



# AGENDA

## San Francisco County Transportation Authority Meeting Notice

**Date:** Tuesday, November 10, 2020; 10:00 a.m.

**Location:** Watch SF Cable Channel 26

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**PUBLIC COMMENT CALL-IN:** 1 (415) 655-0001; Access Code: 146 379 4662 # #

To make public comment on an item, when the item is called, dial '\*3' to be added to the queue to speak. When your line is unmuted, the operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

**Commissioners:** Peskin (Chair), Mandelman (Vice Chair), Fewer, Haney, Mar, Preston, Ronen, Safai, Stefani, Walton, and Yee

**Clerk:** Britney Milton

### Remote Access to Information and Participation:

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1. Roll Call	
2. CAC Chair's Report - <b>INFORMATION*</b>	5
3. Approve the Minutes of the October 27, 2020 Meeting - <b>ACTION*</b>	17
4. Appoint One Member to the Citizens Advisory Committee - <b>ACTION*</b>	27



5. Allocate \$745,651 in Prop K Sales Tax Funds, with Conditions, for Three Requests - **ACTION\*** **35**  
**Projects:** (SFMTA) Citywide Daylighting (\$500,000), Curbside Pickup Zones Pilot (\$200,000), Visitacion Valley and Portola Community Based Transportation Plan (\$45,651)
6. Adopt the Portsmouth Square Community Based Transportation Plan Final Report - **ACTION\*** **93**
7. Walk San Francisco's Congestion Pricing Outreach - **INFORMATION\*** **115**  
Walk San Francisco (Walk SF) staff will present findings from outreach conducted in late 2019 and early 2020 to residents in the Tenderloin, South of Market, and Bayview to learn about the community views about a potential downtown congestion pricing program. Transportation Authority staff will give brief remarks about how this study will inform the work we are doing for the underway Congestion Pricing Study.
8. Major Capital Project Update - Better Market Street - **INFORMATION\*** **157**  
This item was continued from the October 27 Board meeting to allow completion of public comment.
9. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2020 - **INFORMATION\*** **181**  
**Other Items**
10. Introduction of New Items - **INFORMATION**  
During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.
11. Public Comment
12. Adjournment

**\*Additional Materials**

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Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

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# *DRAFT MINUTES*

## Citizens Advisory Committee

Wednesday, October 28, 2020

### **1. Call to Order**

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

**Present at Roll Call:** Nancy Buffum, Robert Gower, David Klein, John Larson, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Danielle Thoe, Sophia Tupuola, and Rachel Zack (11)

**Absent at Roll Call:** (0)

Transportation Authority staff members present were Michelle Beaulieu, Anna LaForte, Maria Lombardo, Hugh Louch, Britney Milton, Mike Pickford, Eric Young and Luis Zurinaga (consultant).

### **2. Chair's Report - INFORMATION**

During the Chair's Report, Mr. Larson reported that the Downtown Congestion Pricing Policy Advisory Committee will be meeting virtually the following week at 6 p.m. He shared that the agenda included the congestion pricing options under consideration and a summary of what has been heard from feedback, and said more information could be found at [sfcta.org/downtown](http://sfcta.org/downtown).

Chair Larson announced that 2020 marks the 30<sup>th</sup> anniversary of San Francisco's half-cent sales tax for transportation. He thanked the voters on behalf of the agency and the Citizens Advisory Committee (CAC) for their foresight in approving the implementation of a half-cent sales tax in 1989, followed by the flow of the first dollars in 1990. He continued by sharing that at that time, a group of citizens saw what was happening nationally with the federal government reducing its role in infrastructure and transit, embracing the idea that a dedicated local source of revenue was necessary to support ongoing transportation improvements across the city.

Chair Larson shared that the half-cent sales tax, renewed by voters in the form of Prop K in 2003, is even more crucial now as federal and state contributions have declined as an overall percentage of transportation funds over the years. He added that over the past 30 years, the Transportation Authority has allocated more than \$1.3 billion in half-cent sales tax funding, and on average, every dollar in half-cent sales tax funding leverages \$4 - \$7 in additional federal, state, or other funding. Chair Larson continued on to state that the money has touched every neighborhood, supporting some efforts that transformed the city as well as projects that may have been smaller but also made a big difference in people's lives.



Chair Larson introduced, Eric Young, Director of Communications, who gave a quick presentation of the Sales Tax Stories microsite ([www.sfcta.org/stories](http://www.sfcta.org/stories)). Mr. Young also thanked the CAC for their role in helping to oversee implementation of the sales tax program and for helping to identify persons who could be interviewed for the project.

There was no public comment.

**Consent Agenda**

- 3. Approve the Minutes of the September 23, 2020 Meeting - ACTION**
- 4. Citizens Advisory Committee Appointment - INFORMATION**
- 5. State and Federal Legislation Update - INFORMATION**
- 6. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2020 - INFORMATION**
- 7. Update on the Caltrain Modernization Program - INFORMATION**

During public comment Edward Mason made a comment regarding the Caltrain Modernization program. He said in the October 16<sup>th</sup> Almanac from Menlo Park, there was an opinion piece that said that the original estimated cost of the electrification project was \$800 million but is now over \$3.2 billion. The opinion piece also mentioned an incompetent contractor in Colorado (which Mr. Mason said was referenced in the staff report) and that there is no money in the project for grade separations for high speed rail.

Luis Zurinaga, project management oversight consultant with the Transportation Authority, responded that the cost of the project is under \$2 billion. He said a long, long time ago the cost was \$800 million, but as often happens the cost increased over time [from inception to construction]. With respect to the grade separation comment, Mr. Zurinaga stated that it was never a part of the Caltrain electrification project. He explained that grade separations are addressed through a separate program that is carried out by the different municipalities.

Peter Tannen moved to approve the minutes, seconded by Robert Gower.

The minutes were approved by the following vote:

**Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Danielle Thoe, Tupuola, Zack (11)**

**Absent: (0)**

**End of Consent Agenda**

- 8. Adopt a Motion of Support to Allocate \$745,651 in Prop K Sales Tax Funds with Conditions for Three Requests - ACTION\***

Mike Pickford, Senior Transportation Planner, presented the item.

David Klein commented that curbside pickup zones authorized under the Shared Space program seemed to primarily benefit companies operating in the curb zone doing pickups, such as food delivery companies, and said that the study should be funded by private companies rather than public funds.



Francesca Napolitan, Curb Access Manager with SFMTA, responded that there has been an increase in e-commerce and food delivery services under COVID-19, but the zones also serve residents in their personal vehicles. She said that it would be ideal to get private funding, though SFMTA cannot require it. She said SFMTA staff have been working in partnership with the companies doing food delivery to get a more comprehensive data set to supplement this effort.

Hank Wilson, Parking Policy and Planning Manager with SFMTA, said that the Shared Spaces program has been entirely driven by local businesses submitting applications, and that the curbside pickup zones and the Shared Spaces program overall is a business-supporting project.

David Klein said that it seemed like massive revenue was being made by these private food delivery companies by squeezing revenues from small businesses. He said that with the amount of investment being made, it was difficult to imagine spending taxpayer money to help venture capitalists, unless SFMTA could provide statistics indicating a significant portion of pickups is from residents of San Francisco.

Robert Gower asked for more information on the prioritization process for shared spaces and said there was a positive safety benefit to cyclists to the extent that the spaces prevent double-parking by providing room for cars to pull fully out of traffic lanes.

Ms. Napolitan responded that under the current program, anyone requesting a space is granted one, barring a few considerations, such as fronting a bus stop or disabled parking zones.

Rachel Zack commented that traffic has been down during the COVID-19 pandemic, and the pandemic did not seem to be a reason for businesses to open up more space, because parking is available in the City currently. She said that another CAC member brought up safety and asked if there was data showing that loading policies are being adhered to and if double-parking decreases on streets with curbside loading zones.

Ms. Napolitan responded that SFMTA does not currently have that data, and that the subject of this allocation request would serve as that evaluation effort as it is designed to answer specific questions about the impacts of the curbside loading zones. She also said that in past projects that focused on curb management, there was a reduction in double-parking when loading space was provided. She said the evaluation of a pilot project on Valencia Street showed this general trend. She said that the evaluation project under CAC consideration is intended to help SFMTA understand if these zones are working and the impacts they are or are not having.

Kevin Ortiz said he wanted to know how many of the curbside pickup zones also had outdoor dining space, to be cognizant of public space and how it is being utilized.

Ms. Napolitan responded that anecdotally dining had been impacting pickup, not the other way around. She said there were many more outdoor dining permit requests than curbside pickup requests. She offered Chestnut Street as an example, saying that it was almost full of outdoor dining areas, which was exacerbating curbside pickup issues. She said she hopes the evaluation study would help SFMTA to better understand the interaction between dining and pickup.



Ms. Thoe noted that the scope indicated it was only focused on pickup zones created under the Shared Spaces program. She encouraged SFMTA staff to look beyond the Shared Spaces program and to look at the curb space that already exists as loading zones. She said that a senior living facility in her neighborhood has a loading zone in front of it that is used by delivery drivers to pick up from the restaurant next door. Ms. Thoe said that she thought that these pickup zones seemed to be a response to bad behaviors such as double-parking. She said she would like to build into the data analysis proposals for how delivery companies could pay their fair share for problems they are causing on city streets, including safety issues and the staff time expended to address these issues.

Ms. Napolitan responded that this evaluation request came out of the SFMTA's Curb Management Strategy, which took a high-level look at curb space allocation. She said that over 90% of curb space in the City was allocated to private vehicles, and that even before the pandemic this did not align with goals around more active uses. She said that this evaluation was more of a response to how the City has allocated curb space and how to use the curb to alleviate issues, such as double parking.

Peter Tannen said that curbside pickup zones were not the only type of new use for curb space under the Shared Spaces program. He asked if there would be a study considering the impact of other uses of curb space, such as dining.

Ms. Napolitan responded that a multiagency collaboration with Office of Economic and Workforce Development, SFMTA, SF Planning, Public Works, and the Entertainment Commission is involved in the approval of dining zones. She added, that this group is figuring out how to evaluate the program, which will likely occur next year. Ms. Napolitan shared that evaluation may include surveys, talking to businesses, and talking to residents to understand how well the program is meeting different needs of users. Chair Larson said that in some neighborhoods parking has not been easier during the pandemic, and he appreciates the space dedicated for pick up.

There was no public comment on this item.

Mr. Klein moved to amend the item to sever the Curbside Pickup Zones Pilot Evaluation allocation request from the other requests. Mr. Ortiz seconded.

Nancy Buffum commented that the robust discussion during the meeting was a reason to approve the request, in order for the CAC to direct the questions being asked through the study.

Mr. Gower, Mr. Tannen, and Ms. Zack all expressed agreement with Ms. Buffum.

Ms. Thoe requested a presentation on SFMTA's Curb Management Strategy at a future CAC meeting, and said she supported severing the item and having a more in-depth conversation about the overall strategy.

Mr. Klein commented that it was a mistake to believe that delivery companies would share any information with SFMTA. He said he would be more amenable to the allocation request if the cost was shared with the private companies using the space.

Mr. Gower commented that he would like more discussion on SFMTA's Curb Management Strategy as a whole in order to inform this study moving forward.



Anna LaForte, Deputy Director for Policy and Programming, noted that permits issued through the Shared Spaces program were scheduled to expire and expressed the need for timely data gathering while balancing the CAC's need to have a robust discussion of the overall strategy. She added that staff have been working to get an update on the Curb Management Strategy to the CAC and Transportation Authority Board.

Ms. Napolitan explained that curbside pickup zone permits are set to expire June 30, 2021, and it is unclear if the program will continue and in what form. She said that the need for this evaluation existed before the pandemic and Shared Spaces program, and that collecting this data now will inform long term recommendations for the regulation of curb space.

Mr. Wilson added that SFMTA was originally planning to seek funding for evaluating all types of loading zones, but then the pandemic hit and there was suddenly a large number of curbside pickup zones spread throughout the City. He said SFMTA pivoted because the program was so large, with so many businesses requesting permits. He added that instead of asking for funds to study all types of loading zones, SFMTA decided to focus on evaluation of Shared Spaces, as they are set to expire in June, and on the opportunity to study them exists now.

Ms. Thoe appreciated the additional context provided and said it would have been helpful to have had all of this information about curb management in a presentation on this item from the beginning. She said that she was now willing to recommend approval of the item and requested that SFMTA return to the CAC to provide a holistic presentation on its curbside program.

Chair Larson commented that the discussion served as a reminder that they are in a data gathering moment, with businesses engaged, and the Shared Spaces requests were the driving force behind changes to the curb space. He said he would like SFMTA to gather more information through this evaluation.

Chair Larson called for a vote on the motion made by Mr. Klein and seconded by Mr. Ortiz to sever the Curbside Pickup Zones Pilot request from the other two requests, seconded by Kevin Ortiz.

The motion to sever the Curbside Pickup Zones Pilot request from the other two requests failed by the following vote:

**Ayes: CAC Members Klein, Levine, Ortiz, Tupuola (4)**

**Nays: CAC Members Buffum, Gower, Larson, Liu, Tannen, Thoe, Zack (7)**

**Absent: (0)**

Robert Gower moved to approve Item 8 as recommended by staff, seconded by Rachel Zack.

The item was approved by the following vote:

**Ayes: CAC Members Buffum, Gower, Larson, Liu, Tannen, Thoe, Zack (7)**

**Nays: CAC Members Klein, Levine, Ortiz, Tupuola (4)**



**Absent: (0)**

**9. Adopt a Motion of Support to Adopt the Portsmouth Square Community Based Transportation Plan Final Report - ACTION**

Hugh Louch, Deputy Director for Planning, presented the item.

Jerry Levine asked about the time frame for when the bond funding becomes available for the project.

Mr. Louch replied that he doesn't have the exact timing of the bond, as it doesn't directly fund the plan recommendations, but it is anticipated to fund the larger redesigned Portsmouth Square project.

Mr. Levine asked what the time frame is for the current phase of the project.

Mr. Louch replied that this is the end for the Transportation Authority-led plan. He added that the Portsmouth Square re-design project is under environmental review and is completing design work. He added that they have coordinated with the Recreation and Parks Department to ensure they have the findings, and after it is adopted they will incorporate most of the recommendations and then incorporate them into their final design.

Mr. Levine asked if there was a time estimate for implementation.

Mr. Louch guesstimated that since the design and environmental review are very much under way, implementation could be less than two years away. He said the report recommendations before the CAC tonight represent a near-term implementation opportunity.

Peter Tannen shared that he is familiar with the area and is impressed with the many things that were considered in order to help the area function better. Mr. Tannen also asked what picture is shown on the cover of the report.

Mr. Louch replied that it is an abstractly rendered photo of Portsmouth Square.

Sophia Tupuola commented on the ambassador program, saying that she would like to make sure the hiring process is preferential to the neighboring residents. She stated that this is another way that projects can be equitable and serve the communities that they are in.

Chair Larson asked staff if there is a website at Recreation and Parks Department that has the rendering of the overall project. He asked if it could either be placed on the website or be sent out to the CAC so that they have a better overview. Mr. Larson added that he has walked around Portsmouth Square and to see something being done is fantastic. He also observed that it is not the most user friendly space to get into, so improving the pedestrian experience would be appreciated.

Director of Communications, Eric Young, provided a website link for the Portsmouth Square Improvement Project in the chat: [sfrecpark.org/1166/Portsmouth-Square-Improvement-Project](https://sfrecpark.org/1166/Portsmouth-Square-Improvement-Project).

During public comment Edward Mason stated that the casino buses require strict enforcement and should be controlled by the SFMTA aggressively. He added that the casino buses are like taxi cabs and there should be a franchise fee associated with it.



Mr. Louch acknowledge that the issues around casino buses and vehicles use of the street is much bigger than what's observed just in this one square block. He added that the comments are useful and will be passed on to SFMTA staff.

Peter Tannen moved to approve item 9, seconded by Nancy Buffum.

The item was approved by the following vote:

**Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Danielle Thoe, Tupuola, Zack (11)**

**Absent: (0)**

**10. Adopt a Motion of Support to Oppose the Plan Bay Area 2050 Final Blueprint Telecommute Mandate Strategy - ACTION\***

Michelle Beaulieu, Principal Transportation Planner, Government Affairs, presented the item.

Chair Larson asked a procedural question regarding the impact of the CAC's vote on the item given that the resolution was approved on first read by the board a day before.

Maria Lombardo, Chief Deputy Director, answered, clarifying that when the CAC agenda was created, staff did not know if the item would be approved by the Board on its first read. Ms. Lombardo added that an approval by the CAC, if they choose to act, would show stronger support for the resolution.

Stephanie Liu noted that she watched the Metropolitan Transportation Commission (MTC) meeting discussing this 60% telecommuting mandate. Ms. Liu stated that many meeting attendees commented on the negative impacts of the mandate, including biking and walking, and requested that the mandate be re-written. She noted that MTC staff stated that the 60% telecommuting mandate was only a high-level title and that these concerns could be addressed in the policy details. Ms. Liu also mentioned that when members of the public suggested the use of trip caps or other incentives, staff responded that this 60% telecommuting mandate was the only way they could meet the greenhouse gas emission reduction target. Ms. Liu asked for more clarification.

Ms. Beaulieu replied that if the Plan Bay Area 2050 is not able to demonstrate how the Bay Area will achieve the state-mandated 19% GHG reduction by 2035, the region will be ineligible for certain state funding programs such as the Solutions to Congested Corridors program and other Senate Bill 1 funding. Ms. Beaulieu added that the Bay Area would be the first region in the state not able to demonstrate how it could reach this target. She also mentioned that with the outpouring of opposition to the telecommuting mandate, MTC staff and commissioners are brainstorming alternatives. Ms. Beaulieu stated that though the plan was approved with this strategy included, the MTC Planning Committee Chair did ask MTC staff to consider alternatives and bring them back to the Commission.

Ms. Liu asked about the purpose of this resolution.

Ms. Beaulieu answered that the resolution asks MTC to consider specific actions, such as renaming the strategy and exploring other transportation demand management



alternatives that can achieve the desired GHG reduction without the negative impacts of the telework mandate as currently written. Ms. Beaulieu added that this resolution would add San Francisco's voice to the opposition, strengthening the city's position. She noted that the last item in the resolution recommends MTC explore specific alternatives such as land use changes and halting highway expansion projects.

Jerry Levine moved to approve item 10, seconded by Danielle Thoe.

The item was approved by the following vote:

**Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Danielle Thoe, Tupuola, Zack (11)**

**Absent: (0)**

#### **11. Major Capital Project Update - Better Market Street - INFORMATION**

Cristina Olea, San Francisco Department of Public Works project manager, presented the item.

Rachel Zack commented that the bricks in the sidewalks were challenging for people with disabilities and that the benefits from the revised design would not be shared by all San Franciscans. She said that the mixed flow travel lane would not have the safety and mode-shift benefits compared to the sidewalk level bikeway and that there were reliability risks with having only one lane for Muni. Ms. Zack said the old design had more public outreach than the updated proposal and many stakeholders agreed that the new proposal would not meet the goals of the project. She asked what funds were lost that prompted the redesign of the project, what project alternatives were available, and what was planned for public engagement to ensure that the project met the public's expectation for the project moving forward.

Ms. Olea responded that no funds were lost to the project and the issue was with the previous funding gap. She said the new design for Phase 1 from 5<sup>th</sup> to 8<sup>th</sup> streets was within the budget and left about \$30 million available for the F-Loop or other future phases. She said that for the overall project, the expectation that San Francisco would be able to find additional funds to close the funding gap had diminished because of the COVID-19 pandemic. Ms. Olea shared that the project team tried to match the design to the available funding.

With respect to alternatives, Ms. Olea said that this was the best design to move forward. She continued by stating that it allowed the project team to meet the funding deadlines and provided the biggest benefits in the near term. She explained that for transit operations, the stop spacing would be in line with the rapid spacing, the project included larger center boarding islands, which would provide accessibility and more space for buses to stop. She added that a buffer would be installed between travel lanes, and that though the bike lane was not the sidewalk level bikeway that was originally envisioned, the number of vehicles in the curb lane would be reduced by about 75%. She said the design would improve safety, compared to existing conditions. Ms. Olea shared that sidewalk work was deferred and the intent was to replace it when the overhead contract system (OCS) poles were replaced. She explained that they were dependent on Muni's Transportation Recovery Plan and this design allowed for the assessment of the project and transit after the pandemic.





With regard to outreach, Ms. Olea said there was a two-week virtual open house and two live meetings planned for November 4 and November 9 with a presentation and question and answer session.

Ms. Zack asked what would happen following the outreach and if it would lead to project alternatives.

Ms. Olea responded that it would depend on the input. She provided an example of hearing from the San Francisco Bike Coalition (SFBC) and bicycle advocates that the shared curb lane alone was not enough and with that they added a painted buffer, mountable curb and speed tables. She said the design of Muni center lanes and shared curb lanes were a set design, but there were opportunities to add treatments that did not require moving the curb line.

Robert Gower said the redesign was a major loss for the project. He said he did not see an improvement for bicyclists having to share a lane with motorists. With respect to traffic flow and bicyclist safety, he asked for more information on the study that found that the 8-foot-wide sidewalk bikeway was insufficient compared to bicyclists sharing an 11-foot-wide lane with motorists. He shared Ms. Zack's concerns about the sidewalk and expressed concern about the business community and asked about their feedback to the proposal. He asked about the safeguards to ensure that other major elements of the projects were not eliminated, such as the F-Loop. He said the proposal was a large expense with minimal benefits.

Ms. Olea highlighted that the project description was not changed in the environmental documents and the improvements could still be implemented in the future. She said the F-Loop was a priority for the City, and it was scheduled to be the next phase of the project, adding that it was part of the federal BUILD grant agreement. She said they had to reprogram the BUILD grant because the F-Loop design was delayed at the time of obligation, but as a condition of award, they must start construction of the F-Loop by June 2025. She noted that they anticipated starting in 2024.

Britt Tanner, SFMTA project manager, said they looked at best practices from other cities and noted the Crow Design Manual for Bicycle Traffic from the Netherlands and Massachusetts Department of Transportation's (MassDOT's) separated Bike Lane Planning & Design Guide, which provided width recommendations based on bicycle volume. She said that both documents recommended a bike lane of more than 11 feet with bicycle volumes over 750. She said there were 820 bicyclists counted on the morning of January 7, 2020, prior to Car-free Market Street, and they determined that an 8 foot wide cycle track would be an insufficient width particularly with the 5 foot wide pinch points which would not allow for side by side biking or passing.

Mr. Gower asked what study was conducted that determined that the bicyclists should be on the road sharing a lane with motorists.

Ms. Tanner said they also counted vehicles the same day in early 2020 and found that the volumes were low for commercial, non-Muni transit, paratransit, and taxi vehicles, which were the only vehicles allowed on Market Street. She said 44 was the highest number of vehicles counted in an hour and that did not account for commercial vehicle restrictions in peak hours in the peak direction. Ms. Tanner said that based on



the numbers, bicyclists would heavily outnumber the other modes on the roadway and, combined with the speed tables and mountable curb, there would be a traffic calming affect which would improve safety, making Market Street a bicycle and transit priority street.

Mr. Gower asked if the conclusion was that the 11-foot shared lane would be safer than the 8-foot-wide sidewalk level cycle track.

Ms. Tanner said the 8-foot-wide sidewalk level cycle track would be safer but would not be appropriate since it would not accommodate the bicycle volumes on Market Street. Ms. Olea added that because the sidewalk level bikeway would not have accommodated the bicyclists, there would have been people biking in the curb lane.

Danielle Thoe shared her concern on disability access to the center lane transit boarding island and said an elongated island would make it difficult for someone with mobility issues to know where to wait for the bus and would also extend the path of travel to the sidewalk. She expressed concern about the narrative of the sidewalk level bikeway compared to the shared lane. She said it was her understanding that the curb lane would always be a shared lane for bicyclists, so this new design would reduce the overall space available for bicyclists. Ms. Thoe said that a safe and separated sidewalk level bikeway would help increase the number of bicyclists and that the redesign happened soon after the shelter in place prior to knowing the impacts on the budget. Ms. Thoe mentioned that the project team made a large change to the project before knowing the election results, including the priorities of the new administration and the funding that may be available through COVID-19 recovery. She hoped that the project could be paused until more information was known about future funding and outreach. She added that she was a project manager who worked on a rehab project on the 1000 block of Market Street and they received various responses from SFPW on whether they needed to factor in sidewalk replacement. She said she reached out to the project team four times in the last three months and it was a challenge to not know the project status. She mentioned that they still did not have the sidewalk improvement permits for the project, which could potentially delay the rehab project. She said it was critical to conduct business outreach and to respond to people trying to understand the construction process and timeline.

Peter Tannen asked a series of questions including if bicycle friendly grates would be installed, what the quality of the sewer and water facilities were, and why the increase of bicyclists on Market Street was not expected and anticipated in the original design.

Chair Larson said this may have been a missed opportunity to coordinate construction along Market Street and that if buildings were constructed with the old sidewalk design, the sidewalk would have to be reconstructed in the future.

Ms. Olea said they had funding problems prior to COVID-19. She said the project continued to grow over the last several years as each of the departments included infrastructure and state of good repair work in addition to the project enhancements, which resulted in a project cost over \$600 million. She said the agency directors advised the project team to reevaluate the project based on the budget projections due to COVID-19. She said an email was sent in April 2020 to the stakeholders, community advisory committee, the Board of Supervisors and the Mayor's Office to inform them of the need to reevaluate the project. Ms. Olea said it took about five



months to assess the infrastructure to determine what needed to be replaced and what still had useful life. She said the agency directors did not think they could wait any longer and wanted the construction phase to move forward, building on the success of the Quick Build project and Car-Free Market Street. She said the redesign was not the project they envisioned, but it maintained the forward momentum and did not preclude future improvements. Ms. Olea said that the transit boarding island improvements would provide the expected benefits to transit performance and service. She mentioned coordinating with the accessibility working group with the Mayor's Office on Disability and the disability access coordinators at SFPW and SFMTA, to assess repairing the joints to improve sidewalk access. With respect to the sewer and water improvements, the infrastructure was updated when the BART and Muni stations were constructed.

Chair Larson asked Ms. Olea to provide a written response to the remaining questions to provide time for public comment.

During public comment, Roland Lebrun sent documentation including videos and design standards for cycle superhighways from an example in London, which showed how they implemented a similar design and said he hoped the city hadn't started from scratch on developing the concept.

During public comment, Janice Li, SFBC Advocacy Director, said the Bicycle Coalition expressed a strong reservation based on the revised proposal and said that they submitted a letter along with the San Francisco Transit Riders and Walk SF expressing opposition.

During public comment, Edward Mason noted how the project had grown in size and cost over the years and recommended that the project team cautiously proceed and should also assess the projected activity downtown.

## **12. Update on Bay Area Seamless Transit Efforts - INFORMATION**

Chair Larson continued this item due to time constraints.

### **Other Items**

## **13. Introduction of New Business - INFORMATION**

Chair Larson suggested a curb management strategy update be agendaized for a future meeting.

Kevin Ortiz expressed interest in identifying a new revenue stream or streams for a free Muni program, and asked for a resolution to be drafted for the next CAC meeting to urge the Transportation Authority to include this as a priority in its work program.

## **14. Public Comment**

During public comment Roland Lebrun shared his concerns about meeting audio delays, and suggested adding a timer to the public comment slide so that callers can track how much time they have left.

## **15. Adjournment**

The meeting was adjourned at 8:52 p.m.

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San Francisco  
County Transportation  
Authority



# *DRAFT MINUTES*

## San Francisco County Transportation Authority

Tuesday, October 27, 2020

### **1. Roll Call**

Chair Peskin called the meeting to order at 10:01 a.m.

**Present at Roll Call:** Commissioners Haney, Fewer, Mar, Mandelman, Peskin, Preston, Ronen, Safai, Stefani, Walton, and Yee (11)

**Absent at Roll Call:** (0)

### **2. Chair's Report - INFORMATION**

Chair Peskin reported that this year marks the 30<sup>th</sup> Anniversary of the Transportation Authority's half-cent sales tax program. He thanked the San Francisco voters for their foresight in approving the half-cent sales tax for transportation three decades ago. He added that the Prop B program then, and the Prop K program now continue to be a vital source of investment to help reach the city's safety, climate, and equity goals. He also shared that since 1990, the Transportation Authority has directed more than \$1.3 billion in half-cent sales tax funding citywide, which not only funds needed access improvements in every neighborhood but translates into well-paying transportation and construction industry jobs. He added that it is fortunate to have half-cent sales tax funds to support essential travel, reshape and re-purpose the city's streets and boost the city's economic recovery during these uncertain times.

Chair Peskin highlighted The Embarcadero Roadway, Third Street Light Rail, the replacement of Doyle Drive with the Presidio Parkway, and the Salesforce Transit Center, as some of the major capital investments funded, in part, by the half-cent sales tax that are now open for use. He also referenced the Central Subway, Caltrain Electrification, Van Ness and Geary Improvement bus rapid transit projects, and the Transportation Authority's largest investment, the replacement of the Muni light rail and rubber tire fleets, as all underway. Chair Peskin congratulated the Board, predecessors, staff, partner agencies, and voters.

Chair Peskin recognized Chief Deputy Director, Maria Lombardo for her Silver Work Anniversary.

Lastly, Chair reported that a week prior, the BART Board reviewed and approved a 7 point cost cutting plan to close a \$33 million deficit in the fourth quarter of its budget. He added that the agency, like other transit systems in the Bay Area including Caltrain and Muni, face major financial shortfalls next year. Chair Peskin added the Transportation Authority will continue to join both BART and Speaker Pelosi in calling on Congress and the Administration to approve COVID relief funds, in order to support the front-line transit services and other critical infrastructure need in the community.

There was no public comment on the Chair's Report.



**3. Executive Director's Report - INFORMATION**

Tilly Chang, Executive Director, presented the item.

During public comment Roland Lebrun congratulated the Transportation Authority on its 30 year Anniversary and the new microsite. He said it would be helpful if the Transportation Authority could coordinate with the Transbay Joint Powers Authority to record and publish on its website the Downtown Extension (DTX) Executive Steering Committee meetings. He also requested to have the Executive Director's Report posted to the website by 8 a.m. on the day of Board meetings.

During public comment a Marina Boulevard resident complained about a bus route running on Marina Boulevard, which is built on sand and she asked what kind of security there is.

**Consent Agenda**

- 4. Approve the Minutes of the October 20, 2020 Meeting - ACTION**
- 5. [Final Approval] Appoint Robert Gower and David Klein to the Citizens Advisory Committee - ACTION**
- 6. [Final Approval] Adopt Traffic Congestion Mitigation Tax (TNC Tax) Program Guidelines and Program \$7,505,686 in TNC Tax Funds to Two Projects - ACTION**
- 7. [Final Approval] Allocate \$5,897,303 in Prop K Sales Tax Funds, \$378,372 in Prop AA Vehicle Registration Fee Funds, and \$2,505,686 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Five Requests - ACTION**
- 8. [Final Approval] Authorize the Executive Director to Execute the Utility Relocation Agreement, the Right of Way Certification, Amendments to the Memorandums of Agreement (MOAs) with Treasure Island Development Authority (TIDA) for Both Right of Way and Construction Phases, and All Other Related Project Agreements for the Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project - ACTION**

There was no public comment on the Consent Agenda.

Commissioner Yee moved to approve the Consent Agenda, seconded by Commissioner Mandelman.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Haney, Fewer, Mandelman, Mar, Peskin, Preston, Ronen. Safai, Stefani, Walton, and Yee (11)

Absent: (0)

**End of Consent Agenda**

- 9. [Final Approval on First Appearance] Oppose the Plan Bay Area (PBA) 2050 Final Blueprint Telecommute Mandate Strategy - ACTION**

Michelle Beaulieu, Principal Transportation Planner - Government Affairs, presented the item.



Commissioner Ronen thanked Ms. Beaulieu and Amy Beinart from her office for their work on this item. She noted that Mayor Breed, San Jose Mayor Sam Liccardo, the business, and the racial equity community are all aligned that this strategy as written does not advance the Bay Area's goals. She added that she looks forward to working on alternative strategies that will be able to advance the region's greenhouse gas reduction goals without the negative impacts of the current strategy.

During public comment, Christopher Peterson, resident of District 7, stated that he supports this resolution but noted that it is not enough. He expressed that this telecommuting mandate is MTC's cop out to achieve GHG reduction, largely because many local governments are unwilling to build enough housing where it needs to go. He noted that San Francisco itself has a mixed record, with a lot of housing being built in a handful of neighborhoods, while other parts of the city may be confused with Cupertino, which has been against construction of multi-family housing. He said he supports construction of housing in all neighborhoods served by transit, especially those that have not contributed their fair share in decades.

Roland Lebrun, San Jose resident expressed his support for the resolution and noted that the impact of this policy will extend beyond San Francisco and San Jose and into the entire state. He also mentioned that rental markets are collapsing and described examples from San Jose, where a room rental tenant left to relocate out of state and another house was a rental and is now being sold as a single family home, which leads to more gentrification.

Eileen Boken, Coalition of SF Neighborhoods urged the Board to table this discussion, noting the telework was not part of the original PBA 2050 blueprint but that it had emerged from public input. She expressed concern that there is a disconnect between the elected officials and the public, who have expressed support for telework. She added that on September 23<sup>rd</sup>, the MTC board voted in support of the resolution, including the telework mandate.

Commissioner Yee thanks Commissioner Ronen for bringing this issue to the Board's attention, noting the importance of this item and shared that he would be supporting Commissioner Ronen in opposing the telecommute mandate.

Commissioner Ronen thanked Chair Peskin for his support and for agendizing this item.

Chair Peskin noted that this is the first and final appearance of this item on the Board's agenda.

Commissioner Ronen moved to approve the item, seconded by Commissioner Mandelman.

The item was approved on its first appearance without objection by the following vote:

Ayes: Commissioners Haney, Fewer, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: (0)

#### **10. Major Capital Project Update - Better Market Street - INFORMATION**

Cristina Calderón Olea, Project Manager at SFPW, presented the item.



Commissioner Haney commented that the project's central goal is to optimize sustainable modes including transit, walking, rolling and cycling - making them pleasant and safe for all users. He added that when this project was approved initially, it was met with widespread celebration and joy by people who rely on those modes of transportation. Commissioner Haney stated that he thinks the revised design is being met with the opposite, and that the design is now insufficient and, in some areas, may have negative impact on sustainable travel modes. For example, Commissioner Haney observed that the project was going to feature a dedicated sidewalk level bike lane that would be between 5 and 8 feet, with clear safety benefits for biking by having a separated bike lane. Now, he said the project has no dedicated bike lane at all and bikes would share a travel lane with allowable vehicles.

Ms. Olea replied that one of the biggest changes in the new design is that people bicycling will have a lot more space and room. Ms. Olea shared that the new design would have 11 feet for cycling and a two-foot buffer between vehicle lanes and it will provide comfortable space for people to ride three or four people across. She added that different designs were considered but, the project team opted for the shared curb lane in order to keep the project moving forward. Ms. Olea stated that it was very important to not lose momentum on the project. She further explained that the revised design preserves the sidewalk for people walking. She said the project includes a lot of transit benefits such as featuring larger, more accessible center boarding islands. The stop spacing will be more in line with a rapid stop spacing, which will result in a reduction in travel time.

Jeffrey Tumlin, SFMTA's Director of Transportation, mentioned that a big part of their goal was to accommodate the phenomenal success with the quick-build project car-free Market Street back in January. He added that the previous design had a 5-8 foot bike way, noting that a 5-foot bikeway accommodates bikes single file while 8 feet accommodates bikes side by side. Director Tumlin stated that the bike volumes they saw back in January, were less than half of what could be accommodated on the planned bike way from the previous design. He added that one of the things they've learned in the last nine months, was that when they build facilities that are safe and welcoming to all types of people on mobility devices such as bikes, scooters, wheelchairs, etc. that people use them in droves. He also recounted that when the streets are designed for slow travel by motor vehicles, like Lake, Paige or Sanchez, motor vehicles respect that and we can have streets that accommodate a low-volume of motor vehicles - such as the occasional delivery truck or taxi cab, without making people on bike or on foot or in wheelchairs, feel unsafe. Director Tumlin said we believe we can get a win-win solution.

Commissioner Haney commented that bikers and drivers are sharing the same space and with that are some inherent dangers. He added that he believed they need to keep up the momentum toward what should and must be a transformative project for the city. Commissioner Haney then shared his concerns surrounding the pedestrian improvements and commented that to his understanding there are no longer curb changes that are being made except where boarding islands will be installed. He added that he also shares concern around the accessibility of the brick sidewalk, particularly for people who have disabilities.





Ms. Olea replied that all traffic signals will be upgraded between Fifth and Eighth streets and they will all have countdown and pedestrian signals. She mentioned that they will be replacing all of the curb ramps at all of the street crossings, while updating the curb ramps on Market Street to ensure they meet the latest standards, and they will also be widening the sidewalk where painted safety zones are currently located.

Britt Tanner, SFMTA, commented that when it is time to upgrade the Path of Gold in 10 to 15 years, the city will hopefully be experiencing a different economy and a different funding situation, and the city will be able to learn from what they've done in this phase. Ms. Tanner added that it is a phased journey as they work on Fifth through Eighth streets. She added that this is the most appropriate design for this moment as it allows them to keep 85% of the curb line in place, but it's not committing to never coming back again and making a different design later. She added that later when they come back to redo paving, they can take another look and see what the best design is. Ms. Tanner concluded by saying there were more than 800 bikes an hour after car-free Market and the recommended width for that volume is 11 feet.

Commissioner Haney stated that they went from a project where people who ride bikes, transit, and for those who walk were initially excited about, to a place where all three of those stakeholder groups now have serious concerns. He reported that San Francisco Transit Riders said they think transit will be negatively impacted by moving all transit to one lane in each direction. He said they are concerned this may slow transit and may not expand transit capacity on Market Street. Commissioner Haney asked staff for clarification on this point.

Ms. Tanner replied that they have done modeling of the way the transit lane operates, and they have enough capacity between Fifth and Eighth streets to provide all of the service that was provided prior to COVID. She added that they have capacity for increased service up to 20% and can still show travel time savings. Ms. Tanner emphasized that the transit stops will be lengthened and widened, so they will be twice as big as at present. That will also allow two buses to stop at the same time and have people get on and off which Muni cannot do now. Ms. Tanner said with all of these improvements combined, plus the addition of a stop at Sixth Street, which will provide access to the Tenderloin, will provide a great improvement for transit service.

Commissioner Haney replied that the project should have clear and demonstratable safety and accessibility benefits for people who bike, walk and ride transit.

Commissioner Yee requested a timeline for outreach.

Chair Peskin emphasized that pedestrian safety is one of the top goals for Better Market Street.

Commissioner Preston asked about Muni's shift to a single lane, and the use of the curb lane. He asked if there was any sense of how that breaks down and what percentage of motor vehicle traffic is Muni vs. commercial vehicles vs. taxis.

Ms. Tanner replied that there would be 30-45 vehicles per hour in the shared curb lane which is less than one vehicle every one to two minutes. She added that it would break down to be roughly 20 commercial vehicles, 15 taxis, and 20 Muni vehicles an hour in the curb lane.



Commissioner Preston asked what would happen if there is more than a 20% increase in transit, and what lines would be affected.

Ms. Tanner replied that they have models that show it would work up to 60 vehicles per hour in the center lane, but they do not anticipate that volume. She shared that the Muni lines would be: 5, 6, 7, 9, 9r, 21 and F.

Commissioner Preston asked if there was any consideration for alternatives that would either have a third lane available for Muni vehicles needing to pass one another, or having two lanes available for Muni going each way.

Ms. Tanner replied that having two lanes in each direction for Muni would mean Muni buses are sharing the lanes with bikes, which is something that transit, bike advocates, and SFMTA would agree that is not a preferred design. She added that having a third lane available in the curb line or moving the Muni track is not feasible with the current construction timeline and available funding.

Commissioner Haney mentioned that the original design that was approved had been worked on with key stakeholders for years and it has since changed design in a short amount of time with no consensus. He added that there are a lot of concerns about the pace of the plan for outreach and partnership, and asked for project staff to elaborate on the outreach and engagement of stakeholders around these changes, including what outreach has been done so far.

Ms. Olea replied that in September the project team unveiled the new design proposal. She added that at that point they notified the Board of Supervisors, the Mayor's office, and key stakeholders. She said they met with the San Francisco Bike Coalition (SFBC), Walk San Francisco, and San Francisco Transit Riders as soon as they made the announcement. The project team also met with the project's Community Advisory Committee (CAC). Ms. Olea said the CAC met on September 28 and were introduced to the new proposal, and that this was followed by a series of three one-and-a-half hour sessions with the CAC to walk through all of the design changes and to discuss the schedule and the funding. Ms. Olea said that key stakeholders are part of CAC, as are representatives from the Mid-Market Community Business District, the Hotel Council, and people who live and work along the corridor. She continued by noting that there will be a virtual project open house from November 2-13, with materials available on the project website. She said there will also be two live virtual meetings: Wednesday, November 4 from noon to 1 p.m. and Monday, November 9, from 4:30-6 p.m.

Ms. Olea said there are also some parking and traffic changes to reflect the quick-build implementation and some cleanup actions. She said these are scheduled to go to the SFMTA Board on December 15, providing another opportunity for public comment.

Commissioner Haney asked if disability advocates have been involved or briefed and what was their level of support or concern.

Ms. Olea replied yes, they have been included with a representative on the CAC and the project team has coordinated with the Mayor's Office on Disability. Ms. Olea emphasized the comprehensive vision for Market Street. She said the team is continuing to move forward the hub area design, explaining that in the environmental documents it was the hub variant for the design of the western part of the project. Ms. Olea said the design west of Eighth Street hasn't changed. It is one lane in each



direction, Muni only. Commercial vehicles and taxis would be detoured westbound at Hayes Street. In the eastbound direction, the last place to turn off would be 12th Street, but most are expected to detour at Gough. Ms. Olea explained that east of Fifth Street, the project team is working closely with the SFMTA to stay closely connected with the city's transportation recovery plan. She concluded by reiterating that the goal is to have one cohesive design that works throughout the corridor.

Commissioner Fewer asked about outreach to the taxi drivers considering that this would be a change for them, as well.

Ms. Olea replied a member of one of the taxi groups attend an information session and that SFMTA taxi commission staff were also consulted.

Ms. Tanner replied taxis have been supportive of the project because they still have access to Market Street unlike most other vehicles. Taxis would need to share the curb lane with people biking, commercial vehicles, and transit.

Commissioner Fewer urged staff to conduct more robust outreach to the taxi industry.

During public comment, Michele Solomon opined that responding to high demand by removing the dedicated bike lanes is the definition of regressing. She said the new design is unacceptable and a complete reversal of the original objective of this campaign and that she would not bike if she must share a lane on Market Street with commercial vehicles. She urged the city to instead add more dedicated lanes on more streets, which she said is the definition of a progressive response to the wonderful high demand.

During public comment Cole Rose said she had participated in the Better Market Street project for at least five years and is strongly opposed to the new design. They said they thought that most trips downtown have been on transit and any plan that does not accommodate Muni does not support a recovery and downtown businesses. As a bike rider, she said this plan doesn't protect me from taxi drivers and commercial vehicles and therefore does not protect me. She spoke in favor of commercial vehicles and taxis from Market Street. Lastly, she said that the sidewalks are an accessibility nightmare and the people using mobility assistive devices deserve better.

A resident said they were extremely disappointed with the proposal for a shared curb lane for cyclists, saying safety is a concern.

Janice Li, SFBC, said she was the project CAC vice chair. She said the purpose of outreach is not just to check off the box and then do the project as proposed, but to be responsive to concerns, accommodate, amend and do better. After four meetings with the CAC in the last month, Ms. Li reported that none of the organizations are ready to support this proposal, including SFBC, WalkSF, San Francisco Transit Riders, and the Market Street Railway. She said many CAC members, including herself, recommended pushing back the public outreach. Ms. Li said the changes proposed to the phase one design represent a radical departure from a hard-fought consensus. She stated that she understands the project budget must be reduced and is not asking for a return to the original proposal, but instead is asking for a right-sized design to deliver benefits that the public is on board with and said the current proposal isn't there yet.

Brian Haagsman, Vision Zero Organizer, Walk SF mentioned in January, that they were proud to be here with City officials to celebrate the opening of car-free Market Street as



step toward better serving the half of a million of people who walk and the tens of thousands of people who bike and take transit. He said this was the beginning of a major vision zero project that the city and the public had worked collaboratively on over ten years. Now nine months later when the city is facing very real financial challenges, he noted we are talking about a pretty radical change to the project, but without the outreach and engagement to support that. He noted that only one version of the new plan on only three blocks on a rushed timeline has been shared. He stated that we need to be asking ourselves if this new proposal meets the expectations and the goal that led to the project that was approved. He said that safety was a primary goal along the corridor because Market Street has half of the city's top 10 most dangerous intersections. He concluded by saying Walk SF doesn't want another 10 years of outreach and planning, but does want to know if the current project proposal reaches the goals set out for the project.

Eric Kaplan said that the plan doesn't make any sense and that it is a major regression from the consensus plan that was approved last year. He said it isn't clear what is better or different compared to current conditions and questioned the high cost for unclear benefits. He said that every time he bikes on Market Street, there are cars that aren't supposed to be there. He asked if there are going to be any changes to Market Street to actually make it car-free.

Cat Carter, Operations & Communications, San Francisco Transit Riders acknowledged the realities that are forcing difficult decisions because of budget and time length, but said she is not convinced that shifting all transit to one lane is going to improve transit service. She said they would like to understand the modelling more clearly to understand if it's even physically possible to move 60 buses an hour down one lane, especially given the traffic signal issues that have always plagued Muni service. She said with the subway upgrades, they will probably need to be more service on the street. She concluded by saying they look forward to continuing to work with the Board and city staff to evolve a Better Market Street that will put transit riders first.

Robin Kutner said she relies on transit and bicycling for transportation and that while they understand the difficult challenges the city faces, expressed extreme opposition to the revised design. She said the crux of the Better Market Street plan was separation between bikes and vehicles and noted that even with the existing vehicle restrictions, she has been threatened by commercial and taxi drivers while biking down Market Street. Ms. Kutner said she needs physical protection as buffers do not work; questioned the project that is still this expensive, and so watered down; and urged the city to look long-term and separate bikes and vehicles.

A resident asked why years were spent on this and now most of that work has been discarded. They said the city should be focusing on design and quick-build projects that go from idea to implementation within a year. They also stated that having people on bicycles, mixing in a lane with a car on a major street is something that has proven to be unsafe and unable to attract a significant percentage of people to biking. They noted that while the taxi drivers are much more skilled than the average driver, they tend to use that skill for arriving at their destination faster, but not with the safety of others they're sharing the street with in mind. Finally, they said it is unconscionable to spend \$100 million at what at this point is essentially a beautification project that



doesn't deliver significant safety benefits when people are being hurt on the street every day.

Jason Henderson, co-chair of the Market and Octavia CAC and Chair of the Hayes Valley Neighborhood Association Transportation Planning Committee stated that he just learned of these proposed changes. He said he wanted to direct attention to the western variant which was briefly mentioned and urged everyone to pay attention to north-south bicycle traffic and opportunities that exist right now to really discourage private vehicles, TNCs, and delivery vehicles from swarming the Market and Van Ness area by having a connector from Valencia over Market Street to Franklin for cycling. He also encouraged consideration of e-bike delivery and cargo bike delivery and possibly restricting delivery on Market Street to only pedal power delivery. Mr. Henderson commented that the mixing of buses and delivery vehicles and taxis is not going to work. He said the city needs to be thinking about a 20% mode split of bicycling that would support the city's climate and equity goals. He said that goal could not be reached if children and less skilled cyclists are mixing in with these heavy vehicles.

Further public comment was continued to the next meeting due to technical difficulties.

**11. Walk San Francisco's Congestion Pricing Outreach - INFORMATION**

Due to technology issues, the Chair continued this item.

**Other Items**

**12. Introduction of New Items - INFORMATION**

Due to technology issues, the Chair continued this item.

**13. Public Comment**

Due to technology issues, the Chair continued this item.

**14. Adjournment**

The meeting was adjourned at 12:19 p.m.

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San Francisco  
County Transportation  
Authority



RESOLUTION APPOINTING ONE MEMBER TO THE CITIZENS ADVISORY  
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Citizens Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There is one open seat on the CAC resulting from a member's term expiration; and

WHEREAS, At its November 10, 2020 meeting, the Board will review and consider all applicants' qualifications and experience and recommend appointing one member to serve on the CAC for a period of two years, with final approval to be considered at the November 17, 2020 Board meeting; now therefore, be it

RESOLVED, That the Board hereby appoints one member to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



## Memorandum

### AGENDA ITEM 4

**DATE:** November 3, 2020  
**TO:** Transportation Authority Board  
**FROM:** Maria Lombardo – Chief Deputy Director  
**SUBJECT:** 11/10/20 Board Meeting: Appoint One Member to the Citizens Advisory Committee

<b>RECOMMENDATION</b> <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action	<input type="checkbox"/> Fund Allocation
Neither staff nor CAC members make recommendations regarding CAC appointments.	<input type="checkbox"/> Fund Programming
<b>SUMMARY</b>	<input type="checkbox"/> Policy/Legislation
There is one open seat on the CAC requiring Board action.	<input type="checkbox"/> Plan/Study
The vacancy is a result of the term expiration of Jerry Levine (District 2 representative) who is seeking reappointment.	<input type="checkbox"/> Capital Project Oversight/Delivery
There are currently 33 applicants to consider for the open seat (Attachment 2).	<input type="checkbox"/> Budget/Finance
	<input type="checkbox"/> Contract/Agreement
	<input checked="" type="checkbox"/> Other: CAC Appointment

### BACKGROUND

The Transportation Authority has an eleven-member CAC and members serve two-year terms. Per the Transportation Authority's Administrative Code, the Board appoints individuals to fill open CAC seats. Neither staff nor the CAC make recommendations on CAC appointments, but we maintain a database of applications for CAC membership. Attachment 1 is a tabular summary of the current CAC composition, showing ethnicity, gender, neighborhood of residence, and affiliation. Attachment 2 provides similar information on current applicants, sorted by last name.

### DISCUSSION

The selection of each member is approved at-large by the Board; however traditionally the Board has had a practice of ensuring that there is one resident of each supervisorial district on the CAC. Per Section 5.2(a) of the Administrative Code, the CAC:





“...shall include representatives from various segments of the community, such as public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods; and reflect broad transportation interests.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority’s website, Commissioners’ offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority’s website at [www.sfcta.org/cac](http://www.sfcta.org/cac).

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate’s name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

## **FINANCIAL IMPACT**

The requested action would not have an impact on the adopted Fiscal Year 2020/21 budget.

## **CAC POSITION**

None. The CAC does not make recommendations on the appointment of CAC members.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Matrix of CAC Members
- Attachment 2 – Matrix of CAC Applicants
- Attachment 3 – CAC Applications – District 2 (1)

CITIZENS ADVISORY COMMITTEE MEMBERS <sup>1</sup>

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Jerry Levine	M	C	2	Cow Hollow	Business, Disabled, Neighborhood, Public Policy	Nov 18	Nov 20
Sophia Tupuola	F	NH	10	Bayview Hunters Point	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Mar 19	Mar 21
Danielle Thoe	F	C	6	Tenderloin	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Oct 19	Oct 21
Kevin Ortiz	M	H/L	9	Mission	Neighborhood, Public Policy	Dec 19	Dec 21
Stephanie Liu	F	A	5	Western Addition	Environment, Neighborhood, Public Policy	Dec 19	Dec 21
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 22
John Larson, Chair	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 22
Rachel Zack	F	C	3	Union Square/Nob Hill	Environmental, Labor, Neighborhood, Public Policy	June 18	June 22
Nancy Buffum	F	C	4	Sunset	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Sept 20	Sept 22
Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Oct 20	Oct 22
David Klein, Vice-Chair	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens	Oct 20	Oct 22

\*Applicant has not appeared before the Board

CITIZENS ADVISORY COMMITTEE APPLICANTS <sup>1</sup>

	Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1	Nancy Arms Simon*	NP	NP	10	Bayview	Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
2	Philip Bailey*	M	C	5	Cole Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
3	Sam Fielding*	M	NP	11	Merced Heights	Business, Environment, Neighborhood, Public Policy, Senior Citizen
4	Harold Flowers*	NP	NP	9	Sunset District	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
5	Jane Ginsburg*	F	C	5	Lower Haight/Duboce Park	Environment, Neighborhood, Public Policy, Senior Citizen
6	Jack Harman*	NP	NP	6	Rincon Hill	Environment, Neighborhood, Public Policy
7	Calvin Ho*	M	A	4	Outer Sunset/Parkside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
8	Amanda Jimenez*	F	H/L	4	Outer Sunset	Disabled, Environment, Neighborhood, Public Policy
9	Robin Kutner*	F	NP	8	Buena Vista	Environment, Neighborhood
11	Matthew Laroche*	M	C	4	Outer Sunset	NP
12	Jerry Levine	M	C	2	Cow Hollow	Business, Disabled, Neighborhood, Public Policy
13	John Lisovsky*	M	C	5	Panhandle	Environment, Labor, Neighborhood, Public Policy
14	Trey Matkin*	M	C	5	Hayes Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
15	Kary McElroy*	F	C	5	Alamo Square	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
16	Marlo McGriff*	M	AA	8	Mission/Dolores	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
17	Meaghan Mitchell*	F	AA	10	Bayview	Business, Labor, Neighborhood, Public Policy
18	Antoinette Mobley*	NP	AA	10	Bayview	Business, Environment, Neighborhood

\*Applicant has not appeared before the Board

**Attachment 2 (Updated 11.03.20)**

	<b>Name</b>	<b>Gender</b>	<b>Ethnicity</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation/Interest</b>
<b>19</b>	Tyler Morris*	M	C	9	Bernal Heights	Business, Disabled, Environment, Neighborhood, Public Policy
<b>20</b>	Wayne Norton*	M	AA	10	Bayview/Hunter's Point	Business, Environment, Neighborhood, Public Policy
<b>21</b>	Edward Parillon*	M	AA	8	Mission	Business, Environment, Labor, Neighborhood, Public Policy
<b>22</b>	Ian Poirier*	M	NP	10	Dogpatch	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
<b>23</b>	John Powell*	M	H/L	1	Outer Richmond	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
<b>24</b>	Sarah Rogers*	F	C	9	Bernal Heights	Environment, Neighborhood, Public Policy
<b>25</b>	Ramy Shweiky*	M	NP	10	Bayview	Business, Environment, Labor, Neighborhood, Public Policy
<b>26</b>	Adrienne Steichen*	F	C	5	Lower Haight	Environment, Neighborhood, Public Policy
<b>27</b>	Emily Sun*	F	NP	5	Hayes Valley	Environment, Neighborhood, Public Policy
<b>28</b>	Eric Tucker*	M	C	10	Visitation Valley	Business, Environment, Neighborhood, Public Policy
<b>29</b>	Peter Wilson*	M	C	5	Alamo Square	Environment, Labor, Neighborhood
<b>30</b>	Brian Wong*	NP	NP	5	Divisadero/NOPA	Business, Environment, Neighborhood, Public Policy
<b>31</b>	Stephen Woods*	M	C	4	Sunset	Environment, Labor, Neighborhood, Public Policy
<b>32</b>	David Young*	NP	NP	6	SOMA	Business, Environment, Neighborhood, Public Policy
<b>33</b>	Bozhao Yu	M	A	1	Lone Mountain	Business, Environment, Neighborhood, Public Policy

\*Applicant has not appeared before the Board

A – Asian | AA – African American | AI – American Indian or Alaska Native | C – Caucasian | H/L – Hispanic or Latino | NH – Native Hawaiian or Other Pacific Islander | NP – Not Provided (Voluntary Information)



## San Francisco County Transportation Authority Application for Membership on the Citizens Advisory Committee

<b>Jerry</b>	<b>Levine</b>	<b>Male</b>	<b>Caucasian</b>
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
<b>2</b>	<b>Cow Hollow</b>	<b>REDACTED</b>	<b>REDACTED</b>
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
<b>REDACTED</b>	<b>REDACTED</b>	<b>REDACTED</b>	<b>REDACTED</b>
STREET ADDRESS OF HOME	CITY	STATE	ZIP
	<b>N/A</b>	<b>REDACTED</b>	<b>REDACTED</b>
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

### Statement of qualifications:

I worked in various capacities over 3 decades with the City/County of San Francisco on Federal/Regional/Local transportation issues. Prior to my initial appointment to the SFCTA-CAC, I served for 4 years as a member of the MTC Policy Advisory Council. Although I am retired, I continue to be strongly interested in Transportation Policy. I appreciate Supervisor Stefani's trust in me and her willingness to reappoint me for another term. I believe my background, experience and expertise will continue to lend a voice toward solid transportation policy and planning for San Francisco and the San Francisco Bay Area..

### Statement of objectives:

At this time, in the age of Covid, it is critical that Public Transit becomes as efficient and attractive as possible if ridership is ever going to improve. This is a golden opportunity for maximum coordination among the 27 Bay Area Transit Agencies to set policy direction and goals and help create a far more user-friendly and seamless Bay Area transit network. To the extent possible, I would like to be involved in the process. Transit rider and personnel safety and security are central to this process. I am also particularly interested in the linkage between affordable housing, disability access, business development, traditional and alternative transportation modes and their impact on the City's infrastructure. Much has changed in the last year —mobility, affordability and access to public transit must adapt accordingly.

### Please select all categories of affiliation or interest that apply to you:

<input checked="" type="checkbox"/>	Business
<input checked="" type="checkbox"/>	Disabled
<input type="checkbox"/>	Environment
<input type="checkbox"/>	Labor
<input checked="" type="checkbox"/>	Neighborhood
<input checked="" type="checkbox"/>	Public Policy
<input type="checkbox"/>	Senior Citizen

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Attachment 3

Levine Jerry

11/02/2020

NAME OF APPLICANT

DATE



RESOLUTION ALLOCATING \$745,651 IN PROP K SALES TAX FUNDS, WITH CONDITIONS,  
FOR THREE REQUESTS

WHEREAS, The Transportation Authority received three requests for a total of \$745,651 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Traffic Calming, TDM/ Parking Management and Transportation/ Land Use Coordination categories of the Prop K Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, Two of the three requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Citywide Daylighting requires a Traffic Calming 5YPP amendment as summarized in Attachment 3 and detailed in the attached allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$745,651 in Prop K funds, with conditions, for three requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2020/21 budget to cover the proposed actions; and

WHEREAS, At its October 28, 2020 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; and



RESOLVED, That the Transportation Authority hereby amends the Prop K Traffic Calming 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$745,651 in Prop K funds, with conditions, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, Strategic Plan and relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.





Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K and Prop AA Allocation Summaries - FY 2020/21
5. Prop K Allocation Request Forms (3)

**Attachment 1: Summary of Requests Received**

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	38	SFMTA	Citywide Daylighting	\$ 500,000	\$ 500,000	51%	0%	Design, Construction	TBD
Prop K	43	SFMTA	Curbside Pickup Zones Pilot Evaluation	\$ 200,000	\$ 332,854	54%	40%	Planning	Citywide
Prop K	44	SFMTA	Visitation Valley and Portola Community Based Transportation Plan	\$ 45,651	\$ 398,001	40%	89%	Planning	9, 10
<b>TOTAL</b>				<b>\$ 745,651</b>	<b>\$ 1,230,855</b>	<b>48%</b>	<b>39%</b>		

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

<sup>2</sup> Acronyms: 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 or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFMTA	Citywide Daylighting	\$ 500,000	Funds requested to improve visibility at intersections by painting red zones at street corners to prevent visual barriers within at least ten feet of an intersection. Daylighting improves sight-lines and makes all modes of traffic easier to see at intersections. This project advances the intent of Board of Supervisors Resolution 0248-19 – Urging Creation of a Systematic Daylighting Plan by implementing daylighting improvements at approximately 500 locations citywide and creating an inventory of remaining intersections in need of daylighting to prioritize for future funding. The SFMTA will select locations on the High Injury Network and based on crash history and proximity to vulnerable populations such as senior centers or schools. SFMTA expects to complete work at all locations by March 2022.
43	SFMTA	Curbside Pickup Zones Pilot Evaluation	\$ 200,000	As a response to the COVID-19 pandemic, the SFMTA has implemented the Shared Spaces program, which provides a streamlined way for businesses to request the use of curb space for curbside pickup, outdoor dining or other business activity. SFMTA is requesting funds to evaluate the effectiveness of the curbside pickup zones and to develop policy recommendations and guidelines for siting these zones, including recommendations for improvements to specific zones around the City. This project will help the SFMTA to better understand how to structure this program to promote the safety of all roadway users while reducing delays to Muni and supporting local businesses. The final plan is expected to be complete in July 2021.
44	SFMTA	Visitation Valley and Portola Community Based Transportation Plan	\$ 45,651	The SFMTA will collaborate with residents and community groups to identify transportation priorities for the Visitation Valley and Portola neighborhoods. The project will be driven by three phases of outreach and produce recommendations for streetscape, improvements to support transit access and reliability, and a funding/implementation plan. Prop K funds will leverage \$352,350 in funding from a Caltrans Planning Grant. SFMTA expects to complete the final plan by March 2023.
<b>TOTAL</b>			<b>\$745,651</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
38	SFMTA	Citywide Daylighting	\$ 500,000	<b>Prop K 5-Year Prioritization Program (5YPP) Amendment:</b> The recommended allocation is contingent upon amendment of the Traffic Calming 5YPP to add the subject project with Prop K funds reprogrammed from the Advancing Equity through Safer Streets FY19/20 placeholder (\$153,580), Safer Taylor Street design phase (\$198,877) (design is complete); and Vision Zero Quick-Build Program Implementation FY20/21 placeholder (\$147,543). See allocation request form for details.
43	SFMTA	Curbside Pickup Zones Pilot Evaluation	\$ 200,000	
44	SFMTA	Visitation Valley and Portola Community Based Transportation Plan	\$ 45,651	
<b>TOTAL</b>			<b>\$ 745,651</b>	

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

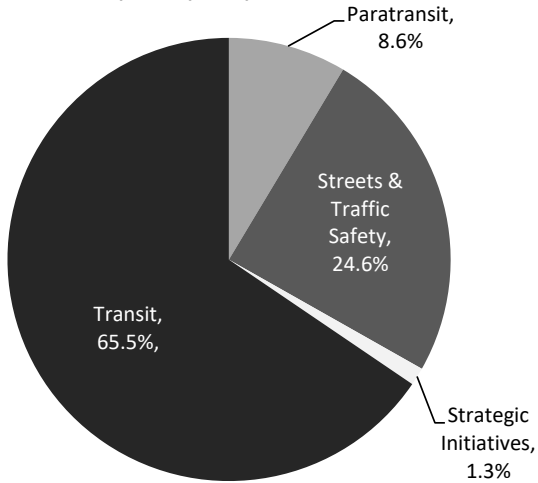
**Attachment 4.**  
**Prop K Allocation Summary - FY2020/21**

**PROP K SALES TAX**

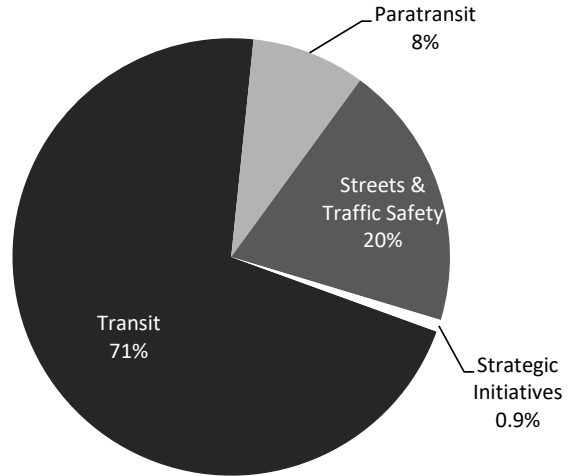
<b>FY2020/21</b>	<b>Total</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ 31,757,254	\$ 14,196,047	\$ 11,638,071	\$ 4,745,724	\$ 1,177,412	\$ -	\$ -
Current Request(s)	\$ 745,651	\$ 275,217	\$ 405,217	\$ 65,217	\$ -	\$ -	\$ -
New Total Allocations	\$ 32,502,905	\$ 14,471,264	\$ 12,043,288	\$ 4,810,941	\$ 1,177,412	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2020/21 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,  
per Prop K Expenditure Plan**



**Prop K Investments To Date**



Attachment 5  
**San Francisco County Transportation Authority**  
**Prop K/Prop AA Allocation Request Form**

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Citywide Daylighting
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Traffic Calming
<b>Current Prop K Request:</b>	\$500,000
<b>Supervisory District(s):</b>	To Be Determined

### REQUEST

#### Brief Project Description

In May 2019, the Board of Supervisors adopted a resolution urging the SFMTA to create a Daylighting plan and to systemically implement parking restrictions on the High Injury Network. Daylighting paints red zones at corners to remove visual barriers within a minimum of ten feet of an intersection. It improves sight-lines and makes everyone easier to see at intersections. This project advances this work to implement daylighting at approximately 500 locations citywide and also includes an inventory of remaining intersections to prioritize for future funding.

#### Detailed Scope, Project Benefits and Community Outreach

In 2014, San Francisco adopted Vision Zero, a commitment to eliminate all traffic deaths and reduce severe injuries, and to improve the safety and livability of the city's streets. Every year in San Francisco, about 30 people lose their lives and over 500 more are seriously injured while traveling on city streets. The city's High Injury Network (HIN) is comprised of the 13% of city streets that account for 75% of severe and fatal collisions.

In May 2019, the Board of Supervisors adopted a resolution urging the SFMTA to create a Daylighting plan and to systemically implement parking restrictions at intersections along the HIN to improve traffic safety. By removing parking approaching intersections, the visibility among people who walk, bike, and drive is improved. As part of this resolution, the Board of Supervisors requested that 1200 intersections receive daylighting within one year.

This project advances this directive to complete citywide daylighting on the HIN. Daylighting will be completed on a corridor basis across the districts. The Vision Zero Action Strategy establishes that all HIN intersections should have daylighting implemented by 2024. This funding request will complete approximately 500 locations on the HIN with subsequent funding requests to follow. Locations will be selected according to certain criteria: on the HIN, crash history, and located near vulnerable populations such as senior centers or schools. For some neighborhoods, significant daylighting work has already been completed (for instance, neighborhood-wide work in the Tenderloin was completed) and for other neighborhoods significant daylighting work has been or will be completed through existing projects (such as in SoMa). An inventory will also be completed as part of this work to track and monitor completion of daylighting across the HIN. Staff will notify District Supervisors of selected locations for implementing daylighting in their districts.

The scope includes:

#### Task 1. Complete a daylighting inventory

For approximately 40 intersections at a time, staff will conduct field work to gather key information necessary for daylighting design. This inventory will be completed on a corridor basis neighborhood-by-neighborhood. Using this batched approach will ensure that the Paint and Meter shops can implement the work orders on a monthly basis. A spreadsheet will be developed which identifies existing conditions (such as the width of each crosswalk and its design, any information about features within 50 feet of intersections such as hydrants or colored curbs, etc.). Some street characteristics can be gathered remotely from meter drawings while others will need to be collected in the field.

## Attachment 5

### Task 2. Develop design proposals and conduct outreach

For approximately 40 intersections at a time, staff will design proposals for red curb along each approach of the intersection and will indicate the locations of new daylighting red zones on the worksheets and or metered drawings. Meter drawings will be updated as needed. Staff will also design a door hanger notifying businesses along corridors of the upcoming public hearing process for any daylighting proposals. Business outreach will be focused only on locations that are not on the HIN (using door hangers). For any daylighting that affects existing color curb zones, we will work with the fronting businesses to identify new locations.

### Task 3. Public Hearing process

Staff will draft legislative language for the proposed red curbs and any subsequent colored curb or parking changes for the Public Hearing process. Staff will produce and post public notifications at least 10 calendar days prior to the public hearing (to be posted on utility poles - at least two poles in each location). Any daylighting locations less than 20 feet do not require a public hearing process.

### Task 4. Implement Daylighting

For batches of approximately 40 intersections at a time, the Paint and Meter shops will implement the proposed daylighting red curb locations as approved.

### Task 5. Inventory Update

Given that not all intersections will be daylit as part of this request, staff will also work to develop and update an inventory of a citywide daylighting status, including a focus on the HIN. This database will include all HIN intersections and an identification of whether or not daylighting is already implemented. This inventory will assist with tracking and prioritizing daylighting for future iterations of this work.

### Project Location

Citywide

### Project Phase(s)

Design Engineering (PS&E), Construction (CON)

### Justification for Multi-phase Request

Multi-phase allocation is recommended given short duration of design phase and overlapping design and construction phases as work is conducted on multiple corridors. Design work will include the development of red curb locations based on existing conditions; construction work will be conducted subsequently to implement the red curb. This work will be conducted in batches (approximately 40 locations at a time) so that SFMTA staff and shops can continue to implement the work on a monthly basis.

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	New Project
<b>Justification for Necessary Amendment</b>	
The SFMTA is requesting an amendment to the Traffic Calming 5YPP to add this project with Prop K funds reprogrammed from the Advancing Equity through Safer Streets FY19/20 placeholder (\$153,580), Safer Taylor Street design phase (\$198,877) (design is complete); and Vision Zero Quick-Build Program Implementation FY20/21 placeholder (\$147,543).	

Attachment 5  
**San Francisco County Transportation Authority**  
**Prop K/Prop AA Allocation Request Form**

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Citywide Daylighting
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
----------------------------	----------------------

### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2020	Jan-Feb-Mar	2022
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2021		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2022
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2022

### SCHEDULE DETAILS

This work will be coordinated with major projects to ensure that daylighting is incorporated in any existing corridor projects when possible. This work also reflects the existing commitment from the Board of Supervisors that adopted a resolution in 2019 urging the city to advance systematic, systemwide daylighting on the HIN. When appropriate, staff will develop targeted flyers to share with businesses to ensure clear communication around the intent of this work.



Attachment 5  
**San Francisco County Transportation Authority**  
**Prop K/Prop AA Allocation Request Form**

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Citywide Daylighting
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

**FUNDING PLAN - FOR CURRENT REQUEST**

<b>Fund Source</b>	<b>Planned</b>	<b>Programmed</b>	<b>Allocated</b>	<b>Project Total</b>
PROP K: Traffic Calming	\$500,000	\$0	\$0	\$500,000
<b>Phases in Current Request Total:</b>	\$500,000	\$0	\$0	\$500,000

**COST SUMMARY**

<b>Phase</b>	<b>Total Cost</b>	<b>Prop K - Current Request</b>	<b>Source of Cost Estimate</b>
Planning/Conceptual Engineering (PLAN)	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$200,000	\$200,000	Based on similar work
Construction (CON)	\$300,000	\$300,000	Based on similar work
Operations (OP)	\$0	\$0	
<b>Total:</b>	\$500,000	\$500,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	09/11/2020
<b>Expected Useful Life:</b>	20 Years

## Attachment 5

### Prop K Citywide Daylighting

#### SFMTA Labor Budget

DESIGN PHASE TASK	Total
1. Complete daylighting inventory worksheets, including field work	\$ 27,956
2.1 Develop daylighting proposals	\$ 34,459
2.2 Outreach for proposals	\$ 22,604
2.3 Design review for proposals	\$ 8,496
2.4 Developing work orders	\$ 5,783
2.5 Updating meter drawings	\$ 46,611
3. Draft legislative language	\$ 13,201
4.1 Production and posting of Public Hearing notifications	\$ 7,320
4.2 Removal of Public Hearing notifications	\$ 6,422
5. Inventory	\$ 17,850
6. Admin	\$ 8,153
<b>Subtotal Design</b>	<b>\$198,856</b>

### CONSTRUCTION PHASE

#### Shops Implementation

Cost per linear foot	Avg feet	Total
\$13.69	10	\$ 137

Per intersection (x4 curbs)	\$ 548
Approx. 500 intersections	\$ 273,800
Contingency (9.99%)	\$ 27,344
<b>Subtotal Construction</b>	<b>\$301,144</b>

**Total Cost** **\$500,000**

Attachment 5  
**San Francisco County Transportation Authority**  
**Prop K/Prop AA Allocation Request Form**

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Citywide Daylighting
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

**SFCTA RECOMMENDATION**

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$500,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$500,000	Total Prop AA Recommended:	\$0

## Attachment 5

SGA Project Number:		Name:	Citywide Daylighting - design			
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2022			
Phase:	Design Engineering	Fundshare:	100.0			
<b>Cash Flow Distribution Schedule by Fiscal Year</b>						
Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-138	\$60,000	\$120,000	\$20,000	\$0	\$0	\$200,000
<b>Deliverables</b>						
<p>1. Quarterly progress reports shall include detailed updated information on the locations selected, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery.</p>						
<p>2. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of workorder).</p>						
<b>Special Conditions</b>						
<p>1. The recommended allocation is contingent upon an amendment to the Traffic Calming 5YPP. See attached 5YPP amendment for details.</p>						
<p>2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.</p>						

## Attachment 5

SGA Project Number:		Name:	Citywide Daylighting - construction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2023
Phase:	Construction	Fundshare:	100.0

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-138	\$30,000	\$240,000	\$30,000	\$0	\$0	\$300,000

### Deliverables

1. Quarterly progress reports shall include detailed updated information on locations selected, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery.

2. Prior to starting construction activities, provide 2-3 photos of typical before conditions for each batch of intersections. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

### Special Conditions

1. The recommended allocation is contingent upon an amendment to the Traffic Calming 5YPP. See attached 5YPP amendment for details.

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

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA

Attachment 5  
**San Francisco County Transportation Authority**  
**Prop K/Prop AA Allocation Request Form**

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Citywide Daylighting
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

**EXPENDITURE PLAN INFORMATION**

<b>Current Prop K Request:</b>	\$500,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
RER

**CONTACT INFORMATION**

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Ryan E Reeves	Mary Jarjoura
<b>Title:</b>	Transportation Planner II	Principal Administrative Analyst
<b>Phone:</b>	(415) 646-2726	(415) 646-2765
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**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Traffic Calming (EP 38)**  
**Programming and Allocations to Date**  
 Pending November 17, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2019/20	2020/21	2021/22	2022/23	
Carry Forward From 2014 5YPP								
SFMTA	John Yehall Chin Safe Routes to School	CON	Allocated	\$436,000				\$436,000
SFMTA	Ocean Avenue Safety Improvements	PLAN/CER	Allocated	\$210,000				\$210,000
SFMTA	Ocean Avenue Safety Improvements	PLAN/CER	Programmed	\$30,000				\$30,000
SFMTA	Excelsior Neighborhood Traffic Calming	PS&E	Programmed	\$520,000				\$520,000
SFMTA	Sloat Skyline Intersection Improvements	PA&ED	Programmed	\$379,000				\$379,000
Local/Neighborhood Program								
Any Eligible	NTIP Placemaker	Any	Programmed	\$1,654,400				\$1,654,400
SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]	PS&E	Allocated		\$300,000			\$300,000
SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital]	PS&E	Allocated	\$295,600				\$295,600
SFMTA	District 11 Traffic Calming [NTIP Capital]	PLAN, PS&E, CON	Allocated	\$600,000				\$600,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds	CON	Allocated		\$50,000			\$50,000
SFMTA	Application-Based Traffic Calming Program - FY18/19 Cycle Implementation	PS&E, CON	Allocated	\$1,253,103				\$1,253,103
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Planning	PLAN/CER	Allocated	\$203,192				\$203,192
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed		\$837,777			\$837,777
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Implementation	PS&E	Allocated		\$141,836			\$141,836
SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	PLAN	Allocated		\$220,387			\$220,387
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed			\$1,200,000		\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed				\$1,200,000	\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed					\$1,200,000
SFMTA	Central Richmond Traffic Safety	PS&E, CON	Allocated	\$596,420				\$596,420
SFMTA	Bayview Community Based Transportation Plan - Additional Funds	PLAN	Allocated	\$50,000				\$50,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed	\$0				\$0
SFMTA	Advancing Equity through Safer Streets	Any	Programmed		\$750,000			\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed			\$750,000		\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed				\$750,000	\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed					\$750,000
SFMTA	Speed Radar Sign Installation	Any	Programmed	\$1,180				\$1,180

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Traffic Calming (EP 38)**  
**Programming and Allocations to Date**  
 Pending November 17, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Speed Radar Sign Installation	PLAN	Allocated	\$30,820					\$30,820
SFMTA	Speed Radar Sign Installation	CON	Allocated	\$148,000					\$148,000
SFMTA	Speed Radar Sign Installation	Any	Programmed		\$180,000				\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed			\$180,000			\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed				\$180,000		\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed					\$180,000	\$180,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Allocated	\$100,000					\$100,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Programmed			\$100,000			\$100,000
<b>Schools Program</b>									
SFMTA	Schools Engineering Program FY 20	PLAN, PS&E, CON	Allocated	\$1,000,000					\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed		\$1,000,000				\$1,000,000



**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Traffic Calming (EP 38)**  
**Programming and Allocations to Date**  
 Pending November 17, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Schools Engineering Program	Any	Programmed			\$1,000,000			\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed				\$1,000,000		\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed					\$1,000,000	\$1,000,000
<b>Corridor Improvements</b>									
SFMTA	6th Street Safety Improvements 2, 10	CON	Allocated		\$4,000,000				\$4,000,000
SFMTA	Vision Zero Quick-Build Program Implementation 2	PS&E, CON	Allocated	\$5,226,200					\$5,226,200
SFMTA	Vision Zero Quick-Build Program Implementation 2, 11, 13	PS&E, CON	Programmed		\$352,457				\$352,457
SFMTA	Slow Streets Program 11	CON	Allocated		\$750,000				\$750,000
SFMTA	Citywide Daylighting 13	PS&E, CON	Pending		\$500,000				\$500,000
SFMTA	Vision Zero Quick-Build Program Implementation 2	PS&E, CON	Programmed			\$1,250,000			\$1,250,000
SFMTA	Ocean Avenue Safety Improvements 10	PS&E	Programmed	\$900,000					\$900,000
SFMTA	Bayview Community Based Transportation Plan Implementation: Bulbouts	PS&E	Allocated		\$110,000				\$110,000
SFMTA	Bayview Community Based Transportation Plan Implementation: Rectangular Rapid Flashing Beacons	PS&E	Allocated		\$70,000				\$70,000
SFMTA	Bayview Community Based Transportation Plan Implementation	CON	Programmed			\$2,280,000			\$2,280,000
SFMTA	Bayview Community Based Transportation Plan Near Term Implementation	CON	Programmed	\$85,000					\$85,000
SFMTA	Excelsior Neighborhood Traffic Calming	CON	Programmed		\$2,080,000				\$2,080,000
SFMTA	Sloat Skyline Intersection Improvements	PS&E	Programmed	\$660,000					\$660,000
SFMTA	Upper Market Street Safety Improvements [NTIP Capital] 12	CON	Pending (Prior)		\$1,183,813				\$1,183,813
SFMTA	Safer Taylor Street	PS&E	Programmed	\$0					\$0
SFMTA	Safer Taylor Street	PS&E	Allocated	\$2,047,958					\$2,047,958
SFMTA	Safer Taylor Street	CON	Programmed		\$0				\$0
<b>Total Programmed in 2019 5YPP</b>				\$16,426,873	\$12,526,270	\$6,760,000	\$3,130,000	\$3,130,000	\$41,973,143
<b>Total Allocated and Pending</b>				\$12,197,293	\$7,326,036	\$0	\$0	\$0	\$19,523,329
<b>Total Unallocated</b>				\$4,229,580	\$5,200,234	\$6,760,000	\$3,130,000	\$3,130,000	\$22,449,814
<b>Total Programmed in 2019 Strategic Plan</b>									
<b>Deobligated Funds</b>				\$20,933,450	\$7,662,499	\$6,760,000	\$3,130,000	\$3,130,000	\$41,615,949
<b>Cumulative Remaining Programming Capacity</b>				\$357,194	\$0	\$0	\$0	\$0	\$357,194
<b>Cumulative Remaining Programming Capacity</b>				\$4,863,771	\$0	\$0	\$0	\$0	\$0
<b>Pending Allocation/ Appropriation</b>									
<b>Board Approved Allocation/ Appropriation</b>									

FOOTNOTES:

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)  
Traffic Calming (EP 38)  
Programming and Allocations to Date  
Pending November 17, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2019/20	2020/21	2021/22	2022/23	2023/24
1	5YPP amendment to accommodate allocation of \$596,420 for Central Richmond Traffic Safety (Resolution 20-003, 7/23/2019) Advancing Equity through Safer Streets: Reduced by \$596,420 in FY2019/20 to \$153,580. Central Richmond Traffic Safety: Added project with \$596,420 in FY2019/20.							
2	Strategic Plan and 5YPP amendment to accommodate allocation of \$5,226,200 and programming of \$2,500,000 for Vision Zero Quick-Build Program Implementation (Resolution 20-003, 7/23/2019) 6th Street Safety Improvements: Reduced by \$5,226,200 in FY2019/20 to \$4,000,000. Funds advanced from outside of current 5YPP period: \$1,250,000 advanced to FY2020/21, and \$1,250,000 advanced to FY2021/22. Vision Zero Quick-Build Program Implementation: Added project with \$5,226,200 in FY2019/20, \$1,250,000 in FY2020/21, and \$1,250,000 in FY2021/22.							
3	5YPP amendment to accommodate allocation of \$1,253,103 for Application-Based Traffic Calming Program FY18/19 Cycle Implementation (Resolution 20-009, 09/24/2019). Cumulative Remaining Programming Capacity: Reduced by \$53,103 from \$100,899 to \$47,796. Application-Based Local Streets Traffic Calming Program: Programming increased by \$53,103 from \$1,200,000 to \$1,253,103 in FY2019/20.							
4	5YPP amendment to accommodate allocation of \$203,192 for Application-Based Traffic Calming Program - FY19/20 Cycle Planning (Resolution 20-009, 09/24/2019). Cumulative Remaining Programming Capacity: Reduced by \$203,192 from \$304,091 to \$100,899. Application-Based Local Streets Traffic Calming Program FY19/20 Cycle Planning: Added project with \$203,192 in FY2019/20.							
5	5YPP amendment to accommodate allocation of \$50,000 for Bayview Community Based Transportation Plan (Resolution 20-014, 10/22/2019). Cumulative Remaining Programming Capacity: Reduced by \$50,000 from \$100,899 to \$50,899. Bayview Community Based Transportation Plan: Added project with \$50,000 in FY2019/20.							
6	5YPP amendment to accommodate allocation of \$600,000 for District 11 Traffic Calming [NTIP Capital] (Resolution 20-014, 10/22/2019). NTIP Placeholder: Reduced by \$600,000 from \$2,850,000 to \$2,250,000. District 11 Traffic Calming [NTIP Capital]: Added project with \$600,000 in FY2019/20.							
7	NTIP amendment to fund District 3 Pedestrian Safety Improvements [NTIP Capital] (Resolution 2020-041, 4/14/2020). NTIP Placeholder: Reduced from \$2,250,000 to \$1,954,400							
8	District 3 Pedestrian Safety Improvements [NTIP Capital]: Added project with \$295,600 in Fiscal Year 2019/20 for construction. 5YPP amendment to accommodate allocation of \$50,000 for Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds Cumulative Remaining Capacity: Reduced from \$50,899 to \$899 in FY2020/21.							
9	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds: Added project with \$50,000 in FY2020/21. To accommodate funding of Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] (Resolution 2020-XXX, 06/23/2020): NTIP Placeholder: Reduced from \$1,954,400 in FY2019/20 to \$1,654,400.							
10	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]: Added project with \$300,000 in FY2020/21. Cost-neutral 5YPP amendment to accommodate requested cash flow for 6th Street Safety Improvements (Resolution 20-XX, 09/22/2020). Ocean Avenue Safety Improvements: Slowed cash flow between FY2020/21 and FY2022/23 from FY2020/21 and FY2021/22 by delaying \$385,000 in cash flow from FY 2020/21 to FY2022/23.							
11	Safer Taylor (Construction): Reduced programming from \$1,022,499 to \$0 in FY2020/21. Excelsior Neighborhood Traffic Calming (Construction): Delayed \$1,300,000 in cash flow from FY2021/22 to FY2022/23. 6th Street Safety Improvements: Advanced cash flow from FY2022/23 to FY2020/21 (\$500,000) and FY2021/22 (\$2,207,499). 5YPP amendment to accommodate allocation of \$750,000 for Slow Streets Program (Resolution 21-0XX, 09/xx/2020). Vision Zero Quick-Build Implementation: Reduced placeholder from \$1.25 million to \$500,000 in FY2020/21. Slow Streets Program: Added project with \$750,000 in FY202021.							
12	5YPP amendment to fund Upper Market Street Safety Improvements [NTIP Capital] (Resolution 2021-xxx, xx/xx/2020). Cumulative Remaining Programming Capacity: Reduced from \$1,023,398 to \$0. Safer Taylor (Design): Reduced programming from \$359,292 to \$198,877 in FY2019/20. Upper Market Street Safety Improvements [NTIP Capital]: Added project with \$1,183,813 in FY2020/21.							

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Traffic Calming (EP 38)**  
**Programming and Allocations to Date**  
 Pending November 17, 2020 Board

[illegible]

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Traffic Calming (EP 38)**  
**Cash Flow (Maximum Annual Reimbursement)**  
 Pending November 17, 2020 Board

Project Name	Phase	Fiscal Year					Total
		2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP							
John Yehall Chin Safe Routes to School	CON	\$327,000	\$109,000				\$436,000
Ocean Avenue Safety Improvements	PLAN/CER	\$160,000	\$50,000				\$210,000
Ocean Avenue Safety Improvements	PLAN/CER	\$30,000					\$30,000
Excelsior Neighborhood Traffic Calming	PS&E	\$260,000	\$260,000				\$520,000
Sloat Skyline Intersection Improvements	PA&ED	\$379,000					\$379,000
Local/Neighborhood Program							
NTIP Placeholder	Any	\$854,000	\$800,400				\$1,654,400
Buchanan Mall Bulbours - Golden Gate and Turk [NTIP Capital]	PS&E		\$300,000				\$300,000
District 3 Pedestrian Safety Improvements [NTIP Capital]	PS&E		\$295,600				\$295,600
District 11 Traffic Calming [NTIP Capital]	PLAN, PS&E, CON	\$271,000	\$329,000				\$600,000
District 11 Traffic Calming [NTIP Capital]	PLAN, PS&E, CON		\$50,000				\$50,000
Application-Based Traffic Calming Program - FY18/19 Cycle Implementation	PS&E, CON	\$108,845	\$915,406	\$228,852			\$1,253,103
Application-Based Traffic Calming Program - FY19/20 Cycle Planning	PLAN/CER	\$152,394	\$50,798				\$203,192
Application-Based Local Streets Traffic Calming Program	Any		\$0	\$837,777			\$837,777
Application-Based Traffic Calming Program - FY19/20 Cycle Implementation	PS&E		\$141,836				\$141,836
Application-Based Traffic Calming Program - FY20/21 Cycle Planning	PLAN		\$220,387				\$220,387
Application-Based Local Streets Traffic Calming Program	Any			\$250,000	\$950,000		\$1,200,000
Application-Based Local Streets Traffic Calming Program	Any				\$250,000	\$950,000	\$1,200,000
Application-Based Local Streets Traffic Calming Program	Any					\$250,000	\$1,200,000
Central Richmond Traffic Safety	PS&E, CON	\$225,000	\$371,420				\$596,420
Bayview Community Based Transportation Plan - Additional Funds	PLAN	\$50,000					\$50,000
Advancing Equity through Safer Streets	Any	\$0	\$0				\$0
Advancing Equity through Safer Streets	Any		\$225,000	\$525,000			\$750,000
Advancing Equity through Safer Streets	Any			\$225,000	\$525,000		\$750,000
Advancing Equity through Safer Streets	Any				\$225,000	\$525,000	\$750,000
Advancing Equity through Safer Streets	Any					\$225,000	\$750,000
Speed Radar Sign Installation	Any	\$1,180					\$1,180

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Traffic Calming (EP 38)**  
**Cash Flow (Maximum Annual Reimbursement)**  
 Pending November 17, 2020 Board

Project Name	Phase	Fiscal Year						Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	
Speed Radar Sign Installation	PLAN	\$30,820						\$30,820
Speed Radar Sign Installation	CON		\$148,000					\$148,000
Speed Radar Sign Installation	Any		\$180,000					\$180,000
Speed Radar Sign Installation	Any			\$180,000				\$180,000
Speed Radar Sign Installation	Any				\$180,000			\$180,000
Speed Radar Sign Installation	Any					\$180,000		\$180,000
Safe Streets Evaluation	PLAN/ CER	\$50,000	\$50,000					\$100,000
Safe Streets Evaluation	PLAN/ CER			\$50,000	\$50,000			\$100,000
Schools Engineering Program FY 20	PLAN, PS&E, CON	\$123,475	\$426,525	\$450,000				\$1,000,000
Schools Engineering Program	Any		\$500,000	\$500,000				\$1,000,000

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Traffic Calming (EP 38)**  
**Cash Flow (Maximum Annual Reimbursement)**  
 Pending November 17, 2020 Board

Project Name	Phase	Fiscal Year						Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	
Schools Engineering Program	Any			\$500,000	\$500,000			\$1,000,000
Schools Engineering Program	Any				\$500,000	\$500,000		\$1,000,000
Schools Engineering Program	Any					\$500,000	\$500,000	\$1,000,000
6th Street Safety Improvements 2, 10	CON		\$500,000	\$2,207,499	\$1,292,501			\$4,000,000
Vision Zero Quick-Build Program Implementation	PS&E, CON	\$2,613,100	\$2,613,100					\$5,226,200
Vision Zero Quick-Build Program Implementation	PS&E, CON		\$227,457	\$125,000				\$352,457
Slow Streets Program	CON		\$250,000	\$500,000				\$750,000
Citywide Daylighting	PS&E, CON		\$90,000	\$360,000	\$50,000			\$500,000
Vision Zero Quick-Build Program Implementation	PS&E, CON			\$625,000	\$625,000			\$1,250,000
Ocean Avenue Safety Improvements	PS&E		\$315,000	\$200,000	\$385,000			\$900,000
Bayview Community Based Transportation Plan Implementation: Bulbouts	PS&E		\$30,000	\$80,000				\$110,000
Bayview Community Based Transportation Plan Implementation: Rectangular Rapid Flashing Beacons	PS&E		\$70,000					\$70,000
Bayview Community Based Transportation Plan Implementation	CON			\$231,498	\$1,183,001	\$865,501		\$2,280,000
Bayview Community Based Transportation Plan Near Term Implementation	CON	\$45,000	\$40,000					\$85,000
Excelsior Neighborhood Traffic Calming	CON			\$500,000	\$1,580,000			\$2,080,000
Sloat Skyline Intersection Improvements	PS&E	\$132,000	\$528,000					\$660,000
Upper Market Street Safety Improvements [NTIP Capital]	CON			\$160,415	\$1,023,398			\$1,183,813
Safer Taylor Street	PS&E	\$0	\$0					\$0
Safer Taylor Street	PS&E	\$1,740,764	\$307,194					\$2,047,958
Safer Taylor Street	CON		\$0	\$0				\$0
<b>Cash Flow Programmed in 2019 5YPP</b>		\$7,553,578	\$10,394,123	\$8,736,041	\$9,318,900	\$3,995,501	\$1,975,000	\$41,973,143
<b>Total Cash Flow Allocated and Pending</b>		\$5,852,398	\$7,318,266	\$3,986,766	\$2,365,899	\$0	\$0	\$19,523,329
<b>Total Cash Flow Unallocated</b>		\$1,701,180	\$3,075,857	\$4,749,275	\$6,953,001	\$3,995,501	\$1,975,000	\$22,449,814
<b>Total Cash Flow in 2019 Strategic Plan</b>		\$8,626,100	\$10,217,350	\$7,533,997	\$9,268,001	\$3,995,501	\$1,975,000	\$41,615,949
<b>Deobligated Funds</b>		\$357,194	\$0	\$0	\$0	\$0	\$0	\$357,194
<b>Cumulative Remaining Cash Flow Capacity</b>		\$1,429,716	\$1,252,943	\$50,899	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation								
Board Approved Allocation/Appropriation								

Attachment 5  
**San Francisco County Transportation Authority**  
**Prop K/Prop AA Allocation Request Form**

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Curbside Pickup Zones Pilot Evaluation
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Transportation Demand Mgmt
<b>Current Prop K Request:</b>	\$200,000
<b>Supervisory District(s):</b>	Citywide

### REQUEST

**Brief Project Description**

As a response to the COVID-19 pandemic, the SFMTA has implemented the Shared Spaces program, which, among other things, provides a streamlined way for businesses and other organizations to request the use of curb space for curbside pickup, outdoor dining or other business activity. The SFMTA now has both an obligation and an exciting opportunity to evaluate the effectiveness of the Shared Spaces curbside pickup zones, and to develop a plan for the future of these zones and provide policy recommendations for the future of this program.

**Detailed Scope, Project Benefits and Community Outreach**

See attachment.

**Project Location**

Citywide

**Project Phase(s)**

Planning/Conceptual Engineering (PLAN)

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$200,000

# Shared Spaces Curbside Pickup Zone Evaluation

## Introduction

In February 2020, the San Francisco Municipal Transportation Agency's (SFMTA) Board adopted the Curb Management Strategy, a policy document that includes (a) a framework for how the SFMTA will manage and allocate the City's curb space in a way that is both responsive to current demands and anticipates future needs, and (b) a set of recommendations for changes to policies, processes, and existing law.

The development of the strategy was driven by a need to address proactively the growing pressure on the City's limited curb space, which has resulted in concerns over increased congestion; safety conflicts between pedestrians, cyclists, and car passengers; increased double-parking, and blocking of traffic and bike lanes. Furthermore, there is growing concern over inequity as many of the new mobility services that have emerged over the last ten years such as transportation network companies (TNCs) and shared scooters and bikes, may not be available to individuals from all social and economic levels, or those with mobility impairments who require accessible vehicles.

Since the adoption of the Curb Management Strategy, COVID-related economic upheavals have dramatically changed how the City's economy and small businesses function. In response, and as an attempt to aid struggling small businesses, the City has developed the Shared Spaces Program, which allows businesses to use the curb space in front of or near them for outdoor dining, retail, personal services or curbside pickup. Two basic tenets of the Shared Spaces Program are urgency and rapid approval; as a result, after just a few months, hundreds of Shared zones have been established all over the City, in every commercial district.

This project will collect data at Shared Spaces curbside pickup zones and use the conclusions and recommendations of the Curb Management Strategy to evaluate the effectiveness of these zones, develop guidelines for siting curbside pickup zones, make recommendations for improvements to specific zones around the City, and provide policy recommendations for implementing curbside pickup zones.

## Overview of the Curb Management Strategy

The Curb Management Strategy contains three elements: 1) curb hierarchy; 2) recommended strategies; and 3) design guidelines.

### Curb Hierarchy

Effective curb management prioritizes how we use the curb to match the way the surrounding land is used. We can allocate curb space in each area for the uses that provide the most access to the most people. For example, an area with lots of shops and restaurants will have different curb users and needs than a residential neighborhood.

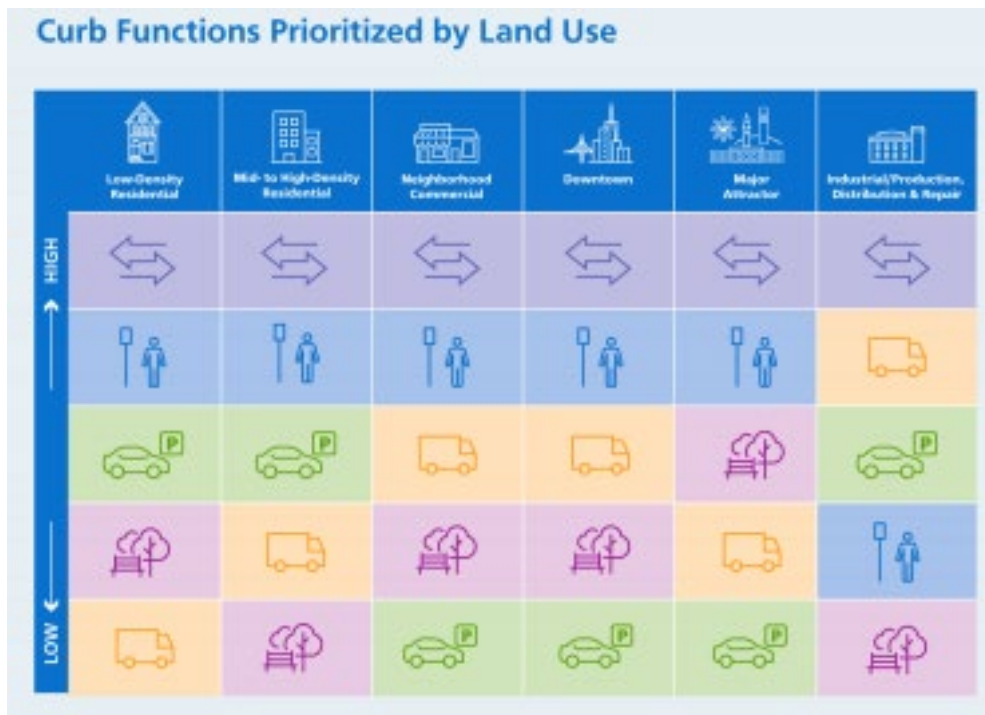
The curb hierarchy provides the foundation for how limited curb space is allocated throughout the City. It defines five curb functions and prioritizes those functions across six land use types. The five curb functions are: 1) Access for people; 2) Access for goods; 3) Public space and services; 4) Vehicle storage; and 5) Movement.

In the most active and dense parts of San Francisco—commercial corridors—we can use the curb to support small businesses by prioritizing access for people and goods, while private car parking can have a lower priority. A residential neighborhood with single family houses may not need much of its curb space allocated to access for goods at all; residents would benefit more from curbs that provide access for people and for



## Attachment 5

parking vehicles. In locations where the curb is being used for movement (such as transit or bicycle lanes), this function takes priority over the others.



### Recommended Strategies

The Curb Management Strategy includes a suite of recommended tools, policies, legislative changes, and process improvements that the SFMTA could undertake. These strategies support six key objectives listed below.

- Objective 1: Advance a holistic planning approach
- Objective 2: Accommodate growing loading needs
- Objective 3: Increase compliance with parking and loading regulations
- Objective 4: Improve access to up-to-date data
- Objective 5: Rationalize policies towards private users of curb space
- Objective 6: Promote equity and accessibility

### Design Guidelines

The design guidelines in the Strategy provide guidance to planners, engineers, and project managers on color curb zone placement and design when zones are implemented proactively as part of SFMTA projects. They include guidelines on minimum length, placement on the block, time limits, and effective hours for each zone type, as well as information on data collection methodologies and best practices.

### Implementation in the time of COVID-19

The SFMTA has utilized the curb management framework in recent projects including the Inner Sunset Curb Management Project, which was approved by the SFMTA Board in January 2020 and implemented in April and May. However, in light of the COVID-19 pandemic, the Curb Management team's focus has shifted to ensuring that the curb is utilized to meet the emerging needs of small businesses and social services.

## Attachment 5

As a response to the COVID-19 pandemic, the SFMTA has implemented the Shared Spaces program, which, among other things, provides a streamlined way for businesses and other organizations to request the use of curb space for curbside pickup, outdoor dining, retail sales, or other business activity. The immense popularity of this program—and businesses’ desperate need for alternate ways to generate revenue—means that the SFMTA has approved and implemented hundreds of new curbside pickup, dining, and retail sales zones all over the City in just the last few months, with little opportunity for a robust evaluation of the effectiveness or safety of those zones.

The SFMTA now has both an obligation and an exciting opportunity to evaluate the effectiveness of the Shared Spaces curbside pickup zones and develop policy recommendations for the future of the zones. To conduct that evaluation, the SFMTA needs to collect data to evaluate how these curb changes are impacting issues such as double parking, safety, transit and bikes as well as residents and businesses.

This scope of work focuses solely on the curbside pickup zones created by the Shared Spaces program. This work will: 1) provide a data-driven framework and metrics by which to evaluate the effectiveness of the Shared Spaces curbside pickup zones; 2) ensure that the future of the Shared Spaces curbside pickup program is data-driven and transparent to the public; 3) make curb allocation decisions within the context of a larger neighborhood/district rather than site by site basis, and 4) better understand the impacts of these zones on safety, transit and bikes. This is an exciting opportunity to understand and shape the future of curb usage in San Francisco and cities around the world in a post COVID world.

The SFMTA will contract out the data collection portion and analysis of this scope to a consultant. The SFMTA will be responsible for overseeing the consultant’s work and for leading any outreach efforts.

### Project Benefits

The Shared Spaces program serves a key City goal of promoting a safe and robust economic reopening, and supporting (or even saving) potentially hundreds of businesses and thousands of jobs. The data collection and metrics described below will inform improvements, recommended by the Curb Management Strategy, that can be undertaken to reduce conflicts between vehicles, cyclists and transit, with the objective of reducing delays to Muni and increasing the safety of bicyclists while at the same time still supporting local businesses. Making transit and biking faster and safer are especially important now, when transit capacity is reduced to accommodate social distancing requirements, and active-transportation alternatives to driving have become an even more important way to avoid crushing car congestion.

### Detailed Scope of Work

*The SFMTA will collect and analyze data to determine the effectiveness of Shared Spaces curbside pickup zones in achieving the goals of the Curb Management Strategy and meeting the demands of different users.*

*Shared Spaces data-collection sites will be located in different areas of the city, and serving different types of businesses, to better understand how demand patterns vary by business types, and curb needs change in response to the surrounding land use. The areas selected will reflect land use types identified in the Curb Management Strategy.*

#### Task 1.1 Data-Collection Site Selection

Data-collection sites will be selected in different neighborhoods that fit the “neighborhood commercial” land use type identified in the Curb Management Strategy, since the vast majority of Shared Spaces are in

## Attachment 5

neighborhood commercial districts. Site-specific zones will be used to calculate the pickup demand and pickup duration associated with a specific business type as well as evaluate the functionality of zones based on placement and design. For example, comparing the usage of a 20-foot zones placed at the far side of an intersection or driveway as compared to a midblock zone. Potential business types could include:

1. Restaurant
2. Bar
3. Grocery store
4. Florist
5. Optometrist/pharmacy/other medical
6. Clothing store/other retail

For blocks with multiple businesses using pickup zones, the data collection will focus on usage, functionality, and conflicts between users. Sites could include the following:

1. Block faces with two physically separate zones
2. Block faces with one larger zone meant to serve multiple businesses
3. Block face with both outdoor dining and curbside pickup

With the proposed budget, up to 20 block faces could be surveyed. This could include multiple blocks within a neighborhood or along a commercial corridor.

**Responsible Party: SFMTA**

**Deliverable: Site selection, evaluation criteria**

### Task 1.2 Data Collection

The SFMTA will work with outside consultants for the purposes of data collection. Types of data that may be collected utilizing cameras as well as in-person observations include but are not limited to:

- Vehicle types
- Parking occupancy and turnover
- Number of overall loading events or pickups
- Types of loading events
- Mode of pickup
  - Car
  - Bike
  - Foot
- Dwell time
- Instances of double parking when
  - Zone was empty
  - Zone was occupied
- Conflicts between curb users such as vehicles in the bicycle lane or transit lanes
- Location of loading event (curbside, travel lane, bike lanes, etc.)
- Whether drivers pull all the way to the curb when using the zone
- Whether drivers pull all the way forward in the zone, or instead stop toward the middle or the back of the zone

The hours and days for data collection would vary by location and would occur in two-hour data collection periods on both weekdays and weekends.

## Attachment 5

The SFMTA will provide the consultant with the parameters and methodology for the data collection, including geographic area, days of the week, time of day, and other relevant metrics and criteria. The deliverable for this task will be the raw data collected during in-person and video observation.

The SFMTA will supplement the data collection with multilingual merchant surveys, intercept surveys, or resident surveys. These may be developed and administered in partnership with other city agencies who are also part of the Shared Spaces Program and may be included in evaluation efforts of the larger Shared Spaces program.

**Responsible Party: Consultant (data collection and survey distribution), SFMTA (survey design)**

**Deliverable: Survey instrument(s), raw data**

### Task 1.3 Data Analysis

The consultant will analyze the data collected in Task 1.2. The consultant will provide a summary as well as high-level analysis of the trends and issues that emerge.

The deliverable for this task will be a technical memorandum. It is expected that graphics (both charts, graphs, and maps) will be heavily utilized to clearly articulate the data.

**Responsible Party: Consultant**

**Deliverable: Technical memorandum summarizing and analyzing data and survey results**

### Task 1.4 Shared Spaces Plan

Based on the findings from Tasks 1.2 and 1.3, the SFMTA will develop a plan for the curbside pickup portion of the Shared Spaces Program.

The plan will include:

- Policy and guidelines for curbside pickup zones as part of an ongoing Shared Spaces program and how this could transition to a permanent program, including:
  - Guidelines for the location, size, and placement of Shared Spaces curbside pickup zones
  - Recommendations for a public process for making changes to the zones
  - Guidelines for outreach to interested stakeholders
- Recommendations for improvements to existing Shared Spaces curbside pickup zones.  
*(Note: some zone changes likely will be made before completion of the policy and guidelines described above, as the SFMTA responds to merchant requests and issues on the streets. These updates will be made under the emergency authorization granted by the Mayor's emergency declaration.)*

Potential recommendations could include:

- Making existing zones permanent
- Moving, extending or shrinking zones
- Changing the hours or days of zones
- Combining zones and placing them in strategic locations to serve multiple users on a block
- Adjusting pre-Shared Spaces commercial and passenger loading zones to better fit with the new Shared Spaces zones

## Attachment 5

**Responsible Party: SFMTA**

**Deliverable: Shared Spaces Program plan**

Attachment 5  
**San Francisco County Transportation Authority**  
**Prop K/Prop AA Allocation Request Form**

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Curbside Pickup Zones Pilot Evaluation
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	N/A
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### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Oct-Nov-Dec	2020	Jul-Aug-Sep	2021
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations				
Open for Use				
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2021

### SCHEDULE DETAILS

Task 1.1 - Site Selection: December 2020  
 Task 1.2 - Data Collection: January-March 2021  
 Task 1.3 - Data Analysis: April 2021  
 Task 1.4 - Shared Spaces Plan: May-July 2021

Multilingual merchant surveys, intercept surveys, and/or resident surveys, to be conducted under task 1.2 in early 2021.

Attachment 5  
**San Francisco County Transportation Authority**  
**Prop K/Prop AA Allocation Request Form**

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Curbside Pickup Zones Pilot Evaluation
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

**FUNDING PLAN - FOR CURRENT REQUEST**

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation Demand Mgmt	\$200,000	\$0	\$0	\$200,000
SFMTA OPERATING	\$0	\$0	\$132,854	\$132,854
<b>Phases in Current Request Total:</b>	\$200,000	\$0	\$132,854	\$332,854

**COST SUMMARY**

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$332,854	\$0	Level of effort for previous curbside usage data collection efforts
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$0	\$0	
Operations	\$0	\$0	
<b>Total:</b>	\$332,854	\$200,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	05/13/2020
<b>Expected Useful Life:</b>	N/A

## MAJOR LINE ITEM BUDGET

### BUDGET SUMMARY

Agency	Task 1.1	Task 1.2	Task 1.3	Task 1.4	Total	
SFMTA	\$ 37,790	\$ 30,406	\$ 28,486	\$ 36,173	<b>\$ 132,854</b>	
Consultant	\$ 10,000	\$ 155,000	\$ 30,000	\$ 5,000	<b>\$ 200,000</b>	
<b>Total</b>	<b>\$ 47,790</b>	<b>\$ 185,406</b>	<b>\$ 58,486</b>	<b>\$ 41,173</b>	<b>\$ 332,854</b>	

SFMTA	Hours	Base Hourly Rate	Fringe & Overhead Hourly Rate	Fully Burdened Hourly Cost	FTE	Total
Manager V - 9179	130	\$ 82.25	\$ 136.87	\$ 219.12	0.06	\$ 28,486
Manager II - 9172	210	\$ 66.19	\$ 113.76	\$ 179.95	0.10	\$ 37,790
Transit Planner II - 5288	265	\$ 50.01	\$ 86.49	\$ 136.50	0.13	\$ 36,173
Planner 1 - 5277	265	\$ 41.15	\$ 73.59	\$ 114.74	0.13	\$ 30,406
<b>Total</b>	<b>870.00</b>				<b>0.42</b>	<b>\$ 132,854</b>



Attachment 5  
**San Francisco County Transportation Authority**  
**Prop K/Prop AA Allocation Request Form**

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Curbside Pickup Zones Pilot Evaluation
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$200,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$200,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Curbside Pickup Zones Pilot Evaluation
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2022
Phase:	Planning/Conceptual Engineering	Fundshare:	60.09

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-143	\$170,000	\$30,000	\$0	\$0	\$0	\$200,000

#### Deliverables

- Task 1.1: Provide list of sites and evaluation criteria, upon selection. (Anticipated 12/31/20)
- Task 1.3: Upon completion, provide technical memorandum summarizing and analyzing data and survey results (Anticipated 4/30/21)
- Upon completion provide Shared Spaces Program Plan for curbside pickup zones (Anticipated 7/31/21)

#### Special Conditions

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

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	39.91%	No Prop AA
Actual Leveraging - This Project	39.91%	No Prop AA

Attachment 5  
**San Francisco County Transportation Authority**  
**Prop K/Prop AA Allocation Request Form**

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Curbside Pickup Zones Pilot Evaluation
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

**EXPENDITURE PLAN INFORMATION**

<b>Current Prop K Request:</b>	\$200,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
FN

**CONTACT INFORMATION**

	<b>Project Manager</b>	<b>Grants Manager</b>
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# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Visitacion Valley and Portola Community Based Transportation Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Transportation/Land Use Coordination
<b>Current Prop K Request:</b>	\$45,651
<b>Supervisory District(s):</b>	Districts 9, 10

### REQUEST

#### Brief Project Description

The Visitacion Valley and Portola Community Based Transportation Plan is a two-year community-driven planning effort in partnership with the SFMTA. The SFMTA will collaborate with residents and community groups to identify transportation priorities that reflect community values and support growing and resilient Visitacion Valley and Portola neighborhoods. The project will be driven by three phases of outreach and include recommendations for streetscape, improvements to support transit reliability and access, and funding/implementation plan. Requested funds will provide the local match to a Caltrans Planning Grant.

#### Detailed Scope, Project Benefits and Community Outreach

See attachments.

#### Project Location

Visitacion Valley, Portola

#### Project Phase(s)

Planning/Conceptual Engineering (PLAN)

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$150,000

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Visitacion Valley and Portola Community Based Transportation Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2020	Jan-Feb-Mar	2023
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2023

### SCHEDULE DETAILS

There are currently no specific dates set yet for community outreach. The project team will coordinate with ongoing and planned projects in Visitacion Valley, including but not limited to paving projects, Vision Zero, Visitacion Valley Community Access Study, Muni Forward, and Muni Service Equity Strategy. As staff reaches out to respective project teams for coordination, we will set clear milestone dates.

The Caltrans grant expires in 2024. For a detailed schedule, see the attached timeline document.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Visitacion Valley and Portola Community Based Transportation Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation/Land Use Coordination	\$0	\$45,651	\$0	\$45,651
CALTRANS PLANNING GRANT	\$0	\$0	\$352,350	\$352,350
<b>Phases in Current Request Total:</b>	\$0	\$45,651	\$352,350	\$398,001

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$398,001	\$45,651	Estimated cost based on similar efforts
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$0	\$0	
Operations (OP)	\$0	\$0	
<b>Total:</b>	\$398,001	\$45,651	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	N/A

Visitation Valley Community Based Transportation Plan

Task #		Responsible Party	Total Cost	Grant Amount	Local Cash Match	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	Deliverables
4	Streetscape, Transit, Funding and Implementation Plans																											
4.1	Streetscape Plan	SFMTA	\$15,000	\$13,280	\$1,721																						Streetscape Plan	
4.2	Transit Action Plan	SFMTA	\$15,000	\$13,280	\$1,721																						Transit Action Plan	
	Funding and Implementation Plan	SFMTA	\$20,000	\$17,706	\$2,294																						Cost estimates, funding sources, phased implementation scenarios	
5	Draft and Final Plan Document																											
	Draft Plan and Recommendations	SFMTA	\$50,000	\$44,265	\$5,735																						Draft Plan including recommendations report with project recommendations	
5.1	Report	SFMTA	\$50,000	\$44,265	\$5,735																							
5.2	SFMTA Board Presentation	SFMTA	\$10,000	\$8,853	\$1,147																						SFMTA Board Meeting notes	
	Final Plan and Recommendations																										Final Plan documents, including revisions to draft based on feedback, and implementation plan	
5.3	Report	SFMTA	\$15,000	\$13,280	\$1,721																							
6	Administration																											
		SFMTA; City Attorney's Office																									Administrative record of project	
6.1	Project Controls		\$3,750	\$3,320	\$430																						Meeting notes and action items for bi-weekly team meetings	
6.2	Team Meetings	SFMTA	\$3,750	\$3,320	\$430																						Invoice packages	
6.3	Invoicing	SFMTA	\$3,750	\$3,320	\$430																						Quarterly reports	
6.4	Quarterly Reports	SFMTA	\$3,750	\$3,320	\$430																							
	TOTALS		\$398,000	\$352,349	\$45,651																							

Reimbursement of indirect costs is allowable upon approval of an Indirect Cost Allocation Plan for each year of project activities.

**Note:** Each task must contain a grant amount and a local cash match amount. Local cash match must be proportionally distributed by the same percentage throughout each task. Local in-

## Visitation Valley and Portola CBTP Budget

Task	Staff	Hours	Rate (Fully Burdened)		Total
1: Project Initiation					
	Transportation Planner 1	25	\$	114.85	\$ 2,871.25
	Community-Based Organization/Consultant	4	\$	136.88	\$ 547.52
	Transportation Planner 3	50	\$	160.08	\$ 8,004.00
2: Needs and Opportunity Assessment					
	TP1	250	\$	114.85	\$ 28,712.50
	CBO/Consultant	32	\$	136.88	\$ 4,380.16
	TP3	215	\$	160.08	\$ 34,417.20
3: Public Participation					
	TP1	400	\$	114.85	\$ 45,940.00
	CBO/Consultant	300	\$	136.88	\$ 41,064.00
	TP3	500	\$	160.08	\$ 80,040.00
4: Develop Recommendations					
	TP1	325	\$	114.85	\$ 37,326.25
	CBO/Consultant	32	\$	136.88	\$ 4,380.16
	TP3	425	\$	160.08	\$ 68,034.00
5: Project Management					
	TP1	10	\$	114.85	\$ 1,148.50
	CBO/Consultant	0	\$	136.88	\$ -
	TP3	35	\$	160.08	\$ 5,602.80
Subtotal	TP1	1,010			\$ 115,998.50
	TP3	1,225			\$ 196,098.00
	CBO/Consultant	368			\$ 50,371.84
Subtotal:		2,603			\$362,468.34
Contingency:		10%			\$36,246.83
Total:					\$398,715.17



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Visitacion Valley and Portola Community Based Transportation Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$45,651	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$45,651	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Visitacion Valley and Portola Community Based Transportation Plan
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2023
Phase:	Planning/Conceptual Engineering	Fundshare:	11.47

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-144	\$15,217	\$15,217	\$15,217	\$0	\$0	\$45,651

#### Deliverables

- Quarterly progress reports shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement. Quarterly reports that SFMTA prepares for Caltrans will be accepted, as long as they address the information noted.
- Upon completion of plan, project team shall provide a final report, including photos of existing conditions, community outreach findings, technical analysis results, and plan recommendations.

#### Special Conditions

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

#### Notes

- Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	88.53%	No Prop AA
Actual Leveraging - This Project	88.53%	No Prop AA

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Visitacion Valley and Portola Community Based Transportation Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$45,651
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
MJ

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
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# Scope of Work

**Grantee:** San Francisco Municipal Transportation Agency

**Project Title:** Visitacion Valley Community Based Transportation Plan

Using innovative and effective techniques, the project team aims to improve public transportation while leveraging data collected from previous efforts to minimize redundancies.

## Introduction

The Visitacion Valley Community Based Transportation Plan is a community-fueled planning and engagement effort led by the SFMTA with District 10 Supervisor Walton and strong local stakeholder partnerships. It creates a transportation vision for the neighborhood by leveraging previous planning studies to understand the community's ongoing and evolving needs. The project includes Visitacion Valley and portions of the Portola District in southeastern San Francisco, adjacent to the Bayview to the east, the Portola District to the north, John McLaren Park to the west, and Daly City to the south. The project needs assessment starts in 2020 followed by a robust one year outreach process. The report development is followed by plan adoption in 2023.

The Visitacion Valley Community Based Transportation Plan seeks to improve physical mobility in a historically underserved and isolated portion of San Francisco by addressing the needs of existing residents and businesses. Within the study area, residents are disproportionately low-income, people of color, and immigrant compared to the city of San Francisco as a whole. While San Francisco is a diverse city, with 59% residents of color, within the study area, 92% of residents identify as people of color according to the 2013-17 American Community Survey. In particular, the study area contains high concentrations of Hispanic or Latino and Asian/Pacific Islander residents compared to the city as a whole, with 24.1% of residents identifying as Hispanic and/or Latino, compared to 15.3% of all San Francisco residents, and 53.9% identifying as Asian or Pacific Islander compared to 33.9% of all San Francisco residents. In addition, study area residents are more likely to live in or near poverty, with 14.2% of households below the poverty level and 32.3% below 200% of the poverty level, compared to 12.3% below poverty and 25% below 200% of the poverty level among all San Francisco residents. Study area residents are also younger than San Francisco as a whole, with 17.5% of residents under 18 compared to 13.1% of all San Francisco residents. Finally, within the study area, more residents have limited English proficiency than all San Francisco residents, at 20.5% and 12.1%, respectively. Because of these factors, portions of the study area have been designated as Communities of Concern by MTC, indicating that the population may be vulnerable to the impacts of future development. Developing a transportation plan through strong collaboration, outreach, and public participation to ensure that the community's concerns and preferences are adequately addressed.

Currently, Visitacion Valley is served by the terminus of a light-rail line and two bus routes providing frequent service of 10-minute headways, and the Bayshore Caltrain station provides residents with a connection to regional transit. While the neighborhood has access to a variety of transit services, residents are less likely than other San Francisco residents to use transit due to perceived and actual unreliability of transit service. This unreliability is exemplified by the Caltrain station, which is served only by local service and a handful of Limited trains, with no service by Caltrain's fastest Baby Bullet service, and the neighborhood's lack of direct access to BART, the other major regional transit service. Similarly, the T-Third light rail line receives frequent criticism for trains which are turned back to downtown before reaching the neighboring Bayview district and the Visitacion Valley terminus. In a relatively isolated area of San Francisco, located at the far ends of transit lines, the study area is subject to high levels of unreliability in transit such as overcrowding, gaps in service, and poor connections to parts of San Francisco other than the downtown core. This project will identify ways to improve connections to local and regional transit.

In addition, the neighborhood has inadequate bicycle and pedestrian facilities and a number of overlapping freeways and major, car-centric arterials. While 12.2 miles of streets within the project area are designated bicycle routes within the city's bicycle network, just 2.2 miles of these are provide a fully separated or protected bikeway. Pedestrians also tend to feel unsafe in the neighborhood, with missing crosswalks and narrow and poorly maintained sidewalks adjacent to high-speed arterial corridors. Pedestrians' and bicyclists' safety concerns are borne out by the 3.2 miles of the project area's streets which are part of San Francisco's Vision Zero network, the 12% of city streets where 70% of traffic deaths occur.

As a result of poor infrastructure and inadequate transit services, the area has historically been auto-oriented, with 43% of the project area's workers driving to work alone, compared to 34% among San Francisco residents citywide. These statistics demonstrate in part the lack of viable transportation alternatives in this community due to underinvestment in the local transportation network. It is critical to address this underinvestment now, as Visitacion Valley will be affected by significant development: more than 4,000 new residential units are currently in the development pipeline with plans filed, building permits issued, or construction initiated. Additional population influx will strain Visitacion Valley's transportation network if new residents continue to require personal vehicles. This project will create a strong vision for Visitacion Valley which accommodates existing and future residents' transportation needs by making it easier for people to take care of daily needs by establishing a plan that will translate into investment.

## **Responsible Parties**

SFMTA will perform this work in coordination with a contracted Community Based Organization (CBO) and an outreach consultant, both yet to be chosen. The SFMTA will partner on this effort closely with the District 10 Supervisor's office. SFMTA will coordinate with the District 10 Supervisor's office to identify a CBO with an established community presence, expertise in this neighborhood, and demonstrated effective public engagement. The CBO will serve this specific community and act as a conduit between the SFMTA and neighborhood residents to provide valuable input about effective, culturally competent and language appropriate communication with the communities that they serve.

## **Overall Project Objectives**

### **1. Project Initiation**

Task 1, Project Initiation, will kick off the project, develop a full project charter to identify and oversee project team roles and responsibilities, develop a public outreach plan, and procure a community organization contract. The outcomes of this task will ensure that the project has a solid foundation and understanding of the scope of work, and the available resources to perform the work. Each task includes an allocation of time for project controls and team meetings, including task tracking, schedule management, and facilitating meetings.

#### **Task 1.1: Project Kick-Off Meetings**

SFMTA will hold a kick-off meeting with Caltrans to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.

The SFMTA will begin all project related efforts in coordination with partners, including the District 10 Supervisor's Office and the lead Community Based Organization at an additional meeting. Attendees will review a draft Project Charter including: project deliverables, roles and responsibilities of each team member, and a draft project schedule for comment. These topics will be finalized in Task 1.2: Project Charter. This will be an opportunity to introduce all project team members, discuss and confirm shared project commitment, and align expectations and schedules for a considerable effort. Caltrans staff will be an optional attendee and the meeting summary will be documented.

**Responsible Party: SFMTA**

#### **Task 1.2: Project Charter**

A draft Project Charter will be developed prior to Task 1.1, Project Kick-Off Meetings. Partner agency roles and responsibilities, contribution of time and effort, agency leads, methods for reviewing and agreeing to deliverables, and expectations of the team members and their directors will all be discussed. After discussion and review at Project Kick-Off meetings, the SFMTA will finalize the Project Charter including the Project Scope of Work, the Responsibility Assignment Matrix for all project team members and deliverables (responsible, accountable, consult, inform (RACI)), the roles and responsibilities and a finalized schedule. Caltrans staff will additionally be invited to provide feedback about the Project Charter.

**Responsible Party: SFMTA**

### **Task 1.3: Establish Technical Advisory Committee (TAC)**

The SFMTA will convene a Technical Advisory Committee composed of designated staff assembled in coordination with partner agencies and will meet according to terms established in the Project Charter. TAC membership will emphasize and prioritize key partner agencies essential for the successful design and delivery of transportation projects, including: SFMTA Transit, Caltrans, SF Department of Public Works, SF Fire Department, SF Police Department, and others. The TAC will meet quarterly or by project milestone, as specified in the Project Charter.

**Responsible Party: SFMTA**

### **Task 1.4: Community Based Organization Contract**

The project team will finalize a Community Based Organization (CBO) scope of work. The SFMTA intends to contract with a CBO from the Visitacion Valley community for outreach as a sub-consultant to an existing outreach on-call contract; SFMTA will work with the District 10 Supervisors office to identify the CBO. The contract will be completed in full accordance with City and County of San Francisco contracting rules in addition to any Caltrans contracting compliance requirements. The goal of the contract will be to provide strategic support for public outreach activities. The function of the outreach consultant will be to provide support for outreach logistics and planning, while the sub-consultant CBO will provide strategic outreach guidance, help build relationships with the community, and provide additional outreach support. The work will be a subset of tasks outlined in the finalized Project Charter scope of work (Task 1.2).

**Responsible Party: SFMTA**

### **Task 1.5: Public Outreach Plan**

This task ensures that there is agreement between the SFMTA and Caltrans of the level of public outreach and the techniques to receive that input. This will align expectations among agencies and stakeholders at the beginning of the project. The public outreach plan will be developed in collaboration with the CBO and outreach consultant contracted in Task 1.3 in order to leverage the strengths of each participant in the plan. It is anticipated that the plan will rely on existing stakeholder groups and a diversity of engagement strategies like door-to-door and mailers for outreach. The public outreach plan will:

- Finalize scope and timeline
- Identify key stakeholders and project champions
- Identify level of public outreach (inform, consult, involve, collaborate, empower) for all stakeholders, potential participants, and phases of outreach
- Identify appropriate public outreach techniques
- Build upon findings from previous and ongoing planning and outreach efforts (Task 2.1) to inform public outreach objectives

This task will result in an outreach plan document outlining the level of engagement for each phase of outreach to receive the right level of public input in that phase. It will build upon past project level planning and outreach to minimize outreach fatigue by minimizing redundancies. Up to two rounds of review will be included for

this document. This will directly inform all subsequent tasks related to public participation.

**Responsible Party: SFMTA, Consultant/CBO, Outreach Consultant**

<b>Task #</b>	<b>Deliverable</b>
1.1	Kickoff meeting & meeting notes
1.2	Project charter
1.3	Initial TAC meeting & meeting notes
1.4	CBO contract
1.5	Public outreach plan

## **2. Existing Conditions Documentation**

Task 2, Existing Conditions Documentation, will lay the groundwork for a successful planning effort in future tasks by reviewing and learning from past planning efforts and studies, establishing relationships with key community stakeholders, and collecting data about the community and built environment which will inform outreach and planning. The task will culminate by establishing project goals and objectives based on the findings from the task. Each task includes an allocation of time for project controls and team meetings, including task tracking, schedule management, and facilitating meetings.

### **Task 2.1: Review Past and Existing Planning Efforts**

The SFMTA will review past and current analysis and outreach regarding neighborhood transportation conditions, needs, and opportunities to improve from efforts including but not limited to the 2018 SFCTA District 10 Mobility Study, the Bayshore Multimodal Facility Phase 2 Study, the Muni Service Equity Strategy, Muni Forward, the Bi-County Transportation Study, and planned street improvements associated with forthcoming major developments. The findings from the Muni Service Equity Strategy, in particular, will help identify key issues and stakeholders to inform Task 3. The SFMTA will consult with other City agencies and departments to leverage outreach feedback. This task serves as the foundation for understanding the outcomes and status of previous planning efforts, allowing the CBTP to identify deficiencies and build upon previous engagement.

**Responsible Party: SFMTA**

### **Task 2.2: Key Stakeholder Interviews – Goals and Priorities**

In collaboration with the partner Community Based Organization (CBO), SFMTA will meet with key stakeholders to understand the current transportation barriers and priorities. These interviews will lay the groundwork for a positive public outreach plan, begin to develop a shared understanding of the transportation needs as they fit into the larger social needs of the community, capture potential distrust and develop a common understanding of transit concerns, and reduce redundant, duplicative or potentially insensitive efforts. Interviewees will be identified in collaboration with the District 10 Supervisor's office, the CBO, and contacts identified in Task 2.1. Stakeholder interviews will inform and be informed by Tasks 2.3-2.4.

**Responsible Party: SFMTA, Consultant/CBO**

### **Task 2.3: Demographics Analysis**

Visitacion Valley is an under-resourced community and designated MTC Community of Concern. This Task will provide the framework for understanding the unique characteristic of this neighborhood and developing measurable plan objectives in Task 2.5 that are specific to vulnerable populations. The SFMTA will complete a demographics analysis that utilizes U.S. Census data to compare the characteristics of the study area to San Francisco, including but not limited to population by race, gender, age, household income, poverty level, automobile ownership, and mode share. This information will be used to support findings generated in Task 2.1.

**Responsible Party: SFMTA**

### **Task 2.4: Street Conditions**

A completed documentation of existing multimodal conditions, including existing bicycle, pedestrian, transit, and vehicle conditions along with planned improvements identified in Task 2.1 will provide the basis for identifying gaps in Task 3. Existing intersection count and transit ridership data will also be collected. The San Francisco High Injury Corridor network and most recent 5-year collision history will be evaluated to identify safety hot spot locations.

**Responsible Party: SFMTA**

### **Task 2.5: Develop Project Goals and Objectives**

A final outcome of Task 2 will be developing the goals and objectives of this study in collaboration with key stakeholders. The findings from Tasks 2.1-2.4 will assist the SFMTA to determine study goals by defining critical community issues and assets to frame the key priorities for this study. A set of clear and measurable project goals enables strategic development of Task 3 outreach.

**Responsible Party: SFMTA, Consultant/CBO**

<b>Task #</b>	<b>Deliverable</b>
2.1	Community opportunities and issues summary
2.2	Completed Interviews with Notes
2.3	Demographics summary and maps
2.4	Existing and planned transportation asset maps
2.5	Project goals and priorities

## **3. Public Outreach**

As planned in Task 1.5, a robust public outreach process will effectively engage the diverse constituency of Visitacion Valley, incorporating community feedback at multiple stages of the planning and conceptual design process. Using context sensitive and effective techniques, the project team aims to improve public communication while leveraging data collected from previous efforts to minimize redundancies. Outreach materials will be translated into other languages unique for the project area and interpreters present at events as appropriate to ensure materials are accessible for all members of the community. The key outcome of Task 3 is the synthesis of community



input received by different SFMTA departments and City agencies while reengaging with the community in a positive and focused way with an emphasis on providing equitable outreach to an underserved community within San Francisco. Each task includes an allocation of time for project controls and team meetings, including task tracking, schedule management, and facilitating meetings.

### **Task 3.1: Phase 1 Community Engagement – Transportation Values & Improvement Opportunities**

In partnership with the CBO, the SFMTA will facilitate three meetings in Phase I Community Outreach which will build upon the existing conditions analysis and community transportation goals identified in Task 2. The meeting goals, framework, and materials will be developed in collaboration with the community through the CBO to ensure partners are engaged at a foundational level. Given the state of COVID-19, the project team will be flexible and account for safe and official public health requirements; this could include virtual or outside meetings and online surveys. If we are only able to utilize virtual engagement, additional efforts will be made to engage harder to reach community members. At each of the 3 meeting phases, we will lead exercises developed to validate and refine the community transportation goals and priorities identified in Task 2 and better understand how community members use transit within the neighborhood. Through the interactive exercises, we will engage our partners in the community in a collaborative way. Interactive surveys and activities will let community members review and refine the conditions, needs, and opportunities identified in Task 2.1 and the goals and priorities developed and refined throughout Task 2.

If the project team meets in person, we will leverage existing community gatherings during convenient times for stakeholders to effectively discuss project goals with the neighborhood. Presentations will focus on gathering feedback on neighborhood priorities and explaining the planning process. Examples of types of community events may include gatherings at schools, senior centers, faith-based organizations, community support centers, and parks and playgrounds.

**Responsible Party: SFMTA, Consultant/CBO, Outreach Consultant**

### **Task 3.2: Phase 2 Community Engagement - Transportation Improvement Development**

Task 3.2, the second phase of community input, will build on the goals and priorities validated and refined in Task 3.1 to identify and recommend specific transportation enhancements to address challenges at specific locations. In preparation for the task, the SFMTA will consult with SFMTA Sustainable Streets implementation staff about feedback received in Task 3.1 and review identified complete streets transportation improvements from Task 2.

During Task 3.2, three outreach meetings will be held, ideally with consistent groups from Task 3.1. At each of the 3 meetings, we will build upon the community goals and priorities confirmed in Task 3.1 to conduct exercises aimed at identifying priority intersections and corridors in the study area; identifying key transit needs and preferences; and forming potential solutions to identified challenges. The opportunities will be framed within the known enhancements summarized in Task 2.1 and the goals and priorities identified in Task 3.1 and will strive to capture the benefits and impacts of alternative solutions so that community members can

provide informed input about their preferences and needs. As noted in Task 3.1, the format of these outreach meetings (virtual versus in person) will depend on the state of COVID-19 and public health practices; the program team will find creative solutions to engage collaboratively and with harder to reach populations if unable to meet in person. The responses gathered from the series of meetings in Tasks 3.1 and 3.2 will be mapped and consolidated to identify the intersections and corridors which reflect the highest priorities from the community. The project team will leverage existing community gatherings during convenient times for stakeholders to effectively communicate the project goals to the neighborhood.

**Responsible Party: SFMTA, Consultant/CBO, Outreach Consultant**

### **Task 3.3: Phase 3 Community Engagement - Proposal Evaluation & Project Closeout**

In the final phase of community engagement, the SFMTA will hold three outreach meetings with consistent groups from Tasks 3.1 and 3.2 and attend key stakeholder meetings with attendees from Task 2.2. The purpose of Task 3.3, the final phase of community input, will be to share a refined set of recommended transportation improvements with the community to ensure accurate reflection of constituent interests. For Task 3.3, the SFMTA will refine the suggested package of improvements that meet the needs and gaps identified in prior tasks.

The project team will develop a survey tool to collect input on preferences and design boards developed to communicate the proposed design improvements that resulted from Task 3.2 feedback. The survey will be distributed in hard copy at the meetings (depending on the state of COVID-19 and in-person gatherings) and available online, and language support in languages appropriate for the project area community will be provided to ensure the survey is accessible for all members of the community. If COVID-19 requires only virtual surveys, the project team will make every effort to engage harder to reach populations. This phase of outreach will culminate in a presentation of the final report and findings of the project, which will serve to close out the planning phase and describe next steps for project implementation, including Agency approval process and detailed design.

**Responsible Party: SFMTA, Consultant/CBO, Outreach Consultant**

<b>Task #</b>	<b>Deliverable</b>
3.1	Summary of community toolkit preferences and needs
3.2	Proposed transportation improvements and priority locations
3.3	Summary of final proposed improvement priority packages

## **4. Streetscape, Transit, Funding and Implementation Plans**

The purpose of Task 4 will be to present the final recommendations from Task 3 and develop a funding and implementation plan for the top priority transportation improvements as identified in Task 3.3. The SFMTA will obtain cost estimates for the preliminary design and propose a phased approach and funding plan to project implementation. A phased approach will ensure priority projects are programmed to fund sources to support near term implementation. Each task includes an allocation of

time for project controls and team meetings, including task tracking, schedule management, and facilitating meetings.

#### **Task 4.1: Streetscape Plan**

The final design improvement concepts from Task 3.3 will be presented using plans, cross sections, and photos in a Streetscape Plan report section. It will summarize the issues and gaps identified during community engagement that resulted in the proposal of a prioritized set of transportation recommendations. The designs will incorporate complete streets concepts to ensure a diverse set of transportation improvements are proposed for Visitacion Valley. Cost estimates will be developed and utilized in Task 4.3, funding plan.

**Responsible Party: SFMTA**

#### **Task 4.2: Transit Action Plan**

The final recommendations to improve to support transit reliability and access and improve the experience of using transit in Visitacion Valley, focusing on the 8 Bayshore, 54 Felton, and 56 Rutland routes, identified in Task 3.3 will be documented in a transit action plan. The plan will propose improvements to stop amenities and walking conditions within the vicinity of stops; assess stop placement to best serve community needs; and identify opportunities to improve connections to neighborhood destinations and city and regional transit. Proposed improvements will be consistent with Muni Forward and the Muni Service Equity Strategy. Cost estimates will be developed and utilized in Task 4.3, funding plan.

**Responsible Party: SFMTA**

#### **Task 4.3: Funding and Implementation Plan**

Cost estimates and potential funding sources for recommendations defined in Task 3.3 and described in Tasks 4.1 and 4.2 will provide an order of magnitude level of investment summary for the plan's proposals. Funding sources will be based on the SFMTA Five Year Capital Improvement Program (CIP) which operates as an implementation plan for regional, citywide, and agency-wide goals. Based on identified community priorities and other development and projects in the pipeline, improvements will be packaged and presented in a phased approach.

**Responsible Party: SFMTA**

<b>Task #</b>	<b>Deliverable</b>
4.1	Streetscape Plan
4.2	Transit Action Plan
4.3	Cost estimates, funding sources, phased implementation scenarios

### **5. Draft and Final Plan Document**

The purpose of Task 5 will be to package Tasks 2-4 into a final report. The report will be presented to the SFMTA Board for review. Each task includes an allocation of time for

project controls and team meetings, including task tracking, schedule management, and facilitating meetings.

#### **Task 5.1: Draft Plan and Recommendations Report**

Based on public outreach and conceptual designs, the SFMTA will prepare a draft plan for public and stakeholder review, including a recommendations report outlining the different recommendation packages and preferred alternatives. Stakeholders, who will include the CBO, District 10 Supervisors Office, stakeholder groups generated throughout the engagement effort, and local advocacy groups including WalkSF and SF Bicycle Coalition, will have the ability to give feedback on the plan before it is presented to the SFMTA Board in Task 5.2. The draft will include high-quality graphics illustrating the design concepts for the improvements.

**Responsible Party: SFMTA**

#### **Task 5.2: SFMTA Board Presentation & Adoption**

The feedback gathered from the Draft Plan and Recommendations Report from 5.1 will be incorporated, revised, and then presented to the SFMTA Board of Directors for adoption. Any remaining critical comments will be resolved.

**Responsible Party: SFMTA**

#### **Task 5.3: Final Plan and Recommendations Report**

The SFMTA will prepare a Final Plan incorporating remaining feedback from Tasks 5.1 and 5.2. The Final Plan will include a summary of public engagement, streetscape design alternatives, as well as an implementation plan for the recommended alternatives. All alternatives will be at the level of refinement necessary to be considered for environmental assessment of the project under both State and Federal environmental guidelines. Environmental assessment is not part of the scope of this work. The project team will forward the Final Plan to Caltrans for review.

**Responsible Party: SFMTA**

<b>Task #</b>	<b>Deliverable</b>
5.1	Draft Plan including recommendations report with project recommendations
5.2	SFMTA Board Meeting Notes
5.3	Final Plan document, including revisions to draft based on feedback, and implementation plan

## **6. Administration**

Administration ensures that the project is moving on schedule, on budget and in compliance with all Caltrans invoicing and reporting requests. This is performed in concert with agreement to team roles and responsibilities. Administration costs will be covered through local funding and through SFMTA's approved indirect cost rate, which is included within the project budget through other tasks.

#### **Task 6.1 Invoicing**

Submit complete invoice packages to Caltrans District staff based on milestone completion – at least quarterly, but no more frequently than monthly.

**Responsible Party: SFMTA**

**Task 6.2 Quarterly Reports**

Submit quarterly reports to Caltrans District staff providing a summary of project progress and grant/local match expenditures.

**Responsible Party: SFMTA**

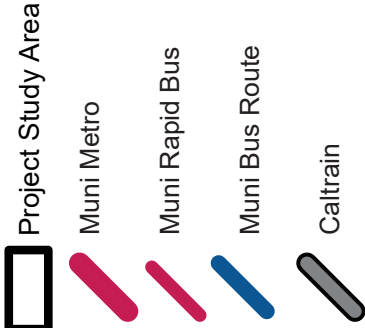
Task	Deliverable
6.1	Invoice Packages
6.2	Quarterly Reports

# 1. Visitation Valley Community Based Transportation Plan Study Area

Proposed project study area and transit routes

October 2019

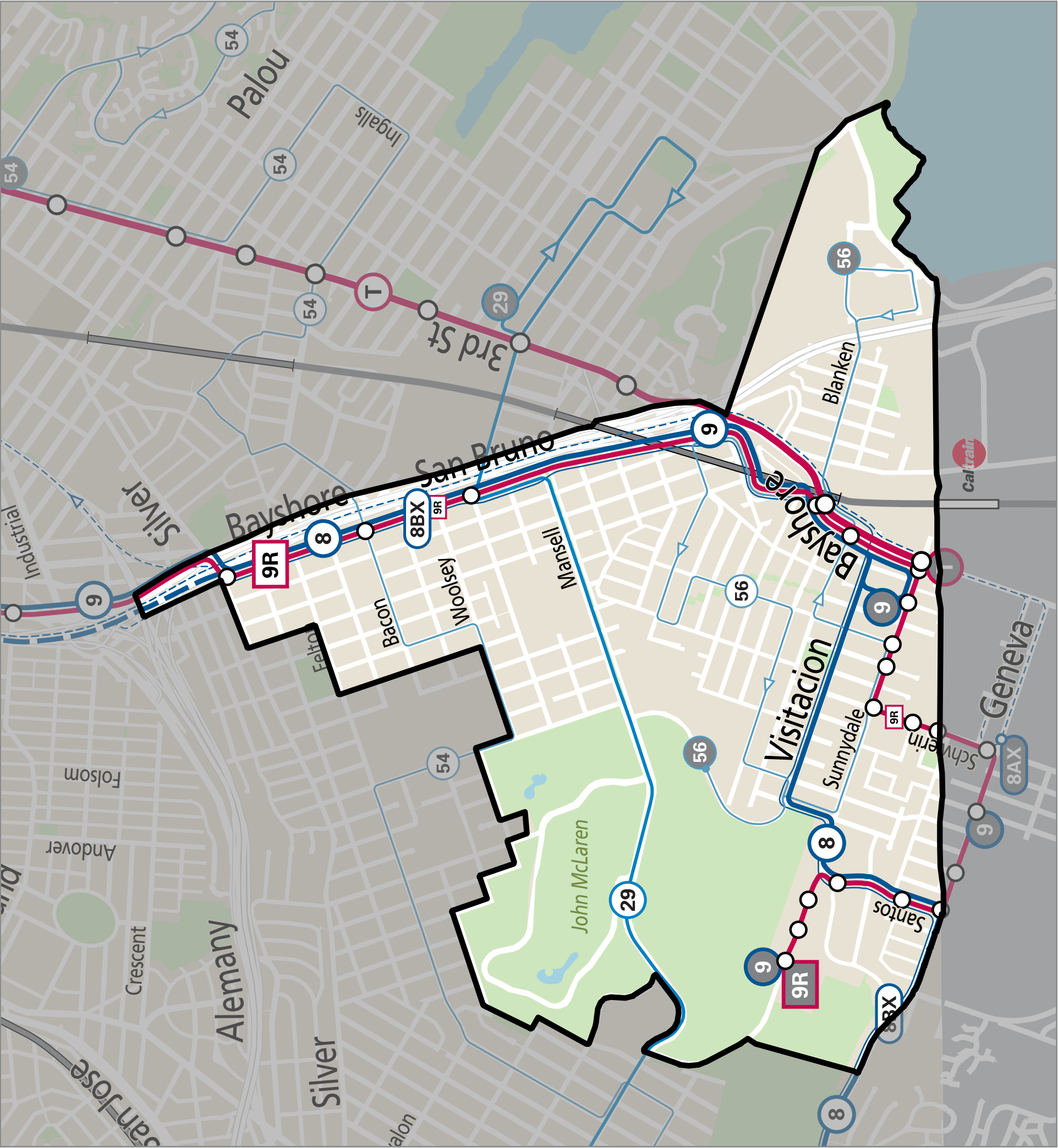
Map shows existing transit options in Visitation Valley area, and the boundaries of the proposed project area. The project area is primarily serviced by the K-Ingleside/T-Third Street Muni Metro light rail lines, as well as a number of local Muni bus routes.



Date Saved: 10/16/2019

For reference contact: [maia.moran@sfmta.com](mailto:maia.moran@sfmta.com)

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





## Memorandum

### AGENDA ITEM 5

**DATE:** November 5, 2020

**TO:** Transportation Authority Board

**FROM:** Anna LaForte – Deputy Director for Policy and Programming

**SUBJECT:** 11/10/2020 Board Meeting: Allocate \$745,651 in Prop K Sales Tax Funds, with Conditions, for Three Requests

<b>RECOMMENDATION</b>	<input type="checkbox"/> Information	<input checked="" type="checkbox"/> Action
Allocate \$745,651 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:		
1. Citywide Daylighting (\$500,000)		
2. Curbside Pickup Zones Pilot Evaluation (\$200,000)		
3. Visitacion Valley and Portola Community Based Transportation Plan (\$45,651)		
<b>SUMMARY</b>		
Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s) for the projects. Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations.		
For additional context on the Curbside Pickup Zones Pilot Evaluation request, SFMTA staff will provide a brief presentation on the overall Curb Management Strategy following the staff presentation on this item.		
		<input checked="" type="checkbox"/> Fund Allocation
		<input checked="" type="checkbox"/> Fund Programming
		<input type="checkbox"/> Policy/Legislation
		<input type="checkbox"/> Plan/Study
		<input type="checkbox"/> Capital Project Oversight/Delivery
		<input type="checkbox"/> Budget/Finance
		<input type="checkbox"/> Contract/Agreement
		<input type="checkbox"/> Other: _____

### DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

### FINANCIAL IMPACT

The recommended action would allocate \$745,651 in Prop K funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.



Attachment 4 shows the approved Prop K Fiscal Year 2020/21 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the adopted Fiscal Year 2020/21 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

## **CAC POSITION**

The CAC considered this item at its October 28, 2020 meeting and adopted a motion of support. During discussion, several CAC members expressed concerns about the Curbside Pickup Zones Pilot Evaluation request, including that the zones would likely primarily benefit private delivery companies and that those companies should contribute financially to the program. CAC members also commented that the many outstanding questions related to curbside pickup zones (such as who is using them, are they improving safety by reducing double parking) were a reason to approve this request, as it would fund data collection and evaluation of the program. As a follow up action, CAC members requested a presentation from SFMTA on the overall Curb Management Strategy at the December 2 CAC meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K Sales Tax Allocation Summaries – FY 2020/21
- Attachment 5 – Allocation Request Forms (3)





RESOLUTION ADOPTING THE PORTSMOUTH SQUARE COMMUNITY-BASED  
TRANSPORTATION PLAN FINAL REPORT [NTIP CAPITAL]

WHEREAS, The Portsmouth Square Community-Based Transportation Plan (CBTP) (Plan) was recommended by Commissioner Peskin for \$30,000 in Prop K half-cent sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP); and

WHEREAS, The Metropolitan Transportation Commission provided an additional \$30,000 in Community Based Transportation Planning funds; and

WHEREAS, The Plan sought to conduct community outreach and develop conceptual designs for safety and circulation improvements for the streets adjacent to Portsmouth Square; and

WHEREAS, The Plan was led by the Transportation Authority in partnership with Commissioner Peskin's office, the Chinatown Community Development Corporation, and the project's Technical Advisory Committee; and

WHEREAS, The Plan leverages and builds upon extensive community outreach conducted by the San Francisco Recreation and Parks Department when developing the Portsmouth Square Improvement Project; and

WHEREAS, To identify the community's ideal transportation improvements, the project team developed a three-phase community input process to gather feedback on location-specific improvement projects; and

WHEREAS, Based on community input and technical expertise, the project team recommended transportation solutions for the streets adjacent to Portsmouth Square that are reflective of the needs of the community and existing street conditions; and

WHEREAS, All of the proposed improvements described in the enclosed



Portsmouth Square Community-Based Transportation Plan aim to enhance pedestrian safety and access to Portsmouth Square, enhance access for individuals with disabilities, and provide a more welcoming pedestrian environment; and

WHEREAS, The San Francisco Recreation and Parks Department will incorporate the recommendations for the street frontages directly adjacent to Portsmouth Square into the future redesign of Portsmouth Square; and

WHEREAS, Transportation Authority staff will work with Commissioner Peskin's office to identify strategies for funding any recommendations not addressed by the proposed Portsmouth Square redesign; and

WHEREAS, The Transportation Authority has consulted with Commissioner Peskin's office which is supportive of the Plan's recommendations; and

WHEREAS, The Citizens Advisory Committee was briefed on the final report at its October 28, 2020 meeting and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed Portsmouth Square Community-Based Transportation Plan; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.

Enclosure:

- Portsmouth Square Community-Based Transportation Plan



## Memorandum

### AGENDA ITEM 6

**DATE:** November 3, 2020  
**TO:** Transportation Authority Board  
**FROM:** Hugh Louch - Deputy Director for Policy and Programming  
**SUBJECT:** 11/10/2020 Board Meeting: Adopt the Portsmouth Square Community Based Transportation Plan Final Report

<b>RECOMMENDATION</b> <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action	<input type="checkbox"/> Fund Allocation
Adopt the Portsmouth Square Community Based Transportation Plan (CBTP) Final Report.	<input type="checkbox"/> Fund Programming
<b>SUMMARY</b>	<input type="checkbox"/> Policy/Legislation
In June 2018, with the support of Commissioner Peskin, the Transportation Authority Board appropriated \$50,000 in Prop K Neighborhood Transportation Improvement Plan (NTIP) capital funds to supplement \$30,000 in funds from the Metropolitan Transportation Commission (MTC) to develop the Portsmouth Square CBTP. The Transportation Authority used the funds to engage the community and develop recommendations for improved pedestrian safety, access, and circulation around Portsmouth Square. The enclosed final report describes the engagement conducted for this project and proposed improvements.	<input checked="" type="checkbox"/> Plan/Study
	<input type="checkbox"/> Capital Project Oversight/Delivery
	<input type="checkbox"/> Budget/Finance
	<input type="checkbox"/> Contract/Agreement
	<input type="checkbox"/> Other: _____

### BACKGROUND

The MTC's CBTP is intended to bring local residents, community organizations and transportation agencies together to identify low-income neighborhoods' most important transportation challenges and develop strategies to overcome them. MTC requires that local governing boards adopt the CBTP final reports. The purpose of the Transportation Authority's NTIP is to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community-supported neighborhood-scale projects that can be funded by Prop K sales tax and/or other sources.

Portsmouth Square is the "community bedroom" and an anchoring point for San Francisco's Chinatown neighborhood. Chinatown's population is disproportionately elderly, disabled, low income, minority and/or do not own a vehicle, qualifying this neighborhood as a Community of Concern. San Francisco's Recreation and Parks Department (RecPark) recently



completed a multi-year community driven process to re-design the Portsmouth Square Park and increase community access (Portsmouth Square Improvement project). The Portsmouth Square CBTP analyzed circulation around the park and engaged community members to identify how to improve pedestrian safety and access to park and Chinatown as a whole.

## **DISCUSSION**

**Outreach.** The Transportation Authority partnered with the Chinatown Community Development Center (CCDC) to convene an advisory committee and engage stakeholders throughout the planning process. Outreach activities included:

- An intercept survey was conducted to understand how visitors get to Portsmouth Square and their transportation needs.
- A business survey to understand similar questions for businesses and employees of businesses.
- A stakeholder meeting to identify transportation needs around the square, taking into account the findings of the surveys and a site walk conducted as part of the project.
- A second stakeholder meeting to review and prioritize potential improvements that were developed by the study team.

Outreach activities are documented in the final report.

**Recommendations.** The Portsmouth Square CBTP builds on the recommendations of the Portsmouth Square Improvement Project to redesign the square and prior planning studies to develop a prioritized set of recommendations that seek to improve pedestrian safety, access and circulation around Portsmouth Square. Specifically, these recommendations include:

Pedestrian safety improvements, which were the top priority from stakeholder outreach:

- Updating the entry to the Portsmouth Square garage to reduce pedestrian/auto conflicts
- Updating the Clay and Kearny signal to permit both scramble (now allowed) and two-stage crossings
- Improve space for and visibility of pedestrians on Kearny Street in front of the garage, which is currently impeded by the plaza wing walls

Pedestrian friendly streets improvements such as removing sidewalk pinch points and potentially adding pedestrian-scale lighting where not available. Many of the safety improvements also provide more space for pedestrians.

Americans with Disabilities Act (ADA) and modernization improvements such as:

- Adding directional curb ramps where missing at intersections around the square
- Addressing significant cross slope grades that do not meet ADA standards
- Removing pinch points on Water U Lum Place due to the placement of light posts

Curb use improvements include adding loading zones around the square and providing guidance and/or training around curb use for casino shuttles that pick up and drop off patrons nearby.



**Next Steps.** The November 2020 ballot includes a General Obligation Bond that would dedicate \$50 million to open space improvements in Chinatown that could be used for the proposed redesign of Portsmouth Square, pending environmental clearance. Proposed solutions from this CBTP that are either within the curb line of the Portsmouth Square block or are curbs that connect to Portsmouth Square that can be incorporated into the Portsmouth Square Park Improvement Project. The cost of these recommendations total \$3.4 million for design and construction. RecPark is currently leading environmental review for the square redesign and the Department of Public Works is reviewing accessibility.

The remaining CBTP recommendations total just under \$200,000 for design and construction and could be incorporated into other proposed projects and implemented with a variety of funding sources including Prop K funds.

### **FINANCIAL IMPACT**

The recommended action would not have an impact on the adopted Fiscal Year 2020/21 budget.

### **CAC POSITION**

The CAC considered this item at its October 28, 2020 meeting and unanimously adopted a motion of support for adoption of the final report.

### **SUPPLEMENTAL MATERIALS**

Enclosure 1 – Portsmouth Square CBTP Final Report

# Portsmouth Square Community-Based Transportation Plan & D3 NTIP



San Francisco  
County Transportation  
Authority

Agenda Item 6

November 10, 2020

# Overview



San Francisco  
County Transportation  
Authority

- Study Objectives
- Stakeholder Input
- Challenges & Solutions
- Recommendations





Improve safety, circulation and access to Portsmouth Square – the community's 'living room' – and to Chinatown as a whole.

- Analyze the existing circulation and conditions
- Conduct outreach and engagement with community members and stakeholders
- Recommend strategies and projects for site improvement

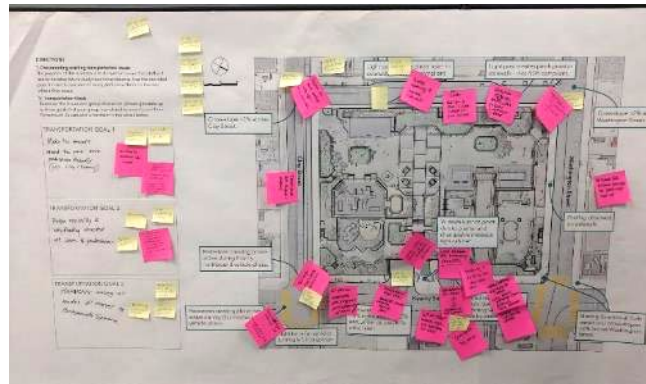


# Stakeholder Input Process



San Francisco  
County Transportation  
Authority

- Stakeholder Meetings
- Business & Intercept Surveys
- On-going coordination with CCDC and Portsmouth Square garage
- Identified needs:
  - Improve pedestrian safety
  - Improve visibility, lighting and wayfinding (Pedestrian friendly streets)
  - ADA upgrades and modernization
  - Address loading and sidewalk blocking issues



*April 2019 Stakeholder Meeting*

*“create harmony among all  
modes of travel to Portsmouth  
Square”*

# Challenges



San Francisco  
County Transportation  
Authority

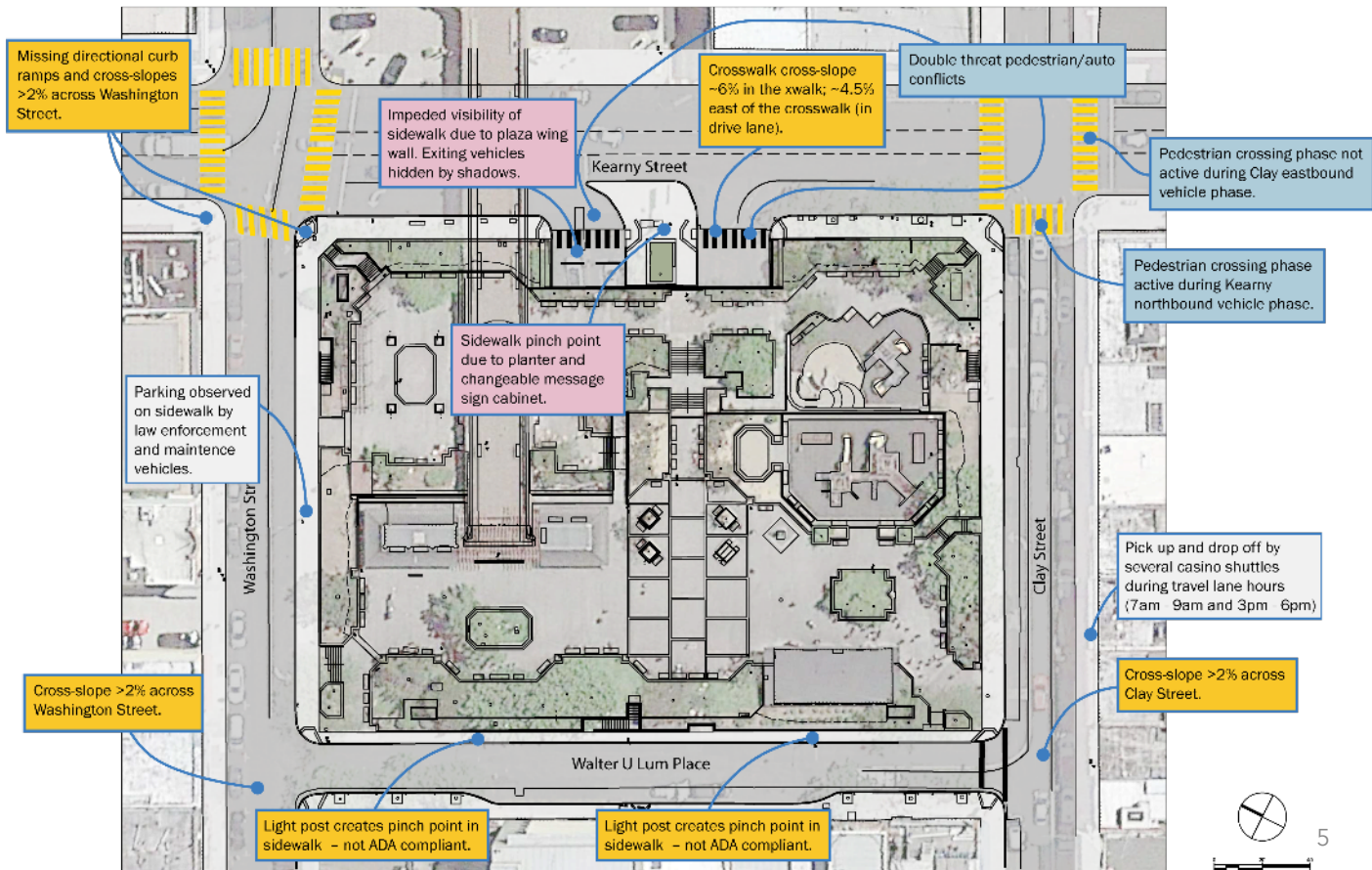
## Challenge Key

Pedestrian Safety

Pedestrian  
Friendly Streets

ADA &  
Modernization

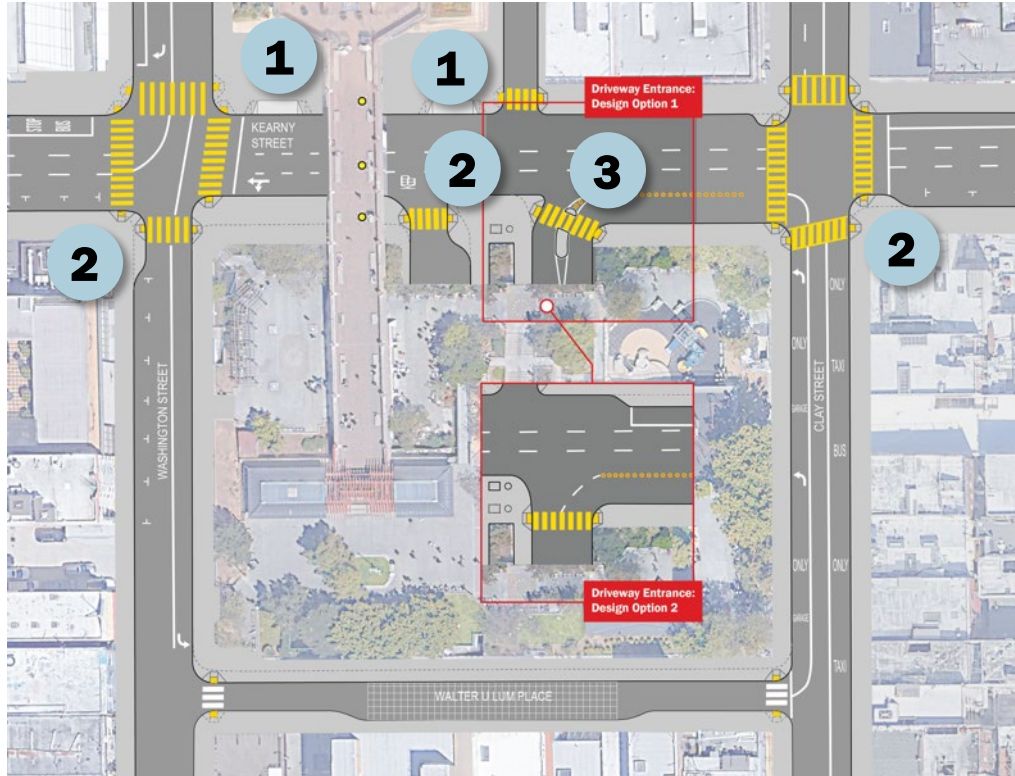
Loading Issues



# Solutions: Pedestrian Safety

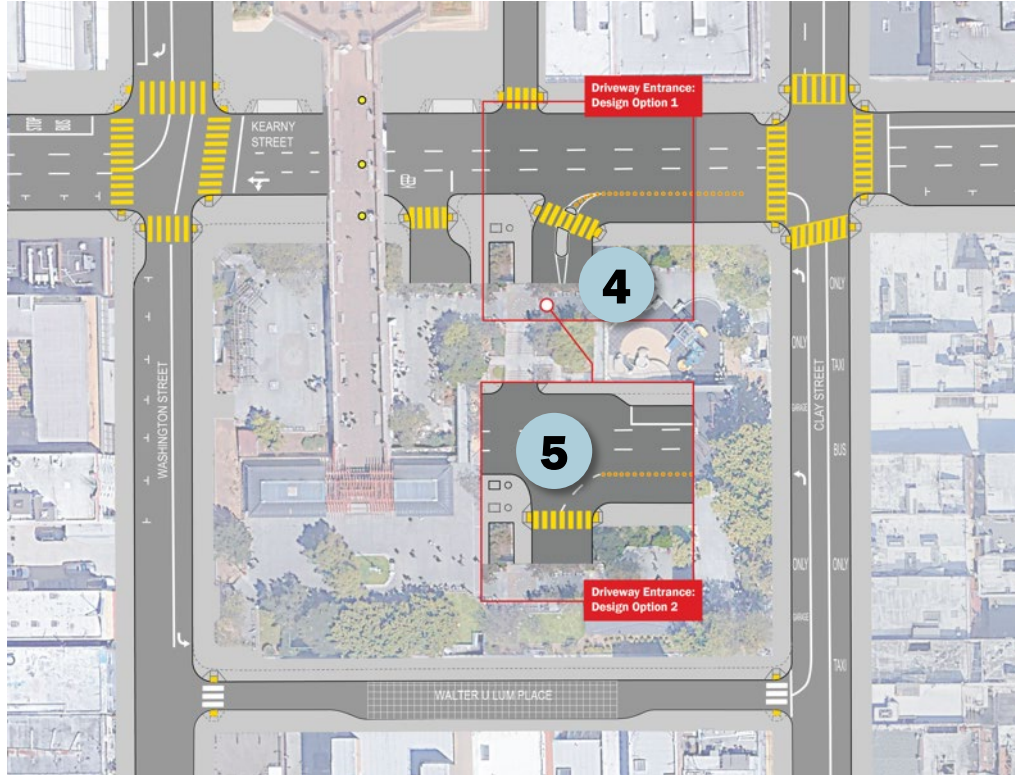


San Francisco  
County Transportation  
Authority



1. Narrow existing driveways
2. Install bulb outs and consider adding additional lighting
3. Add pedestrian median between garage entry lanes

# Solutions: Pedestrian Safety



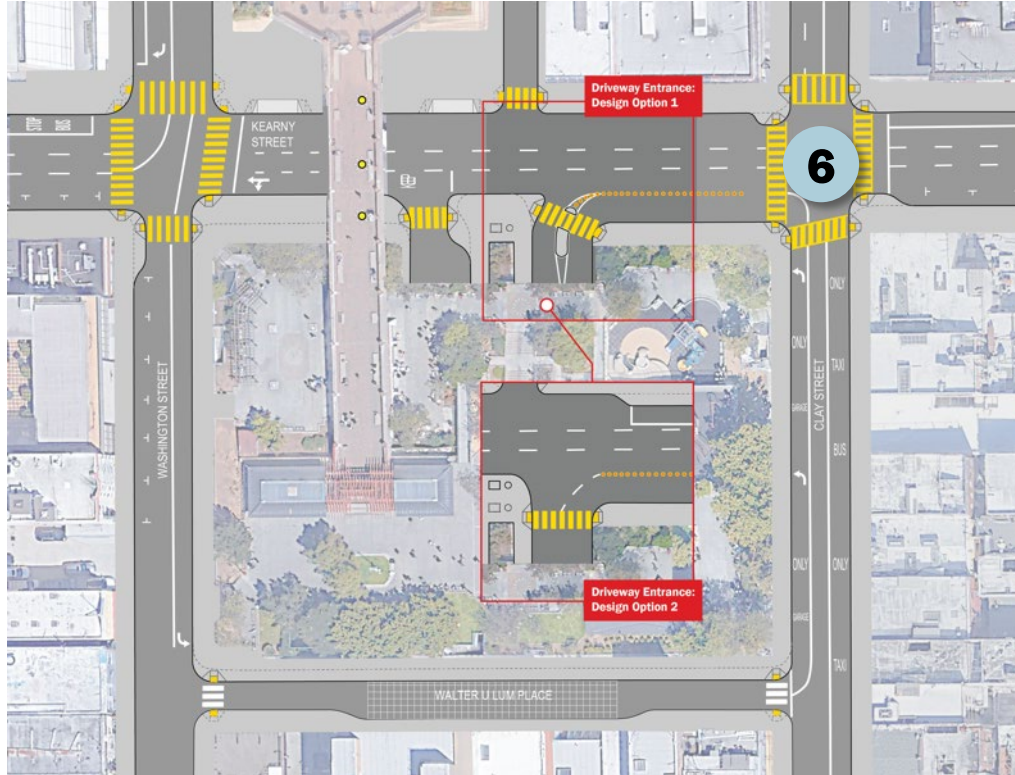
- 4. Install pedestrian crossing lights and extend existing row of bollards
- 5. Relocate changeable message sign and equipment cabinet



# Solutions: Pedestrian Safety



San Francisco  
County Transportation  
Authority



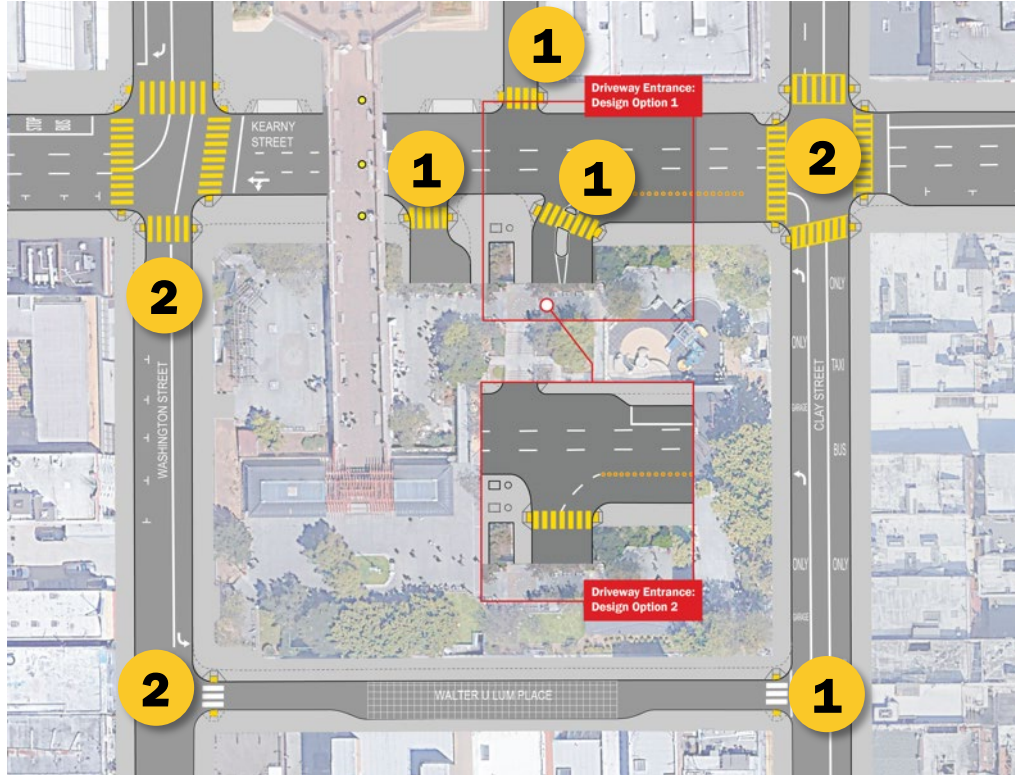
6. Re-time pedestrian crossing to better accommodate individuals with disabilities

Upgrade existing “No Right Turn on Red” signs to blank out signs and increase enforcement

Typical Blank out signage:

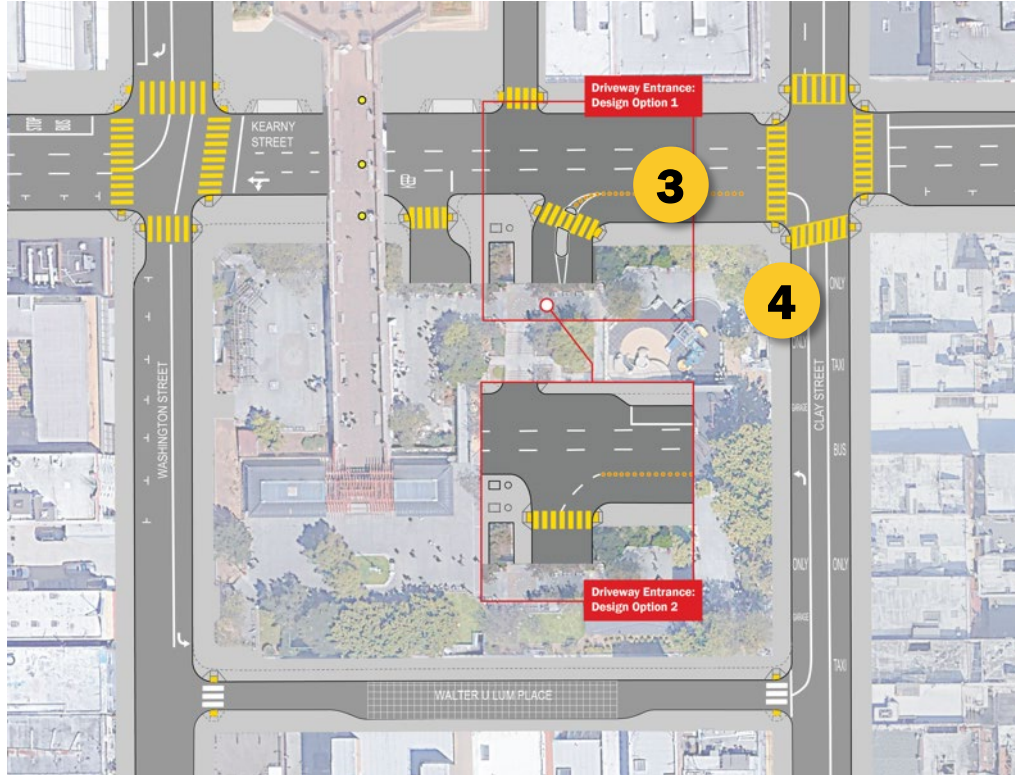


# Solutions: ADA & Modernization



1. Install new curb ramps
2. Relocate existing drainage inlets and install new curb ramps

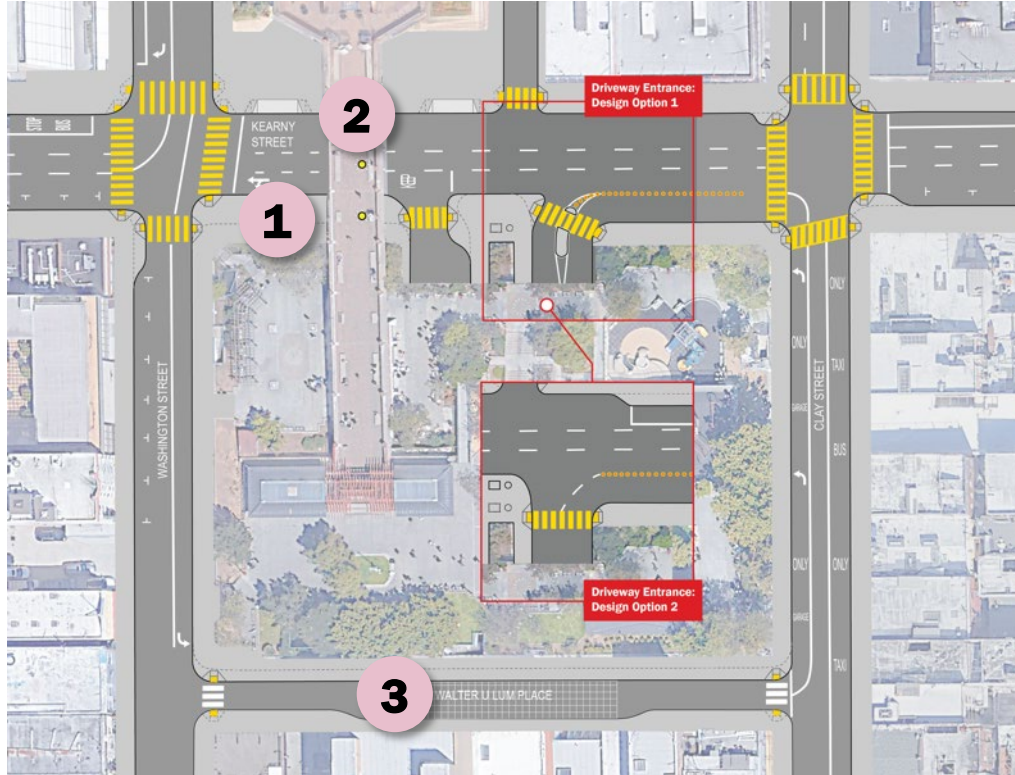
# Solutions: ADA & Modernization



- 3. Refresh exiting bollards
- 4. Add signage "left Lane parking garage only"



# Solutions: Pedestrian Friendly Streets



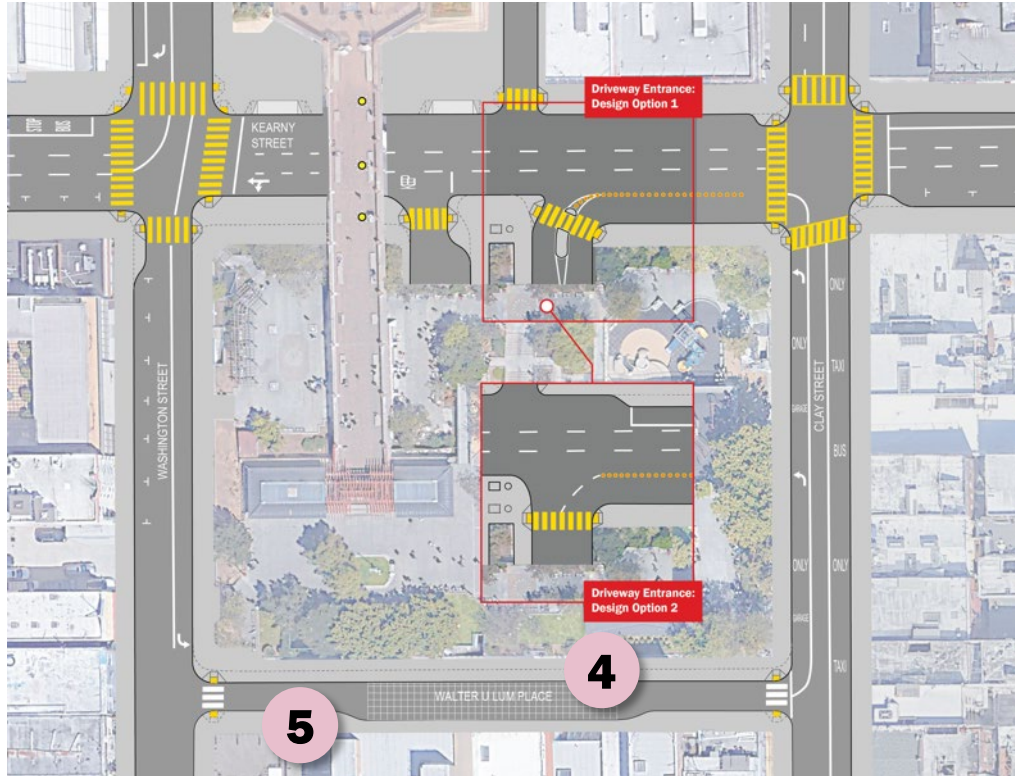
1. Widen sidewalk
2. Install lighting under pedestrian walkway
3. Raise Walter U. Lum to sidewalk level



# Solutions: Pedestrian Friendly Streets



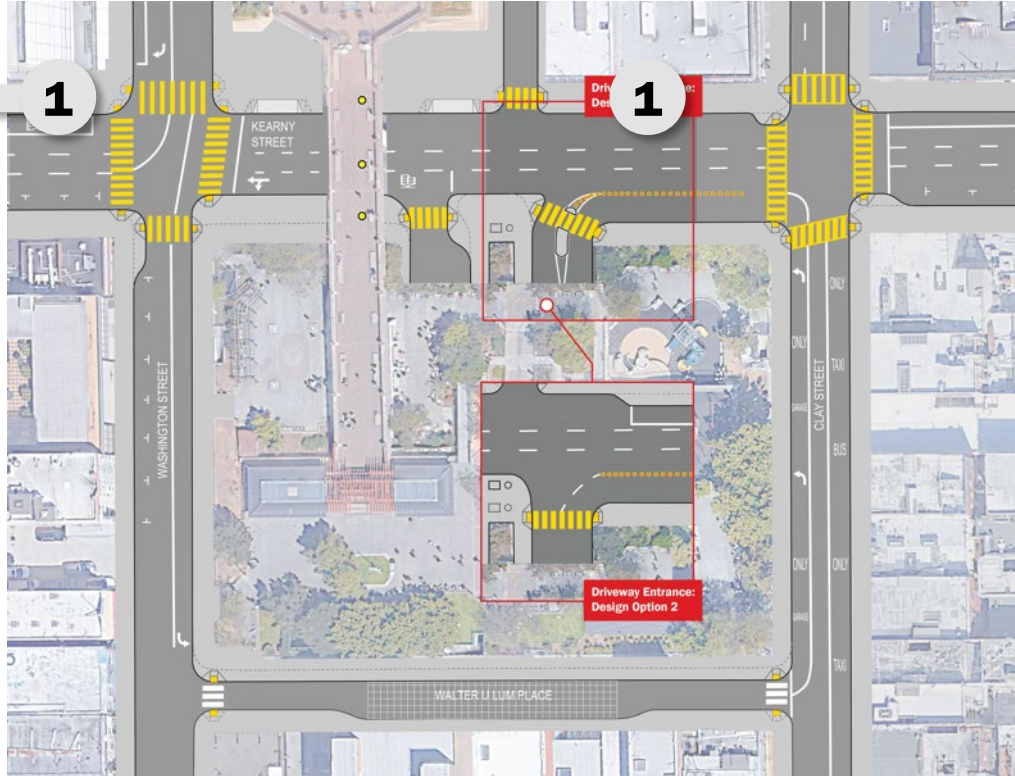
San Francisco  
County Transportation  
Authority



- 4. Widen Sidewalk adjacent to square
- 5. Consider sidewalk widening to create an outdoor café zone

Study the potential for the expansion of the existing Community Ambassadors program to weekend and 4 evenings

# Solutions: Loading

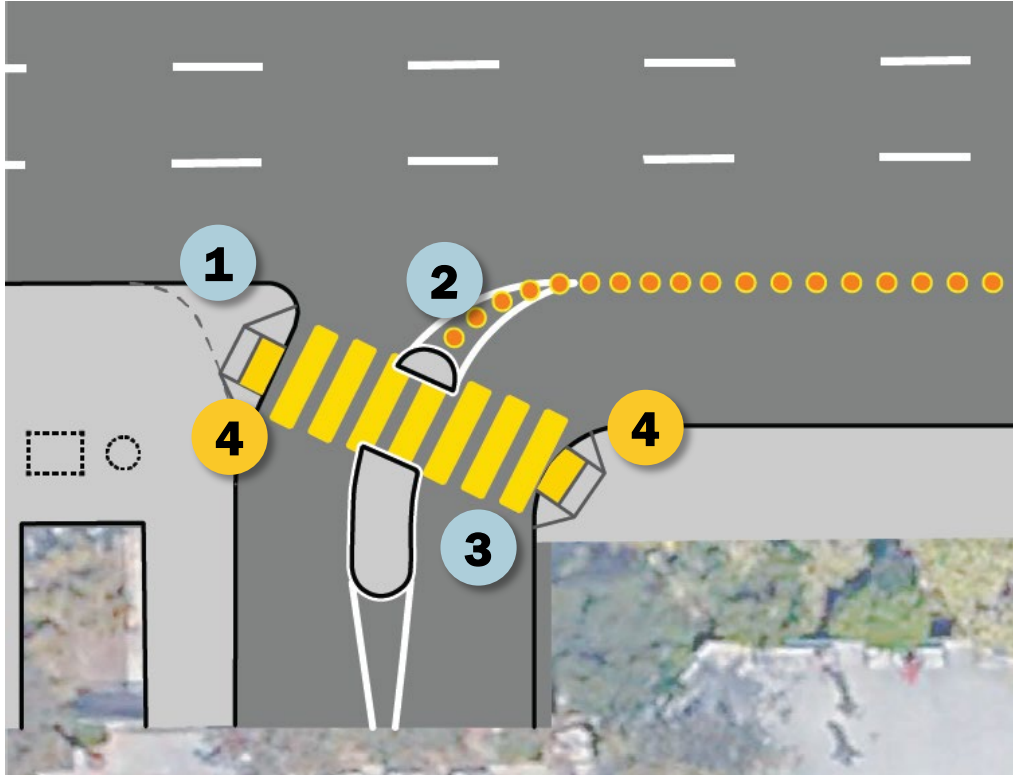


1. Install loading zones in two locations.

Increase enforcement of double-parked vehicles in transit lane.

Increase casino shuttle operator awareness, potentially provide written guidance.

# Garage Entry Design



1. Install bulb outs and consider adding additional lighting
2. Add pedestrian median between garage entry lanes
3. Install pedestrian crossing lights and extend existing row of bollards
4. Install new curb ramps

# Recommendations & Implementation



San Francisco  
County Transportation  
Authority

- Cost to implement all solutions – \$2.4M
- Top priority for stakeholders - pedestrian safety & ADA & modernization [\$2.23M]
- Most solutions could be implemented as part of the Portsmouth Square Redesign Project that will be funded by the Prop A GO Bond, pending CEQA clearance

# Thank you. Any Questions?

Hugh Louch  
[hugh.louch@sfcta.org](mailto:hugh.louch@sfcta.org)  
(415) 522-4830



**San Francisco  
County Transportation  
Authority**

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# Community Voices on Congestion Pricing Conversations in the Tenderloin, SoMa, and Bayview

Jodie Medeiros, Executive Director, Walk San Francisco  
SFCTA Board Meeting  
Tuesday, November 10, 2020

@walksf



walksf.org





Walk SF believes San Francisco can be the safest, most pedestrian-friendly city in the country.





Senior & Disability Working  
Group of the Vision Zero  
Coalition



Tenderloin Traffic Safety  
Task Force



# Vision Zero is possible!

NEWS

TRANSPORTATION

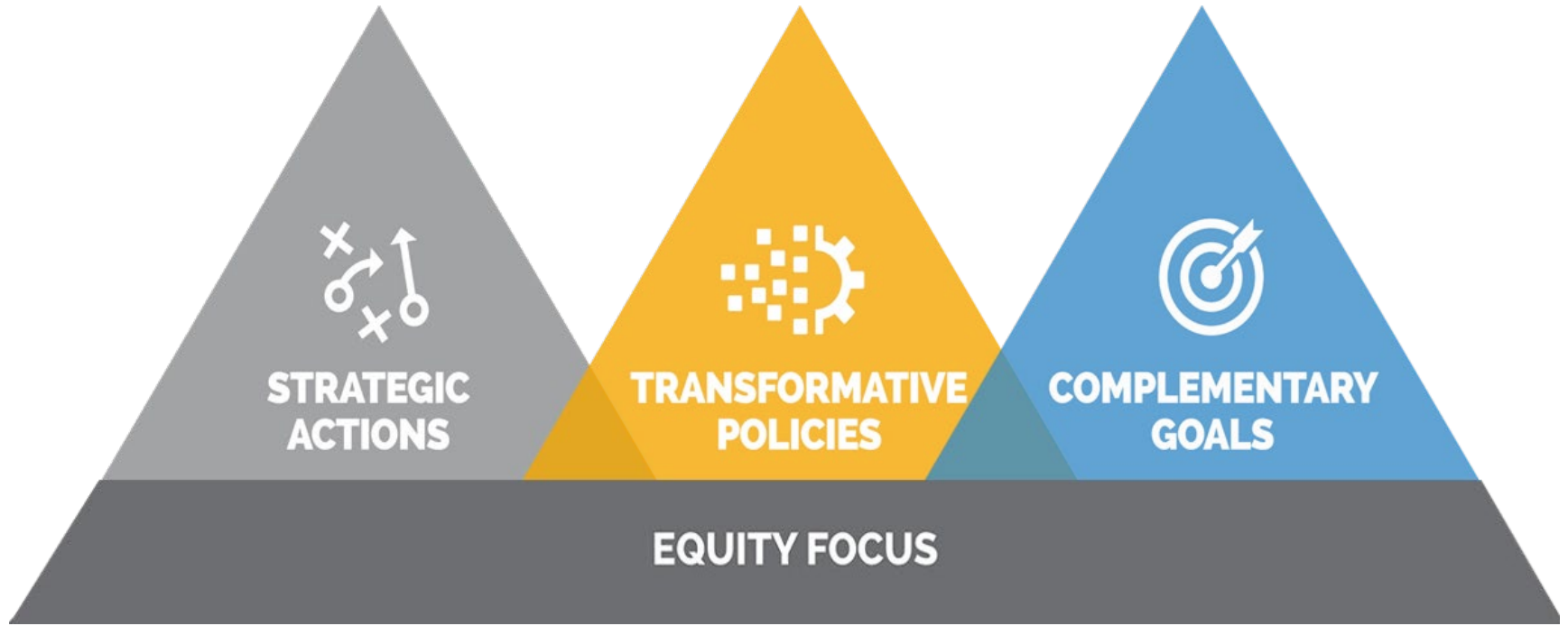
## Oslo saw zero pedestrian and cyclist deaths in 2019. Here's how the city did it.

*Reducing the number of cars reduced the number of traffic fatalities*

By **Alissa Walker** | [@awalkerinLA](#) | Jan 3, 2020, 1:50pm EST



# San Francisco's approach to Vision Zero



# Vision Zero Transformative Policies



**Automated  
Enforcement**



**Pricing and  
Reducing  
Vehicle Miles  
Travelled**



**Urban Speed  
Limit  
Setting**



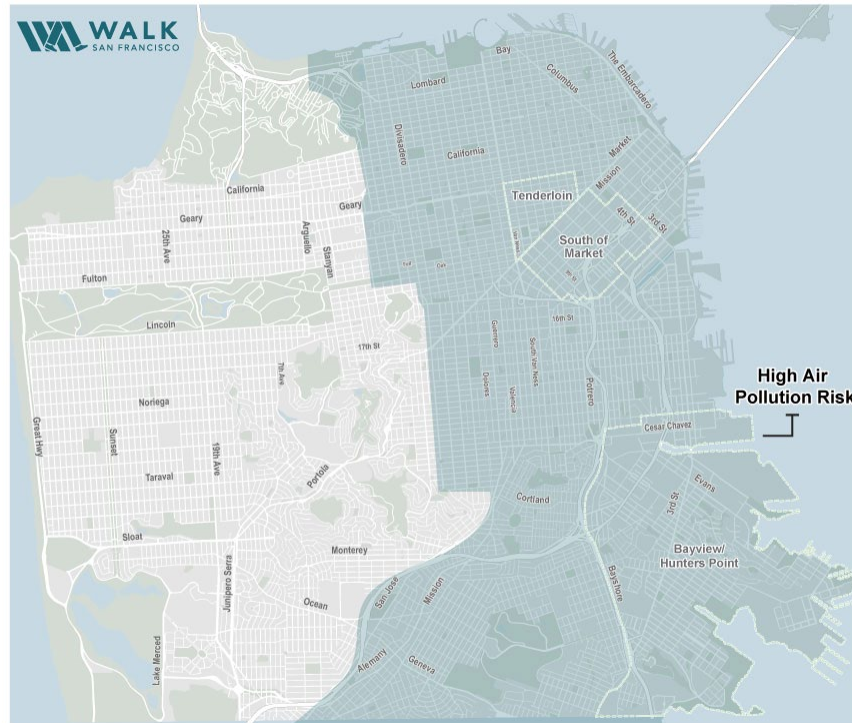
**Local Regulation  
Of Transportation  
Network  
Companies**



# Walk SF's Outreach Approach

Tenderloin, SoMa, and  
Bayview

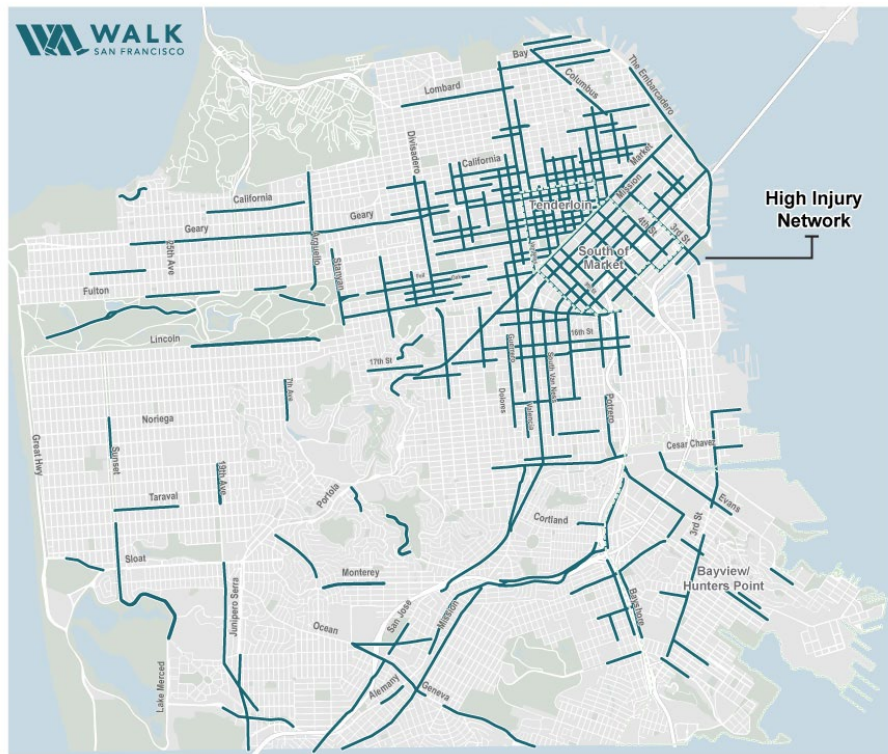
# Outreach to Priority Neighborhoods



Source data: SFMTA, SFCTA, SFDPH, BAAQMD

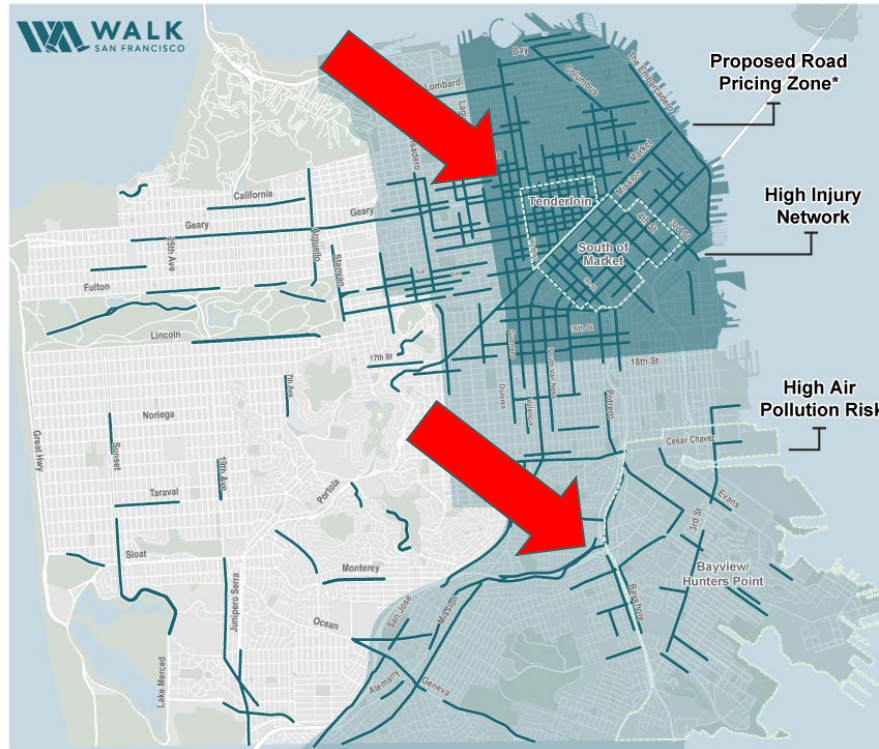


# Outreach to Priority Neighborhoods



Source data: SFMTA, SFCTA, SFPD, BAAQMD

# Outreach to Priority Neighborhoods



Source data: SFMTA, SFCTA, SFDPH, BAAQMD



# Targeted Outreach



African American Holistic Wellness  
Program Bayview Hunters Point



# Introduce the concept

## New City Idea









What if it cost money to drive on the busiest streets during the busiest parts of the day?



# Customized Outreach Approach

 **Getting Around the Tenderloin** 

How do you get around most?

 Transit 	 Walking 	 Carpool 	 Rolling 
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# Questions we asked:

- 1) What are your biggest concerns about a potential congestion pricing program, and
- 2) What would you most want to invest funds from congestion pricing in?



# Top Concerns

1. Who Pays?
2. Will this lead to more affordable and frequent transit service?
3. Have we, as a city, exhausted other options other than congestion pricing?



# Top Spending Priorities

#1 Cheaper or free transit

#2 More frequent transit service

#3 Safe streets through design





## Community Voices on Congestion Pricing:

Conversations in the Tenderloin,  
SoMa, and Bayview

# Thank You

Jodie Medeiros, Executive Director

[jodie@walksf.org](mailto:jodie@walksf.org)

@walksf



[walksf.org](http://walksf.org)







# Community Voices on Congestion Pricing:

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Conversations in the Tenderloin,  
SoMa, and Bayview

# Executive Summary

What if San Francisco could simultaneously improve air quality and traffic safety in the most impacted neighborhoods, plus boost Muni service and affordability while also fighting climate change?

This is the potential of congestion pricing in our city. At Walk San Francisco, we see congestion pricing as a promising solution, especially when it comes to ending severe and fatal traffic crashes on our streets. If you look at cities around the world within reach of Vision Zero, congestion pricing is one of the most effective tools at play.

Yet congestion pricing is a non-starter unless it's designed with equity on all fronts. In light of plans by the San Francisco County Transportation Authority (SFCTA) to start a study and outreach for exploring congestion pricing in 2020, Walk SF wanted to start talking with the people who are bearing the burden of too many transportation inequities about what congestion pricing could mean, both good and bad. And we wanted their voices to help shape SFCTA's outreach approach.

So with support from Natural Resources Defense Council, we held 13 outreach sessions in the Tenderloin, South of Market, and Bayview Hunters point in late 2019 and early 2020 to dig into two questions with residents in these neighborhoods: what are your biggest concerns about a potential congestion pricing program, and what would you most want to invest funds from congestion pricing in?

What we heard is only a small sampling of the voices that need to be at the heart of a SFCTA's planning process. But what rose to the top in our outreach is that: 1) who will pay the full toll is the biggest area of concern; and 2) more affordable and more frequent transit service are the top priorities for investment. The specific feedback and ideas behind this matter, which is why we've shared our full results with SFCTA to inform their outreach, and I invite you to read the full report below.

There's one comment from a participant that particularly stuck out in what we heard. It was that **congestion pricing should only be implemented if it will meaningfully improve the lives of the many communities it is meant to serve – not to make marginal improvements or backfill programs that should be happening regardless.**



*This report was developed with support from the William and Flora Hewlett Foundation and the Natural Resources Defense Council. The information and opinions expressed in this report and toolkit are solely those of the authors and do not necessarily reflect the views of the funding partners.*

Congestion pricing, if San Francisco pursues it, should be transformative for equity and for our streets. Walk SF looks forward to continuing the conversation, and invites you to join in!

## **Outreach Plan**

Congestion pricing is a new concept in the United States that a number of cities, including San Francisco, are exploring. The San Francisco County Transportation Authority (SFCTA) planned a Congestion pricing study and outreach process that would last through 2020. Knowing that deep community engagement would be essential for any consideration of congestion pricing in San Francisco, Walk SF, with the help of NRDC, spent time crafting a congestion pricing outreach plan and conducting outreach to better understand the concerns and priorities of residents in three specific neighborhoods that will be impacted by congestion pricing. As a result, this feedback could provide information that the SFCTA could use to ensure that its study is answering the questions that residents have.

Walk SF directed its outreach from September to February in three neighborhoods: the Tenderloin, South of Market (SoMa), and Bayview Hunters Point. These three neighborhoods were chosen for several reasons. First, all three neighborhoods face daily poor air quality resulting from transportation emissions. Second, each neighborhood also experiences high rates of traffic injuries and fatalities. And finally, the residents who live with these current dangers are disproportionately lower-income and less white than San Francisco as a whole – groups often not fully reached through traditional transportation outreach.

## **Air Pollution and Climate Emissions**

In San Francisco, like the Bay Area and California as a whole, transportation emissions are the largest contributor to both poor air quality and climate emissions. In terms of air quality, 93.9% of San Francisco census tracts are at the 89th percentile or higher in diesel particulate matter, according to CalEnviroScreen 3.0.

According to the Metropolitan Transportation Commission's Vital Signs report, emissions from transportation are the top source of greenhouse gas emissions locally: creating 47% of total emissions in the Bay Area, and 33% here in San Francisco.

San Francisco's eastern neighborhoods are especially burdened by poor air quality. The Tenderloin, SoMa, and Bayview areas are all designated as highly impacted by air pollution under California Assembly Bill 617. In fact, nearly all Tenderloin, SoMa,

and Bayview areas score at the 65th percentile or higher for health risks from CalEnviroScreen 3.0. As a heavily urbanized area, the pollution burden is led less by industrial or agricultural factors but rather varying aspects of the same problem: too many vehicles releasing too many pollutants next to incredibly dense neighborhoods of children, seniors, and low-income residents.



**Map 1. Neighborhoods of focus for outreach**

In SoMa, the CalEnviroScreen traffic score is between the 60th and 81th percentile for the entire neighborhood. This traffic brings pollution that contains toxic chemicals that can cause cancer, cause low weight and premature births, damage DNA, and raise asthma and lung disease rates for children who live or go to school nearby. This neighborhood is known for this heavy traffic.

Like in the Tenderloin and SoMa, every single census tract's CalEnviroScreen diesel particulate matter score is at or above the 98th percentile - some of the most polluted in the entire state. Heavy traffic brings hundreds of various chemicals to those living, working, or attending school in these neighborhoods. Children and the elderly face disproportionate risk from these very small particles that can cause lung cancer, heart disease, and contribute to a range of other health problems.

## **Traffic Violence**

High levels of traffic emissions in these neighborhoods are also home to some of the city's most dangerous streets. The Tenderloin has uniquely dangerous streets: every single street in the neighborhood is a High-Injury Corridor (HIC) – something no other neighborhood can claim. In San Francisco, these Vision Zero High Injury Corridors represent the 13% of city streets where 75% of serious and fatal traffic crashes occur.

A dense residential neighborhood with very low car ownership – 0.1 vehicles per capita vs. .46 citywide – the fast one-way streets that residents confront everyday move traffic quickly to and from destinations in the Financial District, Union Square, and northern neighborhoods of the city. About two hundred people, on average, are injured from traffic crashes in the Tenderloin each year. Some die from these injuries each year.

While not every single street in SoMa is a High-Injury Corridor, it comes close. Nearly every north-south street that connects to streets in the Tenderloin, Union Square, and the Financial District are High-Injury Corridors, as are most east-west streets that connect the neighborhood to the Mission District. Housing and employment are growing in this neighborhood with numerous freeway touchdowns and wide streets designed for industrial traffic. Approximately four hundred people suffer injuries from traffic crashes every year in SoMa, as well as fatalities.

Bayview Hunters Point, located away from the downtown core, has fewer High-Injury Corridors, but is home to twelve very dangerous streets including its main street (Third) as well as numerous neighborhood streets and connectors to nearby neighborhoods. With multiple industrial centers surrounding homes, Bayview streets handle both the traffic of residents as well as significant truck traffic. And with lacking public transportation options and longer commutes than other neighborhoods, significantly more Bayview residents drive to work (63%) than the city average (42%), and the neighborhood has many less car-free households (19%) than the city average (30%).

## **Demographics**

The Tenderloin, SoMa, and Bayview communities' demographics match that of those who are much more likely to suffer from air pollution. According to the San Francisco Planning Department's Neighborhood Socio-Economic Profiles report, based on data from American Community Survey, these neighborhoods include over three times more Black residents and about 20% more Latino residents than the city



average. They are more international: there are 21% more foreign-born residents and 61% more linguistically-isolated households than the city average. And they are poorer: 25% of these neighborhoods residents, on average, live in poverty - twice the overall city rate - and the per-capita income for the Tenderloin (\$27,946) and Bayview (\$24,817) are both about half of the citywide average of \$55,567 in 2016.

## **Outreach Format and Materials**

Walk SF began designing our outreach by determining how best to introduce the concept of congestion pricing to the communities we would be working with to the most accurate feedback from participants. The term 'congestion pricing' itself is jargon, and as many have noted, frames the concept in the negative: it is named after the typically negatively-viewed phenomenon (congestion), rather than the goals or outcomes of the idea. And while some have suggested 'decongestion pricing' as an alternative, this becomes an even longer name and still isn't neutral. To solve this, we decided to use 'road pricing' throughout our outreach materials and communications as a simpler and more neutral option.

We designed the outreach sessions as a short presentation plus two key questions that will illuminate participants' concerns and priorities: 1) what concerns they had about a road pricing program, and 2) what their investment priorities would be for revenue generated by a road pricing program.

By soliciting feedback on concerns, we were able to both surface informational questions that allowed us to refine the information in outreach sessions (e.g. how does someone pay: cash or a toll booth?) as well as concerns that any successful road pricing program would have to address (e.g. do residents of the zone area receive a discount or exemption?).

We began each conversation by asking individuals to share how they personally get around. While the outreach benefitted from many participants considering how the program would affect people they knew, we first grounded the conversation in how it would affect participants personally, rather than further hypothetical situations that they did not experience first-hand.

After understanding how participants currently get around San Francisco, we shared the problems that road pricing programs often hope to address: congestion, air pollution, and traffic deaths and injuries. In asking participants if they felt that congestion was increasing in San Francisco, their responses resoundingly echoed what we know: congestion has increased dramatically since 2010 due to more personal vehicle miles as well as transportation network company (TNC, such as Uber or Lyft) miles. In thinking about how best to discuss air pollution and traffic

violence, we opted to do so geographically since both are tied intricately with geography.

To address air pollution in San Francisco in a succinct but comprehensive way, we used California's AB 617 communities map, which shows which communities in California are most at risk from air pollution based on the criteria set out in 2017's Assembly Bill 617.

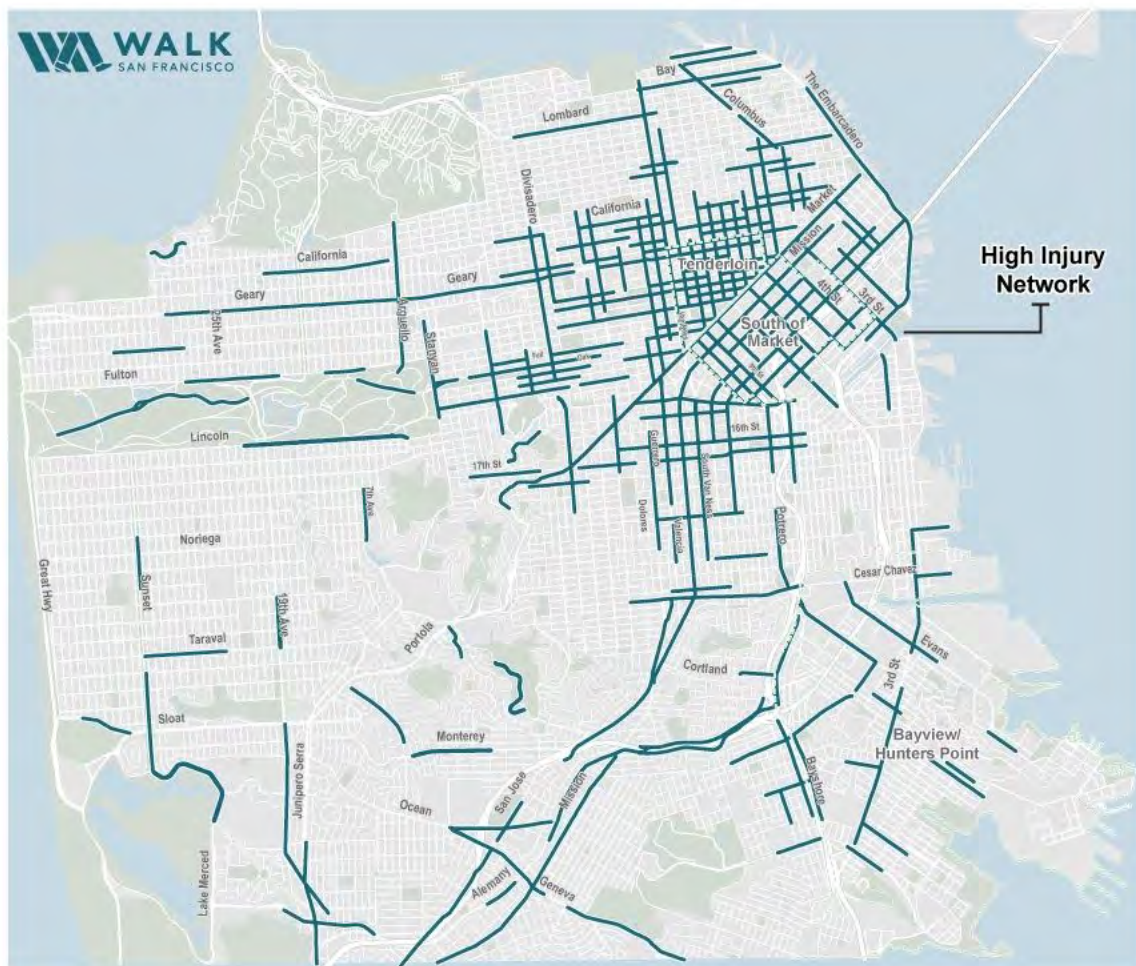


**Map 2. AB 617 boundary shows residents of eastern San Francisco are at high air pollution risk based on pollution and community health information.**

Participants understood that their neighborhood – whether it was the Tenderloin, SoMa, or Bayview – was fully covered by this dangerous designation, and some participants were quick to note that the western boundary of the AB 617 map at the southern end of the city almost precisely follows Interstate 280 as it divides the

Excelsior, Outer Mission, and Crocker-Amazon neighborhoods from western San Francisco.

To share the geography of traffic deaths and injuries, we shared a map of San Francisco's High Injury Network, the 13% of city streets that are responsible for 75% of traffic deaths and injuries according to San Francisco's Department of Public Health.



Source data: SFMTA, SFCTA, SFPD, BAAQMD

**Map 3. San Francisco's High-Injury Network represents hospital and police traffic data to highlight the 13% of streets where 75% of serious and fatal traffic crashes happen.**

Pointing out high-injury corridors in each neighborhood connected with participants' personal knowledge of the dangerous streets in their neighborhood. Additionally, the map showed the overlapping occurrence of higher air pollution risk and traffic violence risk on the eastern portion of the city.

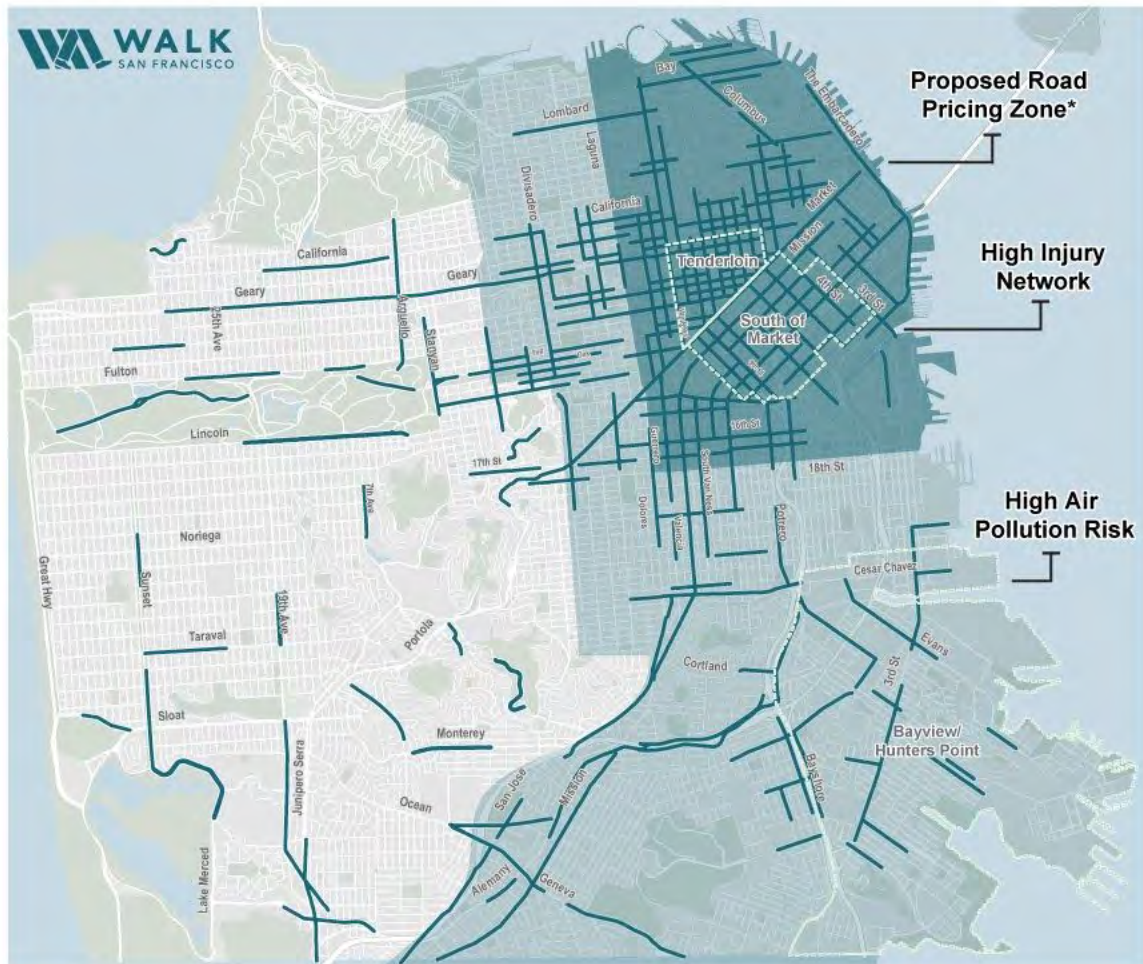


The presentation gave quick highlights and benefits of cities where congestion pricing has been successfully implemented (e.g. London, Singapore, Stockholm). We then asked participants to imagine what this could look like in San Francisco. To provide participants with a possible frame, we shared the proposed road pricing zone from the SFCTA's 2010 congestion pricing study. While we tried to provide minimal definition around what a congestion pricing program would look like for San Francisco, we determined that providing some possible program information like a “zone” was helpful for participants to get past initial clarifying questions.



**Map 4. Proposed congestion pricing zone from SFCTA's 2010 congestion pricing study.**

To show where this 2010 congestion pricing zone would overlap with known air pollution risk and traffic crashes, we share one final map that displayed all three maps.



Source data: SFMTA, SFCTA, SFDPH, BAAQMD

**Map 5. Overlapping map of AB 617 high air pollution risk zone (light green shading), San Francisco High-Injury Network (dark green lines), and proposed 2010 congestion pricing zone (dark green shading).**

This map provided a starting point for conversation. While acknowledging it was just one option previously considered, it was a concrete possibility that provided an opportunity to ask how a congestion pricing system could - or could not - work in San Francisco by providing feedback on both questions: 1) “what concerns would you have about a program like this?”, and 2) “what would you spend this money on to improve how you get around?”

## Public Engagement

With materials created, we began our outreach in the fall to a variety of groups within the Tenderloin, SoMa, and Bayview: neighborhood groups, housing

nonprofits, local coalitions, etc. We built a list from Walk SF's previous collaborations in these neighborhoods, asked our partners, reviewed city data on groups active in each neighborhood, and asked each organization who hosted a training who else we should be talking to. In the end, this led to 13 outreach sessions (two additional sessions were canceled due to the beginning of the city's Shelter in Place order during coronavirus).

As we reached out to groups to partner with in hosting a session, we were intentional about considering which parts of the various communities they represented. While we selected the Tenderloin, SoMa, and Bayview in part because they are home to high percentages of people of color and low-income residents, we knew that simply by reaching out to groups within these neighborhoods would not automatically mean that we would be connecting with representative groups.

## **Who We Reached**

In the Tenderloin, we held an outreach session with tenant organizers at Central City SRO Collaborative. These organizers work with their low-income, racially diverse tenant neighbors in Single-Room Occupancy hotels primarily in the Tenderloin as well as some locations in SoMa. We then conducted Spanish-language outreach at La Voz Latina, the neighborhood's primary resource center for low-income, monolingual Spanish-speaking immigrants. And we included several sessions at St. Anthony's lunch service, where many unhoused and low-income residents receive meals. Across the sessions, 140 community members attended sessions.

In the Bayview, we held sessions with the Rafiki Coalition, a group focused on public health and advocacy for San Francisco's Black community; Hunters Point Family, a workforce development nonprofit known for its work with Black youth and families; the Bayview YMCA's African American Holistic Wellness Program, which includes dedicated Black senior programs; and BMAGIC (Bayview Hunters Point Mobilization for Adolescent Growth in Our Communities), a network of community-serving organizations that coordinate their work in the community that includes many youth service providers. Through this work, we heard from 120 community members across generations.

In SoMa, we hosted sessions with organizations including Independent Living Resource Center, an organization working with people with disabilities, and the Yerba Buena Alliance, a coalition of business and community partners in the Yerba Buena District of SoMa. A total of 28 people attended these two sessions. We were less successful in reaching organizations to host additional sessions in SoMa. This may be partly due to fatigue from the large amount of transportation planning work and outreach that has been happening for a dozen transportation projects, as well as

the years-long Central SoMa Plan process; or, it may be a result of weaker connections with area groups. In Tenderloin, Walk SF is a part of the Tenderloin Traffic Safety Task Force and very involved in neighborhood advocacy; in the Bayview, where Walk SF leads Safe Routes to Schools programs at several schools and is connected with community groups we worked with to shape the Bayview Community Based Transportation Plan.

While demographic data was limited to those who voluntarily shared this information, all outreach sessions where this data collected included majorities of people of color – over 80% at four of these sessions – with the exception of the sessions at Independent Living Resource Center and the Yerba Buena Alliance. Despite these efforts, we know that we did not reach every community with these three neighborhoods.

Since the Tenderloin is nearly 23% Latinx and 18% speak primarily Spanish at home, we knew a session at La Voz Latina or a similar organization was a priority and held our session with live interpretation. But the Tenderloin, SoMa, and Bayview all have significant Chinese populations, yet while we were prepared to conduct sessions with interpretation and translated materials, we did find a local community-based group to host the presentation.

## **How We Collected Feedback**

In planning sessions, we tried to balance two competing desires: to meet people where they already were but also planning sessions where participants could have enough time to ask questions and share their feedback.

In practice, this often meant joining existing meetings that groups scheduled and designing a presentation and collecting feedback based on the allotted time. With groups where we had a full hour, we were able to go deep on each topic starting with a fifteen-minute presentation on the concept of road pricing, answer all the programmatic questions that participants had, and then do a deep dive in collecting participant feedback on concerns on a road pricing program and investment priorities for program revenue.



# New City Idea

What if it cost money to drive on the busiest streets during the busiest parts of the day?



## Sample slide for presentation introducing the concept of congestion pricing

In sessions of 30 minutes or longer, feedback activities included post-it notes and markers so that participants could write down each of their pieces of feedback. After several minutes for each topic, we collected these post-its, read each of them out for the group, and displayed them on the wall.

This process often unearthed additional pieces of feedback or allowed for clarifications for unclear messages. In sessions shorter than 30 minutes, we adjusted our data collection methods by using paper surveys that we collected at the end of the session. We distributed these at the beginning of each session so that participants could write down their feedback during the presentation and share their responses at the end of each session.


To supplement written surveys we also provided a link to share feedback within a short time frame after the session. Most completed surveys by hand, but the 16 who completed surveys online often provided more detailed feedback.

To thank participants, in each session, we provided participants Clipper \$5 Cash Cards and small items like reflective lanyards.

**Road Pricing Feedback**

Share with us your feedback on the idea of road pricing in San Francisco.

\* Required



What are your top concerns for a program like this? \*

Your answer

What would be the best way for the City to spend the money brought in by a program like this? \*

Your answer

### Example online participant feedback survey

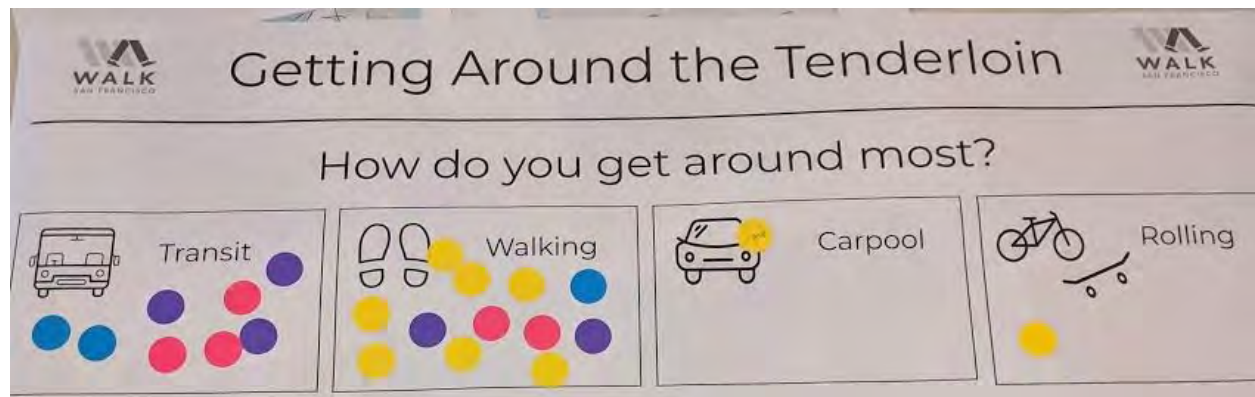
We altered this method further for sessions at St. Anthony's. Because many residents visit St. Anthony's for their lunch program and may not attend other group meetings where we could host a full outreach session, we created a version of our outreach amenable to tabling.

The first-lunchtime session at St. Anthony's ended up being a learning session on how to frame the content and gather the most feedback. We noticed many participants would spend two to five minutes discussing transportation one-on-one.

We created a poster that included key visuals from the presentation to show what the idea of road pricing could look like. We also created a large poster for feedback (see image), where participants could share how they get around, what their greatest priorities are for transportation investments, and post-its where they could share feedback or concerns they would have for a congestion pricing program.

These feedback categories matched the series of questions that we asked participants: how they got around, what their biggest needs were for transportation to be improved for them, and after sharing the idea of congestion pricing, what their feedback and concerns were. While this involved many one-on-one conversations – as opposed to one shared group conversation at other outreach sessions – we found that by asking the same questions and providing slightly different methods of sharing feedback, we could still gain this important feedback. Through four tabling

sessions, we engaged over a hundred Tenderloin residents and community members in this manner.



**Example of tabling outreach materials at St. Anthony's**

## Participant Feedback

Through this targeted outreach and engagement, we met with nearly 300 community members in Tenderloin, SoMa, and Bayview. In these sessions, most participants had feedback on at least one of the two focus areas: program concerns and investment priorities. We received 166 pieces of feedback on the program concerns category: 33.1% at Tenderloin sessions, 18.1% at SoMa sessions, and 48.2% at Bayview sessions. And we collected 241 pieces of feedback on investment priorities: 46.1% at Tenderloin sessions, 16.6% at SoMa sessions, and 37.3% at Bayview sessions.

## Feedback Analysis: Top Concerns and Investment Priorities

After all sessions were completed, we categorized each piece of feedback – collected through individual post it notes, handwritten feedback sheets, or completed online surveys – across categories for both feedback on program concerns and investment priorities. For comments that included more than one thought (e.g. “make BART free and make the T train faster”), these were separated into two pieces of feedback “make BART free” and “make the T train faster,” which then were counted into two categories (Transit Cost and Transit Frequency, respectively).

While top concerns were varied, over half of concerns (53.6%) revolved around the heart of the issue: who pays a full toll and who doesn't?

- In this category, roughly one-third (18.7% of all feedback) were concerned whether low-income drivers would need to pay.

- About one-sixth of this category (8.43% overall) were concerned about regional drivers paying the full toll - whether it was someone who had previously lived in San Francisco but were priced out, or who worked in a business in the zone.
- About one-seventh of this category (7.83% overall) were concerned whether residents of a road pricing zone would be required to pay the full toll.
- Additional groups that participants considered for exemptions were TNC drivers, people of color, and people with disabilities – or those driving them.
- The second most common concern category was that a congestion pricing program is unnecessary and the city should do something else instead to improve transportation issues. Proposals included improved transit, traffic enforcement, education, removal of ride-hail vehicles or bikeshare stations, and reparations.

The top investment priority for all neighborhoods was improving transit. While this was shared as an investment area for other cities that have implemented a congestion pricing program, this also reflects the basic acknowledgement that if one type of transportation is disincentivized with a toll, better alternative transportation options must be provided.

Transit-related investment priorities were over 40% of responses in these three neighborhoods, and the most commonly voiced need was reducing transit cost. Feedback noted the rising price of local Muni fares, the lack of a discount program for regional transit like BART, as well as the strict qualifications for MUNI's discount program (individuals earning \$25,000 in San Francisco paying the full fare). Following transit cost, the next most common priorities were transit frequency and transit accessibility, including funding for programs like paratransit.

Other high-ranking priorities for investments were street safety improvements (ranked second after transit-related) and traffic enforcement (ranked third). Street safety improvements were focused on street design changes and enforcement was focused primarily on dangerous driving behaviors.

## **Drilling Down Based on Geography**

Across these themes, participant feedback varied by neighborhood. Responses in the Tenderloin and SoMa - dense neighborhoods with similar high transit connectivity and d were often similar but diverged in some places from response in the Bayview.



## **Who Pays**

While this was the top concern across neighborhoods, the specific concerns around which groups receive an exemption or discount varied by neighborhood. Given both neighborhood's central and their inclusion in the proposed zone in the 2010 SFCTA study, community members in the Tenderloin and SoMa were more interested in whether zone residents would pay the full toll.

In the Bayview, however, following low-income drivers as the top concern, the second highest is whether regional drivers pay the full cost. Participants thought the program should give some consideration to those who have now moved out of the neighborhood and even those displaced from the city. One participant noted "some of us used to live here but now have to drive back (for family, jobs, etc)."

## **Investing In Transit**

The Tenderloin and SoMa participants expressed a great need for the priority investment to be on transit frequency. This is not surprising since many Tenderloin and SoMa residents depend on transit for daily trips as few have access to automobiles. On where to invest program revenues, the Bayview's top priority was to reduce the cost of transit. Many asked for Muni to be completely free – if not for everyone, then at least for all seniors, which would expand on the currently means-tested Free Muni for Seniors program.

## **Safe Streets and Enforcement**

The second most common category for program investments in the Tenderloin and SoMa was street safety, primarily through safe street design. Again, this is not surprising that these community members would ask for an investment in safe street design given high traffic crash rates in both neighborhoods.

In the Bayview, however, traffic enforcement ranked high in priority and was the second most common category for investments. Enforcement around stop signs was shared by a number of participants as well as adding enforcement cameras for driving violations. Home to about a dozen High Injury Corridors and with two people dying in crashes each year, on average, and hundreds injured, traffic safety is on community members' minds.

Given the lack of major street safety projects undertaken in the Bayview in recent years – as compared to the Tenderloin and SoMa – it is possible that enforcement is more top-of-mind as a possible solution for traffic dangers since it has been the only one many regularly see in the neighborhood. In light of the more recent national conversations taking place on alternatives to policing, this may be an area where

additional outreach could be used to better understand what types of enforcement community members want to see as well as how enforcement fits into their larger desires for safe streets.

## Overall Learnings

Thorough outreach will make or break the city's success in establishing a congestion pricing program that is embraced and works for all. In a small sample of organizations in three neighborhoods, we talked to and engaged with close to 300 people who have opinions on how the program can be crafted, who it could hurt the most, and how an influx of revenue can help improve their lives.

We're thankful that we had the opportunity to listen to and share the voices of people living and working in these three neighborhoods regarding a potential congestion pricing program. To help foster the discussions and make deeper connections, Walk SF shared information about our outreach with the SFCTA and their contractors responsible for officially conducting outreach for the city and county of San Francisco.

In reviewing our completed sessions and plans for additional outreach, our outreach lists only had one group that overlapped. By doing our initial outreach, Walk SF was able to improve the city's planned outreach efforts and connect our partner organization to the city's effort. Additionally, when the SFCTA started their formal outreach process, Walk SF was able to use the list of individuals who shared their contact information with us at these sessions to further connect them to upcoming outreach opportunities.

**From these outreach sessions, the greatest takeaway for any San Francisco congestion pricing program is the investment priority that we heard most often: to reduce transit cost.** In other cities considering congestion pricing, improving transit service and transit infrastructure tends to be the focus of the investment. But in San Francisco, transit frequency or transit speed only matter if you can afford to get on that bus or train in the first place.

In addition to specific learnings from participant feedback, we observed some additional themes during our outreach sessions.

- Even if a participant did not own a car or said they never drive, they imagined themselves paying a toll at some point. Without specifying how they could see themselves paying for it, many seemed to account immediately for a worst-case scenario where if there was a new fee, it would end up being passed on to them.

- Many participants had an immediate negative reaction to a new cost for a daily need like getting around. In our sessions, only after answering basic questions (e.g. do pedestrians typically have to pay? how do you pay – at a toll booth?) and beginning to discuss possible investments were many participants open to the idea of a fee placed on people driving into a part of town. Public health resonated with many participants as one of the problems that needed to be solved. However, “public health” referred to varying problems. In the Tenderloin groups, “public health” referred to dangers of traffic crashes, whereas in the Bayview, “public health” was often discussed as the dangers of air pollution.

Additionally, Walk SF began engaging community members about the idea of congestion pricing because of its transformative potential to reduce the public health dangers of traffic violence and air pollution. Even though we were doing outreach independent of the city’s process – and not on behalf of the city-- we were reminded that anyone discussing a possible city initiative is stepping into a yearslong conversation about the city’s involvement in a neighborhood.

Especially in neighborhoods where the city’s initiatives have failed to bring anticipated improvements (e.g the often slow and delayed T train in the Bayview) or have not appeared at all to make basic improvements, new proposals are often viewed with this history in mind. At one session, a participant shared “the city asks us for our feedback, but it's going to happen no matter what,” and others in Bayview sessions commented on the “outreach fatigue” of always being asked to provide feedback on ideas without knowing if their time has made a difference. Another participant questioned why a new, complicated scheme should be necessary for basic repairs to be made on streets near them.

Together, these comments are a reminder not only that the time and participants of community members and partner organizations must be valued, but that new programs like congestion pricing do have a cost. And given these costs, a new initiative should only be implemented if it will meaningfully improve the lives of the many communities it is meant to serve - not to make marginal improvements or backfill programs that should be happening regardless.

## **Conclusion**

As San Francisco continues to study congestion pricing as a tool for addressing several issues facing the city, our limited outreach in three neighborhoods have already identified key concerns and investment priorities worth addressing through additional outreach and study.

This should include the top two concerns we heard across all neighborhoods:

- **Exemptions and discounts:** the core questions of any pricing program – who pays and how much? Specifically, how does a program equitably address costs for low-income San Francisco residents, but also how does it address regional travelers equitably in a city that has undergone well-documented gentrification and displacement.
- **Alternatives to congestion pricing:** the second most common set of concerns voiced by participants was whether the City has exhausted other options other than congestion pricing.

This should also include the top three investment priorities that congestion pricing could fund:

- **Cheaper or free transit:** by far, the top priority for investments was that of improving public transit, and the most common way that participants asked for transit to be improved was by reducing fares or completely eliminating them. Despite the current discount programs, current fares still present a challenge to many riders.
- **More frequent transit:** second to transit cost, improving transit frequency was priority shared by many participants.
- **Safer streets through design:** outside of improving public transit, the top group of suggestions for congestion pricing funding were around making streets safer through design. Making streets safer and providing robust transit will benefit the greatest number of residents.

Based on this, we recommend that additional outreach and study be conducted on the following topics:

- **Better understand priorities for exemptions/discounts and program effectiveness and funding.** What is the fee approach that can reduce congestion and pollution, raise funds to improve transit, while also including needed exemptions and discounts? We need to understand how community members would weigh each priority to inform program design.
- **Explore transit cost and frequency concerns** - Public transit in San Francisco includes Muni, BART, Caltrain, and a number of other regional transit services. Understanding where relief is needed most – by agency, geography, and riders – is essential to targeting funding and service improvements.

- **Identify priorities for street safety investments** - While San Francisco has a wealth of information on street safety (e.g. where traffic crashes happens most frequently, who crashes hurt, which tools work in reducing crashes), understanding how community members would want to use investments from a congestion pricing program is key.

#### **Appendix A: Participant concerns on congestion pricing program, by category and neighborhood**

<b>Concern Category</b>	<b>Overall Count</b>	<b>Percentage</b>	<b>TL Count</b>	<b>TL %</b>	<b>SoMa Count</b>	<b>SoMa %</b>	<b>Bayview Count</b>	<b>Bayview %</b>
Additional Work Needed - Studies	2	1.20%	0	0.00%	2	6.67%	0	0.00%
General Comment - Negative	13	7.83%	3	5.45%	0	0.00%	10	12.35%
General Comment - Positive	5	3.01%	2	3.64%	2	6.67%	1	1.23%
Other	2	1.20%	1	1.82%	0	0.00%	1	1.23%
Payments - Frequency	3	1.81%	3	5.45%	0	0.00%	0	0.00%
Payments - General	5	3.01%	1	1.82%	2	6.67%	2	2.47%
Payments - Price	4	2.41%	2	3.64%	1	3.33%	1	1.23%
Program Administration - Cost	2	1.20%	2	3.64%	0	0.00%	0	0.00%
Program Administration - General	2	1.20%	2	3.64%	0	0.00%	0	0.00%
Program Administration - hiring	1	0.60%	0	0.00%	0	0.00%	1	1.23%
Program Investments	11	6.63%	7	12.73%	2	6.67%	2	2.47%
Program Is Unnecessary - Do Something Else Instead	13	7.83%	2	3.64%	3	10.00%	8	9.88%
Secondary Impact - Congestion Elsewhere	2	1.20%	1	1.82%	1	3.33%	0	0.00%
Secondary Impact - Gentrification	2	1.20%	1	1.82%	0	0.00%	1	1.23%
Secondary Impact - Merchants	3	1.81%	0	0.00%	0	0.00%	3	3.70%
Secondary Impact - Transit	1	0.60%	1	1.82%	0	0.00%	0	0.00%

Who Pays - Bike, Ped, Transit Users	4	2.41%	3	5.45%	0	0.00%	1	1.23%
Who Pays - Businesses	1	0.60%	0	0.00%	0	0.00%	1	1.23%
Who Pays - Disabled	4	2.41%	1	1.82%	2	6.67%	1	1.23%
Who Pays - Electric Cars	1	0.60%	1	1.82%	0	0.00%	0	0.00%
Who Pays - Low Income	31	18.67%	6	10.91%	6	20.00%	19	23.46%
Who Pays - Occasional Drivers	1	0.60%	1	1.82%	0	0.00%	0	0.00%
Who Pays - Other	1	0.60%	0	0.00%	0	0.00%	1	1.23%
Who Pays - People of Color	6	3.61%	0	0.00%	0	0.00%	6	7.41%
Who Pays - Regional	14	8.43%	5	9.09%	2	6.67%	7	8.64%
Who Pays - Residents	13	7.83%	7	12.73%	3	10.00%	3	3.70%
Who Pays - Seniors	3	1.81%	0	0.00%	0	0.00%	3	3.70%
Who Pays - TNCs	8	4.82%	1	1.82%	2	6.67%	5	6.17%
Who Pays - Workers who drive	2	1.20%	1	1.82%	1	3.33%	0	0.00%
Zone Geography	6	3.61%	1	1.82%	1	3.33%	4	4.94%
	166	100.00 %	55	100.00 %	30	100.00 %	81	100.00 %

## Appendix B: Participant investment priorities, by category and neighborhood

Investment Category	Overall Count	Percentage	TL Count	TL %	SoMa Count	SoMa %	Bayview Count	Bayview %
Community - General	12	4.98%	6	5.41%	3	7.50 %	3	3.33%
Community - Housing and Homelessness	5	2.07%	1	0.90%	2	5.00 %	2	2.22%
Community - Environment	3	1.24%	2	1.80%	0	0.00 %	1	1.11%
Community - Other	8	3.32%	4	3.60%	0	0.00 %	4	4.44%
Bicycles	4	1.66%	2	1.80%	2	5.00 %	0	0.00%

Enforcement - General Policing	9	3.73%	6	5.41%	0	0.00 %	3	3.33%
Enforcement - Safe Streets	16	6.64%	5	4.50%	0	0.00 %	11	12.22%
Enforcement - Safety on Transit	4	1.66%	0	0.00%	0	0.00 %	4	4.44%
Maintenance - General Street and Sidewalk	11	4.56%	6	5.41%	0	0.00 %	5	5.56%
Maintenance - Street and Sidewalk Cleaning	9	3.73%	3	2.70%	3	7.50 %	3	3.33%
Other	7	2.90%	6	5.41%	1	2.50 %	0	0.00%
Parking	2	0.83%	1	0.90%	0	0.00 %	1	1.11%
Shared Mobility	2	0.83%	2	1.80%	0	0.00 %	0	0.00%
Street Amenities - Better Sidewalks	5	2.07%	2	1.80%	0	0.00 %	3	3.33%
Street Amenities - Lighting	1	0.41%	1	0.90%	0	0.00 %	0	0.00%
Street Amenities - Seating	2	0.83%	2	1.80%	0	0.00 %	0	0.00%
Street Amenities - Trash	1	0.41%	1	0.90%	0	0.00 %	0	0.00%
Street Amenities - Trees	4	1.66%	2	1.80%	0	0.00 %	2	2.22%
Street Safety - Design	33	13.69%	19	17.12%	4	10.00 %	10	11.11%
Street Safety - Education	5	2.07%	3	2.70%	2	5.00 %	0	0.00%
Transit - General	7	2.90%	2	1.80%	3	7.50 %	2	2.22%
Transit - Accessible Transit	8	3.32%	3	2.70%	3	7.50 %	2	2.22%
Transit - Cost	37	15.35%	11	9.91%	7	17.50 %	19	21.11%
Transit - Frequency	27	11.20%	13	11.71%	8	20.00 %	6	6.67%

Transit - Reliability	5	2.07%	1	0.90%	0	0.00 %	4	4.44%
Transit - Speed	7	2.90%	3	2.70%	1	2.50 %	3	3.33%
Transit - Other	7	2.90%	4	3.60%	1	2.50 %	2	2.22%
<b>Total</b>	241	100.00%	111	100.00%	40	100.0 0%	90	100.00%





## Memorandum

### AGENDA ITEM 8

**DATE:** October 21, 2020

**TO:** Transportation Authority Board

**FROM:** Eric Cordoba - Deputy Director for Capital Projects

**SUBJECT:** 10/27/20 Board Meeting: Major Capital Project Update - Better Market Street

#### **RECOMMENDATION** ☒ Information ☐ Action

None. This is an information item.

#### **SUMMARY**

Led by the San Francisco Public Works (SFPW), the Better Market Street (BMS) project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure work along a 2.2-mile stretch of Market Street between Steuart Street and Octavia Boulevard. It includes bicycle lanes, pavement renovation, utilities relocation and upgrades, turn restrictions implementation, and improvements on sidewalk; way-finding; lighting; landscaping; transit boarding islands; transit connections; and traffic signals. The preliminary cost estimate for all phases of the project is \$604 million. BMS has a significant funding gap (\$407 million). SFPW has developed a proposed phasing plan that anticipates construction of Phase 1 (the segment between 5th and 8th streets) to start in 2021. The F Loop (see Discussion for details) is Phase 2. The BMS team is working closely with City departments to prioritize essential scope for Phase 1 to help close the funding gap; minimize construction impacts to businesses; and provide additional capacity for cyclists given the higher than anticipated volumes since Market Street became car-free. The new scope will maintain the curb line, delay sidewalk replacement, and eliminate F-Line track replacement. This will reduce project cost and business impacts. The revised scope includes a shared curb lane for cyclists, with improvements such as a painted buffer and double-sharrow treatments. Buses will not use the curb lanes. Public outreach on the new scope is scheduled for November. Cristina Calderón Olea, SFPW project manager, will provide an update to the Board.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☒ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other:  
\_\_\_\_\_



## **BACKGROUND**

Market Street is San Francisco's premier boulevard and an important local and regional transit corridor. The BMS project includes 2.2 miles of the corridor, from Steuart Street to Octavia Boulevard. It is a multi-modal project that includes among other features, bike lanes, pavement renovation, landscaping, Muni track replacement and a new F-Line loop that would enable the streetcars to turnaround along McAllister Street and Charles J. Brenham Place, providing increased operational flexibility. In addition to its transportation-focused goals supporting the City's Transit First and Vision Zero policies, the project is also intended to help revitalize Market Street as the City's premier pedestrian boulevard. Although not part of the BMS project, the project team is coordinating with BART on its efforts to construct escalator canopies at BART/Muni entrances and to perform state of good repair work on BART ventilation grates.

The BMS project is a partnership between SFPW, which is the lead agency, the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and the Planning Department, which led the environmental review.

Given the cost of the project and the length of the corridor, SFPW plans to design and construct the project in phases. SFPW identified Phase 1 as the segment between 5th and 8th streets. As discussed below SFPW has proposed a phasing plan for design and construction that would allow them to advertise Phase 1 construction in Spring 2021 and begin construction by late 2021. The estimated cost for redesign and construction of Phase 1 based on 20% design is about \$130 million. The F- Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place is Phase 2.

## **DISCUSSION**

**Status and Key Activities.** Environmental Clearance: BMS completed environmental review for the California Environmental Quality Act (CEQA). The Planning Commission certified the EIR at a noticed hearing on October 10, 2019. San Francisco SFPW and the SFMTA approved the project on October 15, 2019.

The California Department of Transportation (Caltrans) on behalf of the Federal Highway Administration (FHWA) led the National Environmental Policy Act (NEPA) environmental review, consultation, and any other actions required by applicable federal environmental laws. Since the last update to the Transportation Authority Board, Caltrans completed environmental review for NEPA in September 2020 and issued a Final Environmental Assessment with a Finding of No Significant Impact, marking a major milestone for the project.

Project Phasing and Potential Scope Changes: Large projects such as BMS often are implemented in phases due to funding availability (both timing and amount) and a desire to



minimize construction impacts and disruptions. The project team has identified Phase 1 as Market Street between 5th and 8th streets.

In an effort to simplify nomenclature, the former Phase 1B is now Phase 2, comprised of a new surface loop for use by SFMTA's F-Market historic streetcar service. This new loop (F-Loop) entails the construction of streetcar tracks along McAllister and Charles J. Brenham streets, passing in front of the Hibernia Bank and Proper Hotel. The F-Loop will allow SFMTA to increase service on the busiest portion of the existing F-Market route by turning some vehicles at the new loop, rather than continuing to the current route terminus at Market and Castro streets.

The phasing for the remainder of the project has not been determined yet. Once Phase 1 design is complete, the project team will provide phasing options either by geographic areas or by scope of work. These options will be matched to funding sources, for example stimulus funds or future BUILD grants.

The design team had completed 15% plans for the entire project corridor, and 90% design for the Phase 1A improvements (with a sidewalk-level bikeway from 5th-8th Streets). However, the project team and partner agencies are re-evaluating the scope of the project to reduce the project cost and construction impact to businesses and residents. The project team is now considering only replacing or upgrading infrastructure at the end of its design life. SFMTA is determining their state of good repair scope and available funding for track, overhead lines, and traffic signals. SFMTA currently will not replace F-Line tracks along the entire corridor but is focusing on upgrading existing tie-and-ballast tracks with direct fixation and repairs where needed. The Path of Gold will not be replaced as part of the first phase.

The SFPUC is re-evaluating sewer, water, and power duct bank scope which may be contingent on track and traction power replacement scope. SFPUC currently will not replace the existing sewer line under the F-Line tracks if SFMTA does not replace F-Line tracks. SFPUC will instead reline the sewer to extend its useful life. This will significantly reduce the sewer installation cost.

SFPW is determining roadway paving, sidewalk replacement, landscaping and other elements. The project team has decided to maintain the existing curb line (except where it must be relocated to facilitate new center boarding islands) which will also lead to considerable project savings since it will eliminate or reduce utility and fire hydrant relocation. SFPW is also delaying full sidewalk brick replacement. SFPW will currently build curb ramps and phase in full sidewalk replacement in the future. This will also lead to additional savings because the project will no longer require near-term relocation of the Path of Gold Streetlights.

**Quick-Build:** To improve safety and transit performance, the City implemented its quick-build program on Market Street on January 29, 2020. Quick-Build made Market Street car-free eastbound from 10th Street to Main Street, and westbound from Steuart Street to Van Ness



Avenue. Vehicles are still allowed to cross Market street at all intersections. The project improved transit performance with Muni lines running 6% faster on average. The volume of cyclists also increased by 25%. Vehicle traffic congestion increased only marginally on nearby streets.

Due to the success of quick-build and the increase in bicycle volumes, the project team determined that the proposed 8-foot sidewalk bikeway is too narrow to accommodate the new bicycle volumes. Consequently, the project team proposes to eliminate the sidewalk-level bikeway and keep bicyclists in the existing curb lane and add a 2-foot painted buffer to protect bicyclists. This is another reason why the existing curb line can be maintained, reducing costs and minimizing construction-related impacts to businesses along the corridor. The proposed design will keep the two center lanes for Muni transit vehicles. Taxis, paratransit, and delivery vehicles will use the shared curb lane along Market Street. The project team is exploring traffic calming measures that can be integrated into the design, such as a raised curb in the painted buffer and vertical deflection in the curb lane.

The project team is also looking for other Quick-Build opportunities to realize more of the project benefits sooner and trying to accommodate the higher bicycle volumes after Market Street went car-free.

The BMS team had planned on building a pilot as part of the proposal for sidewalk-level bikeway on the project, which was funded by Prop K sales tax. However, with the success of Quick-Build and the shift to a curb lane instead of sidewalk-level bike lanes, this pilot is no longer required. Prop K funding for the pilot has been de-obligated and SFPW anticipates requesting those funds for construction of the project after scope revaluation.

**Project Cost and Funding.** The total project cost estimate, based on 10% design of the sidewalk-level bikeway design, was \$604 million. A significant portion of the total project cost represents state of good repair and infrastructure renewal work that would be required regardless of the BMS project. The partner agencies are reevaluating the state of good repair scope of work which may reduce the total cost of the project. With respect to Phase 1, the construction cost estimate based on the original scope was \$106 million. City agencies' scope re-evaluation has reduced the preliminary construction cost estimate for Phase 1 to \$88 million. Adding in soft costs (e.g. scope re-evaluation and redesign effort) and escalation brings the total Phase 1 preliminary cost estimate to \$120 million. SFPW estimates the cost to redesign the project at an additional \$7 million beyond originally budgeted design costs; however, the scope re-evaluation will lead to a lower total project cost for the Better Market Street project that more than covers the increased cost of design.

Shortly after Caltrans approved the project's NEPA clearance, SFPW was able to obligate \$15 million in federal Better Utilizing Investments to Leverage Development (BUILD) funds and \$3.4 million in One Bay Area Grant (OBAG) funds (programmed by the Transportation Authority) for the construction phase of the project before the relevant timely-use-of-funds deadlines. As a condition of FHWA agreeing to redirect the BUILD funds from the F-Loop to



Phase 1, SFPW has committed to starting construction of the F-Loop by September 30, 2025. The project schedule anticipates starting construction by 2024.

Attachment 1 shows the current funding plan for the BMS Project. The BMS project has secured \$197 million in funding from the federal BUILD grant program, OBAG Program, BART, Prop K sales tax, SFMTA's Prop A General Obligation bond, and other funding sources. Based on the preliminary (20% design) cost estimated for the new Phase 1 scope, this would fully fund Phase 1 through construction with \$32.8 million to apply toward future phases.

The BMS team is focused on getting the project shovel ready in order to qualify for potential state or federal stimulus funds.

**Outreach Activities and Business Mitigation.** The project team is preparing for a virtual open house that will take place November 2-13 to explain the proposed design changes and collect input. The project team will also conduct two online meetings on November 4 at 12:00 p.m. and November 9 at 4:30 p.m. SFPW is working on developing a business construction impacts mitigation plan reflecting the new design with the Office of Economic and Workforce Development.

**Current Issues and Risks.** The unanticipated COVID-19 pandemic and the subsequent stay-at-home orders issued in March 2020 by Bay Area public health agencies have impacted the project. A major complication is the economic recession resulting from the pandemic and the stay-at-home orders. The freeze in economic activity has affected City department revenues and has shifted work programs to focus on providing core services to residents and businesses. Further, while the project team was always determined to limit construction impacts to businesses prior to COVID-19, the team is even more committed to do so now. As described above, this is one of the main drivers of the project redesign along with the need to reduce costs. The redesign has contributed to a delay in starting the first phase of construction. As noted above, the current schedule is to advertise the construction contract in Spring 2021.

Identifying funding to close the funding gap for the remainder of the project beyond Phase 1 remains a significant challenge. SFPW and project partners are continuing to look for other funding opportunities, and the project team is seeking to make the project shovel ready to compete for any stimulus funds. After finishing design for Phase 1, the project team will focus more on the remainder of the project. This will include extending the re-evaluation of the scope and phasing options corridor-wide, which is expected to help reduce costs and narrow the funding gap.

## **FINANCIAL IMPACT**

None. This is an information item.



## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Better Market Street Project Funding Plan

## Attachment 1.

**BETTER MARKET STREET FUNDING PLAN**

(Updated October 23, 2020)

ALL DOLLARS IN THOUSANDS

**ENVIRONMENTAL AND PHASE 1 FUNDING**

Funding Source	Status	Full Corridor Env. Review & 30% Design	Design Ph. 1 <sup>1</sup>	Redesign Ph. 1 <sup>2</sup>	Construction Ph. 1 <sup>3</sup>	Future Phases	Total by Fund Source
General Fund	Allocated	5,200					5,200
Octavia Land Sales	Allocated	3,050					3,050
Market Octavia Impact Fees	Allocated	1,500					1,500
Transit Center Impact Fees	Allocated					2,000	2,000
Prop A GO Bond	Allocated	12,960	7,642	7,000			27,602
SFMTA Transit Funds	Allocated	0	1,400				1,400
Affordable Housing and Sustainable Communities (AHSC)	Allocated				2,700		2,700
Prop A GO Bond	Programmed				67,890	30,778	98,668
BART (8th/Grove/Hyde/Market)	Programmed		225		410		635
One Bay Area Grant (OBAG)	Programmed				3,366		3,366
Prop K sales tax (EP 22 & 44)	Programmed		2,230		11,634		13,864
BUILD (federal)	Programmed				15,000		15,000
PUC Sewer and Water Funds	Programmed		2,100				2,100
PUC Sewer and Water Funds <sup>4</sup>	Planned				20,000		20,000
<b>Total Identified Funding</b>		<b>22,710</b>	<b>13,597</b>	<b>7,000</b>	<b>121,000</b>	<b>32,778</b>	<b>197,085</b>
<b>Phase 1 Funding</b>							<b>141,597</b>
<b>Phase 1 Design + Construction Cost</b>							<b>141,597</b>

<sup>1</sup> Phase 1A design cost included sidewalk level bikeway<sup>2</sup> Phase 1 redesign cost includes shared curb lane<sup>3</sup> Preliminary (based on 20% design) full cost for Phase 1 (Market Street from 5th Street to 8th Street). The F-loop is now Phase 2.<sup>4</sup> Actual PUC cost will be determined through cost share negotiations**OTHER POTENTIAL FUNDING SOURCES**

Funding Source		Funding Requested
Federal	FTA 5309 (New Starts, Small Starts, Core Capacity)	
Federal	FTA 5337 Fixed Guideway	
Federal	BUILD	
Federal	OBAG 3 (FYs 2022/23-2026/27)	
State	Senate Bill (SB) 1, Cap & Trade (ATP, LPP)	
Regional	Regional Measure 3 (bridge tolls): Phase 1	4,872
Regional	Regional Measure 3 (bridge tolls)	20,128
Local	SFMTA Prop B General Fund set-aside	
Local	New Funding (vehicle license fee, bonds, sales tax, TNC tax)	
Local	Prop K current/reauthorization	
Local	Transit Center Impact Fees	





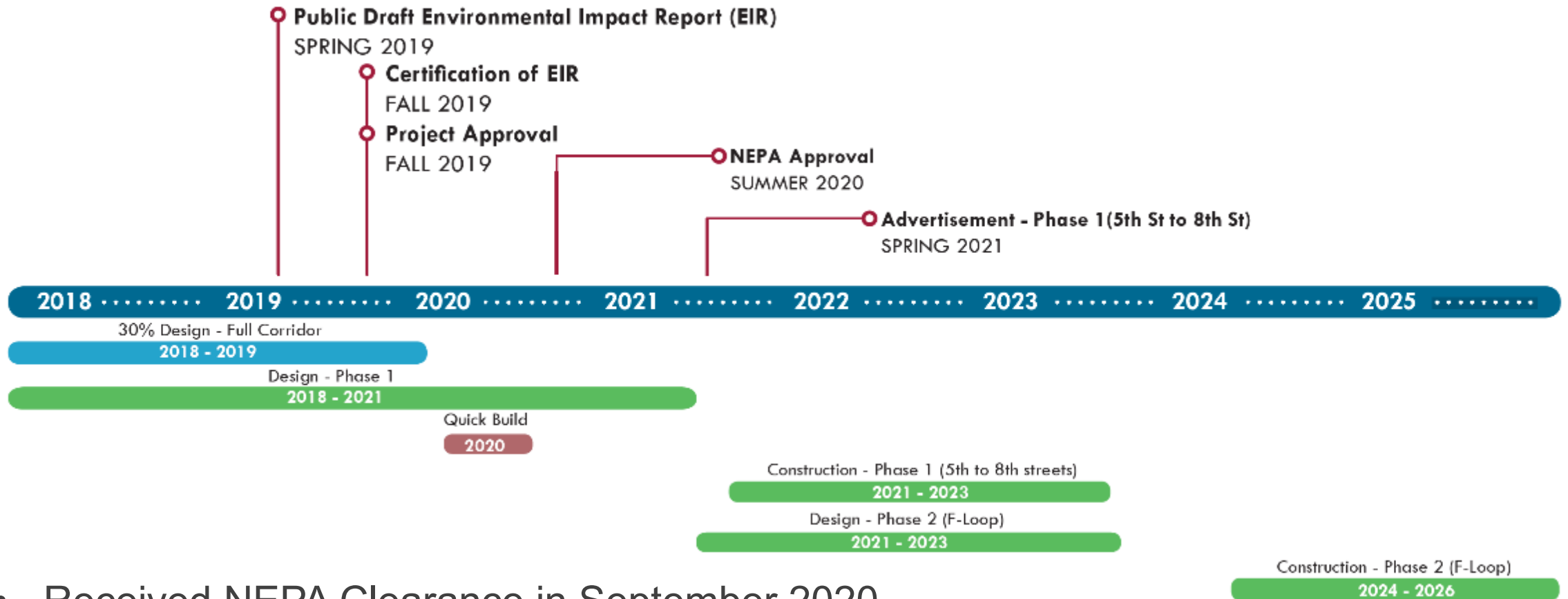
# Better Market Street

SFCTA Board Meeting  
November 10, 2020





# Project Schedule



- Received NEPA Clearance in September 2020
- Obligated BUILD grant and OBAG in September 2020
- Virtual Open House: November 2 - 13, 2020
- Online Meetings held: November 4 and 9
- Meeting hosted by Lighthouse for the Blind: November 12

# Quick Build Preliminary Findings



- Up to 12% reduction in Muni travel time
- 25% increase in cycling on Market Street, until Shelter in Place ordered
- Growth in bike volumes after Car Free Market indicate 8' wide bikeway would be too narrow





# Market Street and COVID-19



- COVID-19 pandemic impacted Market Street's economy and the project's budget
- Proposing project redesign to match project cost to available funding and minimize construction impact to local businesses
- Muni service was reduced to a Core Service Plan





# Minimize Construction Impact

- Keeping existing curb line as much as possible
- New curb ramps with limited sidewalk replacement
- Delay replacement of Path of Gold poles and traction power duct bank since they still have 10-15 years of useful life







# Transit Improvements



- No Muni service in the curb lane, eliminating conflicts
- New, fully-accessible boarding islands that are twice as big as current boarding islands
- Crossings to boarding islands will be signaled



# Proposed Project: 5<sup>th</sup> - 8<sup>th</sup>



- Shared curb lane with treatments that emphasize bike priority
- Retains the existing curb-line along 75% of the project area, minimizing construction impact
- 75% fewer vehicles in curb lane with car-free Market and new transit service plan



# Transit / Shared Lane Separation Treatments

## Mountable Curbs

*N Rosa Parks, Portland*

*Photo: Bike Portland*



Mountable curbs will discourage lane changes while maintaining flexibility in case of breakdowns or emergencies

## Speed Tables

*Hudson Avenue, SF*



Speed tables will discourage speeding in the curb lane

UN Plaza





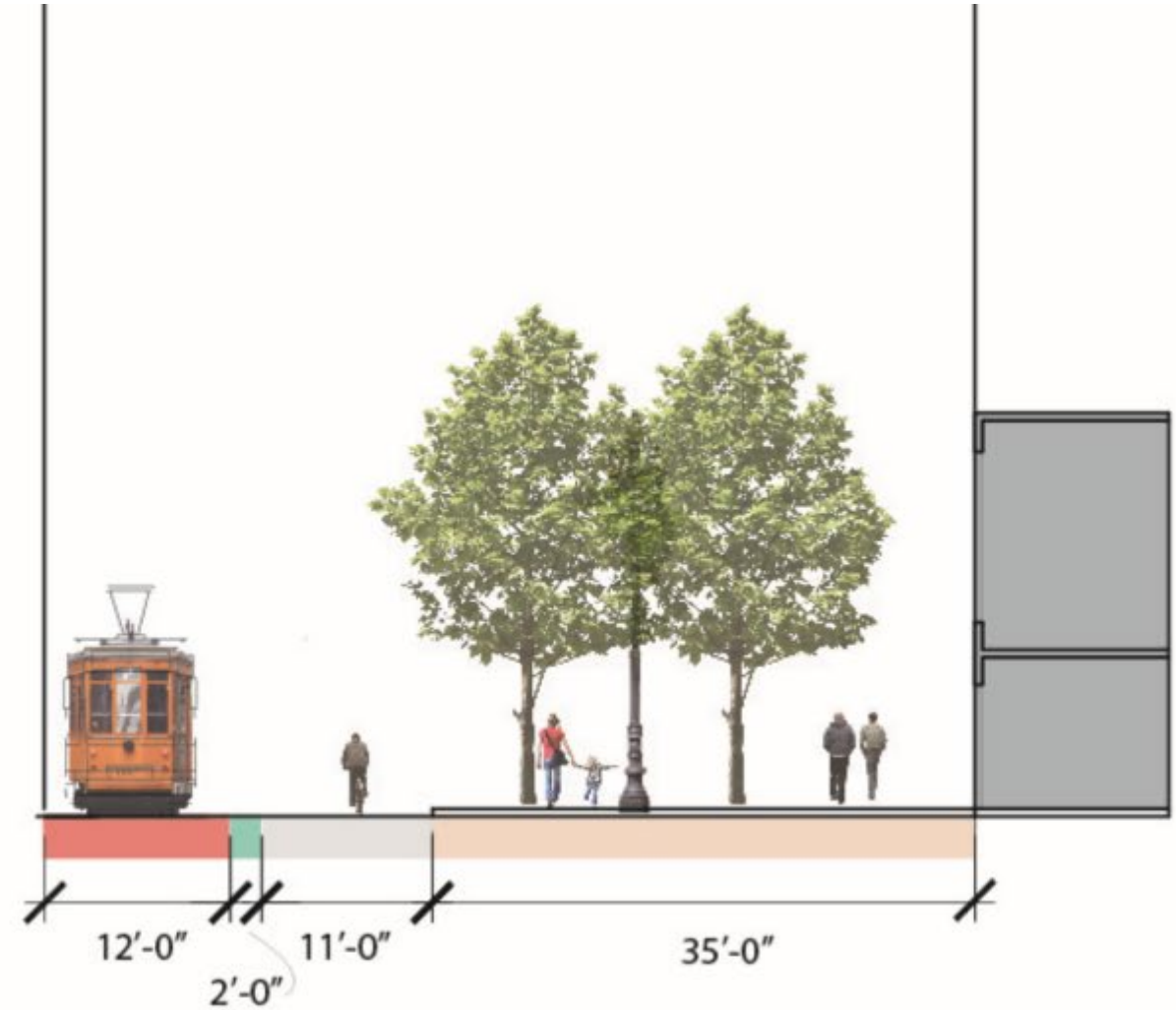
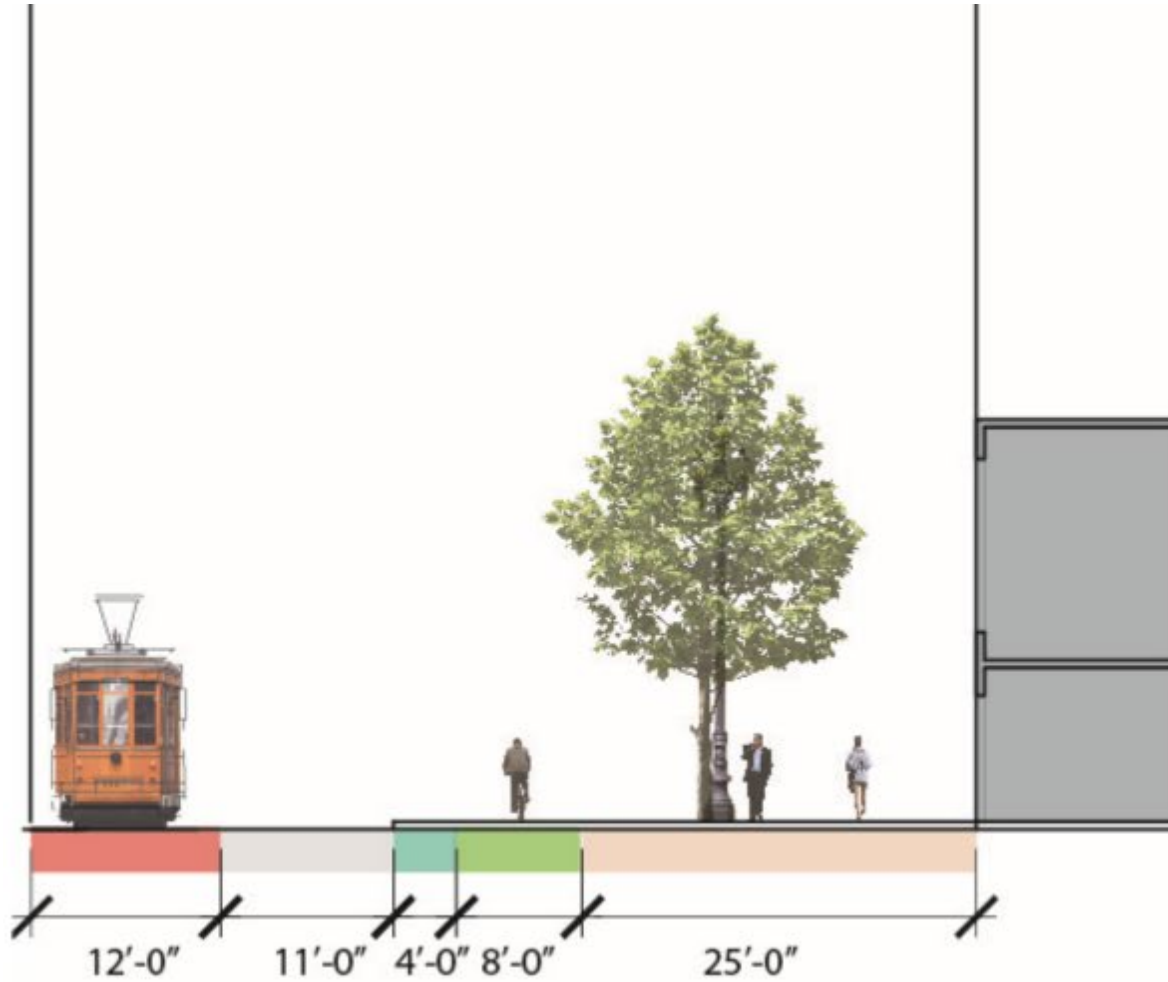
# Pedestrian Safety & Accessibility

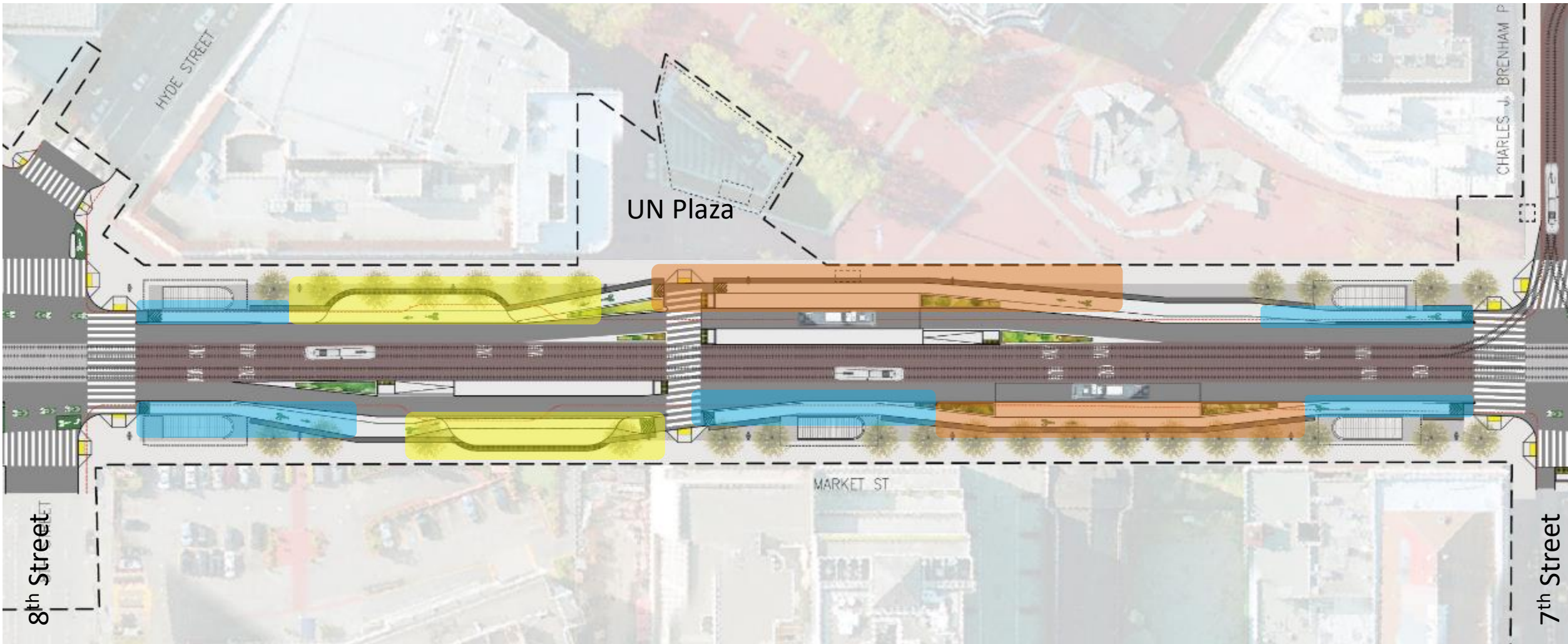


- New curb ramps with limited sidewalk replacement to minimize construction impacts to businesses
- Upgraded, expanded, ADA accessible transit boarding islands



# 2019 vs. 2020: 5<sup>th</sup> to 8<sup>th</sup> Street - Typical Cross Section





Narrows to 5-6' for BART portal

Narrows/potential conflicts at loading zone

Narrows to 6' at curbside stop

# Funding Plan



Funding Source	Full Corridor Env. Review & 30% Design	Design Phase 1A <sup>1</sup>	Redesign Phase 1 <sup>2</sup>	Construction Phase 1 <sup>3</sup>	Future Phases	Total by Funding Source
General Fund	\$5.2 M					\$5.2 M
Octavia Land Sales	\$3.0 M					\$3.0 M
Market Octavia Impact Fees	\$1.5 M					\$1.5 M
Transit Center Impact Fees					\$ 2.0 M	\$2.0 M
Prop A GO Bond	\$13 M	\$7.6 M	\$7.0 M	\$67.9 M	\$30.8 M	\$126.3 M
MTA Transit Funds		\$1.4 M				\$1.4 M
Prop K (EP 22U)		\$2.2 M				\$2.2 M
BUILD				\$15.0 M		\$15.0 M
Prop K (EP 22U & 44)				\$11.6 M		\$11.6 M
OBAG				\$3.4 M		\$3.4 M
AHSC Grant				\$2.7 M		\$2.7 M
BART (8th/Grove/Hyde/Market)		\$0.2 M		\$0.4 M		\$0.6 M
PUC Sewer and Water Funds		\$2.1 M				\$2.1 M
PUC Sewer and Water Funds <sup>4</sup>				\$20.0 M		\$20.0 M
<b>Total Identified Funding</b>	<b>\$22.7 M</b>	<b>\$13.6 M</b>	<b>\$7.0 M</b>	<b>\$121.0 M</b>	<b>\$32.8 M</b>	<b>\$197.0 M</b>

1. Phase 1A design cost included sidewalk level bikeway

2. Phase 1 redesign cost includes shared curb lane

3. Full cost for Phase 1 (Market Street from 5th Street to 8th Street). The segment between McAllister and Charles J. Brenham is part of Phase 2 (F-Loop).

4. Actual PUC cost will be determined through cost share negotiations

# Comparison of 2019 and 2020 Designs



		2019 @ 90% Design	2020 @ 35% Design	Moved to Phase 2 @ 5% Design	Difference
1	Construction Contract	\$117.2 M	\$64.8 M	\$9.8 M	\$42.6 M
2	Construction Contingency (10%)	\$11.7 M	\$6.5 M	\$1.0 M	
3	Total Construction Contract + Contingency [Line 1+2]	\$128.9 M	\$71.3 M	\$10.8 M	\$46.8 M
4	Escalation to Midpoint of Construction	\$15.0 M	\$7.0 M	\$2.2 M	
5	Total Construction Cost (Escalated) [Line 3+4]	\$143.9 M	\$78.3 M	\$13.0 M	\$52.6 M
6	Total Soft Cost	\$47.1 M	\$26.0 M	\$4.0 M	
7	2020 Redesign Cost		\$7.0 M		
8	Total BMS Phase 1 Project Cost (Escalated) [Line 5+6+7]	\$191.0 M	\$111.3 M	\$17.0 M	\$62.7 M
		\$191.0 M	\$128.3 M		\$62.7 M

# 2020 Cost Estimate

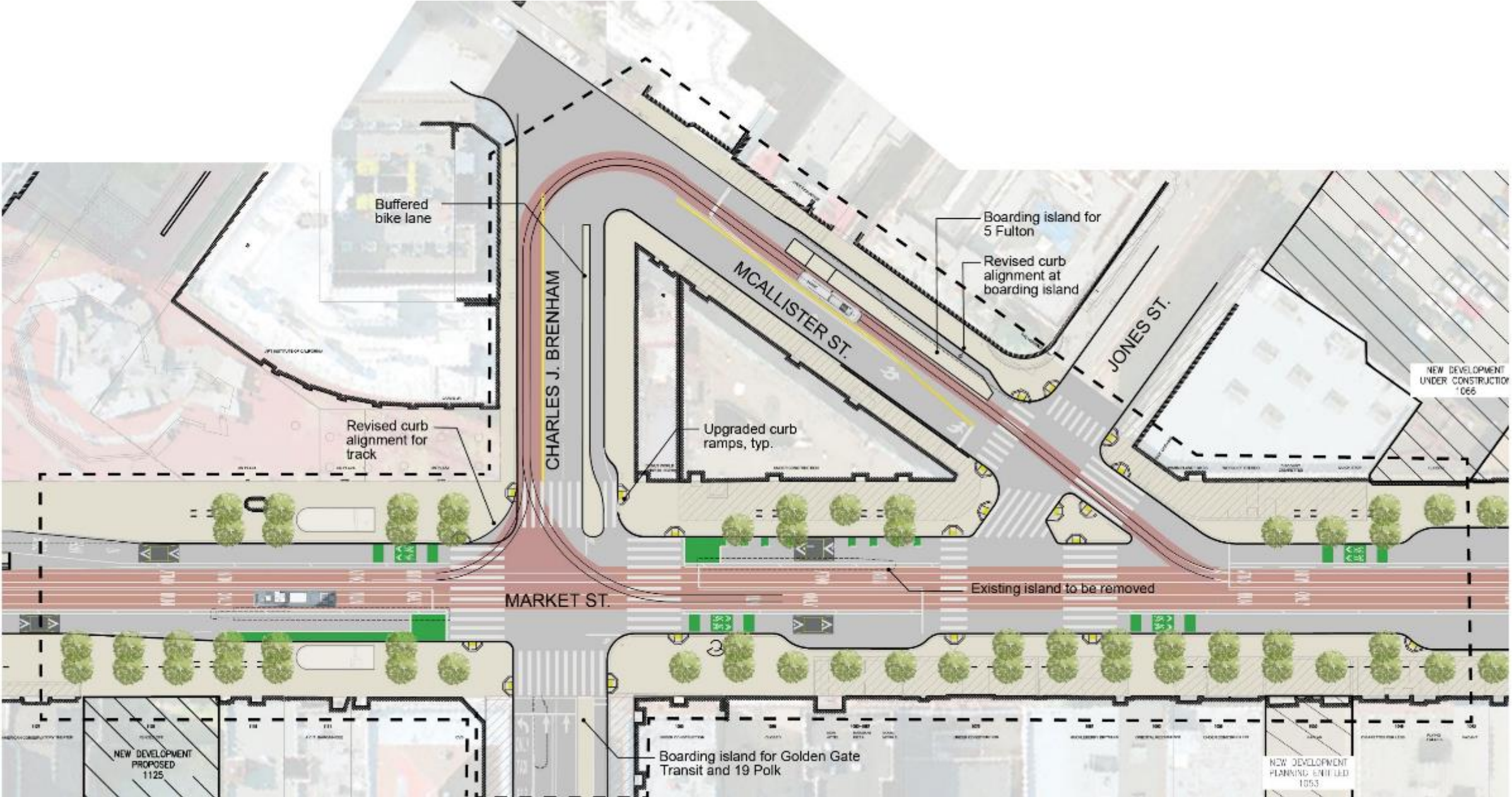


Construction Costs by Trade	2020 (Phase 1) @ 35% Design	Shifted to Phase 2 @ 5% Design
Track	\$8.7 M	\$0.2 M
Traction Power	\$6.7 M	\$0.7 M
Roadway	\$5.6 M	\$1.0 M
Overhead Contact System (OCS)	\$5.1 M	-
Water	\$4.5 M	\$0.4 M
Auxiliary Water Supply System (AWSS)	\$3.5 M	\$0.9 M
Landscape	\$3.3 M	\$0.5 M
Traffic Signal	\$3.2 M	\$1.0 M
Sewer	\$3.1 M	\$0.5 M
Traffic Routing	\$3.0 M	\$0.5 M
Structural	\$1.9 M	\$0.5 M
BART Grate Replacement	\$1.8 M	\$0.8 M
Site Assessment & Remediation (SAR)	\$1.0 M	\$0.3 M
Power Distribution	-	-
Streetlight (Path of Gold)	-	-
Other Construction Cost	\$13.4 M	\$2.5 M
<b>Subtotal of Construction Costs by Trade:</b>	<b>\$64.8 M</b>	<b>\$9.8 M</b>





# Phase 2: F-Loop



# Thank you!



## **bettermarketstreetsf.org**

For media inquiries and project-related questions, please contact:

**Coma Te**

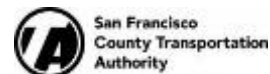
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San Francisco  
County Transportation  
Authority



## Memorandum

### AGENDA ITEM 9

**DATE:** October 22, 2020

**TO:** Transportation Authority Board

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

**SUBJECT:** 11/4/20 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2020

<b>RECOMMENDATION</b> <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action  None. This is an information item.  <b>SUMMARY</b>  The purpose of this memorandum is to provide the quarterly internal accounting report, investment report, and debt expenditure report for the Fiscal Year (FY) 2020/21 period ending September 30, 2020.	<input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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### BACKGROUND

Our Fiscal Policy (Resolution 18-07) establishes an annual audit requirement and directs staff to report to the Board the agency's actual expenditures in comparison to the approved budget, on at least a quarterly basis. The Investment Policy (Resolution 20-23) directs a review of portfolio compliance with the Investment Policy in conjunction with, and in the context of, the quarterly expenditure and budgetary report.

**Internal Accounting Report.** Using the format of our annual financial statements for governmental funds, the Internal Accounting Report includes a "Balance Sheet" (Attachment 1) and a "Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison" (Attachment 2). In Attachment 2, the last two columns show the budget values and the variance of revenues and expenditures as compared to the adopted budget. For the three months ending September 30, 2020, the numbers in the adopted budget column are one-fourth of the total adopted budget for FY 2020/21, including the Treasure Island Mobility Management Agency. Although the sales tax revenue bond is included, the Internal



Accounting Report does not include: 1) the Governmental Accounting Standards Board Statement Number 34 adjustments; 2) revenues accruals for the sales tax (Prop K), vehicle registration fees (Prop AA), Traffic Congestion Mitigation Tax Program; and 3) the other accruals that are done at the end of the FY. The Balance Sheet values, as of September 30, 2020, are used as the basis for the Investment Policy compliance review.

In addition, we are reporting for the second year of revenues for the Traffic Congestion Mitigation Tax Program (TNC Tax) since collections began on January 1, 2020. Back in November 2019, San Francisco voters approved Prop D, known as the TNC Tax, enabling the City to impose a 1.5 percent business tax on shared rides and 3.25 percent business tax on private rides for fares originating in San Francisco and charged by commercial ride-hail and driverless-vehicle companies until November 5, 2045. The SFMTA receives 50 percent of the revenues for Muni capital and operating improvements and we receive 50 percent of the revenues for capital projects that promote users' safety in the public right-of-way in support of the City's Vision Zero policy.

**Investment Report.** Our investment policies and practices are subject to, and limited by, applicable provisions of state law and prudent money management principles. All investable funds are invested in accordance with the Investment Policy and applicable provisions of California Government Code, *Section 53600 et seq.* Any investment of bond proceeds will be further restricted by the provisions of relevant bond documents.

We observe the "Prudent Investor" standard, as stated in California 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, our anticipated needs, and other relevant factors that a prudent person of a like character and purpose, acting in a fiduciary capacity and familiar with those matters, would use in the stewardship of funds.

The primary objectives for the investment activities, in order of priority, are:

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



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

**Balance Sheet Analysis.** Attachment 1 presents assets, liabilities, and fund balances, as of September 30, 2020. Cash, deposits, investments, and restricted cash (Bonds Proceeds) total to \$148.4 million. Other assets total to \$23.1 million which mainly includes \$7.1 million of the program receivable, \$7.3 million of sales tax receivable, \$2.0 million vehicle registration fee receivable, \$2.6 million of receivable from the City & County of San Francisco, and \$2.9 million of traffic congestion mitigation tax receivable. Liabilities total \$310.3 million, as of September 30, 2020, and mainly includes \$55.5 million in accounts payable, and sales tax revenue bond par and premium amounts (Series 2017) of \$253.6 million.

There is a negative of \$146.6 million in total fund balances, which is largely the result of how multi-year programming commitments are accounted for. Future sales tax revenues and grant reimbursements collected will fully fund this difference. This amount is obtained as follows: \$19.8 million is restricted for capital projects and \$166.6 million is an unassigned negative fund balance. The unassigned negative fund balance reflects grant-funded capital projects that are scheduled to be implemented over the course of several fiscal years. The commitments are multi-year commitments and funded with non-current (i.e., future) revenues. In addition, we do not hold nor retain title for the projects constructed or for the vehicles and system improvements purchased with sales tax funds, which can result in a negative position.

**Statement of Revenues, Expenditures, and Changes in Fund Balances Analysis.** Attachment 2 compares budgeted to actual levels for revenues and expenditures for the first three months (one quarter) of the fiscal year. We earned \$24.5 million in revenues, including \$13.6 million in sales tax revenues, \$1.3 million in vehicle registration fee, \$9.4 million in total program revenues and \$0.2 million in investment income for the three months ending September 30, 2020. Total revenue was lower than the budget estimates by \$11.4 million. This variance amount mainly includes \$9.8 million in sales tax revenue, and \$1.8 million in traffic congestion mitigation tax revenue. Below are the following explanations to such variances:

Sales Tax Revenue - According to the California Department of Tax and Fee Administration's (CDTFA's) collections from January through June 2020, San Francisco has experienced the largest decrease at a decline of 26.6 percent as compared to other counties throughout California. Through August 2020, we have received \$13.6 million in sales tax revenue, which is trending 12.8 percent lower than anticipated when compared to two months of budgeted revenue. September revenues are expected to come in lower than the first two months of the fiscal year, similar to June receipts, as the revenues are not distributed to us evenly each quarter and CDTFA true up sales tax revenues each quarter. Similar to the last two quarters of FY 2019/20, we expect the increase in non-store and internet retail sales will likely continue to help backfill spending categories that are constrained by business closures and stay-at-home orders. The variance of \$9.8 million is mainly due to comparing three months of



budgeted revenue to two months of recorded revenue. We do not expect any delay in the receipt of sales tax revenue for September 2020.

Traffic Congestion Mitigation Tax (TNC Tax) - The variance of \$1.8 million is mainly due to August and September revenues not yet received and recorded compared to three months of revenues budgeted. Based on the discussion and coordination with the City Controller's Office and the SFMTA, we're expecting the first quarter of the fiscal year to be in line with what we experienced in the early days of the stay-at-home order, then a gradual recovery from the impact of COVID-19. The FY 2020/21 adopted budget of \$7.4 million was based on \$245,000 of revenues per month from July to September and \$735,000 per month from October 2020 to June 2021. As of September 30, 2020, there is \$277,794 of Traffic Congestion Mitigation Tax collected by the City but there are no revenues recognized by Transportation Authority due to the timing of any TNC Tax revenue received but not collected as of September 30, 2020.

As of September 30, 2020, we incurred \$25.2 million of expenditures, including \$7.6 million in debt service cost for the Sales Tax Revenue Bond and the revolving credit loan agreement, \$2.4 million for personnel and non-personnel expenditures, and \$15.2 million of capital project costs. Total expenditures were lower than the budgetary estimates by \$32.2 million. This amount mainly includes a net non-favorable variance of \$2.1 million for debt services costs, and a favorable variance of \$33.8 million in capital project costs. The net non-favorable variance of \$2.1 million in debt service costs is due to timing of Sales Tax bond principal and interest payments, the bi-annual interest payments made in August and February. The favorable variance of \$33.9 million in capital project costs includes, \$1.8 million of variance mainly related to the Yerba Buena Island Southgate Road Realignment project. Construction activities started in June 2020; however, we anticipate a higher level of construction costs will be expended in future quarters. The remaining \$31.4 million variances in capital project costs is mainly due to costs from project sponsors that have not yet been received. We anticipate a higher amount of reimbursement requests and expenditures in next quarter.

**Investment Compliance.** As of September 30, 2020, approximately 79.7 percent of our investable assets, excluding the \$18.9 million of bond proceeds held by US Bank, per the terms of the debt indenture, were invested in the Treasury Pool. These investments are in compliance with both the California Government Code and the adopted Investment Policy and provide sufficient liquidity to meet expenditure requirements for the next six months. Attachment 3 is the most recent investment report furnished by the Office of the Treasurer.

**Debt Expenditure Compliance.** In June 2018, Transportation Authority entered into a 3-year Revolving Credit (loan) Agreement with State Street Public Lending Corporation and US Bank for a total amount of \$140 million. As of September 30, 2020, the Transportation Authority does not have any outstanding balance in the loan.

As of September 30, 2020, the cumulative total of Prop K capital expenditures paid with bond proceeds is \$188.9 million. The available balance of remaining bond proceeds to be spent is



\$15.1 million. Total earned interest to date from bond proceeds amounts to \$4.2 million. More details on these expenditures are included in Attachment 4.

**COVID-19 Financial Impact.** We are monitoring revenue streams and coordinating closely with the City and sister agencies to assess short-, medium-, and long-term financial impacts. While we expect our sales tax and other revenues to be significantly affected going forward, our strong financial position ensures that we can continue to support sponsors' cash needs for a multitude of public works and transit projects across the City.

## **FINANCIAL IMPACT**

None. This is an information item.

## **CAC POSITION**

None. This is an information item.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Balance Sheet (unaudited)
- Attachment 2 - Statement of Revenue, Expenditures, and Changes in Fund Balance with Budget Comparison (unaudited)
- Attachment 3 - Investment Report
- Attachment 4 - Debt Expenditure Report



**San Francisco  
County Transportation  
Authority**

**Attachment 1**  
Governmental Funds  
Balance Sheet (unaudited)  
September 30, 2020

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Traffic Congestion Mitigation Tax Program	Total Governmental Funds
<b>ASSETS</b>							
Cash in bank	\$ 25,923,720	\$ -	\$ 2,015,260	\$ 17,317,415	\$ -	\$ -	\$ 45,256,395
Deposits and investment with the City Treasurer	103,155,437	-	-	-	-	-	103,155,437
Sales tax receivable	7,304,644	-	-	-	-	-	7,304,644
Vehicle registration fee receivable	-	-	-	1,953,890	-	-	1,953,890
Traffic congestion mitigation tax receivable	-	-	-	-	-	2,860,976	2,860,976
Interest receivable from the City & County of San Francisco	318,373	-	-	-	-	-	318,373
Program receivables	-	6,998,910	-	-	141,346	-	7,140,256
Receivable from the City & County of San Francisco	-	1,232,098	-	-	1,335,159	-	2,567,257
Other receivables	5,931	-	-	-	-	-	5,931
Due from other funds	292,049	595,110	-	-	-	-	887,159
Prepaid costs and deposits	81,580	-	-	-	-	-	81,580
<b>Total Assets</b>	<b>\$ 137,081,734</b>	<b>\$ 8,826,118</b>	<b>\$ 2,015,260</b>	<b>\$ 19,271,305</b>	<b>\$ 1,476,505</b>	<b>\$ 2,860,976</b>	<b>\$ 171,531,898</b>
<b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES</b>							
<b>Liabilities</b>							
Accounts payable	\$ 8,961,647	\$ 5,652,043	\$ -	\$ -	\$ 119,427	\$ -	\$ 14,733,117
Accounts payable to the City & County of San Francisco	37,952,424	-	525,454	2,289,879	-	-	40,767,757
Accrued salaries and taxes	297,134	-	-	-	-	-	297,134
Sales tax revenue bond (series 2017)	253,565,836	-	-	-	-	-	253,565,836
Due to other funds	-	-	431,373	207,672	162,034	86,080	887,159
<b>Total Liabilities</b>	<b>\$ 300,777,041</b>	<b>\$ 5,652,043</b>	<b>\$ 956,827</b>	<b>\$ 2,497,551</b>	<b>\$ 281,461</b>	<b>\$ 86,080</b>	<b>\$ 310,251,003</b>
<b>Deferred Inflows of Resources</b>							
Unavailable revenues	\$ 2,000	\$ 3,174,075	\$ -	\$ 684,581	\$ 1,195,044	\$ 2,860,976	\$ 7,916,676
<b>Total deferred inflows of resources</b>	<b>\$ 2,000</b>	<b>\$ 3,174,075</b>	<b>\$ -</b>	<b>\$ 684,581</b>	<b>\$ 1,195,044</b>	<b>\$ 2,860,976</b>	<b>\$ 7,916,676</b>
<b>Fund Balances</b>							
Nonspendable	\$ 81,580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,580
Restricted	2,693,783	-	1,058,433	16,089,173	-	-	19,841,389
Unassigned	(166,472,670)	-	-	-	-	(86,080)	(166,558,750)
<b>Total Fund Balances (Deficit)</b>	<b>\$ (163,697,307)</b>	<b>\$ -</b>	<b>\$ 1,058,433</b>	<b>\$ 16,089,173</b>	<b>\$ -</b>	<b>\$ (86,080)</b>	<b>\$ (146,635,781)</b>
<b>Total Liabilities, Deferred Inflows of Resources, and Fund Balances</b>	<b>\$ 137,081,734</b>	<b>\$ 8,826,118</b>	<b>\$ 2,015,260</b>	<b>\$ 19,271,305</b>	<b>\$ 1,476,505</b>	<b>\$ 2,860,976</b>	<b>\$ 171,531,898</b>





**San Francisco  
County Transportation  
Authority**

**Attachment 2**

Governmental Funds

Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)  
For the Three Months Ending September 30, 2020

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Traffic Congestion Mitigation Tax Program	Total Governmental Funds	Prorated Adopted Budget Fiscal Year 2020/21	Variance With Prorated Adopted Budget Positive (Negative)
<b>REVENUES</b>									
Sales tax	\$ 13,563,401	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,563,401	\$ 23,337,426	\$ (9,774,025)
Vehicle registration fee	-	-	-	1,269,309	-	-	1,269,309	1,087,661	181,648
Traffic congestion mitigation tax	-	-	-	-	-	-	-	1,845,987	(1,845,987)
Investment income	228,863	-	780	444	-	-	230,087	193,763	36,324
Program revenues	-	9,107,684	-	-	281,462	-	9,389,146	9,339,487	49,659
Other revenues	-	-	-	-	-	-	-	11,325	(11,325)
<b>Total Revenues</b>	<b>\$ 13,792,264</b>	<b>\$ 9,107,684</b>	<b>\$ 780</b>	<b>\$ 1,269,753</b>	<b>\$ 281,462</b>	<b>\$ -</b>	<b>\$ 24,451,943</b>	<b>\$ 35,815,649</b>	<b>\$ (11,363,706)</b>
<b>EXPENDITURES</b>									
Current - transportation improvement									
Personnel expenditures	\$ 630,869	\$ 1,069,071	\$ 9,862	\$ 57,272	\$ 118,750	\$ 38,110	\$ 1,923,934	\$ 2,183,604	\$ 259,670
Non-personnel expenditures	492,209	38,659	-	222	5,899	-	536,989	737,173	200,184
Capital project costs	7,527,433	6,845,491	-	626,894	156,813	-	15,156,631	48,993,103	33,836,472
Debt service									
Principal	-	-	-	-	-	-	-	3,327,500	3,327,500
Interest and fiscal charges	7,561,888	-	-	-	-	-	7,561,888	2,160,554	(5,401,334)
<b>Total Expenditures</b>	<b>\$ 16,212,399</b>	<b>\$ 7,953,221</b>	<b>\$ 9,862</b>	<b>\$ 684,388</b>	<b>\$ 281,462</b>	<b>\$ 38,110</b>	<b>\$ 25,179,442</b>	<b>\$ 57,401,934</b>	<b>\$ 32,222,492</b>
<b>Excess (Deficiency) of Revenues Over (Under) Expenditures</b>	<b>\$ (2,420,135)</b>	<b>\$ 1,154,463</b>	<b>\$ (9,082)</b>	<b>\$ 585,365</b>	<b>\$ -</b>	<b>\$ (38,110)</b>	<b>\$ (727,499)</b>	<b>\$ (21,586,285)</b>	<b>\$ 20,858,786</b>
<b>OTHER FINANCING SOURCES (USES)</b>									
Transfer in	\$ 1,154,463	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,154,463	\$ 1,210,349	\$ (55,886)
Transfer out	-	(1,154,463)	-	-	-	-	(1,154,463)	(1,210,349)	55,886
Draw on revolving credit agreement	-	-	-	-	-	-	-	25,000,000	(25,000,000)
<b>Total Other Financing Sources (Uses)</b>	<b>\$ 1,154,463</b>	<b>\$ (1,154,463)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 25,000,000</b>	<b>\$ (25,000,000)</b>
<b>NET CHANGE IN FUND BALANCES</b>	<b>\$ (1,265,672)</b>	<b>\$ -</b>	<b>\$ (9,082)</b>	<b>\$ 585,365</b>	<b>\$ -</b>	<b>\$ (38,110)</b>	<b>\$ (727,499)</b>	<b>\$ 3,413,715</b>	<b>\$ (4,141,214)</b>
<b>Fund Balances - Beginning</b>	<b>\$ 91,134,201</b>	<b>\$ -</b>	<b>\$ 1,067,515</b>	<b>\$ 15,503,808</b>	<b>\$ -</b>	<b>\$ (47,970)</b>	<b>\$ 107,657,554</b>		
Sales tax revenue bond (series 2017)	(253,565,836)	-	-	-	-	-	(253,565,836)		
<b>Fund Balances (Deficit) - End</b>	<b>\$ (163,697,307)</b>	<b>\$ -</b>	<b>\$ 1,058,433</b>	<b>\$ 16,089,173</b>	<b>\$ -</b>	<b>\$ (86,080)</b>	<b>\$ (146,635,781)</b>		

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

Tajel Shah, Chief Assistant Treasurer  
Robert L. Shaw, CFA, Chief Investment Officer



José Cisneros, Treasurer

Investment Report for the month of September 2020

October 15, 2020

**The Honorable London N. Breed**  
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

Colleagues,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of September 30, 2020. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of September 2020 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

**CCSF Pooled Fund Investment Earnings Statistics \***

<i>(in \$ million)</i>	<b>Current Month</b>		<b>Prior Month</b>	
	<u>Fiscal YTD</u>	<u>September 2020</u>	<u>Fiscal YTD</u>	<u>August 2020</u>
Average Daily Balance	\$ 11,169	\$ 11,162	\$ 11,172	\$ 11,092
Net Earnings	26.82	8.37	18.45	8.87
Earned Income Yield	0.95%	0.91%	0.97%	0.94%

**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	48.81%	\$ 5,524.4	\$ 5,542.6	0.57%	0.58%	150
Federal Agencies	27.67%	3,096.2	3,141.5	1.49%	1.52%	372
State & Local Government						
Agency Obligations	0.50%	56.4	57.3	2.35%	2.56%	196
Public Time Deposits	0.40%	45.0	45.0	0.19%	0.19%	117
Negotiable CDs	6.44%	730.0	731.5	0.87%	0.87%	86
Medium Term Notes	0.04%	5.0	5.0	3.05%	3.08%	100
Money Market Funds	11.86%	1,346.9	1,346.9	0.05%	0.05%	1
Supranationals	4.28%	480.5	485.5	0.68%	2.03%	435
<b>Totals</b>	<b>100.0%</b>	<b>\$ 11,284.4</b>	<b>\$ 11,355.3</b>	<b>0.85%</b>	<b>0.87%</b>	<b>202</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.

Respectfully,

**José Cisneros**  
Treasurer

cc: Treasury Oversight Committee: Aimee Brown, Kevin Kone, Brenda Kwee McNulty, Eric Sandler, Meghan Wallace  
Ben Rosenfield - Controller, Office of the Controller  
Mark de la Rosa - Acting Audits Director, Office of the Controller  
Mayor's Office of Public Policy and Finance  
San Francisco County Transportation Authority  
San Francisco Public Library  
San Francisco Health Service System

# Portfolio Summary

## Pooled Fund

Attachment 3

As of September 30, 2020

<i>(in \$ million)</i>							
<b>Security Type</b>	<b>Par Value</b>	<b>Book Value</b>	<b>Market Value</b>	<b>Market/Book Price</b>	<b>Current % Allocation</b>	<b>Max. Policy Allocation</b>	<b>Compliant?</b>
U.S. Treasuries	\$ 5,521.0	\$ 5,524.4	\$ 5,542.6	100.33	48.81%	100%	Yes
Federal Agencies	3,096.5	3,096.2	3,141.5	101.46	27.67%	100%	Yes
State & Local Government							
Agency Obligations	56.7	56.4	57.3	101.63	0.50%	20%	Yes
Public Time Deposits	45.0	45.0	45.0	100.00	0.40%	100%	Yes
Negotiable CDs	730.0	730.0	731.5	100.20	6.44%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	-	-	-	-	0.00%	25%	Yes
Medium Term Notes	5.0	5.0	5.0	100.81	0.04%	25%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government	1,346.9	1,346.9	1,346.9	100.00	11.86%	20%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	482.1	480.5	485.5	101.03	4.28%	30%	Yes
<b>TOTAL</b>	<b>\$ 11,283.3</b>	<b>\$ 11,284.4</b>	<b>\$ 11,355.3</b>	<b>100.63</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 <https://sftreasurer.org/banking-investments/investments>

Totals may not add due to rounding.

# City and County of San Francisco

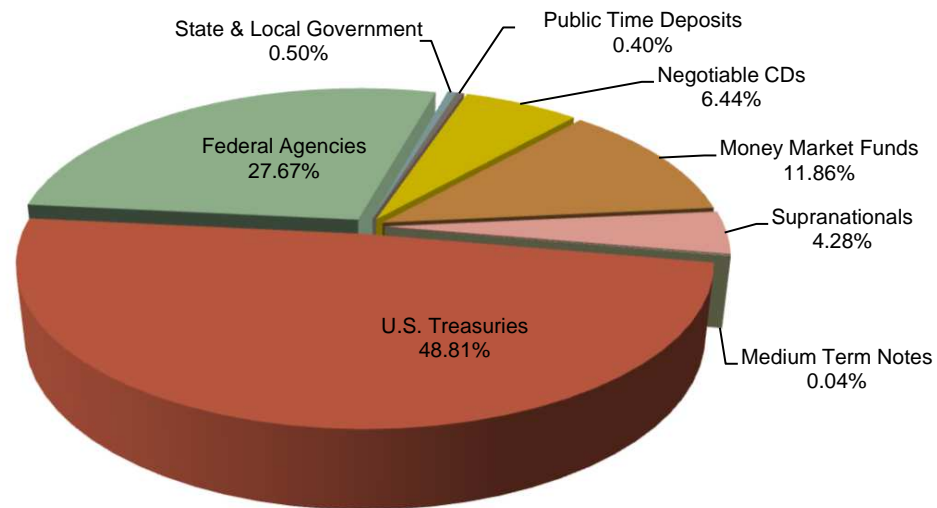
## Pooled Fund Portfolio Statistics

Attachment 3

For the month ended September 30, 2020

Average Daily Balance	\$11,162,201,688
Net Earnings	\$8,366,959
Earned Income Yield	0.91%
Weighted Average Maturity	202 days

Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries	\$	5,521.0	\$ 5,524.4	\$ 5,542.6
Federal Agencies		3,096.5	3,096.2	3,141.5
State & Local Government				
Agency Obligations		56.7	56.4	57.3
Public Time Deposits		45.0	45.0	45.0
Negotiable CDs		730.0	730.0	731.5
Commercial Paper		-	-	-
Medium Term Notes		5.0	5.0	5.0
Money Market Funds		1,346.9	1,346.9	1,346.9
Supranationals		482.1	480.5	485.5
<b>Total</b>		<b>\$ 11,283.3</b>	<b>\$ 11,284.4</b>	<b>\$ 11,355.3</b>

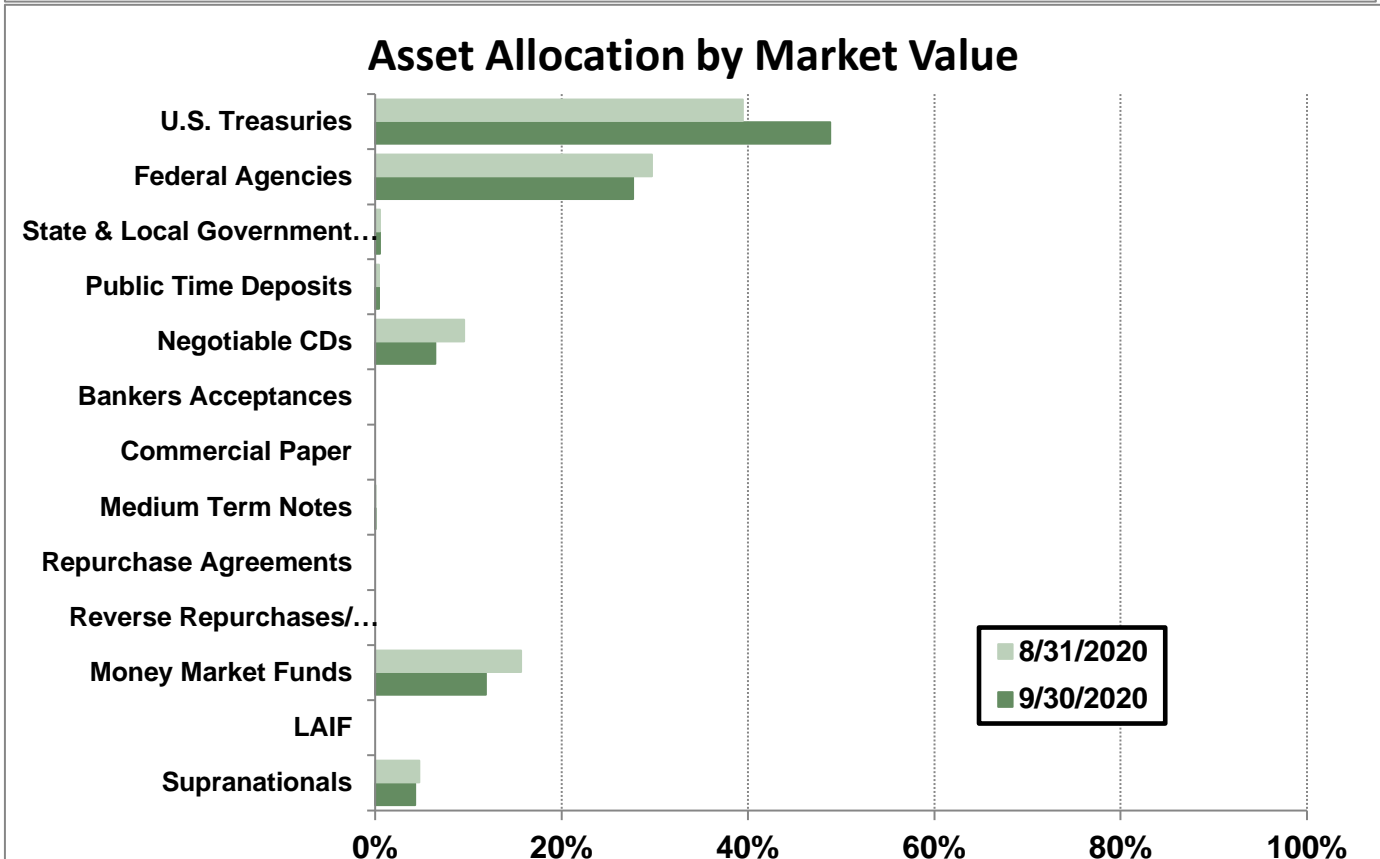
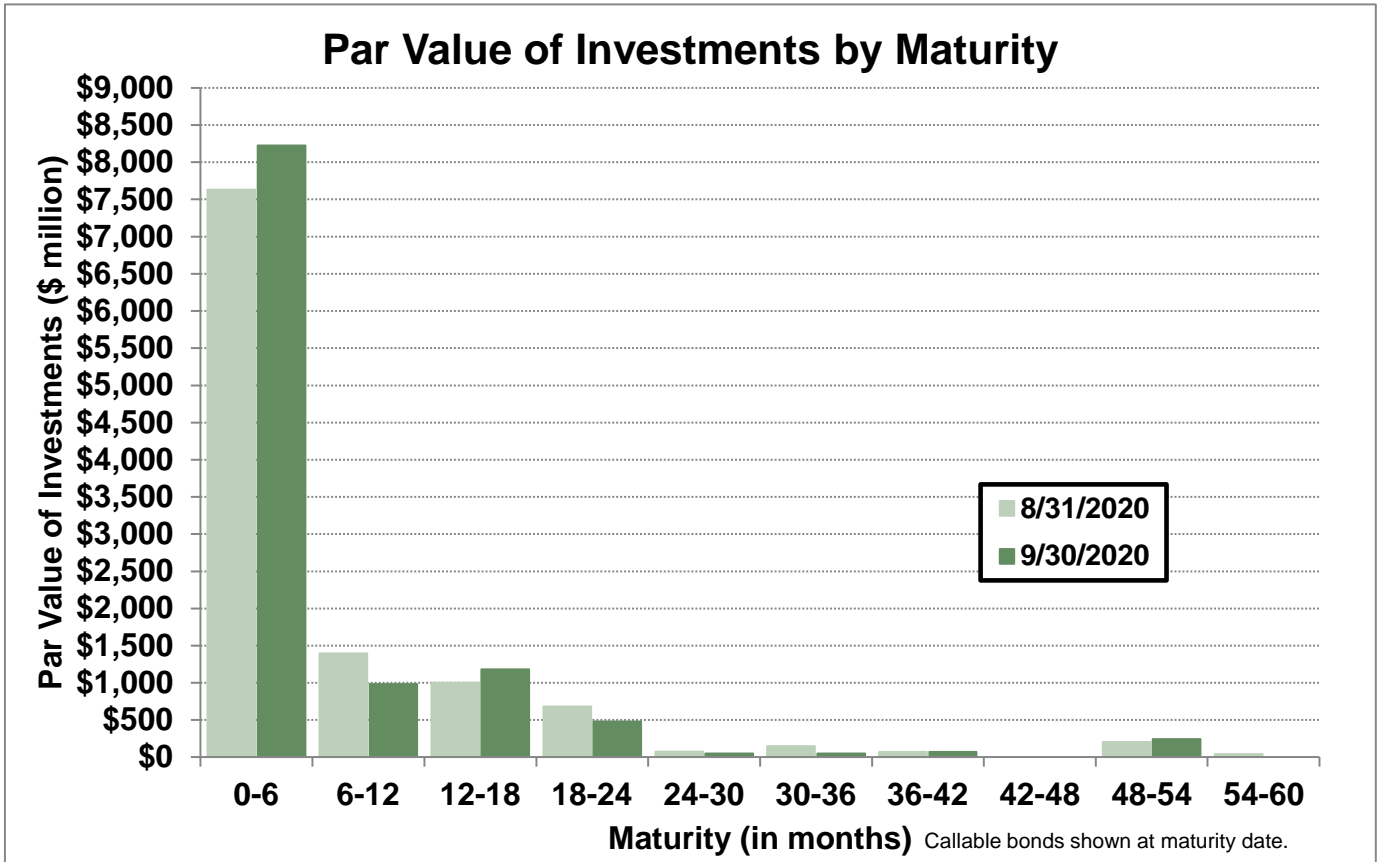


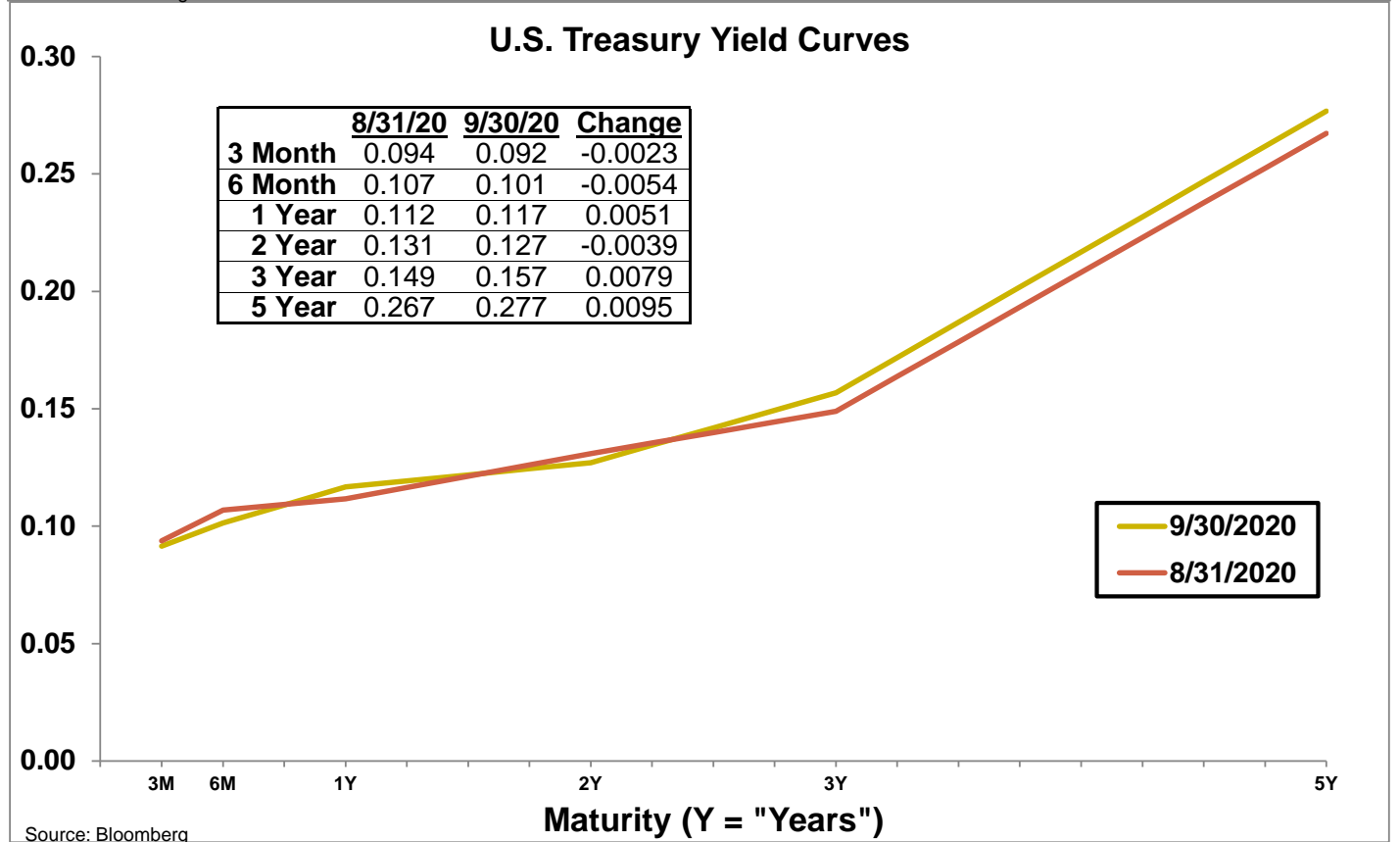
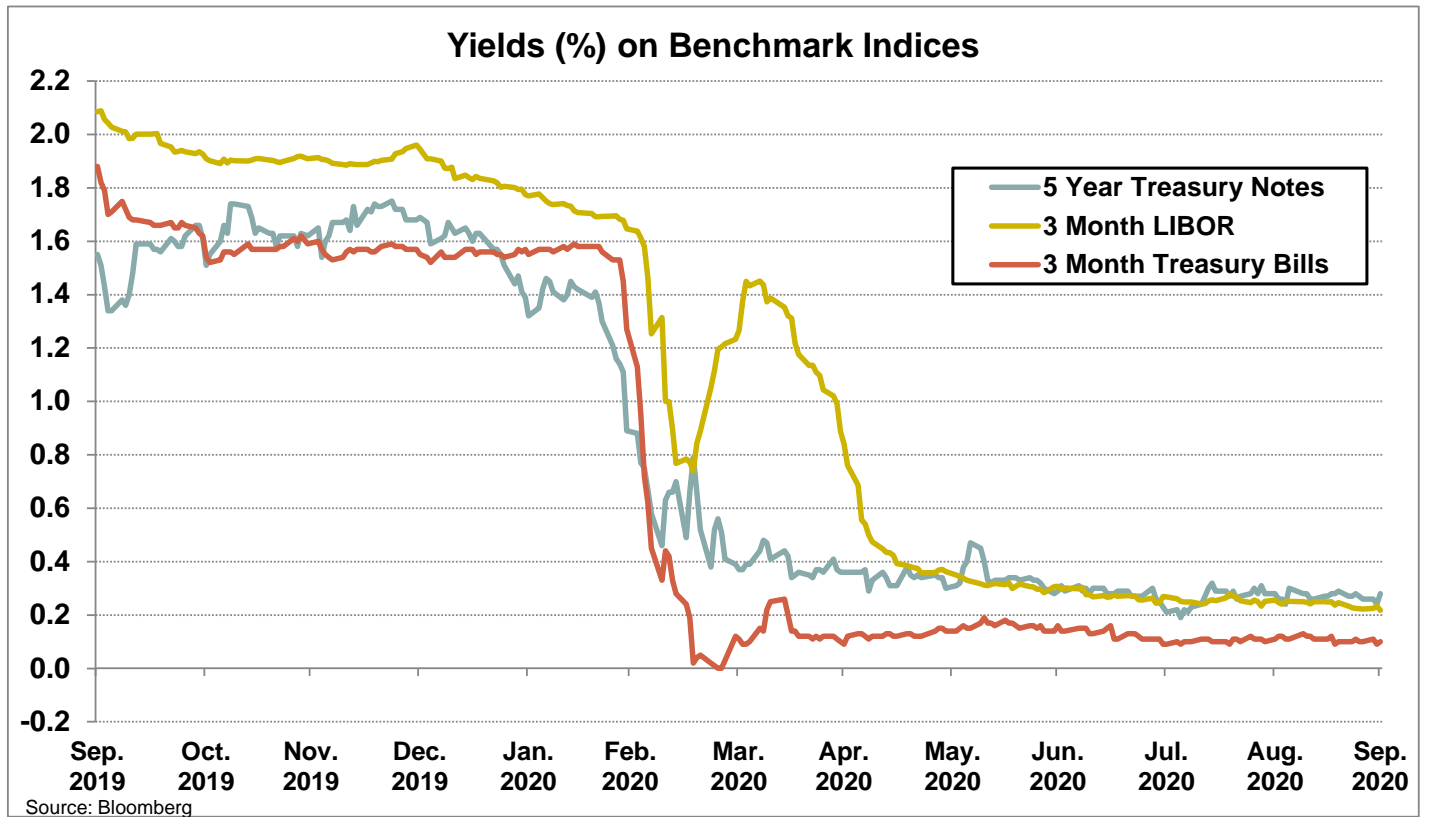
**Asset Allocation by Market Value**

# Portfolio Analysis

## Pooled Fund

Attachment 3





# Investment Inventory

## Pooled Fund

Attachment 3

As of September 30, 2020

Type of Investment	CUSIP	Issuer Name	Maturity		Coupon	Par Value	Book Value	Amortized Book Value	Market Value
			Settle Date	Date					
U.S. Treasuries	9127962J7	TREASURY BILL	6/8/2020	10/1/2020	0.00	\$ 25,000,000	\$ 24,986,655	\$ 25,000,000	\$ 25,000,000
U.S. Treasuries	9127962J7	TREASURY BILL	9/22/2020	10/1/2020	0.00	25,000,000	24,999,581	25,000,000	25,000,000
U.S. Treasuries	9127962J7	TREASURY BILL	7/6/2020	10/1/2020	0.00	50,000,000	49,983,083	50,000,000	50,000,000
U.S. Treasuries	9127964G1	TREASURY BILL	9/22/2020	10/6/2020	0.00	25,000,000	24,999,388	24,999,781	24,999,750
U.S. Treasuries	9127964G1	TREASURY BILL	9/23/2020	10/6/2020	0.00	50,000,000	49,998,989	49,999,611	49,999,500
U.S. Treasuries	9127964H9	TREASURY BILL	8/18/2020	10/13/2020	0.00	25,000,000	24,996,387	24,999,226	24,999,500
U.S. Treasuries	9127964H9	TREASURY BILL	9/25/2020	10/13/2020	0.00	50,000,000	49,998,183	49,998,788	49,999,000
U.S. Treasuries	9127962R9	TREASURY BILL	7/16/2020	10/15/2020	0.00	50,000,000	49,981,674	49,997,181	49,998,500
U.S. Treasuries	9128282Z2	US TREASURY	11/20/2019	10/15/2020	1.63	50,000,000	50,000,000	50,000,000	50,029,000
U.S. Treasuries	9127964J5	TREASURY BILL	6/11/2020	10/20/2020	0.00	30,000,000	29,980,678	29,997,198	29,998,800
U.S. Treasuries	9127964J5	TREASURY BILL	5/28/2020	10/20/2020	0.00	50,000,000	49,969,540	49,996,009	49,998,000
U.S. Treasuries	9127964J5	TREASURY BILL	6/8/2020	10/20/2020	0.00	50,000,000	49,969,292	49,995,646	49,998,000
U.S. Treasuries	9127964J5	TREASURY BILL	9/23/2020	10/20/2020	0.00	50,000,000	49,997,375	49,998,153	49,998,000
U.S. Treasuries	9127962S7	TREASURY BILL	7/24/2020	10/22/2020	0.00	25,000,000	24,993,263	24,998,428	24,998,750
U.S. Treasuries	9127964K2	TREASURY BILL	5/28/2020	10/27/2020	0.00	50,000,000	49,965,694	49,994,132	49,997,000
U.S. Treasuries	9127964K2	TREASURY BILL	9/29/2020	10/27/2020	0.00	50,000,000	49,997,628	49,997,797	49,997,000
U.S. Treasuries	9127962T5	TREASURY BILL	7/29/2020	10/29/2020	0.00	50,000,000	49,986,839	49,995,994	49,996,500
U.S. Treasuries	9127964Q9	TREASURY BILL	6/11/2020	11/3/2020	0.00	50,000,000	49,963,750	49,991,750	49,995,750
U.S. Treasuries	9127964Q9	TREASURY BILL	6/15/2020	11/3/2020	0.00	50,000,000	49,966,066	49,992,058	49,995,750
U.S. Treasuries	912796TP4	TREASURY BILL	8/4/2020	11/5/2020	0.00	25,000,000	24,994,188	24,997,813	24,998,000
U.S. Treasuries	912796TP4	TREASURY BILL	8/6/2020	11/5/2020	0.00	25,000,000	24,994,313	24,997,813	24,998,000
U.S. Treasuries	912796TP4	TREASURY BILL	6/9/2020	11/5/2020	0.00	50,000,000	49,963,733	49,991,481	49,996,000
U.S. Treasuries	912796TP4	TREASURY BILL	9/23/2020	11/5/2020	0.00	50,000,000	49,995,222	49,996,111	49,996,000
U.S. Treasuries	9127964R7	TREASURY BILL	9/28/2020	11/10/2020	0.00	25,000,000	24,997,402	24,997,583	24,997,750
U.S. Treasuries	9127964R7	TREASURY BILL	6/12/2020	11/10/2020	0.00	55,000,000	54,960,782	54,989,611	54,995,050
U.S. Treasuries	9127962Z1	TREASURY BILL	8/13/2020	11/12/2020	0.00	50,000,000	49,986,729	49,993,875	49,994,500
U.S. Treasuries	9127964S5	TREASURY BILL	6/16/2020	11/17/2020	0.00	50,000,000	49,961,500	49,988,250	49,994,100
U.S. Treasuries	9127964S5	TREASURY BILL	6/16/2020	11/17/2020	0.00	50,000,000	49,961,286	49,988,185	49,994,100
U.S. Treasuries	9127963A5	TREASURY BILL	7/21/2020	11/19/2020	0.00	25,000,000	24,990,337	24,996,087	24,996,925
U.S. Treasuries	9127963A5	TREASURY BILL	7/27/2020	11/19/2020	0.00	25,000,000	24,990,816	24,996,087	24,996,925
U.S. Treasuries	9127963A5	TREASURY BILL	8/20/2020	11/19/2020	0.00	50,000,000	49,986,729	49,992,854	49,993,850
U.S. Treasuries	9127963A5	TREASURY BILL	9/30/2020	11/19/2020	0.00	50,000,000	49,994,757	49,994,862	49,993,850
U.S. Treasuries	9127964T3	TREASURY BILL	6/25/2020	11/24/2020	0.00	25,000,000	24,983,375	24,994,094	24,996,750
U.S. Treasuries	9127964T3	TREASURY BILL	8/10/2020	11/24/2020	0.00	25,000,000	24,992,970	24,996,419	24,996,750
U.S. Treasuries	9127964T3	TREASURY BILL	7/6/2020	11/24/2020	0.00	50,000,000	49,970,625	49,988,750	49,993,500
U.S. Treasuries	912796TU3	TREASURY BILL	9/3/2020	12/3/2020	0.00	50,000,000	49,986,729	49,990,812	49,991,500
U.S. Treasuries	9127963J6	TREASURY BILL	6/15/2020	12/10/2020	0.00	25,000,000	24,978,739	24,991,639	24,995,375
U.S. Treasuries	9127963J6	TREASURY BILL	6/15/2020	12/10/2020	0.00	25,000,000	24,978,739	24,991,639	24,995,375
U.S. Treasuries	9127963J6	TREASURY BILL	6/15/2020	12/10/2020	0.00	50,000,000	49,955,500	49,982,500	49,990,750
U.S. Treasuries	9128283L2	US TREASURY	11/18/2019	12/15/2020	1.88	50,000,000	50,128,906	50,024,600	50,179,500
U.S. Treasuries	9128283L2	US TREASURY	11/26/2019	12/15/2020	1.88	50,000,000	50,119,141	50,023,209	50,179,500
U.S. Treasuries	9127963K3	TREASURY BILL	6/19/2020	12/17/2020	0.00	50,000,000	49,959,149	49,982,622	49,990,100
U.S. Treasuries	9127963L1	TREASURY BILL	6/29/2020	12/24/2020	0.00	25,000,000	24,979,913	24,990,521	24,994,175
U.S. Treasuries	9127963L1	TREASURY BILL	7/2/2020	12/24/2020	0.00	50,000,000	49,964,028	49,982,733	49,988,350
U.S. Treasuries	9127963L1	TREASURY BILL	8/27/2020	12/24/2020	0.00	50,000,000	49,982,646	49,987,750	49,988,350
U.S. Treasuries	9127965F2	TREASURY BILL	7/28/2020	12/29/2020	0.00	25,000,000	24,986,354	24,992,114	24,994,500
U.S. Treasuries	9127965F2	TREASURY BILL	7/28/2020	12/29/2020	0.00	50,000,000	49,972,194	49,983,931	49,989,000
U.S. Treasuries	912796TY5	TREASURY BILL	7/21/2020	12/31/2020	0.00	36,000,000	35,980,440	35,989,080	35,991,000
U.S. Treasuries	912828N48	US TREASURY	11/22/2019	12/31/2020	1.75	50,000,000	50,058,594	50,013,166	50,201,500



# Investment Inventory

## Pooled Fund

Attachment 3

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	Market Value
				Date					Book Value	
U.S. Treasuries	912796A58	TREASURY BILL	8/4/2020	1/5/2021		0.00	50,000,000	49,979,039	49,986,933	49,987,500
U.S. Treasuries	912796A58	TREASURY BILL	8/4/2020	1/5/2021		0.00	50,000,000	49,978,397	49,986,533	49,987,500
U.S. Treasuries	912796A66	TREASURY BILL	8/11/2020	1/12/2021		0.00	25,000,000	24,988,717	24,992,454	24,994,750
U.S. Treasuries	912796A66	TREASURY BILL	8/11/2020	1/12/2021		0.00	25,000,000	24,988,343	24,992,203	24,994,750
U.S. Treasuries	912796A66	TREASURY BILL	9/29/2020	1/12/2021		0.00	25,000,000	24,993,438	24,993,563	24,994,750
U.S. Treasuries	912796A66	TREASURY BILL	8/27/2020	1/12/2021		0.00	50,000,000	49,980,450	49,985,408	49,989,500
U.S. Treasuries	9127963U1	TREASURY BILL	8/31/2020	1/14/2021		0.00	25,000,000	24,990,408	24,992,594	24,992,625
U.S. Treasuries	9127963U1	TREASURY BILL	7/16/2020	1/14/2021		0.00	50,000,000	49,963,347	49,978,854	49,985,250
U.S. Treasuries	9128283Q1	US TREASURY	3/4/2019	1/15/2021		2.00	50,000,000	49,486,328	49,920,279	50,273,500
U.S. Treasuries	9128283Q1	US TREASURY	11/18/2019	1/15/2021		2.00	50,000,000	50,210,938	50,052,734	50,273,500
U.S. Treasuries	9128283Q1	US TREASURY	11/22/2019	1/15/2021		2.00	50,000,000	50,208,984	50,052,744	50,273,500
U.S. Treasuries	9128283Q1	US TREASURY	12/3/2019	1/15/2021		2.00	50,000,000	50,175,781	50,045,557	50,273,500
U.S. Treasuries	912796A74	TREASURY BILL	8/18/2020	1/19/2021		0.00	25,000,000	24,987,618	24,991,156	24,992,000
U.S. Treasuries	912796A74	TREASURY BILL	8/26/2020	1/19/2021		0.00	25,000,000	24,989,703	24,992,242	24,992,000
U.S. Treasuries	912796A74	TREASURY BILL	8/27/2020	1/19/2021		0.00	50,000,000	49,979,458	49,984,417	49,984,000
U.S. Treasuries	9127963V9	TREASURY BILL	7/24/2020	1/21/2021		0.00	25,000,000	24,984,163	24,990,200	24,992,025
U.S. Treasuries	9127963V9	TREASURY BILL	7/27/2020	1/21/2021		0.00	25,000,000	24,984,425	24,990,200	24,992,025
U.S. Treasuries	9127963V9	TREASURY BILL	7/28/2020	1/21/2021		0.00	25,000,000	24,985,127	24,990,589	24,992,025
U.S. Treasuries	912796A82	TREASURY BILL	8/25/2020	1/26/2021		0.00	50,000,000	49,975,403	49,981,313	49,979,500
U.S. Treasuries	912796A82	TREASURY BILL	8/25/2020	1/26/2021		0.00	50,000,000	49,975,938	49,981,719	49,979,500
U.S. Treasuries	912796B65	TREASURY BILL	9/1/2020	2/2/2021		0.00	50,000,000	49,976,258	49,980,883	49,983,650
U.S. Treasuries	912796B65	TREASURY BILL	9/4/2020	2/2/2021		0.00	50,000,000	49,975,882	49,980,194	49,983,650
U.S. Treasuries	9127963W7	TREASURY BILL	8/10/2020	2/4/2021		0.00	25,000,000	24,986,279	24,990,288	24,991,000
U.S. Treasuries	9127963W7	TREASURY BILL	8/18/2020	2/4/2021		0.00	25,000,000	24,986,424	24,989,938	24,991,000
U.S. Treasuries	9127963W7	TREASURY BILL	8/6/2020	2/4/2021		0.00	50,000,000	49,973,458	49,981,625	49,982,000
U.S. Treasuries	912796B73	TREASURY BILL	9/8/2020	2/9/2021		0.00	50,000,000	49,974,868	49,978,622	49,979,100
U.S. Treasuries	912796B73	TREASURY BILL	9/29/2020	2/9/2021		0.00	50,000,000	49,982,451	49,982,715	49,979,100
U.S. Treasuries	9127964C0	TREASURY BILL	8/24/2020	2/11/2021		0.00	25,000,000	24,987,531	24,990,302	24,990,300
U.S. Treasuries	9127964C0	TREASURY BILL	9/28/2020	2/11/2021		0.00	25,000,000	24,991,406	24,991,595	24,990,300
U.S. Treasuries	9127964C0	TREASURY BILL	8/13/2020	2/11/2021		0.00	50,000,000	49,969,667	49,977,833	49,980,600
U.S. Treasuries	9127964D8	TREASURY BILL	8/24/2020	2/18/2021		0.00	25,000,000	24,986,156	24,989,111	24,990,250
U.S. Treasuries	9127964D8	TREASURY BILL	8/31/2020	2/18/2021		0.00	25,000,000	24,987,591	24,989,840	24,990,250
U.S. Treasuries	9127964D8	TREASURY BILL	8/20/2020	2/18/2021		0.00	50,000,000	49,969,667	49,976,667	49,980,500
U.S. Treasuries	912796B99	TREASURY BILL	9/22/2020	2/23/2021		0.00	50,000,000	49,977,007	49,978,351	49,980,000
U.S. Treasuries	912796B99	TREASURY BILL	9/22/2020	2/23/2021		0.00	50,000,000	49,979,445	49,980,647	49,980,000
U.S. Treasuries	912796B99	TREASURY BILL	9/30/2020	2/23/2021		0.00	50,000,000	49,980,635	49,980,767	49,980,000
U.S. Treasuries	912796XE4	TREASURY BILL	8/27/2020	2/25/2021		0.00	50,000,000	49,971,942	49,977,338	49,979,500
U.S. Treasuries	912796XE4	TREASURY BILL	9/21/2020	2/25/2021		0.00	50,000,000	49,977,854	49,979,264	49,979,500
U.S. Treasuries	912796XE4	TREASURY BILL	8/27/2020	2/25/2021		0.00	100,000,000	99,939,333	99,951,000	99,959,000
U.S. Treasuries	912796C23	TREASURY BILL	9/30/2020	3/2/2021		0.00	25,000,000	24,989,853	24,989,919	24,989,450
U.S. Treasuries	912796C23	TREASURY BILL	9/30/2020	3/2/2021		0.00	25,000,000	24,989,641	24,989,708	24,989,450
U.S. Treasuries	912796C23	TREASURY BILL	9/29/2020	3/2/2021		0.00	50,000,000	49,978,397	49,978,678	49,978,900
U.S. Treasuries	912796C23	TREASURY BILL	9/29/2020	3/2/2021		0.00	50,000,000	49,977,542	49,977,833	49,978,900
U.S. Treasuries	9127964F3	TREASURY BILL	9/4/2020	3/4/2021		0.00	25,000,000	24,986,048	24,988,129	24,989,300
U.S. Treasuries	9127964F3	TREASURY BILL	9/3/2020	3/4/2021		0.00	150,000,000	149,912,792	149,926,208	149,935,800
U.S. Treasuries	9127964M8	TREASURY BILL	9/10/2020	3/11/2021		0.00	100,000,000	99,936,806	99,944,098	99,954,200
U.S. Treasuries	9128284B3	US TREASURY	11/22/2019	3/15/2021		2.38	50,000,000	50,472,656	50,162,815	50,515,500
U.S. Treasuries	9128284B3	US TREASURY	12/6/2019	3/15/2021		2.38	50,000,000	50,449,219	50,159,400	50,515,500
U.S. Treasuries	9127964N6	TREASURY BILL	9/17/2020	3/18/2021		0.00	50,000,000	49,972,194	49,974,333	49,975,500
U.S. Treasuries	9127964N6	TREASURY BILL	9/17/2020	3/18/2021		0.00	100,000,000	99,939,333	99,944,000	99,951,000

# Investment Inventory

## Pooled Fund

Attachment 3

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	Market Value
				Date					Book Value	
U.S. Treasuries	9127962F5	TREASURY BILL	9/24/2020	3/25/2021		0.00	25,000,000	24,987,108	24,987,604	24,987,000
U.S. Treasuries	9127962F5	TREASURY BILL	9/24/2020	3/25/2021		0.00	25,000,000	24,987,159	24,987,653	24,987,000
U.S. Treasuries	9127962F5	TREASURY BILL	9/24/2020	3/25/2021		0.00	100,000,000	99,946,917	99,948,958	99,948,000
U.S. Treasuries	912828C57	US TREASURY	4/15/2019	3/31/2021		2.25	50,000,000	49,863,281	49,965,438	50,533,000
U.S. Treasuries	9128284G2	US TREASURY	4/9/2019	4/15/2021		2.38	50,000,000	50,013,672	50,003,636	50,611,500
U.S. Treasuries	9128284G2	US TREASURY	12/9/2019	4/15/2021		2.38	50,000,000	50,462,891	50,184,030	50,611,500
U.S. Treasuries	9128284G2	US TREASURY	12/11/2019	4/15/2021		2.38	50,000,000	50,457,031	50,182,440	50,611,500
U.S. Treasuries	9128284T4	US TREASURY	11/26/2019	6/15/2021		2.63	50,000,000	50,732,422	50,331,980	50,883,000
U.S. Treasuries	9128284T4	US TREASURY	11/27/2019	6/15/2021		2.63	50,000,000	50,744,141	50,337,887	50,883,000
U.S. Treasuries	9128284T4	US TREASURY	12/11/2019	6/15/2021		2.63	50,000,000	50,697,266	50,324,633	50,883,000
U.S. Treasuries	9128284T4	US TREASURY	12/18/2019	6/15/2021		2.63	50,000,000	50,714,844	50,337,091	50,883,000
U.S. Treasuries	9128287A2	US TREASURY	11/8/2019	6/30/2021		1.63	50,000,000	49,933,594	49,969,896	50,558,500
U.S. Treasuries	9128287A2	US TREASURY	12/3/2019	6/30/2021		1.63	50,000,000	49,968,750	49,985,217	50,558,500
U.S. Treasuries	9128287A2	US TREASURY	12/9/2019	6/30/2021		1.63	50,000,000	49,978,516	49,989,730	50,558,500
U.S. Treasuries	912828S27	US TREASURY	8/15/2017	6/30/2021		1.13	25,000,000	24,519,531	24,907,641	25,187,500
U.S. Treasuries	912828Y20	US TREASURY	12/12/2019	7/15/2021		2.63	50,000,000	50,728,516	50,359,869	50,984,500
U.S. Treasuries	912828YC8	US TREASURY	12/9/2019	8/31/2021		1.50	50,000,000	49,865,234	49,928,666	50,625,000
U.S. Treasuries	912828T34	US TREASURY	12/11/2019	9/30/2021		1.13	50,000,000	49,498,047	49,722,745	50,488,500
U.S. Treasuries	912828T67	US TREASURY	11/10/2016	10/31/2021		1.25	50,000,000	49,574,219	49,907,388	50,605,500
U.S. Treasuries	912828U65	US TREASURY	12/13/2016	11/30/2021		1.75	100,000,000	99,312,500	99,838,838	101,883,000
U.S. Treasuries	912828U81	US TREASURY	11/22/2019	12/31/2021		2.00	50,000,000	50,402,344	50,238,271	51,160,000
U.S. Treasuries	912828XW5	US TREASURY	8/15/2017	6/30/2022		1.75	25,000,000	24,977,539	24,991,962	25,708,000
U.S. Treasuries	912828S35	US TREASURY	1/9/2020	6/30/2023		1.38	50,000,000	49,605,469	49,688,233	51,691,500
U.S. Treasuries	912828WE6	US TREASURY	12/17/2019	11/15/2023		2.75	50,000,000	51,960,938	51,564,359	54,019,500
<b>Subtotals</b>						<b>0.57</b>	<b>\$ 5,521,000,000</b>	<b>\$ 5,524,406,162</b>	<b>\$ 5,523,025,898</b>	<b>\$ 5,542,616,725</b>
Federal Agencies	3130ACK52	FEDERAL HOME LOAN BANK	3/12/2018	10/5/2020		1.70	\$ 25,530,000	\$ 25,035,101	\$ 25,527,890	\$ 25,534,340
Federal Agencies	313384J75	FED HOME LN DISCOUNT NT	7/9/2020	10/7/2020		0.00	50,000,000	49,981,875	49,998,792	49,999,500
Federal Agencies	313384J91	FED HOME LN DISCOUNT NT	7/13/2020	10/9/2020		0.00	13,500,000	13,495,380	13,499,580	13,499,865
Federal Agencies	313396K51	FREDDIE MAC DISCOUNT NT	7/7/2020	10/13/2020		0.00	31,819,000	31,806,007	31,817,409	31,818,364
Federal Agencies	313384K65	FED HOME LN DISCOUNT NT	6/8/2020	10/14/2020		0.00	25,000,000	24,985,333	24,998,510	24,999,500
Federal Agencies	313384K65	FED HOME LN DISCOUNT NT	6/8/2020	10/14/2020		0.00	25,000,000	24,985,333	24,998,510	24,999,500
Federal Agencies	3133EKR57	FEDERAL FARM CREDIT BANK	9/25/2019	10/20/2020		0.20	112,500,000	112,450,838	112,497,611	112,503,375
Federal Agencies	3130AHD57	FEDERAL HOME LOAN BANK	2/12/2020	10/21/2020		1.63	50,000,000	50,019,700	50,001,563	50,041,000
Federal Agencies	313384L56	FED HOME LN DISCOUNT NT	7/15/2020	10/21/2020		0.00	50,000,000	49,980,944	49,996,111	49,998,500
Federal Agencies	3132X0KR1	FARMER MAC	11/2/2016	11/2/2020		0.36	25,000,000	25,000,000	25,000,000	25,004,500
Federal Agencies	3133EJT90	FEDERAL FARM CREDIT BANK	11/16/2018	11/16/2020		2.95	50,000,000	49,947,835	49,996,717	50,180,500
Federal Agencies	3137EAEK1	FREDDIE MAC	11/15/2017	11/17/2020		1.88	50,000,000	49,952,000	49,997,945	50,114,500
Federal Agencies	3134GBX56	FREDDIE MAC	11/24/2017	11/24/2020		2.25	60,000,000	60,223,200	60,010,997	60,186,600
Federal Agencies	3134GBLR1	FREDDIE MAC	5/25/2017	11/25/2020		1.75	24,715,000	24,712,529	24,714,894	24,774,069
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	11/27/2017	11/27/2020		1.90	25,000,000	24,992,629	24,999,617	25,068,500
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	11/27/2017	11/27/2020		1.90	25,000,000	24,992,629	24,999,617	25,068,500
Federal Agencies	3130A3UQ5	FEDERAL HOME LOAN BANK	12/13/2017	12/11/2020		1.88	10,000,000	9,957,600	9,997,248	10,034,300
Federal Agencies	3132X0ZY0	FARMER MAC	12/15/2017	12/15/2020		2.05	12,750,000	12,741,458	12,749,415	12,800,873
Federal Agencies	313384T74	FED HOME LN DISCOUNT NT	6/19/2020	12/18/2020		0.00	25,000,000	24,978,514	24,990,792	24,995,250
Federal Agencies	313384T74	FED HOME LN DISCOUNT NT	6/19/2020	12/18/2020		0.00	25,000,000	24,978,514	24,990,792	24,995,250
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	12/21/2016	12/21/2020		0.35	50,000,000	50,000,000	50,000,000	50,023,000
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	12/24/2015	12/24/2020		0.48	100,000,000	100,000,000	100,000,000	100,080,000
Federal Agencies	313384V30	FED HOME LN DISCOUNT NT	7/7/2020	12/30/2020		0.00	50,000,000	49,959,911	49,979,500	49,989,000
Federal Agencies	3133EJ4Q9	FEDERAL FARM CREDIT BANK	1/11/2019	1/11/2021		2.55	100,000,000	99,934,000	99,990,791	100,671,000

# Investment Inventory

## Pooled Fund

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Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	Market Value
				Date					Book Value	
Federal Agencies	3133EJCE7	FEDERAL FARM CREDIT BANK	4/16/2018	2/12/2021		2.35	50,000,000	49,673,710	49,957,674	50,402,000
Federal Agencies	3137EAE19	FREDDIE MAC	2/16/2018	2/16/2021		2.38	22,000,000	21,941,920	21,992,687	22,184,360
Federal Agencies	313385CJ3	FED HOME LN DISCOUNT NT	8/28/2020	2/26/2021		0.00	47,000,000	46,972,675	46,977,779	46,980,730
Federal Agencies	3133EKCS3	FEDERAL FARM CREDIT BANK	3/11/2019	3/11/2021		2.55	50,000,000	49,975,000	49,994,494	50,535,000
Federal Agencies	3133EKCS3	FEDERAL FARM CREDIT BANK	3/11/2019	3/11/2021		2.55	50,000,000	49,975,000	49,994,494	50,535,000
Federal Agencies	3133EKR99	FEDERAL FARM CREDIT BANK	10/3/2019	3/25/2021		0.26	90,000,000	89,982,000	89,994,156	90,052,200
Federal Agencies	3132X0Q53	FARMER MAC	3/29/2018	3/29/2021		2.60	6,350,000	6,343,079	6,348,870	6,427,470
Federal Agencies	3132X0Q53	FARMER MAC	3/29/2018	3/29/2021		2.60	20,450,000	20,427,710	20,446,359	20,699,490
Federal Agencies	3133EKFP6	FEDERAL FARM CREDIT BANK	4/5/2019	4/5/2021		2.23	25,000,000	24,916,500	24,978,754	25,267,000
Federal Agencies	3133EKFP6	FEDERAL FARM CREDIT BANK	4/5/2019	4/5/2021		2.23	25,000,000	24,917,500	24,979,008	25,267,000
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	5/22/2018	5/10/2021		2.70	17,700,000	17,653,095	17,690,437	17,973,819
Federal Agencies	3135G0U35	FANNIE MAE	6/25/2018	6/22/2021		2.75	25,000,000	24,994,250	24,998,611	25,472,000
Federal Agencies	3135G0Q89	FANNIE MAE	10/21/2016	10/7/2021		1.38	25,000,000	25,000,000	25,000,000	25,309,250
Federal Agencies	3133EJK24	FEDERAL FARM CREDIT BANK	10/19/2018	10/19/2021		3.00	25,000,000	24,980,900	24,993,325	25,738,750
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021		1.38	14,500,000	14,500,000	14,500,000	14,687,775
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021		1.38	15,000,000	15,000,000	15,000,000	15,194,250
Federal Agencies	3133ELWS9	FEDERAL FARM CREDIT BANK	4/15/2020	10/25/2021		0.40	50,000,000	49,992,387	49,994,693	50,123,500
Federal Agencies	3133ELWS9	FEDERAL FARM CREDIT BANK	4/15/2020	10/25/2021		0.40	50,000,000	49,992,387	49,994,693	50,123,500
Federal Agencies	3133EJT74	FEDERAL FARM CREDIT BANK	11/15/2018	11/15/2021		3.05	50,000,000	49,950,000	49,981,296	51,630,500
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	17,000,000	16,970,930	16,983,780	17,282,880
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	25,000,000	24,957,250	24,976,148	25,416,000
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	25,000,000	24,957,250	24,976,148	25,416,000
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	45,000,000	44,923,050	44,957,066	45,748,800
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	50,000,000	49,914,500	49,952,295	50,832,000
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	3/19/2020	12/17/2021		2.80	19,000,000	19,677,730	19,469,525	19,610,090
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021		2.80	25,000,000	24,974,250	24,989,615	25,802,750
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021		2.80	25,000,000	24,974,250	24,989,615	25,802,750
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021		2.80	25,000,000	24,964,250	24,985,583	25,802,750
Federal Agencies	3130AHSR5	FEDERAL HOME LOAN BANK	12/20/2019	12/20/2021		1.63	22,500,000	22,475,700	22,485,207	22,911,525
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	3/18/2020	1/18/2022		0.53	50,000,000	49,886,500	49,919,823	50,233,000
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	3/23/2020	1/18/2022		0.53	63,450,000	63,289,472	63,335,750	63,745,677
Federal Agencies	3133ELKN3	FEDERAL FARM CREDIT BANK	1/28/2020	1/28/2022		1.55	100,000,000	99,992,000	99,994,703	101,845,000
Federal Agencies	3133EKAK2	FEDERAL FARM CREDIT BANK	2/19/2019	2/14/2022		2.53	20,700,000	20,682,612	20,692,015	21,378,339
Federal Agencies	3133EKBV7	FEDERAL FARM CREDIT BANK	3/1/2019	3/1/2022		2.55	10,000,000	9,997,186	9,998,675	10,337,100
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	4/5/2019	3/11/2022		2.50	17,780,000	17,848,986	17,813,881	18,383,453
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	4/5/2019	3/11/2022		2.50	40,000,000	40,158,360	40,077,775	41,357,600
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	4/8/2019	3/14/2022		2.47	26,145,000	26,226,050	26,185,033	27,021,380
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	4/8/2019	3/14/2022		2.47	45,500,000	45,634,680	45,566,523	47,025,160
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022		0.70	25,000,000	24,999,000	24,999,260	25,198,500
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022		0.70	25,000,000	24,993,000	24,994,822	25,198,500
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022		0.70	25,000,000	24,996,000	24,997,041	25,198,500
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022		0.70	25,000,000	24,983,250	24,987,610	25,198,500
Federal Agencies	3135G0T45	FANNIE MAE	6/6/2017	4/5/2022		1.88	25,000,000	25,072,250	25,022,568	25,658,250
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022		2.25	25,000,000	24,918,000	24,958,252	25,809,500
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022		2.25	50,000,000	49,836,000	49,916,504	51,619,000
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022		2.25	50,000,000	49,836,000	49,916,504	51,619,000
Federal Agencies	3133EKHB5	FEDERAL FARM CREDIT BANK	4/18/2019	4/18/2022		2.35	50,000,000	49,969,500	49,984,305	51,688,500
Federal Agencies	3133EKLRL5	FEDERAL FARM CREDIT BANK	5/16/2019	5/16/2022		2.25	25,000,000	24,949,250	24,972,588	25,844,750
Federal Agencies	3133EKLRL5	FEDERAL FARM CREDIT BANK	5/16/2019	5/16/2022		2.25	35,000,000	34,928,950	34,961,623	36,182,650
Federal Agencies	3133EHLY7	FEDERAL FARM CREDIT BANK	6/6/2017	6/2/2022		1.88	50,000,000	50,059,250	50,019,804	51,421,000

# Investment Inventory

## Pooled Fund

Attachment 3

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				Date					Book Value	Market Value
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	6/9/2017	6/2/2022		1.88	50,000,000	49,997,500	49,999,163	51,421,000
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022		1.63	20,000,000	19,998,940	19,999,277	20,496,600
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022		1.63	25,000,000	24,998,676	24,999,097	25,620,750
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022		1.63	25,000,000	24,998,676	24,999,097	25,620,750
Federal Agencies	3133EHZP1	FEDERAL FARM CREDIT BANK	3/18/2020	9/20/2022		1.85	25,000,000	25,718,750	25,564,172	25,824,750
Federal Agencies	3133ELVL5	FEDERAL FARM CREDIT BANK	4/3/2020	10/3/2022		0.70	40,000,000	39,990,000	39,991,982	40,422,000
Federal Agencies	3133ELJH8	FEDERAL FARM CREDIT BANK	3/25/2020	1/23/2023		1.60	10,140,000	10,384,141	10,339,279	10,467,421
Federal Agencies	3133ELNE0	FEDERAL FARM CREDIT BANK	3/18/2020	2/14/2024		1.43	20,495,000	20,950,604	20,887,751	21,302,298
Federal Agencies	3133ELCP7	FEDERAL FARM CREDIT BANK	12/3/2019	12/3/2024		1.63	25,000,000	24,960,000	24,966,634	26,342,250
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	5,000,000	4,996,150	4,996,635	5,247,900
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	5,000,000	4,996,150	4,996,635	5,247,900
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	5,000,000	4,996,150	4,996,635	5,247,900
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	15,000,000	14,988,450	14,989,906	15,743,700
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	50,000,000	49,961,500	49,966,352	52,479,000
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	3/23/2020	3/3/2025		1.21	16,000,000	15,991,720	15,991,707	16,592,160
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	3/23/2020	3/3/2025		1.21	24,000,000	23,964,240	23,968,042	24,888,240
<b>Subtotals</b>						<b>1.49</b>	<b>\$ 3,096,524,000</b>	<b>\$ 3,096,235,542</b>	<b>\$ 3,097,304,033</b>	<b>\$ 3,141,536,902</b>
State/Local Agencies	13063DGA0	CALIFORNIA ST	4/25/2018	4/1/2021		2.80	\$ 33,000,000	\$ 33,001,320	\$ 33,000,224	\$ 33,394,680
State/Local Agencies	13066YTY5	CALIFORNIA ST DEPT OF WTR RES	2/6/2017	5/1/2021		1.71	21,967,414	21,595,725	21,916,412	22,154,357
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUE	8/9/2016	5/15/2021		1.91	1,769,000	1,810,695	1,774,416	1,779,366
<b>Subtotals</b>						<b>2.35</b>	<b>\$ 56,736,414</b>	<b>\$ 56,407,741</b>	<b>\$ 56,691,052</b>	<b>\$ 57,328,403</b>
Public Time Deposits	PPE504BU6	SAN FRANCISCO CREDIT UNION	6/4/2020	12/1/2020		0.20	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Public Time Deposits	PPE505CM0	BANK OF SAN FRANCISCO	6/8/2020	12/7/2020		0.20	5,000,000	5,000,000	5,000,000	5,000,000
Public Time Deposits	PPE808900	BRIDGE BANK	6/23/2020	12/23/2020		0.22	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PPE20ZJV4	BANK OF SAN FRANCISCO	9/21/2020	3/22/2021		0.16	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PPEF10AD0	BRIDGE BANK	9/21/2020	3/22/2021		0.16	10,000,000	10,000,000	10,000,000	10,000,000
<b>Subtotals</b>						<b>0.19</b>	<b>\$ 45,000,000</b>	<b>\$ 45,000,000</b>	<b>\$ 45,000,000</b>	<b>\$ 45,000,000</b>
Negotiable CDs	06417MDE2	BANK OF NOVA SCOTIA HOUS	10/3/2019	10/9/2020		0.49	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,005,695
Negotiable CDs	89114N6E0	TORONTO DOMINION BANK NY	10/1/2019	10/9/2020		0.49	50,000,000	50,000,000	50,000,000	50,005,695
Negotiable CDs	06370R6W4	BANK OF MONTREAL CHICAGO	11/13/2019	10/26/2020		0.40	50,000,000	50,000,000	50,000,000	50,014,598
Negotiable CDs	96130ADY1	WESTPAC BANKING CORP NY	10/30/2019	10/28/2020		0.42	50,000,000	50,000,000	50,000,000	50,015,804
Negotiable CDs	78012URS6	ROYAL BANK OF CANADA NY	12/3/2019	12/3/2020		0.36	35,000,000	35,000,000	35,000,000	35,020,602
Negotiable CDs	06367BBD0	BANK OF MONTREAL CHICAGO	12/3/2019	12/4/2020		1.85	50,000,000	50,000,000	50,000,000	50,164,255
Negotiable CDs	96130AEP9	WESTPAC BANKING CORP NY	12/6/2019	12/9/2020		0.39	50,000,000	50,000,000	50,000,000	50,035,168
Negotiable CDs	96130AET1	WESTPAC BANKING CORP NY	12/13/2019	12/14/2020		1.86	75,000,000	75,000,000	75,000,000	75,285,849
Negotiable CDs	89114NFY6	TORONTO DOMINION BANK NY	1/23/2020	1/6/2021		1.73	70,000,000	70,000,000	70,000,000	70,312,228
Negotiable CDs	06367BFR5	BANK OF MONTREAL CHICAGO	1/29/2020	1/28/2021		0.30	50,000,000	50,000,000	50,000,000	50,034,448
Negotiable CDs	06367BJF7	BANK OF MONTREAL CHICAGO	3/10/2020	3/1/2021		0.54	100,000,000	100,000,000	100,000,000	100,187,901
Negotiable CDs	78012UTJ4	ROYAL BANK OF CANADA NY	3/12/2020	3/15/2021		0.90	100,000,000	100,000,000	100,000,000	100,378,884
<b>Subtotals</b>						<b>0.87</b>	<b>\$ 730,000,000</b>	<b>\$ 730,000,000</b>	<b>\$ 730,000,000</b>	<b>\$ 731,461,125</b>
Medium Term Notes	89236TFQ3	TOYOTA MOTOR CREDIT CORP	1/8/2019	1/8/2021		3.05	\$ 5,000,000	\$ 4,997,000	\$ 4,999,594	\$ 5,037,500
<b>Subtotals</b>						<b>3.05</b>	<b>\$ 5,000,000</b>	<b>\$ 4,997,000</b>	<b>\$ 4,999,594</b>	<b>\$ 5,037,500</b>

# Investment Inventory

## Pooled Fund

Attachment 3

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				Date					Book Value	Market Value
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	9/30/2020	10/1/2020		0.03	\$ 10,603,343	\$ 10,603,343	\$ 10,603,343	\$ 10,603,343
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PF	9/30/2020	10/1/2020		0.05	951,019,123	951,019,123	951,019,123	951,019,123
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	9/30/2020	10/1/2020		0.06	10,544,422	10,544,422	10,544,422	10,544,422
Money Market Funds	31607A703	FIDELITY INST GOV FUND	9/30/2020	10/1/2020		0.04	363,314,299	363,314,299	363,314,299	363,314,299
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUN	9/30/2020	10/1/2020		0.02	11,384,403	11,384,403	11,384,403	11,384,403
<b>Subtotals</b>						<b>0.05</b>	<b>\$ 1,346,865,590</b>	<b>\$ 1,346,865,590</b>	<b>\$ 1,346,865,590</b>	<b>\$ 1,346,865,590</b>
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	11/9/2017	11/9/2020		1.95	\$ 50,000,000	\$ 49,965,000	\$ 49,998,755	\$ 50,097,500
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	12/20/2017	11/9/2020		1.95	50,000,000	49,718,500	49,989,594	50,097,500
Supranationals	459052Q66	INTL BK RECON & DEVELOP DISCO	8/25/2020	11/23/2020		0.00	25,000,000	24,993,750	24,996,319	24,997,500
Supranationals	459052R57	IBRD DISCOUNT NOTE	8/7/2020	11/30/2020		0.00	50,000,000	49,984,028	49,991,667	49,994,000
Supranationals	45950KCM0	INTERNATIONAL FINANCE CORP	1/25/2018	1/25/2021		2.25	50,000,000	49,853,000	49,984,442	50,319,500
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	4/19/2018	4/19/2021		2.63	45,000,000	44,901,000	44,981,934	45,589,950
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	5/16/2018	4/19/2021		2.63	50,000,000	49,693,972	49,942,745	50,655,500
Supranationals	45950KCJ7	INTERNATIONAL FINANCE CORP	5/23/2018	7/20/2021		1.13	12,135,000	11,496,942	11,973,550	12,223,828
Supranationals	459058GH0	INTL BK RECON & DEVELOP	7/25/2018	7/23/2021		2.75	50,000,000	49,883,000	49,968,451	51,030,000
Supranationals	459058HV8	INTL BK RECON & DEVELOP	1/28/2020	1/28/2025		2.05	25,000,000	25,000,000	25,000,000	25,112,500
Supranationals	459058HV8	INTL BK RECON & DEVELOP	1/28/2020	1/28/2025		2.05	25,000,000	25,000,000	25,000,000	25,112,500
Supranationals	459058HV8	INTL BK RECON & DEVELOP	1/28/2020	1/28/2025		2.05	50,000,000	50,000,000	50,000,000	50,225,000
<b>Subtotals</b>						<b>1.90</b>	<b>\$ 482,135,000</b>	<b>\$ 480,489,191</b>	<b>\$ 481,827,456</b>	<b>\$ 485,455,278</b>
<b>Grand Totals</b>						<b>0.83</b>	<b>\$ 11,283,261,004</b>	<b>\$ 11,284,401,225</b>	<b>\$ 11,285,713,624</b>	<b>\$ 11,355,301,524</b>



# Monthly Investment Earnings

## Pooled Fund

Attachment 3

For month ended September 30, 2020

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
							Date	Earned Interest			
U.S. Treasuries	9127963R8	TREASURY BILL	\$ -	0.00	0.15	6/15/20	9/1/20	\$ -	\$ -	\$ -	\$ -
U.S. Treasuries	912796XH7	TREASURY BILL	-	0.00	0.08	9/2/20	9/3/20	-	44	-	44
U.S. Treasuries	912796XH7	TREASURY BILL	-	0.00	0.07	9/2/20	9/3/20	-	97	-	97
U.S. Treasuries	9127963X5	TREASURY BILL	-	0.00	0.16	6/12/20	9/8/20	-	778	-	778
U.S. Treasuries	9127963X5	TREASURY BILL	-	0.00	0.16	6/12/20	9/8/20	-	778	-	778
U.S. Treasuries	912796TJ8	TREASURY BILL	-	0.00	0.16	6/15/20	9/10/20	-	1,956	-	1,956
U.S. Treasuries	912796TJ8	TREASURY BILL	-	0.00	0.17	6/15/20	9/10/20	-	2,063	-	2,063
U.S. Treasuries	9127963Y3	TREASURY BILL	-	0.00	0.15	5/28/20	9/15/20	-	5,979	-	5,979
U.S. Treasuries	9127963Y3	TREASURY BILL	-	0.00	0.15	6/2/20	9/15/20	-	2,372	-	2,372
U.S. Treasuries	9127963Y3	TREASURY BILL	-	0.00	0.08	9/11/20	9/15/20	-	222	-	222
U.S. Treasuries	9127963Y3	TREASURY BILL	-	0.00	0.08	9/14/20	9/15/20	-	56	-	56
U.S. Treasuries	9127962G3	TREASURY BILL	-	0.00	0.18	6/18/20	9/17/20	-	7,778	-	7,778
U.S. Treasuries	9127963Z0	TREASURY BILL	-	0.00	0.07	9/9/20	9/22/20	-	1,354	-	1,354
U.S. Treasuries	9127963Z0	TREASURY BILL	-	0.00	0.07	9/10/20	9/22/20	-	1,167	-	1,167
U.S. Treasuries	9127963Z0	TREASURY BILL	-	0.00	0.08	9/15/20	9/22/20	-	729	-	729
U.S. Treasuries	9127962H1	TREASURY BILL	-	0.00	0.09	8/17/20	9/24/20	-	1,438	-	1,438
U.S. Treasuries	9127962H1	TREASURY BILL	-	0.00	0.08	9/14/20	9/24/20	-	1,083	-	1,083
U.S. Treasuries	9127964A4	TREASURY BILL	-	0.00	0.08	9/15/20	9/29/20	-	1,458	-	1,458
U.S. Treasuries	9127964A4	TREASURY BILL	-	0.00	0.08	9/15/20	9/29/20	-	1,478	-	1,478
U.S. Treasuries	9127964A4	TREASURY BILL	-	0.00	0.05	9/28/20	9/29/20	-	70	-	70
U.S. Treasuries	9128285B2	US TREASURY	-	2.75	1.81	10/1/19	9/30/20	130,738	(43,947)	-	86,791
U.S. Treasuries	9127962J7	TREASURY BILL	25,000,000	0.00	0.17	6/8/20	10/1/20	-	3,481	-	3,481
U.S. Treasuries	9127962J7	TREASURY BILL	25,000,000	0.00	0.07	9/22/20	10/1/20	-	419	-	419
U.S. Treasuries	9127962J7	TREASURY BILL	50,000,000	0.00	0.14	7/6/20	10/1/20	-	5,833	-	5,833
U.S. Treasuries	9127964G1	TREASURY BILL	25,000,000	0.00	0.06	9/22/20	10/6/20	-	394	-	394
U.S. Treasuries	9127964G1	TREASURY BILL	50,000,000	0.00	0.06	9/23/20	10/6/20	-	622	-	622
U.S. Treasuries	9127964H9	TREASURY BILL	25,000,000	0.00	0.09	8/18/20	10/13/20	-	1,935	-	1,935
U.S. Treasuries	9127964H9	TREASURY BILL	50,000,000	0.00	0.07	9/25/20	10/13/20	-	606	-	606
U.S. Treasuries	9127962R9	TREASURY BILL	50,000,000	0.00	0.15	7/16/20	10/15/20	-	6,042	-	6,042
U.S. Treasuries	9128282Z2	US TREASURY	50,000,000	1.63	1.63	11/20/19	10/15/20	66,598	-	-	66,598
U.S. Treasuries	9127964J5	TREASURY BILL	30,000,000	0.00	0.18	6/11/20	10/20/20	-	4,425	-	4,425
U.S. Treasuries	9127964J5	TREASURY BILL	50,000,000	0.00	0.15	5/28/20	10/20/20	-	6,302	-	6,302
U.S. Treasuries	9127964J5	TREASURY BILL	50,000,000	0.00	0.17	6/8/20	10/20/20	-	6,875	-	6,875
U.S. Treasuries	9127964J5	TREASURY BILL	50,000,000	0.00	0.07	9/23/20	10/20/20	-	778	-	778
U.S. Treasuries	9127962S7	TREASURY BILL	25,000,000	0.00	0.11	7/24/20	10/22/20	-	2,246	-	2,246
U.S. Treasuries	9127964K2	TREASURY BILL	50,000,000	0.00	0.16	5/28/20	10/27/20	-	6,771	-	6,771
U.S. Treasuries	9127964K2	TREASURY BILL	50,000,000	0.00	0.06	9/29/20	10/27/20	-	169	-	169
U.S. Treasuries	9127962T5	TREASURY BILL	50,000,000	0.00	0.10	7/29/20	10/29/20	-	4,292	-	4,292
U.S. Treasuries	9127964Q9	TREASURY BILL	50,000,000	0.00	0.18	6/11/20	11/3/20	-	7,500	-	7,500
U.S. Treasuries	9127964Q9	TREASURY BILL	50,000,000	0.00	0.17	6/15/20	11/3/20	-	7,220	-	7,220
U.S. Treasuries	912796TP4	TREASURY BILL	25,000,000	0.00	0.09	8/4/20	11/5/20	-	1,875	-	1,875
U.S. Treasuries	912796TP4	TREASURY BILL	25,000,000	0.00	0.09	8/6/20	11/5/20	-	1,875	-	1,875
U.S. Treasuries	912796TP4	TREASURY BILL	50,000,000	0.00	0.18	6/9/20	11/5/20	-	7,302	-	7,302
U.S. Treasuries	912796TP4	TREASURY BILL	50,000,000	0.00	0.08	9/23/20	11/5/20	-	889	-	889
U.S. Treasuries	9127964R7	TREASURY BILL	25,000,000	0.00	0.09	9/28/20	11/10/20	-	181	-	181
U.S. Treasuries	9127964R7	TREASURY BILL	55,000,000	0.00	0.17	6/12/20	11/10/20	-	7,792	-	7,792
U.S. Treasuries	9127962Z1	TREASURY BILL	50,000,000	0.00	0.11	8/13/20	11/12/20	-	4,375	-	4,375
U.S. Treasuries	9127964S5	TREASURY BILL	50,000,000	0.00	0.18	6/16/20	11/17/20	-	7,500	-	7,500
U.S. Treasuries	9127964S5	TREASURY BILL	50,000,000	0.00	0.18	6/16/20	11/17/20	-	7,542	-	7,542
U.S. Treasuries	9127963A5	TREASURY BILL	25,000,000	0.00	0.12	7/21/20	11/19/20	-	2,396	-	2,396
U.S. Treasuries	9127963A5	TREASURY BILL	25,000,000	0.00	0.12	7/27/20	11/19/20	-	2,396	-	2,396
U.S. Treasuries	9127963A5	TREASURY BILL	50,000,000	0.00	0.11	8/20/20	11/19/20	-	4,375	-	4,375
U.S. Treasuries	9127963A5	TREASURY BILL	50,000,000	0.00	0.08	9/30/20	11/19/20	-	105	-	105

# Monthly Investment Earnings

Attachment 3

## Pooled Fund

Type of Investment	CUSIP	Issuer 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	9127964T3	TREASURY BILL	25,000,000	0.00	0.16	6/25/20	11/24/20	-	3,281	-	3,281
U.S. Treasuries	9127964T3	TREASURY BILL	25,000,000	0.00	0.10	8/10/20	11/24/20	-	1,990	-	1,990
U.S. Treasuries	9127964T3	TREASURY BILL	50,000,000	0.00	0.15	7/6/20	11/24/20	-	6,250	-	6,250
U.S. Treasuries	912796TU3	TREASURY BILL	50,000,000	0.00	0.11	9/3/20	12/3/20	-	4,083	-	4,083
U.S. Treasuries	9127963J6	TREASURY BILL	25,000,000	0.00	0.17	6/15/20	12/10/20	-	3,583	-	3,583
U.S. Treasuries	9127963J6	TREASURY BILL	25,000,000	0.00	0.17	6/15/20	12/10/20	-	3,583	-	3,583
U.S. Treasuries	9127963J6	TREASURY BILL	50,000,000	0.00	0.18	6/15/20	12/10/20	-	7,500	-	7,500
U.S. Treasuries	9128283L2	US TREASURY	50,000,000	1.88	1.63	11/18/19	12/15/20	76,844	(9,840)	-	67,004
U.S. Treasuries	9128283L2	US TREASURY	50,000,000	1.88	1.65	11/26/19	12/15/20	76,844	(9,284)	-	67,561
U.S. Treasuries	9127963K3	TREASURY BILL	50,000,000	0.00	0.16	6/19/20	12/17/20	-	6,771	-	6,771
U.S. Treasuries	9127963L1	TREASURY BILL	25,000,000	0.00	0.16	6/29/20	12/24/20	-	3,385	-	3,385
U.S. Treasuries	9127963L1	TREASURY BILL	50,000,000	0.00	0.15	7/2/20	12/24/20	-	6,167	-	6,167
U.S. Treasuries	9127963L1	TREASURY BILL	50,000,000	0.00	0.11	8/27/20	12/24/20	-	4,375	-	4,375
U.S. Treasuries	9127965F2	TREASURY BILL	25,000,000	0.00	0.13	7/28/20	12/29/20	-	2,658	-	2,658
U.S. Treasuries	9127965F2	TREASURY BILL	50,000,000	0.00	0.13	7/28/20	12/29/20	-	5,417	-	5,417
U.S. Treasuries	912796TY5	TREASURY BILL	36,000,000	0.00	0.12	7/21/20	12/31/20	-	3,600	-	3,600
U.S. Treasuries	912828N48	US TREASURY	50,000,000	1.75	1.64	11/22/19	12/31/20	71,332	(4,340)	-	66,991
U.S. Treasuries	912796A58	TREASURY BILL	50,000,000	0.00	0.10	8/4/20	1/5/21	-	4,083	-	4,083
U.S. Treasuries	912796A58	TREASURY BILL	50,000,000	0.00	0.10	8/4/20	1/5/21	-	4,208	-	4,208
U.S. Treasuries	912796A66	TREASURY BILL	25,000,000	0.00	0.11	8/11/20	1/12/21	-	2,198	-	2,198
U.S. Treasuries	912796A66	TREASURY BILL	25,000,000	0.00	0.11	8/11/20	1/12/21	-	2,271	-	2,271
U.S. Treasuries	912796A66	TREASURY BILL	25,000,000	0.00	0.09	9/29/20	1/12/21	-	125	-	125
U.S. Treasuries	912796A66	TREASURY BILL	50,000,000	0.00	0.10	8/27/20	1/12/21	-	4,250	-	4,250
U.S. Treasuries	9127963U1	TREASURY BILL	25,000,000	0.00	0.10	8/31/20	1/14/21	-	2,116	-	2,116
U.S. Treasuries	9127963U1	TREASURY BILL	50,000,000	0.00	0.15	7/16/20	1/14/21	-	6,042	-	6,042
U.S. Treasuries	9128283Q1	US TREASURY	50,000,000	2.00	2.57	3/4/19	1/15/21	81,522	22,562	-	104,084
U.S. Treasuries	9128283Q1	US TREASURY	50,000,000	2.00	1.63	11/18/19	1/15/21	81,522	(14,925)	-	66,597
U.S. Treasuries	9128283Q1	US TREASURY	50,000,000	2.00	1.63	11/22/19	1/15/21	81,522	(14,927)	-	66,594
U.S. Treasuries	9128283Q1	US TREASURY	50,000,000	2.00	1.68	12/3/19	1/15/21	81,522	(12,893)	-	68,628
U.S. Treasuries	912796A74	TREASURY BILL	25,000,000	0.00	0.12	8/18/20	1/19/21	-	2,412	-	2,412
U.S. Treasuries	912796A74	TREASURY BILL	25,000,000	0.00	0.10	8/26/20	1/19/21	-	2,116	-	2,116
U.S. Treasuries	912796A74	TREASURY BILL	50,000,000	0.00	0.10	8/27/20	1/19/21	-	4,250	-	4,250
U.S. Treasuries	9127963V9	TREASURY BILL	25,000,000	0.00	0.13	7/24/20	1/21/21	-	2,625	-	2,625
U.S. Treasuries	9127963V9	TREASURY BILL	25,000,000	0.00	0.13	7/27/20	1/21/21	-	2,625	-	2,625
U.S. Treasuries	9127963V9	TREASURY BILL	25,000,000	0.00	0.12	7/28/20	1/21/21	-	2,521	-	2,521
U.S. Treasuries	912796A82	TREASURY BILL	50,000,000	0.00	0.12	8/25/20	1/26/21	-	4,792	-	4,792
U.S. Treasuries	912796A82	TREASURY BILL	50,000,000	0.00	0.11	8/25/20	1/26/21	-	4,688	-	4,688
U.S. Treasuries	912796B65	TREASURY BILL	50,000,000	0.00	0.11	9/1/20	2/2/21	-	4,625	-	4,625
U.S. Treasuries	912796B65	TREASURY BILL	50,000,000	0.00	0.12	9/4/20	2/2/21	-	4,312	-	4,312
U.S. Treasuries	9127963W7	TREASURY BILL	25,000,000	0.00	0.11	8/10/20	2/4/21	-	2,313	-	2,313
U.S. Treasuries	9127963W7	TREASURY BILL	25,000,000	0.00	0.12	8/18/20	2/4/21	-	2,396	-	2,396
U.S. Treasuries	9127963W7	TREASURY BILL	50,000,000	0.00	0.11	8/6/20	2/4/21	-	4,375	-	4,375
U.S. Treasuries	912796B73	TREASURY BILL	50,000,000	0.00	0.12	9/8/20	2/9/21	-	3,753	-	3,753
U.S. Treasuries	912796B73	TREASURY BILL	50,000,000	0.00	0.10	9/29/20	2/9/21	-	264	-	264
U.S. Treasuries	9127964C0	TREASURY BILL	25,000,000	0.00	0.11	8/24/20	2/11/21	-	2,188	-	2,188
U.S. Treasuries	9127964C0	TREASURY BILL	25,000,000	0.00	0.09	9/28/20	2/11/21	-	190	-	190
U.S. Treasuries	9127964C0	TREASURY BILL	50,000,000	0.00	0.12	8/13/20	2/11/21	-	5,000	-	5,000
U.S. Treasuries	9127964D8	TREASURY BILL	25,000,000	0.00	0.11	8/24/20	2/18/21	-	2,333	-	2,333
U.S. Treasuries	9127964D8	TREASURY BILL	25,000,000	0.00	0.10	8/31/20	2/18/21	-	2,177	-	2,177
U.S. Treasuries	9127964D8	TREASURY BILL	50,000,000	0.00	0.12	8/20/20	2/18/21	-	5,000	-	5,000
U.S. Treasuries	912796B99	TREASURY BILL	50,000,000	0.00	0.11	9/22/20	2/23/21	-	1,344	-	1,344
U.S. Treasuries	912796B99	TREASURY BILL	50,000,000	0.00	0.10	9/22/20	2/23/21	-	1,201	-	1,201
U.S. Treasuries	912796B99	TREASURY BILL	50,000,000	0.00	0.10	9/30/20	2/23/21	-	133	-	133
U.S. Treasuries	912796XE4	TREASURY BILL	50,000,000	0.00	0.11	8/27/20	2/25/21	-	4,625	-	4,625



# Monthly Investment Earnings

Attachment 3

## Pooled Fund

Type of Investment	CUSIP	Issuer 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	912796XE4	TREASURY BILL	50,000,000	0.00	0.10	9/21/20	2/25/21	-	1,411	-	1,411
U.S. Treasuries	912796XE4	TREASURY BILL	100,000,000	0.00	0.12	8/27/20	2/25/21	-	10,000	-	10,000
U.S. Treasuries	912796C23	TREASURY BILL	25,000,000	0.00	0.10	9/30/20	3/2/21	-	66	-	66
U.S. Treasuries	912796C23	TREASURY BILL	25,000,000	0.00	0.10	9/30/20	3/2/21	-	68	-	68
U.S. Treasuries	912796C23	TREASURY BILL	50,000,000	0.00	0.10	9/29/20	3/2/21	-	281	-	281
U.S. Treasuries	912796C23	TREASURY BILL	50,000,000	0.00	0.11	9/29/20	3/2/21	-	292	-	292
U.S. Treasuries	9127964F3	TREASURY BILL	25,000,000	0.00	0.11	9/4/20	3/4/21	-	2,081	-	2,081
U.S. Treasuries	9127964F3	TREASURY BILL	150,000,000	0.00	0.12	9/3/20	3/4/21	-	13,417	-	13,417
U.S. Treasuries	9127964M8	TREASURY BILL	100,000,000	0.00	0.13	9/10/20	3/11/21	-	7,292	-	7,292
U.S. Treasuries	9128284B3	US TREASURY	50,000,000	2.38	1.64	11/22/19	3/15/21	97,663	(29,603)	-	68,060
U.S. Treasuries	9128284B3	US TREASURY	50,000,000	2.38	1.66	12/6/19	3/15/21	97,663	(28,982)	-	68,681
U.S. Treasuries	9127964N6	TREASURY BILL	50,000,000	0.00	0.11	9/17/20	3/18/21	-	2,139	-	2,139
U.S. Treasuries	9127964N6	TREASURY BILL	100,000,000	0.00	0.12	9/17/20	3/18/21	-	4,667	-	4,667
U.S. Treasuries	9127962F5	TREASURY BILL	25,000,000	0.00	0.10	9/24/20	3/25/21	-	496	-	496
U.S. Treasuries	9127962F5	TREASURY BILL	25,000,000	0.00	0.10	9/24/20	3/25/21	-	494	-	494
U.S. Treasuries	9127962F5	TREASURY BILL	100,000,000	0.00	0.11	9/24/20	3/25/21	-	2,042	-	2,042
U.S. Treasuries	912828C57	US TREASURY	50,000,000	2.25	2.39	4/15/19	3/31/21	92,230	5,728	-	97,958
U.S. Treasuries	9128284G2	US TREASURY	50,000,000	2.38	2.36	4/9/19	4/15/21	97,336	(557)	-	96,780
U.S. Treasuries	9128284G2	US TREASURY	50,000,000	2.38	1.68	12/9/19	4/15/21	97,336	(28,168)	-	69,168
U.S. Treasuries	9128284G2	US TREASURY	50,000,000	2.38	1.68	12/11/19	4/15/21	97,336	(27,925)	-	69,412
U.S. Treasuries	9128284T4	US TREASURY	50,000,000	2.63	1.66	11/26/19	6/15/21	107,582	(38,752)	-	68,829
U.S. Treasuries	9128284T4	US TREASURY	50,000,000	2.63	1.65	11/27/19	6/15/21	107,582	(39,442)	-	68,140
U.S. Treasuries	9128284T4	US TREASURY	50,000,000	2.63	1.69	12/11/19	6/15/21	107,582	(37,895)	-	69,687
U.S. Treasuries	9128284T4	US TREASURY	50,000,000	2.63	1.65	12/18/19	6/15/21	107,582	(39,349)	-	68,233
U.S. Treasuries	9128287A2	US TREASURY	50,000,000	1.63	1.71	11/8/19	6/30/21	66,236	3,320	-	69,557
U.S. Treasuries	9128287A2	US TREASURY	50,000,000	1.63	1.67	12/3/19	6/30/21	66,236	1,630	-	67,867
U.S. Treasuries	9128287A2	US TREASURY	50,000,000	1.63	1.65	12/9/19	6/30/21	66,236	1,133	-	67,369
U.S. Treasuries	912828S27	US TREASURY	25,000,000	1.13	1.64	8/15/17	6/30/21	22,928	10,187	-	33,115
U.S. Treasuries	912828Y20	US TREASURY	50,000,000	2.63	1.69	12/12/19	7/15/21	106,997	(37,617)	-	69,380
U.S. Treasuries	912828YC8	US TREASURY	50,000,000	1.50	1.66	12/9/19	8/31/21	62,155	6,407	-	68,562
U.S. Treasuries	912828T34	US TREASURY	50,000,000	1.13	1.69	12/11/19	9/30/21	46,115	22,851	-	68,966
U.S. Treasuries	912828T67	US TREASURY	50,000,000	1.25	1.43	11/10/16	10/31/21	50,951	7,034	-	57,985
U.S. Treasuries	912828U65	US TREASURY	100,000,000	1.75	1.90	12/13/16	11/30/21	143,443	11,376	-	154,819
U.S. Treasuries	912828U81	US TREASURY	50,000,000	2.00	1.61	11/22/19	12/31/21	81,522	(15,676)	-	65,846
U.S. Treasuries	912828XW5	US TREASURY	25,000,000	1.75	1.77	8/15/17	6/30/22	35,666	379	-	36,044
U.S. Treasuries	912828S35	US TREASURY	50,000,000	1.38	1.61	1/9/20	6/30/23	56,046	9,334	-	65,381
U.S. Treasuries	912828WE6	US TREASURY	50,000,000	2.75	1.71	12/17/19	11/15/23	112,092	(41,167)	-	70,925
<b>Subtotals</b>			<b>\$ 5,521,000,000</b>					<b>\$ 2,674,959</b>	<b>\$ (22,999)</b>	<b>\$ -</b>	<b>\$ 2,651,960</b>

Federal Agencies	3130ADT93	FEDERAL HOME LOAN BANK	\$ -	2.40	2.43	3/14/18	9/14/20	\$ 21,667	\$ 221	\$ -	\$ 21,887
Federal Agencies	313384G29	FED HOME LN DISCOUNT NT	-	0.00	0.06	9/15/20	9/16/20	-	60	-	60
Federal Agencies	3133EJ3N7	FEDERAL FARM CREDIT BANK	-	2.77	2.79	12/21/18	9/21/20	38,472	289	-	38,761
Federal Agencies	313384H36	FED HOME LN DISCOUNT NT	-	0.00	0.15	6/26/20	9/25/20	-	2,175	-	2,175
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	-	1.38	1.48	9/8/17	9/28/20	30,938	2,330	-	33,267
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	-	1.38	1.48	9/8/17	9/28/20	18,563	1,398	-	19,960
Federal Agencies	313384H77	FED HOME LN DISCOUNT NT	-	0.00	0.04	9/28/20	9/29/20	-	28	-	28
Federal Agencies	313384H77	FED HOME LN DISCOUNT NT	-	0.00	0.04	9/28/20	9/29/20	-	28	-	28
Federal Agencies	3130ACK52	FEDERAL HOME LOAN BANK	25,530,000	1.70	2.48	3/12/18	10/5/20	36,168	15,828	-	51,996
Federal Agencies	313384J75	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.15	7/9/20	10/7/20	-	6,042	-	6,042
Federal Agencies	313384J91	FED HOME LN DISCOUNT NT	13,500,000	0.00	0.14	7/13/20	10/9/20	-	1,575	-	1,575
Federal Agencies	313396K51	FREDDIE MAC DISCOUNT NT	31,819,000	0.00	0.15	7/7/20	10/13/20	-	3,977	-	3,977
Federal Agencies	313384K65	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.17	6/8/20	10/14/20	-	3,438	-	3,438
Federal Agencies	313384K65	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.17	6/8/20	10/14/20	-	3,438	-	3,438
Federal Agencies	3133EKR57	FEDERAL FARM CREDIT BANK	112,500,000	0.20	0.72	9/25/19	10/20/20	18,502	3,772	-	22,274

# Monthly Investment Earnings

Attachment 3

## Pooled Fund

Type of Investment	CUSIP	Issuer 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	3130AHD7	FEDERAL HOME LOAN BANK	50,000,000	1.63	1.57	2/12/20	10/21/20	67,708	(2,345)	-	65,363
Federal Agencies	313384L56	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.14	7/15/20	10/21/20	-	5,833	-	5,833
Federal Agencies	3132X0KR1	FARMER MAC	25,000,000	0.36	0.36	11/2/16	11/2/20	7,432	-	-	7,432
Federal Agencies	3133EJT90	FEDERAL FARM CREDIT BANK	50,000,000	2.95	3.00	11/16/18	11/16/20	122,917	2,141	-	125,058
Federal Agencies	3137EAEK1	FREDDIE MAC	50,000,000	1.88	1.91	11/15/17	11/17/20	78,125	1,311	-	79,436
Federal Agencies	3134GBX56	FREDDIE MAC	60,000,000	2.25	2.12	11/24/17	11/24/20	112,500	(6,109)	-	106,391
Federal Agencies	3134GBLR1	FREDDIE MAC	24,715,000	1.75	1.75	5/25/17	11/25/20	36,043	58	-	36,101
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	25,000,000	1.90	1.91	11/27/17	11/27/20	39,583	202	-	39,785
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	25,000,000	1.90	1.91	11/27/17	11/27/20	39,583	202	-	39,785
Federal Agencies	3130A3UQ5	FEDERAL HOME LOAN BANK	10,000,000	1.88	2.02	12/13/17	12/11/20	15,625	1,163	-	16,788
Federal Agencies	3132X0ZY0	FARMER MAC	12,750,000	2.05	2.07	12/15/17	12/15/20	21,781	234	-	22,015
Federal Agencies	313384T74	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.17	6/19/20	12/18/20	-	3,542	-	3,542
Federal Agencies	313384T74	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.17	6/19/20	12/18/20	-	3,542	-	3,542
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	50,000,000	0.35	0.35	12/21/16	12/21/20	14,833	-	-	14,833
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	100,000,000	0.48	0.48	12/24/15	12/24/20	42,146	-	-	42,146
Federal Agencies	313384V30	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.16	7/7/20	12/30/20	-	6,833	-	6,833
Federal Agencies	3133EJ4Q9	FEDERAL FARM CREDIT BANK	100,000,000	2.55	2.58	1/11/19	1/11/21	212,500	2,709	-	215,209
Federal Agencies	3133EJCE7	FEDERAL FARM CREDIT BANK	50,000,000	2.35	2.59	4/16/18	2/12/21	97,917	9,476	-	107,393
Federal Agencies	3137EAE19	FREDDIE MAC	22,000,000	2.38	2.47	2/16/18	2/16/21	43,542	1,590	-	45,131
Federal Agencies	313385CJ3	FED HOME LN DISCOUNT NT	47,000,000	0.00	0.12	8/28/20	2/26/21	-	4,504	-	4,504
Federal Agencies	3133EKCS3	FEDERAL FARM CREDIT BANK	50,000,000	2.55	2.58	3/11/19	3/11/21	106,250	1,026	-	107,276
Federal Agencies	3133EKCS3	FEDERAL FARM CREDIT BANK	50,000,000	2.55	2.58	3/11/19	3/11/21	106,250	1,026	-	107,276
Federal Agencies	3133EKR99	FEDERAL FARM CREDIT BANK	90,000,000	0.26	0.30	10/3/19	3/25/21	20,980	1,002	-	21,982
Federal Agencies	3132X0Q53	FARMER MAC	6,350,000	2.60	2.64	3/29/18	3/29/21	13,758	189	-	13,948
Federal Agencies	3132X0Q53	FARMER MAC	20,450,000	2.60	2.64	3/29/18	3/29/21	44,308	610	-	44,918
Federal Agencies	3133EKFP6	FEDERAL FARM CREDIT BANK	25,000,000	2.23	2.40	4/5/19	4/5/21	46,458	3,427	-	49,885
Federal Agencies	3133EKFP6	FEDERAL FARM CREDIT BANK	25,000,000	2.23	2.40	4/5/19	4/5/21	46,458	3,386	-	49,844
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	17,700,000	2.70	2.79	5/22/18	5/10/21	39,825	1,298	-	41,123
Federal Agencies	3135G0U35	FANNIE MAE	25,000,000	2.75	2.76	6/25/18	6/22/21	57,292	158	-	57,449
Federal Agencies	3135G0Q89	FANNIE MAE	25,000,000	1.38	1.38	10/21/16	10/7/21	28,646	-	-	28,646
Federal Agencies	3133EJK24	FEDERAL FARM CREDIT BANK	25,000,000	3.00	3.03	10/19/18	10/19/21	62,500	523	-	63,023
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	14,500,000	1.38	1.38	10/25/16	10/25/21	16,615	-	-	16,615
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	15,000,000	1.38	1.38	10/25/16	10/25/21	17,188	-	-	17,188
Federal Agencies	3133ELWS9	FEDERAL FARM CREDIT BANK	50,000,000	0.40	0.41	4/15/20	10/25/21	16,667	409	-	17,076
Federal Agencies	3133ELWS9	FEDERAL FARM CREDIT BANK	50,000,000	0.40	0.41	4/15/20	10/25/21	16,667	409	-	17,076
Federal Agencies	3133EJT74	FEDERAL FARM CREDIT BANK	50,000,000	3.05	3.09	11/15/18	11/15/21	127,083	1,369	-	128,452
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	17,000,000	1.63	1.71	11/8/19	11/19/21	23,021	1,175	-	24,196
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	25,000,000	1.63	1.71	11/8/19	11/19/21	33,854	1,728	-	35,583
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	25,000,000	1.63	1.71	11/8/19	11/19/21	33,854	1,728	-	35,583
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	45,000,000	1.63	1.71	11/8/19	11/19/21	60,938	3,111	-	64,049
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	50,000,000	1.63	1.71	11/8/19	11/19/21	67,708	3,457	-	71,165
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	19,000,000	2.80	0.74	3/19/20	12/17/21	44,333	(31,868)	-	12,465
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.84	12/17/18	12/17/21	58,333	705	-	59,038
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.84	12/17/18	12/17/21	58,333	705	-	59,038
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.85	12/17/18	12/17/21	58,333	979	-	59,312
Federal Agencies	3130AHSR5	FEDERAL HOME LOAN BANK	22,500,000	1.63	1.68	12/20/19	12/20/21	30,469	997	-	31,466
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	50,000,000	0.53	0.69	3/18/20	1/18/22	22,083	5,075	-	27,158
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	63,450,000	0.53	0.67	3/23/20	1/18/22	28,024	7,231	-	35,255
Federal Agencies	3133ELKN3	FEDERAL FARM CREDIT BANK	100,000,000	1.55	1.55	1/28/20	1/28/22	129,167	328	-	129,495
Federal Agencies	3133EKAK2	FEDERAL FARM CREDIT BANK	20,700,000	2.53	2.56	2/19/19	2/14/22	43,643	478	-	44,121
Federal Agencies	3133EKBV7	FEDERAL FARM CREDIT BANK	10,000,000	2.55	2.56	3/1/19	3/1/22	21,250	77	-	21,327
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	17,780,000	2.50	2.36	4/5/19	3/11/22	37,042	(1,932)	-	35,109
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	40,000,000	2.50	2.36	4/5/19	3/11/22	83,333	(4,436)	-	78,897
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	26,145,000	2.47	2.36	4/8/19	3/14/22	53,815	(2,270)	-	51,545

# Monthly Investment Earnings

Attachment 3

## Pooled Fund

Type of Investment	CUSIP	Issuer 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	3133EKDC7	FEDERAL FARM CREDIT BANK	45,500,000	2.47	2.36	4/8/19	3/14/22	93,654	(3,773)	-	89,882
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	25,000,000	0.70	0.70	3/25/20	3/25/22	14,583	41	-	14,624
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	25,000,000	0.70	0.71	3/25/20	3/25/22	14,583	288	-	14,871
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	25,000,000	0.70	0.71	3/25/20	3/25/22	14,583	164	-	14,748
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	25,000,000	0.70	0.73	3/25/20	3/25/22	14,583	688	-	15,272
Federal Agencies	3135G0T45	FANNIE MAE	25,000,000	1.88	1.81	6/6/17	4/5/22	39,063	(1,229)	-	37,834
Federal Agencies	3135G0V59	FANNIE MAE	25,000,000	2.25	2.36	4/12/19	4/12/22	46,875	2,245	-	49,120
Federal Agencies	3135G0V59	FANNIE MAE	50,000,000	2.25	2.36	4/12/19	4/12/22	93,750	4,489	-	98,239
Federal Agencies	3135G0V59	FANNIE MAE	50,000,000	2.25	2.36	4/12/19	4/12/22	93,750	4,489	-	98,239
Federal Agencies	3133EKHB5	FEDERAL FARM CREDIT BANK	50,000,000	2.35	2.37	4/18/19	4/18/22	97,917	835	-	98,752
Federal Agencies	3133EKLRS	FEDERAL FARM CREDIT BANK	25,000,000	2.25	2.32	5/16/19	5/16/22	46,875	1,389	-	48,264
Federal Agencies	3133EKLRS	FEDERAL FARM CREDIT BANK	35,000,000	2.25	2.32	5/16/19	5/16/22	65,625	1,945	-	67,570
Federal Agencies	3133EHLY7	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.85	6/6/17	6/2/22	78,125	(976)	-	77,149
Federal Agencies	3133EHLY7	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.88	6/9/17	6/2/22	78,125	41	-	78,166
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	20,000,000	1.63	1.63	12/16/19	6/15/22	27,167	35	-	27,202
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.63	12/16/19	6/15/22	33,958	44	-	34,002
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.63	12/16/19	6/15/22	33,958	44	-	34,002
Federal Agencies	3133EHZP1	FEDERAL FARM CREDIT BANK	25,000,000	1.85	0.69	3/18/20	9/20/22	38,542	(23,540)	-	15,002
Federal Agencies	3133ELVL5	FEDERAL FARM CREDIT BANK	40,000,000	0.70	0.71	4/3/20	10/3/22	23,333	329	-	23,662
Federal Agencies	3133ELJH8	FEDERAL FARM CREDIT BANK	10,140,000	1.60	0.74	3/25/20	1/23/23	13,520	(7,083)	-	6,437
Federal Agencies	3134GVHA9	FREDDIE MAC	-	1.00	1.00	3/30/20	3/30/23	20,139	-	-	20,139
Federal Agencies	3134GVHA9	FREDDIE MAC	-	1.00	1.00	3/30/20	3/30/23	20,139	-	-	20,139
Federal Agencies	3134GVHA9	FREDDIE MAC	-	1.00	1.00	3/30/20	3/30/23	20,139	-	-	20,139
Federal Agencies	3134GVHA9	FREDDIE MAC	-	1.00	1.00	3/30/20	3/30/23	20,139	-	-	20,139
Federal Agencies	3133ELNE0	FEDERAL FARM CREDIT BANK	20,495,000	1.43	0.85	3/18/20	2/14/24	24,423	(9,572)	-	14,852
Federal Agencies	3133ELCP7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.66	12/3/19	12/3/24	33,854	657	-	34,511
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	63	-	6,313
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	63	-	6,313
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	63	-	6,313
Federal Agencies	3137EAEP0	FREDDIE MAC	15,000,000	1.50	1.52	2/14/20	2/12/25	18,750	190	-	18,940
Federal Agencies	3137EAEP0	FREDDIE MAC	50,000,000	1.50	1.52	2/14/20	2/12/25	62,500	633	-	63,133
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	16,000,000	1.21	1.22	3/23/20	3/3/25	16,133	154	-	16,287
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	24,000,000	1.21	1.24	3/23/20	3/3/25	24,200	594	-	24,794
<b>Subtotals</b>			<b>\$ 3,096,524,000</b>					<b>\$ 4,012,758</b>	<b>\$ 54,892</b>	<b>\$ -</b>	<b>\$ 4,067,650</b>
State/Local Agencies	13063DGA0	CALIFORNIA ST	\$ 33,000,000	2.80	2.80	4/25/18	4/1/21	\$ 77,000	\$ (37)	\$ -	\$ 76,963
State/Local Agencies	13066YTY5	CALIFORNIA ST DEPT OF WTR RESO	21,967,414	1.71	2.30	2/6/17	5/1/21	31,358	7,217	-	38,576
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUES	1,769,000	1.91	1.40	8/9/16	5/15/21	2,816	(719)	-	2,097
<b>Subtotals</b>			<b>\$ 56,736,414</b>					<b>\$ 111,174</b>	<b>\$ 6,461</b>	<b>\$ -</b>	<b>\$ 117,636</b>
Public Time Deposits	PP9U66BY8	BANK OF SAN FRANCISCO	\$ -	0.40	0.40	3/25/20	9/21/20	\$ 2,211	\$ -	\$ -	\$ 2,211
Public Time Deposits	PPEQ54334	BRIDGE BANK	-	0.42	0.42	3/24/20	9/21/20	2,313	-	-	2,313
Public Time Deposits	PPE504BU6	SAN FRANCISCO CREDIT UNION	10,000,000	0.20	0.20	6/4/20	12/1/20	1,644	-	-	1,644
Public Time Deposits	PPE505CM0	BANK OF SAN FRANCISCO	5,000,000	0.20	0.20	6/8/20	12/7/20	819	-	-	819
Public Time Deposits	PPE808900	BRIDGE BANK	10,000,000	0.22	0.22	6/23/20	12/23/20	1,808	-	-	1,808
Public Time Deposits	PPE20ZJV4	BANK OF SAN FRANCISCO	10,000,000	0.16	0.16	9/21/20	3/22/21	438	-	-	438
Public Time Deposits	PPEF10AD0	BRIDGE BANK	10,000,000	0.16	0.16	9/21/20	3/22/21	438	-	-	438
<b>Subtotals</b>			<b>\$ 45,000,000</b>					<b>\$ 9,672</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 9,672</b>
Negotiable CDs	06367BAC3	BANK OF MONTREAL CHICAGO	\$ -	0.43	0.43	11/25/19	9/2/20	\$ 603	\$ -	\$ -	\$ 603
Negotiable CDs	06367BJM2	BANK OF MONTREAL CHICAGO	-	1.01	1.01	3/11/20	9/14/20	36,472	-	-	36,472
Negotiable CDs	89114N5H4	TORONTO DOMINION BANK NY	-	0.48	0.48	9/25/19	9/24/20	30,874	-	-	30,874
Negotiable CDs	06417MCW3	BANK OF NOVA SCOTIA HOUS	-	0.49	0.49	9/27/19	9/28/20	18,239	-	-	18,239
Negotiable CDs	89114N5M3	TORONTO DOMINION BANK NY	-	0.50	0.50	9/27/19	9/28/20	18,759	-	-	18,759

# Monthly Investment Earnings

## Pooled Fund

Attachment 3

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Negotiable CDs	06417MDE2	BANK OF NOVA SCOTIA HOUS	50,000,000	0.49	0.49	10/3/19	10/9/20	20,232	-	-	20,232
Negotiable CDs	89114N6E0	TORONTO DOMINION BANK NY	50,000,000	0.49	0.49	10/1/19	10/9/20	20,232	-	-	20,232
Negotiable CDs	06370R6W4	BANK OF MONTREAL CHICAGO	50,000,000	0.40	0.40	11/13/19	10/26/20	17,971	-	-	17,971
Negotiable CDs	96130ADY1	WESTPAC BANKING CORP NY	50,000,000	0.42	0.42	10/30/19	10/28/20	18,134	-	-	18,134
Negotiable CDs	78012URS6	ROYAL BANK OF CANADA NY	35,000,000	0.36	0.36	12/3/19	12/3/20	10,700	-	-	10,700
Negotiable CDs	06367BBD0	BANK OF MONTREAL CHICAGO	50,000,000	1.85	1.85	12/3/19	12/4/20	77,083	-	-	77,083
Negotiable CDs	96130AEP9	WESTPAC BANKING CORP NY	50,000,000	0.39	0.39	12/6/19	12/9/20	17,113	-	-	17,113
Negotiable CDs	96130AET1	WESTPAC BANKING CORP NY	75,000,000	1.86	1.86	12/13/19	12/14/20	116,250	-	-	116,250
Negotiable CDs	89114NFY6	TORONTO DOMINION BANK NY	70,000,000	1.73	1.73	1/23/20	1/6/21	100,917	-	-	100,917
Negotiable CDs	06367BFR5	BANK OF MONTREAL CHICAGO	50,000,000	0.30	0.30	1/29/20	1/28/21	12,365	-	-	12,365
Negotiable CDs	06367BJF7	BANK OF MONTREAL CHICAGO	100,000,000	0.54	0.54	3/10/20	3/1/21	44,594	-	-	44,594
Negotiable CDs	78012UTJ4	ROYAL BANK OF CANADA NY	100,000,000	0.90	0.90	3/12/20	3/15/21	75,568	-	-	75,568
<b>Subtotals</b>			<b>\$ 730,000,000</b>					<b>\$ 636,106</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 636,106</b>
Medium Term Notes	89236TFQ3	TOYOTA MOTOR CREDIT CORP	\$ 5,000,000	3.05	3.08	1/8/19	1/8/21	\$ 12,708	\$ 123	\$ -	\$ 12,831
<b>Subtotals</b>			<b>\$ 5,000,000</b>					<b>\$ 12,708</b>	<b>\$ 123</b>	<b>\$ -</b>	<b>\$ 12,831</b>
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	\$ 10,603,343	0.03	0.03	9/30/20	10/1/20	\$ 293	\$ -	\$ -	\$ 293
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PRM	951,019,123	0.05	0.05	9/30/20	10/1/20	40,979	-	-	40,979
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	10,544,422	0.06	0.06	9/30/20	10/1/20	500	-	-	500
Money Market Funds	31607A703	FIDELITY INST GOV FUND	363,314,299	0.04	0.04	9/30/20	10/1/20	11,144	-	-	11,144
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	11,384,403	0.02	0.02	9/30/20	10/1/20	187	-	-	187
<b>Subtotals</b>			<b>\$ 1,346,865,590</b>					<b>\$ 53,103</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 53,103</b>
Supranationals	459058GA5	INTL BK RECON & DEVELOP	\$ -	1.63	1.64	8/29/17	9/4/20	\$ 6,775	\$ 29	\$ -	\$ 6,804
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	50,000,000	1.95	1.97	11/9/17	11/9/20	81,250	958	-	82,208
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	50,000,000	1.95	2.15	12/20/17	11/9/20	81,250	8,005	-	89,255
Supranationals	459052Q66	INTL BK RECON & DEVELOP DISCOUN	25,000,000	0.00	0.10	8/25/20	11/23/20	-	2,083	-	2,083
Supranationals	459052R57	IBRD DISCOUNT NOTE	50,000,000	0.00	0.10	8/7/20	11/30/20	-	4,167	-	4,167
Supranationals	45950KCM0	INTERNATIONAL FINANCE CORP	50,000,000	2.25	2.35	1/25/18	1/25/21	93,750	4,024	-	97,774
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	45,000,000	2.63	2.70	4/19/18	4/19/21	98,438	2,710	-	101,147
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	50,000,000	2.63	2.84	5/16/18	4/19/21	109,375	8,588	-	117,963
Supranationals	45950KCJ7	INTERNATIONAL FINANCE CORP	12,135,000	1.13	2.97	5/23/18	7/20/21	11,387	16,587	-	27,974
Supranationals	459058GH0	INTL BK RECON & DEVELOP	50,000,000	2.75	2.85	7/25/18	7/23/21	114,583	3,208	-	117,792
Supranationals	459058HV8	INTL BK RECON & DEVELOP	25,000,000	2.05	2.05	1/28/20	1/28/25	42,708	-	-	42,708
Supranationals	459058HV8	INTL BK RECON & DEVELOP	25,000,000	2.05	2.05	1/28/20	1/28/25	42,708	-	-	42,708
Supranationals	459058HV8	INTL BK RECON & DEVELOP	50,000,000	2.05	2.05	1/28/20	1/28/25	85,417	-	-	85,417
<b>Subtotals</b>			<b>\$ 482,135,000</b>					<b>\$ 767,641</b>	<b>\$ 50,359</b>	<b>\$ -</b>	<b>\$ 818,000</b>
<b>Grand Totals</b>			<b>\$ 11,283,261,004</b>					<b>\$ 8,278,122</b>	<b>\$ 88,837</b>	<b>\$ -</b>	<b>\$ 8,366,959</b>

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



# Investment Transactions

Attachment 3

## Pooled Fund

For month ended September 30, 2020

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	9/1/20	2/2/21	U.S. Treasuries	TREASURY BILL	912796B65	\$ 50,000,000	0.00	0.11	\$ 99.95	\$ -	\$ 49,976,258
Purchase	9/2/20	9/3/20	U.S. Treasuries	TREASURY BILL	912796XH7	20,000,000	0.00	0.08	100.00	-	19,999,956
Purchase	9/2/20	9/3/20	U.S. Treasuries	TREASURY BILL	912796XH7	50,000,000	0.00	0.07	100.00	-	49,999,903
Purchase	9/3/20	12/3/20	U.S. Treasuries	TREASURY BILL	912796TU3	50,000,000	0.00	0.11	99.97	-	49,986,729
Purchase	9/3/20	3/4/21	U.S. Treasuries	TREASURY BILL	9127964F3	150,000,000	0.00	0.12	99.94	-	149,912,792
Purchase	9/4/20	2/2/21	U.S. Treasuries	TREASURY BILL	912796B65	50,000,000	0.00	0.12	99.95	-	49,975,882
Purchase	9/4/20	3/4/21	U.S. Treasuries	TREASURY BILL	9127964F3	25,000,000	0.00	0.11	99.94	-	24,986,048
Purchase	9/8/20	2/9/21	U.S. Treasuries	TREASURY BILL	912796B73	50,000,000	0.00	0.12	99.95	-	49,974,868
Purchase	9/9/20	9/22/20	U.S. Treasuries	TREASURY BILL	9127963Z0	50,000,000	0.00	0.07	100.00	-	49,998,646
Purchase	9/10/20	9/22/20	U.S. Treasuries	TREASURY BILL	9127963Z0	50,000,000	0.00	0.07	100.00	-	49,998,833
Purchase	9/10/20	3/11/21	U.S. Treasuries	TREASURY BILL	9127964M8	100,000,000	0.00	0.13	99.94	-	99,936,806
Purchase	9/11/20	9/15/20	U.S. Treasuries	TREASURY BILL	9127963Y3	25,000,000	0.00	0.08	100.00	-	24,999,778
Purchase	9/14/20	9/15/20	U.S. Treasuries	TREASURY BILL	9127963Y3	25,000,000	0.00	0.08	100.00	-	24,999,944
Purchase	9/14/20	9/24/20	U.S. Treasuries	TREASURY BILL	9127962H1	50,000,000	0.00	0.08	100.00	-	49,998,917
Purchase	9/15/20	9/16/20	Federal Agencies	FED HOME LN DISCOUNT NT	313384G29	36,000,000	0.00	0.06	100.00	-	35,999,940
Purchase	9/15/20	9/22/20	U.S. Treasuries	TREASURY BILL	9127963Z0	50,000,000	0.00	0.08	100.00	-	49,999,271
Purchase	9/15/20	9/29/20	U.S. Treasuries	TREASURY BILL	9127964A4	50,000,000	0.00	0.08	100.00	-	49,998,542
Purchase	9/15/20	9/29/20	U.S. Treasuries	TREASURY BILL	9127964A4	50,000,000	0.00	0.08	100.00	-	49,998,522
Purchase	9/17/20	10/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	33,000,000	0.05	0.05	100.00	-	33,000,000
Purchase	9/17/20	10/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	52,000,000	0.04	0.04	100.00	-	52,000,000
Purchase	9/17/20	3/18/21	U.S. Treasuries	TREASURY BILL	9127964N6	50,000,000	0.00	0.11	99.94	-	49,972,194
Purchase	9/17/20	3/18/21	U.S. Treasuries	TREASURY BILL	9127964N6	100,000,000	0.00	0.12	99.94	-	99,939,333
Purchase	9/21/20	2/25/21	U.S. Treasuries	TREASURY BILL	912796XE4	50,000,000	0.00	0.10	99.96	-	49,977,854
Purchase	9/21/20	3/22/21	Public Time Deposits	BANK OF SAN FRANCISCO	PPE20ZJV4	10,000,000	0.16	0.16	100.00	-	10,000,000
Purchase	9/21/20	3/22/21	Public Time Deposits	BRIDGE BANK	PPEF10AD0	10,000,000	0.16	0.16	100.00	-	10,000,000
Purchase	9/22/20	10/1/20	U.S. Treasuries	TREASURY BILL	9127962J7	25,000,000	0.00	0.07	100.00	-	24,999,581
Purchase	9/22/20	10/6/20	U.S. Treasuries	TREASURY BILL	9127964G1	25,000,000	0.00	0.06	100.00	-	24,999,388
Purchase	9/22/20	2/23/21	U.S. Treasuries	TREASURY BILL	912796B99	50,000,000	0.00	0.11	99.95	-	49,977,007
Purchase	9/22/20	2/23/21	U.S. Treasuries	TREASURY BILL	912796B99	50,000,000	0.00	0.10	99.96	-	49,979,445
Purchase	9/23/20	10/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	46,000,000	0.04	0.04	100.00	-	46,000,000
Purchase	9/23/20	10/6/20	U.S. Treasuries	TREASURY BILL	9127964G1	50,000,000	0.00	0.06	100.00	-	49,998,989
Purchase	9/23/20	10/20/20	U.S. Treasuries	TREASURY BILL	9127964J5	50,000,000	0.00	0.07	99.99	-	49,997,375
Purchase	9/23/20	11/5/20	U.S. Treasuries	TREASURY BILL	912796TP4	50,000,000	0.00	0.08	99.99	-	49,995,222
Purchase	9/24/20	3/25/21	U.S. Treasuries	TREASURY BILL	9127962F5	25,000,000	0.00	0.10	99.95	-	24,987,108
Purchase	9/24/20	3/25/21	U.S. Treasuries	TREASURY BILL	9127962F5	25,000,000	0.00	0.10	99.95	-	24,987,159
Purchase	9/24/20	3/25/21	U.S. Treasuries	TREASURY BILL	9127962F5	100,000,000	0.00	0.11	99.95	-	99,946,917
Purchase	9/25/20	10/13/20	U.S. Treasuries	TREASURY BILL	9127964H9	50,000,000	0.00	0.07	100.00	-	49,998,183
Purchase	9/28/20	9/29/20	Federal Agencies	FED HOME LN DISCOUNT NT	313384H77	25,000,000	0.00	0.04	100.00	-	24,999,972
Purchase	9/28/20	9/29/20	Federal Agencies	FED HOME LN DISCOUNT NT	313384H77	25,000,000	0.00	0.04	100.00	-	24,999,972
Purchase	9/28/20	9/29/20	U.S. Treasuries	TREASURY BILL	9127964A4	50,000,000	0.00	0.05	100.00	-	49,999,931
Purchase	9/28/20	11/10/20	U.S. Treasuries	TREASURY BILL	9127964R7	25,000,000	0.00	0.09	99.99	-	24,997,402
Purchase	9/28/20	2/11/21	U.S. Treasuries	TREASURY BILL	9127964C0	25,000,000	0.00	0.09	99.97	-	24,991,406
Purchase	9/29/20	10/27/20	U.S. Treasuries	TREASURY BILL	9127964K2	50,000,000	0.00	0.06	100.00	-	49,997,628
Purchase	9/29/20	1/12/21	U.S. Treasuries	TREASURY BILL	9127964A6	25,000,000	0.00	0.09	99.97	-	24,993,438
Purchase	9/29/20	2/9/21	U.S. Treasuries	TREASURY BILL	912796B73	50,000,000	0.00	0.10	99.96	-	49,982,451
Purchase	9/29/20	3/2/21	U.S. Treasuries	TREASURY BILL	912796C23	50,000,000	0.00	0.10	99.96	-	49,978,397
Purchase	9/29/20	3/2/21	U.S. Treasuries	TREASURY BILL	912796C23	50,000,000	0.00	0.11	99.96	-	49,977,542
Purchase	9/30/20	10/1/20	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	293	0.03	0.03	100.00	-	293
Purchase	9/30/20	10/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	40,979	0.05	0.05	100.00	-	40,979
Purchase	9/30/20	10/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	50,000,000	0.05	0.05	100.00	-	50,000,000
Purchase	9/30/20	10/1/20	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	500	0.06	0.06	100.00	-	500
Purchase	9/30/20	10/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	11,144	0.04	0.04	100.00	-	11,144

# Investment Transactions

Attachment 3

## Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	9/30/20	10/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	42,000,000	0.04	0.04	100.00	-	42,000,000
Purchase	9/30/20	10/1/20	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	187	0.02	0.02	100.00	-	187
Purchase	9/30/20	11/19/20	U.S. Treasuries	TREASURY BILL	9127963A5	50,000,000	0.00	0.08	99.99	-	49,994,757
Purchase	9/30/20	2/23/21	U.S. Treasuries	TREASURY BILL	912796B99	50,000,000	0.00	0.10	99.96	-	49,980,635
Purchase	9/30/20	3/2/21	U.S. Treasuries	TREASURY BILL	912796C23	25,000,000	0.00	0.10	99.96	-	24,989,853
Purchase	9/30/20	3/2/21	U.S. Treasuries	TREASURY BILL	912796C23	25,000,000	0.00	0.10	99.96	-	24,989,641
<b>Subtotals</b>						<b>\$2,399,053,103</b>	<b>0.01</b>	<b>0.09</b>	<b>\$ 99.97</b>	<b>\$ -</b>	<b>\$2,398,423,515</b>
Sale	9/2/20	10/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	\$ 52,000,000	0.05	0.05	\$ 100.00	\$ -	\$ 52,000,000
Sale	9/3/20	10/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	100,000,000	0.05	0.05	100.00	-	100,000,000
Sale	9/3/20	10/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	17,000,000	0.04	0.04	100.00	-	17,000,000
Sale	9/4/20	10/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	82,000,000	0.04	0.04	100.00	-	82,000,000
Sale	9/8/20	10/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	7,000,000	0.04	0.04	100.00	-	7,000,000
Sale	9/9/20	10/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	65,000,000	0.05	0.05	100.00	-	65,000,000
Sale	9/10/20	10/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	79,000,000	0.05	0.05	100.00	-	79,000,000
Sale	9/11/20	10/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	26,000,000	0.04	0.04	100.00	-	26,000,000
Sale	9/14/20	10/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	38,000,000	0.05	0.05	100.00	-	38,000,000
Sale	9/16/20	10/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	12,000,000	0.04	0.04	100.00	-	12,000,000
Sale	9/18/20	10/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	45,000,000	0.04	0.04	100.00	-	45,000,000
Sale	9/21/20	10/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	19,000,000	0.04	0.04	100.00	-	19,000,000
Sale	9/22/20	10/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	18,000,000	0.05	0.05	100.00	-	18,000,000
Sale	9/24/20	10/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	13,000,000	0.04	0.04	100.00	-	13,000,000
Sale	9/28/20	10/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	65,000,000	0.05	0.05	100.00	-	65,000,000
Sale	9/29/20	10/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	14,000,000	0.04	0.04	100.00	-	14,000,000
<b>Subtotals</b>						<b>\$ 652,000,000</b>	<b>0.05</b>	<b>0.05</b>	<b>\$ 100.00</b>	<b>\$ -</b>	<b>\$ 652,000,000</b>
Call	9/30/20	3/30/23	Federal Agencies	FREDDIE MAC	3134GVHA9	\$ 25,000,000	1.00	1.00	100.00	\$ -	\$ 25,000,000
Call	9/30/20	3/30/23	Federal Agencies	FREDDIE MAC	3134GVHA9	25,000,000	1.00	1.00	100.00	-	25,000,000
Call	9/30/20	3/30/23	Federal Agencies	FREDDIE MAC	3134GVHA9	25,000,000	1.00	1.00	100.00	-	25,000,000
Call	9/30/20	3/30/23	Federal Agencies	FREDDIE MAC	3134GVHA9	25,000,000	1.00	1.00	100.00	-	25,000,000
<b>Subtotals</b>						<b>\$ 100,000,000</b>	<b>1.00</b>	<b>1.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 100,000,000</b>
Maturity	9/1/20	9/1/20	U.S. Treasuries	TREASURY BILL	9127963R8	\$ 50,000,000	0.00	0.15	100.00	\$ -	\$ 50,000,000
Maturity	9/2/20	9/2/20	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367BAC3	50,000,000	0.43	0.43	100.00	55,456	50,055,456
Maturity	9/3/20	9/3/20	U.S. Treasuries	TREASURY BILL	912796XH7	20,000,000	0.00	0.08	100.00	-	20,000,000
Maturity	9/3/20	9/3/20	U.S. Treasuries	TREASURY BILL	912796XH7	50,000,000	0.00	0.07	100.00	-	50,000,000
Maturity	9/4/20	9/4/20	Supranationals	INTL BK RECON & DEVELOP	459058GA5	50,000,000	0.77	0.83	100.00	406,500	50,406,500
Maturity	9/8/20	9/8/20	U.S. Treasuries	TREASURY BILL	9127963X5	25,000,000	0.00	0.16	100.00	-	25,000,000
Maturity	9/8/20	9/8/20	U.S. Treasuries	TREASURY BILL	9127963X5	25,000,000	0.00	0.16	100.00	-	25,000,000
Maturity	9/10/20	9/10/20	U.S. Treasuries	TREASURY BILL	912796TJ8	50,000,000	0.00	0.16	100.00	-	50,000,000
Maturity	9/10/20	9/10/20	U.S. Treasuries	TREASURY BILL	912796TJ8	50,000,000	0.00	0.17	100.00	-	50,000,000
Maturity	9/14/20	9/14/20	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367BJM2	100,000,000	1.01	1.01	100.00	524,639	100,524,639
Maturity	9/14/20	9/14/20	Federal Agencies	FEDERAL HOME LOAN BANK	3130ADT93	25,000,000	2.40	2.43	100.00	300,000	25,300,000
Maturity	9/15/20	9/15/20	U.S. Treasuries	TREASURY BILL	9127963Y3	25,000,000	0.00	0.08	100.00	-	25,000,000
Maturity	9/15/20	9/15/20	U.S. Treasuries	TREASURY BILL	9127963Y3	25,000,000	0.00	0.08	100.00	-	25,000,000
Maturity	9/15/20	9/15/20	U.S. Treasuries	TREASURY BILL	9127963Y3	40,000,000	0.00	0.15	100.00	-	40,000,000
Maturity	9/15/20	9/15/20	U.S. Treasuries	TREASURY BILL	9127963Y3	100,000,000	0.00	0.15	100.00	-	100,000,000
Maturity	9/16/20	9/16/20	Federal Agencies	FED HOME LN DISCOUNT NT	313384G29	36,000,000	0.00	0.06	100.00	-	36,000,000
Maturity	9/17/20	9/17/20	U.S. Treasuries	TREASURY BILL	9127962G3	100,000,000	0.00	0.18	100.00	-	100,000,000
Maturity	9/21/20	9/21/20	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJ3N7	25,000,000	2.77	2.79	100.00	346,250	25,346,250
Maturity	9/21/20	9/21/20	Public Time Deposits	BANK OF SAN FRANCISCO	PP9U66BY8	10,000,000	0.40	0.40	100.00	8,822	10,008,822
Maturity	9/21/20	9/21/20	Public Time Deposits	BRIDGE BANK	PPEQ54334	10,000,000	0.42	0.42	100.00	4,960	10,004,960
Maturity	9/22/20	9/22/20	U.S. Treasuries	TREASURY BILL	9127963Z0	50,000,000	0.00	0.07	100.00	-	50,000,000

# Investment Transactions

Attachment 3

## Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Maturity	9/22/20	9/22/20	U.S. Treasuries	TREASURY BILL	9127963Z0	50,000,000	0.00	0.07	100.00	-	50,000,000
Maturity	9/22/20	9/22/20	U.S. Treasuries	TREASURY BILL	9127963Z0	50,000,000	0.00	0.08	100.00	-	50,000,000
Maturity	9/24/20	9/24/20	Negotiable CDs	TORONTO DOMINION BANK NY	89114N5H4	100,000,000	0.48	0.48	100.00	41,613	100,041,613
Maturity	9/24/20	9/24/20	U.S. Treasuries	TREASURY BILL	9127962H1	25,000,000	0.00	0.09	100.00	-	25,000,000
Maturity	9/24/20	9/24/20	U.S. Treasuries	TREASURY BILL	9127962H1	50,000,000	0.00	0.08	100.00	-	50,000,000
Maturity	9/25/20	9/25/20	Federal Agencies	FED HOME LN DISCOUNT NT	313384H36	22,500,000	0.00	0.15	100.00	-	22,500,000
Maturity	9/28/20	9/28/20	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417MCW3	50,000,000	0.49	0.49	100.00	20,941	50,020,941
Maturity	9/28/20	9/28/20	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACE26	18,000,000	1.38	1.48	100.00	123,750	18,123,750
Maturity	9/28/20	9/28/20	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACE26	30,000,000	1.38	1.48	100.00	206,250	30,206,250
Maturity	9/28/20	9/28/20	Negotiable CDs	TORONTO DOMINION BANK NY	89114N5M3	50,000,000	0.50	0.50	100.00	22,233	50,022,233
Maturity	9/29/20	9/29/20	Federal Agencies	FED HOME LN DISCOUNT NT	313384H77	25,000,000	0.00	0.04	100.00	-	25,000,000
Maturity	9/29/20	9/29/20	Federal Agencies	FED HOME LN DISCOUNT NT	313384H77	25,000,000	0.00	0.04	100.00	-	25,000,000
Maturity	9/29/20	9/29/20	U.S. Treasuries	TREASURY BILL	9127964A4	50,000,000	0.00	0.08	100.00	-	50,000,000
Maturity	9/29/20	9/29/20	U.S. Treasuries	TREASURY BILL	9127964A4	50,000,000	0.00	0.08	100.00	-	50,000,000
Maturity	9/29/20	9/29/20	U.S. Treasuries	TREASURY BILL	9127964A4	50,000,000	0.00	0.05	100.00	-	50,000,000
Maturity	9/30/20	9/30/20	U.S. Treasuries	US TREASURY	9128285B2	60,000,000	2.75	1.81	100.00	825,000	60,825,000
<b>Subtotals</b>						<b>\$1,621,500,000</b>	<b>0.39</b>	<b>0.43</b>	<b>\$ -</b>	<b>\$ 2,886,414</b>	<b>\$1,624,386,414</b>

Interest	9/1/20	12/1/20	Public Time Deposits	SAN FRANCISCO CREDIT UNI	PPE504BU6	\$ 10,000,000	0.20	0.20	0.00	0.00	\$ 4,878
Interest	9/1/20	3/1/21	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367BJF7	100,000,000	0.54	0.54	0.00	0.00	43,148
Interest	9/1/20	3/1/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKBV7	10,000,000	2.55	2.56	0.00	0.00	127,500
Interest	9/2/20	11/2/20	Federal Agencies	FARMER MAC	3132X0KR1	25,000,000	0.36	0.36	0.00	0.00	7,656
Interest	9/3/20	12/3/20	Negotiable CDs	ROYAL BANK OF CANADA NY	78012URS6	35,000,000	0.45	0.45	0.00	0.00	39,993
Interest	9/3/20	3/3/25	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELQY3	16,000,000	1.21	1.22	0.00	0.00	96,800
Interest	9/3/20	3/3/25	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELQY3	24,000,000	1.21	1.24	0.00	0.00	145,200
Interest	9/7/20	12/7/20	Public Time Deposits	BANK OF SAN FRANCISCO	PPE505CM0	5,000,000	0.18	0.18	0.00	0.00	2,514
Interest	9/9/20	10/9/20	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417MDE2	50,000,000	0.49	0.49	0.00	0.00	20,224
Interest	9/9/20	10/9/20	Negotiable CDs	TORONTO DOMINION BANK NY	89114N6E0	50,000,000	0.49	0.49	0.00	0.00	20,224
Interest	9/9/20	12/9/20	Negotiable CDs	WESTPAC BANKING CORP NY	96130AEP9	50,000,000	0.46	0.46	0.00	0.00	59,146
Interest	9/11/20	3/11/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKCS3	50,000,000	2.55	2.58	0.00	0.00	637,500
Interest	9/11/20	3/11/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKCS3	50,000,000	2.55	2.58	0.00	0.00	637,500
Interest	9/11/20	3/11/22	Federal Agencies	FEDERAL HOME LOAN BANK	313378WG2	17,780,000	2.50	2.36	0.00	0.00	222,250
Interest	9/11/20	3/11/22	Federal Agencies	FEDERAL HOME LOAN BANK	313378WG2	40,000,000	2.50	2.36	0.00	0.00	500,000
Interest	9/14/20	3/14/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKDC7	26,145,000	2.47	2.36	0.00	0.00	322,891
Interest	9/14/20	3/14/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKDC7	45,500,000	2.47	2.36	0.00	0.00	561,925
Interest	9/15/20	3/15/21	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UTJ4	100,000,000	0.91	0.91	0.00	0.00	73,457
Interest	9/15/20	3/15/21	U.S. Treasuries	US TREASURY	9128284B3	50,000,000	2.38	1.64	0.00	0.00	593,750
Interest	9/15/20	3/15/21	U.S. Treasuries	US TREASURY	9128284B3	50,000,000	2.38	1.66	0.00	0.00	593,750
Interest	9/20/20	10/20/20	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKR57	112,500,000	0.20	0.46	0.00	0.00	19,181
Interest	9/20/20	9/20/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHZP1	25,000,000	1.85	0.69	0.00	0.00	231,250
Interest	9/21/20	12/21/20	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX75	50,000,000	0.36	0.36	0.00	0.00	15,538
Interest	9/24/20	12/24/20	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFTX5	100,000,000	0.51	0.51	0.00	0.00	44,197
Interest	9/25/20	3/25/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKR99	90,000,000	0.29	0.32	0.00	0.00	22,098
Interest	9/25/20	3/25/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELUQ5	25,000,000	0.70	0.70	0.00	0.00	87,500
Interest	9/25/20	3/25/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELUQ5	25,000,000	0.70	0.71	0.00	0.00	87,500
Interest	9/25/20	3/25/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELUQ5	25,000,000	0.70	0.71	0.00	0.00	87,500
Interest	9/25/20	3/25/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELUQ5	25,000,000	0.70	0.73	0.00	0.00	87,500
Interest	9/28/20	10/26/20	Negotiable CDs	BANK OF MONTREAL CHICAGO	06370R6W4	50,000,000	0.43	0.43	0.00	0.00	19,903
Interest	9/28/20	10/28/20	Negotiable CDs	WESTPAC BANKING CORP NY	96130ADY1	50,000,000	0.44	0.44	0.00	0.00	18,789
Interest	9/29/20	3/29/21	Federal Agencies	FARMER MAC	3132X0Q53	6,350,000	2.60	2.64	0.00	0.00	82,550
Interest	9/29/20	3/29/21	Federal Agencies	FARMER MAC	3132X0Q53	20,450,000	2.60	2.64	0.00	0.00	265,850
Interest	9/30/20	10/1/20	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	10,603,343	0.03	0.03	0.00	0.00	293
Interest	9/30/20	10/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	851,019,123	0.05	0.05	0.00	0.00	40,979



# Investment Transactions

## Pooled Fund

Attachment 3

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	9/30/20	10/1/20	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	10,544,422	0.06	0.06	0.00	0.00	500
Interest	9/30/20	10/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	363,314,299	0.04	0.04	0.00	0.00	11,144
Interest	9/30/20	10/1/20	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	11,384,403	0.02	0.02	0.00	0.00	187
Interest	9/30/20	3/31/21	U.S. Treasuries	US TREASURY	912828C57	50,000,000	2.25	2.39	0.00	0.00	562,500
Interest	9/30/20	9/30/21	U.S. Treasuries	US TREASURY	912828T34	50,000,000	1.13	1.69	0.00	0.00	281,250
Interest	9/30/20	3/30/23	Federal Agencies	FREDDIE MAC	3134GVHA9	25,000,000	1.00	1.00	0.00	0.00	125,000
Interest	9/30/20	3/30/23	Federal Agencies	FREDDIE MAC	3134GVHA9	25,000,000	1.00	1.00	0.00	0.00	125,000
Interest	9/30/20	3/30/23	Federal Agencies	FREDDIE MAC	3134GVHA9	25,000,000	1.00	1.00	0.00	0.00	125,000
<b>Subtotals</b>						<b>\$2,855,590,590</b>	<b>0.63</b>	<b>0.62</b>	<b>\$ - \$</b>	<b>- \$</b>	<b>7,176,514</b>

<b>Grand Totals</b>			58	Purchases							
			(16)	Sales							
			(41)	Maturities / Calls							
			1	Change in number of positions							



**San Francisco  
County Transportation  
Authority**

**Attachment 4  
Sales Tax Revenue Bond  
Debt Expenditure Report  
As of September 30, 2020**

Bond Proceed Uses	Bond Proceeds	Spent Bond Proceeds	Remaining Balance
Capital Project Fund	\$ 204,003,258	\$ 188,895,418	\$ 15,107,840
Revolver Refinancing	46,000,981	46,000,981	-
<b>Total</b>	<b>\$ 250,004,239</b>	<b>\$ 234,896,399</b>	<b>\$ 15,107,840</b>

Interest Earned	\$ 4,163,636
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Sponsor	Bond-Eligible Reimbursement Requests Paid	Previous	Current	Cumulative Total
SFMTA	Motor Coach Procurement*	\$ 40,524,484	\$ 4,967,375	\$ 45,491,859
SFMTA	Trolley Coach Procurement*	35,523,496	2,511,707	38,035,203
SFMTA	Radio Communications System & CAD Replacement*	35,756,776	-	35,756,776
SFMTA	Central Subway	13,752,000	964,968	14,716,968
SFMTA	Signals - New and Upgraded	4,902,711	5,116,254	10,018,965
TJPA	Transbay Transit Center	8,603,817	66,594	8,670,411
SFMTA	Guideway Improvements (e.g. MME, Green Light Rail Facility, OCS)	7,449,493	264,092	7,713,585
SFMTA	Van Ness Bus Rapid Transit	4,895,930	-	4,895,930
SFMTA	Central Control and Communications (C3) Program*	4,146,932	588,786	4,735,718
PCJPB	Caltrain Early Investment Program - Electrification	2,898,251	119,424	3,017,675
SFMTA	Light Rail Vehicle Procurement*	2,829,105	-	2,829,105
SFMTA	Escalators	2,707,284	-	2,707,284
PCJPB	Caltrain Early Investment Program - CBOSS	2,171,729	-	2,171,729
SFMTA	1570 Burke Avenue Maintenance Facility	1,983,241	-	1,983,241
SFMTA	Muni Forward	1,435,632	-	1,435,632
SFMTA	Balboa Park Station Area and Plaza Improvements	580,809	742,507	1,323,316
SFMTA	Geary Bus Rapid Transit	1,172,609	-	1,172,609
SFMTA	Signals - Sfgo	142,581	687,187	829,768
SFMTA	Downtown Ferry Terminal	440,000	220,000	660,000
SFMTA	Fall Protection Systems	597,849	-	597,849
SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	131,795	-	131,795
Total		\$ 172,646,524	\$ 16,248,894	\$ 188,895,418
Percentage of Capital Project Fund Spent		84.63%	7.97%	92.59%

\* Major Cash Flow Drivers