000	50,058,000
Medium Term Notes	459200HD6	IBM MTN	12/19/13	5/11/15	0.86	0.75	5,425,000	5,460,859	5,447,165	5,448,056
Medium Term Notes	36962G5Z3	GE CAPITAL CORP MTN	8/19/13	7/2/15	0.99	1.63	5,000,000	5,075,250	5,040,383	5,063,600
Medium Term Notes	36962G4M3	GE CAPITAL CORP FLT MTN 3ML+7:	11/25/13	7/9/15	0.28	0.98	8,565,000	8,624,955	8,602,840	8,599,774
Medium Term Notes	89233P6J0	TOYOTA MTN	3/4/14	7/17/15	1.04	0.88	6,100,000	6,154,853	6,143,457	6,135,990
Medium Term Notes	89233P6J0	TOYOTA MTN	11/15/13	7/17/15	1.04	0.88	10,000,000	10,072,000	10,045,044	10,059,000
Medium Term Notes	594918AG9	MICROSOFT MTN	10/30/13	9/25/15	1.22	1.63	3,186,000	3,260,266	3,234,193	3,238,633
Medium Term Notes	369604BE2	GENERAL ELECTRIC MTN	5/7/14	10/9/15	1.27	0.85	8,000,000	8,048,969	8,044,349	8,039,680
Medium Term Notes	369604BE2	GENERAL ELECTRIC MTN	5/19/14	10/9/15	1.26	0.85	9,300,000	9,367,094	9,362,159	9,346,128
Medium Term Notes	369604BE2	GENERAL ELECTRIC MTN	3/5/14	10/9/15	1.27	0.85	10,000,000	10,069,000	10,055,034	10,049,600
Medium Term Notes	06366RJH9	BANK OF MONTREAL MTN	3/27/14	11/6/15	1.34	0.80	8,500,000	8,532,470	8,527,178	8,546,155
Medium Term Notes	36962G4T8	GE CAPITAL CORP MTN	5/12/14	11/9/15	1.34	2.25	7,000,000	7,185,203	7,168,363	7,160,160
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	3/12/14	11/15/15	1.36	1.80	10,000,000	10,231,900	10,189,908	10,193,200
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	3/7/14	11/15/15	1.36	1.80	23,025,000	23,588,652	23,482,853	23,469,843
Medium Term Notes	459200GU9	IBM CORP NT	2/11/14	1/5/16	1.49	2.00	19,579,000	20,178,901	20,065,619	20,031,862
Medium Term Notes	064255AK8	BTMUFJ FLT MTN 3ML+45	3/17/14	2/26/16	0.16	0.68	10,000,000	10,035,800	10,030,463	10,023,600
Medium Term Notes	36962G2V5	GE FLT MTN 3ML+20	5/19/14	5/11/16	0.12	0.42	17,889,000	17,704,784	17,703,932	17,687,585
<b>Subtotals</b>					<b>0.48</b>	<b>1.50</b>	<b>\$ 654,159,000</b>	<b>\$ 662,477,306</b>	<b>\$ 658,718,758</b>	<b>\$ 658,695,363</b>
Money Market Funds	09248U718	BLACKROCK T-FUND INSTL	6/30/14	7/1/14	0.00	0.01	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000
Money Market Funds	316175108	FIDELITY INSTL GOVT PORT	6/30/14	7/1/14	0.00	0.01	25,003,302	25,003,302	25,003,302	25,003,302
Money Market Funds	61747C707	MS INSTL GOVT FUND	6/30/14	7/1/14	0.00	0.04	25,083,475	25,083,475	25,083,475	25,083,475
<b>Subtotals</b>					<b>0.00</b>	<b>0.02</b>	<b>\$ 75,086,777</b>	<b>\$ 75,086,777</b>	<b>\$ 75,086,777</b>	<b>\$ 75,086,777</b>
<b>Grand Totals</b>					<b>1.52</b>	<b>0.97</b>	<b>\$ 6,010,459,777</b>	<b>\$ 6,033,678,908</b>	<b>\$ 6,021,829,219</b>	<b>\$ 6,037,802,322</b>

# Monthly Investment Earnings

## Pooled Fund

For month ended June 30, 2014

Type of Investment	CUSIP	Issue Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
U.S. Treasuries	912828LC2	US TSY NT	\$ 25,000,000	2.63	0.85	6/1/11	7/31/14	\$ 54,385	\$ (35,886)	\$ -	\$ 18,499
U.S. Treasuries	912828MW7	US TSY NT	50,000,000	2.50	0.48	2/24/12	3/31/15	102,459	(82,373)	-	20,086
U.S. Treasuries	912828PE4	US TSY NT	25,000,000	1.25	0.61	12/23/11	10/31/15	25,476	(12,984)	-	12,492
U.S. Treasuries	912828PJ3	US TSY NT	50,000,000	1.38	1.58	12/16/10	11/30/15	56,352	7,964	-	64,316
U.S. Treasuries	912828PJ3	US TSY NT	50,000,000	1.38	1.58	12/16/10	11/30/15	56,352	7,964	-	64,316
U.S. Treasuries	912828PJ3	US TSY NT	50,000,000	1.38	2.00	12/23/10	11/30/15	56,352	24,308	-	80,661
U.S. Treasuries	912828RJ1	US TSY NT	75,000,000	1.00	1.05	10/11/11	9/30/16	61,475	2,807	-	64,282
U.S. Treasuries	912828RM4	US TSY NT	25,000,000	1.00	0.74	12/26/13	10/31/16	20,380	(5,296)	-	15,084
U.S. Treasuries	912828RX0	US TSY NT	25,000,000	0.88	0.67	2/25/14	12/31/16	18,119	(4,197)	-	13,921
U.S. Treasuries	912828SJ0	US TSY NT	25,000,000	0.88	1.21	3/21/12	2/28/17	17,833	6,655	-	24,488
U.S. Treasuries	912828SJ0	US TSY NT	25,000,000	0.88	1.21	3/21/12	2/28/17	17,833	6,655	-	24,488
U.S. Treasuries	912828SJ0	US TSY NT	75,000,000	0.88	0.94	3/14/12	2/28/17	67,765	(30,225)	122,070	159,610
U.S. Treasuries	912828SM3	US TSY NT	50,000,000	1.00	1.07	4/4/12	3/31/17	40,984	2,701	-	43,685
U.S. Treasuries	912828TM2	US TSY NT	60,000,000	0.63	0.69	9/17/12	8/31/17	30,571	3,187	-	33,758
U.S. Treasuries	912828UE8	US TSY NT	50,000,000	0.75	0.80	1/4/13	12/31/17	31,060	1,865	-	32,926
<b>Subtotals</b>			<b>\$ 660,000,000</b>				<b>\$ 657,397</b>	<b>\$ (106,856)</b>	<b>\$ 122,070</b>	<b>\$ 672,612</b>	
Federal Agencies	31315PHX0	FARMER MAC MTN	\$ -	3.15	0.50	4/10/12	6/5/14	\$ 4,928	\$ (4,062)	\$ -	\$ 866
Federal Agencies	3133XWE70	FHLB TAP	-	2.50	0.40	5/15/12	6/13/14	40,000	(33,019)	-	6,981
Federal Agencies	3133724E1	FHLB	-	1.21	1.21	12/31/10	6/30/14	48,736	-	-	48,736
Federal Agencies	3137EACU1	FHLMC BONDS	-	1.00	1.02	6/2/11	7/30/14	22,917	(51,239)	146,400	118,078
Federal Agencies	3134G2UA8	FHLMC NT	28,000,000	1.00	0.67	12/1/11	8/20/14	23,333	(7,485)	-	15,849
Federal Agencies	31398A3G5	FNMA EX-CALL NT	13,200,000	1.50	0.51	4/4/12	9/8/14	16,500	(10,661)	-	5,839
Federal Agencies	31315PRZ4	FARMER MAC MTN	18,000,000	0.24	0.26	4/9/13	10/1/14	3,638	200	-	3,838
Federal Agencies	3136FTRF8	FNMA FLT QTR FF+39	-	0.48	0.29	12/12/11	11/21/14	3,887	19,789	21,200	44,876
Federal Agencies	31331J4S9	FFCB	19,000,000	1.40	1.46	12/8/10	12/8/14	22,167	890	-	23,056
Federal Agencies	31331J4S9	FFCB	24,000,000	1.40	1.41	12/16/10	12/8/14	28,000	248	-	28,248
Federal Agencies	3133XVNU1	FHBL	2,915,000	2.75	1.31	11/23/10	12/12/14	6,680	(3,338)	-	3,342
Federal Agencies	3133XVNU1	FHBL	25,400,000	2.75	1.30	11/23/10	12/12/14	58,208	(29,358)	-	28,851
Federal Agencies	3133XVNU1	FHBL	50,000,000	2.75	1.37	12/8/10	12/12/14	114,583	(54,758)	-	59,826
Federal Agencies	313371W51	FHBL	75,000,000	1.25	1.46	12/8/10	12/12/14	78,125	12,471	-	90,596
Federal Agencies	3136FTVN6	FNMA FLT QTR FF+35	-	0.52	0.52	12/15/11	12/15/14	11,848	-	127,500	139,348
Federal Agencies	313371W93	FHBL	75,000,000	1.34	1.34	12/15/10	12/15/14	83,750	-	-	83,750
Federal Agencies	31331J6Q1	FFCB	27,175,000	1.72	1.74	12/29/10	12/29/14	38,951	368	-	39,319
Federal Agencies	31331J6Q1	FFCB	65,000,000	1.72	1.72	12/29/10	12/29/14	93,167	214	-	93,380
Federal Agencies	3130A0FX3	FHBL	50,000,000	0.21	0.22	12/13/13	2/18/15	8,750	556	-	9,306
Federal Agencies	3135EAQ35	FFCB FLT NT FF+14	100,000,000	0.24	0.34	9/4/12	3/4/15	19,583	2,493	-	22,076
Federal Agencies	3135G0HG1	FNMA GLOBAL	9,399,000	0.38	0.20	1/13/14	3/16/15	2,937	(1,341)	-	1,596
Federal Agencies	3133EAJP4	FFCB FLT NT 1ML+1.5	50,000,000	0.17	0.18	4/30/12	4/27/15	6,881	203	-	7,084
Federal Agencies	31315PWJ4	FARMER MAC FLT NT FF+26	50,000,000	0.36	0.36	5/3/12	5/1/15	14,819	-	-	14,819
Federal Agencies	3133EAQ35	FFCB FLT NT 1ML+1	50,000,000	0.16	0.19	6/8/12	5/14/15	6,728	407	-	7,134
Federal Agencies	3133EDC67	FFCB NT	50,000,000	0.25	0.26	12/19/13	6/18/15	10,417	412	-	10,829
Federal Agencies	3133EAVE5	FFCB FLT NT 1ML+2	50,000,000	0.17	0.20	12/5/12	6/22/15	7,058	410	-	7,468
Federal Agencies	31315PDZ9	FAMCA	15,000,000	2.38	0.32	11/22/13	7/22/15	29,688	(25,273)	-	4,415
Federal Agencies	3133ECVW1	FFCB FLT NT T-BILL+14	62,500,000	0.17	0.19	8/5/13	8/5/15	8,853	514	-	9,366
Federal Agencies	313383V81	FHBL	9,000,000	0.38	0.28	12/12/13	8/28/15	2,813	(679)	-	2,133
Federal Agencies	3137EACM9	FHLMC BONDS	50,000,000	1.75	2.17	12/15/10	9/10/15	72,917	16,474	-	89,391
Federal Agencies	313370JB5	FHBL	75,000,000	1.75	2.31	12/15/10	9/11/15	109,375	24,489	-	133,864
Federal Agencies	31315PGT0	FARMER MAC	45,000,000	2.13	2.17	9/15/10	9/15/15	79,688	1,397	-	81,085
Federal Agencies	3133ECZG2	FFCB NT	52,047,000	0.55	0.32	12/10/13	9/16/15	23,855	(9,732)	-	14,123
Federal Agencies	3133ECJB1	FFCB FLT NT QTR T-BILL+16	16,200,000	0.19	0.20	4/24/13	9/18/15	2,590	66	-	2,656

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3133ECJB1	FFCB FLT NT QTR TBILL+16	50,000,000	0.19	0.19	4/16/13	9/18/15	7,993	-	-	7,993
Federal Agencies	31398A3T7	FNMA NT EX-CALL	25,000,000	2.00	1.08	10/14/11	9/21/15	41,667	(18,380)	-	23,287
Federal Agencies	3133EAFJ6	FFCB FLT NT 1ML+2.5	27,953,000	0.18	0.21	11/30/12	9/22/15	4,063	347	-	4,410
Federal Agencies	31398A4M1	FNMA	25,000,000	1.63	2.22	12/15/10	10/26/15	33,854	11,529	-	45,383
Federal Agencies	31398A4M1	FNMA	42,000,000	1.63	2.19	12/23/10	10/26/15	56,875	18,251	-	75,126
Federal Agencies	31331J2S1	FFCB	25,000,000	1.50	2.20	12/15/10	11/16/15	31,250	13,573	-	44,823
Federal Agencies	3133ECLZ5	FFCB FLT NT MONTHLY 1ML+0	25,000,000	0.16	0.16	5/8/13	11/19/15	3,179	97	-	3,276
Federal Agencies	3133835R8	FHLB CALL NT	-	0.34	0.37	1/31/14	12/4/15	384	(1,221)	6,783	5,946
Federal Agencies	313371ZY5	FHLB	25,000,000	1.88	1.89	12/3/10	12/11/15	39,063	294	-	39,357
Federal Agencies	313371ZY5	FHLB	50,000,000	1.88	1.93	12/14/10	12/11/15	78,125	2,115	-	80,240
Federal Agencies	3133ED5A6	FFCB FLT	50,000,000	0.15	0.15	12/12/13	1/20/16	6,276	-	-	6,276
Federal Agencies	31315P3B3	FARMER MAC MTN	30,000,000	0.42	0.42	1/27/14	1/25/16	10,500	-	-	10,500
Federal Agencies	3133XXP43	FHLB	14,000,000	3.13	0.41	12/12/13	3/11/16	36,458	(31,039)	-	5,419
Federal Agencies	313375RN9	FHLB NT	22,200,000	1.00	0.82	4/13/12	3/11/16	18,500	(3,311)	-	15,189
Federal Agencies	3133EAJ03	FFCB NT	25,000,000	1.05	0.82	4/12/12	3/28/16	21,875	(4,580)	-	17,295
Federal Agencies	3135G0V48	FNMA GLOBAL NT	25,000,000	0.50	0.46	12/13/13	3/30/16	10,417	(797)	-	9,620
Federal Agencies	31315PTE6	FAMCA FLT MTN 1ML+0	50,000,000	0.15	0.15	4/1/13	4/1/16	6,292	-	-	6,292
Federal Agencies	3133792Z1	FHLB NT	20,000,000	0.81	0.82	4/18/12	4/18/16	13,500	160	-	13,660
Federal Agencies	3133ECWT7	FFCB NT	22,650,000	0.65	0.48	11/20/13	5/9/16	12,269	(3,213)	-	9,056
Federal Agencies	3135G0RZ8	FNMA CALL NT	22,540,000	0.55	0.55	11/30/12	5/26/16	10,331	-	-	10,331
Federal Agencies	3133EDB35	FFCB FLT NT 1ML+3	50,000,000	0.18	0.19	1/15/14	6/2/16	7,541	287	-	7,828
Federal Agencies	31315PB73	FAMCA NT	10,000,000	0.90	0.90	2/9/12	6/9/16	7,500	-	-	7,500
Federal Agencies	313771AA5	FHLB SUB NT	14,195,000	5.63	0.77	5/30/13	6/13/16	66,539	(55,786)	-	10,753
Federal Agencies	313771AA5	FHLB SUB NT	16,925,000	5.63	0.65	5/20/13	6/13/16	79,336	(68,247)	-	11,089
Federal Agencies	3133EDDP4	FFCB NT	50,000,000	0.52	0.46	2/11/14	6/17/16	21,667	(2,170)	-	19,496
Federal Agencies	3130A1BK3	FHLB CALL NT	25,000,000	0.50	0.50	3/24/14	6/24/16	10,417	-	-	10,417
Federal Agencies	3135G0XP3	FNMA GLOBAL NT	50,000,000	0.38	0.59	3/25/14	7/5/16	15,625	8,892	-	24,517
Federal Agencies	31315PA25	FAMCA MTN	11,900,000	2.00	0.62	3/26/13	7/27/16	19,833	(13,302)	-	6,531
Federal Agencies	31315PA25	FAMCA MTN	14,100,000	2.00	0.63	3/26/13	7/27/16	23,500	(15,633)	-	7,867
Federal Agencies	31315PA25	FAMCA MTN	15,000,000	2.00	2.09	7/27/11	7/27/16	25,000	1,071	-	26,071
Federal Agencies	3134G4ET1	FHLMC CALL NT	40,220,000	0.85	0.77	1/9/14	8/8/16	33,333	(22,600)	-	10,733
Federal Agencies	3135G0YE7	FNMA GLOBAL NT	50,000,000	0.63	0.52	3/17/14	8/26/16	28,489	(11,437)	-	17,052
Federal Agencies	3135G0YE7	FNMA GLOBAL NT	50,000,000	0.63	0.69	3/25/14	8/26/16	26,042	(4,191)	-	21,850
Federal Agencies	31315PQB8	FAMCA NT	7,000,000	1.50	0.70	10/29/13	9/1/16	26,042	2,480	-	28,521
Federal Agencies	313370TW8	FHLB BD	25,000,000	2.00	1.39	10/11/11	9/9/16	8,750	(4,516)	-	4,234
Federal Agencies	3133EDH21	FFCB FLT NT 1ML+2	50,000,000	0.17	0.18	3/14/14	9/14/16	41,667	(12,157)	-	29,510
Federal Agencies	3134G4XW3	FHLMC CALL MTN	25,000,000	0.60	0.60	3/26/14	9/26/16	7,145	209	-	7,354
Federal Agencies	3134G3P38	FHLMC NT CALL	75,000,000	0.75	0.72	12/14/12	10/5/16	12,500	(3,763)	-	12,500
Federal Agencies	3133EDJA1	FFCB FLT NT 1ML+2	25,000,000	0.17	0.18	4/11/14	10/11/16	46,875	205	-	43,112
Federal Agencies	3137EADS5	FHLMC GLOBAL NT	25,000,000	0.88	0.57	3/3/14	10/14/16	3,575	(6,284)	-	3,780
Federal Agencies	3134G4HK7	FHLMC CALL STEP NT	25,000,000	0.50	0.50	10/24/13	10/24/16	18,229	-	-	11,945
Federal Agencies	3136G1WP0	FNMA CALL NT	18,000,000	1.50	0.84	11/4/13	11/4/16	10,417	(14,402)	-	10,417
Federal Agencies	313381GA7	FHLB NT	23,100,000	0.57	0.57	11/30/12	11/30/16	22,500	(90)	-	8,098
Federal Agencies	3130A12F4	FHLB CALL NT	20,500,000	0.70	0.70	3/19/14	12/19/16	10,973	61	-	12,019
Federal Agencies	313381KR5	FHLB NT CALL	9,000,000	0.63	0.63	12/28/12	12/28/16	11,958	-	-	4,688
Federal Agencies	313381KR5	FHLB NT CALL	13,500,000	0.63	0.63	12/28/12	12/28/16	4,688	-	-	7,031
Federal Agencies	3134G33C2	FHLMC NT	50,000,000	0.60	0.60	1/3/13	1/3/17	7,031	-	-	25,000
Federal Agencies	3133ECB37	FFCB NT	14,000,000	0.58	0.58	12/20/12	1/12/17	6,767	-	-	6,767
Federal Agencies	31315PWW5	FARMER MAC MTN	49,500,000	1.01	1.02	5/4/12	1/17/17	41,663	432	-	42,094
Federal Agencies	3133786Q9	FHLB NT	67,780,000	1.00	0.72	1/10/13	2/13/17	56,483	(15,380)	-	41,103
Federal Agencies	3133EDFW7	FFCB FLT NT 1ML+5.5	50,000,000	0.21	0.21	2/27/14	2/27/17	8,547	-	-	8,547

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3134G4XM5	FHLMC CALL MTN	25,000,000	0.78	0.78	3/28/14	3/28/17	16,250	-	-	16,250
Federal Agencies	3136G1ZB8	FNMA CALL NT	25,000,000	0.88	0.88	3/28/14	3/28/17	18,229	-	-	18,229
Federal Agencies	31315PTQ2	FARMER MAC MTN	12,500,000	1.26	1.36	4/10/12	4/10/17	13,125	998	-	14,123
Federal Agencies	3133ECLL6	FFCB NT	10,000,000	0.60	0.60	4/17/13	4/17/17	5,000	-	-	5,000
Federal Agencies	31315PUQ0	FARMER MAC MTN	10,500,000	1.13	1.13	4/26/12	4/26/17	9,844	-	-	9,844
Federal Agencies	31315PV89	FARMER MAC FLT CALL NT 3ML+10	50,000,000	0.33	0.33	5/1/14	5/1/17	13,556	-	-	13,556
Federal Agencies	3137EADF3	FHLMC NT	25,000,000	1.25	1.14	5/14/12	5/12/17	26,042	(2,188)	-	23,854
Federal Agencies	31315PZQ5	FARMER MAC MTN	9,000,000	1.11	0.80	12/28/12	6/5/17	8,325	(2,262)	-	6,063
Federal Agencies	3130A1ZR2	FHLB STEP NT	50,000,000	0.50	0.50	6/12/14	6/12/17	13,194	-	-	13,194
Federal Agencies	3133EADW6	FFCB FLT NT FF+22	50,000,000	0.32	0.32	6/19/12	6/19/17	13,028	-	-	13,028
Federal Agencies	3137EADH9	FHLMC GLOBAL NT	25,000,000	1.00	1.10	3/25/14	6/29/17	20,833	1,998	-	22,831
Federal Agencies	3133ECV92	FFCB FLT NT 1ML+4	50,000,000	0.19	0.19	7/24/13	7/24/17	7,956	-	-	7,956
Federal Agencies	3134G3ZH6	FHLMC CALL MTN	19,000,000	1.00	1.01	4/15/14	7/25/17	15,833	119	-	15,952
Federal Agencies	3133ECV66	FFCB FLT NT 3ML+0	23,520,000	0.23	0.23	8/5/13	7/26/17	4,466	-	-	4,466
Federal Agencies	3136G0B59	FNMA STEP NT	64,750,000	0.70	0.70	9/20/12	9/20/17	37,771	-	-	37,771
Federal Agencies	3136G0D81	FNMA STEP NT	100,000,000	0.72	0.72	9/27/12	9/27/17	60,000	-	-	60,000
Federal Agencies	3137EADL0	FHLMC GLOBAL NT	25,000,000	1.00	1.22	3/25/14	9/29/17	20,833	4,482	-	25,315
Federal Agencies	3136G0Q20	FNMA CALL STEP NT	49,090,000	0.75	0.76	3/13/14	10/17/17	30,681	224	-	30,905
Federal Agencies	3136G0Y39	FNMA STEP NT	50,000,000	0.70	0.70	1/18/12	1/18/17	29,167	-	-	29,167
Federal Agencies	3134G44F2	FHLMC CALL MTN	50,000,000	0.80	0.80	5/21/13	11/21/17	33,333	-	-	33,333
Federal Agencies	3134G32W9	FHLMC MTN CALL	-	1.25	1.01	12/26/12	12/26/17	28,000	373,389	(425,040)	(23,651)
Federal Agencies	3136G13Q0	FNMA STEP NT	29,000,000	0.75	0.75	12/26/12	12/26/17	41,667	577,349	(634,460)	(15,444)
Federal Agencies	3136G13T4	FNMA STEP NT	39,000,000	0.75	0.75	12/26/12	12/26/17	18,125	-	-	18,125
Federal Agencies	3134G32M1	FHLMC CALL NT	50,000,000	1.00	1.00	12/28/12	12/28/17	24,375	-	-	24,375
Federal Agencies	3135G00N1	FNMA GLOBAL NT CALL	8,770,000	1.15	1.32	2/26/14	2/28/18	8,405	1,160	-	9,565
Federal Agencies	3135G00N1	FNMA GLOBAL NT CALL	19,000,000	1.15	1.32	2/26/14	2/28/18	18,208	2,513	-	20,721
Federal Agencies	3136G1KN8	FNMA NT CALL	50,000,000	1.50	1.13	4/24/13	4/24/18	62,500	(37,110)	-	25,390
Federal Agencies	3136G1K81	FNMA NT STEP	12,600,000	0.75	0.75	4/30/13	4/30/18	7,875	-	-	7,875
Federal Agencies	31315PZM4	FARMER MAC STEP NT	24,600,000	0.70	0.70	5/3/13	5/3/18	14,350	-	-	14,350
Federal Agencies	313382XK4	FHLB STEP NT	25,000,000	0.75	0.75	5/7/13	5/7/18	15,625	-	-	15,625
Federal Agencies	3133ECPB4	FFCB NT	10,000,000	0.88	1.01	5/23/13	5/14/18	7,292	1,080	-	8,371
Federal Agencies	3135G0WJ8	FNMA NT	25,000,000	0.88	1.05	5/23/13	5/21/18	18,229	3,512	-	21,741
Federal Agencies	3133834P3	FHLB STEP NT	50,000,000	0.50	0.50	5/22/13	5/22/18	20,833	-	-	20,833
Federal Agencies	31315P4W6	FARMER MAC FLT CALL	25,000,000	0.36	0.36	6/6/14	6/6/18	6,241	-	-	6,241
Federal Agencies	3134G52D6	FHLMC CALL MTN	25,000,000	1.64	1.64	4/17/14	7/17/18	34,167	(35,934)	-	34,167
Federal Agencies	3136G1XY0	FNMA CALL	25,000,000	2.25	1.97	11/27/13	11/27/18	46,875	-	-	10,941
Federal Agencies	3134G4LZ9	FHLMC CALL STEP	50,000,000	0.88	0.88	12/10/13	12/10/18	36,458	-	-	36,458
Federal Agencies	3134G4MB1	FHLMC CALL MULTI-STEP	25,000,000	1.50	1.50	12/18/13	12/18/18	31,250	-	-	31,250
Federal Agencies	3134G4S74	FHLMC CALL NT	17,800,000	2.00	2.00	1/16/14	1/16/19	29,667	-	-	29,667
Federal Agencies	3130A0JC5	FHLB STEP NT	55,660,000	1.00	1.00	1/17/14	1/17/19	46,383	-	-	46,383
Federal Agencies	3130A1B98	FHLB STEP CALL NT	75,000,000	1.00	1.00	3/27/14	3/27/19	62,500	-	-	62,500
Federal Agencies	31315PPQ69	FARMER MAC FLT CALL NT 3ML+15	50,000,000	0.38	0.38	4/3/14	4/3/19	15,754	-	-	15,754
Federal Agencies	3130A1H68	FHLB STEP CALL NT	15,000,000	1.15	1.16	4/17/14	4/17/19	14,375	62	-	14,437
Federal Agencies	31315P3W7	FARMER MAC FLT CALL	50,000,000	0.38	0.38	6/3/14	6/3/19	14,677	-	-	14,677
<b>Subtotals</b>			<b>\$ 4,202,693,000</b>					<b>\$ 3,347,831</b>	<b>\$ 487,553</b>	<b>\$ (757,618)</b>	<b>\$ 3,077,766</b>
State/Local Agencies	612574DP5	MONTEREY COMM COLLEGE GO	\$ 310,000	0.43	0.43	5/7/13	8/1/14	\$ 111	\$ -	\$ -	\$ 111
State/Local Agencies	62451FFC9	WHISMAN SCHOOL DIST MTN VIEW	1,125,000	0.75	0.75	7/24/12	8/1/14	704	-	-	704
State/Local Agencies	64966DPC7	NEW YORK CITY GO	8,000,000	4.75	0.68	6/7/12	11/1/14	31,667	(26,501)	-	5,165
State/Local Agencies	13063BN65	CALIFORNIA ST TAXABLE GO BD	10,000,000	0.85	0.64	3/27/13	2/1/15	7,083	(1,686)	-	5,397
State/Local Agencies	649791JS0	NEW YORK ST TAXABLE GO	4,620,000	0.39	0.40	3/21/13	3/1/15	1,502	39	-	1,541



# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
State/Local Agencies	91412GPW9	UNIV OF CALIFORNIA REVENUE BO	5,000,000	0.39	0.39	3/14/13	5/15/15	1,633	-	-	1,633
State/Local Agencies	612574DQ3	MONTEREY COMM COLLEGE GO	315,000	0.63	0.63	5/7/13	8/1/15	165	-	-	165
State/Local Agencies	64966GXS6	NEW YORK CITY TAXABLE GO	12,255,000	5.13	0.66	4/1/13	12/1/15	52,390	(44,522)	-	7,868
State/Local Agencies	13063BN73	CALIFORNIA ST TAXABLE GO BD	11,000,000	1.05	0.91	3/27/13	2/1/16	9,625	(1,071)	-	8,554
State/Local Agencies	91412GUT0	UNIV OF CALIFORNIA REVENUE	2,500,000	0.63	0.63	4/10/14	5/15/16	1,321	-	-	1,321
State/Local Agencies	612574DR1	MONTEREY COMM COLLEGE GO	2,670,000	0.98	0.98	5/7/13	8/1/16	2,185	-	-	2,185
State/Local Agencies	91412GUU7	UNIV OF CALIFORNIA REVENUE BD	3,250,000	1.22	1.22	4/10/14	5/15/17	3,310	-	-	3,310
State/Local Agencies	13063CFC9	CALIFORNIA ST GO BD	16,500,000	1.75	1.66	11/5/13	11/1/17	24,063	(1,213)	-	22,850
<b>Subtotals</b>			<b>\$ 77,545,000</b>					<b>\$ 135,758</b>	<b>\$ (74,955)</b>	<b>\$ -</b>	<b>\$ 60,804</b>
Public Time Deposits		TRANS PACIFIC NATIONAL BANK P <sup>2</sup>	240,000	0.46	0.46	2/7/14	2/7/15	92	\$ -	\$ -	\$ 92
Public Time Deposits		BANK OF SAN FRANCISCO PTD	240,000	0.45	0.45	4/9/14	4/9/15	90	-	-	90
<b>Subtotals</b>			<b>\$ 480,000</b>					<b>\$ 182</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 182</b>
Negotiable CDs	78009NNK8	RBC FLT YCD 1ML+11	-	0.26	0.26	6/24/13	6/24/14	4,153	\$ -	\$ -	4,153
Negotiable CDs	06366BTG5	BANK OF MONTREAL YCD	50,000,000	0.12	0.12	5/7/14	7/1/14	5,000	-	-	5,000
Negotiable CDs	06366BNF3	BANK OF MONTREAL YCD	50,000,000	0.16	0.16	4/2/14	7/2/14	6,667	-	-	6,667
Negotiable CDs	06417HFD3	BANK OF NOVA SCOTIA YCD	25,000,000	0.22	0.19	3/24/14	8/14/14	4,583	(624)	-	3,960
Negotiable CDs	96121TTS7	WESTPAC FLT YCD 1ML+9	25,000,000	0.23	0.00	1/23/14	8/28/14	4,801	(1,279)	-	3,523
Negotiable CDs	06417FB58	BANK OF NOVA SCOTIA YCD 3ML+1	50,000,000	0.41	0.41	7/17/13	1/20/15	16,931	-	-	16,931
Negotiable CDs	78009NGU4	ROYAL BANK OF CANADA NY YCD	5,500,000	0.33	0.38	5/19/14	6/25/15	1,525	205	-	1,731
Negotiable CDs	06417HHL3	BANK OF NOVA SCOTIA FLT 3ML+2 <sup>1</sup>	10,000,000	0.46	0.46	4/3/14	3/22/16	3,863	(12)	-	3,851
Negotiable CDs	96121TWJ3	WESTPAC FLT YCD 3ML+15	25,000,000	0.38	0.38	4/24/14	4/25/16	7,888	-	-	7,888
Negotiable CDs	96121TWK0	WESTPAC FLT YCD 1ML+22	50,000,000	0.37	0.37	4/24/14	4/25/16	15,456	-	-	15,456
Negotiable CDs	06417HKT2	BANK OF NOVA SCOTIA YCD 3ML+1	50,000,000	0.41	0.43	5/9/14	5/9/16	17,248	860	-	18,108
<b>Subtotals</b>			<b>\$ 340,500,000</b>					<b>\$ 88,115</b>	<b>\$ (850)</b>	<b>\$ -</b>	<b>\$ 87,265</b>
Commercial Paper	06538CFA4	BANK OF TOKYO MITSUBISHI CP	-	0.00	0.13	5/27/14	6/10/14	3,250	\$ -	\$ -	3,250
Commercial Paper	06538CFG1	BANK OF TOKYO MITSUBISHI UFJ C	-	0.00	0.17	5/14/14	6/16/14	14,167	-	-	14,167
Commercial Paper	06538CFT3	BANK OF TOKYO MITSUBISHI CP	-	0.00	0.16	5/27/14	6/27/14	11,556	-	-	11,556
Commercial Paper	59157UFW5	METLIFE SHORT TERM FUNDING C	-	0.00	0.11	4/14/14	6/30/14	3,810	-	-	3,810
Commercial Paper	06538CFW6	BANK OF TOKYO MITSUBISHI CP	-	0.00	0.13	6/16/14	6/30/14	5,056	-	-	5,056
<b>Subtotals</b>			<b>\$ -</b>					<b>\$ 37,838</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 37,838</b>
Medium Term Notes	594918AB0	MICROSOFT MTN	-	2.95	0.10	4/7/14	6/1/14	-	\$ -	\$ -	-
Medium Term Notes	36962GX41	GE CAPITAL CORP MTN	-	5.65	0.44	4/9/13	6/9/14	31,389	(28,451)	-	2,938
Medium Term Notes	59217EBW3	MET LIFE GLOBAL FUNDING MTN	-	5.13	0.49	11/13/12	6/10/14	12,813	(11,382)	-	1,430
Medium Term Notes	64952WBL6	NEW YORK LIFE MTN 3ML+0	3,000,000	0.22	0.14	3/27/13	7/30/14	562	(39)	-	524
Medium Term Notes	78008TXA7	RBC MTN	10,000,000	1.45	0.27	11/1/13	10/30/14	12,083	(9,682)	-	2,401
Medium Term Notes	459200GZ8	IBM MTN	31,814,000	0.88	0.25	11/5/13	10/31/14	23,198	(16,225)	-	6,973
Medium Term Notes	36962G4G6	GE CAPITAL CORP MTN	2,920,000	3.75	0.52	8/7/13	11/14/14	9,125	(7,716)	-	1,409
Medium Term Notes	07385TAJ5	JP MORGAN CHASE MTN	11,500,000	5.70	0.52	12/18/13	11/15/14	54,625	(48,736)	-	5,889
Medium Term Notes	07385TAJ5	JP MORGAN CHASE MTN	25,654,000	5.70	0.52	12/19/13	11/15/14	121,857	(108,677)	-	13,180
Medium Term Notes	89233P7B6	TOYOTA MTN 3ML+17	10,000,000	0.40	0.30	1/28/13	12/5/14	3,321	(209)	-	3,112
Medium Term Notes	36962G5M2	GE CAPITAL CORP MTN	4,820,000	2.15	0.59	8/7/13	1/9/15	8,636	(6,154)	-	2,482
Medium Term Notes	36962G6T6	GE FLT NT 3ML+38	25,000,000	0.61	0.61	1/10/13	1/9/15	12,695	-	-	12,695
Medium Term Notes	36962G5M2	GE CAPITAL CORP MTN	27,743,000	2.15	0.29	12/16/13	1/9/15	49,706	(42,278)	-	7,428
Medium Term Notes	36962G5M2	GE CAPITAL CORP MTN	87,824,000	2.15	0.77	7/12/13	1/9/15	157,351	(98,537)	-	58,815
Medium Term Notes	46625HHP8	JP MORGAN CHASE MTN	16,935,000	3.70	0.51	2/18/14	1/20/15	52,216	(44,303)	-	7,913
Medium Term Notes	46625HHP8	JP MORGAN CHASE MTN	22,580,000	3.70	0.48	3/17/14	1/20/15	69,622	(59,234)	-	10,388
Medium Term Notes	78008SVS2	RBC MTN FIX-TO-FLT	100,000,000	0.33	0.33	1/22/13	1/22/15	27,321	-	-	27,321
Medium Term Notes	89233P7H3	TOYOTA MTN 3ML+17	35,000,000	0.40	0.40	1/23/13	1/23/15	11,546	-	-	11,546

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issue Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Medium Term Notes	89233P7L4	TOYOTA MTN FIX-TO-FLOAT	25,000,000	0.32	0.32	2/4/13	2/4/15	6,726	-	-	6,726
Medium Term Notes	717081DA8	PFIZER MTN	3,000,000	5.35	0.44	12/9/13	3/15/15	13,375	(12,094)	-	1,281
Medium Term Notes	89236TAG0	TOYOTA MOTOR CREDIT CORP 3M	50,000,000	0.38	0.38	4/12/13	4/8/15	15,817	-	-	15,817
Medium Term Notes	459200HD6	IBM MTN	5,425,000	0.75	0.27	12/19/13	5/11/15	3,391	(2,118)	-	1,273
Medium Term Notes	36962G5Z3	GE CAPITAL CORP MTN	5,000,000	1.63	0.81	8/19/13	7/2/15	6,771	(3,310)	-	3,461
Medium Term Notes	36962G4M3	GE CAPITAL CORP FLT MTN 3ML+7:	8,565,000	0.98	0.42	11/25/13	7/9/15	6,990	(3,043)	-	3,947
Medium Term Notes	89233P6J0	TOYOTA MTN	6,100,000	0.88	0.30	3/4/14	7/17/15	4,448	(2,873)	-	1,575
Medium Term Notes	89233P6J0	TOYOTA MTN	10,000,000	0.88	0.44	11/15/13	7/17/15	7,292	(3,547)	-	3,745
Medium Term Notes	594918AG9	MICROSOFT MTN	3,186,000	1.63	0.39	10/30/13	9/25/15	4,314	(3,206)	-	1,109
Medium Term Notes	369604BE2	GENERAL ELECTRIC MTN	8,000,000	0.85	0.46	5/7/14	10/9/15	5,667	(2,520)	-	3,147
Medium Term Notes	369604BE2	GENERAL ELECTRIC MTN	9,300,000	0.85	0.40	5/19/14	10/9/15	6,588	(3,444)	-	3,144
Medium Term Notes	369604BE2	GENERAL ELECTRIC MTN	10,000,000	0.85	0.42	3/5/14	10/9/15	7,083	(3,551)	-	3,533
Medium Term Notes	06366RJH9	BANK OF MONTREAL MTN	8,500,000	0.80	0.56	3/27/14	11/6/15	5,667	(1,654)	-	4,013
Medium Term Notes	36962G4T8	GE CAPITAL CORP MTN	7,000,000	2.25	0.48	5/12/14	11/9/15	13,125	(10,104)	-	3,021
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	10,000,000	1.80	0.41	3/12/14	11/15/15	15,000	(11,349)	-	3,651
Medium Term Notes	742718DS5	PROCTER & GAMBLE MTN	23,025,000	1.80	0.34	3/7/14	11/15/15	34,538	(27,362)	-	7,176
Medium Term Notes	459200GU9	IBM CORP NT	19,579,000	2.00	0.48	2/11/14	1/5/16	32,632	(24,275)	-	8,357
Medium Term Notes	064255AK8	BTMUFJ FLT MTN 3ML+45	10,000,000	0.68	0.47	3/17/14	2/26/16	5,643	(1,511)	-	4,132
Medium Term Notes	36962G2V5	GE FLT MTN 3ML+20	17,689,000	0.42	0.38	5/19/14	5/11/16	6,241	(595)	-	5,646
<b>Subtotals</b>			<b>\$ 654,159,000</b>				<b>\$ 859,369</b>	<b>\$ (598,176)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 261,194</b>
Money Market Funds		CITI SWEEP	\$ -	0.03	0.03	6/3/14	7/1/14	\$ 0	\$ -	\$ -	\$ 0
Money Market Funds	09248U718	BLACKROCK T-FUND INSTL	25,000,000	0.01	0.01	6/30/14	7/1/14	206	-	-	206
Money Market Funds	316175108	FIDELITY INSTL GOVT PORT	25,003,302	0.01	0.01	6/30/14	7/1/14	206	-	-	206
Money Market Funds	61747C707	MS INSTL GOVT FUND	25,083,475	0.04	0.04	6/30/14	7/1/14	2,414	-	-	2,414
<b>Subtotals</b>			<b>\$ 75,086,777</b>				<b>\$ 2,825</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,825</b>
<b>Grand Totals</b>			<b>\$ 6,010,459,777</b>				<b>\$ 5,129,315</b>	<b>\$ (293,283)</b>	<b>\$ (635,547)</b>	<b>\$ -</b>	<b>\$ 4,200,485</b>

<sup>1</sup>Yield to maturity is calculated at purchase

# Investment Transactions

## Pooled Fund

For month ended June 30, 2014

Transaction	Settle	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	6/3/2014	6/3/2019	Federal Agencies	FARMER MAC FLT CALL	31315P3W7	\$ 50,000,000	0.37		\$ 100.00	\$ -	\$ 50,000,000
Purchase	6/6/2014	6/6/2018	Federal Agencies	FARMER MAC FLT CALL	31315P4W6	25,000,000	0.36		100.00	-	25,000,000
Purchase	6/12/2014	6/12/2017	Federal Agencies	FHLB STEP NT	3130A12R2	50,000,000	0.00		100.00	-	50,000,000
Purchase	6/16/2014	6/30/2014	Commercial Paper	BANK OF TOKYO MITSUBISHI	06538CFW6	100,000,000	0.00	0.13	99.99	-	99,994,944
Purchase	6/24/2014	6/24/2014	Money Market Funds	CITI SWEEP		14,389	0.03	0.03	100.00	-	14,389
Purchase	6/30/2014	7/1/2014	Money Market Funds	FIDELITY INSTL GOVT PORT	316175108	206	0.01	0.01	100.00	-	206
Purchase	6/30/2014	7/1/2014	Money Market Funds	MS INSTL GOVT FUND	61747C707	2,414	0.04	0.04	100.00	-	2,414
<b>Subtotals</b>						<b>\$ 225,017,008</b>	<b>0.23</b>	<b>0.29</b>	<b>\$ 100.00</b>	<b>\$ -</b>	<b>\$ 225,011,953</b>
Sale	6/1/2014	12/1/2016	State/Local Agencies	SFRDA SOUTH BEACH HARBOR	797712AD8	\$ 620,000	3.50	3.50	\$ 100.00	\$ -	\$ 620,000
Sale	6/12/2014	7/30/2014	Federal Agencies	FHLMC BONDS	3137EACU1	75,000,000	1.00	1.02	99.93	275,000	75,367,400
Sale	6/12/2014	12/15/2014	Federal Agencies	FNMA FLT QTR FF+35	3136FTVN6	75,000,000	0.52	0.52	100.00	81,063	75,208,563
Sale	6/12/2014	11/21/2014	Federal Agencies	FNMA FLT QTR FF+39	3136FTRF8	26,500,000	0.48	0.29	100.09	7,759	26,552,544
Sale	6/25/2014	12/26/2017	Federal Agencies	FHLMC MTN CALL	3134G32W9	39,600,000	1.25	1.00	101.21	246,125	39,827,117
Sale	6/25/2014	12/26/2017	Federal Agencies	FHLMC MTN CALL	3134G32W9	33,600,000	1.25	1.01	101.16	208,833	33,775,065
Sale	6/25/2014	2/28/2017	U.S. Treasuries	US TSY NT	912828SJ0	25,000,000	0.88	0.94	99.70	69,548	25,115,447
Sale	6/25/2014	12/26/2017	Federal Agencies	FHLMC MTN CALL	3134G32W9	10,400,000	1.25	1.00	101.21	64,639	10,454,187
Sale	6/25/2014	6/25/2014	Money Market Funds	CITI SWEEP		14,389	0.03	0.03	100.00	-	14,389
Sale	6/30/2014	7/1/2014	Money Market Funds	MS INSTL GOVT FUND	61747C707	50,000,000	0.04	0.04	100.00	-	50,000,000
<b>Subtotals</b>						<b>\$ 335,734,389</b>	<b>0.77</b>	<b>0.70</b>	<b>\$ 100.26</b>	<b>\$ 952,967</b>	<b>\$ 336,934,711</b>

Call	6/4/2014	12/4/2015	Federal Agencies	FHLB CALL NT	3133835F8	\$ 13,565,000	0.34	0.37	\$ 99.95	\$ -	\$ 13,565,000
<b>Subtotals</b>						<b>\$ 13,565,000</b>	<b>0.34</b>	<b>0.37</b>	<b>\$ 99.95</b>	<b>\$ -</b>	<b>\$ 13,565,000</b>
Maturity	6/1/2014	6/1/2014	Medium Term Notes	MICROSOFTE MTN	594918AB0	\$ 2,500,000	2.95	0.10	\$ 100.43	\$ 11,063	\$ 2,536,875
Maturity	6/5/2014	6/5/2014	Federal Agencies	FARMER MAC MTN	31315PHX0	14,080,000	3.15	0.50	105.67	221,760	14,301,760
Maturity	6/9/2014	6/9/2014	Medium Term Notes	GE CAPITAL CORP MTN	36962GX41	25,000,000	5.65	0.44	106.06	706,250	25,706,250
Maturity	6/10/2014	6/10/2014	Commercial Paper	BANK OF TOKYO MITSUBISHI	06538CF44	100,000,000	0.00	0.13	99.99	5,056	100,000,000
Maturity	6/10/2014	6/10/2014	Medium Term Notes	MET LIFE GLOBAL FUNDING	59217EBW3	10,000,000	5.13	0.49	107.26	256,250	10,256,250
Maturity	6/13/2014	6/13/2014	Federal Agencies	FHLB TAP	3133XWE70	48,000,000	2.50	0.40	104.35	600,000	48,600,000
Maturity	6/16/2014	6/16/2014	Commercial Paper	BANK OF TOKYO MITSUBISHI	06538CFG1	200,000,000	0.00	0.17	99.98	31,167	200,000,000
Maturity	6/24/2014	6/24/2014	Negotiable CDs	RBC FLT YCD 1ML+11	78009NNK8	25,000,000	0.26	0.26	100.00	5,056	25,005,056
Maturity	6/27/2014	6/27/2014	Commercial Paper	BANK OF TOKYO MITSUBISHI	06538CF73	100,000,000	0.00	0.16	99.99	13,778	100,000,000
Maturity	6/30/2014	6/30/2014	Commercial Paper	BANK OF TOKYO MITSUBISHI	06538CFW6	100,000,000	0.00	0.13	99.99	5,056	100,000,000
Maturity	6/30/2014	6/30/2014	Federal Agencies	FHLB	3133724E1	50,000,000	1.21	1.21	100.00	302,500	50,302,500
Maturity	6/30/2014	6/30/2014	Commercial Paper	METLIFE SHORT TERM FUNDI	59157UFW5	43,000,000	0.00	0.11	99.98	10,117	43,000,000
<b>Subtotals</b>						<b>\$ 717,580,000</b>	<b>0.60</b>	<b>0.26</b>	<b>\$ 100.71</b>	<b>\$ 2,168,051</b>	<b>\$ 719,708,691</b>

Interest	6/1/2014	12/1/2015	State/Local Agencies	NEW YORK CITY TAXABLE GO	64966GXS6	\$ 12,255,000	5.13	0.66	\$ 111.80	\$ 314,341	\$ 314,341
Interest	6/1/2014	4/1/2016	Federal Agencies	FAMCA FLT MTN 1ML+0	31315PTF6	50,000,000	0.15	0.15	100.00	6,523	6,523
Interest	6/2/2014	6/2/2016	Federal Agencies	FFCB FLT NT 1ML+3	3133EDB35	50,000,000	0.18	0.19	99.98	7,772	7,772
Interest	6/3/2014	6/4/2014	Money Market Funds	CITI SWEEP		-	0.03	0.03	100.00	0	0
Interest	6/3/2014	7/1/2014	Money Market Funds	BLACKROCK T-FUND INSTL	09248U718	25,000,000	0.01	0.01	100.00	212	212
Interest	6/4/2014	12/4/2015	Federal Agencies	FHLC CALL NT	3133835F8	13,565,000	0.34	0.37	99.95	15,758	23,061
Interest	6/4/2014	3/4/2015	Federal Agencies	FFCB FLT NT FF+14	3133EAQ35	100,000,000	0.22	0.32	99.92	57,750	57,750
Interest	6/5/2014	6/5/2017	Federal Agencies	FARMER MAC MTN	31315PZQ5	9,000,000	1.11	0.80	101.36	49,950	49,950
Interest	6/5/2014	12/5/2014	Medium Term Notes	TOYOTA MTN 3ML+17	89233P7B6	10,000,000	0.41	0.34	100.05	10,367	10,367
Interest	6/8/2014	12/8/2014	Federal Agencies	FFCB	31331J4S9	19,000,000	1.40	1.46	99.77	133,000	133,000
Interest	6/8/2014	12/8/2014	Federal Agencies	FFCB	31331J4S9	24,000,000	1.40	1.41	99.95	168,000	168,000
Interest	6/9/2014	6/9/2016	Federal Agencies	FAMCA NT	31315PB73	10,000,000	0.90	0.90	100.00	45,000	45,000
Interest	6/10/2014	12/10/2018	Federal Agencies	FHLMC CALL STEP	3134G4LZ9	50,000,000	0.88	0.88	100.00	218,750	218,750
Interest	6/11/2014	12/11/2015	Federal Agencies	FHLB	313371ZY5	25,000,000	1.88	1.89	99.93	234,375	234,375

# Investment Transactions

## Pooled Fund

Transaction	Settle	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	6/11/2014	10/11/2016	Federal Agencies	FFCB FLT NT 1ML+2	3133EDJA1	25,000,000	0.17	0.18	99.98	3,665	3,665
Interest	6/11/2014	12/11/2015	Federal Agencies	FHLB	313371ZY5	50,000,000	1.88	1.93	99.74	468,750	468,750
Interest	6/12/2014	12/12/2014	Federal Agencies	FHLB	3133XVNU1	2,915,000	2.75	1.31	105.65	40,081	40,081
Interest	6/12/2014	12/12/2014	Federal Agencies	FHLB	3133XVNU1	25,400,000	2.75	1.30	105.70	349,250	349,250
Interest	6/12/2014	12/12/2014	Federal Agencies	FHLB	3133XVNU1	50,000,000	2.75	1.37	105.35	687,500	687,500
Interest	6/12/2014	12/12/2014	Federal Agencies	FHLB	313371W51	75,000,000	1.25	1.46	99.19	468,750	468,750
Interest	6/13/2014	6/13/2016	Federal Agencies	FHLB SUB NT	313771AA5	14,195,000	5.63	0.77	114.54	399,234	399,234
Interest	6/13/2014	6/13/2016	Federal Agencies	FHLB SUB NT	313771AA5	16,925,000	5.63	0.65	115.05	476,016	476,016
Interest	6/14/2014	5/14/2015	Federal Agencies	FFCB FLT NT 1ML+1	3133EAQ5	50,000,000	0.16	0.19	99.97	6,936	6,936
Interest	6/14/2014	9/14/2016	Federal Agencies	FFCB FLT NT 1ML+2	3133EDH21	50,000,000	0.17	0.18	99.99	7,367	7,367
Interest	6/15/2014	12/15/2014	Federal Agencies	FHLB	313371W93	75,000,000	1.34	1.34	100.00	502,500	502,500
Interest	6/17/2014	6/17/2016	Federal Agencies	FFCB NT	3133EDDP4	50,000,000	0.52	0.46	100.12	91,000	108,333
Interest	6/18/2014	9/18/2015	Federal Agencies	FFCB FLT NT QTR T-BILL+1	3133ECJB1	16,200,000	0.20	0.21	99.99	7,907	7,907
Interest	6/18/2014	12/18/2018	Federal Agencies	FHLMC CALL MULTI-STEP	3134G4MB1	25,000,000	1.50	1.50	100.00	187,500	187,500
Interest	6/18/2014	9/18/2015	Federal Agencies	FFCB FLT NT QTR TBILL+16	3133ECJB1	50,000,000	0.20	0.20	100.00	24,405	24,405
Interest	6/18/2014	6/18/2015	Federal Agencies	FFCB NT	3133EDC67	50,000,000	0.25	0.26	99.99	62,153	62,500
Interest	6/19/2014	12/19/2016	Federal Agencies	FHLB CALL NT	3130A12F4	20,500,000	0.70	0.70	99.99	35,875	35,875
Interest	6/19/2014	11/19/2015	Federal Agencies	FFCB FLT NT MONTHLY 1ML+	3133ECLZ5	25,000,000	0.15	0.16	99.99	3,251	3,251
Interest	6/19/2014	6/19/2017	Federal Agencies	FFCB FLT NT FF+22	3133EAUW6	50,000,000	0.31	0.31	100.00	39,306	39,306
Interest	6/20/2014	1/20/2016	Federal Agencies	FFCB FLT	3133ED5A6	50,000,000	0.15	0.15	100.00	6,426	6,426
Interest	6/22/2014	9/22/2015	Federal Agencies	FFCB FLT NT 1ML+2.5	3133EAJF6	27,953,000	0.17	0.20	99.96	4,158	4,158
Interest	6/22/2014	6/22/2015	Federal Agencies	FFCB FLT NT 1ML+2	3133EAVES	50,000,000	0.17	0.19	99.97	7,223	7,223
Interest	6/23/2014	3/22/2016	Negotiable CDs	BANK OF NOVA SCOTIA FLT	06417HHL3	10,000,000	0.47	0.46	100.00	10,452	11,351
Interest	6/24/2014	7/24/2017	Federal Agencies	FFCB FLT NT 1ML+4	3133ECV92	50,000,000	0.19	0.19	100.00	8,181	8,181
Interest	6/24/2014	4/25/2016	Negotiable CDs	WESTPAC FLT YCD 1ML+22	96121TWK0	50,000,000	0.37	0.37	100.00	14,389	14,389
Interest	6/25/2014	6/25/2015	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NGU4	5,500,000	0.33	0.38	99.95	1,831	4,577
Interest	6/26/2014	12/26/2017	Federal Agencies	FNMA STEP NT	3136G13Q0	29,000,000	0.75	0.75	100.00	108,750	108,750
Interest	6/27/2014	4/27/2015	Federal Agencies	FFCB FLT NT 1ML+1.5	3133EAPJ4	50,000,000	0.75	0.75	100.00	146,250	146,250
Interest	6/27/2014	2/27/2017	Federal Agencies	FFCB FLT NT 1ML+5.5	3133EDFW7	50,000,000	0.21	0.21	100.00	7,104	7,104
Interest	6/27/2014	3/27/2019	Federal Agencies	FHLB STEP CALL NT	3130A1B98	75,000,000	1.00	1.00	100.00	187,500	187,500
Interest	6/28/2014	12/28/2016	Federal Agencies	FHLB NT CALL	313381KR5	9,000,000	0.63	0.63	100.00	28,125	28,125
Interest	6/28/2014	12/28/2016	Federal Agencies	FHLB NT CALL	313381KR5	13,500,000	0.63	0.63	100.00	42,188	42,188
Interest	6/28/2014	12/28/2017	Federal Agencies	FHLMC CALL NT	3134G32M1	50,000,000	1.00	1.00	100.00	250,000	250,000
Interest	6/29/2014	6/29/2017	Federal Agencies	FHLMC GLOBAL NT	3137EADH9	25,000,000	1.00	1.10	99.68	65,278	125,000
Interest	6/29/2014	12/29/2014	Federal Agencies	FFCB	31331J6Q1	27,175,000	1.72	1.74	99.93	233,705	233,705
Interest	6/29/2014	12/29/2014	Federal Agencies	FFCB	31331J6Q1	65,000,000	1.72	1.72	99.98	559,000	559,000
Interest	6/30/2014	8/28/2014	Negotiable CDs	WESTPAC FLT YCD 1ML+9	96121TTS7	25,000,000	0.23	0.08	100.04	5,282	5,282
Interest	6/30/2014	12/31/2016	U.S. Treasuries	US TSY NT	912828RX0	25,000,000	0.88	0.67	100.58	75,535	109,375
Interest	6/30/2014	7/1/2014	Money Market Funds	FIDELITY INSTL GOVT PORT	316175108	25,003,302	0.01	0.01	100.00	206	206
Interest	6/30/2014	7/1/2014	Money Market Funds	MS INSTL GOVT FUND	61747C707	25,083,475	0.04	0.04	100.00	2,414	2,414
Interest	6/30/2014	12/31/2017	U.S. Treasuries	US TSY NT	912828UE8	50,000,000	0.75	0.80	99.77	187,500	187,500
<b>Subtotals</b>						<b>\$ 1,945,169,777</b>	<b>0.83</b>	<b>0.68</b>	<b>\$ 100.49</b>	<b>\$ 7,083,565</b>	<b>\$ 7,205,755</b>

Grand Totals	7	Purchases
	(10)	Sales
	(13)	Maturities / Calls
	(16)	Change in number of positions

# Non-Pooled Investments

As of June 30, 2014

Type of Investment	CUSIP	Issue Name	Settle Date	Maturity Date	Duration	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
State/Local Agencies	797712AD8	SFRDA SOUTH BEACH HARBOR	1/20/12	12/1/16	2.34	3.50	\$ 3,270,000	\$ 3,270,000	\$ 3,270,000	\$ 3,270,000
<b>Subtotals</b>					<b>2.34</b>	<b>3.50</b>	<b>\$ 3,270,000</b>	<b>\$ 3,270,000</b>	<b>\$ 3,270,000</b>	<b>\$ 3,270,000</b>
<b>Grand Totals</b>					<b>2.34</b>	<b>3.50</b>	<b>\$ 3,270,000</b>	<b>\$ 3,270,000</b>	<b>\$ 3,270,000</b>	<b>\$ 3,270,000</b>

## NON-POOLED FUNDS PORTFOLIO STATISTICS

	Current Month		Prior Month	
	Fiscal YTD	June 2014	Fiscal YTD	May 2014
Average Daily Balance	\$ 13,541,939	\$ 3,270,000	\$ 14,461,814	\$ 3,890,000
Net Earnings	\$ 145,153	\$ 9,538	\$ 135,616	\$ 11,346
Earned Income Yield	1.07%	3.55%	1.02%	3.43%

Note: All non-pooled securities were inherited by the City and County of San Francisco as successor agency to the San Francisco Redevelopment Agency. Book value and amortized book value are derived from limited information received from the SFRDA and are subject to verification.



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# Memorandum

**Date:** 08.29.14

**RE:** Citizens Advisory Committee  
September 3, 2014

**To:** Citizens Advisory Committee

**From:** Anna LaForte – Deputy Director for Policy and Programming *all*  
Maria Lombardo – Chief Deputy Director *mel*

**Subject:** **ACTION** – Adopt a Motion of Support for the Adoption of the 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5-Year Prioritization Program and the Amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5-Year Prioritization Programs

## Summary

In June and July, through Resolutions 14-88 and 15-03 the Transportation Authority Board adopted 20 of the 21 Prop K 5-Year Prioritization Programs (5YPPs) covering Fiscal Years 2014/15 to 2018/19. We are recommending adoption of the final remaining 5YPP for the Bus Rapid Transit (BRT)/Transit Preferential Streets/Muni Metro Network category which has been developed through a collaborative effort between the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA). The BRT/Transit Preferential Streets/Muni Metro Network category has two subcategories. The BRT subcategory includes Prop K funding to round out the full funding plan for the \$162.5 million Van Ness BRT project, and along with funding from the Transit Enhancements category, fund the Geary BRT project through the design phase with a small amount of funds for construction. The Transit Effectiveness and Performance Initiatives subcategory includes funding for the planning phase of Muni Forward/Transit Effectiveness Project (TEP), which is ineligible for the General Obligation bond funds should voters approve the proposed measure on the November 2014 ballot. To maximize the Prop K funds available for the Geary BRT project and meet the SFMTA's priority to fund TEP planning and conceptual engineering given the limited capacity in this category, we are recommending a finance cost neutral amendment to the Transit Enhancements 5YPP to add the Geary BRT project with \$2.7 million for construction and eliminate the Customer First project, which would instead seek funding from the Prop AA program which has adequate capacity in the Rapid Network Placeholder. The SFMTA has concurred with this recommendation. We are recommending an amendment to the Bay Area Rapid Transit District (BART) Station Access, Safety and Capacity 5YPP to advance a total of \$2 million in out-year Prop K funds to Fiscal Year 2014/15 for the construction phase of the Balboa Park Station Eastside Walkway project. The 5YPP amendment includes \$870,000 in Fiscal Year 2009/10 funds inadvertently not carried forward to the 2014 5YPP and funding for a portion of a \$2 million project cost increase which is at least partially due to an accelerated project schedule to minimize service disruption to Muni. The Board programmed \$1.9 million in Lifeline Transportation Program funds to the project in 2009. **We are seeking a motion of support for the adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.**

## BACKGROUND

In November 2003, nearly 75% of the San Francisco electorate approved Proposition K (Prop K), extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan, and designating the Transportation Authority as the administrator of the Prop K program. The Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects and programmatic (i.e., non-project specific) categories, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectations for leveraging of sales tax funds to fully fund the Expenditure Plan programs and projects. The Expenditure Plan, however, does not specify in which years of the 30-year program projects will receive funds, nor does it detail specific projects for

funding in programmatic categories.

The Expenditure Plan requires development of a Strategic Plan to guide the financial implementation of the program, and development of a 5-Year Prioritization Program (5YPP) for each of the 21 programmatic categories (e.g. street resurfacing, new signals and signs, and traffic calming) as a prerequisite for allocation of funds. The Strategic Plan is the financial tool that guides the implementation of the Expenditure Plan, reconciling the timing of expected Prop K revenues with the schedule for availability of state, federal and other funds beyond Prop K, the Transportation Authority's debt issuance capacity, the Transportation Authority's own assessment of the deliverability schedule for proposed projects, and the costs associated with project escalation and debt financing.

The purpose of the 5YPPs is to provide transparency in how sponsors prioritize projects for Prop K funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. Development of the 5YPPs is intended to be an open process where Transportation Authority Board members, the public, and agencies can meaningfully weigh in, particularly on the proposed programs of projects for the next five years. Each 5YPP includes a prioritization methodology to rank projects within the program; a 5-year project list to be funded with information on scope, schedule, cost and funding (including non-Prop K funding); and a project delivery snap shot showing completed and underway projects from the prior 5YPP periods.

The purpose of this memorandum is to seek a motion of support for the adoption of the 2014 Prop K 5YPP for Bus Rapid Transit (BRT)/Transit Preferential Streets/Muni Metro Network and the amendment of the 2014 Prop K 5YPPs for Transit Enhancements and BART Station Access, Safety and Capacity.

## DISCUSSION

In June and July, through Resolutions 14-88 and 15-03, the Transportation Authority Board approved 20 of the 21 Prop K 5YPPs. We are recommending approval of the last remaining 5YPP for the BRT/Transit Preferential Streets/Muni Metro Network category, which has been developed through a collaborative effort between the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA), and a corresponding amendment of the Transit Enhancements 5YPP, as described below. The 2014 5YPPs cover Fiscal Years (FYs) 2014/15 to 2018/19, so allocation requests for FY 2014/15 funds cannot be approved until the corresponding 2014 5YPP is approved by the Board. The CAC will consider recommending the allocation of Prop K funds for the Van Ness BRT project as a separate item on this agenda.

The BRT/Transit Preferential Streets/Muni Metro Network 5YPP has two subcategories: Transit Rapid Network – BRT which includes the two signature BRT projects, Van Ness and Geary, and Transit Rapid Network – Transit Effectiveness and Performance Initiatives. As shown on the attached slides (Attachment 1), the \$162.5 million Van Ness BRT project is now fully funded, with revenue service starting in 2018. Through a combination of the BRT/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5YPPs, Geary BRT is fully funded through design with a token amount of Prop K funds for construction. The Transit Effectiveness and Performance Initiatives subcategory will fund the planning phase for Muni Forward implementation of the Transit Effectiveness Project (TEP) which is ineligible for General Obligation Bond funds should voters approve the proposed bond measure on the November 2014 ballot. Also included in the subcategory are Neighborhood Transportation Improvement Program (NTIP) capital placeholder funds for projects such as bus bulbs or lighting near transit stops.



Our intent for the 5YPP updates is to maximize the Prop K funding available for the Geary BRT project and meet the SFMTA's high priority to fund TEP planning and conceptual engineering work ineligible for bond funds. To accommodate both priorities given the limited capacity in the BRT/Transit Preferential Streets/Muni Metro Network category, we are recommending a finance cost neutral amendment to the Transit Enhancements 5YPP to add the Geary BRT project with \$2.75 million in FY 2017/18 construction funds. Adding Geary BRT to the Transit Enhancements 5YPP requires eliminating \$2.5 million for the SFMTA's Customer First projects, which will instead seek Prop AA funds available in FYs 2014/15-2016/17 from the Rapid Network Placeholder. The Customer First projects are a better fit than Geary BRT for Prop AA given the program's intent to fund smaller quick to deliver projects. SFMTA concurs with this recommendation.

We are also recommending amendment of the BART Station Access, Safety and Capacity 5YPP to add the Balboa Park Station Eastside Connections project, which is described in Attachments 1 and 2. The project has experienced a \$2 million cost increase, which is at least partially due to an accelerated project schedule to minimize service disruption to Muni. The proposed 5YPP amendment would program \$870,000 in Fiscal Year 2009/10 Prop K funds inadvertently not carried forward to the 2014 5YPP. The project would be fully funded by advancing \$2 million in out-year Prop K funds to FY 2014/15 and through increased BART contributions to the project. Prop K funds will be leveraged by \$1.9 million in Lifeline Transportation programmed by the Transportation Authority Board in 2009. BART is preparing to advertise the construction contract this fall.

The 5YPP document is much more user-friendly than in the past; however, it is still a technical document. The sections that we anticipate being of most interest to the CAC include:

- Table 2 - Project Delivery Snapshot (shows completed and underway projects since Prop K inception)
- Table 3 - Prioritization Criteria and Scoring Table (the CAC-inspired new scoring template)
- Table 4 - 5-Year Project List (shows the projects, phase(s) to be funded, and amount of Prop K)
- Project Information Forms (for more detail on scope, schedule, cost and funding for specific projects)

We encourage CAC members and the public to visit the Transportation Authority's interactive project map at [mystreetsf.com](http://mystreetsf.com) where one can view completed, active and proposed projects. The latter are the projects proposed for funding in the 2014 Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP. Please be sure to look at the citywide project listings below the map as there are a handful of projects with unspecified locations in the 5YPP. We have attached a presentation to this memo, which distills the 5YPP recommendations in a more user-friendly format.

**We are seeking a motion of support for the adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.**

## ALTERNATIVES

1. Adopt a motion of support for the adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.
2. Adopt a motion of support for the adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit

Enhancements and BART Station Access, Safety and Capacity 5YPPs, with modifications.

3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

There is no impact on the Transportation Authority's adopted FY 2014/15 annual budget associated with the recommendation action. However, the 5YPPs are an important financial planning tool for the Transportation Authority as the 5YPPs, along with the Strategic Plan, establish the expected annual sales tax allocations and set maximum annual reimbursements. While we have been developing the 5YPPs with project sponsors, we have concurrently been working with them to establish Prop K programming and cash flow levels for the remainder of the 30-year EP period (FY 19/20 - 33/34). Financing costs for the life of the Prop K program in the Draft 2014 Strategic Plan are \$426 million, down \$44 million from \$470 million as included in the 2013 Prop K Strategic Plan Baseline (adopted July 2013). Adoption of the 2014 Strategic Plan is presented to the CAC as a separate item on this agenda.

Actual allocation of funds is subject to separate approval actions by the Transportation Authority. We will update the adopted FY 2014/15 amount for Prop K capital budget expenditures as part of a mid-year budget amendment.

## **RECOMMENDATION**

Adopt a motion of support for the adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.

Attachments (3):

1. 2014 5YPP Update: Recommended Approval of One 5YPP and Amendment of Two 5YPPs
2. Draft Amended 2014 Prop K BART Station Access, Safety and Capacity Project List and Balboa Park Station Eastside Connections Project Information Form
3. Draft Amended 2014 Prop K Transit Enhancements Project List and Geary BRT Project Information Form

Enclosures (1):

- A. Draft 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP

Prop K 2014 5-Year Prioritization Program Update

Recommended approval of BRT/TPS/Muni Metro  
Network 5YPP and amendment of two 5YPPs



**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**

**Citizens Advisory Committee**

**September 3, 2014**

# BRT/TPS/MUNI Metro Network

## Done and Underway Projects

### ► Done

- Van Ness BRT Environmental
- Market Street Calm the Safety Zone
- Mission-Geneva Transit and Pedestrian Improvements
- Bus Bulb at Balboa and 37<sup>th</sup> Avenue
- Numerous planning studies (e.g. Geary corridor, Better Market Street, Geneva TPS)

### ► Underway

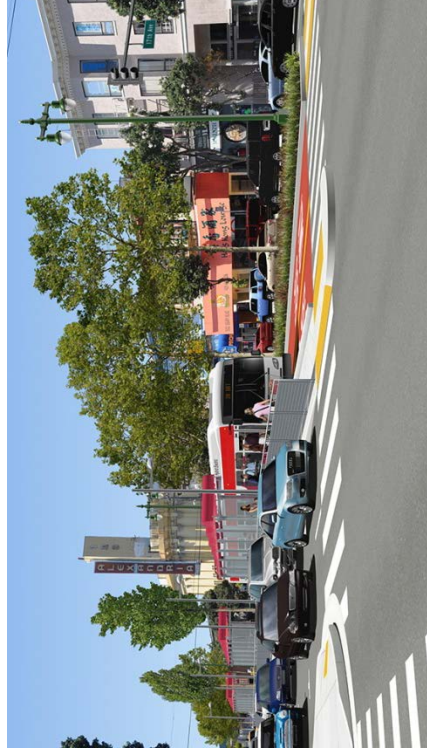
- Geary BRT Environmental
- N-Judah Customer First
- Transit Effectiveness Project
- Market and Haight Street Transit and Pedestrian Improvements



# BRT/TPS/MUNI Metro Network Proposed Projects for Next 5 Years

## Transit Rapid Network - BRT Subcategory

- ▶ **Van Ness BRT - \$36.3M Prop K, \$162M Total Cost (all phases)**
  - ▶ Prop K funds increase \$15.8M
  - ▶ Full funding plan
  - ▶ Revenue service starting in 2018





# BRT/TPS/MUNI Metro Network Proposed Projects for Next 5 Years

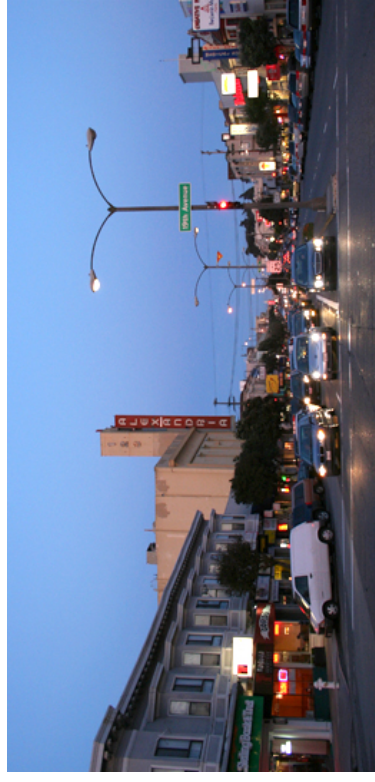
62

## Transit Rapid Network - BRT Subcategory

### ▲ Geary BRT - \$44.4M Prop K, \$263M Total

#### Cost

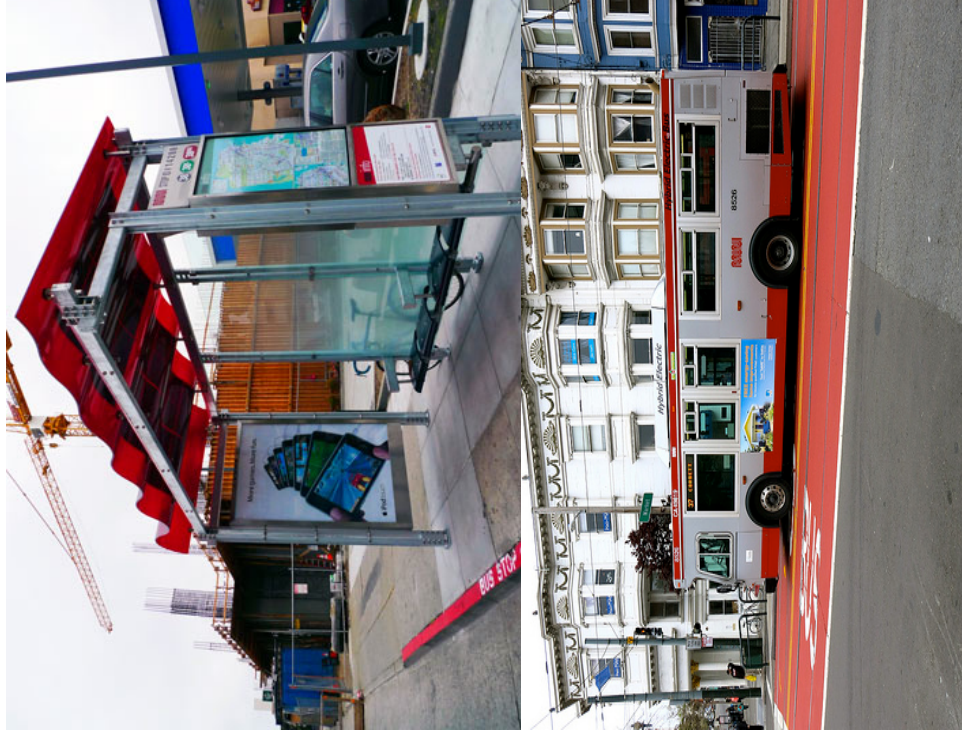
- ▲ Fully funds project through design, with small amount of Prop K for construction via \$14M funding increase
  - BRT category increases \$11.25M
  - Transit Enhancements category increases \$2.75M
- Funding may be used for to-be-determined early implementation elements
- SFMTA refining cost estimate



# BRT/TPS/MUNI Metro Network Proposed Projects for Next 5 Years

## Transit Rapid Network – Transit Effectiveness and Performance Initiatives Subcategory

- ▶ **Muni Forward Implementation of TEP - \$17M Prop K, \$143.8M Total**
  - ▶ Funds planning phase which is ineligible for General Obligation Bond funds (Nov. 2014 measure)
- ▶ **Transit Performance Initiative Program**
  - Local Match - \$543,000 Prop K
- ▶ **NTIP Capital Placeholder - \$300,000 Prop K**



# BRT/TPS/MUNI Metro Network Highlights

- ▶ **\$30M unallocated in 2009 5YPP period, primarily due to delayed BRTs**
- ▶ **2014 update significantly advances Prop K funds for BRT and TEP**
- ▶ **No funds after this 5YPP period**





# Transit Enhancements 5YPP Amendment

## Other Transit Enhancements Subcategory

- ▶ Adds Geary BRT with \$2.75M in FY 2017/18 construction funds
- ▶ Eliminates \$2.5M in FY 2014/15 and 2015/16 for Customer First projects
  - ▶ Customer First projects will seek Prop AA funds from the Rapid Network Placeholder, with funds available in FYs 14/15 - 16/17
- ▶ Finance cost neutral



# BART Station Access, Safety and Capacity 5YPP Amendment

66

- ▶ Adds BART's Balboa Park Station Eastside Connections project - \$2.23M Prop K, \$15M Total
- ▶ Project has a \$2M cost increase, due in part to accelerated project schedule to minimize service disruption to Muni
- ▶ \$870k in FY 2009/10 Prop K funds inadvertently not carried forward
- ▶ Net result: Project fully funded by
  - ▶ Advancing \$2M in out-year Prop K funds to FY 2014/15
  - ▶ Increased BART contributions
- ▶ Leverages \$1.9M in Lifeline Transportation Program funds

programmed by the Board in 2009



[www.sfcta.org/PropK](http://www.sfcta.org/PropK)

[propk@sfcta.org](mailto:propk@sfcta.org)



**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**

**Citizens Advisory Committee**

**September 3, 2014**

Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
 BART Station Access, Safety and Capacity (EP 8)  
 Programming  
 Amendment Pending Board Approval (XX.XX.2014)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	Balboa Park Station Improvements [NTIP Planning]	PLAN/CER	Programmed	\$410,000					\$410,000
BART	Balboa Park Station Eastside Connections	CON	Planned	\$2,030,000					\$2,030,000
BART	24th and Mission Northeast Plaza Redesign	PS&E	Programmed			\$327,025			\$327,025
BART	Civic Center Station Improvements	PLAN/CER	Programmed					\$243,101	\$243,101
Total Programmed in 5YPP				\$2,440,000	\$0	\$327,025	\$0	\$243,101	\$3,010,126
Total Programmed in 2014 Strategic Plan				\$200,000	\$210,000	\$220,500	\$231,525	\$243,101	\$1,105,126
Cumulative Remaining Programming Capacity				(\$2,240,000)	(\$2,030,000)	(\$2,136,525)	(\$1,905,000)	(\$1,905,000)	(\$1,905,000)

Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
 BART Station Access, Safety and Capacity (EP 8)  
 Cash Flow (\$) Maximum Annual Reimbursement  
 Amendment Pending Board Approval (XX.XX.2014)

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Balboa Park Station Improvements [NTIP Planning]	PLAN/CER	\$200,000	\$210,000				\$410,000
Balboa Park Station Eastside Connections	CON			\$2,030,000			\$2,030,000
24th and Mission Northeast Plaza Redesign	PS&E			\$220,500	\$106,525		\$327,025
Civic Center Station Improvements	PLAN/CER					\$243,101	\$243,101
Cash Flow Programmed in 5YPP		\$200,000	\$210,000	\$2,250,500	\$106,525	\$243,101	\$3,010,126
Total Cash Flow in 2013 Strategic Plan Baseline							\$0
Cumulative Remaining Cash Flow Capacity		(\$200,000)	(\$410,000)	(\$2,660,500)	(\$2,767,025)	(\$3,010,126)	(\$3,010,126)



## Attachment 2

Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
Prop K EP Project/Program:	c. BART Station Access, Safety and Capacity
EP Line (Primary):	8
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Balboa Park Station Eastside Connections
Project Location:	Balboa Park BART Station
Project Supervisorial District(s):	11
Project Description:	<p>The project consists of connecting the newly added Eastside entrance plaza with the addition of a new MUNI platform on the Eastside of the BART Balboa Park Station while updating the existing station architecture to suit its new role as a major entrance with the addition of improved lighting, signage and access to the station concourse. Key features include:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> New east side SFMTA train platform</li> <li><input type="checkbox"/> New pedestrian bridge connecting east side to west side of station</li> <li><input type="checkbox"/> New lighting</li> <li><input type="checkbox"/> Ceiling treatment</li> <li><input type="checkbox"/> Signage and separation barrier between free/paid area</li> <li><input type="checkbox"/> Wall finishes</li> <li><input type="checkbox"/> Improve overall appearance of station concourse area</li> <li><input type="checkbox"/> MUNI passenger will have safer access to BART station</li> <li><input type="checkbox"/> BART patrons will have direct access from east side to west side of station and vice versa</li> <li><input type="checkbox"/> Enable easier access to the station and MUNI bus connections</li> <li><input type="checkbox"/> Improved security with new lighting</li> </ul>
Purpose and Need:	<p>The Balboa Park BART/Muni Station is one of the busiest intermodal transit facilities in the region. As the major hub for the southern part of San Francisco, the station serves more than 24,000 passengers daily with its four BART lines, multiple major local bus routes, and three light rail transit (LRT) lines. But access to the station, particularly for non-auto modes, is complicated by tightly squeezed station functions and by the nearby I-280 Geneva-Ocean Avenue interchange system, whose multiple on- and off-ramps deliver heavy auto traffic to the station and its surrounding neighborhoods. The conflicts between fast-moving auto traffic and station-related movements, including bus operations, private vehicle passenger drop-off activity, and pedestrian crossings, detract from the station's ability to provide a high-quality passenger experience.</p>
Community Engagement/Support:	<p>The Balboa Park Community Advisory Committee (CAC), whose membership and quarterly meetings will be open to the public, will monitor progress and provide input on the multiple station-related improvements currently under development. The CAC will also provide input to develop the capital improvements.</p>
Implementing Agency:	Bay Area Rapid Transit District
Project Manager:	Tim Chan
Phone Number:	510-287-4705
Email:	<a href="mailto:tchan1@bart.gov">tchan1@bart.gov</a>
Environmental Clearance	
Type:	Categorically Exempt
Status:	Complete
Completion Date (Actual or Anticipation):	10/01/10



## Attachment 2

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	0%	Both	1	2013/14	3	2013/14
Environmental Studies (PA&ED)	0%	Both	1	2010/11	2	2010/11
Design Engineering (PS&E)	0%	Both	4	2013/14	1	2014/15
R/W Activities/Acquisition	0%	N / A				
Advertise Construction	0%	Both	2	2014/15	3	2014/15
Start Construction (i.e. Award Contract)	0%	Both	1	2015/16		
End Construction (i.e. Open for Use)	0%	Both			4	2016/17
Start Procurement (e.g. rolling stock)	0%					
Project Close-out	0%	Both			1	2017/18

### Comments/Concerns



## Attachment 2

<b>Project Name:</b>	Balboa Park Station Eastside Connections
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	-
Environmental Studies (PA&ED)	\$ -	\$ -	-
Design Engineering (PS&E)	\$ 2,821,883	\$ -	\$ 2,821,883
R/W	\$ -	\$ -	-
Construction	\$ 12,178,117	\$ 2,230,000	\$ 9,948,117
Procurement (e.g. rolling stock)	\$ -	\$ -	-
<b>Total Project Cost</b>	<b>\$ 15,000,000</b>	<b>\$ 2,230,000</b>	<b>\$ 12,770,000</b>
<b>Percent of Total</b>		<b>15%</b>	<b>85%</b>

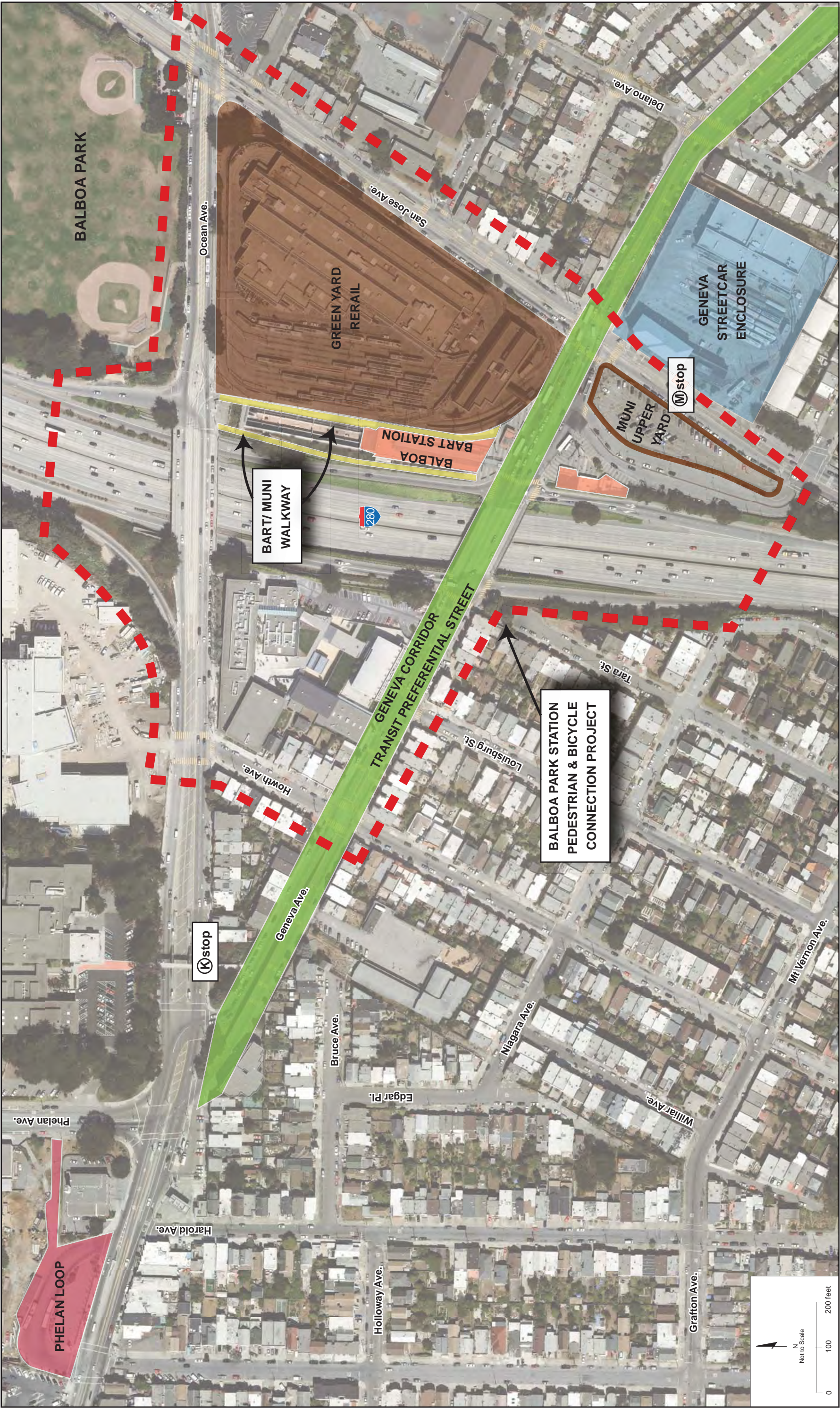
Project Expenditures (Cash Flow) By Fiscal Year				Enter Cash Flow Here					
Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	14/15	15/16	16/17	17/18	18/19	Total
Design Engineering (PS&E)	Prop 1B*	Allocated	14/15	\$ 1,153,610					\$ 1,153,610
Design Engineering (PS&E)	STA*	Allocated	14/15	\$ 752,440					\$ 752,440
Design Engineering (PS&E)	Prop 1B - BART	Allocated	14/15	\$ 915,833					\$ 915,833
Construction	Prop 1B - BART	Allocated	14/15		\$ 6,000,000	\$ 3,148,117			\$ 9,148,117
Construction	Prop 1B - MTC	Allocated	14/15			\$ 800,000			\$ 800,000
Construction	Prop K - EP8	Allocated	13/14			\$ 200,000			\$ 200,000
Construction	Prop K - EP8	Planned	14/15			\$ 2,030,000			\$ 2,030,000
Total By Fiscal Year				\$ 2,821,883	\$ 6,000,000	\$ 6,178,117	\$ -	\$ -	\$ 15,000,000

## Comments/Concerns

\*Lifetime Transportation Program funds programmed by the Transportation Authority Board in 2009 through Resolution 10-11.

BART intends to advertise the construction contract in November 2014, but we are still working with BART and SFMTA staff to clarify the reason for a \$2M cost increase, which is due at least partially to an accelerated project schedule to minimize service disruption to Muni.







# Balboa Park Station Eastside Walkway Project

## Westside Walkway + Station Entrance Project

2

1

4

3

### Project Description

1. Accessible walkway through the concrete planter from the Westside Project to the Eastside Project
2. Canopy modification
3. Muni Metro accessible J/K platform
4. Accessible walkway to the BART entrance and Muni Metro boarding area

### Project Benefits

- Elimination of unsafe crossing along the narrow pathway and Muni tracks
- Continuous accessible walkway from the BART station and Muni Metro boarding area to Ocean Avenue
- Relocated and expanded accessible Muni Metro J/K platform to better accommodate disabled patrons
- Improved connectivity for transit patrons, local residents, students, shoppers and workers

### Grant Funding Sources

- Lifeline Grant (\$1.9M)
- Prop K Match (\$2.23M)

Table 4 - Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)

Transit Enhancements - (EPs 10-16)

Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Extension of Trolleybus Lines/Motor Coach Conversion (EP 10)									
SFMTA	22 Fillmore Overhead Line Extension (16th Street Multimodal Corridor Project)	CON	Programmed				\$4,069,063		\$4,069,063
Programmed in 5YPP				\$0	\$0	\$0	\$4,069,063	\$0	\$4,069,063
Total Programmed in 2014 Strategic Plan				\$0	\$0	\$0	\$4,069,063	\$0	\$4,069,063
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
F-Line Extension to Fort Mason (EP 11)									
SFMTA	F-Line Extension	PLAN/CER	Programmed		\$205,611				\$205,611
SFMTA	F-Line Extension	PS&E	Programmed				\$535,269		\$535,269
Programmed in 5YPP				\$0	\$205,611	\$0	\$535,269	\$0	\$740,880
Total Programmed in 2014 Strategic Plan				\$0	\$205,611	\$0	\$535,269	\$0	\$740,880
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Purchase/Rehabilitation Historic Street Cars (EP 12)									
SFMTA	Historic Vehicle Rehabilitation/Replacement - Milan (11) and Vintage (6)	CON	Programmed		\$267,929				\$267,929
Programmed in 5YPP				\$0	\$267,929	\$0	\$0	\$0	\$267,929
Total Programmed in 2014 Strategic Plan				\$0	\$267,929	\$0	\$0	\$0	\$267,929
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Balboa Park BART/MUNI Station Access (EP 13)									
SFMTA/DPW	Balboa Park Station Area and Geneva Plaza Improvements	CON	Programmed	\$2,192,087					\$2,192,087
BART	Balboa Park Geneva Plaza Improvement Coordination	PS&E	Programmed	\$250,000					\$250,000
TBD	I-280 Interchange Improvements at Balboa Park	PLAN/CER, ENV, PS&E	Programmed	\$750,000					\$750,000
TBD	Placeholder for Balboa Park Station Area Improvements	PLAN/CER, ENV, PS&E	Programmed			\$750,000			\$750,000
Programmed in 5YPP				\$3,192,087	\$0	\$750,000	\$0	\$0	\$3,942,087
Total Programmed in 2014 Strategic Plan				\$3,192,087	\$0	\$750,000	\$0	\$0	\$3,942,087
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
Relocation of Paul Street Caltrain Station to Oakdale Avenue (EP 14)								
DPW	Quint-Jerrold Connector Road	PS&E	Programmed	\$ 465,000				\$465,000
DPW	Quint-Jerrold Connector Road	R/W	Programmed	\$ 2,240,000				\$2,240,000
DPW	Quint-Jerrold Connector Road	CON	Programmed		\$ 118,000			\$118,000
TBD	Caltrain Oakdale Station Further Project Development	PA&ED	Programmed				\$750,000	\$750,000
Programmed in 5YPP				\$2,705,000	\$118,000	\$0	\$750,000	\$0 \$3,573,000
Total Programmed in 2014 Strategic Plan				\$2,705,000	\$118,000	\$0	\$750,000	\$0 \$3,573,000
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0 \$0
Purchase Additional Light Rail Vehicles (EP 15)								
SEMTA	Purchase Additional LRVs	PROC	Programmed	\$3,092,490				\$3,092,490
SEMTA	Purchase Additional LRVs	PROC	Programmed				\$1,500,000	\$1,500,000
Programmed in 5YPP				\$3,092,490	\$0	\$0	\$1,500,000	\$0 \$4,592,490
Total Programmed in 2014 Strategic Plan				\$3,092,490	\$0	\$0	\$1,500,000	\$0 \$4,592,490
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0 \$0
Other Transit Enhancements (EP 16)								
SEMTA	Glen Park Transportation Improvements [NTIP]	PS&E, CON	Programmed		\$496,000			\$496,000
SEMTA	Geary Bus Rapid Transit	CON	Planned				\$2,754,000	\$2,754,000
SEMTA	19th Avenue/M-Ocean View	PA&ED	Programmed			\$3,000,000		\$3,000,000
SEMTA, any eligible sponsor	NTIP Placeholder	Any	Programmed		\$1,000,000			\$1,000,000
Programmed in 5YPP				\$0	\$1,496,000	\$3,000,000	\$2,754,000	\$0 \$7,250,000
Total Programmed in 2014 Strategic Plan				\$0	\$1,496,000	\$3,000,000	\$2,754,000	\$0 \$7,250,000
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0 \$0
Programmed in 5YPPs				\$8,989,577	\$2,087,540	\$3,750,000	\$9,608,332	\$0 \$24,435,449
Total Programmed in 2014 Strategic Plan				\$8,989,577	\$2,087,540	\$3,750,000	\$9,608,332	\$0 \$24,435,449
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0 \$0

Table 4 - Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)  
Transit Enhancements - (EPs 10-16)  
Cash Flow

Project Name	Phase						Total	
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Extension of Trolleybus Lines/Motor Coach Conversion								
22 Fillmore Overhead Line Extension (16th Street Multimodal Corridor Project)	CON				\$1,079,063	\$2,990,000		\$4,069,063
Cash Flow Programmed in 5YPP		\$0	\$0	\$0	\$1,079,063	\$2,990,000	\$0	\$4,069,063
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$0	\$0	\$1,079,063	\$2,990,000	\$0	\$4,069,063
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
F-Line Extension to Fort Mason (EP 11)								
F-Line Extension	PLAN/CER		\$41,122	\$41,122	\$123,367			\$205,611
F-Line Extension	PS&E				\$178,423	\$178,423	\$178,423	\$535,269
Cash Flow Programmed in 5YPP		\$0	\$41,122	\$41,122	\$301,790	\$178,423	\$178,423	\$740,880
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$41,122	\$41,122	\$301,790	\$178,423	\$178,423	\$740,880
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Purchase/Rehabilitation Historic Street Cars (EP 12)								
Historic Vehicle Rehabilitation/Replacement - Milan (11) and Vintage (6)	CON		\$100,000	\$167,929				\$267,929
Cash Flow Programmed in 5YPP		\$0	\$100,000	\$167,929	\$0	\$0	\$0	\$267,929
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$100,000	\$167,929	\$0	\$0	\$0	\$267,929
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Balboa Park BART/MUNI Station Access (EP 13)								
Balboa Park Station Area and Geneva Plaza Improvements	CON	\$1,644,065	\$548,022					\$2,192,087
Balboa Park Geneva Plaza Improvement Coordination	PS&E	\$150,000	\$100,000					\$250,000
I-280 Interchange Improvements at Balboa Park	PLAN/CER, ENV, PS&E	\$500,000	\$250,000					\$750,000
Placeholder for Balboa Park Station Area Improvements	PLAN/CER, ENV, PS&E			\$250,000	\$250,000	\$250,000		\$750,000
Cash Flow Programmed in 5YPP		\$2,294,065	\$898,022	\$250,000	\$250,000	\$250,000	\$0	\$3,942,087
Cash Flow Programmed in 2014 Strategic Plan		\$2,294,065	\$898,022	\$250,000	\$250,000	\$250,000	\$0	\$3,942,087
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0

Attachment 3

Project Name	Phase							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Relocation of Paul Street Caltrain Station to Oakdale								
Quint-Jerrold Connector Road	PS&E	\$ 465,000						\$465,000
Quint-Jerrold Connector Road	R/W	\$ 2,240,000						\$2,240,000
Quint-Jerrold Connector Road	CON		\$ 118,000					\$118,000
Caltrain Oakdale Station Further Project Development	PA&ED				\$187,500	\$375,000	\$187,500	\$750,000
Cash Flow Programmed in 5YPP		\$2,705,000	\$118,000	\$-	\$187,500	\$375,000	\$187,500	\$3,573,000
Cash Flow Programmed in 2014 Strategic Plan		\$2,705,000	\$118,000	\$0	\$187,500	\$375,000	\$187,500	\$3,573,000
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Purchase Additional Light Rail Vehicles (EP 15)								
Purchase Additional LRVs	PROC			\$3,092,490				\$3,092,490
Purchase Additional LRVs	PROC				\$1,500,000			\$1,500,000
Cash Flow Programmed in 5YPP		\$0	\$0	\$3,092,490	\$1,500,000	\$0	\$0	\$4,592,490
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$0	\$3,092,490	\$1,500,000	\$0	\$0	\$4,592,490
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Transit Enhancements (EP 16)								
Glen Park Transportation Improvements [NTIP]	CON		\$248,000	\$248,000				\$496,000
Geary Bus Rapid Transit	CON				\$688,500	\$1,377,000	\$688,500	\$2,754,000
19th Avenue/M-Ocean View	PA&ED			\$1,500,000	\$1,500,000			\$3,000,000
NTIP Placeholder	Any		\$340,000	\$330,000	\$330,000			\$1,000,000
Cash Flow Programmed in 5YPP		\$0	\$588,000	\$2,078,000	\$2,518,500	\$1,377,000	\$688,500	\$7,250,000
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$588,000	\$2,078,000	\$2,518,500	\$1,377,000	\$688,500	\$7,250,000
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cash Flow Programmed in 5YPP		\$4,999,065	\$1,745,144	\$5,629,541	\$5,836,853	\$5,170,423	\$1,054,423	\$24,435,449
Cash Flow Programmed in 2014 Strategic Plan		\$4,999,065	\$1,745,144	\$5,629,541	\$5,836,853	\$5,170,423	\$1,054,423	\$24,435,449
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0



San Francisco County Transportation Authority  
 Proposition K Sales Tax Program Project Information Form



Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
Prop KEP Project/Program:	a.1 Bus Rapid Transit/MUNI Metro Network
EP Line (Primary):	1
Other EP Line Number/s:	16
Fiscal Year of Allocation:	2017/18
Project Information	
Project Name:	Geary Bus Rapid Transit
Project Location:	Geary Boulevard (Transbay Transit Center to 48th Avenue)
Project Supervisorial District(s):	1,2,3,5,6
Project Description:	The Geary BRT Project would create dedicated bus-only lanes along the seven-mile 38/38L route. This Project would enhance the existing bus-only lanes on Geary and O'Farrell Streets from Market Street to Gough Street, and new bus-only lanes on Geary Boulevard from Gough Street to 33rd Avenue. The Project would also provide other pedestrian- and transit-supportive improvements such as bulb-outs, high-amenity stations, and signal improvements.
Purpose and Need:	To improve transit travel time and reliability along the Geary corridor, improve pedestrian conditions and access to transit, achieve a more balanced way to accommodate multimodal travel, access and circulation, enhance neighborhood livability and community vitality, improve transit system efficiency and effectiveness, and facilitate rail-readiness.
Community Engagement/Support:	The project has engaged with the community in multiple outreach rounds during the feasibility study, the environmental scoping process, and the full environmental analysis, via hosted community meetings, presentations to more than 30 stakeholder groups along the corridor, a Geary BRT Citizen Advisory Committee, a patron survey, a merchant survey, and online tools.
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	Britt Tanner
Phone Number:	415.701.4685
Email:	Britt.Tanner@sfmta.com
Environmental Clearance	
Type:	EIR/EIS
Status:	Underway
Completion Date (Actual or Anticipated):	12/31/14

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Year	Quarter	Year
Planning	100%	Both	4	2006/07	4	2007/08
Environmental Studies (PA&ED)	70%	Contracted	2	2008/09	2	2014/15
Conceptual Engineering	0%	In-house	2	2014/15	3	2015/16
Design Engineering (PS&E)	0%	In-house	3	2015/16	4	2016/17
R/W Activities/Acquisition	N/A	N/A				
Advertise Construction	0%	In-house	1	2017/18	2	2017/18
Start Construction (i.e. Award Contract)	0%	Contracted	2	2017/18		
End Construction (i.e. Open for Use)	0%	Contracted			2	2019/20
Start Procurement (e.g. rolling stock)	0%	Contracted	1	2017/18	2	2019/20
Project Close-out	0%	In-house			3	2019/20

**Comments/Concerns**

Schedule assumes BRT revenue service begins December 2019. Cost and schedule are being refined to identify early implementation elements.



San Francisco County Transportation Authority  
Proposition K Sales Tax Program Project Information Form

Project Name:	Geary Bus Rapid Transit
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 17,900,000	\$ 17,900,000	
Environmental Studies (PA&ED)	\$ 6,746,113	\$ 6,746,113	
Design Engineering (PS&E)	\$ 14,500,000	\$ 14,500,000	
R/W	\$ -		
Construction	\$ 208,100,000	\$ 5,283,000	\$ 202,817,000
Procurement (e.g. rolling stock)	\$ 15,800,000	\$ -	\$ 15,800,000
<b>Total Project Cost</b>	<b>\$ 263,046,113</b>	<b>\$ 44,429,113</b>	<b>\$ 218,617,000</b>
<b>Percent of Total</b>		<b>17%</b>	<b>83%</b>

Project Expenditures (Cash Flow) By Fiscal Year

Project Expenditures (Cash Flow) By Fiscal Year											
				Enter Cash Flow Here							
Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Prior Fiscal Years Expenditures	14/15	15/16	16/17	17/18	18/19	19/20	Total
Planning/Conceptual Engineering	Prop K	Allocated	Previous	\$ 600,000							\$ 600,000
Planning/Conceptual Engineering	Prop K	Planned	14/15		\$ 8,650,000	\$ 8,650,000					\$ 17,300,000
Environmental Studies (PA&ED)	Prop K	Allocated	Previous	\$ 5,625,416	\$ 1,120,697						\$ 6,746,113
Design Engineering (PS&E)	Prop K	Planned	15/16		\$ 4,785,000		\$ 9,715,000				\$ 14,500,000
Construction	Prop K (EP 1)	Planned	17/18					\$ 632,250	\$ 1,264,500	\$ 632,250	\$ 2,529,000
Construction	Prop K (EP 16)	Planned	17/18					\$ 688,500	\$ 1,377,000	\$ 688,500	\$ 2,754,000
Construction	FTA - Small Starts	Planned	17/18					\$ 18,750,000	\$ 37,500,000	\$ 18,750,000	\$ 75,000,000
Construction	TBD	Planned	17/18					\$ 31,954,250	\$ 63,908,500	\$ 31,954,250	\$ 127,817,000
Procurement (e.g. rolling stock)	TBD	Planned	17/18					\$ 3,950,000	\$ 7,900,000	\$ 3,950,000	\$ 15,800,000
											\$
Total By Fiscal Year				\$ 6,225,416	\$ 9,770,697	\$ 13,435,000	\$ 9,715,000	\$ 55,975,000	\$ 111,950,000	\$ 55,975,000	\$ 263,046,113

Comments/Concerns

Programming assumptions include Prop K fully funding the environmental, planning/conceptual engineering, and final design phases. SMTA will apply for federal Small Starts funds in FY 2016/17 (max amount for Small Starts is \$75M), with funds assumed to be available starting in FY 2017/18. TBD fund sources may include MTC Transit Performance Initiative funds, OneBayArea Grant, cap-and-trade, bridge tolls, additional sales tax, other local, state or federal discretionary funds.

The above project costs reflect the core BRT costs and enhancements. The core BRT project costs will meet the FTA guidelines including the Small Starts cost cap of \$250M. Current cost estimates are based on ~8% conceptual engineering and are being reviewed and refined by agency staff. Cost and schedule are also being refined to identify early implementation elements.



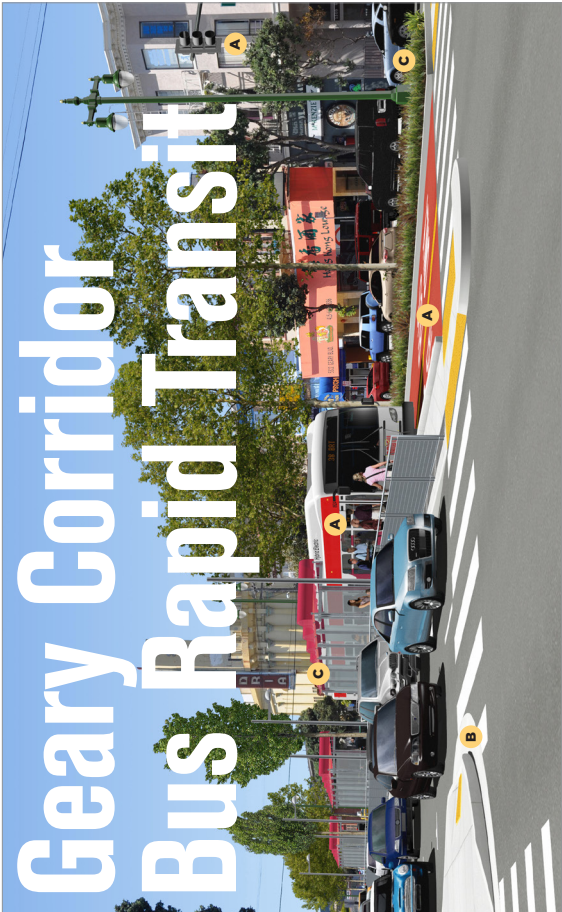
Community Input

The agency staff–recommended design emerges from an extensive, multi-year community and analytical process with multiple rounds of discussion, technical assessments, and feedback. In 2012 alone, the project hosted three large community meetings; made presentations to more than 30 community groups including neighborhood associations, appointed commissions, merchant groups, and advocacy organizations; and conducted extensive surveys of Geary businesses and their customers.



Cost and Funding

The cost of the staff-recommended alternative falls in the range of \$240 to \$270 million, generally in the middle of the larger range for all BRT alternatives that have been considered (\$130 million to \$350 million). Costs are being refined and are anticipated to conform to the Federal Transit Administration’s (FTA’s) Small Starts Program cap of \$250 million for total project cost. Planned funding of about \$38 million is expected from the Prop K sales tax, and \$75 million from the FTA. The Mayor’s T2030 Task Force recommendation also includes up to \$85 million in potential new local revenues for the project, one of multiple options being explored to help fill the project’s funding gap.



**Project Update: Process to Select a Preferred Alternative**

The Geary BRT project team has initiated the process to develop consensus on the preferred project design. The process, incorporating multiple rounds of previous technical analysis and community input, entails the following steps going forward.

- **Fall/Winter 2013/14:** Sharing of evaluation results, including staff-recommended alternative, with the community
- **Summer 2014:** Identification of Recommended Alternative in Draft Environmental Document
- **Fall 2014:** Public comment period
- **Winter 2014/15:** Finalization of Locally Preferred Alternative in Final Environmental Document

**Features and Benefits of Staff-Recommended Alternative**

**FEATURE A**

Exclusive bus lane, transit signal priority, all-door boarding, new low-floor buses

**BENEFIT:** Improved bus performance.\*

- 25% travel time savings
- 20% reliability improvement
- 10–20% ridership increase

\* Compared to ‘no-build’ conditions, in the segments of the corridor where BRT improvements are proposed

**Transit Travel Time and Reliability**

Corridor-wide, the staff-recommended alternative will provide 20% faster transit travel times. Travel times will vary depending on where riders begin and end their trip, but for all riders, the project will provide a faster and more reliable trip. And knowing more reliably when the bus will arrive and about how long the trip will take helps riders plan their day. The project will improve the reliability of bus service, reducing variability by 20%.

**Parking along the Corridor**

For BRT to achieve these travel time savings and reliability improvements, portions of the road will need to be reallocated to vehicle travel (auto or bus) instead of parking. Corridor-wide, the staff-recommended alternative will result in a 21% reduction of on-street parking along Geary. Some locations, such as the Richmond, will see no net loss of parking. In the Masonic and Fillmore areas, bus-only lanes need to run along the side of the street in order to resolve technical issues and community concerns, but this configuration results in a greater percentage reduction. Although on-street parking loss on Geary itself is most concentrated in the Fillmore area, the project results in a 5% reduction in total the neighborhood supply when other available parking is considered as well.

In addition, potential strategies to replace some parking may be available for certain locations, such as converting nearby parallel parking to diagonal or perpendicular parking.



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

1455 Market Street, 22nd Floor, San Francisco, CA 94103

PROJECT PHONE: 415.593.1655

**PROJECT WEB SITE:** [www.gearybrt.org](http://www.gearybrt.org)  
**PROJECT EMAIL:** [gearybrt@sftcta.org](mailto:gearybrt@sftcta.org)



Telephone 311

Free language assistance



Scan for project web page

**Ridership**

By improving travel time and reliability, the Geary BRT service is expected to increase ridership by 10% or more, adding thousands of daily riders to an already-successful line, providing mobility for more San Franciscans with fewer cars on the road and less air pollution than without the project. By improving the efficiency of the line, BRT will allow more frequent bus service to serve these additional riders.

**Pedestrian Access and Safety**

Improved bus travel time is directly linked to how often the bus stops along the route. However, each rider’s overall travel time also includes walk and wait time, and some riders have physical difficulty walking farther to reach a stop. The proposed changes balance these trade-offs to limit the increase in walk distance while still improving travel time. In many locations, such as the Outer Richmond and Inner Geary, the stops will be essentially the same. In others, only a small portion of riders would experience an increase in stop spacing greater than a block. Corridor-wide, the average walk distance to reach a local stop would increase by about 70 feet.

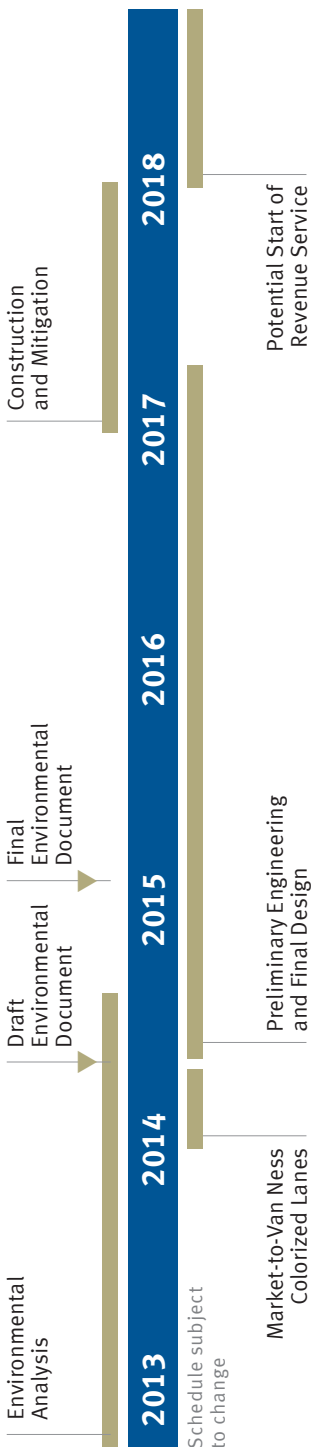
Making it safer to walk to the bus stops is a key component of the project; improvements include new corner bulbs to reduce crossing distances, reductions in conflicts with left-turning vehicles, and improved traffic signals and striping.

To improve transit operations and the overall street environment, the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA) propose to implement a bus rapid transit (BRT) system for the Geary corridor. The Geary BRT project’s goals are to:

- Improve bus travel times and reliability
- Improve pedestrian safety and access to transit
- Enhance neighborhood livability and community vitality

BRT works by giving buses their own travel lane, operating the traffic signals to give buses the green light more of the time, and enabling passengers to board and disembark faster. BRT provides these improvements in a cost-effective manner and with versatile implementation, allowing improvements to be phased over time and for different segments of the full corridor—a key advantage for the complex and diverse conditions along Geary. Finally, BRT will not just improve transit service; it will also bring streetscape and landscape enhancements for Geary’s walking, residential, and commercial environments, a benefit even for those who don’t ride transit. In recent years, successful BRT systems in other cities in the US and beyond shown high benefits to transit performance and street revitalization.

Project Timeline







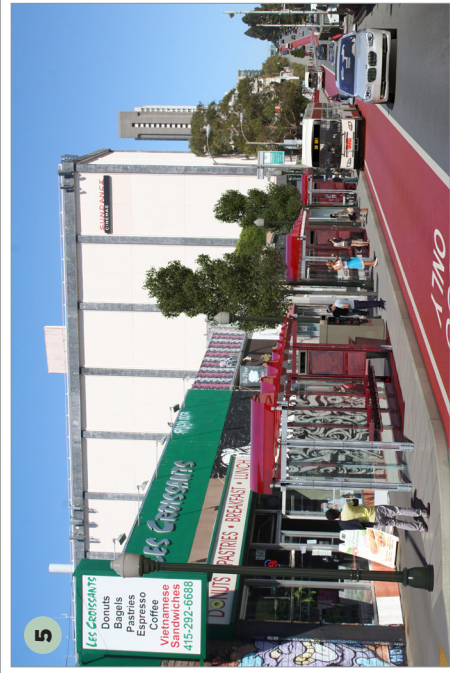
27th Ave to Palm: Center Bus Lanes, Consolidated Local-BRT Stops

Provides 30% travel time savings and high reliability with separation from parking and loading. Speeds travel for the most riders—local bus and BRT. Preserves most on-street parking. Installs new medians with lighting and landscaping. Provides pedestrian crossing safety improvements, including bulb-outs and reductions in left-turn conflicts.



Palm to Broderick (including Masonic): Side Bus Lanes

Enables bus improvements while balancing the need for: pedestrian access, security and safety, short transfer (surface stop); smooth multimodal interactions, including new bike lane; accommodating high vehicle volumes. Responds to community feedback preferring surface stop at Masonic.



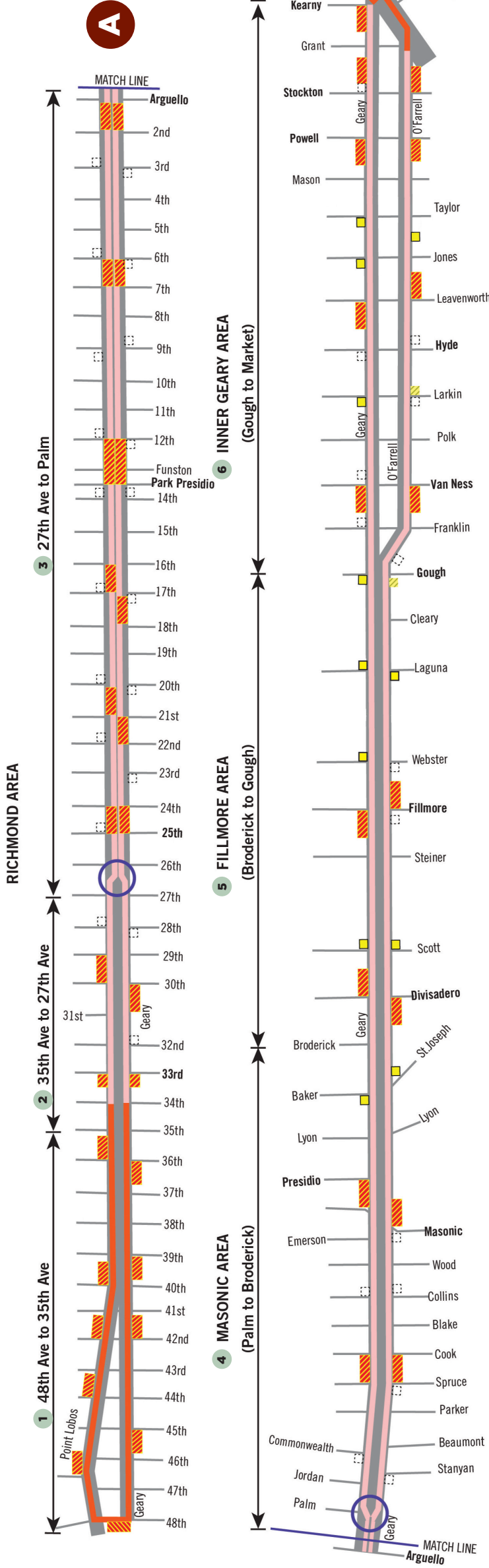
Broderick to Gough (including Fillmore): Side Bus Lanes

Enables bus improvements while planning continues for future Fillmore fill project; minimizes current investment in favor of potential future fill and center bus lanes.



Gough to Market: Enhancements to Existing Side Lanes

Colorizes existing lanes, fills existing gaps in bus lanes, improves bus flow at key intersections, and provides bus bulb-outs at high-ridership stops. Preserves curbside loading access for hotels, theaters, and stores.



**1 48th Ave to 35th Ave: No Bus Treatments**

Treatments not needed, given the low levels of traffic congestion and transit ridership.

**2 35th Ave to 27th Ave: Side Bus Lanes**

Balances benefits with costs given lower levels of ridership and congestion by providing bus improvements at lower cost.

**7 Market to Transbay Transit Center: Related Projects**

Transit improvements such as dedicated bus lanes here will be made by other projects, including the Better Market Street project and the Transbay Transit District Center project.





# Memorandum

**Date:** 08.27.14

**RE:** Citizens Advisory Committee  
September 9, 2014

**To:** Citizens Advisory Committee

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

**Subject:** **ACTION** – Adopt a Motion of Support for Allocation of \$2,585,414 in Prop K Funds, with Conditions, and Appropriation of \$928,415 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have eight requests totaling \$3,513,829 in Prop K funds to present to the Citizens Advisory Committee (CAC) for approval. This includes several high priority projects that are in our Fiscal Year 2014/15 agency work program and several projects of high interest by the CAC. Specifically, we have two San Francisco Municipal Transportation Agency (SFMTA) requests: final design for Van Ness Bus Rapid Transit (\$1,594,280) and construction funds for the Persia Triangle project (\$200,685). The latter builds upon recommendations from the Transportation Authority's Mission-Geneva Neighborhood Transportation Plan, refined by more recent community input obtained under Planning Department leadership. It also has funding from a prior Lifeline Transportation Program grant awarded by the Transportation Authority. The Department of Public Works has requested \$701,034 for street repair and cleaning equipment. Finally, we are requesting appropriations for the Quint-Jerrold Road Contracting and Workforce Development Strategy (\$89,000); Bayshore Multimodal Facility Location Study (\$28,830), which includes funds for SFMTA and our staff participation in this Planning Department-led effort; Bay Area Transit Core Capacity Study (\$450,000); San Francisco Freeway Corridor Management Study (\$300,000); and Neighborhood Transportation Improvement Planning Predevelopment/Program Support (\$150,000), which includes funds for SFMTA and our staff. The last three requests are based on recommendations from the San Francisco Transportation Plan (SFTP). Freeway corridor management was found to be a top performing project in Plan Bay Area and the need to address demand for more transit capacity and connectivity to the rapidly growing core San Francisco job centers was noted in Plan Bay Area and the SFTP. These two proposed studies are timed to inform San Francisco's input into the Plan Bay Area update. **We are seeking a motion of support for the allocation of \$2,585,414 in Prop K funds, with conditions, and appropriation of \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

## BACKGROUND

We have received eight requests for a combined total of \$3,513,829 in Prop K funds to present to the Citizens Advisory Committee (CAC) at the September 3, 2014 meeting, for potential Board approval on September 23, 2014. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network
- Relocation of Paul Street Caltrain Station to Oakdale
- Visitacion Valley Watershed
- Street Repair and Cleaning Equipment
- Transportation Demand Management/Parking Management
- Transportation/Land Use Coordination

Our recommendation for the Prop K request from the San Francisco Municipal Transportation Agency (SFMTA) for the Van Ness Bus Rapid Transit (BRT) project is conditioned upon Transportation



Authority Board approval of the 2014 Prop K BRT/Transit Preferential Streets/MUNI Metro Network 5-Year Prioritization Program (5YPP). We are anticipating Transportation Authority Board adoption of the 2014 5YPP for that category on September 23 at the same time that this allocation is considered. The Board has already approved the 2014 5YPP for the remaining Expenditure Plan categories listed above.

The purpose of this memorandum is to present the Prop K requests to the CAC, and to seek a motion of support for the allocation and appropriation of these funds, with conditions.

## DISCUSSION

Attachment 1 summarizes the eight requests for Prop K funds, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

This particular group of allocations and appropriations includes several high priority projects and advances key recommendations stemming from the 2013 San Francisco Transportation Plan (SFTP), as well as including several projects of high interest by the CAC. For instance, the Bay Area Transit Core Capacity Study (\$450,000 in Prop K funds); San Francisco Freeway Corridor Management Study (\$300,000 in Prop K funds); and Neighborhood Transportation Improvement Planning (NTIP) Predevelopment/Program Support (\$150,000) are based on recommendations from the SFTP, which was adopted by the Transportation Authority Board in December 2013. As part of approving the 2014 Prop K 5YPPs, the Board has approved \$1.1 million in funding for \$100,000 for neighborhood planning grants in each supervisorial district in the next five years. The draft NTIP Planning Grant guidelines are the subject of a separate information item on the September 3 CAC agenda. The current Prop K allocation/appropriation requests for **NTIP predevelopment/program support** will enable SFMTA and Transportation Authority staff to work closely with Transportation Authority Board members to identify potential NTIP planning projects, develop scopes, schedules, budgets and implementation plans leading to grant award.

The **Bay Area Transit Core Capacity Study** and **San Francisco Freeway Corridor Management Study (SF FCMS)** are multi-agency, collaborative efforts that build on recommendations from the SFTP and Plan Bay Area. The Bay Area Transit Core Capacity Study is intended to evaluate and prioritize short-, medium- and long-term transit investments and strategies to address existing and forecast transit capacity constraints in the core of the region. It will focus on identifying a package of investments that expand transit capacity and connectivity to rapidly growing core San Francisco job centers. Its focus will be on the Transbay Corridor and the Muni Metro rail network.

The SF FCMS initiates a planning process to look at ways to increase the operational efficiency and person throughput of San Francisco's freeways by considering technology and signage/striping, as well as converting existing general purpose travel lanes to carpool or transit lanes, and/or managed (express) lanes. It will provide inputs and priorities from San Francisco into parallel freeway management plans at both the state and regional level. This was a SFTP recommendation and one of the highest performing projects in Plan Bay Area.

The SF FCMS and the Transit Core Capacity Study will inform the development of the update to Plan Bay Area, which kicked off this summer.

**Staff Recommendation:** Attachment 3 summarizes the staff recommendations for the requests. Transportation Authority staff and project sponsors will attend the CAC meeting to provide brief

presentations on some of the specific requests and to respond to any questions that the CAC may have.

**We are seeking a motion of support for the allocation of \$2,585,414 in Prop K funds, with conditions and appropriation of \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

## **ALTERNATIVES**

1. Adopt a motion of support for the allocation of \$2,585,414 in Prop K funds, with conditions, and appropriation of \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.
2. Adopt a motion of support for the allocation of \$2,585,414 in Prop K funds, with condition, and appropriation of \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

As detailed in Attachment 2 and the enclosed Allocation Request Forms, this action would allocate and appropriate \$3,513,829 in Fiscal Year 2014/15 Prop K funds, with conditions. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

The Prop K Capital Budget (Attachment 4) shows the recommended cash flow distribution schedules for the subject requests. Attachment 5 contains a cash-flow-based summary table including the Prop K Fiscal Year 2014/15 allocations to date and the subject Prop K requests.

Sufficient funds are included in the adopted Fiscal Year 2014/15 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

## **RECOMMENDATION**

Adopt a motion of support for the allocation of \$2,585,414 in Prop K funds, with conditions, and appropriation of \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

1. Prop K Allocation Request Forms (8)

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ -	\$ 10,228,000	82%	84%	Design	2,3,5,6
Prop K	14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ -	\$ 514,000	70%	83%	Design	10
Prop K	27	SFCTA/ SFMTA	Bayshore Multimodal Facility Location Study	\$ 28,830	\$ -	\$ 442,788	68%	93%	Planning	10
Prop K	35	DPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ -	\$ 701,034	29%	0%	Procurement	Citywide
Prop K	43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ -	\$ 3,150,000	54%	86%	Planning	Citywide
Prop K	43	SFCTA	San Francisco Freeway Corridor Management Study	\$ 300,000	\$ -	\$ 600,000	54%	50%	Planning	5, 6, 8, 9, 10, 11
Prop K	44	SFMTA	Persia Triangle Transit Improvements	\$ 200,685	\$ -	\$ 1,075,400	40%	81%	Construction	11
Prop K	44	SFCTA/ SFMTA	NTIP Predevelopment/ Program Support	\$ 150,000	\$ -	\$ 150,000	40%	0%	Planning	Citywide
<b>TOTAL</b>				<b>\$ 3,513,829</b>	<b>\$ -</b>	<b>\$ 16,861,222</b>	<b>70%</b>	<b>79%</b>		

## Footnotes

<sup>1</sup> "EP Line No./ Category" is either the Prop K Expenditure Plan line number referenced in the 2009 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).

<sup>2</sup> Acronyms include DPW (Department of Public Works), SFCTA (San Francisco County Transportation Authority) and SFMTA (San Francisco Municipal Transportation Agency).

<sup>3</sup> "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%.

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

## Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ -	Prop K funds will match Federal Small Starts and other local funds to fully fund the \$10.2 million detailed design phase of the Van Ness Bus Rapid Transit (BRT) project. It includes finalizing drawings and specifications for bidding the construction contract, updating cost estimates and construction schedules, and public outreach activities. The BRT project includes dedicated bus lanes, low floor boarding, consolidated transit stops, high-quality stations, traffic signal optimization, transit signal priority, fewer left-turn pockets, pedestrian safety enhancements, on platform fare payment, and improved streetscape and lighting. Design is anticipated to be completed by June 2015, with construction beginning in 2016 and ending in 2018. SFMTA will perform the work, with up to \$50,000 available for the SFCTA to implement the Mitigation Monitoring and Reporting Plan.
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ -	Prop K funds will be used for workforce development strategy refinement, workforce needs analysis, potential contractor identification, and outreach events. Based on community and Board input, the intent is to maximize access to opportunities on both the City's connector road and Caltrain's Quint Street rail bridge projects for local workers as well as local, small and disadvantaged contractors. The outreach strategy is expected to be complete by November 2014.
27	SFCTA/ SFMTA	Bayshore Multimodal Facility Location Study	\$ 28,830	\$ -	This planning study will consider the feasibility and impacts and/or benefits of relocating the Caltrain Bayshore station either to the north or to the south from its current location on the border of San Francisco and Brisbane. The purpose of relocating and redesigning the station is to transform it into an intermodal hub – connecting Bus Rapid Transit (BRT), light rail transit (LRT), local bus service, and pedestrian/bicycle access – which will help to achieve a range of policy goals for the southeast neighborhoods of San Francisco, the city at-large, and the region. The study team is led by the San Francisco Office of Community Investment and Infrastructure (OCII) and includes the San Francisco Planning Department (SF Planning), the SFMTA, and the SFCTA. The total project budget includes a \$392,000 Priority Development Area (PDA) Grant to SFMTA, \$21,958 in general funds from SF Planning, and a total of \$28,830 in Prop K funds. The Prop K funds will be used for SFCTA and SFMTA staff time as part of the planning study and are part of the required local match to the PDA funds. A final report is expected to be completed by December 2015.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
35	DPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ -	Prop K funds will be used to procure two air sweepers and contribute additional funds to procure a mechanical sweeper broom. The latter piece of equipment was included in the scope of a July 2013 Prop K allocation for street repair and cleaning equipment, but costs for several scope items were higher than expected and additional funds are needed to fully fund the sweeper broom. DPW expects to complete procurement of all equipment by June 2015.
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ -	The proposed study is a five agency partnership led by the Metropolitan Transportation Commission (MTC) in partnership with SFCTA, SFMTA, BART, and AC Transit. The study, which stems from analyses conducted for the San Francisco Transportation Plan and Plan Bay Area, is intended to evaluate and prioritize short-, medium- and long-term transit investments and strategies to address existing and forecast transit capacity constraints in the core of the region. It will focus on identifying a package of investments that expand transit capacity and connectivity to rapidly growing core San Francisco job centers. Its focus will be on the Transbay Corridor and the Muni Metro rail network. Planning is anticipated to be completed by March 2017 in order to inform the Plan Bay Area update. The funding plan for the \$3 million effort includes an anticipated \$2 million federal Transportation Investment Generating Economic Recovery (TIGER) planning grant and \$1 million in total contributions from other partner agencies (including \$300,000 from SFCTA). The Prop K request also includes \$150,000 to cover SFCTA staff time. Other partner agencies will similarly cover their own staff costs for the study.
43	SFCTA	San Francisco Freeway Corridor Management Study	\$ 300,000	\$ -	This study (SF FCMS) was identified in the San Francisco Transportation Plan as one of five priority implementation strategies. Freeway corridor management was also found to be one of the highest performing projects in Plan Bay Area. The study will examine strategies to increase the operational efficiency and person throughput of San Francisco's freeways by considering technology and signage/stripping, as well as converting existing general purpose travel lanes to carpool or transit lanes, and/or managed (express) lanes. It will provide inputs and priorities from San Francisco into parallel freeway management plans at both the state and regional level. The study has two phases. Phase 1 will refine the purpose and need and identify goals, objectives and opportunities. Phase 2, which is partially funded by a \$300,000 Caltrans Partnership Planning grant, will develop the freeway corridor management vision. Planning is anticipated to be completed by March 2017.



Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFMTA	Persia Triangle Transit Improvements	\$ 200,685	\$ -	Prop K funds will be used to construct bulb-outs and sidewalk extensions, install traffic signal upgrades and new pedestrian street lights, and realign the Alemany and Ocean intersection in the Persia Triangle area, which is bounded by Mission Street, Ocean Avenue, and Persia Avenue. Construction will be coordinated with a DPW paving project and is anticipated to be completed by June 2015. Prop K funds will leverage Lifeline Transportation Program funds (approved by SFCTA in 2008) and SFMTA revenue bonds. The scope was developed through meetings with the community and Supervisor Avalos's staff in 2013 and builds upon recommendations from the Mission-Geneva Neighborhood Transportation Plan (adopted by the SFCTA in 2007).
44	SFCTA/ SFMTA	NTIP Predevelopment/ Program Support	\$ 150,000	\$ -	Prop K funds will be used for FY 2014/15 predevelopment/program support for the Neighborhood Transportation Improvement Program (NTIP) Planning Grants. The NTIP has two components: a planning component to fund planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. Requested Prop K funds would enable SFCTA and SFMTA staff to work with District Supervisors to support efforts to identify, scope, and develop an implementation approach for proposed NTIP Planning Grants. The draft guidelines are the subject of a separate information item on the agenda for the CAC's September 3 meeting.
<b>TOTAL</b>			<b>\$ 3,513,829</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ -	<b>2014 5-Year-Prioritization Program (5YPP) Adoption:</b> Allocation of funds for this project is contingent upon Transportation Authority Board approval of the BRT/Transit Preferential Streets/MUNI Metro Network. The Board will consider adoption of this 5YPP on September 23.
14	SFCTA	Quint-Jerold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ -	
27	SFCTA/ SFMTA	Bayshore Multimodal Facility Location Study	\$ 28,830	\$ -	
35	DPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ -	
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ -	Federal TIGER grant announcements are anticipated this September. If the \$2 million TIGER grant application is unsuccessful, the scope of the consultant effort will be reduced from \$3 million to \$1 million to fit within the local funds available. MTC has already advertised for consultant services and has asked partner agencies to make funds available to the project by the end of September in order to support award of the consultant contract in October.
43	SFCTA	San Francisco Freeway Corridor Management Study	\$ 300,000	\$ -	At the end of Phase 1 (anticipated in January 2015), SFCTA staff will present the refined SF FCMS purpose and need, goals and objectives to the Board for approval, informing Phase 2 of the study.
44	SFMTA	Persia Triangle Transit Improvements	\$ 200,685	\$ -	
44	SFCTA/ SFMTA	NTIP Predevelopment/ Program Support	\$ 150,000	\$ -	
<b>TOTAL</b>			<b>\$ 3,513,829</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 4.  
Prop K FY 2014/15 Capital Budget<sup>1</sup>

				Cash Flow Distribution				
EP #	Sponsor	Project Name	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
<b>TRANSIT</b>								
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ 1,275,424	\$ 318,856			
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 43,046,950	\$ 34,128,950	\$ 4,693,000	\$ 4,225,000		
5	TJPA	Downtown Extension	\$ 1,219,000	\$ 632,400	\$ 586,600			
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ 89,000				
<b>Transit Subtotal</b>			<b>\$ 45,949,230</b>	<b>\$ 36,125,774</b>	<b>\$ 5,598,456</b>	<b>\$ 4,225,000</b>	<b>\$ -</b>	<b>\$ -</b>
<b>PARATRANSIT</b>								
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000				
<b>Paratransit Subtotal</b>			<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>VISITACION VALLEY WATERSHED</b>								
27	SFMTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750			
27	SFCTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750			
<b>Visitacion Valley Watershed Subtotal</b>			<b>\$ 28,830</b>	<b>\$ 19,330</b>	<b>\$ 9,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>STREET AND TRAFFIC SAFETY</b>								
34	DPW	West Portal Ave and Quintara St. Pavement Renovation	\$ 3,002,785	\$ 2,402,228	\$ 600,557			
35	DPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ 350,517	\$ 350,517			
37	DPW	Public Sidewalk Repair	\$ 492,200	\$ 492,200				
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134			
42	DPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000				
<b>Streets and Traffic Safety Subtotal</b>			<b>\$ 5,219,019</b>	<b>\$ 4,264,811</b>	<b>\$ 954,208</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TSM/STRATEGIC INITIATIVES</b>								
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 77,546	\$ 77,546				
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ 315,000	\$ 135,000			
43	SFCTA	San Francisco Corridor Management Study	\$ 300,000	\$ 75,000	\$ 125,000	\$ 100,000		
44	SFMTA	Persia Triangle	\$ 200,685	\$ 100,343	\$ 100,342			
44	SFCTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000				
44	SFMTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000				
<b>TSM/Strategic Initiatives Subtotal</b>			<b>\$ 1,178,231</b>	<b>\$ 717,889</b>	<b>\$ 360,342</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL</b>			<b>\$ 62,045,310</b>	<b>\$ 50,797,804</b>	<b>\$ 6,922,506</b>	<b>\$ 4,325,000</b>	<b>\$ -</b>	<b>\$ -</b>

<sup>1</sup> This table shows Cash Flow Distribution Schedules for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

Shaded lines indicate allocations/appropriations that are part of the current action.

**Attachment 5.**  
**Prop K FY 2014/15 Capital Budget Summary<sup>1</sup>**

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
Prior Allocations	\$ 58,531,481	\$ 48,423,190	\$ 5,883,291	\$ 4,225,000	\$ -	\$ -
Current Request(s)	\$ 3,513,829	\$ 2,374,614	\$ 1,039,215	\$ 100,000	\$ -	\$ -
New Total Allocations	\$ 62,045,310	\$ 50,797,804	\$ 6,922,506	\$ 4,325,000	\$ -	\$ -

<sup>1</sup> This table shows total cash flow for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).



# Memorandum

**Date:** 08.29.14 **RE:** Citizens Advisory Committee  
September 3, 2014

**To:** Citizens Advisory Committee

**From:** Anna LaForte – Deputy Director for Policy and Programming *all*  
Maria Lombardo – Chief Deputy Director *mel*

**Subject:** **ACTION** – Adopt a Motion of Support for Adoption of the Draft 2014 Prop K Strategic Plan

## Summary

The Prop K Strategic Plan is the financial tool that guides the timing and allocation of Prop K revenues over the 30-year Expenditure Plan period, reconciling the timing of expected Prop K revenues with the schedule for when project sponsors need those revenues in order to deliver projects, and setting policy for the administration of the program to ensure prudent stewardship of the funds. The Transportation Authority Board adopted the first Prop K Strategic Plan in 2005 and the first update in 2009. More recently, the Board adopted the 2013 Prop K Strategic Plan Baseline, which consisted of updated actual sales tax revenues and project expenditures, financing assumptions, projected revenues, and revised programming of the major projects (e.g. Central Subway) that heavily drive overall program cash flow and financing needs. The 2013 Strategic Baseline served as an interim step towards a full update in 2014, pending completion of the 2014 5-Year Prioritization Programs (5YPPs), the last of which will be brought to the Citizens Advisory Committee for approval this month. The timing of the Strategic Plan update allows the Prop K program to be responsive to a number of recent plans and initiatives, including Plan Bay Area and the San Francisco Transportation Plan. The Draft 2014 Prop K Strategic Plan tiers off of the 2013 Strategic Plan Baseline, retaining key inputs and assumptions (e.g. revenue projections) while incorporating programming and cash flow assumptions for the next five years from the 2014 5YPPs and making a limited number of programming changes to major capital projects. We also reviewed the 2009 Prop K policies and have retained them, but reorganized them to be more user friendly. The only substantive change is the proposed Delegated Allocation Authority pilot policy (Enclosure C), which is intended to support more efficient project delivery by shortening the allocation timeline for some projects, while maintaining transparency and accountability. The total 30-year revenue projection in the Draft 2014 Prop K Strategic Plan is \$3.346 billion, \$144 million less than the \$3.490 billion assumed in 2009. Financing costs have also decreased, but at a much faster rate (down to \$426 million from \$859 million in 2009). The net effect of disproportionately lower finance costs compared to revenues is additional funding capacity, particularly for categories that advanced significant amounts of sales tax funds and carried their proportional share of financing costs, consistent with Strategic Plan policies. **We are seeking a motion of support for the adoption of the 2014 Prop K Strategic Plan.**

## BACKGROUND

In November 2003, nearly 75% of the San Francisco electorate approved Proposition K (Prop K), extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan, and designating the San Francisco County Transportation Authority (Transportation Authority) as the administrator of the Prop K program. The Prop K Expenditure Plan provides an estimated \$2.35 billion (2003 \$'s) in local transportation sales tax revenue to a number of eligible categories, leveraging another \$9.6 billion (2003 \$'s) in other federal, state and local funds (Enclosure D, Appendix A). The Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects and programmatic (i.e., non-project specific) categories, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectations for leveraging of sales tax funds to fully fund the Expenditure Plan programs and projects. The Expenditure Plan, however, does not specify in which years of the 30-year program projects will receive funds, nor does it detail specific projects for funding

in programmatic categories.

The Expenditure Plan establishes a number of other requirements. Included among them are development of a Strategic Plan to guide the implementation of the program, and for each of the 21 programmatic categories, development of the 5-Year Prioritization Program (5YPP) as a prerequisite for allocation of funds. The Strategic Plan is the financial tool that guides the implementation of the Expenditure Plan, reconciling the timing of expected Prop K revenues with the schedule for availability of state, federal and other funds beyond Prop K, the Transportation Authority's debt issuance capacity, the Transportation Authority's own assessment of the deliverability schedule for proposed projects, and the costs associated with project escalation and debt financing. The Strategic Plan also sets policy and provides guidance for the administration of the program ensuring prudent stewardship of the funds. Updating the Strategic Plan is a significant process undertaken every four years.

The Transportation Authority Board adopted the first Prop K Strategic Plan and 5YPPs in 2005 and the first update of these documents in Fiscal Year 2009/10. In July 2013 the Transportation Authority Board adopted the 2013 Prop K Strategic Plan Baseline and in June and July 2014, the Board approved 20 of 21 2014 Prop K 5YPPs, which include programming and cash flow for each project included in the 5YPPs. Approval of the final 5YPP is included as a separate item on this agenda for approval.

The purpose of this memorandum is to present the Draft 2014 Prop K Strategic Plan and to seek a motion of support for its adoption.

## **DISCUSSION**

The 2013 Strategic Baseline served as an interim step towards a full update in 2014, pending completion of the 2014 Prop K 5YPPs. The baseline incorporated actual revenues and expenditures (including financing costs), updated revenue projections, updated other Strategic Plan model assumptions such as interest costs related to debt issuance, and up-to-date de-obligations (costs savings or unneeded funds from cancelled projects) and updated expected project cash flows (reimbursement schedules) for existing allocations with large remaining unexpended balances.

The 2013 Prop K Strategic Plan Baseline also incorporated programming and cash flow changes for the major capital projects and the paratransit category because 1) they are the primary drivers of financing need due to their size and 2) they have no 5YPP requirement. The major capital projects include: 3<sup>rd</sup> Street Light Rail, Central Subway, Transbay Transit Center, Caltrain Electrification, and Doyle Drive/Presidio Parkway. Further, as Prop B grandfathered projects, Central Subway and 3<sup>rd</sup> Street Light Rail have their associated financing costs covered by the program as a whole. They therefore impact funds available for all the other Prop K projects and programs.

Each Strategic Plan update has a slightly different focus reflective of the particular context at the time of development. Timing of the 2014 Strategic Plan allows the Prop K program to be responsive to recent plans and initiatives, including the Regional Transportation Plan/Sustainable Communities Strategy, Muni Forward/Implementation of the Transit Effectiveness Program, WalkFirst/Vision Zero, and the San Francisco Transportation Plan (SFTP), which was adopted by the Board in 2013.

The 2014 Strategic Plan (informed by the 5YPPs) and the SFTP have an especially close relationship: the 2014 update serves as the Early Action Program for the SFTP, directing revenues toward the first five years of investments included in the 30-year SFTP. The Early Action Program uses the Prop K half-cent transportation sales tax and its ability to leverage federal, state, and other funds to direct hundreds of millions of dollars toward SFTP investments in every mode and every part of the City in the next five years. As we have highlighted during the 5YPP approval process, Prop K funds are advancing key initiatives and recommendations from the SFTP from creation of the Neighborhood

Transportation Improvement Program (NTIP) to the Freeway Corridor Management Strategy to the Bay Area Transit Core Capacity Study. Appropriation of Prop K funds for these three efforts are the subject of a separate agenda item at the September 3 CAC meeting.

**Highlights of the Draft 2014 Strategic Plan:** The Draft 2014 Prop K Strategic Plan tiers off of the 2013 Strategic Plan Baseline, retaining key inputs and assumptions (e.g. revenue projections), and incorporating any actual revenues, expenditures, financing costs, de-obligations, and updated cash flows for existing allocations with large remaining unexpended balances since the 2013 Baseline. The main changes are the incorporation of programming and cash flow assumptions for the next five years from the 2014 5YPPs and any outyear programming for those categories. It also makes a limited number of programming change to major capital projects (see Programming section below and Appendix D). We also reviewed the Prop K policies and procedures to ensure the program continues to support timely and cost-effective project delivery while ensuring a certain level of transparency and accountability.

**Policies and Procedures:** The Strategic Plan Policies (see Enclosure B) provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing a program as large and complex as Prop K. The policies were structured to support the following three guiding principles:

- Optimize leveraging of sales tax funds;
- Maximize cost effectiveness of financing; and
- Support timely and cost-effective project delivery.

These principles are crucial to understanding both the Strategic Plan policies and the specific programming recommendations contained therein. We reviewed the 2009 Prop K policies and have retained them, but reorganized them to be more user friendly. The only substantive change is the proposed Delegated Allocation Authority pilot policy (Enclosure C), which is intended to support more efficient project delivery by shortening the allocation timeline for some projects, while maintaining transparency and accountability.

Under this new policy, each year the Transportation Authority Board will adopt a list of projects that meet certain criteria and make them eligible for allocation of Prop K funds through Executive Director approval, bypassing the traditional CAC, Plans and Programs Committee, and Board approval cycle. One of the core eligibility requirements is that the project is included as a named project in a Board-adopted 5YPP. We anticipate that this new policy will shorten the allocation timeline by four to six weeks and will allow for allocations to occur during the Board's summer recess each August.

On a monthly basis, Transportation Authority staff will share a list of allocations made under the delegated allocation authority policy with the CAC, Plans and Programs Committee, and Board. The allocation requests will be available for review on the Transportation Authority's website and in hard copy, upon request. On an annual basis, Transportation Authority staff will prepare a report on the performance of the policy, including, but not limited to a summary of the number of allocations, Prop K and total dollar value of funded phases, and the project delivery status of projects allocated under this policy.

We are proposing to pilot the delegated allocation authority policy for about a year, during which time Transportation Authority staff will seek feedback from the Board, CAC, project sponsors, the public and other stakeholders to evaluate whether the policy should be modified, extended or discontinued. We are proposing that the policy will sunset at the end of January 2016 unless the Board acts to extend it. Approval of the Draft Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority is the subject of a separate agenda item at the September 3 CAC meeting.



**Revenues:** The total 30-year revenue projection (net of Board of Equalization fees), in the Draft 2014 Strategic Plan is \$3.346 billion, \$144 million less than the \$3.490 billion assumed in the 2009 Strategic Plan. The 2014 Strategic Plan revenue projection is substantially the same as the 2013 Baseline, but reflects one additional year of actual revenues (i.e., Fiscal Year 2012/13). The short-term, five-year (i.e., Fiscal Years 2014/15 – 2018/19) average annual growth rate is 3.8%, while the average annual long-term (i.e., Fiscal Years 2019/20 – 2033/34) rate is 3.5%. Combining actual revenues since the inception of Prop K with the revenue projection through 2034 included in the Draft Prop K 2014 Strategic Plan Baseline results in a 30-year average annual growth rate of 3.5%.

**Programming:** The amount of funds available to program to projects consists of Prop K revenues minus Prop K administration costs (approved by the Transportation Authority Board in April 2014) and finance costs associated with the major capital projects grandfathered from the Prop B program. Our current forecast for available programming is at about 82% of Priority 1 funding levels – the most conservative revenue forecast included in the Prop K Expenditure Plan (See Enclosure D, Appendix E).

Over the 30-year life of the program, the Draft 2014 Prop K Strategic Plan includes \$2.529 billion in programming to projects, which is \$160 million more than was included in the 2009 Prop K Strategic Plan. Steep reductions in financing costs have allowed us to program additional funds to many Prop K Expenditure Plan categories. In some instances, project sponsors have opted to advance the additional programming to the next five years (e.g., Bus Rapid Transit/Transit Preferential Streets/Muni Metro), while for other categories, project sponsors have requested to program additional capacity to extend the number of years in which there is funding for projects (e.g., Street Resurfacing, Paratransit). In many instances, the additional programming has been spread out over the balance of the 20 years remaining in the Prop K program (e.g., Signals and Signs, Muni Facilities, Muni Guideways).

The Draft 2014 Prop K Strategic Plan incorporates the programming and cash flow assumptions for the next five years from the 2014 5YPPs, and a limited number of updates to worked to major capital projects. Increased programming over the 2009 Strategic Plan based on newly available funds has provided \$45 million for the Downtown Extension/Transbay Transit Center, \$4.4 million for Electrification, \$7 million for Doyle Drive/Presidio Parkway. Enclosure 4, Appendix D includes a summary of the scope and status, schedule, cost and funding plan for each of these projects and the Central Subway project. In our eleventh year of the 30-year Expenditure Plan, we are pleased to be able to report that all our Prop K's major capital projects are under construction or soon to be in the construction phase.

Enclosure 4 contains the Draft Prop K 2014 Strategic Plan appendices, which provide detailed information on programming and cash flow assumptions discussed above. Enclosure 4, Appendix F, in particular, shows the programming and financing cost information (annually and a 30-year total) for each Expenditure Plan line item.

**Financing:** Advancing funds through financing means that over the 30-years of the Expenditure Plan fewer dollars will be available for projects and programs because of the need to pay interest. The trade-off is the ability to deliver projects early on, for the benefit of San Franciscans today. Prudence dictates that we strike a balance between accelerated delivery and financing costs. The Strategic Plan achieves this balance by adhering to the three guiding principles discussed earlier, but it also relies upon several important tenets, summarized as follows:

- Individual programs within the Expenditure Plan must retain at least 20-years' worth of funding, after accounting for debt service;
- Projects and programs should not trigger debt costs higher than 10% of the overall Prop K cap

for the respective Expenditure Plan line item; and

- Where feasible, non-Prop K funds will be used first, and high priority will be given to leveraging federal funds using Prop K.

The result is a Strategic Plan that minimizes debt financing costs, maximizes the leveraging of outside funds, ensures fairness by charging debt costs back to the projects that trigger borrowing, and optimizes project delivery schedules in relationship to the availability of funding. The Draft 2014 Prop K Strategic Plan assumes \$620 million in debt issuance, at a cost of about \$426 million in finance costs in year-of-expenditure dollars. This is a significant increase over the Transportation Authority's current commercial paper program, which we have used in conjunction with annual sales tax revenues for the first 11 years of the Prop K program to pay project costs. The Strategic Plan provides for all debt principal and interest for both commercial paper and long-term finance such as bonding to be retired prior to Fiscal Year 2033/34.

Based on cash needs for Prop K projects provided by project sponsors, the 2009 Prop K Strategic Plan assumed a first bond issuance in 2010. To date, we have been able to meet the cash needs of the program using \$150 million in commercial paper debt. Based on the programming and cash flow assumptions in the Draft 2014 Strategic Plan, we are assuming a first bond in 2016—six years later than assumed in the 2009 Strategic Plan. As noted above, the lower anticipated financing costs (down from about \$859 million to \$426 million) are primarily attributable to slower project delivery (allocations and reimbursements) than anticipated in the 2009 Strategic Plan and, in some cases, project sponsors using non-Prop K funds first.

**We are seeking a motion of support for the adoption of the Draft 2014 Prop K Strategic Plan.**

## **ALTERNATIVES**

1. Adopt a motion of support for the adoption of the Draft 2014 Prop K Strategic Plan.
2. Adopt a motion of support for the adoption of the Draft 2014 Prop K Strategic Plan, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

The proposed action will result in a recommendation to move forward with an overall programming strategy that may require the borrowing of \$620 million against future Prop K sales tax revenues (in order to support accelerated delivery of projects over a pay-as-you-go program), at an estimated cost of \$426 million in finance costs over the 30-year life of the program. As noted above, this is significantly lower financing than assumed in the 2009 Strategic Plan (\$859 million), as well as the 2013 Strategic Plan Baseline (\$470 million). Adoption of the Strategic Plan or annual Transportation Authority Budget by the Board does not constitute authorization for debt issuance for any capital projects. The Debt Policy requires that the Board specifically authorize each debt financing. Each financing will be presented to the Board in the context of and consistent with the Strategic Plan and applicable annual Transportation Authority Budget.

## **RECOMMENDATION**

Adopt a motion of support for the adoption of the Draft 2014 Prop K Strategic Plan.

Enclosures (4):

- A. Draft 2014 Prop K Strategic Plan Presentation
- B. Draft 2014 Prop K Strategic Plan Policies
- C. Draft Prop K Delegated Allocation Authority Policy
- D. Draft 2014 Prop K Strategic Plan Appendices



# Memorandum

**Date:** 08.27.14 **RE:** Citizens Advisory Committee  
September 3, 2014

**To:** Citizens Advisory Committee *mel*

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

**Subject:** **ACTION** – Adopt a Motion of Support for Adoption of the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority

## Summary

Our adopted Fiscal Year 2014/15 work program includes several tasks to support our ongoing Prop K Customer Service and Efficiency Initiative. The goal of this initiative is to improve efficiencies and offer more user-friendly features that reduce administrative burdens while reinforcing transparency and accountability for these voter approved funds. One of the related work program tasks was development of a new Prop K Delegated Allocation Authority Policy (Attachment 1), which is designed to expedite allocation of funds while preserving transparency and accountability. Under this proposal, each year the Transportation Authority Board (Board) will approve a list of projects that meet certain criteria and make them eligible for allocation of Prop K funds through Executive Director approval, bypassing the traditional Citizen Advisory Committee (CAC), Plans and Programs Committee, and Board approval cycle. One of the core eligibility requirements is that the project is included as a named project in a Board-adopted Prop K 5-Year Prioritization Program. Approval of the pilot policy will be considered by the CAC on September 3 under the 2014 Prop K Strategic Plan agenda item. We screened all of the unallocated Fiscal Year 2014/15 Prop K 5YPP projects (105 in all) against the eligibility criteria in Section 2 of the draft policy. We identified 25 projects, representing a maximum of \$5,302,409 as potentially eligible for allocation through delegated authority. Seven more projects would have been eligible, but the Board has already allocated FY 2014/15 funds for these projects. The list (Attachment 2) has been vetted with project sponsors and is now being presented to the CAC for review and approval. The CAC may recommend removing one or more projects from the list that the CAC feels would benefit the increased review and additional public input opportunities made available by going through the Board cycle. Approval of the list is contingent upon approval of the pilot policy. **We are seeking a motion of support for the adoption of the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority.**

## BACKGROUND

Our adopted Fiscal Year (FY) 2014/15 Annual Budget and Work Program includes several tasks intended to support our ongoing Prop K Customer Service and Efficiency Initiative. The goal of this initiative is to improve efficiencies and offer more user-friendly features that reduce administrative burdens while reinforcing transparency and accountability objectives for these voter-approved funds. One of our FY 2014/15 work program tasks was development of a Prop K Delegated Allocation Authority Policy. If approved, the attached pilot policy would be incorporated into the 2014 Prop K Strategic Plan. The intent of the policy is to support efficient project delivery while preserving transparency and accountability.

Under the delegated allocation authority policy proposal, each year the Transportation Authority Board (Board) will adopt a list of projects that meet certain criteria and make them eligible for allocation of Prop K funds through Executive Director approval, bypassing the traditional Citizens Advisory Committee (CAC), Plans and Programs Committee, and Board approval cycle. One of the core eligibility requirements is that the project is included as a named project in a Board-adopted Prop K 5-

Year Prioritization Program (5YPP). We anticipate that this new policy will shorten the allocation timeline by four to six weeks and will allow for allocations to occur during the Board's summer recess each August.

As detailed in the draft policy, we are proposing to pilot the delegated allocation authority policy for about a year, during which time Transportation Authority staff would seek feedback from the Board, CAC, project sponsors, the public and other stakeholders to evaluate whether the policy should be modified, extended or discontinued. The policy would sunset at the end of January 2016, unless the Board acts to extend it.

Approval of the Delegated Allocation Authority Policy is included as part of the agenda item to approve the 2014 Prop K Strategic Plan, which will also be presented to the CAC on September 3. The purpose of this memorandum is to present the Draft Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority and to seek a motion of support for its adoption, contingent upon approval of the pilot policy.

## DISCUSSION

In order to be considered as candidates for delegated allocation authority, projects must meet the eligibility criteria detailed in Attachment 1, Section 2 (Staff Development of Draft Project List). The criteria address consistency with the relevant 5YPPs (i.e., must be a named project in an adopted 5YPP), project readiness, level of public review/engagement and support, etc. To be considered for delegated allocation authority, a project must also fit into one of the following six categories:

- Funding for paratransit operations and the following annual activities: curb ramps, tree planting and maintenance, sidewalk repair, and the traffic calming local application-based program. These annual activities implement the same improvement or a very narrow range of improvements at many locations citywide, have a clear prioritization process, and are typically delivered within one year.
- Neighborhood Transportation Improvement Program planning grants that have the relevant Board member(s)' support. Any additional Prop K funds beyond the \$100,000 planning grant allotment to each Commissioner must also meet the selection criteria for delegated allocation authority.
- Funding for street repair and cleaning equipment; equipment for installation and upgrade of traffic signs and signals; signal controllers; conduit for follow the paving projects; bicycle facility maintenance; and bicycle parking.
- Projects the Board has previously approved for other non-Prop K funds and that require Prop K for local match/full funding, as stated in their approved funding plans. Specifically, this applies to projects to which the Transportation Authority has programmed OneBayArea Grant, Transportation Fund for Clean Air and Lifeline funds and to projects that have received Prop AA allocations.
- Funding for the requested phase(s) is less than \$75,000 and the request is not for a general planning effort (e.g. not-project specific) or policy study that would benefit from more transparency and public input by going through the Board cycle.
- Funding from WalkFirst 5YPP placeholders. Allocation of funds for these projects would be conditioned upon prior approval of the specific projects (e.g. with scope, schedule, cost and funding sufficiently well-defined) by the Transportation Authority's Vision Zero Committee.

We screened all of the unallocated FY 2014/15 Prop K 5YPP projects (105 in all) against the eligibility criteria and identified a total of 25 projects and a maximum of \$5,302,409 as potentially eligible for allocation through delegated authority. Seven more projects would have been eligible, but the Board has already allocated FY 2014/15 funds for these projects. A list of these projects, which we have vetted with project sponsors, is included in Attachment 2.

As part of the review and approval process, the CAC, Plans and Programs Committee, and Board may recommend removing one or more projects from the list that these bodies feel would benefit the increased review and additional public input opportunities made available by going through the Board cycle for allocation of funds. Sponsors with projects remaining on the approved list will be able to prepare allocation requests and submit them on a rolling basis during this Fiscal Year for review and approval by the Transportation Authority's Executive Director or designee.

In addition to needing to comply with standard Prop K reporting and oversight requirements, on a monthly basis, Transportation Authority staff will share a list of allocations made under the delegated allocation authority policy with the CAC, Plans and Programs Committee, and Board. The allocation requests will be available for review on the Transportation Authority's website and in hard copy, upon request. On an annual basis, Transportation Authority staff will prepare a report on the performance of the policy, including, but not limited to a summary of the number of allocations, Prop K and total dollar value of funded phases, and the project delivery status of projects allocated under this policy.

**We are seeking a motion of support for the adoption of the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority.**

## **ALTERNATIVES**

1. Adopt a motion of support for the adoption of the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority.
2. Adopt a motion of support for the adoption of the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

Approval of the recommended action would make 25 projects eligible for delegated allocation authority in Fiscal Year (FY) 2014/15 for a maximum allocation of \$5,302,409 in Prop K dollars and a maximum FY 2014/15 reimbursement (cash flow distribution) of \$2,964,769 based on the currently adopted 5YPPs. Sufficient funds are included in the adopted Fiscal Year 2014/15 budget to accommodate the maximum allocations and cash flow schedules described above. Actual allocations would be authorized by the Executive Director following approval of a complete Allocation Request Form submitted by the project sponsor. The final allocation amount and Fiscal Year Cash Flow Distribution Schedules would be as established in the approved Allocation Request Form and may be less than or equal to the maximums described above based on the project information provided when the allocation request is submitted. Sufficient funds will be included in future agency budgets to cover the recommended cash flow distribution for those respective fiscal years.

## **RECOMMENDATION**

Adopt a motion of support for the adoption of the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority.

Attachments (2):

1. Draft Prop K Delegated Allocation Authority Policy
2. Draft Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority

## **Attachment 1.**

### **Draft Prop K Delegated Allocation Authority Policy**

#### **SUMMARY**

To support efficient project delivery, the 2014 Strategic Plan includes a pilot of this new Delegated Allocation Authority Policy, which is designed to expedite allocation of funds while preserving transparency and accountability. This new policy will shorten the allocation timeline by 4 to 6 weeks and will allow for allocations to occur during the Board's summer recess each August.

Under this proposal, each year the Transportation Authority Board (Board) will review a list of projects that meet certain criteria and make them eligible for allocation of Prop K funds through Executive Director approval, bypassing the traditional CAC, Plans and Programs Committee, and Board approval cycle. The CAC, Plans and Programs Committee and Board may selectively remove projects from the initial list before it is adopted. One of the eligibility requirements is that the project be included as a named project in a Board-adopted Prop K 5-Year Prioritization Program (5YPPs). Based on the proposed criteria, 31 of 112 projects programmed in FY 2014/15 in the 5YPPs would meet all of the eligibility criteria.

On a monthly basis, Transportation Authority staff will share a list of allocations made under the delegated allocation authority policy with the CAC, Plans and Programs Committee, and Board. The allocation requests will be available for review on the Transportation Authority's website and in hard copy, upon request. On an annual basis, Transportation Authority staff will prepare a report on the performance of the policy, including, but not limited to a summary of the number of allocations, Prop K and total dollar value of funded phases, and the project delivery status of projects allocated under this policy.

The delegated allocation authority policy will be piloted for about a year during which time Transportation Authority staff will seek feedback from the Board, CAC, project sponsors, the public and other stakeholders to evaluate whether the policy should be modified, extended or discontinued. The policy will sunset at the end of January 2016 unless the Board acts to extend it.

#### **PURPOSE**

To expedite allocation of Prop K local transportation sales tax funds to support timely project delivery while maintaining transparency and accountability of these voter-approved funds.

#### **PROCESS**

The process used to identify projects that are eligible for delegated allocation authority emphasizes inclusion in a Board-adopted 5YPP, recognizing that the 5YPPs were developed via a thorough and transparent process which involved multiple opportunities for input from the Board, CAC, public, project sponsors and other interested stakeholders. The annual process for implementing the policy is described below.

#### **1 | ANNUAL CALL FOR 5YPP AMENDMENTS**

Among other requirements, to be eligible for delegated allocation authority, a project must be a named project in a Board-adopted Prop K 5YPP and be sufficiently well-defined in terms of scope, schedule, budget and funding plan. The Board adopted all of the 2014 5YPPs (covering FY 2014/15 to 2018/19) except one in June/July 2014, with the final 5YPP anticipated to be approved in September 2014. Therefore, the 5YPPs are current for the FY 2014/15 pilot implementation of this policy.



In order to support implementation of this policy in future years, the Transportation Authority will offer project sponsors the opportunity to annually amend the 5YPPs between the quadrennial 5YPP updates.<sup>1</sup> The annual process will focus on updating programming for the coming fiscal year so that more projects may be eligible to benefit from delegated allocation authority.

As with all 5YPP amendments, project sponsors must provide the rationale for the amendments (e.g. project is delayed due to paving coordination and needs funds later than anticipated, community input resulted in a scope change), identify what will happen to any projects that are down-scoped, deleted or delayed as part of the amendment, and score the new/revised projects using the Board adopted 5YPP scoring criteria to show how they rank compared to other 5YPP projects. The 5YPP amendment process is also an opportunity to submit a more detailed project information sheet for projects that were originally approved as placeholder with minimal detail in the 5YPP.

The typical schedule would include a call for 5YPP amendments at the start of the calendar year, with approval in the spring. The 5YPP amendments would go the CAC, Plans and Programs Committee, and Board for approval.

## 2 | STAFF DEVELOPMENT OF DRAFT PROJECT LIST

Each spring, Transportation Authority staff, in consultation with project sponsors, will develop a draft list of candidate projects based on the eligibility criteria described below. The list will be based on the 5YPPs as amended in step 1 above, but can be prepared concurrent with the 5YPP amendments.

In order to be considered as candidates for delegated allocation authority, projects must meet the following eligibility criteria:

- Be a named project within any applicable Board-adopted 5-Year Prioritization Program (5YPP) and does not require a 5YPP or Strategic Plan amendment prior to allocation.
- Be sufficiently defined within the relevant 5YPP(s) (i.e., clear scope of work, cost and funding plan, and a transparent and well-defined prioritization methodology where applicable, e.g. sidewalk repair).
- Be advanced to a state of readiness to enable commencement of the requested phase(s) in the fiscal year for which the delegated allocation authority list is being prepared.
- Have documented public review/engagement and evidence of public support, as appropriate. Projects should not face significant controversy or have remaining strong demands for additional public input.
- Fit into one of the following six categories:
  1. Funding for paratransit operations and the following annual activities: curb ramps, tree planting and maintenance, sidewalk repair, and the traffic calming local application-based program. These annual activities implement the same improvement or a very narrow range of improvements at many locations citywide, have a clear prioritization process, and are typically delivered within one year.
  2. Neighborhood Transportation Improvement Program (NTIP) planning grants that have the relevant Board member(s)' support. Any additional Prop K funds beyond

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<sup>1</sup> The 5YPP amendments undertaken for this purpose must be finance-cost neutral and consistent with the Prop K Strategic Plan, which is the financial planning document for the Prop K program.

the \$100,000 planning grant allotment to each Commissioner must also meet the selection criteria for delegated allocation authority.

3. Funding for street repair and cleaning equipment; equipment for installation and upgrade of traffic signs and signals; signal controllers; conduit for follow the paving projects; bicycle facility maintenance; and bicycle parking.
4. Projects the Board has previously approved for other non-Prop K funds and that require Prop K for local match/full funding, as stated in their approved funding plans. Specifically, this applies to projects to which the Transportation Authority has programmed OneBayArea Grant, Transportation Fund for Clean Air and Lifeline funds and to projects that have received Prop AA allocations.
5. Funding for the requested phase(s) is less than \$75,000 and the request is not for a general planning effort (e.g. not-project specific) or policy study that would benefit from more transparency and public input by going through the Board cycle.
6. Funding from WalkFirst 5YPP placeholders. Allocation of funds for these projects would be conditioned upon prior approval of the specific projects (e.g. with scope, schedule, cost and funding sufficiently well-defined) by the Transportation Authority's Vision Zero Subcommittee.

### 3 | BOARD APPROVAL OF PROJECT LIST

Concurrent with or following approval of the annual 5YPP amendments, Transportation Authority staff will present a list of candidate projects for delegated allocation authority to the CAC and Plans and Programs Committee for review and action. As part of the review and approval process, these bodies may recommend removing one or more projects from the list that they feel would benefit the increased review and additional public input opportunities made available by going through the Board cycle. The project list will be approved in the spring, ideally by April so that sponsors can prepare for allocations for the Fiscal Year starting July 1.

### 4 | ALLOCATION OF FUNDS

Once a project is included on the approved list, a project sponsor may initiate an allocation request by submitting a completed Prop K Sales Tax Allocation Request Form to the Transportation Authority at [propk@sfcta.org](mailto:propk@sfcta.org). Applications will be accepted on a rolling basis. Transportation Authority staff will review the request and provide comments to the project sponsor within 10 business days. Within 5 days of receiving satisfactory responses to comments, the Transportation Authority's Executive Director or designee will issue a Standard Grant Agreement to the sponsor for the requested Prop K funds. See **Section XXXX<sup>2</sup>** of the Strategic Plan for further details on the allocation process.

To support public input, allocation requests must include:

- Contact information for the project manager;
- A brief summary of past public input processes; and
- A description of how the public can continue to provide input on the project (e.g., list any upcoming outreach activities, describe alternative ways to give input or receive project updates).

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<sup>2</sup> If pilot policy is approved, it will be included in the published Prop K 2014 Strategic Plan with the appropriate Section reference.

As with all Prop K requests, Transportation Authority staff will, in consultation with project sponsors, take into consideration the project delivery status of previously allocated grants and the agency's ability to take on additional work before recommending allocation of funds. Incomplete or unsatisfactory applications may be rejected and/or deferred.

## 5 | REPORTING AND OVERSIGHT

As for all other Prop K allocations, reporting and oversight shall be consistent with Prop K Strategic Plan policies and Standard Grant Agreement requirements, e.g. sponsors must submit quarterly progress reports through the Transportation Authority's grants Portal. In addition:

- On a monthly basis, staff will share a list of projects allocated via delegated authority with the CAC, Plans and Programs Committee, and Board (e.g. as a consent calendar item) and post it to the Transportation Authority's website, along with the allocation request forms. Hard copies of these materials will be available upon request. Projects will also be viewable on the agency's interactive project map located at [www.mystreetsf.com](http://www.mystreetsf.com).
- On an annual basis, Transportation Authority staff will prepare a report on the performance of the delegated allocation authority policy, including, but not limited to a summary of the number of allocations, Prop K and total dollar value of funded phases, and the project delivery track record of projects allocated under this policy. This report will be presented to the CAC and Plans and Programs Committee prior to the annual action to approve the list of projects eligible for delegated allocation authority for the coming fiscal year.

## PILOT POLICY SUNSET DATE

By January 2016, the Board will consider the performance of the delegated allocation authority policy and decide whether to continue the policy or sunset it. The pilot policy will sunset at the end of January 2016, unless the Board acts to extend it.

**Attachment 2.**  
**Draft Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority**

Expenditure Plan Line Item	Agency	Project Name	Phase(s)	2014/15 Programming	Categories (see policy for full description of each category)					
					Annual Activity	NTIP Planning Grant	Misc. Equipment/ Maintenance	Other non- Prop K Funds Approved	Request < \$75K	WalkFirst
<b>26-30</b>	DPW	Great Highway Restoration	PA&ED	\$30,000					x	
<b>31</b>	SFMTA	Follow-the-Paving (New Pavement Markers and Conduits)	CON/PROC	\$150,000			x			
<b>33</b>	SFMTA	Eddy and Ellis Traffic Calming Improvement [NTIP Capital]	CON	\$142,271				x		
<b>37</b>	SFMTA	Bicycle Facility Maintenance	CON	\$150,000			x			
<b>38</b>	SFMTA	Local Track Application-Based Traffic Calming Program	CON	\$364,000	x					
<b>38</b>	SFMTA	Local Track Application-Based Traffic Calming Program	PLAN/CER	\$320,000	x					
<b>38</b>	SFMTA	Local Track Application-Based Traffic Calming Program	PS&E	\$41,000	x				x	
<b>38</b>	SFMTA	Redding Elementary Safe Routes to School	PS&E	\$18,352					x	
<b>38</b>	SFMTA	John Yehall Chin Safe Routes to School	PLAN/CER	\$11,675					x	
<b>38</b>	SFMTA	John Yehall Chin Safe Routes to School	PS&E	\$35,000					x	
<b>39</b>	SFMTA	Bike To Work Day Promotion	CON	\$51,300					x	
<b>39</b>	SFMTA	Bicycle Promotion	PLAN	\$50,000					x	
<b>40</b>	SFMTA	WalkFirst	PLAN/CER	\$125,000						x
<b>40</b>	SFMTA	WalkFirst	PS&E	\$325,000						x

**Attachment 2.**  
**Draft Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority**

Categories (see policy for full description of each category)												
Expenditure Plan Line Item	Agency	Project Name	Phase(s)	2014/15 Programming	Annual Activity	NTIP Planning Grant	Misc. Equipment/ Maintenance	Other non-Prop K Funds Approved	Request < \$75K	WalkFirst		
40	SFMTA	WalkFirst	CON	\$600,000						x		
41	DPW	Curb Ramps	CON	\$725,632	x							
43	Any Eligible	Comprehensive Residential and Employee TDM Program	CON	\$100,000				x				
43	SFCTA	Bayview Mobility Solutions	CON	\$54,225					x			
44	DPW	Broadway Streetscape Improvement Phase IV	CON	\$701,886				x				
44	DPW	Longfellow Elementary School Safe Routes to School	CON	\$61,865				x	x			
44	DPW	ER Taylor Elementary School Safe Routes to School	CON	\$47,140				x	x			
44	SFMTA	Mansell Corridor Improvement	CON	\$558,063				x				
44	Any Eligible	Lombard Street Transit and Pedestrian Treatments [NTIP Planning]	PLAN/CIER	\$100,000		x						
44	Any Eligible	Western Addition Community Based Transportation Plan [NTIP Planning]	PLAN/CIER	\$240,000		x						
44	Any Eligible	NTIP Planning	PLAN/CIER	\$300,000		x						
Eligible Projects - Already Allocated												
23	SFMTA	Paratransit	PROC	\$9,670,000	x							
37	DPW	Public Sidewalk Repair	CON	\$492,200	x							
39	SFMTA	Twin Peaks Connectivity	PLAN/ENV	\$23,000					x			
42	DPW	Tree Planting	CON	\$490,000	x							

**Attachment 2.  
Draft Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority**

Categories (see policy for full description of each category)										
Expenditure Plan Line Item	Agency	Project Name	Phase(s)	2014/15 Programming	Annual Activity	NTIP Planning Grant	Misc. Equipment/ Maintenance	Other non- Prop K Funds Approved	Request < \$75K	WalkFirst
42	DPW	Tree Maintenance	CON	\$510,000	x					
Eligible Projects - Pending Allocation										
34-35	DPW	Street Repair and Cleaning Equipment	PROC	\$701,034			x			



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# Memorandum

**Date:** 08.28.14

**RE:** Citizens Advisory Committee  
September 3, 2014

**To:** Citizens Advisory Committee

**From:** Maria Lombardo – Chief Deputy Director *mel*  
David Uniman – Deputy Director for Planning *D+ell.*

**Subject:** **INFORMATION** – Draft Neighborhood Transportation Improvement Program Planning Guidelines

## Summary

The San Francisco Transportation Plan's needs assessment identified significant unmet demand for pedestrian and bicycle circulation and safety projects and transit reliability initiatives, and that meeting these transportation needs is an important way to improve mobility in neighborhoods and address socio-economic and geographic disparities in San Francisco. As a result of these findings and in response to public and Board desire for more focus on neighborhoods, especially on Communities of Concern, we developed the Neighborhood Transportation Improvement Program (NTIP), which provides Prop K funds for community-based planning and for development and implementation of neighborhood-scale capital projects. The focus of this memorandum is to present the draft NTIP planning grant guidelines, which have been developed through a collaborative process with Prop K project sponsors. Recognizing the different transportation challenges facing San Francisco's neighborhoods, we have drafted guidelines that allow NTIP planning grants to be tailored to meet each district's or neighborhood's specific needs. Ultimately, all efforts should lead toward prioritization of community-supported neighborhood-scale capital improvements that could be funded by Prop K and/or other sources. The NTIP Planning program provides \$100,000 in Prop K funds for each supervisorial district over the next five years. The \$100,000 can be used for one planning effort or multiple smaller efforts. The expectation is that NTIP funds will leverage other funds. This leveraging would be necessary to fund larger scale more intensive efforts. While anyone can come up with an NTIP planning grant idea, it is the district supervisor who recommends which project(s) will be funded with a NTIP planning grant. The supervisor would initiate the process by contacting NTIP Coordinators at the Transportation Authority and the San Francisco Municipal Transportation Authority who would work with the supervisor and relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. We anticipate bringing the final guidelines to the Board for approval in October rather than September as originally anticipated to allow more time to provide input. **We are seeking input and guidance from the Citizens Advisory Committee. This is an information item.**

## BACKGROUND

The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) was developed in response to mobility and equity analysis findings from the San Francisco Transportation Plan (SFTP) and to public and Board desire for more focus on neighborhoods, especially on Communities of Concern and other underserved neighborhoods. The SFTP, which is the city's 30-year blueprint guiding transportation investment in San Francisco, found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. The NTIP responds to these findings.

The overall intent of the NTIP is to develop project pipelines and build community awareness of/capacity to provide input into the transportation planning process, especially in Communities of Concern and other neighborhoods with high unmet needs. The NTIP has two arms: planning grants and capital grants. The latter are intended to provide matching funds to advance project development



and (ideally) implementation of two small- to mid-sized capital projects in each district in the next five years.

The purpose of this memorandum is to present the Draft NTIP Planning Guidelines and to seek input and guidance from the Citizens Advisory Committee (CAC).

## DISCUSSION

The Draft NTIP Planning Guidelines have been developed through a collaborative process with our Technical Working Group, which includes local agency partners such as the Department of Public Works, the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Planning Department, the Department of Public Health, regional transit operators and others. As part of the development process, we made a concerted effort to draw upon lessons learned from past community-based planning efforts led by the Transportation Authority and our partner agencies. We are appreciative of everyone's thoughtful input and feel that the NTIP draft guidelines, which are included as Attachment 1 to this memo, have benefited from this input.

We originally anticipated bringing the guidelines forward for adoption this month, but are now delaying adoption until October in order to provide more time for input. Highlights on the Draft NTIP Planning Guidelines are provided below.

**Goals and Outcomes:** NTIP planning funds can be used for community-based, planning efforts in San Francisco neighborhoods, especially in Communities of Concern or other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities). Specifically, NTIP planning funds can be used to support neighborhood-scale efforts that identify a community's top transportation needs, identify and evaluate potential solutions, and recommend next steps for meeting the identified needs of the community. NTIP planning funds can also be used to complete additional planning/conceptual engineering for existing planning projects that community stakeholders regard as high priority. All NTIP planning efforts must be designed to address one or more of the following SFTP priorities:

- Improve pedestrian and/or bicycle safety;
- Encourage walking and/or biking;
- Improve transit accessibility; and/or
- Improve mobility for Communities of Concern or other underserved neighborhoods and at-risk populations (e.g., seniors, children, and/or people with disabilities).

Ultimately, NTIP planning efforts should lead toward prioritization of community-supported, neighborhood-scale capital improvements that can be funded by the Transportation Authority's Prop K sales tax for transportation and/or other sources.

**Funding and Eligibility:** The NTIP Planning program provides \$100,000 in Prop K funding for each supervisorial district to use over the next five years, with \$600,000 available for allocation in Fiscal Year 2014/15 and \$500,000 available in Fiscal Year 2015/16. The \$100,000 can be used for one planning effort or multiple smaller efforts. The expectation is that NTIP funds will leverage other funds. This leveraging would be necessary to fund larger scale more intensive efforts.

All NTIP planning efforts must include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, non-profit or other community-based organizations and faith-based organizations. NTIP

planning efforts can be led by Prop K project sponsors, other public agencies, and/or community-based organizations. The grant recipient, however, must be a Prop K-eligible sponsor. If a non-Prop K sponsor is leading the NTIP planning project, it will need to partner with a Prop K sponsor or request that a Prop K sponsor act as a fiscal sponsor.

**Project Initiation and Scoping:** NTIP planning grant ideas can be generated from a district supervisor, agency staff, a community-based organization, or a community member. Ultimately, however, the district supervisor (acting in his/her capacity as Transportation Authority Board commissioner) will recommend which project(s) will be funded with a NTIP planning grant.

The process of vetting potential NTIP planning ideas and scoping a planning grant are critical to the success of any planning effort. Thus, the guidelines describe a project initiation and scoping process that is necessarily iterative and collaborative in nature. It also relies upon NTIP Coordinators at the Transportation Authority and SFMTA to assist with this important step. When a district supervisor is interested in exploring NTIP proposals, he/she will need to contact the designated NTIP Coordinators. They will then work with the district supervisor and other relevant stakeholders to identify an eligible NTIP planning proposal and reach agreement on purpose and need, what organization will lead/support the effort, develop a summary scope, identifying desired outcomes and /or deliverables, and preparing an initial cost estimate and funding plan. The NTIP Coordinators will continue to facilitate the scoping effort through development of a project charter that will document agreements reached regarding the project's purpose, scope, schedule, budget, funding plan, and the responsibilities of all participants and through grant award.

Once awarded Prop K funds, the NTIP planning grant will be expected to be completed within a two year timeframe, culminating in a final report to the Board on key findings, recommendations, and next steps. NTIP planning recommendations may be prioritized for Prop K and other funds programmed or prioritized by the Transportation Authority.

**Next Steps:** We will continue working with Board members, CAC members, and project sponsors to refine the NTIP Planning guidelines. We anticipate adoption of the NTIP Planning guidelines at the October CAC and Board meetings. At the September CAC, we will present an allocation/appropriation request to fund the Transportation Authority and SFMTA NTIP Coordinators' work this fiscal year. We are also working with Supervisor Breed's office on scoping and preparing an allocation request for what would be the first NTIP Planning Grant award for the Western Addition Community Based Transportation Plan. This effort needs to get started in order to meet timely use of funds requirements associated with funding being provided by the Metropolitan Transportation Commission that will leverage Prop K funds.

**We are seeking input and guidance from the CAC. This is an information item.**

## **ALTERNATIVES**

None. This is an information item.

## **FINANCIAL IMPACTS**

None. This is an information item.

## **RECOMMENDATION**

None. This is an information item.

Attachment:

1. Draft Neighborhood Transportation Improvement Program Planning Guidelines



## Neighborhood Transportation Improvement Program Planning Guidelines



The Neighborhood Transportation Improvement Program (NTIP) is made possible by the San Francisco County Transportation Authority through grants of Proposition K (Prop K) local transportation sales tax funds. Prop K is the local sales tax for transportation approved by San Francisco voters in November 2003.



Cover photo of pedestrians and cyclists courtesy Lynn Friedman, Flickr Creative Commons;  
photo of parklet courtesy SPUR/Noah Christman, Flickr Creative Commons.





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## Overview

### WHY CREATE A NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM (NTIP)?

The Transportation Authority's NTIP was developed in response to mobility and equity analysis findings from the San Francisco Transportation Plan (SFTP) and to public and Board desire for more focus on neighborhoods, especially on Communities of Concern<sup>1</sup> and other underserved neighborhoods. The SFTP, which is the city's 30-year blueprint guiding transportation investment in San Francisco, found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. The NTIP is intended to respond to these findings.

### WHAT DO WE WANT TO ACHIEVE WITH THE NTIP?

The purpose of the NTIP is to build community awareness of, and capacity to provide input into, the transportation planning process and to advance delivery of community-supported neighborhood-scale projects. The latter can be accomplished through strengthening project pipelines or helping to move individual projects more quickly toward implementation, especially in Communities of Concern and other neighborhoods with high unmet needs.

### WHAT TYPE OF WORK DOES THE NTIP FUND?

NTIP planning funds can be used for community-based planning efforts in San Francisco neighborhoods, especially in Communities of Concern or other underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). Specifically, NTIP planning funds can be used to support neighborhood-scale efforts that identify a community's top transportation needs, identify and evaluate potential solutions, and recommend next steps for meeting the identified needs of the community. NTIP planning funds can also be used to complete additional planning/conceptual engineering for existing planning projects that community stakeholders regard as high priority. All NTIP planning efforts must be designed to address one or more of the following SFTP priorities:

- Improve pedestrian and/or bicycle safety;
- Encourage walking and/or biking;
- Improve transit accessibility; and/or
- Improve mobility for Communities of Concern or other underserved neighborhoods and vulnerable populations (e.g., seniors, children, and/or people with disabilities).

Ultimately, NTIP planning efforts should lead toward prioritization of community-supported, neighborhood-scale capital improvements that can be funded by the Transportation Authority's Prop K sales tax for transportation and/or other sources.

1 Communities of Concern in San Francisco as defined by the Metropolitan Transportation Commission include Downtown/Chinatown/North Beach/Treasure Island, Tenderloin/Civic Center, South of Market, Western Addition/Haight/Fillmore, Inner Mission/Potrero Hill, Bayview/Hunters Point/Bayshore, Outer Mission/Crocker-Amazon/Ocean View. Local San Francisco agencies plan to revisit and potentially adjust these designations in the coming year.

### HOW MUCH FUNDING IS AVAILABLE?

The NTIP Planning program provides \$100,000 in Prop K funding for each supervisorial district to use in the next five years (Fiscal Years 2014/15 – 2018/19). The \$100,000 can be used for one planning effort or multiple smaller efforts. No local match is required for planning grants, though it is encouraged.

The Transportation Authority has also programmed just over \$9.6 million in Prop K matching funds for implementation of NTIP planning grant recommendations during the next five years. During this first cycle of the NTIP, the capital match funds can also be used to fund other community-supported, neighborhood-scale projects that already have been identified and are being prepared to be delivered in the next five years.

## Eligibility

### WHAT TYPES OF PLANNING EFFORTS CAN BE FUNDED?

Examples of eligible planning efforts include:

- District-wide needs and prioritization processes (e.g. the Sunset District Blueprint).
- Project-level plans or conceptual designs for smaller efforts (e.g. advancing conceptual design of a high priority project identified in a prior community planning effort, community mini-grants, safety project concepts development, and transportation demand management planning including neighborhood parking management studies).
- Identifying and advancing design of low-cost enhancements (e.g. new crosswalks, trees, one sidewalk bulbout) to a follow-the-paving project.
- Traditional neighborhood transportation plan development (e.g. Tenderloin-Little Saigon Neighborhood Transportation Plan, Mission District Streetscape Plan).
- Corridor plans (e.g. Leland Avenue Street Design Project, McLaren Park Needs Assessment/Mansell Corridor Improvements, and Columbus Avenue Neighborhood Transportation Study).

The expectation is that NTIP funds will be leveraged like other Prop K funds. This leveraging would be necessary to fully fund some of the larger scale and more intensive efforts listed above (e.g. a traditional neighborhood transportation plan could be \$300,000 or a corridor plan which be much higher depending on the scope). Without leveraging, a \$100,000 NTIP planning grant could fund the smaller-scale planning efforts noted in the first three bullets.

All NTIP planning efforts must include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, non-profit or other community-based organizations and faith-based organizations. The purpose of this collaboration is to solicit com-

ments from these stakeholders, review preliminary findings or designs with them, and to utilize their perspective in identifying potential strategies and solutions for addressing transportation needs.

#### WHO CAN LEAD AN NTIP PLANNING EFFORT?

NTIP planning efforts can be led by Prop K project sponsors, other public agencies, and/or community-based organizations. The grant recipient, however, must be one of the following Prop K-eligible sponsors: the Department of Public Works (SFPD), the Planning Department, the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco County Transportation Authority (Transportation Authority), the Bay Area Rapid Transit District (BART), or the Peninsula Corridor Joint Powers Board (Caltrain). If a non-Prop K sponsor is leading the NTIP planning project, it will need to partner with a Prop K sponsor or request that a Prop K sponsor act as a fiscal sponsor.

#### HOW WILL PROPOSALS BE SCREENED FOR ELIGIBILITY?

In order to be eligible for an NTIP Planning grant, a planning effort must satisfy all of the following screening criteria:

- Project sponsor is one of the following Prop K project sponsors: SFPD, the Planning Department, the Transportation Authority, BART or Caltrain - or is partnering with a Prop K-eligible sponsor (either as a partner or a fiscal sponsor).
- Project is eligible for funding from Prop K.
- Project is seeking funds for planning/conceptual engineering phase. A modest amount of the overall grant may be applied toward environmental clearance (typically for categorical exemption types of approvals), but this may not represent a significant portion of proposed expenditures.
- Cumulative NTIP requests for a given supervisorial district do not exceed the maximum amount programmed for each supervisorial district (i.e., \$100,000).
- Project will address at least one of the SFTP priorities: improve pedestrian and/or bicycle safety, encourage walking and/or biking, improve transit accessibility, and/or improve mobility for Communities of Concern or other underserved neighborhoods and at-risk populations (e.g., seniors, children, and/or people with disabilities).
- Project is neighborhood-oriented and the scale is at the level of a neighborhood or corridor. The project may be district-oriented for efforts such as district-wide prioritization efforts, provided that the scope is compatible with the proposed funding.
- Planning project is proposed to be completed in 2 years.

#### WHAT SPECIFIC ACTIVITIES AND EXPENSES ARE ELIGIBLE FOR REIMBURSEMENT?

Direct costs must be used only for planning-related activities. Eligible costs include: community surveys, data gathering and analysis, community meetings, charrettes, focus groups, planning and technical consultants, outreach assistance provided by community-based organizations, developing prioritized action plans, conceptual or 30% design drawings, cost estimates, and bilingual services for interpreting and/or translation services for meetings. Further details on eligible expenses are included in the Prop K Standard Grant Agreement that is executed by the Transportation Authority and the Prop K grant recipient.

### Project Initiation and Scoping

#### WHERE DO NTIP PLANNING IDEAS COME FROM?

The NTIP sets aside Prop K funds for each district supervisor to direct funds to one or more community-based, neighborhood-scale planning efforts in the next five years. Ultimately, the district supervisor (acting in his/her capacity as Transportation Authority Board commissioner) will recommend which project(s) will be funded with an NTIP planning grant. All projects must be consistent with the adopted guidelines.

Anyone can come up with an NTIP planning grant idea, including, but not limited to, a District Supervisor, agency staff, a community-based organization, or a community member. There is no pre-determined schedule or call for projects for the NTIP planning grants. Rather, each Transportation Authority Board member will contact the Transportation Authority's NTIP Coordinator when s/he is interested in exploring NTIP proposals. Board members may already have an idea in mind, seek help from agency staff in generating ideas, or solicit input from constituents and other stakeholders. See Section B below for how these ideas are vetted and turned into NTIP planning grants.

#### HOW DOES AN IDEA DEVELOP INTO AN NTIP PLANNING GRANT?

**INITIATING A REQUEST:** The District Supervisor initiates the process by contacting the Transportation Authority's or SFMTA's NTIP Coordinator with a planning proposal, a request to help identify potential planning project ideas, or to help with a formal or informal call for projects for his or her respective district.

The Transportation Authority and the SFMTA have designated NTIP Coordinators who will work collaboratively to implement the NTIP Planning grant program. The NTIP Coordinators will work with the District Supervisor and any relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. They will be responsible for seeking input from appropriate staff within their agencies, as well as from other agencies depending upon the particular topic.



**VETTING IDEAS AND SCOPING:** Once contacted by a District Supervisor, the SFCTA and SFMTA NTIP Coordinators will establish a dialogue with the relevant District Supervisor and agency staff to develop an understanding of the particular neighborhood's needs and concerns that could be addressed through a planning effort, to evaluate an idea's potential for addressing identified issues, and to explore whether complementary planning or capital efforts are underway, in the pipeline, or have already occurred.

This step in the process is necessarily iterative and collaborative in nature. It involves working with the District Supervisor to identify an eligible NTIP planning proposal and reaching agreement on the purpose and need, what organization will lead/support the effort, developing a summary scope, identifying desired outcomes and/or deliverables, and preparing an initial cost estimate and funding plan.

NTIP planning grant funds are modest, but a great deal can be accomplished depending on how the planning effort is scoped and how it leverages other resources (e.g., existing plans, staff, other fund sources, concurrent planning and design efforts, etc.). The checklist shown in Table 1 reflects elements that are typically necessary to support a strong NTIP planning proposal.

As the project scope begins to solidify, another key aspect to address is determining the lead agency and identifying the roles of other agencies and stakeholders that need to be involved. The SFCTA and SFMTA NTIP Coordinators will assist with this effort, which requires consideration of multiple factors such as how well the NTIP planning proposal matches with an agency's mission and goals, and current priorities; staff resource availability compared to when the proposed needs or is desired to occur; and availability of consultant resources to address staff resource constraints. The Transportation Authority is willing to provide access to

its on-call consultants to assist with NTIP planning efforts if that is found to be a viable approach to a particular planning proposal.

Agreeing upon the lead agency and the timing of the planning effort are important outcomes of the scoping phase. Based on prior experience and feedback from project sponsors, it is clear that implementation agency participation in the project initiation and scoping process and involvement in some form in the planning effort (from leading the effort to strategically providing input and reviewing key deliverables) helps to ensure that the recommendations stemming from the study will be prioritized sooner rather than later in that agencies' work program.

**DEVELOPING A PROJECT CHARTER:** Once an idea for an NTIP planning proposal has become more refined, the NTIP Coordinators will assist the lead agency with development of a project charter. The intent of the charter is document agreements reached regarding the project's purpose, scope, schedule, budget, funding plan, and the responsibilities of all participants. It may also include references to other relevant information such as agreements to exclude certain items from the scope, target milestones that need to be met to allow coordination with another project, or key risk factors that may be beyond the parties' control.

Sponsors may use their own project charter template or the NTIP Project Charter template, as long as they have substantially the same information.

Concurrent with development of the project charter, the lead agency (or the grant recipient if it is a different entity) should prepare a Prop K allocation request (See next section).

**REQUESTING ALLOCATION OF FUNDS:** The designated grant recipient needs to complete a Prop K allocation request form that details the agreed upon scope, schedule, cost and funding plan for the project. The draft or final project charter may also be included as an attachment for reference. Transportation Authority staff will review the allocation request to ensure completeness. Once it is finalized there will be two potential options for approval. One option is taking the request for approval through the next monthly Board cycle. This involves review and action by the Citizens Advisory Committee, Plans and Programs Committee, and Transportation Authority Board for approval. The second option is seeking allocation of funds through the Transportation Authority's Executive Director, pending Transportation Authority Board approval of a proposed pilot Prop K Delegated Allocation Authority Policy this fall.

## What are the grant award terms?

All NTIP planning projects must adhere to the Prop K Strategic Plan policies and the requirements set forth in the Prop K Standard Grant Agreement. (link or website s/ include SGA). The sections below highlight answers to a few commonly asked questions.

Table 1.

### Checklist for Developing a Strong NTIP Planning Grant Proposal

Does your planning proposal have...?

- ✓ Clear purpose/need statement and goals
- ✓ Clear list of deliverables/outcomes
- ✓ Well-defined scope, schedule, and budget
- ✓ Clear and diverse community support
- ✓ Coordination with other relevant planning efforts
- ✓ Inclusive community engagement strategy
- ✓ Community of Concern or underserved community focus
- ✓ Appropriate funding/leveraging commensurate with proposed scope
- ✓ Implementation model (lead agency; agency and community roles defined)

**ARE THERE TIMELY USE OF FUNDS DEADLINES?**

Planning efforts must be completed within two years of grant award. If a grant recipient does not demonstrate adequate performance and timely use of funds, the Transportation Authority may, after consulting with the project sponsor and relevant District Supervisor, take appropriate actions, which can include termination or redirection of the grant.

**WHAT ARE THE MONITORING, REPORTING, AND ATTRIBUTION REQUIREMENTS?**

NTIP planning grants will be subject to the same monitoring, reporting and attribution requirements as for other Prop K grants. Requirements are set forth in the Prop K

Standard Grant Agreement and include items such as including appropriate attribution on outreach fliers and reports, preparing quarterly progress reports, and submitting a closeout report upon project completion.

Upon completion of each planning project, project sponsors will report to the Transportation Authority Board on key findings, recommendations, and next steps, including implementation and funding strategy. The Board will accept or approve the final report for the NTIP planning grant.

**How do I get more information?**

Call the Transportation Authority's project hotline at 415-593-1655 or visit the website at [www.sfcta.org/propk](http://www.sfcta.org/propk).

## Grant process flow-chart

