



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, July 28, 2020; 10:00 a.m.

Location: Watch SF Cable Channel 26

Watch www.sfgovtv.org

Watch <https://bit.ly/3iH3C7y>

PUBLIC COMMENT CALL-IN: 1-888-204-5987; Access Code: 2858465

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

Acting Clerk: Angela Tsao

Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom’s statewide order for all residents to “Stay at Home” - and the numerous local and state proclamations, orders and supplemental directions - aggressive directives have been issued to slow down and reduce the spread of the COVID-19 disease. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Transportation Authority Board and Committee meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand. If you want to ensure your comment on any item on the agenda is received by the Board in advance of the meeting, please send an email to clerk@sfcta.org by 8 a.m. on Tuesday, July 28, or call (415) 522-4800.

1. Roll Call

2. Chair’s Report - **INFORMATION**

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

Consent Agenda

4. Approve the Minutes of the July 14, 2020 Meeting - **ACTION***

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5. **[Final Approval]** Allocate \$11,230,724 in Prop K Sales Tax Funds and \$1,043,898 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Three Requests - **ACTION*** **11**
- Projects:** (SFMTA) Prop K - Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives (\$10,930,724), and Bicycle Facility Maintenance (\$300,000); Prop AA - Transit Stop Signage Enhancements Program - Phase 1 (\$1,043,898)
6. **[Final Approval]** Adopt the Geneva Avenue/San Jose Avenue Intersection Study Final Report [NTIP Planning] - **ACTION*** **59**
7. **[Final Approval]** Approve the Fiscal Year 2020/21 Transportation Fund for Clean Air Program of Projects - **ACTION*** **65**
8. **[Final Approval]** Affirm the San Francisco County Transportation Authority's Commitment to Supporting Efforts to Improve Cost-Effectiveness and to Advance Equity in Project Development and Delivery for Certain San Francisco Projects Proposed for Plan Bay Area 2050 - **ACTION*** **77**
9. **[Final Approval]** Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements, and Any Amendments Thereto with the California Department of Transportation for Receipt of Federal and State Funds for the Yerba Buena Island Westside Bridges Seismic Retrofit Project in the Amount of \$382,500; Planning, Programming, and Monitoring in the Amount of \$260,000; and the San Francisco School Access Plan in the Amount of \$164,500 - **ACTION*** **105**
- End of Consent Agenda**
10. Investment Report and Debt Expenditure Report for the Quarter Ending June 30, 2020 - **INFORMATION*** **113**
11. Traffic Congestion Mitigation Tax (TNC Tax) Program Guidelines - **INFORMATION*** **139**
12. Update on the 15 Third Bus Study [NTIP Planning] - **INFORMATION*** **163**
13. Major Capital Project Update - Better Market Street - **INFORMATION*** **191**
- Other Items**
14. 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.
15. Public Comment
16. Adjournment

*Additional Materials

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



**San Francisco
County Transportation
Authority**

Board Meeting Agenda

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The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Board at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485. There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, July 14, 2020

1. Roll Call

Chair Peskin called the meeting to order at 10:03 a.m.

Present at Roll Call: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Stefani, Walton, and Yee (10)

Absent at Roll Call: Commissioner Safai (entered during Item 2)(1)

2. Citizens Advisory Committee Report - INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported out from the June 24 CAC meeting, stating the CAC supported the allocation of Prop K and Prop AA funds for the three requests included on Item 6 on the agenda. He noted that the CAC has commented on the size and scaling of fonts proposed in the new street sign designs for Muni stops, with some of the mock-ups including information for routes that was not correct, and how they may cause confusion and decrease legibility (e.g. citing certain letters and numbers that were hard to distinguish). Staff in attendance said they would look into these issues. CAC members also Inquired about the prioritization process for which routes should receive new signage first and were advised that one of the considerations was prioritizing active route. With respect to Item 7 on the Board's agenda, the CAC recommended support, calling out the need to address the M line terminus in the middle of the block on San Jose Avenue which posed a safety hazard for passengers. The District 11 CAC member noted that planning for the Balboa Park station area seemed be more iterative as opposed to be part of a comprehensive plan that would integrate all the Muni lines in the vicinity, a point that was reiterated during public comment.

Mr. Larson said that the bulk of the meeting was spent on the presentation given by Director Tumlin and Dan Howard, San Francisco Municipal Transportation Agency (SFMTA), on the state of SFMTA's transportation recovery plan. Mr. Larson said the news on completion of capital projects, such as the Central Subway and Van Ness Bus Rapid Transit that were of particular interest to the CAC, was not so bad. However, he reported that the reality that the SFMTA does not have a financial path to restore the 30% of service cut during the pandemic and the operator shortages compounded by impending retirements gave the CAC a clear view of the serious situation SFMTA is in. Director Tumlin explained that as service is restored, priority would go to areas most dependent on transit with equity strategies mean resources would be prioritized for denser and less affluent areas. This would mean that relatively low ridership bus lines such as the neighborhood lines in the center of the city and western neighborhoods would be last to return, but that micro mobility and the Essential Trip Card may provide some options and help keep people out of their cars. Mr. Larson continued by commenting that Slow Streets and Shared Streets were met with positive responses



by CAC members, with requests that they be retained post-pandemic and expanded. Director Tumlin was also encouraged to reach out to CAC members as another way to get out messages to the public and to receive feedback and he was encouraged to return to the CAC in the future to continue the conversation.

There was no public comment.

Consent Agenda

3. **Approve the Minutes of the June 23, 2020 Meeting - ACTION***
4. **[Final Approval] Adopt the District 3 Pedestrian Safety Improvements Final Report [NTIP Planning] - ACTION***

There was no public comment on the Consent Agenda.

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

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

Ayes: Commissioners Fewer, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton, and Yee (10)

Absent: Commissioner Haney (1)

End of Consent Agenda

5. **State and Federal Legislation Update - INFORMATION***

Mark Watts, State Legislative Advocate, and Amber Crabbe, Public Policy Manager, presented the item.

Commissioner Yee expressed support for the watch stance on Senate Bill 288 (Wiener), noting some environmental streamlining is needed, but preferring to err on the side of being cautious about not eliminating people's opportunity to articulate and express concerns about projects.

Commissioner Preston requested that the federal Freedom To Move Act (Pressley/Markey) be added to the next legislation report, which would incentivize fair, free transit; provide provisions to approve safety and quality of transportation; and address equity gaps.

There was no public comment for this item.

6. **Allocate \$11,230,724 in Prop K Sales Tax Funds and \$1,043,898 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Three Requests - ACTION***

Anna LaForte, Deputy Director for Policy & Programming, presented the item.

Commissioner Yee asked if there had been any adjustments in regards to the reimbursement for passengers loading up like they used to. Anna LaForte answered that there would likely be cost savings for the program reflected in Prop K funds, due to lower ridership. Commissioner Yee clarified that his question was whether the payment would be adjusted for services per passenger because it would cost them more to move single passengers between locations rather than reduce the costs. Ms. LaForte responded that SFMTA staff would follow up with Commissioner Yee's office



before the next board meeting

Commissioner Preston thanked SFMTA for their efforts and consideration of Board recommendations specifically around the transit signage enhancement program and including equity lines like the 22 Fillmore and 38 Geary, which were important to his constituents

During public comment, a speaker expressed concern about lack of better Muni signage for more frequent routes and requested reallocating signage to bus routes like the 36 Teresita, which didn't have good signage for most of the route.

Commissioner Fewer moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

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

Absent: none

7. Adopt the Geneva Avenue/San Jose Avenue Intersection Study Final Report [NTIP Planning] - ACTION*

Dustin White, Senior Transportation Planner at SFMTA, presented the item.

Commissioner Safai thanked the SFMTA, Transportation Authority, Public Works, and community members for their efforts and contributions to the Balboa Park Station Area Plan, that was started by community members some 12 years ago. He commented that the subject project is complementary to other work in the area, noting the Geneva Car Barn is done, some station improvements have been made and that there will soon be a ground breaking on 130 units of affordable house units on the upper yard site. He commented that even when the plaza is moved and improved, there will likely be a need to encourage behavioral changes to passenger off-boarding habits (e.g. some people may still walk over to San Jose Avenue). Commissioner Safai expressed appreciation for the study, and thanked community members and agencies for their hard work on the project. He said this is consistent with his office's focus on improving pedestrian safety throughout the district. He noted Balboa Park is the busiest BART station outside of the urban core and this intersection is the confluence of many modes of transportation and transit lines. He concluded by observing there is \$1.7 million programmed in Prop K funds toward a roughly \$13 million project.

Commissioner Fewer asked about which funding sources would be tapped into for the project. Executive Director Tilly Chang reported that because this was a state of good repair project, SFMTA's transit formula funds, along with bond money and Prop K, could be applied, and as staff works on the Strategic Plan process, there might be an opportunity to reconsider where the project funding falls within the overall agency priority.

Mr. White commented that the \$10 million price tag was very conservative and based on a conceptual layout, and Public Works was already engaged to help more fully develop project cost estimates.

Ms. LaForte added that there would probably be a variety of different funding sources



for the project given its size, observing that Prop K is well positioned to leverage or match discretionary funds particularly for the upcoming design phase. She also gave Prop AA vehicle fees and Affordable Housing Sustainable Communities funding as two other possible fund sources.

There was no public comment for this item.

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

The item was approved without objection by the following vote:

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

Absent: none

8. Approve the Fiscal Year 2020/21 Transportation Fund for Clean Air Program of Projects - ACTION*

Mike Pickford, Senior Transportation Planner, presented the item.

During public comment, a caller expressed support for the recommended projects.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Stefani, Walton, and Yee (10)

Absent: Commissioner Safai (1)

9. Affirm the San Francisco County Transportation Authority's Commitment to Supporting Efforts to Improve Cost-Effectiveness and to Advance Equity in Project Development and Delivery for Certain San Francisco Projects Proposed for Plan Bay Area 2050 - ACTION*

Michelle Beaulieu, Senior Transportation Planner, presented the item.

There was no public comment for this item.

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

The item was approved without objection by the following vote:

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

Absent: none

10. Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of Federal and State Funds for the Yerba Buena Island Westside Bridges Seismic Retrofit Project in the Amount of \$382,500; Planning, Programming, and



Monitoring in the Amount of \$260,000; and the San Francisco School Access Plan in the Amount of \$164,500 - ACTION*

Cynthia Fong, Deputy Director for Finance & Administration, presented the item.

Chair Peskin complimented staff and Commissioner Mar for their work on the item.

There was no public comment for this item.

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

The item was approved without objection by the following vote:

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

Absent: none

Other Items

11. Introduction of New Items - INFORMATION

There were no new items introduced.

12. Public Comment

There was no general public comment.

13. Adjournment

The meeting was adjourned at 11:17 a.m.

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RESOLUTION ALLOCATING \$11,230,724 IN PROP K SALES TAX FUNDS AND \$1,043,898 IN PROP AA VEHICLE REGISTRATION FEE FUNDS, WITH CONDITIONS, FOR THREE REQUESTS, WITH CONDITIONS

WHEREAS, The Transportation Authority received three requests for a total of \$11,230,724 in Prop K local transportation sales tax funds and \$1,043,898 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Paratransit and Pedestrian & Bicycle Facility Maintenance categories of the Prop K Expenditure Plan, and the Transit Reliability and Mobility Improvements category of the Prop AA Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K or Prop AA 5-Year Prioritization Program (5YPP) for the Prop K Pedestrian & Bicycle Facility Maintenance and Prop AA Transit Reliability and Mobility Improvements programmatic categories; and

WHEREAS, The adopted Prop K Strategic Plan has funds programmed to the named projects such as Paratransit, which have no 5YPP requirement; and

WHEREAS, All of the requests are consistent with the relevant strategic plan and/or 5YPPs for their respective categories; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$11,230,724 in Prop K funds, with conditions and \$1,043,898 in Prop AA funds, with conditions, for three projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There will be sufficient funds in the Capital Expenditures line item



of the Transportation Authority's planned Fiscal Year 2020/21 annual budget to cover the proposed actions; and

WHEREAS, At its June 24, 2020 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, let it be

RESOLVED, That the Transportation Authority hereby allocates \$11,230,724 in Prop K funds, with conditions and \$1,043,898 in Prop AA 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 and Prop AA Expenditure Plans, the Prop K Strategic Plan, the Prop AA Strategic Plan, and the 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 attached 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 and Prop AA Strategic Plans 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/Prop AA Allocation Request Forms (3)

Attachment 1: Summary of Requests Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging				
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)	
Prop K	23	SFMTA	Paratransit, Shop-a-Round/Van Cogh Shuttles, Ramp Taxi Incentives	\$ 10,930,724		\$ 31,382,436	27%	65%	Operations	Citywide	
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 300,000		\$ 300,000	48%	0%	Construction	Citywide	
Prop AA	Transit	SFMTA	Transit Stop Signage Enhancement Program - Phase 1		\$ 1,043,897	\$ 1,091,898	N/A	4%	Design, Construction	Citywide	
TOTAL						\$ 11,230,724	\$ 1,043,897	26%	63%		

Footnotes

¹ "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).

² Acronym: SFMTA (San Francisco Municipal Transportation Agency)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,930,724	\$ -	The SFMTA provides paratransit services to persons with disabilities in compliance with the Americans with Disabilities Act. Since 2004 Prop K funds have supported the program's sedan and ramp taxi trips, ACCESS van pre-scheduled trips, intercounty trips, and group van trips to senior centers. This Prop K request also includes funds for SFMTA's Shop-a-Round and Van Gogh shuttles, as well as its Ramp Taxi Incentive Program. While the COVID-19 pandemic has reduced ridership in the final quarter of FY 2019/20, SFMTA has implemented safety procedures and initiated several emergency services in response to the pandemic, including but not limited to the Essential Trip Card taxi program. The safety procedures (particularly social-distancing) and the emergency programs are expected to increase the cost of the program in FY 2020/21. SFMTA's request includes \$462,714 in deobligated FY 2018/19 funds which were not fully expended in that fiscal year because of lower trip volumes, shifts from SF Access and Group Vans trips to the lower cost taxi service, and additional available funding from non-Prop K sources.
37	SFMTA	Bicycle Facility Maintenance	\$ 300,000	\$ -	Maintain bicycle facilities to preserve their safety features. SFMTA will repaint bicycle lanes using green epoxy, repaint bike box/mixed zone facilities using green thermoplastic treatment, and replace plastic traffic channelizers along buffered bikeways. SFMTA will prioritize locations based upon field reviews by Livable Streets and Shops staff, public requests specifically on the protected bikeway network, and where Quick Build projects are implemented to ensure that delineators are in good condition and continue to separate bicyclists from vehicle traffic lanes. Requests for maintenance may be made to the SF311 Customer Service Center by calling 311, through sf311.org or through the SF311 app available on smartphones. Project will be completed by December 2022.
Transit	SFMTA	Transit Stop Signage Enhancement Program - Phase 1	\$ -	\$ 1,043,897	Funds will be used to update and upgrade signage at Muni stops with new transit stop poles where possible, and stops along rail, rapid or frequent lines will include Muni-branded solar-powered lanterns along with more legible signage. Work will be completed citywide, line by line, except where opportunities to update signage as part of other projects arise. Routes will be prioritized through a combination of factors including: presence/absence of existing signage; whether the line is a Muni Service Equity line; requests for signage to be installed or updated; and ridership needs and volumes (needs can be in reference to stops with low visibility from both the transit rider and/or Operator perspective). See the attached allocation request form for a map showing priority corridors for FY 2020/21. Requested funds will fund this work in through June 2022.
TOTAL			\$11,230,724	\$1,043,897	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,930,724	\$ -	Annual Allocation: Prop K funds allocated to this program are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/21).
37	SFMTA	Bicycle Facility Maintenance	\$ 300,000	\$ -	
Transit	SFMTA	Transit Stop Signage Enhancement Program - Phase 1	\$ -	\$ 1,043,897	Multi-Phase Allocation: We are recommending a multi-phase allocation for design and construction given the concurrent nature of the work.
TOTAL			\$11,230,724	\$1,043,897	

¹ See Attachment 1 for footnotes.

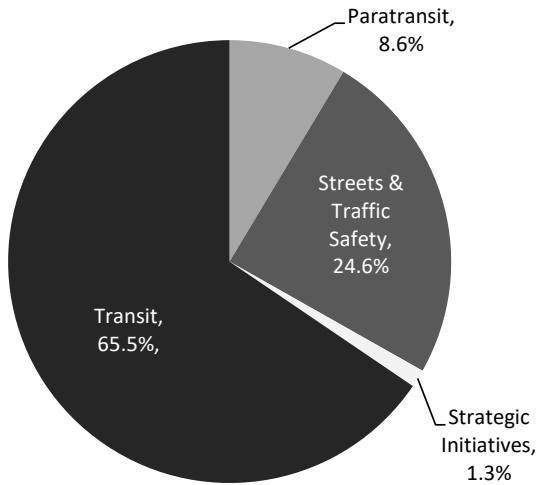
Attachment 4.
Prop K Allocation Summary - FY2020/21
Prop AA Allocation Summary - FY 2019/20

PROP K SALES TAX

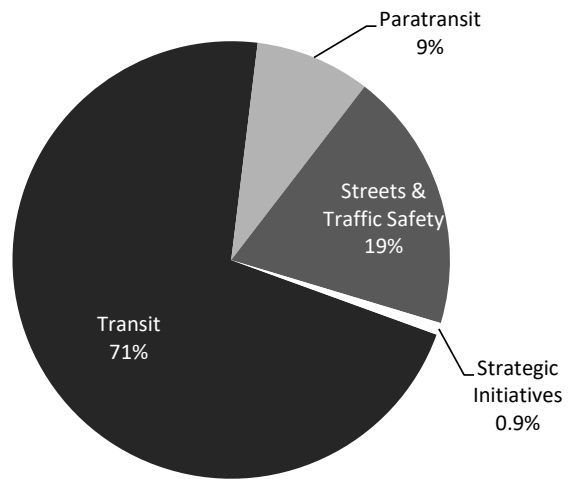
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 3,923,955	\$ 3,488,273	\$ 435,682	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 11,230,724	\$ 8,273,043	\$ 2,882,681	\$ 75,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 15,154,679	\$ 11,761,316	\$ 3,318,363	\$ 75,000	\$ -	\$ -	\$ -

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

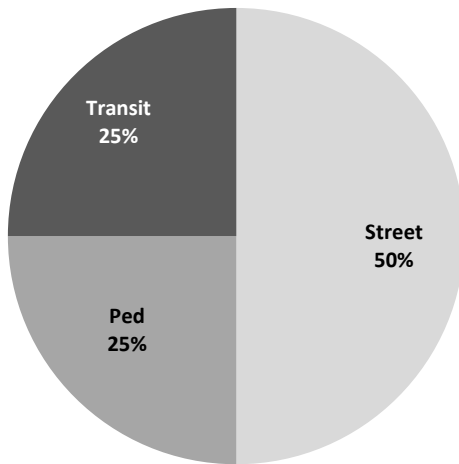


PROP AA VEHICLE REGISTRATION FEE

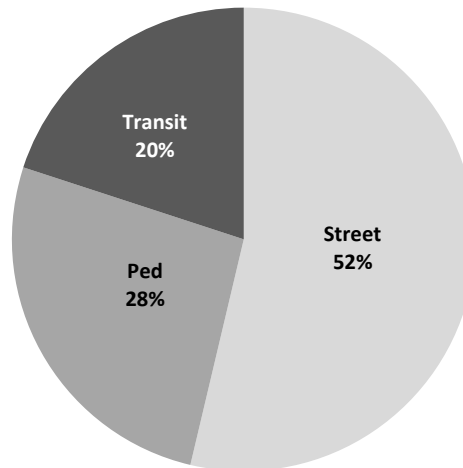
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 1,043,897	\$ 521,949	\$ 521,948	\$ -	\$ -	\$ -
New Total Allocations	\$ 1,043,897	\$ 521,949	\$ 521,948	\$ -	\$ -	\$ -

The above table shows total cash flow for all FY 2020/210 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Paratransit
Current Prop K Request:	\$10,930,724
Supervisory District(s):	Citywide

REQUEST

Brief Project Description

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act. Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all of the time and are certified eligible according to federal criteria.

Detailed Scope, Project Benefits and Community Outreach

See attached detailed description of the services that the requested funds would support.

Project Location

Citywide

Project Phase(s)

Operations

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$10,468,010

Justification for Necessary Amendment

SFMTA is requesting \$462,714 in deobligated funds from the FY 2018/19 Prop K Paratransit allocation in addition to the \$10,468,010 programmed in FY 2020/21. These funds will help offset the additional cost of providing the new services that were initiated since the onset of the COVID-19 pandemic that fill transportation gaps as well as the anticipated increase in cost of providing Paratransit services, particularly Group Van service, while social distancing measures are in effect in FY 2020/21. SFMTA did not fully expend FY 2018/19 Prop K funds because of lower trip volumes, shifts from SF Access and Group Vans trips to the lower cost taxi service, and additional available funding from non-Prop K sources.

Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives Detailed Scope

The SFMTA requests \$10,930,724 in Proposition K (Prop K) funds to pay for a portion of the estimated \$31.4 million Fiscal Year 2020/21 contract with the broker that administers the Paratransit program. This is an annual request for paratransit operations. The Prop K Strategic Plan includes \$10,930,724 in programming for the Paratransit program in Fiscal Year 2020/21 as follows: Paratransit operations: \$10,655,724; Shop-a-Round/Van Gogh Shuttles: \$150,000; Wheelchair Accessible Vehicle Incentives: \$125,000.

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all of the time and are certified eligible according to federal criteria. Paratransit in San Francisco is administered by a broker and delivered through a diverse set of providers and resources, including 102 city-owned vehicles that are less than 5 years old, private taxis and group vans associated with community centers throughout the city. On June 14, 2016, the Board of Supervisors approved a contract with Transdev to provide paratransit broker services through June 30, 2021, with an option for a five-year extension, and in an amount not to exceed \$142,902,104.

In FY2020/21 SFMTA is including as part of its Paratransit Program request an additional \$150,000 in Prop K funds for its Shop-a-Round group van service and Van Gogh recreational shuttle. These are two unique non-ADA services that provide additional transportation services to qualifying seniors and individuals with disabilities. The SFMTA plans to operate these programs for an additional year using the Prop K funds awarded for the service. In FY2020/21, the SFMTA is requesting \$125,000 to continue its Wheelchair Accessible Ramp Taxi Incentive Program, which has proven to be a successful strategy for improving access and the quality of paratransit taxi services. In FYs 2018/19 and 2019/20 the Transportation Authority allocated Prop K and programmed Lifeline Transportation Program funds for these ancillary programs operated by SFMTA's Paratransit program.

Detailed Description of Services

- **Paratransit Services:**

The paratransit broker services include determination of client eligibility, customer service, overseeing and monitoring the operation of the taxi debit card system, procuring, subcontracting, and oversight of van and taxi services, and reporting and record keeping. The operations services will include some of the transportation services including SF Access service and a portion of the Group Van Services through the end of the contract period. In addition, the broker will be responsible for the development and implementation of several mobility management programs and activities to make it easier for San Francisco's disabled and senior residents to navigate the transportation services available to them, including the Shop-a-Round and Van Gogh shuttles and Ramp Taxi Incentives programs. Approximately 700,000 paratransit trips are projected to be provided to 12,700 registered consumers in Fiscal Year 2020/21.

Specific paratransit services are described below:

- 1) Taxi – Provides individual paratransit taxi trips to ADA-eligible paratransit users using both sedans and wheelchair accessible ramped taxis.

Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives Detailed Scope

- 2) SF Access – Provides pre-scheduled, shared-ride door-to-door van service in City-owned vehicles for ADA eligible paratransit users.
- 3) Intercounty – Pre-scheduled paratransit trips provided to paratransit users to or from Muni’s service area in San Francisco, to or from destinations in Alameda County, Marin, and Contra Costa County. These trips are provided by the East Bay Paratransit Consortium and Whistle Stop Wheels.
- 4) Group Van – Provides pre-scheduled group trips for ADA-eligible paratransit users who are going to a common destination such as an Adult Day Health Centers, developmentally disabled work sites, senior nutrition programs etc.
- 5) Department of Aging and Adult Services Group Van – Provides pre-scheduled group van services to senior centers funded by the Department of Disabled and Aging Services.

The requested funds would also support the following non-ADA transportation services operated by the SF Paratransit program:

- **Shop-Around Shuttle:**

The 2016 Assessment of the Needs of San Francisco Seniors and Adults with Disabilities, completed by the San Francisco Department on Aging and Adult Services, found that over ten percent of seniors had difficulties with daily activities, including grocery shopping. While they may be able to take Muni independently, they may not be able to navigate the transit system carrying shopping bags. The Shop-a-Round service seeks to address this issue by providing group van transportation to and from grocery stores with driver assistance in carrying grocery bags.

- **Van-Gogh Shuttle:**

Social isolation is more prevalent among seniors and persons with disabilities. To address this problem, the Van Gogh Shuttle provides group transportation to cultural and social events throughout the city, a service not covered by traditional paratransit and one that many community based organizations are unable to provide. This project will continue to help seniors and persons with disabilities live independently and remain active in the community and will provide evening service when there is reduced frequency in public transit service and seniors are sometimes reluctant to use regular transit due to safety and security concerns.

- **Wheelchair Accessible Taxi Incentive Program:**

This program provides financial incentives to increase the supply of accessible wheelchair ramp taxis available through the Paratransit program, but the additional ramp taxis will also be in general circulation, increasing mobility options citywide for wheelchair users. The project provides up to \$300 per month as incentive to help with the capital cost of purchasing or converting a wheelchair accessible vehicle and an additional \$300 per month to help pay for the associated increase in fuel and maintenance costs. Incentives will be distributed monthly if all the following conditions are met:

- a. Driver/Company has purchased a converted wheelchair accessible ramped vehicle.
- b. Vehicle must perform at least 20 verified San Francisco Paratransit wheelchair trips in the month.

Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives Detailed Scope

- c. Must be logged into an SFMTA-approved mobile app with ramped taxi option for at least 80 hours each month.
- d. Must submit log of all non-paratransit wheelchair trips provided by the vehicle each month.
- e. Medallion and Vehicle must be in good standing with SFMTA.

Service Impacts of the COVID-19 Pandemic

Since the onset of the COVID-19 pandemic and the implementation of the local Shelter in Place order, the overall service levels for all modes of Paratransit program services have dropped by 70-80%. The vast majority of trips that are still being taken by SF Paratransit riders are “essential” trips, i.e. dialysis or grocery shopping.

For the SF Access service, daily ridership has declined by about 60-70%. SF Access has implemented the following safety procedures amidst the COVID-19 pandemic:

- **Social-distancing:** The importance of social distancing and wearing masks has been emphasized both in writing and oral communications to both drivers and riders and will continue to be stressed. In addition, routing & scheduling protocols have been administratively adjusted to limit the transport of 2 unrelated passengers at one time in the interest of social distancing. At all times, the guidelines for maintaining 6 feet of separation will be respected and enforced by drivers while they are in service.
- **Masks:** Masks began being issued to drivers since April 3, before it was required that masks be issued. They are currently issued twice weekly with instructions on care for the masks and on their reuse. In addition, all riders are required to wear facial coverings while using our service; if a passenger does not wear a facial covering, service is still provided with a verbal reminder by the driver as well as the handout being given to the rider.
- **Wipes:** Since around March 15, wipes have been provided to drivers with instructions on their use for cleaning frequently touch common surfaces after 4 hours of continual service. Drivers are scheduled a “break” for 15 minutes to allow them to wipe down all common touch surfaces on their buses. They are also issued gloves (2 pair) each day along with the wipes.
- **Hand-sanitizer:** Drivers have been issued hand sanitizer (gel & spray varieties)

Taxi has also seen a decline in the number of daily trips with an approximately 70% reduction. To protect both taxi drivers and their passengers, SFMTA has made available personal protective equipment (PPE) kits available to all taxi companies for distribution to drivers. Taxi drivers are required to clean frequently touched surfaces in their vehicles between trips to limit risk to both riders and drivers, and they have been provided a CDC-approved sanitizer. Training has been provided for taxi drivers on proper cleaning techniques following CDC guidelines. In addition, SFMTA has procured clear plastic shields for vehicles, separating the rear and front seats while adding a layer of protection for both the driver and passenger. Investigators from the SFMTA Taxi Division are monitoring compliance with this requirement to minimize potential exposure.

No trips through the Group Van service through either SFMTA or the Department of Disabled and Aging Services have occurred since April 2, as all agencies have shut down. SFMTA continues to remain in close communications with these centers regarding their re-opening plans.

In addition to the ADA Paratransit service, SFMTA operates several non-ADA transportation services as well. Shop-a-Round van and taxi service continues to operate. The Shop-a-Round van service use the

Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives Detailed Scope

same safety precautions as the SF Access service. The Van Gogh recreational shuttle has been temporarily suspended.

In addition to the normal Paratransit service, SF Paratransit has taken on additional services as requested by the city's Emergency Operations Center:

- Emergency Medical Transportation Service – transporting Persons Under Investigation (PUIs) to sheltered housing sites, seven days a week
- Department of Disabled and Aging Service Meal Delivery – transporting prepared meals on behalf of CBOs to congregate housing sites
- Golden Gate Park Shuttle – operating a shuttle during the weekdays between McLaren Lodge and Transverse Drive due to the closure of GGP to vehicular traffic
- Essential Trip Card Program – taxi program available to all seniors/individuals with disabilities who need to complete essential trips but have been affected by Muni service reductions
- Pier 94 Shuttle – daily shuttle between Pier 94, a city operated sheltering site, and two key transit/shopping points in the Bayview neighborhood

For FY2020/21 service, SFMTA expects to continue practicing the current safety protocols and follow guidelines recommended by CDC and the city's DPH. SFMTA expects service levels to gradually increase as restrictions are lifted and are closely monitoring ridership for all modes.

In terms of the Group Van service, as mentioned, SFMTA is in constant communications with the agencies it serves to understand their plans for re-opening. Agencies have indicated that they are awaiting guidance from the local, state, and national health agencies to prepare for any necessary precautions they must implement in order to open safely.

Cost Impacts of the COVID-19 Pandemic

COVID-19 has reduced ridership figures for all modes of service. In FY19/20, SFMTA projects to be under budget due to unanticipated reductions in ridership from the COVID-19 pandemic.

Most of the Paratransit budget costs are associated with service delivery. These costs, which range from Transdev operator wages to fuel costs, as well as payments to Group Van and taxi subcontractors for service delivery, vary month to month due to demand. Given the recent decrease in demand for Paratransit service due to the COVID-19 pandemic, there are some cost savings expected. Transdev has reduced work hours for their operators and other variable costs associated with providing transportation, such as fuel and vehicle insurance, have declined as well. In addition, as all Group Van agencies shut down in April, no invoices have been billed by our Group Van subcontractors since then. Taxi demand has also decreased as well, resulting in lower expenditures for the taxi service.

However, In FY20/21, the cost of providing Paratransit service is expected to increase, particularly for Group Van service, as social distancing requirements will require additional drivers and vehicles to provide the same level of service. SFMTA is in constant communications with its Group Van agencies and will work closely with them once they have developed plans to re-open to see how SFMTA can help transport their clients in a safe and efficient manner.

SF Paratransit has been asked to provide additional services to the City during the COVID-19 pandemic. These include provide Emergency Medical Services transport of potential/confirmed Persons Under

Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives Detailed Scope

Investigation (PUI), two shuttle services, and a new taxi program. For FY2020/21 SFMTA is requesting \$462,714.27 in Prop K Paratransit funds above the amount requested for FY2019/20. These funds will help offset the additional cost of providing the new services that were initiated since the onset of the COVID-19 pandemic that fill transportation gaps, as well as the anticipated increase in cost of providing Paratransit services, particularly Group Van service, while social distancing measures are in effect in FY20/21. Prop K is only 35% of SFMTA's budget for Paratransit services for FY21. Prop K funds will be used for Paratransit services, the Shop-a-Round and Van Gogh shuttle services, the Wheelchair Taxi Incentives program and the Essential Trip Card program. Additional services provided by SF Paratransit in response to the COVID-19 pandemic will be funded from other sources.

SF Paratransit is committed to continuing to provide the new COVID-19 related van services through the duration of the health emergency as long as there is capacity available. SFMTA is also planning on continuing the Essential Trip Card Program through FY20/21 to allow for seniors and individuals with disabilities to use taxis to complete essential trips while maintaining social distancing. As of June 2020, there are approximately 1,600 registered participants who have completed over 2,000 trips since the launch of the program in mid-April.

Public Outreach

For the Shop-a-Round and Van Gogh program, SFMTA continues to work with various community-based organizations and local government agencies. Partners include the Department of Aging and Adult Services and Mayor's Office on Disability. SFMTA staff will continue to work with these agencies to advertise the services offered through the Shop-a-Round and Van Gogh programs to their neighborhood partners as well as with various community nonprofits, including the Independent Living Resource Center, the Arc San Francisco, Lighthouse for the Blind, and neighborhood senior centers to market and recruit individuals for these programs. Outreach materials are available in multiple languages, including Chinese, Russian, and Spanish. SFMTA is also promoting the use of the Shop-a-Round service for seniors and individuals with disabilities who need to complete grocery shopping as an "essential" trip during the COVID-19 pandemic.

For the Ramp Taxi Incentive program, SFMTA will continue to work with community-based organizations and local government agencies to increase awareness of the incentives that will be paid to ramp taxi drivers to increase the availability of taxis to the wheelchair community. SFMTA is working with taxi drivers and companies to promote this incentive program. SFMTA's mobility management team will include information about it in its outreach efforts to the community.

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

Key Paratransit Performance Trends FY 2012-2020

Paratransit Performance Indicators	YTD (March 2020)									
	FY 2012/13	FY 2013/14	FY 2014/15	FY2015/16	FY2016/17	FY2017/18	FY 2018/19	FY 2019/20		
Total Passenger Trips Provided	777,324	771,175	780,048	782,405	774,572	751,166	720,807	522,927		
On-time Percentage										
(Group Van & Access Van)	85.50%	86.43%	88.09%	88.76%	87.73%	85.79%	83.07%	89.50%		
Taxi	88.26%	96.32%	95.58%	97.41%	96.71%	97.17%	96.16%	93.33%		
Complaints	671	866	995	881	852	834	739	460		
Cost per Passenger Trip	\$23.84	\$25.33	\$29.04	\$31.10	\$32.45	\$34.68	\$39.01	\$43.04		

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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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)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations	Jul-Aug-Sep	2020	Apr-May-Jun	2021
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

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

FY of Allocation Action:	FY2020/21
Project Name:	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Paratransit	\$0	\$10,930,724	\$0	\$10,930,724
BART	\$0	\$2,071,241	\$0	\$2,071,241
DEPARTMENT OF DISABILITY AND AGING SERVICES	\$0	\$960,000	\$0	\$960,000
FTA SECTION 5307	\$0	\$4,629,174	\$0	\$4,629,174
SFMTA OPERATING BUDGET	\$0	\$10,505,914	\$0	\$10,505,914
STATE TRANSIT ASSISTANCE	\$2,285,383	\$0	\$0	\$2,285,383
Phases in Current Request Total:	\$2,285,383	\$29,097,053	\$0	\$31,382,436

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$0	\$0	
Operations	\$31,382,436	\$10,930,724	Estimate based on Paratransit Broker contract
Total:	\$31,382,436	\$10,930,724	

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

Paratransit Funding & Budget Changes - FY2020/21

Funding Plan - by sub-project

	Approved		Proposed		Increase (Decrease)	% Change
	FY2019/20 Budget	% of Contract Budget	FY2020/21 Budget	% of Contract Budget		
Revenues/Recovery						
Paratransit						
SFMTA Operating Budget	\$ 9,550,197	31.7%	\$ 10,505,914	33.5%	\$ 955,717	10%
Prop K	\$ 10,193,010	33.9%	\$ 10,655,724	34.0%	\$ 462,714	5%
Federal Transit Agency 5307	\$ 5,429,428	18.0%	\$ 4,629,174	14.8%	\$ (800,254)	-15%
State Transit Assistance-Paratransit *	\$ 1,779,518	5.9%	\$ 2,285,383	7.3%	\$ 505,865	28%
BART ADA Contribution	\$ 1,974,516	6.6%	\$ 2,071,241	6.6%	\$ 96,725	5%
Department of Disabled and Aging Recovery	\$ 854,037	2.8%	\$ 960,000	3.1%	\$ 105,963	12%
Paratransit subtotal	\$ 29,780,706	99.0%	\$ 31,107,436	99.1%	\$ 1,326,730	5%

* Annual STA revenues are projections and annual amounts may be higher or lower when confirmed at the end of each FY following the State's reconciliation of actual revenues generated. In the event of a shortfall, first priority will be to backfill the FY19/20 STA programming using the projected programming for FY20/21.

Shop-a-Round/ Van Gogh Shuttles

	FY2019/20 Budget	% of Contract Budget	FY2020/21 Budget	% of Contract Budget	Prop K Share
Prop K	\$ 182,462	0.6%	\$ 150,000	0.5%	100%
Lifeline Transportation Program Cycle 2	\$ -	0.0%	\$ -	0.0%	
Shuttles subtotal	\$ 182,462	0.6%	\$ 150,000	0.5%	

Ramp Taxi Incentives

Prop K	\$ 125,000	0.4%	\$ 125,000	0.4%	100%
Taxi Incentives subtotal	\$ 125,000	0.4%	\$ 125,000	0.4%	
Total	\$ 30,088,168	100.0%	\$ 31,382,436	100.0%	
Total Prop K	\$ 10,500,472	34.9%	\$ 10,930,724	36.3%	

Major Line Item Budget

	Approved		Proposed		Increase (Decrease)
	FY2019/20 Budget	% of Contract Budget	FY2020/21 Budget	% of Contract Budget	
Apportionment					
Paratransit Broker	\$ 30,088,168	100%	\$ 31,382,436	100%	\$ 1,294,268
Muni Paratransit Staff	\$ 378,613	1%	\$ 392,972	1%	\$ 14,359
Total	\$ 30,466,781	101%	\$ 31,775,408	101%	\$ 1,308,626

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$10,930,724	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$10,930,724	Total Prop AA Recommended:	\$0

SGA Project Number:	123-910021	Name:	Paratransit
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2021
Phase:	Operations	Fundshare:	33.46

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-123	\$0	\$7,991,793	\$2,663,931	\$0	\$0	\$10,655,724

Deliverables

1. Quarterly Progress Reports shall provide a service performance report including the number of trips, number of complaints, and ontime percentage per mode per month, in addition to the standard requirements described in the Standard Grant Agreement. The quarterly performance report shall also include average trip times for group van services, as evaluated by a sampling methodology.

Special Conditions

1. Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/21). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2021), any remaining unclaimed amounts will be deobligated and made available for future allocations.

Notes

1. Prop K funds are for reimbursement of Paratransit contract expenses only, and will be used for Paratransit services, the Shop-a-Round and Van Gogh shuttle services, Wheelchair Taxi Incentives program and the Essential Trip Card program.

2. Annual State Transportation Assistance (STA) revenues are projections and annual amounts may be higher or lower when confirmed at the end of each fiscal year following the State's reconciliation of actual revenues generated. In the event of a shortfall in STA Paratransit funds for FY20/21 the SFMTA will work with Transportation Authority staff to adjust the Paratransit funding plan and/or budget accordingly. First priority for STA revenues will be to backfill any shortfall in FY19/20 STA programming.

SGA Project Number:	123-910022	Name:	Shop-a-Round/ Van Gogh Shuttle Programs
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2021
Phase:	Operations	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-123	\$0	\$112,500	\$37,500	\$0	\$0	\$150,000

Deliverables

1. Quarterly Progress Reports shall provide a service performance report including the number of Shop-a-Round and Van Gogh shuttle trips and number of trips originating in Communities of Concern.

Special Conditions

1. Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/21). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2021), any remaining unclaimed amounts will be deobligated and made available for future allocations.

Notes

1. Prop K funds are for reimbursement of contract expenses only.

SGA Project Number:	123-910023	Name:	Ramp Taxi Incentives
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2021
Phase:	Operations	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-123	\$0	\$93,750	\$31,250	\$0	\$0	\$125,000

Deliverables

1. Quarterly Progress Reports shall provide a service performance report including the number of Paratransit program ramp taxi trips originating in Communities of Concern and the number Paratransit wheelchair passenger trips made on taxi vehicles funded by the Ramp Taxi Incentive program.

2. Quarterly Progress Reports shall provide the number of ramp taxi vehicle owners receiving the subsidy each month.

Special Conditions

1. Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/21). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2021), any remaining unclaimed amounts will be deobligated and made available for future allocations.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	65.17%	No Prop AA
Actual Leveraging - This Project	65.17%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$10,930,724
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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

JC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jonathan Cheng	Joel C Goldberg
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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Pedestrian & Bicycle Facility Maintenance
Current Prop K Request:	\$300,000
Supervisory District(s):	Citywide

REQUEST

Brief Project Description

Maintain bicycle facilities to preserve their safety features. SFMTA will repaint bicycle lanes using green epoxy and repaint bike box/mixed zone facilities using green thermoplastic treatment. Additionally, plastic traffic channelizers along buffered bikeways will be replaced.

Detailed Scope, Project Benefits and Community Outreach

The San Francisco Municipal Transportation Agency requests \$300,000 to maintain bicycle facilities that are in poor condition citywide. The scope will focus on restriping existing bicycle facilities, including green bicycle lanes, green bicycle boxes and replacing traffic delineators that buffer bike lanes from vehicle traffic lanes. The SFMTA continues to expand the protected bike lane network through streetscape projects and quick-build projects, and the Prop K funds from this project will be used to purchase delineators and to replace them based on where SFMTA field staff and the public identify a need.

Bicycle lanes will be repainted using green epoxy and bike box/mixed zone facilities will be repainted using green thermoplastic treatment. While a more durable material, green thermoplastic is considerably more expensive than the green epoxy. Thus, the epoxy is a more efficient material to use for larger surfaces such as the length of a bicycle lane.

Replacing delineators and maintaining existing bike boxes and green lane markers are essential aspects of Vision Zero, a San Francisco policy that has set goals of eliminating all traffic deaths by 2024.

SFMTA will prioritize bicycle facility maintenance based upon field review by Livable Streets and Shops staff, public requests specifically on the protected bikeway network, and where quick build projects are implemented to ensure that delineators are in good condition and continue to separate bicyclists from vehicle traffic lanes. Requests for maintenance may be made to the SF311 Customer Service Center by calling 311, through sf311.org or through the SF311 app available on smartphones.

Project Location

Citywide

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

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

Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$300,000

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

FY of Allocation Action:	FY2020/21
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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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)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2020		
Operations				
Open for Use			Oct-Nov-Dec	2022
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2022

SCHEDULE DETAILS

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Pedestrian & Bicycle Facility Maintenance	\$0	\$300,000	\$0	\$300,000
Phases in Current Request Total:	\$0	\$300,000	\$0	\$300,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$300,000	\$300,000	MTA-Planning based on previous work
Operations	\$0	\$0	
Total:	\$300,000	\$300,000	

% Complete of Design:	100.0%
As of Date:	05/14/2020
Expected Useful Life:	3 Years

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of project	SFMTA	
1. Construction - SFMTA Labor	\$ 150,000	50%	\$	150,000
2. Materials	\$ 100,000	33%	\$	100,000
3. Contingency*	\$ 49,500	17%	\$	49,500
4. City Attorney 2 hours x \$250/hr	\$ 500		\$	500
TOTAL CONSTRUCTION PHASE	\$ 300,000		\$	300,000

*Contingency is in the event that material costs increase over the life of the grant.

Construction Materials				
Description	Number	Unit Cost	Unit	Total Cost
City Post with No Curb	2000	\$ 20	Each	\$ 40,000
City Post with Curb	500	\$ 80	Each	\$ 40,000
Green Epoxy Paint	8000	\$ 2.50	Square Foot	\$ 20,000
Total				\$ 100,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$300,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$300,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Bicycle Facility Maintenance
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2021
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-137	\$0	\$75,000	\$150,000	\$75,000	\$0	\$300,000

Deliverables

1. Quarterly progress reports shall report the location and quantity (i.e., number of delineators, miles of lane, number of bike boxes) that the SFMTA has maintained using Prop K funds during the preceding quarter, locations that SFMTA will maintain in the upcoming quarter, 2-3 photos of work being performed and/or of completed, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

Special Conditions

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

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

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

FY of Allocation Action:	FY2020/21
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$300,000
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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

JJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Matt Lasky	Joel C Goldberg
Title:		Grants Procurement Manager
Phone:	(415) 701-5228	(415) 646-2520
Email:	matt.lasky@sfmta.com	joel.goldberg@sfmta.com



Pexco City Post,
Market Street



Pexco Removable City Post,
JFK Drive

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Transit Stop Signage Enhancements - Phase 1
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop AA EP categories:	Prop AA Transit Projects
Current Prop AA Request:	\$1,043,898
Supervisory District(s):	Citywide

REQUEST

Brief Project Description

Project will update and upgrade signage at Muni stops with new transit stop poles where possible, and stops along rail, rapid or frequent lines will include Muni-branded solar-powered lanterns along with more legible signage. Work will be completed citywide, line by line, except where opportunities to update signage as part of other projects arise.

Detailed Scope, Project Benefits and Community Outreach

There are roughly 3,600 transit stops in San Francisco, the majority of which lack or have outdated basic signage and customer information. The lack of signage makes the Muni system un navigable for many, and as an agency, the SFMTA is behind many other transit providers in signage availability. Absent or out-of-date signage make communicating service changes very challenging. This project seeks to address these issues by adding route information and signage to every Muni stop. Transit stops will be upgraded with new transit stop poles where possible, and stops along rail, rapid or frequent lines will include Muni-branded solar-powered lanterns along with more legible signage. Work will be completed citywide, line by line, except where opportunities to update signage as part of other projects arise.

Routes will be prioritized through a combination of factors,

1. Presence or lack of presence of existing signage
2. Whether the line is a Muni Service Equity line
3. Requests for signage to be installed or updated
4. Varying field conditions to work through and establishing SFMTA best practices for location citing and sign installation
5. Ridership needs and volumes -- needs can be in reference to stops with low visibility from both the transit rider and/or Operator perspective.

Currently, there is not a citywide inventory of transit stop conditions. Through this program, the project team will be working with SFMTA Accessible Services to obtain accessibility information for each stop to include on signage. The signage was designed with significant input from the Accessible Services and the Muni Accessible Advisory Committee.

For fiscal year 20/21 the priority corridors where signage are being developed include the 14 Mission, 14R Mission Rapid, 14X Mission Express, routes served by Market St, N Judah, N Judah Metro Bus Sub, NX Judah Express, N Judah Owl, 8 Bayshore, 8AX Bayshore Express, 8BX Bayshore Express, 19 Polk, 9 San Bruno, 9R San Bruno, and the 12 Folsom. See attached map showing the Phase 1 priority routes. As ridership patterns and needs of our transit riders shift, priority routes will be appended when one is completed, and evaluation of priority routes will be continuous.

Due to the volume of in-house requests that the SFMTA staff resources are committed to, the primary way that signage will be created will be through the use of a vendor and the SFMTA Sign Shop will assemble and install the signage (pole, base, lantern, sign) in the field, by route. Installation or updating of Muni transit stop signage also occurs as part of other projects, which would not use Prop AA funding.

The SFMTA is working to establish a new city-approved vendor. Historically, the program worked with a vendor in the Midwest, by way of working with the SFMTA's local partner Clear Channel (for the Muni Transit Shelter Program, the city

made a deal with Clear Channel to provide funding for signs next to transit shelters, given that there is the opportunity for advertising on some shelters). However, establishing a relationship with a city-approved vendor will reduce turnaround time, improve efficient use of funding, and increase the stability of the program's process.

Project Location

Citywide, signage will be posted at Muni transit stops above ground

Project Phase(s)

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

Justification for Multi-phase Request

A multi-phase allocation for design and construction is appropriate given the concurrent nature of the work.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop AA Strategic Plan Amount:	\$2,064,919

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Transit Stop Signage Enhancements - Phase 1
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Jul-Aug-Sep	2020	Apr-May-Jun	2022
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2020	Apr-May-Jun	2022
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2020		
Operations				
Open for Use			Apr-May-Jun	2022
Project Completion (means last eligible expenditure)			Apr-May-Jun	2022

SCHEDULE DETAILS

Community Outreach: Signage was designed with significant input from Accessible Services and the Muni Accessible Advisory Committee (MAAC).

Project Coordination: Signage will be rolled out on a corridor-by-corridor basis, along with installation of small batches of signage in coordination with existing projects, that have transit improvements, when possible. For example, the Excelsior Quick Build and the Treasure Island Development Project are two upcoming projects that have incorporated signage. The Townsend Corridor Improvement Project, Chase Center Project, along with a few test locations citywide have already received signage.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Transit Stop Signage Enhancements - Phase 1
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA: Prop AA Transit Projects	\$0	\$1,043,898	\$0	\$1,043,898
SFMTA OPERATING FUNDS	\$0	\$0	\$48,000	\$48,000
Phases in Current Request Total:	\$0	\$1,043,898	\$48,000	\$1,091,898

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$2,064,919	\$0	\$2,064,919
SFMTA OPERATING FUNDS	\$0	\$0	\$168,000	\$168,000
DEVELOPER FUNDS	\$0	\$0	\$202,000	\$202,000
Funding Plan for Entire Project Total:	\$0	\$2,064,919	\$370,000	\$2,434,919

COST SUMMARY

Phase	Total Cost	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$202,000	\$0	Remaining funding from Muni Transit Shelter Program agreement with Clear Channel
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$37,794	\$18,898	Based on previous similar work
Construction (CON)	\$2,195,125	\$1,025,000	Based on previous similar work
Operations	\$0	\$0	
Total:	\$2,434,919	\$1,043,898	

% Complete of Design:	0.0%
As of Date:	06/12/2020

Expected Useful Life:	20 Years
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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET
Transit Stop Signage Enhancements - Phases 1 and 2 *

SUMMARY BY MAJOR LINE ITEM - DESIGN	
Budget Line Item	Total
SFMTA - Phase 1	\$ 18,898
SFMTA - Phase 2	\$ 18,896
TOTAL DESIGN - PHASES 1 and 2	\$ 37,794

TOTAL COST BY AGENCY -		
All Phases		
	Phase 1	Phase 2
SFMTA	\$ 890,795	\$ 939,918
Vendor	\$ 201,103	\$ 201,103
Total	\$ 1,091,898	\$ 1,141,021

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK) - CONSTRUCTION

Budget Line Item	% of budget by phase	Total
Phase 1		
Vendor - Sign Construction	19%	\$ 201,103
SFMTA Sign Shop	77%	\$ 823,897
SFMTA Construction Management	4%	\$ 48,000
TOTAL CONSTRUCTION - PHASE 1	100%	\$ 1,073,000
Phase 2		
Vendor - Sign Construction	18%	\$ 201,103
SFMTA Sign Shop	71%	\$ 801,022
SFMTA Construction Management	11%	\$ 120,000
TOTAL CONSTRUCTION - PHASE 2	100%	\$ 1,122,125
TOTAL CONSTRUCTION - PHASES 1 and 2		\$ 2,195,125

* Requested Prop K funds are for Phase 1 only

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Transit Stop Signage Enhancements - Phase 1
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$0	Total Prop AA Requested:	\$1,043,898
Total Prop K Recommended:	\$0	Total Prop AA Recommended:	\$1,043,898

SGA Project Number:		Name:	Transit Stop Signage Enhancement Program - Phase 1 (con)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2023
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25 +	Total
PROP AA EP-703	\$0	\$512,500	\$512,500	\$0	\$0	\$0	\$1,025,000

Deliverables

1. Quarterly progress reports will include updates on the upcoming routes identified for upgrades, a list of locations by route at which the improvements were completed in the previous quarter, including the types of improvements at each location and 2 – 3 digital photos of work in progress or completed work, and specify the work planned by route for the upcoming quarter, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

Special Conditions

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

SGA Project Number:		Name:	Transit Stop Signage Enhancement Program - Phase 1 (des)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2022
Phase:	Design Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25 +	Total
PROP AA EP-703	\$0	\$9,449	\$9,449	\$0	\$0	\$0	\$18,898

Deliverables

1. Quarterly progress reports will include updates on the upcoming routes identified for upgrades and the percent complete of design for each corridor, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

2. Upon completion of design, provide evidence of 100% design.

Special Conditions

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

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	No Prop K	4.4%
Actual Leveraging - This Project	No Prop K	15.2%

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Transit Stop Signage Enhancements - Phase 1
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop AA Request:	\$1,043,898
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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

JJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Tori Winters	Joel C Goldberg
Title:	Transit Planner II	Grants Procurement Manager
Phone:	(415) 646-2773	(415) 646-2520
Email:	tori.winters@sfmta.com	joel.goldberg@sfmta.com

Transit Stop Signage Enhancements Phase 1

FY2020-21

Routes displayed are the first set of routes where signage is being developed.

LEGEND

14 Mission, 14R Mission Rapid, 14X Mission Express

14 14R 14X

Routes that stop along Market St

N Judah, NX Judah Express, N Judah Owl

N N NX

8 Bayshore, 8AX Bayshore Express, 8BX Bayshore Express

8 8 8AX 8BX

19 Polk

19 19

9 San Bruno, 9R San Bruno Rapid

9 9 9R

12 Folsom

12 12

Signage already created for: 41 Union, 25 Treasure Island



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."





F

BAYSHORE EXPRESS

To Financial Dist & Fisherman's Wharf

Daily Approx 5AM-Midnight
Except M-F 6:30AM-9AM

E

BAYSHORE EXPRESS

To Kearny & Pacific
via Financial District

M-F Approx 6:30AM-9AM

88

BART SHUTTLE

To Mission & Sickles

M-F Approx 4PM-6:30PM

54

FELTON

To 3rd St. & Hudson
Bayview District

Daily Approx 5:30AM-Midnight

54

FELTON

To 3rd St. & Hudson
Bayview District

Daily Approx 5:30AM-Midnight

STOP ID: 00000

MARKET ST. & 11TH ST.

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русский / Filipino / tiếng Việt / ภาษาไทย / اللغة العربية



MINI RAPID

8BX

BAYSHORE EXPRESS

To Financial Dist & Fisherman's Wharf

Daily Approx 5AM-Midnight
Except M-F 6:30AM-9AM

14R

MISSION RAPID

To Kearny & Pacific
via Financial District

M-F Approx 6:30AM-9AM

88

BART SHUTTLE

To Mission & Sickles

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Daily Approx 5:30AM-Midnight

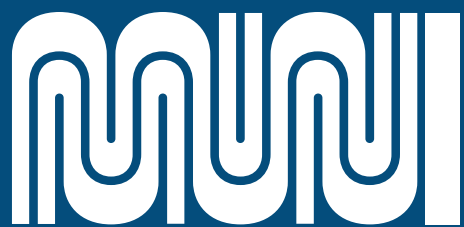
STOP ID: 00000

MARKET ST. & 11TH ST.

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русский / Filipino / tiếng Việt / ภาษาไทย / اللغة العربية





29

SUNSET

To 3rd St. & Paul
Bayview District
Daily Approx 6AM-Midnight

43

MASONIC

To Geneva & Munich
Daily Approx 5AM-12:30AM

88

BART SHUTTLE

To Mission & Sickles
M-F Approx 4PM-6:30PM

54

FELTON

To 3rd St. & Hudson
Bayview District
Daily Approx 5:30AM-Midnight

54

FELTON

To 3rd St. & Hudson
Bayview District
Daily Approx 5:30AM-Midnight

STOP ID: 00000

MARKET ST. & 11TH ST.

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SUNSET

To 3rd St. & Paul
Bayview District
Daily Approx 6AM-Midnight

43

MASONIC

To Geneva & Munich
Daily Approx 5AM-12:30AM

88

BART SHUTTLE

To Mission & Sickles
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54

FELTON

To 3rd St. & Hudson
Bayview District
Daily Approx 5:30AM-Midnight

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FELTON

To 3rd St. & Hudson
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Daily Approx 5:30AM-Midnight

STOP ID: 00000

MARKET ST. & 11TH ST.

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Memorandum

AGENDA ITEM 5

DATE: June 25, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 7/14/2020 Board Meeting: Allocate \$11,230,724 in Prop K Sales Tax Funds and \$1,043,898 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Three Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$11,230,724 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives (\$10,930,724) 2. Bicycle Facility Maintenance (\$300,000) <p>Allocate \$1,043,898 in Prop AA funds to the SFMTA for:</p> <ol style="list-style-type: none"> 3. Transit Stop Signage Enhancements Program - Phase 1 <p>SUMMARY</p> <p>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.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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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.

We are in discussions with SFMTA staff about the potential for SFMTA to undertake a bus stop inventory of crosswalks, shelters and seating which would complement the scope of work for



the Transit Stop Signage Enhancement Program – Phase 1 project. We will update the Board in the coming months on the status of that proposal.

FINANCIAL IMPACT

The recommended action would allocate \$11,230,724 in Prop K funds and \$1,043,898 in Prop AA 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 and Prop AA Fiscal Year 2020/21 allocations 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 provisional three-month Fiscal Year 2020/21 budget to accommodate the recommended action. Furthermore, sufficient funds will be included in the full Fiscal Year 2020/21 annual budget (to be acted on in September) and in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC considered this item at its June 24, 2020 meeting and unanimously adopted a motion of support for the recommended action.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendation
- Attachment 4 - Prop K/AA Allocation Summaries - FY 2020/21
- Attachment 5 - Allocation Request Forms (3)



RESOLUTION ADOPTING THE GENEVA AVENUE/SAN JOSE AVENUE
INTERSECTION STUDY FINAL REPORT [NTIP PLANNING]

WHEREAS, In June 2016, the Transportation Authority allocated \$150,000 in Prop K funds, including \$100,000 in District 11 Neighborhood Transportation Improvement Program (NTIP) planning funds, to the San Francisco Municipal Transportation Agency (SFMTA) for the Geneva Avenue/San Jose Avenue Intersection Study; and

WHEREAS, The Geneva-San Jose Intersection Study (Study) was intended to develop conceptual designs for near, medium and long-term improvements for multimodal transportation safety and transit access in the vicinity of the Geneva and San Jose intersection, including passenger access to Muni's M Ocean View Line; and

WHEREAS, In fall 2015, the Balboa Park Station Community Advisory Committee passed a resolution requesting a Geneva/San Jose intersection specific plan including urban design guidelines and a community design charrette; and

WHEREAS, This Study was guided by objectives and policies from the Balboa Park Station Area Plan (October 2008), and was developed in coordination with ongoing development proposals at the Upper Yard and Geneva Car Barn, and with BART on improvements to the Balboa Park Station; and

WHEREAS, Throughout the Study process, the SFMTA engaged with community members, including combined outreach with BART and partners working on the Upper Yard development, presentation to SFMTA's Multimodal Accessibility Advisory Committee, one formal public meeting, and on-site pop-up meetings at the current M Line stop on San Jose Avenue, both in the morning and evening to engage with riders and discuss the conceptual proposal and associated tradeoffs; and

WHEREAS, The Project's findings and recommendations are summarized in the attached final report and include the primary recommendation of relocating the



M Line terminal stop to San Jose Avenue and Niagara Avenue with large transit bulb-outs with accessible boarding ramps in both directions to directly connect the train and the sidewalk, eliminating conflicts between boarding /disembarking transit riders and mixed vehicle traffic on both inbound and outbound stops; and

WHEREAS, The study completed conceptual feasibility analysis of the recommendations, but additional engineering design is required prior to implementation, including formal review by other agencies such as the San Francisco Fire Department and the California Public Utilities Commission, as well as environmental impact assessment; and

WHEREAS, The SFMTA has consulted with Commissioner Safai's office which is supportive of the study's recommendations; and

WHEREAS, The CAC was briefed on the final report at its June 24, 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 Geneva-San Jose Intersection Study Final Report [NTIP Planning].

Enclosure:

- Geneva-San Jose Intersection Study Final Report [NTIP Planning]



Memorandum

AGENDA ITEM 6

DATE: June 25, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 7/14/20 Board Meeting: Adopt the Geneva Avenue/San Jose Avenue Intersection Study Final Report [NTIP Planning]

RECOMMENDATION Information Action

Adopt the Geneva Avenue/San Jose Avenue Intersection Study Final Report [NTIP Planning].

SUMMARY

In June 2016, the Transportation Authority allocated \$150,000 in Prop K funds, including \$100,000 in District 11 Neighborhood Transportation Improvement Program (NTIP) planning funds, to the San Francisco Municipal Transportation Agency (SFMTA) for the Geneva Avenue/San Jose Avenue Intersection Study, as recommended by former Commissioner John Avalos and the Balboa Park Station Community Advisory Committee (BPSCAC). SFMTA used the Prop K NTIP funds to identify feasible safety and access improvements in the vicinity of Geneva Avenue and San Jose Avenue, a complicated area that includes the Muni M line and BART Balboa Park Station. SFMTA staff presented the draft recommendations to the Board and Citizens Advisory Committee (CAC) in October 2019. SFMTA has consulted with Commissioner Safai's office which is supportive of the study's recommendations. The project's draft final report is attached to this memorandum and describes recommendations and next steps. Dustin White, SFMTA, will present the draft recommendations at the July 14 Board meeting.

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



BACKGROUND

The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

The Geneva-San Jose Intersection Study (Study) was intended to develop conceptual designs for near, medium and long-term improvements for multimodal transportation safety and transit access in the vicinity of the Geneva and San Jose intersection, including passenger access to Muni's M Ocean View Line. In fall 2015, the BPSCAC passed a resolution requesting a Geneva/San Jose intersection specific plan including urban design guidelines and a community design charrette. This Study was guided by objectives and policies from the Balboa Park Station Area Plan (October 2008), and was developed in coordination with ongoing development proposals at the Upper Yard and Geneva Car Barn, and with BART on improvements to the Balboa Park Station.

DISCUSSION

Community Outreach. Throughout the Study process, the SFMTA engaged with community members to understand how travelers use and perceive the intersection. Outreach included combined outreach with BART and partners working on the Upper Yard development, presentation to SFMTA's Multimodal Accessibility Advisory Committee, one formal public meeting, and on-site pop-up meetings at the current M Line stop on San Jose Avenue, both in the morning and evening to engage with riders and discuss the conceptual proposal and associated tradeoffs. Outreach feedback supported the need to improve pedestrian and transit boarding facilities, but concerns that some proposed improvements may increase the distance to connect between Muni and BART lines.

Recommendations and Next Steps. The primary recommendation of the study is a relocated M Line terminal stop at San Jose Avenue and Niagara Avenue with large transit bulbouts to provide a direct connection between the train and the sidewalk. Benefits of the recommended alternative include removing conflicts between boarding /disembarking transit riders and mixed vehicle traffic on both inbound and outbound stops. The design would provide accessible boarding ramps in both directions. The large bulbouts would require removing one traffic lane in each direction on San Jose Avenue and would remove 12-15 parking spaces. Some pedestrians would have a longer walk to transfer to BART; however, the planned drop-off loop and plaza at Balboa Park Station will improve this pathway.

This Study completed the conceptual feasibility analysis of recommendations. Additional engineering design needs to be done, including formal review by other agencies such as the San Francisco Fire Department and the California Public Utilities Commission (rail oversight agency), as well as environmental impact assessment. SFMTA estimated that the total project



cost for the Geneva/San Jose M-Line Terminal was \$12.3 million in 2018. Improvements are not fully funded at this time, but the SFMTA is pursuing funding to continue developing and eventually implement modifications to the M Line terminal. There are \$1.7 million in Prop K funds programmed for the Geneva/San Jose M-Line Terminal project, which is intended to build on and move forward recommendations from this study.

The SFMTA's Transit Quick-Build Program identified the M Oceanview line, including the M Line terminal, for potential treatments. Through that process, the SFMTA will evaluate opportunities to implement M Line terminal boarding modifications through the Quick-Build program while continuing work on the long-term design and construction for the permanent facilities.

FINANCIAL IMPACT

There are no impacts on the proposed provisional three-month Fiscal Year 2020/21 budget associated with the recommended action.

CAC POSITION

The CAC considered this item at its June 24, 2020 meeting and unanimously approved a motion of support for its adoption.

SUPPLEMENTAL MATERIALS

- Enclosure 1 - Geneva Avenue/San Jose Avenue Intersection Study Final Report

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RESOLUTION APPROVING THE FISCAL YEAR 2020/21 TRANSPORTATION FUND FOR CLEAN AIR PROGRAM OF PROJECTS PROGRAMMING \$811,962 TO THREE PROJECTS, WITH CONDITIONS, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO AGREEMENTS WITH APPLICABLE PUBLIC AGENCIES, ESTABLISHING CONDITIONS FOR THE USE OF THESE FUNDS

WHEREAS, On June 15, 1992, the Board of Supervisors of the City and County of San Francisco designated the San Francisco County Transportation Authority (Transportation Authority) as the Program Manager of the local guaranteed portion of the Transportation Fund for Clean Air (TFCA) funds; and

WHEREAS, As County Program Manager, the Transportation Authority is required to file an expenditure plan application with the Bay Area Air Quality Management District (Air District) for the upcoming fiscal year's funding cycle, which was submitted to the Air District on March 3, 2020; and

WHEREAS, After netting out 6.25% (\$47,155) for administrative expenses, as allowed by Air District guidelines, and including new revenues and deobligated funds from prior projects completed under budget, the Transportation Authority has \$811,962 in Fiscal Year (FY) 2020/21 TFCA funds to program to eligible projects; and

WHEREAS, On March 6, 2020, the Transportation Authority solicited applications for projects for FY 2020/21 TFCA San Francisco County Program Manager funds and, by the May 4, 2020 deadline, received six project applications requesting \$1,688,801 in TFCA funds; and

WHEREAS, Transportation Authority staff, working in consultation with project sponsors, reviewed and prioritized the applications for funding based on Air District TFCA guidelines and the Transportation Authority's adopted Local Expenditure Criteria (Attachment 1); and

WHEREAS, The Transportation Authority's adopted Local Expenditure Criteria include review of eligibility per the Air District's guidelines, calculation of the cost effectiveness ratio for each project, and other factors; and

WHEREAS, Transportation Authority staff recommended programming \$811,962 to



fully fund two projects and partially fund two projects as shown in Attachment 2, Table A, as well as including additional funding for the two partially-funded projects on a contingency list as shown in Attachment 2, Table B; and

WHEREAS, The Family E-Bike Ownership Program project, recommended for \$275,000, requires a policy waiver from the Air District to allow funds to be used to purchase electric bicycles; and

WHEREAS, The Citizens Advisory Committee was briefed at its July 22, 2020 meeting on the FY 2020/21 TFCA call for projects and unanimously adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby approves programming of \$811,962 in FY 2020/21 TFCA funds to four projects as shown in Attachment 2, Table A and approves a project contingency list as shown in Attachment 2, Table B; and be it further

RESOLVED, That the Executive Director is authorized to execute any agreements with the Air District necessary to secure \$811,962 for projects and \$47,155 for administrative expenses for a total of \$859,117 in FY 2020/21 TFCA funds; and be it further

RESOLVED, That the Executive Director is authorized to execute funding agreements with each implementing agency to pass-through these funds for implementation of projects, establishing such terms and conditions governing cash drawdowns, financial and program audits, and reporting as necessary to comply with the requirements imposed by the Air District for the use of the funds and as required by the Transportation Authority in order to optimize the use of these of funds.

Attachments:

- Attachment 1 - FY 2020/21 TFCA Local Expenditure Criteria
- Attachment 2 - FY 2020/21 TFCA Program of Projects - Detailed Staff Recommendation

Attachment 1
Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA)
LOCAL EXPENDITURE CRITERIA

The following are the Fiscal Year 2020/21 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year Ending 2021. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NOx), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO₂) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2020/21 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NOx, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.

PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 - TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

Step 2 - If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2020/21 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in May 2020, funds can be redirected (potentially to non-San Francisco projects) at the Air District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

1. Project Type - In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

2. Cost Effectiveness of Emissions Reduced– Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District’s CE worksheet predicts the amount of reductions each project will achieve in ROG, NO_x, PM, and CO₂ emissions. However, the Air District’s calculation only includes the reductions in ROG, NO_x, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO₂ emission reductions based on data available from the Air District’s CE worksheets. The reduction of transportation-related CO₂ emissions is consistent with the City and County of San Francisco’s 2013 *Climate Action Strategy*.

3. Project Readiness – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2021 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

4. Community Support – Priority will be given to projects with demonstrated community support (e.g. recommended in a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or a letter of recommendation provided by the district Supervisor).

5. Benefits Communities of Concern – Priority will be given to projects that directly benefit Communities of Concern, whether the project is directly located in a Community of Concern (see map) or can demonstrate benefits to disadvantaged populations.

6. Investment from Non-Public Project Sponsors or Partners – Non-public entities may apply for and directly receive TFCA grants for alternative-fuel vehicle and infrastructure projects and may partner with public agency applicants for any other project type. For projects where a non-public entity is the applicant or partner, priority will be given to projects that include an investment from the non-public entity that is commensurate with the TFCA funds requested.

7. Project Delivery Track Record – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during the previous two fiscal years:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

8. Program Diversity – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

San Francisco County Transportation Authority
 Draft Fiscal Year 2020/2021 TFCA Program of Projects – Detailed Staff Recommendation

TABLE A. PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by project type priority and then cost-effectiveness]										
No.	Sponsor ¹	Project Description	District	Project Type ²	Prop K Eligible	CE Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFE	Emergency Ride Home - This program furthers San Francisco's Transit First Policy by incentivizing commuters' usage of sustainable commute modes via a subsidized taxi ride home in the event of a personal emergency.	Citywide	1	Yes	\$ 16,797	3,210	\$ 96,239	\$96,239	\$ 96,239
2	SFMTA	Short-Term Bike Parking - Plan, design, coordinate, and install 1,235 bicycle parking racks in San Francisco, providing an additional 2,470 bicycle parking spaces. Bicycle parking spaces will provide end-of-trip facilities for new bicycle and scooter trips, thereby replacing vehicle trips and reducing motor vehicle emissions. Also see contingency list below.	Citywide	1	Yes	\$ 111,232	1,289	\$ 1,075,320	\$367,562	\$ 310,723
3	SFMTA	San Francisco Family E-Bike Ownership Program - This program will reduce barriers to purchasing a family electric bike (i.e. cargo bike with child seat installed) by offering 150-250 vouchers of up to \$1,250 to qualifying lower-income San Francisco families. The program aims to reduce vehicle trips and greenhouse gas emissions by increasing access to electric bikes for trips with child passengers and general day-to-day transportation.	Citywide	1	No	\$ 463,135	225	\$ 275,000	\$275,000	\$ 275,000
4	Presidio Trust	PresidiGo Battery Electric Shuttles - Replace one gas shuttle bus used to serve visitors and tenants of the Presidio with a new battery electric transit bus. Also see contingency list below.	2	2	No	\$ 236,226	330	\$ 1,312,750	\$250,000	\$ 130,000
TOTAL								\$ 2,759,309	\$ 988,801	\$ 811,962
Total TFCA Funding Available for Projects: \$ 811,962										

TABLE B. PROJECTS RECOMMENDED FOR TFCA FUNDS CONTINGENT ON AVAILABILITY OF ADDITIONAL FUNDS [sorted by project type priority and then cost-effectiveness]										
Funding for these projects is contingent upon the Air District rejecting the requested TFCA policy waiver for the Family E-Bike Ownership Program, which would then not be funded.										
No.	Sponsor ¹	Project Description	District	Project Type ²	Prop K Eligible	CE Ratio ³	Additional CO ₂ tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFMTA	Short-Term Bike Parking - Additional funds would be used to plan, design, coordinate, and install an additional 185 bicycle parking racks in San Francisco, providing a total of 1,420 racks, or 2,840 bicycle parking spaces.	Citywide	1	Yes	\$ 144,998	193	See above.	See above.	\$ 155,000
2	Presidio Trust	PresidiGo Battery Electric Shuttles - Additional funds would be used to replace one additional gas shuttle bus with an electric bus, for a total of two new battery electric transit buses.	2	2	No	\$ 236,226	330	See above.	See above.	\$ 120,000
TOTAL								\$ 275,000	\$ 275,000	\$ 275,000

Attachment 2
San Francisco County Transportation Authority
Draft Fiscal Year 2020/2021 TFCA Program of Projects – Detailed Staff Recommendation

TABLE C. PROJECTS NOT RECOMMENDED FOR TFCA FUNDS

No.	Sponsor ¹	Project Description	District	Project Type ²	Prop K Eligible	CE Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
5	Power Flex	PowerFlex Large Scale EV Charging for Six SF Public Parking Garages - Design and build a total of 120 level 2 ports and 6 level 3 ports at six public parking garages in San Francisco metro area.	TBD	3	No	\$ 184,825	3,026	\$ 775,000	\$ 500,000	\$ -
6	SFE/ EVGo	Fast Charging in San Francisco - Install 4 direct current fast chargers (aka level 3) at one or more to-be-determined locations in San Francisco. These chargers will be open to the public and support electric vehicle adoption.	TBD	3	No	\$ 221,743	989	\$ 614,800	\$ 200,000	\$ -
TOTAL									\$ -	\$ -

¹ Sponsor acronyms include San Francisco Municipal Transportation Agency (SFMTA) and the Department of the Environment (SFE).

² Priority based on project type is established in the Local Expenditure Criteria, with zero-emissions non-vehicle projects as the highest priority, followed by shuttle services, followed in turn by alternative fuel vehicle projects, and finally any other eligible project.

³ The TFCA cost effectiveness ratio (CE) is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. For 2020/21 the CE limits, in dollars per ton of emissions reduced, for relevant project types are: Alternative Fuel Heavy-Duty Vehicles and Buses - \$500,000, Alternative Fuel Infrastructure - \$250,000, Bikeways - \$500,000, Bike Parking - \$250,000, Ridesharing Projects - Existing - \$150,000.

⁴ CO₂ Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet. The CO₂ reduction for the PresidioGo Battery Electric Shuttles Project is calculated based on the FY 2019/2020 worksheet because the FY 2020/2021 Heavy-Duty Vehicles worksheet does not calculate tons of CO₂ reduced.



Memorandum

AGENDA ITEM 7

DATE: July 6, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 7/28/2020 Board Meeting: Approve the Fiscal Year 2020/21 Transportation Fund for Clean Air Program of Projects

RECOMMENDATION Information Action

Approve the Fiscal Year (FY) 2020/21 Transportation Fund for Clean Air (TFCA) Program of Projects.

SUMMARY

Program \$811,962 in TFCA County Program Manager funds for four projects:

- Emergency Ride Home (\$96,239 to the Department of the Environment (SFE))
- Short-Term Bike Parking (\$310,723 to the San Francisco Municipal Transportation Agency (SFMTA))
- PresidiGo Battery Electric Shuttles (\$130,000 to Presidio Trust)
- San Francisco Family E-Bike Ownership Program (\$275,000 to SFMTA)

As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the Program of Projects for San Francisco's share of TFCA funds. Revenues come from a portion of a \$4 vehicle registration fee in the Bay Area and are used for projects that reduce motor vehicle emissions. For the FY 2020/21 TFCA County Program Manager program we are recommending fully funding two of the six project applications received (Emergency Ride Home and San Francisco Family E-Bike Ownership Program), and partially funding two of the six project applications received (Short Term Bike Parking and PresidiGo Battery Electric Shuttles) due to the limited funds available. Our recommendation includes a contingency list whereby we would put additional funds on the bike parking and the PresidiGo projects if the Bay Area Air Quality Management District (Air District) does not approve a policy waiver for the Family E-Bike project, which is currently under review.

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



BACKGROUND

The TFCA Program was established to fund the most cost-effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Air District's Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles in San Francisco. 40% of the funds are distributed on a return-to-source basis to Program Managers for each of the nine counties in the Air District. The Transportation Authority is the designated County Program Manager for the City and County of San Francisco. The remaining 60% of the revenues, referred to as the TFCA Regional Fund, are distributed to applicants from the nine Bay Area counties via programs administered by the Air District.

DISCUSSION

On March 6, 2020 we issued the FY 2020/21 TFCA San Francisco County Program Manager call for projects. We received six project applications by the May 4, 2020 deadline, requesting \$1,688,801 in TFCA funds compared to the \$811,962 available.

As shown in the table below, the amount of available funds is comprised of estimated FY 2020/21 TFCA revenues, interest income, and de-obligated funds from completed prior-year TFCA projects as shown in the table below.

Estimated TFCA Funds Available for Projects FY 2020/21	
Estimated TFCA Revenues (FY 2020/21)	\$754,480
Interest Income	\$2,290
Funds from Prior Cycle Projects Completed Under Budget	\$102,347
Total Funds	\$859,117
6.25% Administrative Expense	(\$47,155)
Total Available for Projects	\$811,962

We de-obligated unused funds from three prior projects and made them available for the FY 2020/21 call for projects. These funds came from two projects that were completed under budget and one cancelled project. San Francisco Department of Public Health's San Francisco General Hospital Shuttle: BARTLoop Expansion Pilot project was completed \$18,813 under budget and SFMTA's New Resident Outreach project was completed \$78,734 under budget. EVgo's Off-Street Car Share Electrification project (\$4,800) was cancelled due to would-be partner, Maven Car Share, changing their business model to no longer offer electric vehicles. After netting out 6.25% for Transportation Authority program administration, as allowed by the Air District, the estimated amount available to program to projects is \$811,962.



Prioritization Process. We evaluated the TFCA project applications following the Board adopted prioritization process for developing the TFCA Program of Projects shown in Attachment 1. The first step involved screening projects to ensure eligibility according to the Air District's TFCA guidelines. One of the most important aspects of this screening was ensuring a project's cost effectiveness (CE) ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to measure the cost effectiveness of a project in reducing air pollutant emissions and to encourage submittal of projects that leverage funds from non-TFCA sources. CE ratio limits are expressed in dollars per ton of emissions reduced and vary by project type. CE limits for FY 2020/21 for relevant project types are: Alternative Fuel Heavy-Duty Vehicles and Buses - \$500,000, Alternative Fuel Infrastructure - \$250,000, Bike Parking - \$250,000, Ridesharing Projects - Existing - \$150,000.

We performed our review of the CE ratio calculations in consultation with project sponsors and the Air District. The focus was to ensure that the forms were completed correctly, that values other than default values had adequate justification, and that assumptions were consistently applied across all project applications for a fair evaluation. Inevitably, as a result of our review, we had to adjust some of the submitted CE worksheets. In these cases, we worked with the project sponsor to determine the correct CE ratio and whether or not it exceeded the Air District's CE threshold.

We then prioritized projects that passed the eligibility screening using factors such as project type (e.g., first priority to zero emission projects), cost effectiveness, program diversity, project delivery (i.e., readiness), benefits to Communities of Concern, investment from non-public project sponsors, community support, and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Our prioritization process also considered carbon dioxide (CO₂) emissions reduced by each project. CO₂ emissions are estimated in the Air District's CE worksheets but were not a subject of the state legislation that created TFCA and are not a factor in the CE calculations.

Staff Recommendation. Attachment 2 shows the six candidate projects and other information, including a brief project description, total project cost, and the amount of TFCA funds requested. Project details are included in the enclosure which reflects the staff recommendation. We are recommending funding at the requested amounts for the SFE's Emergency Ride Home (\$96,239) and SFMTA's San Francisco Family E-Bike Ownership Program (\$275,000) (see next section for required policy waiver). Due to the limited funds available, we are recommending partial funding for the SFMTA's Short-Term Bike Parking (\$310,723), which is scalable and could seek supplemental funding from other sources, including Prop K, and Presidio Trust's PresidiGo Battery Electric Shuttles, which is also scalable and a lower priority project type. Partially funding these projects enables us to recommend full funding for the Family E-Bike project. SFMTA staff and Presidio Trust staff have raised no objections to the staff recommendation.

We are not recommending funding for the two electric vehicle charger projects, which are a lower priority project type and we have concerns over EVgo's delivery track record for previously funded TFCA projects.



TFCA Policy Waiver Required for Electric Bike Program. The SFMTA's San Francisco Family E-Bike Ownership Program request for \$275,000 requires the Air District to waive certain TFCA policies so that the purchase of electric bicycles would be considered an eligible project type. We expect the Air District Board to decide whether to waive TFCA policy as requested sometime this fall. Should the Air District not grant the TFCA policy waiver, the SFMTA would not be able to move forward with the project. We are recommending a contingency list to provide funds to fully fund PresidiGo Battery Electric Shuttles and provide additional funds for the Short-Term Bike Parking project, should the Air District not grant the waiver.

As the E-Bike program policy waiver advances, we will continue to work with SFMTA and the Air District to refine the project proposal. Specifically, we have recommended that SFMTA consider requiring insurance for each bike to help ensure that bikes are available for use for the full four year life of the project, however SFMTA has yet to identify a financially viable insurance model. We are also encouraging SFMTA to identify community based organizations beyond the Unified School District that it could partner with on outreach to ensure that the program reaches underserved communities throughout San Francisco.

Air District staff have conducted an initial review of the project and have said that they do not find the project to be eligible under the Alternative Fuel Light-Duty Vehicles TFCA project category (under which we have previously awarded SFMTA grants to subsidize the purchase of taxicabs) because bicycles are not vehicles per the California Vehicle Code. In addition, Air District staff expressed concerns that e-bikes would not cost-effectively displace motor vehicle-based emissions. We have asked Air District staff to reconsider the eligibility of the project under the Bicycle Projects category (which is how we had categorized the project when we submitted it to the Air District) and have provided them references to recent research findings on the efficacy of electric bicycles in reducing motor vehicle emissions.

Schedule for Funds Availability. We expect to enter into a master funding agreement with the Air District by August 2020 after which we will issue grant agreements for the recommended FY 2020/21 TFCA funds. Pending timely review and execution of the grant agreements by the Air District and project sponsors, we expect funds to be available for expenditure as soon as September 2020. Projects are expected to be completed within two years, unless otherwise specified, per Air District policy.

FINANCIAL IMPACT

The estimated total budget for the recommended FY 2020/21 TFCA program is \$859,117. This includes \$811,962 for the four proposed projects and \$47,155 for administrative expenses. Revenues and expenditures for the TFCA program are included in the provisional three-month Fiscal Year 2020/21 budget to accommodate the recommended action. Revenues and expenditures for the full year will also be included in the FY 20/21 annual budget, which will be presented to the Board for adoption in September 2020.



CAC POSITION

The CAC considered this item at its July 22, 2020 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - FY 2020/21 TFCA Local Expenditure Criteria
- Attachment 2 - FY 2020/21 TFCA Program of Projects - Detailed Staff Recommendation
- Enclosure 1 - Project Information Forms (4)

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RESOLUTION AFFIRMING THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY'S COMMITMENT TO SUPPORTING EFFORTS TO IMPROVE COST-EFFECTIVENESS AND TO ADVANCE EQUITY IN PROJECT DEVELOPMENT AND DELIVERY FOR CERTAIN SAN FRANCISCO PROJECTS PROPOSED FOR INCLUSION IN PLAN BAY AREA 2050

WHEREAS, Every four years, the Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy, called Plan Bay Area or PBA, to guide the region's long-term transportation investments and establish land-use priorities across all nine counties; and

WHEREAS, The next PBA, known as PBA 2050, must establish a strategy to meet the region's greenhouse gas emission reduction targets and accommodate the region's projected household and employment growth through 2050; and

WHEREAS, As Congestion Management Agency (CMAs) for San Francisco, the Transportation Authority is responsible for coordinating with local and regional partner agencies to establish San Francisco's priorities for inclusion in PBA; and

WHEREAS, On July 23, 2019, through Resolution 20-06, the Transportation Authority approved goals to guide San Francisco's work on PBA 2050 (Attachment 1) and throughout the process, staff has worked in close coordination with local transportation agencies and regional transit providers to develop San Francisco's input into PBA 2050; and

WHEREAS, On April 14, 2020, through Resolution 2043, the Transportation Authority approved a draft list of projects from San Francisco to submit to MTC for inclusion in PBA 2050; and

WHEREAS, Consistent with MTC/ABAG guidance, most projects are included in PBA through programmatic categories and typically, projects are only listed as specific named projects when required to do so for air quality conformity purposes (e.g. for major transit or roadway expansion projects); and

WHEREAS, As one part of its process, MTC staff conducted a project



performance assessment on large, regionally transformative projects, defined as projects over \$250 million in capital costs and that increase capacity on the region's transportation system; and

WHEREAS, Among other aspects, the project performance assessment included a cost/benefit analysis and identification of equity challenges defined as projects for which MTC's model shows high- and moderate-income residents receiving more transportation benefits than low-income residents; and

WHEREAS, Based on its project performance assessment, MTC staff identified high-profile, regionally-significant projects that have potential cost-effectiveness and/or equity challenges including the six San Francisco project priorities shown in Attachment 2; and

WHEREAS, As a prerequisite for these projects to seek regional discretionary funds, MTC has requested that each CMA affirm through a board action its commitment to supporting efforts to improve cost-effectiveness and to advance equity in the project development and delivery phases; and

WHEREAS, Transportation Authority staff worked closely with project sponsors including the San Francisco Municipal Transportation Agency, San Francisco Public Works, the Transbay Joint Powers Authority, Caltrain, and MTC to document existing and future efforts to improve cost-effectiveness and to advance equity for the projects as shown in Attachment 2; and

WHEREAS, MTC staff also asked the eight agencies collaborating on the Regional Express Lanes project, which includes the US-101/I-280 Express Lanes and Bus Project, to approve a joint letter making commitments to improve the project's greenhouse gas emission, cost effectiveness, and equity performance (Attachment 3); and

WHEREAS, The Citizens Advisory Committee was briefed at its July 22, 2020 meeting, on the Transportation Authority's commitment to supporting efforts to improve cost-effectiveness and advance equity in project development and delivery for certain San Francisco projects proposed for inclusion in PBA 2050 as described in Attachments 2 and 3; now; therefore, be it



RESOLVED, That the Transportation Authority hereby affirms its commitment to working collaboratively with project sponsors, MTC and other agencies and to supporting efforts to improve cost-effectiveness and to advance equity in project development and delivery for certain San Francisco projects proposed for inclusion in PBA 2050 as described in Attachments 2 and 3; and, be it further

RESOLVED, That the Executive Director is directed to submit this resolution to MTC/ABAG and other interested parties.

Attachments:

- Attachment 1 - San Francisco Goals for PBA 2050
- Attachment 2 - Efforts to Improve Cost Effectiveness and Advance Equity for Certain San Francisco Project Priorities Proposed for PBA 2050
- Attachment 3 - Joint Letter of Project Performance Commitments for the Regional Express Lanes Project

Attachment 1.
San Francisco Goals for Plan Bay Area (PBA) 2050 (June 20, 2019)

Goals	Notes
1. Ensure that all San Francisco projects and programs that need to be in PBA 2050 in order to advance are included	Projects need to be included in PBA 2050 if they: <ul style="list-style-type: none"> • Need a federal action (e.g. federal environmental approval) or wish to seek state or federal funds before 2025 when the next PBA will be adopted • Trigger federal air quality conformity analysis (e.g. projects that change capacity of transit or major roadways)
2. Advocate strongly for more investment in transit state of good repair to support existing communities and new growth	Coordinate with the “Big 3 Cities” accepting most of the job and housing growth in PBA and regional and local transit operators
3. Advocate for increased shares of existing revenues for San Francisco priorities (partial list at right)	<ul style="list-style-type: none"> • BART Core Capacity • Better Market Street • Blended High Speed Rail/Caltrain service from San Jose to the Transbay Transit Center • Downtown Rail Extension • Geary BRT • Muni fleet and facilities expansion • Muni Forward • Vision Zero (support eligibility for MTC fund programs) • Placeholders for transit expansion planning (e.g. west side rail, 19th Avenue/M-Line, Central Subway extension, etc.)
4. Advocate for new revenues for transportation and housing, and continue advocacy for San Francisco priorities in new expenditure plans	<ul style="list-style-type: none"> • Regional transportation measure(s) • Regional housing measure(s) • State road user charge (monitor pilots) • Federal surface transportation bill
5. Support performance-based decision-making	<ul style="list-style-type: none"> • Support transparent reporting on strategy and project performance evaluation metrics, including impact on vehicles miles travelled • Continue advocating for a better way of capturing of transit crowding in PBA evaluation, key to transit core capacity issues • Advocate for discretionary funds for high-performing and regionally significant San Francisco projects
6. Support coordinated transportation and land use planning	<ul style="list-style-type: none"> • Advocate for regional policies to support jurisdictions accepting their fair share of housing and employment growth, especially in areas with existing or planned transit service to support new growth • Advocate for more funds to support Priority Development Area planning

Attachment 1.
San Francisco Goals for Plan Bay Area (PBA) 2050 (June 20, 2019)

Goals	Notes
	<ul style="list-style-type: none"> • Support update to the Regional Transit Expansion Policy to reflect appropriate land use requirements as a prerequisite for regional endorsement and investment
7. Focus on equity	<ul style="list-style-type: none"> • Access to transportation – Late Night Transportation Study, Prosperity Plan • Affordability – MTC Means-Based Pilot, BART university pass/discount • Communities of Concern – Continue Community Based Transportation Planning grant program, more funds for Lifeline Transportation Program • Housing/Displacement – Work with the Board, Mayor, SF agencies, etc. to develop recommendations for planning, production, and preservation of affordable housing and to prevent/mitigate displacement • Vision Zero – SFTP 2040 demonstrated that communities of concern experience disproportionately high rates of pedestrian and bike injuries. Continue to advocate for regional Vision Zero policies and investments.
8. Support comprehensive, multimodal planning for the region’s network of carpool and express lanes	Develop a regional carpool/express lane vision that includes regional/local express transit service
9. Continue to show leadership in evaluating and planning for emerging mobility solutions and technologies	To the extent PBA 2050 addresses this topic, provide input to shape and lead on regional policy on emerging mobility services and technologies, including shared mobility and autonomous vehicles
10. Provide San Francisco input to shape and lead on other regional policy topics	<ul style="list-style-type: none"> • Sea level rise/adaption • Economic performance and access to jobs

Attachment 2 – Efforts to Improve Cost-Effectiveness and Advance Equity For Certain San Francisco Project Priorities Proposed for PBA 2050

Project	PBA 2050 Project Flags	Efforts to Improve Cost Effectiveness and Advance Equity	Next Steps	Supports Regional Strategies
<p>Downtown Caltrain Extension (DTX)</p>	<p>Low benefit/cost score</p>	<p>California High Speed Rail (HSR) interregional benefits not included in scoring</p> <p>Caltrain’s Enhanced Service Growth plan provides more service to support the DTX and reduces crowding</p> <p>Connection to a potential second transbay tube improves score</p> <p>The Downtown Extension Project Expert Panel made a series of recommendations to improve the project and project delivery. The DTX MOU partners have committed to examining the project’s cost-effectiveness consistent with that report, including considering cost reduction, phasing and project delivery strategies and strengthening funding plans to identify an initial operating segment that can be constructed in the next 10-12 years.</p>	<p>Continue working with regional and state partners on HSR</p> <p>Support Caltrain’s Enhanced Growth plan in PBA 2050 along with the DTX</p> <p>Support regional planning for a second transbay tube</p> <p>All of the DTX MOU have committed to continue to support improvements to improve project benefits and reduce cost.</p>	<ul style="list-style-type: none"> • Make strategic modernization & expansion investments in public transit network • Extend the regional rail • Build a new Transbay rail crossing
<p>Treasure Island Tolling and Mobility Program</p>	<p>Equity challenge</p> <p>Increases travel costs for lower income residents</p>	<p>Caltrain is participating in the Regional Means-Based Fare Program Pilot to provide a 50% discount to low-income transit riders (as approved by the PCJPB)</p> <p>In December 2019, the TIMMA Board approved a toll exemption for disproportionately low-income current Treasure Island residents</p> <p>The SFMTA has the most robust means-based transit fare pass programs in the region, and is participating in MTC’s regional means-based pilot program</p>	<p>Support the Regional Pilot and the advancement of other recommendations from Caltrain’s Equity Analysis</p> <p>Continue seeking program funding to offset toll rates for all users. Significant local (developer fees, etc), state (AHSC), and federal (ATCMDT) funding has been committed to the program.</p> <p>SFMTA’s transit fare programs are in the agency’s adopted budgets</p>	<ul style="list-style-type: none"> • Enable seamless mobility with unified trip planning and fare programs • Reform regional transit fare policy • Implement per-mile tolling on congested freeways with transit alternatives

**Attachment 2 – Efforts to Improve Cost-Effectiveness and Advance Equity
For Certain San Francisco Project Priorities Proposed for PBA 2050**

Project	PBA 2050 Project Flags	Efforts to Improve Cost Effectiveness and Advance Equity	Next Steps	Supports Regional Strategies
	Equity challenge	An affordability program will include subsidized multi-operator transit passes and discounts to services such as car and bike share for low-income residents	Continue planning, anticipating final program adoption in late 2020	<ul style="list-style-type: none"> • Build a complete streets network • Advance regional Vision Zero policy • Advance low-cost transit projects • Make strategic modernization & expansion investments for public transit
Downtown Congestion Pricing Program	Increases travel costs for lower income residents	<p>One of the goals of the current study is to advance equity by improving health and transportation access for disadvantaged communities. The current study's metrics to evaluate the equity performance of program alternatives include travel costs, with the target of maintaining travel costs as a percent of household income for low-income households.</p> <p>The SFMTA has the most robust means-based transit fare pass programs in the region, and is participating in MTC's regional means-based pilot program</p>	<p>Continue the Downtown Congestion Pricing Study, with additional outreach to traditionally under-represented communities. The SFCTA's study is scheduled to be completed in early 2021.</p> <p>SFMTA's transit fare programs are in the agency's adopted budgets</p>	<ul style="list-style-type: none"> • Implement per-mile tolling on congested freeways with transit alternatives • Build a complete streets network • Advance regional Vision Zero policy • Make strategic modernization & expansion investments for public transit
	Equity challenge	The current study's metrics to evaluate the equity performance of program alternatives include several metrics to ensure program benefits are focused on low-income travelers and Communities of Concern.	Continue the Downtown Congestion Pricing Study, with additional outreach to traditionally under-represented communities. The SFCTA's study is scheduled to be completed in early 2021.	

Attachment 2 – Efforts to Improve Cost-Effectiveness and Advance Equity For Certain San Francisco Project Priorities Proposed for PBA 2050

Project	PBA 2050 Project Flags	Efforts to Improve Cost Effectiveness and Advance Equity	Next Steps	Supports Regional Strategies
<p>Regional Express Lanes and Bus Program, SF Link</p> <p><i>See Attachment 3 for Joint Letter of Project Performance Commitments for the Regional Express Lanes Project which will include the San Francisco Link.</i></p>	<p>Low benefit/cost score</p> <p>Increases travel costs for lower income residents</p>	<p>The Transportation Authority is only considering lane conversions, not expansions, for our express lanes facility, specifically, a “bus on shoulder” and “take a lane” option for the northbound and southbound directions, respectively. Project studies are also looking at other strategies to decrease implementation and operating costs.</p> <p>The SFCTA remains committed to including local Muni express bus service as part of the US-101/I-280 Express Lanes and Bus Project, and have included increased service in the project definition currently under environmental review.</p> <p>The SFMTA has the most robust means-based transit fare pass programs in the region, and is participating in MTC’s regional means-based pilot program. The SFCTA also supports the development of integrated transit fare payment platforms needed to implement affordability policies and provide incentives for using transit, ridesharing, and first/last mile services.</p>	<p>MTC recommends that PBA 2050 include a Bay Area Express Lanes project definition which includes the SF link. Depending on how the draft performs with respect to GHG emissions, MTC may revise the project definition to exclude segments outside of SF that aren’t lane conversions.</p> <p>Transportation Authority Board requested staff conduct a project Equity Study which will engage adjacent neighborhoods and vulnerable communities to help design project pricing features and policies to ensure equitable outcomes</p> <p>SFMTA’s transit fare programs are in the agency’s adopted budgets.</p>	<ul style="list-style-type: none"> • Implement per-mile tolling on congested freeways with transit alternatives • Advance low-cost transit projects • Make strategic modernization & expansion investments for public transit • Build carpool lanes & address interchange bottlenecks • Advance regional Vision Zero policy

**Attachment 2 – Efforts to Improve Cost-Effectiveness and Advance Equity
For Certain San Francisco Project Priorities Proposed for PBA 2050**

Project	PBA 2050 Project Flags	Efforts to Improve Cost Effectiveness and Advance Equity	Next Steps	Supports Regional Strategies
	Equity challenge	<p>SFMTA considers this project to be an Equity Strategy priority, as they have identified an existing equity gap for the 8X and 14X Muni bus lines due to unreliable bus performance in this highly congested corridor</p> <p>The SFCTA participates in the regional working group for the Bay Area Express Lanes Network, which recognizes that equity is a key issue for the network.</p>	<p>Increased service on the Muni 14X and 8X routes, which currently use the facility, and as well as the future Hunters Point and Candlestick Point express routes would benefit transit users in the numerous communities of concern in southeast San Francisco, whose residents tend to be lower-income than the city's population overall.</p> <p>The working group is supportive of means-based tolling as one of various strategies in PBA 2050 that could address equity. In the near-term the working group supports a BAIFA-led pilot of means-based tolling. The working group is also identifying how the network can best support existing and potential future public transit services, including a regional express bus network and complementary transit that serves low income travelers. Other equity strategies the working group is exploring include targeted incentives (e.g. toll credit for transit use), active mobility projects/programs, and job access improvements for communities of concern.</p>	

Attachment 2 – Efforts to Improve Cost-Effectiveness and Advance Equity For Certain San Francisco Project Priorities Proposed for PBA 2050

Project	PBA 2050 Project Flags	Efforts to Improve Cost Effectiveness and Advance Equity	Next Steps	Supports Regional Strategies
<p>Geary Boulevard Transportation Improvements</p>	<p>Equity challenge</p>	<p>The Muni Equity Strategy identifies the 38/38R (Geary) route as an Equity line, serving a neighborhood with high percentages of households with low incomes and people of color.</p> <p>The SFMTA has the most robust means-based transit fare pass programs in the region, and is participating in MTC's regional means-based pilot program</p>	<p>Support the SFMTA's Muni Service Equity Strategy, an ongoing effort to improve service performance in eight Equity Strategy neighborhoods.</p> <p>SFMTA's transit fare programs are in the agency's adopted budgets</p>	<ul style="list-style-type: none"> • Build a complete streets network • Advance regional Vision Zero policy through street design and reduced speeds • Advance low-cost transit projects • Build a next generation bus rapid transit network • Make strategic modernization & expansion investments for public transit
<p>Better Market Street</p>	<p>Project not assessed but flagged for high cost</p>	<p>Better Market Street is a pre-eminent example of how to build a complete street that prioritizes the movement of people over the movement of vehicles, with the goal of achieving zero traffic fatalities along the facility. It is a multi-agency project to transform 2.2 miles of Market Street by enhancing safety and accessibility, improving transit reliability, replacing aging infrastructure, and revitalizing the corridor's streetscape.</p> <p>SFMTA and SF Public Works are the lead agencies on this project, and are currently analyzing the benefits of the Market Street Quick Build / Car-free Market, and are evaluating the first phase of Better Market Street. The agencies also plan to revise the project's budget and scope following this assessment, including value engineering and phasing recommendations.</p>	<p>The Transportation Authority is a funding partner for this project, and will continue to work with SFMTA and SF Public Works to improve the project's benefits while decreasing costs.</p>	<ul style="list-style-type: none"> • Build a complete streets network • Advance regional Vision Zero policy through street design and reduced speeds • Make strategic modernization & expansion investments for public transit • Increase existing rail capacity and frequency by modernizing the network

August 1, 2020

Therese W. McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street Suite 700
San Francisco, CA 94105

RE: Bay Area Express Lanes Project Performance in Plan Bay Area 2050

Dear Ms. McMillan:

This letter is in response to the Plan Bay Area 2050 Project Performance Assessment (PPA) findings for the Regional Express Lanes Network. The PPA indicated a few performance shortcomings for the Regional Express Lanes Network, including underperforming benefit-cost ratios, equity and GHG scores. We are writing to convey the regional plan to address these underperformance issues.

For the last year, a working group consisting of Bay Area Express Lanes partners has met to develop an Express Lanes Strategic Plan. This group is collaborating to shape the future of the Express Lanes Network, consistent with the vision and goals of Plan Bay Area 2050. We believe it shows promising benefits if integrated cost-effectively with transit, affordability, and other Plan Bay Area programs. The working group recently developed network scenarios that integrate Plan Bay Area goals and presented them to the MTC Operations Committee in May for Commissioner feedback. Having implemented the recommended changes and presented to the MTC Operations Committee in June, the working group will soon submit a revised Regional Express Lane Network for inclusion into Plan Bay Area 2050.

This letter demonstrates the working group's commitment to improving the network's cost effectiveness, equity and GHG reduction performance while meeting Federal and State operational requirements by: prioritizing segments that support transit/carpooling and provide seamless travel, incorporating projects that utilize conversion of existing right of way over expansion where possible, committing to a means-based toll discount pilot, and implementing public engagement best practices. In addition to revising the Network for Plan Bay Area 2050, the group plans to develop a series of white papers over the summer of 2020 to inform policies and future project development. The outcomes of these white papers along with the revised Regional Express Lanes Network will be documented in a final Regional Express Lanes Strategic Plan at the end of 2020. Some highlights of work to date and upcoming work include:

Increasing Benefits; Decreasing Costs

The working group is revising the Regional Express Lanes Network to reflect:

- Segments that can more realistically be built in the next 15 years as well as the next 30 years based on available funds, including local funding commitments to project development and construction, and financing. For example, the costly 580/680 and 680/80 direct connectors most likely will not fit within the funding envelope for this period.
- Segments that support existing and potential future public transit services that advance the equity and GHG goals outlined in the Strategic Plan.

Attachment 3 - Joint Letter of Project Performance
Commitments for the Regional Express Lanes Project

- Prioritization of HOV lane and general-purpose lane conversions (pending changes in legislation and traffic impact analysis) over construction of new lanes to reduce per-mile capital cost and the risk of induced demand/GHG. For example, Ala-580, SF-101/280, SCL 680/280 and SM-101 will evaluate take-a-lane and/or shoulder lane strategies as potential alternatives during the environmental process to evaluate impacts on GHG emissions and operations. Where new lanes are added, it may be possible to use paved right of way to reduce costs.

Local Funding

Express lanes bring considerable resources to the table to fund their construction, operations and maintenance. This sets them apart from other transportation management strategies.

- The express lanes operating and maintenance costs are covered by express lanes toll revenue and require no regional funds to keep the express lanes in a state of good repair.
- There is \$300 million in capital funding set aside for the express lanes network in Regional Measure 3. MTC is proposing a framework for local RM3 express lane funding to leverage state and federal funding to the greatest extent possible.
- The county transportation agencies plan to leverage over \$80 million in local funds to build the Regional Express Lanes Network.
- Express lane toll revenue can be used to finance the buildout of the network. The financial analysis used in Plan Bay Area 2040 demonstrated the ability to finance up to 60% of the total capital cost. In addition, several projects already in operation and under construction have financed a share of their capital costs with future toll revenue.

Green House Gas

To decrease GHG emissions, the working group is focusing on projects and programs that increase mode shift and average vehicle occupancy, including:

- Focusing on early delivery of projects with a high potential for express bus ridership and identifying policies that support future express bus service.
- Exploring the use of express lane revenues to support investments in express buses, mobility hubs and other investments to increase bus ridership and carpooling.
- Prioritizing projects that convert existing travel lanes (general-purpose and HOV lanes) to mitigate induced vehicles miles traveled and achieve GHG reduction goals. A white paper will be developed that looks in more detail on the impacts of interregional express lanes segments and dual express lane segments on VMT/GHG.

Equity

The working group recognizes that equity is a key objective for the Express Lanes Network and is supportive of means-based tolling as one of various strategies in Plan Bay Area 2050 that could address equity. In the near-term, the working group supports a BAIFA-led pilot of means-based tolling on BAIFA's express lanes. At the same time, San Mateo and SFCTA are undertaking studies to better understand and advance equity. These studies may result in additional pilots that complement BAIFA's pilot.

Attachment 3 - Joint Letter of Project Performance
Commitments for the Regional Express Lanes Project

Plan Bay Area Concepts

In addition, the express lane partner agencies support high-performing policies and projects in the Plan Bay Area 2050 Draft Blueprint:

- Eventual transition to congestion pricing on all freeway lanes in corridors with robust transit options. Express lanes can be a stepping stone to more extensive congestion pricing strategies. Prior to such implementation, further investigation is needed to better understand how congestion pricing on freeways may be implemented and the potential impacts on express lane operations as well as local roadways and transit.
- Lowering the speed limit to 55 miles per hour on freeways to improve safety. During congested periods the general-purpose lanes typically flow well below that speed, and so the express lanes could still offer a travel time and reliability advantage.
- Expansion of local bus services and non-motorized modes that serve shorter trips of all types and thus complement express lanes and express bus service, which tend to serve longer, largely commute trips.
- Integrated transit fares and payment platforms, which can help implement affordability policies and provide incentives for using transit, ridesharing and first and last mile services.

As a region, we are committed to implementing an Express Lane Network that serves the community and the surrounding environment equitably, cost-effectively and sustainably in order to advance the goals of Plan Bay Area 2050. We look forward to hearing your thoughts and discussing this further. If you have any questions about this format, please contact Jim Macrae at jmacrae@bayareametro.gov.

Sincerely,

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

BAY AREA INFRASTRUCTURE FINANCE AUTHORITY

Tess Lengyel, Executive Director

Andrew B. Fremier, Deputy Executive Director,
Operations

Date:

Date:

Attachment 3 - Joint Letter of Project Performance
Commitments for the Regional Express Lanes Project

SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY

SAN MATEO CITY/COUNTY ASSOCIATION OF
GOVERNMENTS (C/CAG)

Tilly Chang, Executive Director

Sandy Wong, Executive Director

Date:

Date:

SAN MATEO COUNTY TRANSPORTATION
AUTHORITY

SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AUTHORITY (SMCEL-JPA)

Jim Hartnett, Executive Director

Jim Hartnett, Executive Council

Date:

Date:

SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AUTHORITY (SMCEL-JPA)

SANTA CLARA VALLEY TRANSPORTATION
AUTHORITY (VTA)

Sandy Wong, Executive Council

Deborah Dagang, Director of Planning and
Programming

Date:

Date:



Memorandum

AGENDA ITEM 8

DATE: July 9, 2020
TO: Transportation Authority Board
FROM: Maria Lombardo - Chief Deputy Director
SUBJECT: July/14/2020 Board Meeting: Affirm the San Francisco County Transportation Authority's Commitment to Supporting Efforts to Improve Cost-Effectiveness and to Advance Equity in Project Development and Delivery for Certain San Francisco Projects Proposed for Inclusion in Plan Bay Area 2050

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Affirm the San Francisco County Transportation Authority's commitment to supporting efforts to improve cost-effectiveness and to advance equity through project development and delivery for certain San Francisco projects proposed for inclusion in Plan Bay Area (PBA) 2050.</p> <p>SUMMARY</p> <p>For the past two years, the Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) have been undergoing a multi-step process to establish land use, transportation, economic, and environmental strategies and investments to meet ambitious greenhouse gas (GHG) reduction targets through the year 2050 as part of development of PBA 2050. As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority establishes San Francisco's transportation priorities for inclusion in PBA. In April, the Transportation Authority Board approved a draft fiscally constrained project list to submit to MTC for inclusion in PBA 2050. MTC staff conducted a project performance assessment on a subset of large, regionally transformative projects (e.g., greater than \$250 million). Based on its project performance assessment, MTC staff identified high-profile, regionally significant projects that have potential cost-effectiveness and/or equity challenges including six San Francisco project priorities. As a prerequisite for these projects to seek regional discretionary funds, MTC has requested that each CMA affirm through a board action its commitment to supporting efforts to improve cost-effectiveness and to advance equity in project development and delivery of these projects. Attachments 1 and 2 to the resolution document existing and future efforts to improve cost-effectiveness and to advance equity for the relevant projects.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input checked="" 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: _____
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BACKGROUND

Every four years, MTC/ABAG are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy, called Plan Bay Area or PBA, to guide the region's long-term transportation investments and establish land-use priorities across all nine counties. The regional agencies adopted the last update in 2017, called PBA 2040.

The next PBA, known as PBA 2050, must establish a strategy to meet the region's GHG emission reduction target and accommodate the region's projected household and employment growth through 2050. It includes a transportation strategy that must only include investments that fit within a reasonable fund estimate, among other requirements.

MTC/ABAG staff began the PBA update effort with Horizon in early 2018, which is a broadly scoped planning effort that explored how economic, environmental, technological, and political uncertainties may create new challenges for the Bay Area over the coming decade. This work is now being used to inform the transportation and land use decisions in PBA 2050 which was officially launched in September 2019.

On July 23, 2019, through Resolution 20-06, the Transportation Authority Board approved goals to guide our work on PBA 2050 shown in Attachment 1 to the draft resolution. Throughout the process, we have worked in close coordination with local transportation agencies and regional transit providers to develop San Francisco's input into PBA 2050.

In our role as the county CMA for San Francisco, the Transportation Authority submitted a draft project and program list for MTC/ABAG's consideration to include in PBA 2050, as approved by the Transportation Authority Board on April 14, 2020. These projects are listed in memo Attachment 2.

Consistency with PBA. Consistency with PBA is important from a very practical project development perspective: it is a requirement to receive state and federal funds and certain federal approvals such as a Record of Decision for an environmental document. However, most transportation projects in San Francisco do not need to be listed as stand-alone projects in PBA, only those that significantly change capacity of the transportation system at a regional scale and trigger air quality conformity analysis. The vast majority of projects can be grouped into programmatic categories, which provides flexibility to accommodate new priorities that may arise between quadrennial PBA updates, as well as to deal with unexpected cost increases while keeping within San Francisco's fiscally constrained target. In short, San Francisco's Draft Fiscally Constrained List of Projects and Programmatic Categories provided in Attachment 2 includes:

- Projects—ONLY projects that are required to be listed by MTC/ABAG to comply with air quality conformity analysis needs, and/or have high project costs (e.g. over \$250 million)
- Programmatic categories—the majority of projects are included in these groupings, such as bike and pedestrian infrastructure, safety and security improvements, and planning and engineering work for future transit or roadway projects.

For any new projects that would qualify as regionally significant under MTC/ABAG's definition but are not included on this list, planning and environmental design work could proceed



under one of the programmatic categories until the next PBA is adopted in 2025. For example, this applies to new transportation expansion priorities being identified through the ConnectSF process. Per MTC/ABAG guidance, projects completed by 2021 are not included in the project lists as they are considered part of the baseline.

DISCUSSION

MTC Project Performance Assessment. After collecting the nine Bay Area CMAAs' fiscally constrained project lists, MTC/ABAG staff have begun to develop recommendations for which projects to include in PBA, and for assigning discretionary regional funding (including regional, state, and federal funding not distributed to local jurisdictions via formula) to projects.

One input to this effort, is the project performance assessment MTC conducted on large, regionally transformative projects, defined as projects over \$250 million in capital costs and that increase capacity on the region's transportation systems. Among other aspects, the project performance assessment included a cost/benefit analysis and identification of equity challenges defined as projects for which MTC's model shows high- and moderate-income residents receiving more transportation benefits than low-income residents.

In general, most of the large projects across the region did not perform well due to high costs. For some projects, shortcomings in the way that the regional model and methodology captured benefits further impacted the performance results. Additionally, many projects were flagged for equity concerns because the model showed that high- and moderate-income residents would receive more transportation benefits than low-income residents. We are very supportive of the focus on equity and affordability, but note that the evaluation of San Francisco projects was particularly adversely impacted by factors such as not including Muni's existing means-based fare policies, which are the gold standard in the region, not taking into account San Francisco's higher rent burden in conjunction with higher average income, and not considering the benefits of improved transit reliability. Other limitations of the analysis methodology are noted below for each project.

We worked with project sponsors to support San Francisco's submissions to the project performance assessment process for large, regionally transformative projects. Several of the city's priorities did well in MTC's cost-effectiveness and equity assessments including Muni Forward, Southeast Waterfront Transportation Improvements (to support development in that part of the city), and BART's Core Capacity project. MTC staff recommends those projects be included in PBA and hasn't requested further action at this time. However, several San Francisco projects were flagged through this performance assessment process. These projects and the project performance issues MTC raised are summarized below:

- Downtown Congestion Pricing, Treasure Island Mobility Program, and Regional Express Lanes (including San Francisco's link) were all flagged for equity concerns, due to potential impact of tolling on low-income travelers. The MTC analysis of the Downtown Congestion Pricing project did not reflect the disproportionate impacts of congestion, which the project would help alleviate, on low-income, vulnerable groups in the downtown core including: a) bus rider delay, b) higher rates of severe and fatal traffic collisions, c) exposure to elevated vehicle emissions. The analysis of the



Treasure Island project did not reflect equitable pricing policies such as the existing resident exemption that the Transportation Authority acting in its capacity as the Treasure Island Mobility Management Authority adopted last December. Finally, for the Regional Express Lanes project, Commissioner Ronen has pressed for greater attention to equity impacts and mitigation policies in her capacity on the MTC, and MTC staff have strengthened equity in the project's goals framework, outreach approach and design (e.g. staff propose a means-based toll pilot program). *MTC staff is recommending these projects be included in the plan, given San Francisco's commitment to advancing equity through project design for all three.*

- Geary Bus Rapid Transit was flagged for equity, due to forecasted higher-income population in San Francisco (e.g. so more benefits accrued to higher income people across the region than lower income). *MTC staff is recommending this project be included in PBA, given the corridor's importance in the Muni Equity Strategy, and given Muni's existing means-based transit fare discount programs, which weren't incorporated into its model assumptions.*
- Downtown Caltrain Rail Extension (DTX) was flagged for cost-effectiveness, due to the high project cost, and for equity concerns, based on generally high-income ridership on Caltrain. MTC's analysis did not fully capture the benefits of inter-regional High Speed Rail (though a proxy Caltrain service was assumed), nor the full network benefits of DTX with *both* a New Transbay Rail Crossing and Caltrain/High Speed Rail Enhanced Growth (which we hope will be reflected in PBA. We agree the project cost is high and warrants review per our DTX Peer Review study findings last year. Six agencies including the Transportation Authority and MTC have signed a Memorandum of Understanding (MOU) to work together to, among other objectives, improve the project's cost-effectiveness including considering cost reduction, phasing, and project delivery strategies and strengthening the funding plan. At the same time, Caltrain's board has committed to participating in the Regional Means-Based Transit Pilot Program, including funding a 50% fare discount for low income riders, and to increase midday frequencies supporting non-work travel, which help to address MTC's equity concerns. We have been supporting this at the staff level and Commissioner Walton, in his capacity as a Caltrain Director, has been a strong voice for increasing the affordability of Caltrain for those who need it. *MTC staff recommending including this project in PBA, specifically in Period 2 (2036-2050) of the plan. We are working with the Transbay Joint Powers Authority, Caltrain, other MOU partner agencies (including MTC), and MTC to address the concerns raised, while advocating for including the project in Period 1 (2021-2035) and for a re-affirmation of the project as a regional Federal funding (New Start) priority.*
- Better Market Street was initially selected for MTC's project performance assessment, but ultimately, MTC determined that the regional model was unable to demonstrate the project's benefits such as transit reliability and bike/pedestrian safety and therefore, did not fully evaluate the project. *MTC staff is recommending the project be included as a named project in PBA.*



Project Commitment Actions: Earlier this spring, MTC/ABAG asked CMAs to submit letters from staff outlining how local policies, additional project elements, and supportive regional strategies can help improve project performance for this subset of projects identified as having cost-effectiveness and/or equity challenges through MTC's project performance assessment, if agencies are seeking regional discretionary funding. We are highly supportive of efforts to improve cost effectiveness, advance equity and the other PBA goals. We also recognize that this is an ongoing effort that will advance through local planning and project development (and the community engagement that goes along with this) as well as through complementary regional initiatives (e.g. regional means-based fare, seamless transit initiatives).

Earlier this month, MTC/ABAG requested that the CMA boards across the region take action to affirm their agencies' commitments to efforts to improve cost-effectiveness and advance equity for the projects that were evaluated through the project performance assessment and that are seeking regional discretionary funds. Attachment 1 is a table outlining the efforts underway or already in place for each flagged project (listed above), to improve cost-effectiveness and/or advance equity as applicable. The table, developed in collaboration with project sponsors and other partner agencies, also outlines next steps for each project. The Transportation Authority is either a lead or partner agency in the ongoing planning processes for each of these projects and is committed to the ongoing work outlined with the community as well as our partner agencies.

The proposed resolution also includes as an attachment, a joint letter from eight agencies collaborating on the Regional Express Lane Network with commitments in response to the project's performance shortcomings around cost-effectiveness, equity, and greenhouse gas emissions reductions. Through this letter, which will be approved by the governing boards of each signatory, the partners commit to focusing on lane conversion projects over projects that construct new lanes (which is already the case for the San Francisco link), and to prioritizing segments that accommodate express bus services. The partners will also make a commitment to supporting means-based tolling as a possible way to address equity concerns, and to supporting a near-term means-based tolling pilot.

Transportation Strategies for PBA 2050. MTC/ABAG have focused PBA 2050 discussions on a series of strategies across four topic areas: Transportation, Housing, Economy, and Environment. Strategies are packages of projects, policies, and programmatic investments that are intended to work together to help PBA 2050 achieve its goals. MTC/ABAG staff are currently studying how these strategies perform in relation to the PBA 2050 guiding principles of Affordable, Connected, Diverse, Healthy, and Vibrant as well as the cross-cutting issues of Equity and Resilience. This includes an analysis of how far these strategies get us toward meeting the region's state GHG reduction goals. Attachment 2 lists the San Francisco projects and programmatic categories submitted to MTC in April, along with the transportation strategy or strategies each supports. The strategies were developed through the 2018-2019 Horizon scenario planning process, which studied a wider range of strategies in three disparate futures. The strategies that performed well, by reducing GHG emissions or improving travel options for Bay Area residents, were recommended for inclusion in PBA 2050. Thus far, MTC/ABAG staff have focused their commission discussions on these strategies, rather than on individual projects or policies, and it is important to demonstrate



how our project priorities are consistent with those strategies to support the city's requests for regional discretionary funding.

Next Steps. As they continue to refine the PBA 2050 project list, MTC/ABAG staff are working with the counties and project sponsors to update project information, revenue projections, and needs assessments (for state of good repair investments on local streets and roads, highways and bridges, transit, and ongoing transit operations). We expect to come back to our Citizens Advisory Committee (CAC) and the Transportation Authority Board with a revised list of San Francisco's fiscally constrained projects and programs in the fall. At that time, we will have the benefit of a more complete picture of the draft PBA investment strategy including all of the proposed regional strategies, state of good repair needs and funding, discretionary funding recommendations, other county level projects, and regional programs (e.g. regional means-based fare program) being proposed for PBA 2050.

MTC/ABAG anticipates approving the financially constrained transportation investment strategy by the end of 2020, and then beginning work on an implementation plan. After the environmental review process, the final PBA 2050 will be approved in September 2021. Throughout the remainder of the PBA 2050 process, we will continue to work with the Transportation Authority Board, CAC, our MTC/ABAG representatives, project sponsors, and leaders at the local and regional levels to advocate for inclusion of San Francisco's priorities.

FINANCIAL IMPACT

There are no impacts on the proposed provisional three-month Fiscal Year 2020/21 budget associated with the recommended action.

CAC POSITION

The CAC considered this item at its July 22, 2020 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Resolution Attachment 1 - Proposed Resolution affirming the Transportation Authority's commitment to support efforts to improve project cost-effectiveness and advance equity
- Resolution Attachment 2 - Transportation Authority Approved Draft Project and Program List for PBA 2050
- Memo Attachment - San Francisco's Draft Fiscally Constrained PBA 2050 Project and Program List with PBA Strategies

Attachment - San Francisco's Draft Fiscally Constrained PBA 2050 Project and Program List with PBA Strategies

Column A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
	PBA 2050 Projects and Programs	Operations and Maintenance of the Existing System	Build a Complete Streets Network	Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	Enable Seamless Mobility with Unified Trip Planning and Fare Payments	Reform Regional Transit Fare Policy	Advance Low-Cost Transit Projects	Increase Existing Rail Capacity and Frequency by Modernizing the Network	Extend the Regional Rail Network	Build a New Transbay Rail Crossing	Build an Integrated Regional Express Lane and Express Bus Network	Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	Improve Interchanges and Address Highway Bottlenecks	Advance Other Regional Programs and Local Priorities
Regional Transit Priorities														
1	Caltrain Downtown Extension, part of the Caltrain Business Plan ⁴		TJPA					X	X	X				X
2	Caltrain Enhanced Service Growth ⁴		Caltrain			X		X						X
3	BART Core Capacity ⁵		BART					X						X
4	Expand SFMTA Transit Fleet - LRV (Core Capacity Program)		SFMTA					X						X
5	Muni Train Control Upgrade (Core Capacity Program)	X	SFMTA					X						X
6	Muni Forward: Core Capacity Rail (Core Capacity Program)		SFMTA					X						X
7	Mission Bay Ferry Landing		Port of SF				X							X
8	Geary Boulevard Improvement Project		SFMTA	X			X							X

Attachment - San Francisco's Draft Fiscally Constrained PBA 2050 Project and Program List
with PBA Strategies

	Column A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
	PBA 2050 Projects and Programs	Project Sponsor ¹	Operations and Maintenance of the Existing System	Build a Complete Streets Network	Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	Enable Seamless Mobility with Unified Trip Planning and Fare Payments	Reform Regional Transit Fare Policy	Advance Low-Cost Transit Projects	Increase Existing Rail Capacity and Frequency by Modernizing the Network	Extend the Regional Rail Network	Build a New Transbay Rail Crossing	Build an Integrated Regional Express Lane and Express Bus Network	Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	Improve Interchanges and Address Highway Bottlenecks	Advance Other Regional Programs and Local Priorities
9	Van Ness Avenue Bus Rapid Transit	SFMTA		X	X			X							X
10	Transit Corridors Long-Range Planning	SF							X	X	X				X
11	Transit Operations	SF	X												X
12	Transit Preservation and Rehabilitation	SF	X												X
Local Transit Priorities															
	Muni Forward + Frequency Increase	SFMTA		X	X			X							X
13	(other)	SFMTA													
14	Expand SFMTA Transit Fleet - Buses	SFMTA	X					X							X
15	Expand SFMTA Transit Fleet - Facilities	SFMTA	X					X							X
	San Francisco Late Night Transportation Improvements	SFCTA						X							X
16		SFCTA													
17	Geneva-Harney Bus Rapid Transit	SFMTA		X	X			X							X

**Attachment - San Francisco's Draft Fiscally Constrained PBA 2050 Project and Program List
with PBA Strategies**

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	PBA 2050 Projects and Programs	Project Sponsor ¹													
18	Historic Streetcar Extension - Fort Mason to 4th & King	SFMTA						X							X
19	Minor Transit Improvements	SF			X			X							X
20	Transit Operations	SF	X												X
21	Transit Preservation and Rehabilitation	SF	X												X

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with PBA Strategies

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	Highway Safety and Efficiency Projects														
22	Alemany Roadway Redesign and Ramp Reconfiguration	SFCTA		X	X									X	X
23	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	SFCTA												X	X
24	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	SFCTA			X									X	X
25	Yerba Buena Island (YBI) I-80 Interchange Improvement	SFCTA												X	X
26	Minor Highway Improvements	SF												X	X

**Attachment - San Francisco's Draft Fiscally Constrained PBA 2050 Project and Program List
with PBA Strategies**

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Pricing and Community Re-Investment Programs															
27	Treasure Island Congestion Pricing	SFCTA		X	X	X	X	X				X	X		X
28	Downtown SF Congestion Pricing	SFCTA		X	X	X		X							X
29A	US-101/I-280 Express Lanes	SFCTA				X						X	X		X
29B	US-101/I-280 Regional/Local Express Bus to Support Express Lanes in SF	SFCTA						X				X	X		X
Vision Zero and Complete Streets															
30	Better Market Street Transportation Enhancements	SFPW / SFMTA		X	X										X
31	Bicycle and Pedestrian Program	SF		X	X										X
32	Intersection Improvements	SF		X	X										X

Attachment - San Francisco's Draft Fiscally Constrained PBA 2050 Project and Program List
with PBA Strategies

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33	Local Road Preservation and Rehabilitation	SF	X												X
34	Management Systems	SF		X	X										X
35	Minor Roadway Expansions	SF		X	X										X
36	Multimodal Streetscape Improvements	SF		X	X										X
Transportation Investments Supporting Redevelopment and Affordable Housing															
37	Parkmeder Transportation Improvements	SFMTA		X	X			X							X
38	Hunters Pt Shipyard and Candlestick Pt Local Roads	SFPW / OCII		X	X			X							X
39	Southeast Waterfront Transportation Improvements - Phase 1	SFPW / OCII		X	X			X							X

Attachment - San Francisco's Draft Fiscally Constrained PBA 2050 Project and Program List with PBA Strategies

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Programs Supporting Multiple Priorities														
40	Planning and Research	SF	X	X	X	X	X	X	X	X	X	X	X	X
41	Routine Operations & Maintenance	SF	X											X
42	Safety and Security	SF	X				X						X	X
43	Travel Demand Management and Climate Program	SF		X	X		X					X		X
44	Financing Costs	SF	X	X	X	X	X	X	X	X	X	X	X	X

1 Project sponsor agencies: SFCTA: San Francisco County Transportation Authority; SFMTA: San Francisco Municipal Transportation Agency; SFPW: San Francisco Public Works; OCII: Office of Community Investment and Infrastructure; TJPA: Transbay Joint Powers Authority; Port of SF: Port of San Francisco; BART: Bay Area Rapid Transit

2 Project costs are displayed in millions of year-of-expenditure dollars.

3 O+M stands for Operations and Maintenance.

4 We are working with Caltrain to seek packaging of the Caltrain Enhanced Service Growth and Downtown Extension projects as part of a complimentary package of projects supporting the Caltrain Business Plan Service Vision.

5 Full BART Core Capacity project cost not included in SF Projects Total; assumes \$50M SF contribution.

PROGRAMMATIC CATEGORIES

PROJECTS named for air quality conformity purposes

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AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE MASTER AGREEMENTS, PROGRAM SUPPLEMENTAL AGREEMENTS, COOPERATIVE AGREEMENTS, FUND TRANSFER AGREEMENTS AND ANY AMENDMENTS THERETO WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR RECEIPT OF FEDERAL AND STATE FUNDS FOR THE YERBA BUENA ISLAND WESTSIDE BRIDGES SEISMIC RETROFIT PROJECT IN THE AMOUNT OF \$382,500; PLANNING, PROGRAMMING, AND MONITORING IN THE AMOUNT OF \$260,000; AND THE SAN FRANCISCO SCHOOL ACCESS PLAN IN THE AMOUNT OF \$164,500

WHEREAS, The Transportation Authority is a recipient of federal and state funds administered by the California Department of Transportation (Caltrans); and

WHEREAS, Guidelines established by Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans or Caltrans may disencumber and/or de-obligate funds, and the guidelines also require a Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant; and

WHEREAS, In Fiscal Year 2020/21, staff anticipate receiving federal and state funds from Caltrans for the Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project; Planning, Programming, and Monitoring; and the San Francisco School Access Plan, all of which will be included in the agency's proposed Fiscal Year 2020/21 Annual Budget and Work Program; and

WHEREAS, The YBI Westside Bridges Seismic Retrofit Project will demolish eight bridge structures, reconstruct a realigned roadway, six retaining walls, and a new undercrossing structure and will be challenging to implement, given its unique location along the western edge of YBI along steep terrain on the hillside overlooking the San Francisco Bay; and

WHEREAS, Caltrans has approved programming \$382,500 of federal and



state funds in the Federal Transportation Improvement Program for federal Fiscal Year 2020/21 for the right of way phase of the project, and staff anticipate that grant funds will be authorized within the next two months; and

WHEREAS, California Transportation Commission (CTC) guidelines for the State Transportation Improvement Program (STIP) allow up to 5% of county share funds to be used for Planning, Programming and Monitoring activities which the Transportation Authority captures under its Congestion Management Agency function and are related to project planning, development, and oversight of projects including timely use of funds and compliance with State law and CTC guidelines; and

WHEREAS, On March 25, 2020, the CTC approved the 2020 STIP, including programming of \$260,000 to the Transportation Authority for Planning, Programming and Monitoring funds in Fiscal Year 2020/21; and

WHEREAS, the CTC will consider allocating the funds on August 12, 2020 and has confirmed that these funds will be available for reimbursement of Planning, Programming and Monitoring activities retroactively to July 1, 2020; and

WHEREAS, The San Francisco School Access Plan will develop near- and medium-term school transportation solutions for medium- to long-distance K-5 school trips, focusing on improving equity for vulnerable students and families, including students with Individualized Education Plans, students experiencing homelessness, foster youth, and low-income youth; and

WHEREAS, On June 18, 2020, the Transportation Authority received a grant award notification from Caltrans for the San Francisco School Access Plan in the amount of \$164,500; and

WHEREAS, The study is scheduled to begin in October 2020 and grant funds must be spent by February 2023; and

WHEREAS, The recommended action would facilitate compliance with



Caltrans' funding agreement deadlines, avoid loss of grant revenues, and enable the Transportation Authority to seek reimbursement of federal and/or state grant funds administered by Caltrans for the Yerba Buena Island Westside Bridges Seismic Retrofit Project; Planning, Programming and Monitoring; and the San Francisco School Access Plan; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute master agreements, program supplemental agreements, cooperative agreements, fund transfer agreements and any amendments thereto with Caltrans for receipt of federal and state funds for the Yerba Buena Island Westside Bridges Seismic Retrofit Project in the amount of \$382,500; Planning, Programming, and Monitoring in the amount of \$260,000; and the San Francisco School Access Plan in the amount of \$164,500; and be it further

RESOLVED, That the Executive Director is directed to submit this resolution to Caltrans and other relevant parties.



Memorandum

AGENDA ITEM 9

DATE: July 1, 2020

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for Finance & Administration

SUBJECT: 7/14/20 Board Meeting: Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of Federal and State Funds for the Yerba Buena Island Westside Bridges Seismic Retrofit Project in the Amount of \$382,500; Planning, Programming, and Monitoring in the Amount of \$260,000; and the San Francisco School Access Plan in the Amount of \$164,500

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Authorize the Executive Director to execute master agreements, program supplemental agreements, cooperative agreements, fund transfer agreements and any amendments thereto with the California Department of Transportation (Caltrans) for receipt of federal and state funds for the following projects:</p> <ul style="list-style-type: none"> • Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project in the amount of \$382,500 • Planning, Programming, and Monitoring in the amount of \$260,000 • San Francisco School Access Plan in the amount of \$164,500 <p>SUMMARY</p> <p>We are seeking authorization for the Executive Director to execute funding agreements between the Transportation Authority and Caltrans for receipt of federal and state funds for several grants that we anticipate receiving this year for the YBI Westside Bridges Seismic Retrofit Project; Planning, Programming and Monitoring; and the San Francisco School Access Plan. Guidelines established by Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans. For some grants, project sponsors</p>	<ul style="list-style-type: none"> <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 type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other:
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<p>are also required to adopt a Board resolution. For instance, on June 18, we received an award notification from Caltrans for the San Francisco School Access Plan. Caltrans requires us to adopt a resolution by August 21 to execute the grant agreement. Caltrans may disencumber and/or de-obligate funds if the deadline is not met. Caltrans also requires a Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant. The Board has previously adopted similar resolutions with the last one being Resolution 19-43 in February 2019. The subject funds for the YBI Westside Bridges project and Planning, Programming and Monitoring are already programmed to the Transportation Authority but are not yet encumbered.</p>	
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BACKGROUND

We regularly receive federal and state transportation funds under ongoing grant programs and periodically receive congressional earmarks. These grant funds are typically administered by Caltrans, which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., seek reimbursement) the grant funds. Caltrans also requires an updated Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant. This resolution was last updated in February 2019 through Resolution 19-43.

DISCUSSION

Brief descriptions of the three projects for which we are recommending approval of the subject resolution are provided below along with information on the relevant federal and state grants. All three projects and associated funding will be included in the agency's proposed annual budget and work program for FY 2020/21.

YBI Westside Bridges Seismic Retrofit Project: The YBI Westside Bridges Seismic Retrofit Project will demolish eight bridge structures and reconstruct a realigned roadway, six retaining walls, and a new undercrossing structure. Additionally, one structure will be seismically retrofitted and includes a column relocation. This project will be challenging to implement, given its unique location along the western edge of YBI along steep terrain on the hillside overlooking the San Francisco Bay. In addition to the challenging location, the project presents numerous complex structural (bridge/retaining wall foundations) and geotechnical challenges (unstable soils), as well as difficult construction access (very steep terrain) and environmental constraints (construction adjacent to and above the San Francisco Bay).

The project, totaling \$107.2 million, is funded with Caltrans Highway Bridge Program (HBP) funds, with matching funds provided from the state Proposition 1B and the Treasure Island Development Authority. In November 2018, Caltrans awarded \$7 million in federal HBP funds for the preliminary engineering phase of the project. Caltrans has approved programming of



federal and state funding in the Federal Transportation Improvement Program for federal FY 2020/21 for the right of way phase of work, totaling \$382,000. We anticipate award of these funds within the next two months. Construction of the project is scheduled to begin in summer 2021 and be completed by summer 2024.

Planning, Programming and Monitoring: Guidelines established for the use of State Transportation Improvement Program (STIP) funds by the California Transportation Commission (CTC) allow us to program up to 5% of STIP county share funds for planning, programming and monitoring activities. These activities are captured under our Congestion Management Agency function and are related to project planning, development, and oversight of projects including timely use of funds and compliance with State law and CTC guidelines. Due to reduced funding levels in the STIP, we did not receive any Planning, Programming and Monitoring funds in FY 2018/19 and FY 2019/20. On March 25, the CTC approved the 2020 STIP, including \$260,000 in Planning, Programming and Monitoring funds for the Transportation Authority for FY 2020/21. The CTC will consider allocating these funds on August 12. We have already received approval to seek reimbursement of these grant funds retroactively to July 1.

San Francisco School Access Plan: In 2016, we worked with San Francisco Supervisor Katy Tang, the Mayor's Office, and San Francisco Municipal Transportation Agency, to complete the Child Transportation Survey which documented several school-related transportation challenges. The study estimated that approximately 60,000 to 80,000 miles are driven daily in San Francisco by parents transporting K-5 children to and from school and documented parent interest in shuttle and carpool programs as opportunities to reduce their reliance on driving to school or as a way for students to access after school programs.

At the request of Commissioner Mar, we assembled a Caltrans Sustainable Planning Grant application to further develop solutions for these medium- to long-distance school trips. With San Francisco Unified School District (SFUSD) updating the elementary school student assignment policy, it is an appropriate time to evaluate the effectiveness of strategies to connect students to schools.

The San Francisco School Access Plan will develop near- and medium-term school transportation solutions for medium- to long-distance K-5 school trips, focusing on improving equity for vulnerable students and families, including students with Individualized Education Plans (IEP), students experiencing homelessness, foster youth, and low-income youth. The study will focus on providing sustainable transportation solutions for students traveling from areas of the City with significant school capacity deficits (Bayview, Visitacion Valley, Outer Mission, Ingleside, and the Tenderloin). Many students currently attend schools on the other side of the city, causing them to undertake lengthy Muni public transit trips or to rely on expensive driving modes to commute in rush hour traffic to drop their students off and then continue to work. While every middle and high school is served by at least one Muni route, including school trippers service, fewer K-5 schools are well-served by transit, and parents are



less likely to send their elementary students alone on public buses. SFUSD currently operates a limited number of yellow school buses and has been cutting service since 2011. School buses currently are for students in special education programs receiving transportation services through their IEP and for a limited number of general education students who submit a transportation request and are approved.

As noted in the memo summary, on June 18, we received a grant award notification from Caltrans for the San Francisco School Access Plan in the amount of \$164,500. Caltrans requires us to adopt a resolution by August 21 to execute the grant agreement to avoid losing the funds. The study is scheduled to begin in October and grant funds must be spent by February 2023.

FINANCIAL IMPACT

Approval of the recommended action would facilitate compliance with Caltrans funding agreement deadlines (avoiding loss of grant revenues) and enable the Transportation Authority to seek reimbursement of federal and/or state grant funds administered by Caltrans for the YBI Westside Bridges Seismic Retrofit Project; Planning, Programming, and Monitoring activities; and the San Francisco School Access Plan. We will incorporate these projects into the proposed FY 2020/21 Annual Budget and Work Program scheduled for Board adoption in September, and will bring procurements to be funded by these grants, where applicable, to the Board for approval as part of future agenda items.

CAC POSITION

None. We did not have time to prepare an item for consideration by the CAC at its June 24 meeting following notification of the School Access Plan grant award on June 18. The CAC will receive updates on the YBI Westside Bridges project and the School Access Plan at relevant milestones and will be asked to act on any procurements to be funded by the three subject grants.

SUPPLEMENTAL MATERIALS

None

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Memorandum

AGENDA ITEM 10

DATE: July 16, 2020

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 07/28/20 Board Meeting: Investment Report and Debt Expenditure Report for the Quarter Ended June 30, 2020

RECOMMENDATION	<input checked="" type="checkbox"/> Information	<input type="checkbox"/> Action
None. This is an information item.		
<p>The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented quarterly. As year-end closing is just wrapping up, the investment report for the quarter ended June 30, 2020, is presented independently. Following the annual audit, the Comprehensive Annual Financial Report will be presented to the Board along with the results of the fiscal audit, single audit, and management review. Since the issuance of debt in 2017, a quarterly debt expenditures report that details capital expenditure funded by the bond is also included for Board oversight.</p>		
		<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: <hr style="width: 100%;"/>

BACKGROUND

Our Investment Policy directs a submittal of portfolio compliance with the Investment Policy at the end of the quarter. Usually, this is presented in conjunction with, and in the context of, a quarterly Internal Accounting Report. However, since fiscal year-end project accruals are still being submitted, the Internal Accounting Report is not available at this time.

As defined by our Administrative Code and the Debt Policy, the Board shall be responsible for oversight of the debt issuance program for the Transportation Authority. The purpose of the Debt Expenditure Report is to update the Board on quarterly expenditures funded by the Bond issued in the fall of 2017 to ensure debt proceeds are spent within the required period



following debt issuance, and to provide transparency and accountability in the expenditure of these debt proceeds.

DISCUSSION

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 our 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 our Investment Policy and include the San Francisco City and County Treasury Pool (Treasury Pool), certificates of deposit, and money market funds.

As of June 30, the Transportation Authority’s bank accounts total to \$121.5 million, excluding the \$19.3 million of bond proceeds held by US Bank per the terms in debt indenture, and approximately 71 percent of this amount was invested in the Treasury Pool. The remaining funds are held in bank accounts for daily operations. These investments are in compliance with the California Government Code and our Board-adopted Investment Policy and provide sufficient liquidity to meet expenditure requirements. Attachment 1 is the investment report furnished by the Office of the Treasurer and Tax Collector for the period ended on June 30, 2020.



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

As of June 30, 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 amount to \$4.2 million. More details on these expenditures are included in Attachment 2.

COVID-19 Financial Impact. Currently, we are monitoring revenue streams and coordinating closely with the City and sister agencies to assess short, medium, and long-term financial impacts. Sales tax revenues of \$7,503,193 recently received for April were affected by COVID-19 coming in about 17% below prior years, but represents a significant increase over the \$3.6 million in revenue received in March.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item. This item was agendized at the July 22, 2020 CAC meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - City and County of San Francisco Investment Report for the Month of June 2020
- Attachment 2 - Debt Expenditure Report

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



José Cisneros, Treasurer

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

Investment Report for the month of June 2020

July 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 June 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 June 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>	Current Month		Prior Month	
	Fiscal YTD	June 2020	Fiscal YTD	May 2020
Average Daily Balance	\$ 11,758	\$ 12,419	\$ 11,698	\$ 12,692
Net Earnings	225.33	11.60	213.73	14.14
Earned Income Yield	1.91%	1.14%	1.98%	1.31%

CCSF Pooled Fund Statistics *

<i>(in \$ million)</i>	% of	Book	Market	Wtd. Avg.	Wtd. Avg.	WAM
Investment Type	Portfolio	Value	Value	Coupon	YTM	
U.S. Treasuries	29.51%	\$ 3,589.6	\$ 3,613.9	0.92%	0.89%	212
Federal Agencies	29.99%	3,618.7	3,672.9	1.50%	2.76%	500
State & Local Government						
Agency Obligations	0.47%	56.4	57.5	2.35%	2.56%	288
Public Time Deposits	0.37%	45.0	45.0	0.21%	0.21%	128
Negotiable CDs	10.71%	1,308.8	1,311.9	1.00%	1.00%	122
Commercial Paper	4.82%	583.8	590.0	0.00%	1.78%	24
Medium Term Notes	0.04%	5.0	5.1	3.05%	3.08%	192
Money Market Funds	18.88%	2,312.5	2,312.5	0.12%	0.12%	1
Supranationals	5.20%	629.6	637.4	0.44%	1.97%	391
Totals	100.0%	\$ 12,149.5	\$ 12,246.0	0.95%	1.42%	249

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, Eric Sandler, Meghan Wallace
Ben Rosenfield - Controller, Office of the Controller
Tonia Lediju, Ph.D. - Chief Audit Executive, 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

As of June 30, 2020

<i>(in \$ million)</i>							
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?
U.S. Treasuries	\$ 3,585.0	\$ 3,589.6	\$ 3,613.9	100.67	29.51%	100%	Yes
Federal Agencies	3,619.5	3,618.7	3,672.9	101.50	29.99%	100%	Yes
State & Local Government							
Agency Obligations	56.7	56.4	57.5	101.98	0.47%	20%	Yes
Public Time Deposits	45.0	45.0	45.0	100.00	0.37%	100%	Yes
Negotiable CDs	1,308.8	1,308.8	1,311.9	100.23	10.71%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	590.0	583.8	590.0	101.06	4.82%	25%	Yes
Medium Term Notes	5.0	5.0	5.1	101.48	0.04%	25%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/ Securities Lending Agreements							
Money Market Funds - Government	2,312.5	2,312.5	2,312.5	100.00	18.88%	\$75mm	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	632.1	629.6	637.4	101.23	5.20%	30%	Yes
TOTAL	\$ 12,154.7	\$ 12,149.5	\$ 12,246.0	100.79	100.00%	-	Yes

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

Please note the information in this report does not include cash balances. Due to fluctuations in the market value of the securities held in the Pooled Fund and changes in the City's cash position, the allocation limits may be exceeded on a post-trade compliance basis. In these instances, no compliance violation has occurred, as the policy limits were not exceeded prior to trade execution. The full Investment Policy can be found at <https://sftreasurer.org/investments>

Totals may not add due to rounding.

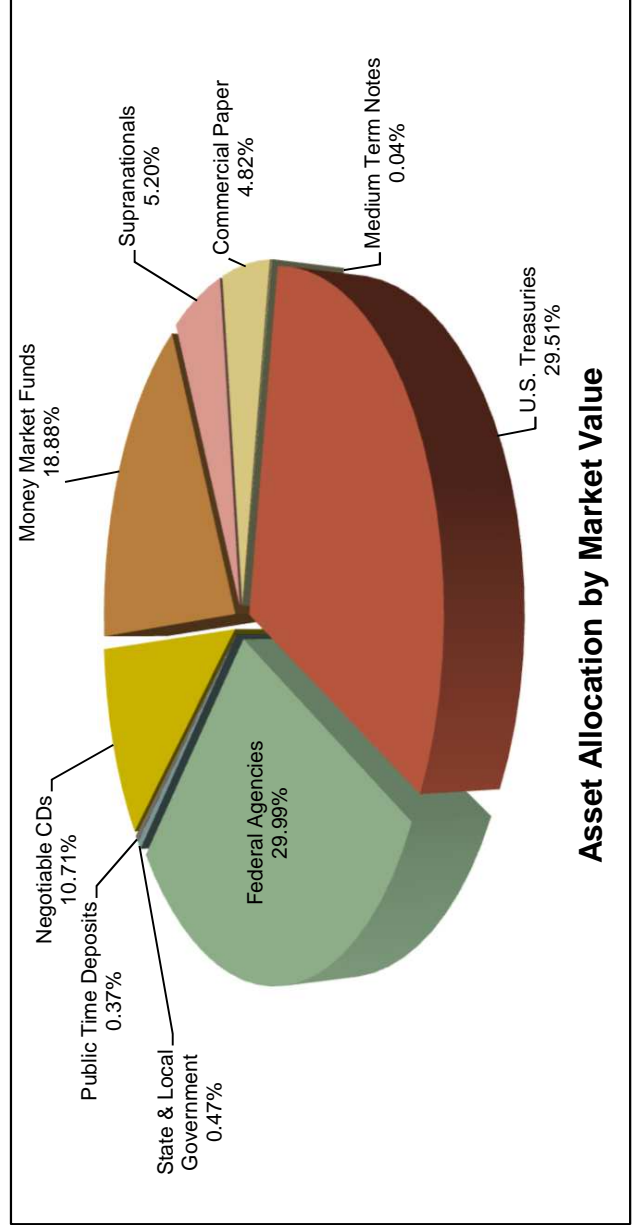
City and County of San Francisco

Pooled Fund Portfolio Statistics

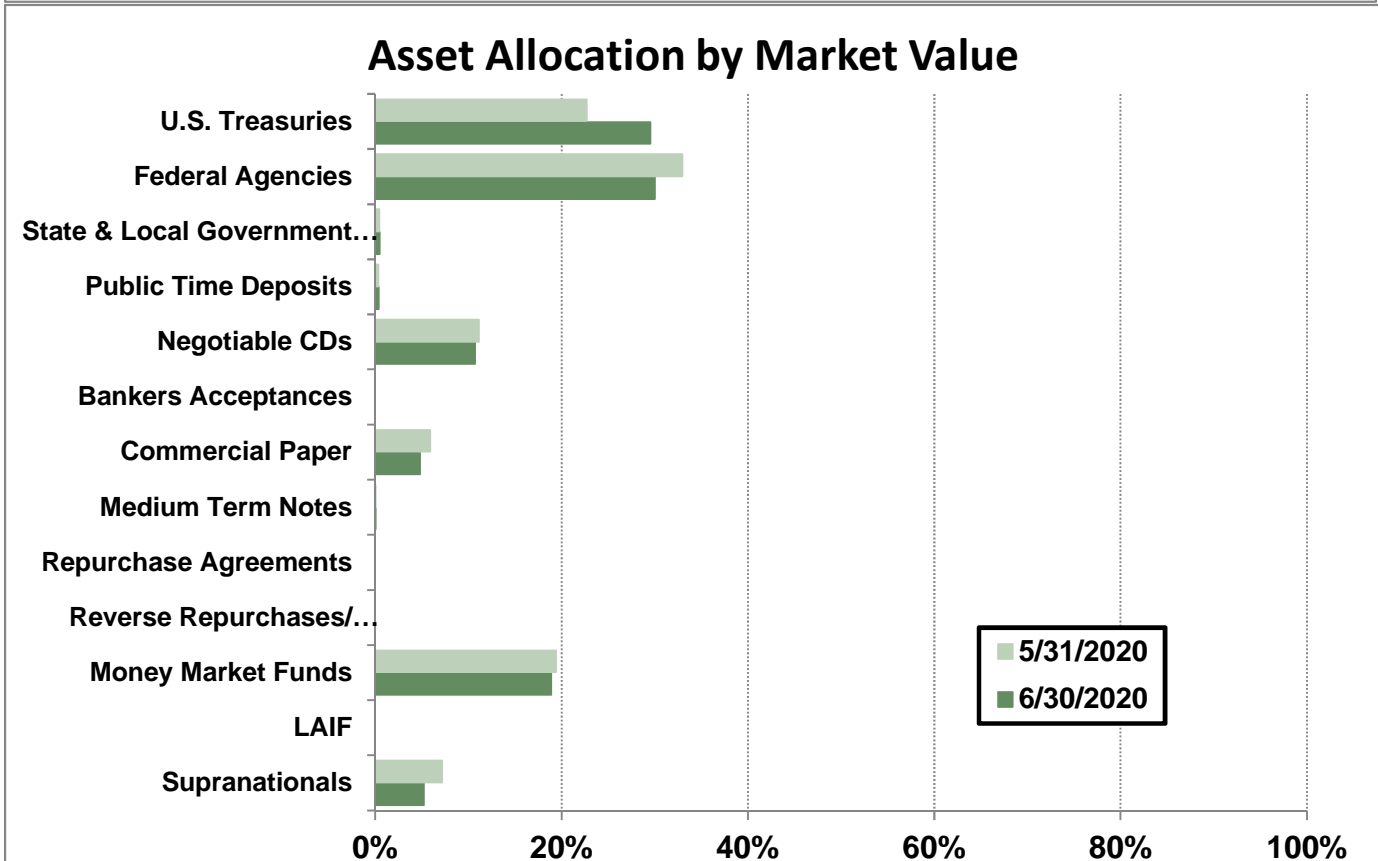
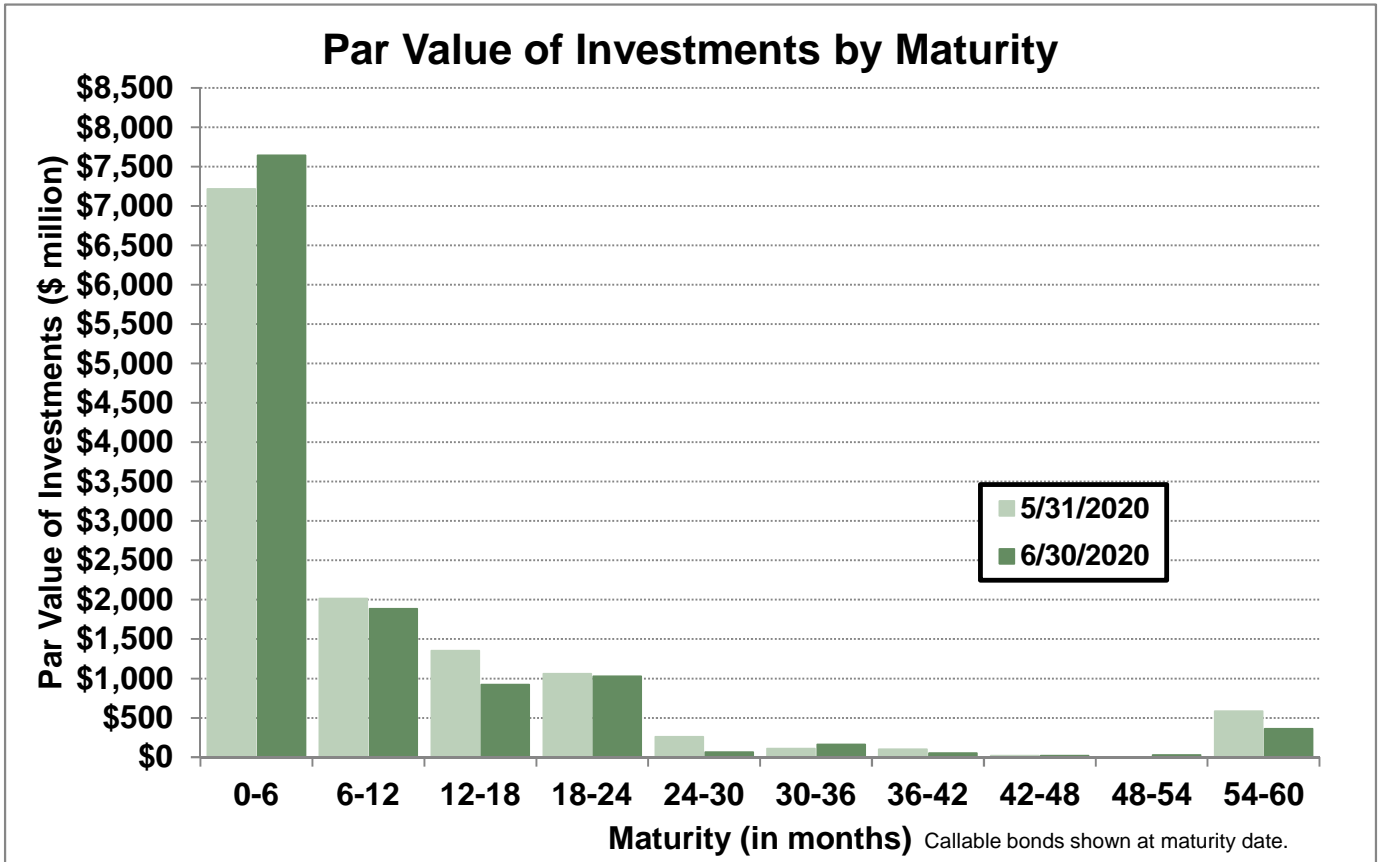
For the month ended June 30, 2020

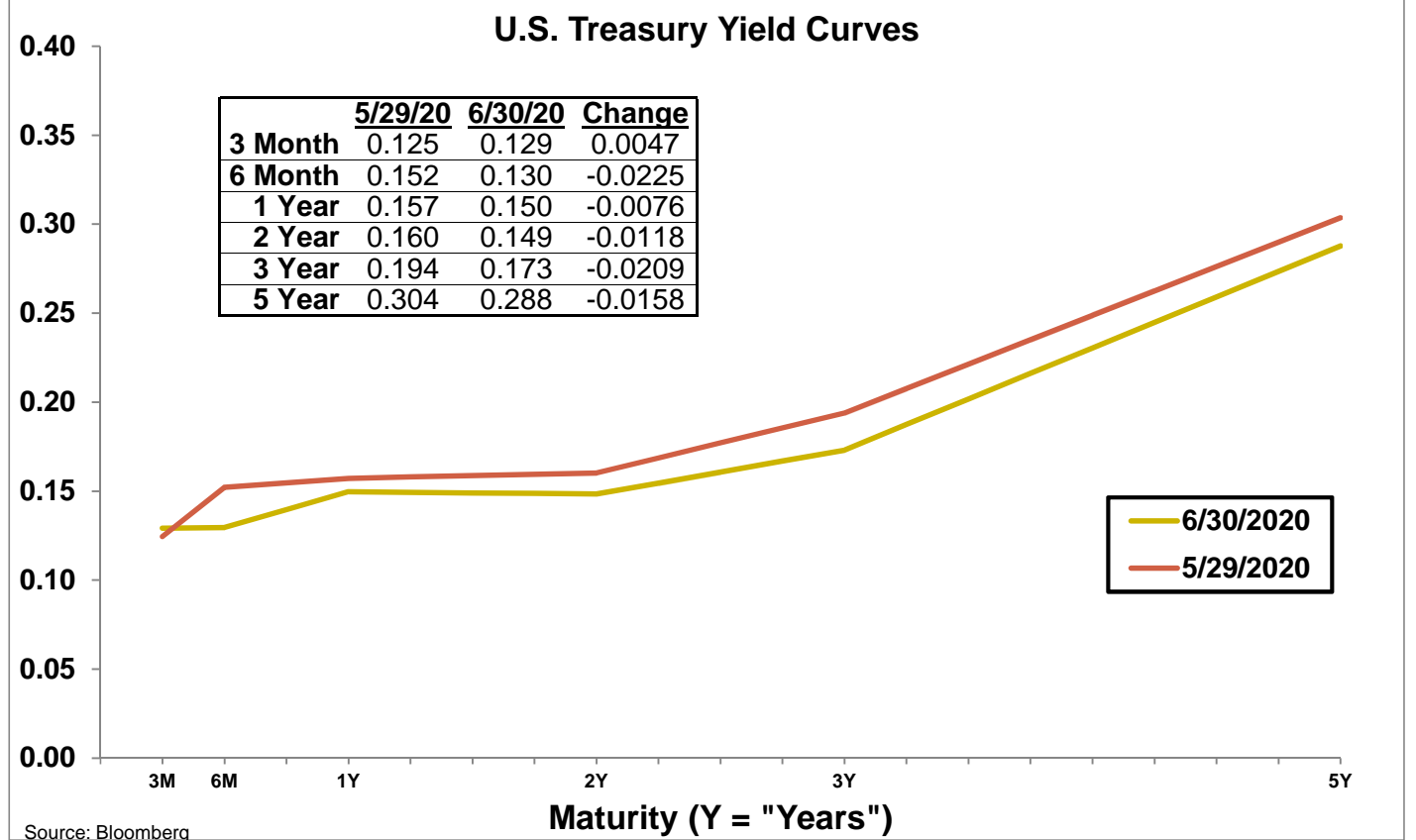
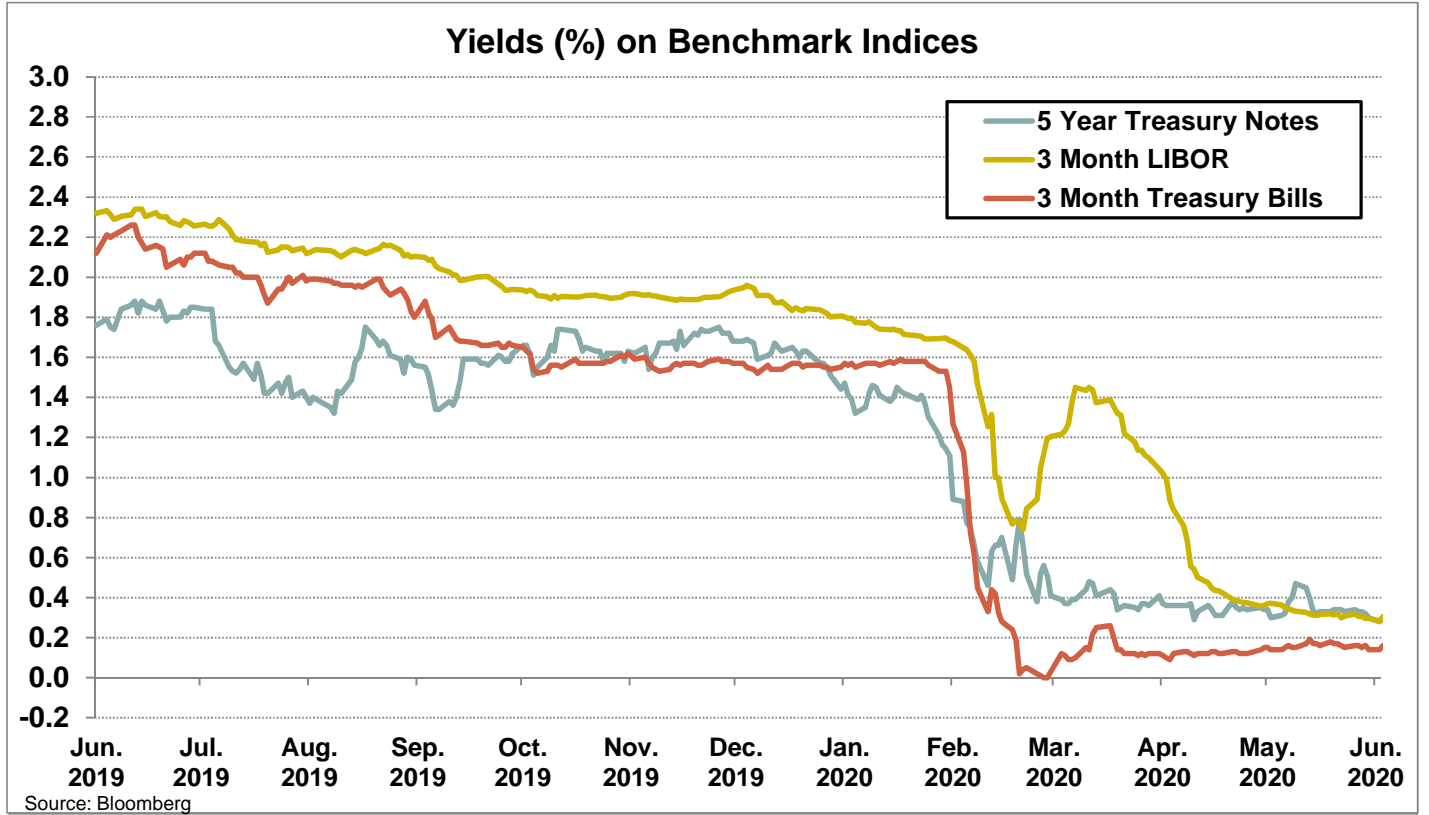
Average Daily Balance	\$12,419,262,285
Net Earnings	\$11,597,994
Earned Income Yield	1.14%
Weighted Average Maturity	249 days

Investment Type	Par Value (\$ million)	Book Value	Market Value
U.S. Treasuries	\$ 3,585.0	\$ 3,589.6	\$ 3,613.9
Federal Agencies	3,619.5	3,618.7	3,672.9
State & Local Government			
Agency Obligations	56.7	56.4	57.5
Public Time Deposits	45.0	45.0	45.0
Negotiable CDs	1,308.8	1,308.8	1,311.9
Commercial Paper	590.0	583.8	590.0
Medium Term Notes	5.0	5.0	5.1
Money Market Funds	2,312.5	2,312.5	2,312.5
Supranationals	632.1	629.6	637.4
Total	\$ 12,154.7	\$ 12,149.5	\$ 12,246.0



Portfolio Analysis Pooled Fund





Investment Inventory

Pooled Fund

As of June 30, 2020

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Par Value	Book Value	Amortized Book Value	Market Value
				Date	Coupon				
U.S. Treasuries	912796UB3	TREASURY BILL	5/18/2020	7/2/2020	0.00	\$ 50,000,000	\$ 49,994,375	\$ 49,999,875	\$ 50,000,000
U.S. Treasuries	9127963C1	TREASURY BILL	5/12/2020	7/7/2020	0.00	50,000,000	49,992,222	49,999,167	49,999,000
U.S. Treasuries	9127963D9	TREASURY BILL	5/21/2020	7/14/2020	0.00	25,000,000	24,996,438	24,999,142	24,999,000
U.S. Treasuries	912796SZ3	TREASURY BILL	1/5/2020	7/16/2020	0.00	50,000,000	49,610,601	49,968,427	49,997,500
U.S. Treasuries	912796S23	TREASURY BILL	5/13/2020	7/16/2020	0.00	50,000,000	49,991,500	49,998,229	49,997,500
U.S. Treasuries	9127963F4	TREASURY BILL	5/27/2020	7/21/2020	0.00	50,000,000	49,991,139	49,996,778	49,997,000
U.S. Treasuries	9127963G2	TREASURY BILL	5/4/2020	7/28/2020	0.00	75,000,000	74,984,533	74,995,087	74,992,500
U.S. Treasuries	9127963G2	TREASURY BILL	6/9/2020	7/28/2020	0.00	25,000,000	24,995,750	24,997,500	24,997,500
U.S. Treasuries	9127963M9	TREASURY BILL	6/9/2020	8/4/2020	0.00	100,000,000	99,977,444	99,986,305	99,987,000
U.S. Treasuries	912796WZ8	TREASURY BILL	6/22/2020	8/6/2020	0.00	50,000,000	49,991,625	49,993,300	49,994,000
U.S. Treasuries	912796WZ8	TREASURY BILL	6/29/2020	8/6/2020	0.00	25,000,000	24,996,804	24,996,804	24,997,000
U.S. Treasuries	9127963N7	TREASURY BILL	6/25/2020	8/11/2020	0.00	25,000,000	24,996,090	24,996,589	24,996,250
U.S. Treasuries	9127963P2	TREASURY BILL	6/25/2020	8/18/2020	0.00	25,000,000	24,995,463	24,995,967	24,995,500
U.S. Treasuries	9127963P2	TREASURY BILL	6/26/2020	8/18/2020	0.00	25,000,000	24,995,363	24,995,800	24,995,500
U.S. Treasuries	912796XF1	TREASURY BILL	6/11/2020	8/20/2020	0.00	50,000,000	49,984,688	49,989,063	49,991,000
U.S. Treasuries	9127963Q0	TREASURY BILL	6/24/2020	8/25/2020	0.00	25,000,000	24,994,833	24,995,417	24,994,750
U.S. Treasuries	9127963Q0	TREASURY BILL	6/25/2020	8/25/2020	0.00	25,000,000	24,994,599	24,995,130	24,994,750
U.S. Treasuries	912796XG9	TREASURY BILL	5/29/2020	8/27/2020	0.00	50,000,000	49,982,500	49,988,917	49,989,000
U.S. Treasuries	912796XG9	TREASURY BILL	5/29/2020	8/27/2020	0.00	50,000,000	49,982,500	49,988,917	49,989,000
U.S. Treasuries	9127963R8	TREASURY BILL	6/15/2020	9/1/2020	0.00	50,000,000	49,983,750	49,987,083	49,988,000
U.S. Treasuries	9127963X5	TREASURY BILL	6/12/2020	9/8/2020	0.00	25,000,000	24,990,222	24,992,333	24,993,750
U.S. Treasuries	912796TJ8	TREASURY BILL	6/12/2020	9/8/2020	0.00	25,000,000	24,990,222	24,992,333	24,993,750
U.S. Treasuries	912796TJ8	TREASURY BILL	6/15/2020	9/10/2020	0.00	50,000,000	49,981,090	49,984,567	49,986,500
U.S. Treasuries	9127963Y3	TREASURY BILL	6/15/2020	9/10/2020	0.00	50,000,000	49,980,063	49,983,729	49,986,500
U.S. Treasuries	9127963Y3	TREASURY BILL	5/28/2020	9/15/2020	0.00	100,000,000	99,953,021	99,967,542	99,970,000
U.S. Treasuries	9127962G3	TREASURY BILL	6/2/2020	9/15/2020	0.00	40,000,000	39,987,122	39,987,122	39,988,000
U.S. Treasuries	9128285B2	US TREASURY	6/18/2020	9/17/2020	0.00	100,000,000	99,955,764	99,962,083	99,969,000
U.S. Treasuries	9127962J7	TREASURY BILL	10/1/2019	9/30/2020	2.75	60,000,000	60,553,125	60,137,902	60,382,800
U.S. Treasuries	9128282Z2	US TREASURY	6/8/2020	10/1/2020	0.00	25,000,000	24,986,655	24,989,324	24,990,000
U.S. Treasuries	9127964J5	TREASURY BILL	11/20/2019	10/15/2020	1.63	50,000,000	50,000,000	50,000,000	50,207,500
U.S. Treasuries	9127964J5	TREASURY BILL	5/28/2020	10/20/2020	0.00	50,000,000	49,969,540	49,976,682	49,977,000
U.S. Treasuries	9127964J5	TREASURY BILL	6/8/2020	10/20/2020	0.00	50,000,000	49,969,292	49,974,563	49,977,000
U.S. Treasuries	9127964J5	TREASURY BILL	6/11/2020	10/20/2020	0.00	30,000,000	29,980,678	29,983,628	29,986,200
U.S. Treasuries	9127964K2	TREASURY BILL	5/28/2020	10/27/2020	0.00	50,000,000	49,965,694	49,973,368	49,977,000
U.S. Treasuries	9127964Q9	TREASURY BILL	6/15/2020	11/3/2020	0.00	50,000,000	49,963,750	49,968,750	49,969,600
U.S. Treasuries	9127964Q9	TREASURY BILL	6/15/2020	11/3/2020	0.00	50,000,000	49,966,066	49,969,917	49,969,600
U.S. Treasuries	912796TP4	TREASURY BILL	6/9/2020	11/5/2020	0.00	50,000,000	49,963,733	49,969,088	49,972,000
U.S. Treasuries	9127964R7	TREASURY BILL	6/12/2020	11/10/2020	0.00	55,000,000	54,960,782	54,965,717	54,964,800
U.S. Treasuries	9127964S5	TREASURY BILL	6/16/2020	11/17/2020	0.00	50,000,000	49,961,500	49,965,250	49,966,200
U.S. Treasuries	9127964S5	TREASURY BILL	6/16/2020	11/17/2020	0.00	50,000,000	49,961,286	49,965,057	49,966,200
U.S. Treasuries	9127964T3	TREASURY BILL	6/25/2020	11/24/2020	0.00	25,000,000	24,983,375	24,984,031	24,984,750
U.S. Treasuries	9127963J6	TREASURY BILL	6/15/2020	12/10/2020	0.00	25,000,000	24,978,739	24,980,650	24,982,000
U.S. Treasuries	9127963J6	TREASURY BILL	6/15/2020	12/10/2020	0.00	25,000,000	24,978,739	24,980,650	24,982,000
U.S. Treasuries	9127963J6	TREASURY BILL	6/15/2020	12/10/2020	0.00	50,000,000	49,955,500	49,959,500	49,964,000
U.S. Treasuries	9128283L2	US TREASURY	11/18/2019	12/15/2020	1.88	50,000,000	50,128,906	50,054,777	50,386,500
U.S. Treasuries	9128283L2	US TREASURY	11/26/2019	12/15/2020	1.88	50,000,000	50,119,141	50,051,679	50,386,500
U.S. Treasuries	9127963K3	TREASURY BILL	6/19/2020	12/17/2020	0.00	50,000,000	49,959,149	49,961,858	49,964,500
U.S. Treasuries	9127963L1	TREASURY BILL	6/29/2020	12/24/2020	0.00	25,000,000	24,979,913	24,980,139	24,979,825
U.S. Treasuries	912828N48	US TREASURY	11/22/2019	12/31/2020	1.75	50,000,000	50,058,594	50,026,476	50,386,500

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par. Value	Book Value	Amortized Book Value	Market Value
U.S. Treasuries	9128283Q1	US TREASURY	3/4/2019	1/15/2021	2.00	50,000,000	49,486,328	49,851,088	50,488,500
U.S. Treasuries	9128283Q1	US TREASURY	11/18/2019	1/15/2021	2.00	50,000,000	50,210,938	50,098,504	50,488,500
U.S. Treasuries	9128283Q1	US TREASURY	11/22/2019	1/15/2021	2.00	50,000,000	50,208,984	50,098,521	50,488,500
U.S. Treasuries	9128283Q1	US TREASURY	12/3/2019	1/15/2021	2.00	50,000,000	50,175,781	50,085,097	50,488,500
U.S. Treasuries	9128284B3	US TREASURY	11/22/2019	3/15/2021	2.38	50,000,000	50,472,656	50,253,596	50,771,500
U.S. Treasuries	9128284B3	US TREASURY	12/6/2019	3/15/2021	2.38	50,000,000	50,449,219	50,248,278	50,771,500
U.S. Treasuries	912828C57	US TREASURY	4/15/2019	3/31/2021	2.25	50,000,000	49,947,871	49,947,871	50,777,500
U.S. Treasuries	9128284G2	US TREASURY	4/9/2019	4/15/2021	2.38	50,000,000	50,013,672	50,005,343	50,863,500
U.S. Treasuries	9128284G2	US TREASURY	12/9/2019	4/15/2021	2.38	50,000,000	50,462,891	50,270,411	50,863,500
U.S. Treasuries	9128284G2	US TREASURY	12/11/2019	4/15/2021	2.38	50,000,000	50,457,031	50,268,075	50,863,500
U.S. Treasuries	9128284T4	US TREASURY	11/26/2019	6/15/2021	2.63	50,000,000	50,732,422	50,450,821	51,168,000
U.S. Treasuries	9128284T4	US TREASURY	11/27/2019	6/15/2021	2.63	50,000,000	50,744,141	50,458,843	51,168,000
U.S. Treasuries	9128284T4	US TREASURY	12/11/2019	6/15/2021	2.63	50,000,000	50,697,266	50,440,844	51,168,000
U.S. Treasuries	9128284T4	US TREASURY	12/18/2019	6/15/2021	2.63	50,000,000	50,714,844	50,457,762	51,168,000
U.S. Treasuries	912828S27	US TREASURY	8/15/2017	6/30/2021	1.13	25,000,000	24,519,531	24,876,402	25,235,250
U.S. Treasuries	9128287A2	US TREASURY	11/8/2019	6/30/2021	1.63	50,000,000	49,933,594	49,959,714	50,726,500
U.S. Treasuries	9128287A2	US TREASURY	12/3/2019	6/30/2021	1.63	50,000,000	49,968,750	49,980,217	50,726,500
U.S. Treasuries	9128287A2	US TREASURY	12/9/2019	6/30/2021	1.63	50,000,000	49,978,516	49,986,256	50,726,500
U.S. Treasuries	912828Y20	US TREASURY	12/2/2019	7/15/2021	2.63	50,000,000	50,728,516	50,475,228	51,267,500
U.S. Treasuries	912828YC8	US TREASURY	12/9/2019	8/31/2021	1.50	50,000,000	49,865,234	49,909,017	50,763,500
U.S. Treasuries	912828T34	US TREASURY	12/11/2019	9/30/2021	1.13	50,000,000	49,498,047	49,652,670	50,594,000
U.S. Treasuries	912828T67	US TREASURY	11/10/2016	10/31/2021	1.25	50,000,000	49,574,219	49,885,817	102,231,000
U.S. Treasuries	912828U65	US TREASURY	12/13/2016	11/30/2021	1.75	100,000,000	99,312,500	99,803,951	102,231,000
U.S. Treasuries	912828U81	US TREASURY	11/22/2019	12/31/2021	2.00	50,000,000	50,402,344	50,286,343	51,363,500
U.S. Treasuries	912828XW5	US TREASURY	8/15/2017	6/30/2022	1.75	25,000,000	24,977,539	24,990,801	25,787,000
U.S. Treasuries	912828S35	US TREASURY	1/9/2020	6/30/2023	1.38	50,000,000	49,605,469	49,659,608	51,789,000
U.S. Treasuries	912828WE6	US TREASURY	12/17/2019	11/15/2023	2.75	50,000,000	51,960,938	51,690,605	54,285,000
Subtotals					0.92	\$ 3,585,000,000	\$ 3,589,623,360	\$ 3,588,644,145	\$ 3,613,850,975
Federal Agencies	3133EHQB2	FEDERAL FARM CREDIT BANK	7/6/2017	7/6/2020	1.55	\$	24,989,961	\$	25,009,250
Federal Agencies	313384ZA0	FED HOME LN DISCOUNT NT	5/11/2020	7/6/2020	0.00	24,300,000	24,296,220	24,299,663	24,299,514
Federal Agencies	313384ZD4	FED HOME LN DISCOUNT NT	5/20/2020	7/9/2020	0.00	25,000,000	24,996,701	24,999,472	24,999,250
Federal Agencies	313384ZD4	FED HOME LN DISCOUNT NT	5/19/2020	7/9/2020	0.00	25,000,000	24,996,635	24,999,472	24,999,250
Federal Agencies	313384ZH5	FED HOME LN DISCOUNT NT	5/21/2020	7/13/2020	0.00	25,000,000	24,996,503	24,999,208	24,999,000
Federal Agencies	313384ZK8	FED HOME LN DISCOUNT NT	1/31/2020	7/15/2020	0.00	50,000,000	49,640,333	49,969,667	49,997,500
Federal Agencies	313384ZQ5	FED HOME LN DISCOUNT NT	5/5/2020	7/20/2020	0.00	25,000,000	24,994,722	24,998,681	24,998,500
Federal Agencies	313384ZQ5	FED HOME LN DISCOUNT NT	5/5/2020	7/20/2020	0.00	25,000,000	24,994,722	24,998,681	24,998,500
Federal Agencies	3135G0T60	FANNIE MAE	8/1/2017	7/30/2020	1.50	50,000,000	49,848,500	49,995,984	50,055,500
Federal Agencies	313396D34	FREDDIE DISCOUNT	6/24/2020	8/24/2020	0.00	25,000,000	24,994,705	24,995,313	24,994,500
Federal Agencies	3130ABZE9	FEDERAL HOME LOAN BANK	8/28/2017	8/28/2020	1.65	6,700,000	6,699,330	6,699,965	6,715,008
Federal Agencies	3130ADT93	FEDERAL HOME LOAN BANK	3/14/2018	9/14/2020	2.40	25,000,000	24,984,458	24,998,726	25,113,750
Federal Agencies	3133EJ3N7	FEDERAL FARM CREDIT BANK	12/21/2018	9/21/2020	2.77	25,000,000	24,990,750	24,998,815	25,159,500
Federal Agencies	313384H36	FED HOME LN DISCOUNT NT	6/26/2020	9/25/2020	0.00	22,500,000	22,491,753	22,492,206	22,492,575
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	9/8/2017	9/28/2020	1.38	30,000,000	29,903,700	29,992,320	30,087,900
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	9/8/2017	9/28/2020	1.38	18,000,000	17,942,220	17,995,392	18,052,740
Federal Agencies	3130ACK52	FEDERAL HOME LOAN BANK	3/12/2018	10/5/2020	1.70	25,530,000	25,035,101	25,479,349	25,629,312
Federal Agencies	313384K65	FED HOME LN DISCOUNT NT	6/8/2020	10/14/2020	0.00	25,000,000	24,985,333	24,987,969	24,989,000
Federal Agencies	313384K65	FED HOME LN DISCOUNT NT	6/8/2020	10/14/2020	0.00	25,000,000	24,985,333	24,987,969	24,989,000
Federal Agencies	3133EKR57	FEDERAL FARM CREDIT BANK	9/25/2019	10/20/2020	0.23	112,500,000	112,450,838	112,486,043	112,521,375
Federal Agencies	3130AHD7	FEDERAL HOME LOAN BANK	2/12/2020	10/21/2020	1.63	50,000,000	50,019,700	50,008,756	50,218,000

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par. Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	3132XQKR1	FARMER MAC	11/2/2016	11/2/2020	0.38	25,000,000	25,000,000	25,000,000	25,018,000
Federal Agencies	3133EJT90	FEDERAL FARM CREDIT BANK	11/16/2018	11/16/2020	2.95	49,947,835	49,990,152	49,990,152	50,523,500
Federal Agencies	3137EAEK1	FREDDIE MAC	11/15/2017	11/17/2020	1.88	50,000,000	49,952,000	49,993,924	50,321,500
Federal Agencies	3134GBX56	FREDDIE MAC	11/24/2017	11/24/2020	2.25	60,000,000	60,223,200	60,029,733	60,480,000
Federal Agencies	3134GBLR1	FREDDIE MAC	5/25/2017	11/25/2020	1.75	24,715,000	24,712,529	24,714,716	24,856,617
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	11/27/2017	11/27/2020	1.90	25,000,000	24,992,629	24,998,998	25,178,250
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	11/27/2017	11/27/2020	1.90	25,000,000	24,992,629	24,998,998	25,178,250
Federal Agencies	3130A3UQ5	FEDERAL HOME LOAN BANK	12/13/2017	12/11/2020	1.88	10,000,000	9,957,600	9,993,683	10,076,900
Federal Agencies	3132XOZY0	FARMER MAC	12/15/2017	12/15/2020	2.05	12,750,000	12,741,458	12,748,698	12,859,140
Federal Agencies	313384T74	FED HOME LN DISCOUNT NT	6/19/2020	12/18/2020	0.00	25,000,000	24,978,514	24,979,931	24,978,750
Federal Agencies	313384T74	FED HOME LN DISCOUNT NT	6/19/2020	12/18/2020	0.00	25,000,000	24,978,514	24,979,931	24,978,750
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	12/21/2016	12/21/2020	0.38	50,000,000	50,000,000	50,000,000	50,039,000
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	12/24/2015	12/24/2020	0.51	100,000,000	100,000,000	100,000,000	100,178,000
Federal Agencies	3133EJ4Q9	FEDERAL FARM CREDIT BANK	1/11/2019	1/11/2021	2.55	100,000,000	99,934,000	99,982,484	101,136,000
Federal Agencies	3133EJCE7	FEDERAL FARM CREDIT BANK	4/16/2018	2/12/2021	2.35	50,000,000	49,673,710	49,928,614	50,651,000
Federal Agencies	3137EAEI9	FREDDIE MAC	2/16/2018	2/16/2021	2.38	22,000,000	21,941,920	21,987,812	22,294,800
Federal Agencies	3133EKCS3	FEDERAL FARM CREDIT BANK	3/11/2019	3/11/2021	2.55	50,000,000	49,975,000	49,991,347	50,797,500
Federal Agencies	3133EKCS3	FEDERAL FARM CREDIT BANK	3/11/2019	3/11/2021	2.55	50,000,000	49,975,000	49,991,347	50,797,500
Federal Agencies	3133EKR99	FEDERAL FARM CREDIT BANK	10/3/2019	3/25/2021	0.29	90,000,000	89,982,000	89,991,083	90,069,300
Federal Agencies	3133EKR99	FEDERAL FARM CREDIT BANK	10/3/2019	3/25/2021	0.29	90,000,000	89,982,000	89,991,083	90,069,300
Federal Agencies	3132XOG53	FARMER MAC	3/29/2018	3/29/2021	2.60	20,450,000	20,427,710	20,444,488	20,821,168
Federal Agencies	3132XOG53	FARMER MAC	3/29/2018	3/29/2021	2.60	6,350,000	6,343,079	6,348,289	6,465,253
Federal Agencies	3133EKFPP6	FEDERAL FARM CREDIT BANK	4/5/2019	4/5/2021	2.23	25,000,000	24,916,500	24,968,245	25,391,250
Federal Agencies	3133EKFPP6	FEDERAL FARM CREDIT BANK	4/5/2019	4/5/2021	2.23	25,000,000	24,917,500	24,968,625	25,391,250
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	5/22/2018	5/10/2021	2.70	17,700,000	17,653,095	17,686,456	18,074,709
Federal Agencies	3135G0U35	FANNIE MAE	6/25/2018	6/22/2021	2.75	25,000,000	24,994,250	24,998,127	25,621,250
Federal Agencies	3135G0Q89	FANNIE MAE	10/21/2016	10/7/2021	1.38	25,000,000	25,000,000	25,000,000	25,374,500
Federal Agencies	3133EJK24	FEDERAL FARM CREDIT BANK	10/19/2018	10/19/2021	3.00	25,000,000	24,980,900	24,991,722	25,911,250
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	1.38	14,500,000	14,500,000	14,500,000	14,724,750
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	1.38	15,000,000	15,000,000	15,000,000	15,232,500
Federal Agencies	3133ELWS9	FEDERAL FARM CREDIT BANK	4/15/2020	10/25/2021	0.40	50,000,000	49,992,387	49,993,438	50,133,000
Federal Agencies	3133ELWS9	FEDERAL FARM CREDIT BANK	4/15/2020	10/25/2021	0.40	50,000,000	49,992,387	49,993,438	50,133,000
Federal Agencies	3133EJTT4	FEDERAL FARM CREDIT BANK	11/15/2018	11/15/2021	3.05	50,000,000	49,977,099	49,950,000	51,954,500
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	1/8/2019	11/19/2021	1.63	17,000,000	16,970,930	16,980,176	17,335,070
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	1/8/2019	11/19/2021	1.63	50,000,000	49,914,500	49,941,694	50,985,500
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	1/8/2019	11/19/2021	1.63	25,000,000	24,957,250	24,970,847	25,492,750
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	1/8/2019	11/19/2021	1.63	25,000,000	24,957,250	24,970,847	25,492,750
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	1/8/2019	11/19/2021	1.63	45,000,000	44,923,050	44,947,525	45,886,950
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,974,250	24,987,454	25,946,750
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,974,250	24,987,454	25,946,750
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,974,250	24,987,454	25,946,750
Federal Agencies	3130AHSR5	FEDERAL HOME LOAN BANK	3/19/2020	12/17/2021	1.63	19,000,000	19,677,730	19,567,254	19,719,530
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	12/20/2019	12/20/2021	1.63	22,500,000	22,475,700	22,482,149	22,955,850
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	3/18/2020	1/18/2022	0.53	50,000,000	49,886,500	49,904,261	50,245,000
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	3/18/2020	1/18/2022	0.53	63,450,000	63,294,142	63,313,575	63,760,905
Federal Agencies	3133ELKN3	FEDERAL FARM CREDIT BANK	1/28/2020	1/28/2022	1.55	100,000,000	99,992,000	99,993,696	102,079,000
Federal Agencies	3133EKAK2	FEDERAL FARM CREDIT BANK	2/19/2019	2/14/2022	2.53	20,700,000	20,682,612	20,690,549	21,474,387
Federal Agencies	3133EKBV7	FEDERAL FARM CREDIT BANK	3/1/2019	3/1/2022	2.55	10,000,000	9,997,186	9,998,439	10,387,900
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	4/5/2019	3/11/2022	2.50	40,000,000	40,158,360	40,091,379	41,542,800
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	4/5/2019	3/11/2022	2.50	17,780,000	17,848,986	17,819,807	18,465,775
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	4/8/2019	3/14/2022	2.47	26,145,000	26,226,050	26,191,995	27,144,262

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Federal Agencies	3133EKC07	FEDERAL FARM CREDIT BANK	4/8/2019	3/14/2022	2.47	45,500,000	45,634,680	45,578,092	47,239,010
Federal Agencies	3133ELU05	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022	0.70	25,000,000	24,999,000	24,999,134	25,205,500
Federal Agencies	3133ELU05	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022	0.70	25,000,000	24,993,000	24,993,940	25,205,500
Federal Agencies	3133ELU05	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022	0.70	25,000,000	24,996,000	24,996,537	25,205,500
Federal Agencies	3133ELU05	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022	0.70	25,000,000	24,983,250	24,985,499	25,205,500
Federal Agencies	3135G0T45	FANNIE MAE	6/6/2017	4/5/2022	1.88	25,000,000	25,072,250	25,026,336	25,737,750
Federal Agencies	3134GVJB5	FREDDIE MAC	4/6/2020	4/6/2022	1.20	25,000,000	25,000,000	25,000,000	25,004,000
Federal Agencies	3134GVJB5	FREDDIE MAC	4/6/2020	4/6/2022	1.20	25,000,000	25,000,000	25,000,000	25,004,000
Federal Agencies	3134GVJB5	FREDDIE MAC	4/6/2020	4/6/2022	1.20	25,000,000	25,000,000	25,000,000	25,004,000
Federal Agencies	3134GVJB5	FREDDIE MAC	4/6/2020	4/6/2022	1.20	25,000,000	25,000,000	25,000,000	25,004,000
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022	2.25	50,000,000	49,836,000	49,902,737	51,828,500
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022	2.25	25,000,000	24,918,000	24,951,369	25,914,250
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022	2.25	50,000,000	49,836,000	49,902,737	51,828,500
Federal Agencies	3133EKHB5	FEDERAL FARM CREDIT BANK	4/18/2019	4/18/2022	2.35	50,000,000	49,969,500	49,981,745	51,886,000
Federal Agencies	3133EKL05	FEDERAL FARM CREDIT BANK	5/16/2019	5/16/2022	2.25	35,000,000	34,928,950	34,955,659	36,308,300
Federal Agencies	3133EKL05	FEDERAL FARM CREDIT BANK	5/16/2019	5/16/2022	2.25	25,000,000	24,949,250	24,968,328	25,934,500
Federal Agencies	3133EHL07	FEDERAL FARM CREDIT BANK	6/6/2017	6/2/2022	1.88	50,000,000	50,059,250	50,022,796	51,552,000
Federal Agencies	3133EHL07	FEDERAL FARM CREDIT BANK	6/9/2017	6/2/2022	1.88	50,000,000	49,997,500	49,999,037	51,552,000
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022	1.63	25,000,000	24,998,676	24,998,963	25,670,000
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022	1.63	20,000,000	19,998,940	19,999,170	20,536,000
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022	1.63	25,000,000	24,998,676	24,998,963	25,670,000
Federal Agencies	3133ELZP1	FEDERAL FARM CREDIT BANK	3/18/2020	9/20/2022	1.85	25,000,000	25,718,750	25,636,361	25,874,250
Federal Agencies	3133ELJH8	FEDERAL FARM CREDIT BANK	4/3/2020	10/3/2022	0.70	40,000,000	39,990,975	39,990,975	40,386,000
Federal Agencies	3134GVHA9	FREDDIE MAC	3/25/2020	1/23/2023	1.60	10,140,000	10,412,082	10,361,002	10,489,627
Federal Agencies	3134GVHA9	FREDDIE MAC	3/30/2020	3/30/2023	1.00	25,000,000	25,000,000	25,000,000	25,025,750
Federal Agencies	3134GVHA9	FREDDIE MAC	3/30/2020	3/30/2023	1.00	25,000,000	25,000,000	25,000,000	25,025,750
Federal Agencies	3134GVHA9	FREDDIE MAC	3/30/2020	3/30/2023	1.00	25,000,000	25,000,000	25,000,000	25,025,750
Federal Agencies	3133ELNE0	FEDERAL FARM CREDIT BANK	3/18/2020	2/14/2024	1.43	20,495,000	20,978,283	20,917,104	21,300,454
Federal Agencies	3133ELCP7	FEDERAL FARM CREDIT BANK	12/3/2019	12/3/2024	1.63	25,000,000	24,960,000	24,964,620	26,309,000
Federal Agencies	3130AHWB5	FEDERAL HOME LOAN BANK	1/23/2020	1/21/2025	2.00	100,000,000	100,011,111	100,000,000	100,100,000
Federal Agencies	3135G0X57	FANNIE MAE	1/24/2020	1/24/2025	2.00	38,780,000	38,780,000	38,780,000	38,812,187
Federal Agencies	3137EAEF0	FREDDIE MAC	2/14/2020	2/12/2025	1.50	15,000,000	14,988,450	14,989,323	15,717,150
Federal Agencies	3137EAEF0	FREDDIE MAC	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,996,441	5,239,050
Federal Agencies	3137EAEF0	FREDDIE MAC	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,996,441	5,239,050
Federal Agencies	3137EAEF0	FREDDIE MAC	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,996,441	5,239,050
Federal Agencies	3137EAEF0	FREDDIE MAC	2/14/2020	2/12/2025	1.50	50,000,000	49,961,500	49,964,411	52,390,500
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	3/23/2020	3/3/2025	1.21	24,000,000	23,980,373	23,966,220	24,834,720
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	3/23/2020	3/3/2025	1.21	16,000,000	16,001,476	15,991,234	16,556,480
Subtotals					1.50	\$ 3,619,485,000	\$ 3,618,678,255	\$ 3,620,188,275	\$ 3,672,854,066
State/Local Agencies	13063DGA0	CALIFORNIA ST	4/25/2018	4/1/2021	2.80	33,000,000	33,001,320	33,001,337	33,552,090
State/Local Agencies	13066YTY5	CALIFORNIA ST DEPT OF WTR RES	2/6/2017	5/1/2021	1.71	21,967,414	21,595,725	21,894,279	22,187,088
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUE	8/9/2016	5/15/2021	1.91	1,769,000	1,810,695	1,776,620	1,783,329
Subtotals					2.35	\$ 56,736,414	\$ 56,407,741	\$ 56,671,237	\$ 57,522,507
Public Time Deposits	PPEQ54334	BRIDGE BANK	3/24/2020	9/21/2020	0.06	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PP9U66BY8	BANK OF SAN FRANCISCO	3/25/2020	9/21/2020	0.35	10,000,000	10,000,000	10,000,000	10,000,000
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

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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
Subtotals					0.21	\$ 45,000,000	\$ 45,000,000	\$ 45,000,000	\$ 45,000,000
Negotiable CDs	89114NA54	TORONTO DOMINION BANK NY	11/6/2019	7/1/2020	1.86	50,000,000	50,000,000	50,000,000	50,002,457
Negotiable CDs	06417MFP5	BANK OF NOVA SCOTIA HOUS	12/5/2019	7/1/2020	1.85	50,000,000	50,000,000	50,000,000	50,002,443
Negotiable CDs	65602VZK5	NORINCHUKIN BANK NY	2/27/2020	7/1/2020	1.59	100,000,000	100,000,000	100,000,000	100,004,165
Negotiable CDs	96121T4A3	WESTPAC BANKING CORP NY	11/12/2019	8/3/2020	2.05	28,790,000	28,827,427	28,794,661	28,787,625
Negotiable CDs	06367BAC3	BANK OF MONTREAL CHICAGO	11/25/2019	9/2/2020	0.43	50,000,000	50,000,000	50,000,000	50,030,570
Negotiable CDs	06367BJM2	BANK OF MONTREAL CHICAGO	3/11/2020	9/14/2020	1.01	100,000,000	100,000,000	100,000,000	100,194,126
Negotiable CDs	89114N5H4	TORONTO DOMINION BANK NY	9/25/2019	9/24/2020	0.48	100,000,000	100,000,000	100,000,000	100,094,287
Negotiable CDs	89114N5M3	TORONTO DOMINION BANK NY	9/27/2019	9/28/2020	0.51	50,000,000	50,000,000	50,000,000	50,051,711
Negotiable CDs	06417MCW3	BANK OF NOVA SCOTIA HOUS	9/27/2019	9/28/2020	0.51	50,000,000	50,000,000	50,000,000	50,051,180
Negotiable CDs	89114N6E0	TORONTO DOMINION BANK NY	10/1/2019	10/9/2020	0.51	50,000,000	50,000,000	50,000,000	50,046,294
Negotiable CDs	06417MDE2	BANK OF NOVA SCOTIA HOUS	10/3/2019	10/9/2020	0.51	50,000,000	50,000,000	50,000,000	50,046,294
Negotiable CDs	06370R6W4	BANK OF MONTREAL CHICAGO	11/13/2019	10/26/2020	0.44	50,000,000	50,000,000	50,000,000	50,042,513
Negotiable CDs	96130ADY1	WESTPAC BANKING CORP NY	10/30/2019	10/28/2020	0.46	50,000,000	50,000,000	50,000,000	50,047,254
Negotiable CDs	78012JRS6	ROYAL BANK OF CANADA NY	12/3/2019	12/3/2020	0.45	35,000,000	35,000,000	35,000,000	35,040,487
Negotiable CDs	06367BBD0	BANK OF MONTREAL CHICAGO	12/3/2019	12/4/2020	1.85	50,000,000	50,000,000	50,000,000	50,363,444
Negotiable CDs	96130AEP9	WESTPAC BANKING CORP NY	12/6/2019	12/9/2020	0.46	50,000,000	50,000,000	50,000,000	50,063,605
Negotiable CDs	96130AET1	WESTPAC BANKING CORP NY	12/13/2019	12/14/2020	1.86	75,000,000	75,000,000	75,000,000	75,583,366
Negotiable CDs	89114NFY6	TORONTO DOMINION BANK NY	1/23/2020	1/6/2021	1.73	70,000,000	70,000,000	70,000,000	70,537,860
Negotiable CDs	06367BFR5	BANK OF MONTREAL CHICAGO	1/29/2020	1/28/2021	0.94	50,000,000	50,000,000	50,000,000	50,196,198
Negotiable CDs	06367BJF7	BANK OF MONTREAL CHICAGO	3/10/2020	3/1/2021	0.55	100,000,000	100,000,000	100,000,000	100,191,363
Negotiable CDs	78012UTJ4	ROYAL BANK OF CANADA NY	3/12/2020	3/15/2021	0.93	100,000,000	100,000,000	100,000,000	100,475,887
Subtotals					1.00	\$ 1,308,790,000	\$ 1,308,827,427	\$ 1,308,794,661	\$ 1,311,853,128
Commercial Paper	62479LG17	MUFG BANK LTD NY	10/21/2019	7/1/2020	0.00	75,000,000	73,984,000	75,000,000	75,000,000
Commercial Paper	62479LG17	MUFG BANK LTD NY	10/25/2019	7/1/2020	0.00	60,000,000	59,195,833	60,000,000	60,000,000
Commercial Paper	89233GG18	TOYOTA MOTOR CREDIT CORP	11/6/2019	7/1/2020	0.00	50,000,000	49,381,861	50,000,000	50,000,000
Commercial Paper	89233GG18	TOYOTA MOTOR CREDIT CORP	12/9/2019	7/1/2020	0.00	50,000,000	49,470,417	50,000,000	50,000,000
Commercial Paper	89233GGN0	TOYOTA MOTOR CREDIT CORP	2/25/2020	7/22/2020	0.00	50,000,000	49,677,278	49,954,208	49,996,500
Commercial Paper	62479LGQ2	MUFG BANK LTD NY	2/27/2020	7/24/2020	0.00	60,000,000	59,630,000	59,942,500	59,995,400
Commercial Paper	62479LH57	MUFG BANK LTD NY	1/29/2020	8/5/2020	0.00	50,000,000	49,553,750	49,917,361	49,994,167
Commercial Paper	46640PH63	JP MORGAN SECURITIES LLC	2/3/2020	8/6/2020	0.00	25,000,000	24,789,306	24,959,000	24,997,000
Commercial Paper	89233GHH2	TOYOTA MOTOR CREDIT CORP	12/6/2019	8/17/2020	0.00	50,000,000	49,358,958	49,881,847	49,992,167
Commercial Paper	46640PH9	JP MORGAN SECURITIES LLC	2/3/2020	8/17/2020	0.00	25,000,000	24,776,778	24,946,472	24,996,083
Commercial Paper	89233GHH5	TOYOTA MOTOR CREDIT CORP	2/14/2020	8/19/2020	0.00	50,000,000	49,576,653	49,889,069	49,991,834
Commercial Paper	62479LHR9	MUFG BANK LTD NY	12/10/2019	8/25/2020	0.00	45,000,000	44,394,588	44,871,438	44,991,750
Subtotals					0.00	\$ 590,000,000	\$ 583,789,421	\$ 589,361,896	\$ 589,954,900
Medium Term Notes	89236TFQ3	TOYOTA MOTOR CREDIT CORP	1/8/2019	1/8/2021	3.05	5,000,000	4,997,000	4,999,216	5,070,900
Subtotals					3.05	\$ 5,000,000	\$ 4,997,000	\$ 4,999,216	\$ 5,070,900
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUN	6/30/2020	7/1/2020	0.06	11,383,584	11,383,584	11,383,584	11,383,584
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	6/30/2020	7/1/2020	0.10	10,542,536	10,542,536	10,542,536	10,542,536
Money Market Funds	31607A703	FIDELITY INST GOV FUND	6/30/2020	7/1/2020	0.11	979,199,201	979,199,201	979,199,201	979,199,201
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PI	6/30/2020	7/1/2020	0.12	1,300,789,105	1,300,789,105	1,300,789,105	1,300,789,105
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	6/30/2020	7/1/2020	0.10	10,601,812	10,601,812	10,601,812	10,601,812
Subtotals					0.12	\$ 2,312,516,239	\$ 2,312,516,239	\$ 2,312,516,239	\$ 2,312,516,239

Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par. Value	Book Value	Amortized Book Value	Market Value
Supranationals	459052YV2	INTL BK RECON & DEVELOP DISC	1/7/2020	7/1/2020	0.00	\$ 100,000,000	\$ 99,227,556	\$ 100,000,000	\$ 100,000,000
Supranationals	459052YV2	INTL BK RECON & DEVELOP DISC	4/8/2020	7/1/2020	0.00	50,000,000	49,970,833	50,000,000	50,000,000
Supranationals	45818KZA3	INTER-AMERICAN DEVELOP DISCO	3/20/2020	7/6/2020	0.00	25,000,000	24,947,500	24,997,569	24,999,500
Supranationals	459058GA5	INTL BK RECON & DEVELOP	8/29/2017	9/4/2020	1.63	50,000,000	49,989,500	49,999,381	50,117,500
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	11/9/2017	11/9/2020	1.95	50,000,000	49,965,000	49,995,817	50,307,500
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	12/20/2017	11/9/2020	1.95	50,000,000	49,718,500	49,965,046	50,307,500
Supranationals	45950KCM0	INTERNATIONAL FINANCE CORP	1/25/2018	1/25/2021	2.25	50,000,000	49,853,000	49,972,102	50,542,500
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	4/19/2018	4/19/2021	2.63	45,000,000	44,901,000	44,973,624	45,842,400
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	5/16/2018	4/19/2021	2.63	50,000,000	49,693,972	49,916,408	50,936,000
Supranationals	45950KCG17	INTERNATIONAL FINANCE CORP	5/23/2018	7/20/2021	1.13	12,135,000	11,496,942	11,922,683	12,234,628
Supranationals	459058GH0	INTL BK RECON & DEVELOP	7/25/2018	7/23/2021	2.75	50,000,000	49,883,000	49,958,612	51,328,500
Supranationals	459058HV8	INTL BK RECON & DEVELOP	1/28/2020	1/28/2025	2.05	25,000,000	25,000,000	25,000,000	25,190,500
Supranationals	459058HV8	INTL BK RECON & DEVELOP	1/28/2020	1/28/2025	2.05	25,000,000	25,000,000	25,000,000	25,190,500
Supranationals	459058HV8	INTL BK RECON & DEVELOP	1/28/2020	1/28/2025	2.05	50,000,000	50,000,000	50,000,000	50,381,000
Subtotals					1.58	\$ 632,135,000	\$ 629,646,802	\$ 631,701,241	\$ 637,378,028
Grand Totals					0.95	\$ 12,154,662,653	\$ 12,149,486,244	\$ 12,157,876,908	\$ 12,246,000,743

Monthly Investment Earnings

Pooled Fund

For month ended June 30, 2020

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
U.S. Treasuries	9127962P3	TREASURY BILL	\$	0.00	0.05	5/28/20	6/2/20	\$	\$	\$	\$
U.S. Treasuries	912796TX7	TREASURY BILL	-	0.00	0.05	5/21/20	6/4/20	-	132	-	132
U.S. Treasuries	912796TX7	TREASURY BILL	-	0.00	0.05	5/21/20	6/4/20	-	104	-	104
U.S. Treasuries	9127962U2	TREASURY BILL	-	0.00	0.08	5/20/20	6/9/20	-	94	-	94
U.S. Treasuries	9127962U2	TREASURY BILL	-	0.00	0.07	5/22/20	6/9/20	-	428	-	428
U.S. Treasuries	9127962U2	TREASURY BILL	-	0.00	0.04	5/22/20	6/9/20	-	394	-	394
U.S. Treasuries	9127962U2	TREASURY BILL	-	0.00	0.07	5/28/20	6/9/20	-	356	-	356
U.S. Treasuries	912828XU9	US TREASURY	-	1.50	1.51	6/20/17	6/15/20	28,689	750	-	750
U.S. Treasuries	912828XU9	US TREASURY	-	1.50	2.67	12/20/18	6/15/20	57,377	43,508	-	28,914
U.S. Treasuries	912828XU9	US TREASURY	-	1.50	2.39	4/3/19	6/15/20	28,689	16,630	-	100,885
U.S. Treasuries	9127962X6	TREASURY BILL	-	0.00	0.09	5/20/20	6/16/20	-	917	-	45,319
U.S. Treasuries	9127962X6	TREASURY BILL	-	0.00	0.09	5/11/20	6/30/20	-	3,524	-	3,524
U.S. Treasuries	912828XY1	US TREASURY	-	2.50	0.12	6/4/20	6/30/20	-	(4,491)	-	4,153
U.S. Treasuries	912796UB3	TREASURY BILL	50,000,000	0.00	0.09	4/3/19	7/2/20	99,588	3,750	-	95,097
U.S. Treasuries	9127963C1	TREASURY BILL	50,000,000	0.00	0.10	5/12/20	7/7/20	-	4,167	-	3,750
U.S. Treasuries	9127963D9	TREASURY BILL	25,000,000	0.00	0.10	5/21/20	7/14/20	-	1,979	-	4,167
U.S. Treasuries	912796S23	TREASURY BILL	50,000,000	0.00	1.53	1/13/20	7/16/20	-	63,146	-	1,979
U.S. Treasuries	912796S23	TREASURY BILL	50,000,000	0.00	0.09	5/5/20	7/16/20	-	3,542	-	63,146
U.S. Treasuries	9127963F4	TREASURY BILL	50,000,000	0.00	0.12	5/27/20	7/21/20	-	4,833	-	3,542
U.S. Treasuries	9127963G2	TREASURY BILL	25,000,000	0.00	0.12	6/4/20	7/28/20	-	2,250	-	4,833
U.S. Treasuries	9127963G2	TREASURY BILL	75,000,000	0.00	0.09	5/4/20	7/28/20	-	5,459	-	2,250
U.S. Treasuries	9127963M9	TREASURY BILL	100,000,000	0.00	0.15	6/9/20	8/4/20	-	8,861	-	5,459
U.S. Treasuries	912796WZ8	TREASURY BILL	50,000,000	0.00	0.13	6/22/20	8/6/20	-	1,675	-	8,861
U.S. Treasuries	912796XF1	TREASURY BILL	50,000,000	0.00	0.16	6/11/20	8/20/20	-	4,375	-	1,675
U.S. Treasuries	9127963Q0	TREASURY BILL	25,000,000	0.00	0.12	6/24/20	8/25/20	-	583	-	4,375
U.S. Treasuries	912796XG9	TREASURY BILL	50,000,000	0.00	0.14	5/29/20	8/27/20	-	5,833	-	583
U.S. Treasuries	912796XG9	TREASURY BILL	50,000,000	0.00	0.14	5/29/20	8/27/20	-	5,833	-	5,833
U.S. Treasuries	9127963R8	TREASURY BILL	50,000,000	0.00	0.15	6/15/20	9/1/20	-	3,333	-	5,833
U.S. Treasuries	9127963X5	TREASURY BILL	25,000,000	0.00	0.16	6/12/20	9/8/20	-	2,111	-	3,333
U.S. Treasuries	9127963X5	TREASURY BILL	25,000,000	0.00	0.16	6/12/20	9/8/20	-	2,111	-	2,111
U.S. Treasuries	912796TJ8	TREASURY BILL	50,000,000	0.00	0.16	6/15/20	9/10/20	-	3,478	-	3,478
U.S. Treasuries	912796TJ8	TREASURY BILL	50,000,000	0.00	0.17	6/15/20	9/10/20	-	3,667	-	3,667
U.S. Treasuries	9127963Y3	TREASURY BILL	40,000,000	0.00	0.15	6/2/20	9/15/20	-	4,914	-	4,914
U.S. Treasuries	9127963Y3	TREASURY BILL	100,000,000	0.00	0.18	5/28/20	9/15/20	-	12,813	-	12,813
U.S. Treasuries	9127962G3	TREASURY BILL	100,000,000	0.00	0.18	6/18/20	9/17/20	-	6,319	-	6,319
U.S. Treasuries	9128285B2	US TREASURY	60,000,000	2.75	1.81	10/1/19	9/30/20	135,246	(45,462)	-	89,784
U.S. Treasuries	9127962J7	TREASURY BILL	25,000,000	0.00	0.17	6/8/20	10/1/20	-	2,669	-	2,669
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	-	2,950	-	2,950
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	9127964K2	TREASURY BILL	50,000,000	0.00	0.17	6/8/20	10/20/20	-	5,271	-	5,271
U.S. Treasuries	9127964Q9	TREASURY BILL	50,000,000	0.00	0.16	5/28/20	10/27/20	-	6,771	-	6,771
U.S. Treasuries	9127964Q9	TREASURY BILL	50,000,000	0.00	0.18	6/11/20	11/3/20	-	5,000	-	5,000
U.S. Treasuries	912796TP4	TREASURY BILL	50,000,000	0.00	0.18	6/15/20	11/3/20	-	3,851	-	3,851
U.S. Treasuries	9127964R7	TREASURY BILL	55,000,000	0.00	0.17	6/12/20	11/10/20	-	5,355	-	5,355
U.S. Treasuries	9127964S5	TREASURY BILL	50,000,000	0.00	0.18	6/16/20	11/17/20	-	4,935	-	4,935
U.S. Treasuries	9127964S5	TREASURY BILL	50,000,000	0.00	0.18	6/16/20	11/17/20	-	3,750	-	3,750
U.S. Treasuries	9127963J6	TREASURY BILL	25,000,000	0.00	0.17	6/15/20	12/10/20	-	1,911	-	1,911
U.S. Treasuries	9127963J6	TREASURY BILL	25,000,000	0.00	0.18	6/15/20	12/10/20	-	1,911	-	1,911
U.S. Treasuries	9127963L2	US TREASURY	50,000,000	1.88	1.63	11/18/19	12/15/20	76,844	4,000	-	4,000
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

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
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	-	2,708	-	2,708
U.S. Treasuries	912828N48	US TREASURY	50,000,000	1.75	1.64	11/22/19	12/31/20	72,089	(4,340)	-	67,749
U.S. Treasuries	9128283Q1	US TREASURY	50,000,000	2.00	2.57	3/4/19	1/15/21	82,418	22,562	-	104,980
U.S. Treasuries	9128283Q1	US TREASURY	50,000,000	2.00	1.63	11/18/19	1/15/21	82,418	(14,925)	-	67,493
U.S. Treasuries	9128283Q1	US TREASURY	50,000,000	2.00	1.63	11/22/19	1/15/21	82,418	(14,927)	-	67,490
U.S. Treasuries	9128283Q1	US TREASURY	50,000,000	2.00	1.68	12/3/19	1/15/21	82,418	(12,893)	-	69,524
U.S. Treasuries	9128284B3	US TREASURY	50,000,000	2.38	1.64	11/22/19	3/15/21	96,807	(29,603)	-	67,204
U.S. Treasuries	9128284B3	US TREASURY	50,000,000	2.38	1.66	12/6/19	3/15/21	96,807	(28,982)	-	67,825
U.S. Treasuries	912828C57	US TREASURY	50,000,000	2.25	2.39	4/15/19	3/31/21	92,213	5,728	-	97,942
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	66,940	3,320	-	70,260
U.S. Treasuries	9128287A2	US TREASURY	50,000,000	1.63	1.67	12/3/19	6/30/21	66,940	1,630	-	68,570
U.S. Treasuries	9128287A2	US TREASURY	50,000,000	1.63	1.65	12/9/19	6/30/21	66,940	1,133	-	68,073
U.S. Treasuries	912828S27	US TREASURY	25,000,000	1.13	1.64	8/15/17	6/30/21	23,172	10,187	-	33,358
U.S. Treasuries	912828Y20	US TREASURY	50,000,000	2.63	1.69	12/12/19	7/15/21	108,173	(37,617)	-	70,556
U.S. Treasuries	912828YC8	US TREASURY	50,000,000	1.50	1.66	12/9/19	8/31/21	61,141	6,407	-	67,549
U.S. Treasuries	912828T34	US TREASURY	50,000,000	1.13	1.69	12/11/19	9/30/21	46,107	22,851	-	68,957
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	82,388	(15,676)	-	66,712
U.S. Treasuries	912828XW5	US TREASURY	25,000,000	1.75	1.77	8/15/17	6/30/22	36,045	379	-	36,423
U.S. Treasuries	912828S35	US TREASURY	50,000,000	1.38	1.61	1/9/20	6/30/23	56,642	9,334	-	65,976
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
Subtotals			\$ 3,410,000,000				\$ 2,900,770	\$ 2,900,770	\$ (91,951)	\$ -	\$ 2,808,819
Federal Agencies	313384XQ7	FED HOME LN DISCOUNT NT	\$ -	0.00	1.56	2/3/20	6/2/20	\$ -	861	\$ -	861
Federal Agencies	313384YD5	FED HOME LN DISCOUNT NT	\$ -	0.00	0.09	5/11/20	6/15/20	\$ -	875	\$ -	875
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	\$ -	1.54	1.54	6/15/17	6/15/20	14,972	32	-	15,004
Federal Agencies	313312YE4	FED FARM CRD DISCOUNT NT	\$ -	0.00	0.10	5/28/20	6/16/20	16,110	69	-	16,179
Federal Agencies	313396YL1	FREDDIE MAC DISCOUNT NT	\$ -	0.00	1.53	2/3/20	6/22/20	-	2,042	-	2,042
Federal Agencies	313396Y07	FREDDIE MAC DISCOUNT NT	\$ -	1.65	1.65	6/22/17	6/22/20	14,125	13,300	-	13,300
Federal Agencies	313396YP2	FREDDIE MAC DISCOUNT NT	\$ -	0.00	1.56	2/6/20	6/24/20	-	49,514	-	14,125
Federal Agencies	313384ZAO	FED HOME LN DISCOUNT NT	24,300,000	0.00	0.10	2/6/20	6/25/20	-	10,300	-	10,300
Federal Agencies	3133FHQB2	FEDERAL FARM CREDIT BANK	25,000,000	1.55	1.56	7/6/17	7/6/20	-	2,025	-	2,025
Federal Agencies	313384ZD4	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.10	5/11/20	7/9/20	-	275	-	275
Federal Agencies	313384ZD4	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.10	5/20/20	7/9/20	-	1,979	-	1,979
Federal Agencies	313384ZH5	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.10	5/19/20	7/13/20	-	1,979	-	1,979
Federal Agencies	313384ZK8	FED HOME LN DISCOUNT NT	50,000,000	0.00	1.57	1/31/20	7/15/20	-	65,000	-	65,000
Federal Agencies	313384ZQ5	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.10	5/5/20	7/20/20	-	2,083	-	2,083
Federal Agencies	313384ZQ5	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.10	5/5/20	7/20/20	-	2,083	-	2,083
Federal Agencies	31350T60	FANNIE MAE	50,000,000	1.50	1.60	8/1/17	7/30/20	62,500	4,154	-	66,654
Federal Agencies	313396D34	FREDDIE DISCOUNT	25,000,000	0.00	0.13	6/24/20	8/24/20	-	608	-	608
Federal Agencies	3130ABZE9	FEDERAL HOME LOAN BANK	6,700,000	1.65	1.65	8/28/17	8/28/20	9,213	18	-	9,231
Federal Agencies	3130ADT93	FEDERAL HOME LOAN BANK	25,000,000	2.40	2.43	3/14/18	9/14/20	50,000	510	-	50,510
Federal Agencies	3133EJ3N7	FEDERAL FARM CREDIT BANK	25,000,000	2.77	2.79	12/21/18	9/21/20	57,708	434	-	58,142

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	18,000,000	1.38	1.48	9/8/17	9/28/20	20,625	1,553	-	22,178
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	30,000,000	1.38	1.48	9/8/17	9/28/20	34,375	2,589	-	36,964
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	313384K65	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.17	6/8/20	10/14/20	-	2,635	-	2,635
Federal Agencies	313384K65	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.17	6/8/20	10/14/20	-	2,635	-	2,635
Federal Agencies	3133EKR57	FEDERAL FARM CREDIT BANK	112,500,000	0.23	0.36	9/25/19	10/20/20	20,420	3,772	-	24,192
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	3132X0KR1	FARMER MAC	25,000,000	0.38	0.38	11/2/16	11/2/20	8,071	-	-	8,071
Federal Agencies	3133EJ09	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	3130A3JQ5	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	-	1,417	-	1,417
Federal Agencies	313384T74	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.17	6/19/20	12/18/20	-	1,417	-	1,417
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	50,000,000	0.38	0.38	12/21/16	12/21/20	15,302	-	-	15,302
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	100,000,000	0.51	0.51	12/24/15	12/24/20	41,842	-	-	41,842
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	2.38	2.47	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	3133EKC33	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	3133EKC33	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	0.29	50.00	10/3/19	3/25/21	21,113	1,002	-	22,114
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	3133EKF66	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	3133EKF66	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	3134GUAE0	FREDDIE MAC	-	2.03	2.03	9/11/19	9/13/21	16,917	-	-	16,917
Federal Agencies	3134GUAE0	FREDDIE MAC	-	2.03	2.03	9/11/19	9/13/21	16,917	-	-	16,917
Federal Agencies	3134GUAE0	FREDDIE MAC	-	2.03	2.03	9/11/19	9/13/21	16,917	-	-	16,917
Federal Agencies	3134GUAX8	FREDDIE MAC	-	2.03	2.03	9/13/19	9/13/21	16,917	-	-	16,917
Federal Agencies	3134GUAX8	FREDDIE MAC	-	2.03	2.03	9/13/19	9/13/21	16,917	-	-	16,917
Federal Agencies	3134GUAX8	FREDDIE MAC	-	2.03	2.03	9/13/19	9/13/21	16,917	-	-	16,917
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	17,188	-	-	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	3133EJ774	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	(31,968)	-	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

Monthly Investment Earnings Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3135EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.85	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	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	0.65	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	477	-	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
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	3134GVHU5	FREDDIE MAC	-	1.15	1.15	3/30/20	3/30/22	55,583	-	-	55,583
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	3134GVJB5	FREDDIE MAC	25,000,000	1.20	1.20	4/6/20	4/6/22	25,000	-	-	25,000
Federal Agencies	3134GVJB5	FREDDIE MAC	25,000,000	1.20	1.20	4/6/20	4/6/22	25,000	-	-	25,000
Federal Agencies	3134GVJB5	FREDDIE MAC	25,000,000	1.20	1.20	4/6/20	4/6/22	25,000	-	-	25,000
Federal Agencies	3134GVJB5	FREDDIE MAC	25,000,000	1.20	1.20	4/6/20	4/6/22	25,000	-	-	25,000
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	3133EKLK5	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	3133EKLK5	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	3133EHLK7	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.85	6/6/17	6/2/22	78,125	(976)	-	77,149
Federal Agencies	3133EHLK7	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	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	3133ELZP1	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	25,000,000	1.00	1.00	3/30/20	3/30/23	20,833	-	-	20,833
Federal Agencies	3134GVHA9	FREDDIE MAC	25,000,000	1.00	1.00	3/30/20	3/30/23	20,833	-	-	20,833
Federal Agencies	3134GVHA9	FREDDIE MAC	25,000,000	1.00	1.00	3/30/20	3/30/23	20,833	-	-	20,833
Federal Agencies	3134GVHA9	FREDDIE MAC	25,000,000	1.00	1.00	3/30/20	3/30/23	20,833	-	-	20,833
Federal Agencies	3133ELNE0	FEDERAL FARM CREDIT BANK	25,000,000	1.43	0.85	3/18/20	2/14/24	24,423	(9,572)	-	14,852
Federal Agencies	3133ELRR7	FEDERAL FARM CREDIT BANK	20,495,000	1.63	1.66	12/3/19	12/3/24	33,854	657	-	34,511
Federal Agencies	3130AHRP6	FEDERAL HOME LOAN BANK	25,000,000	1.63	2.10	12/19/19	12/19/24	103,472	205	17,724	121,401
Federal Agencies	3130AHWB5	FEDERAL HOME LOAN BANK	100,000,000	2.00	2.00	1/23/20	1/21/25	166,667	-	-	166,667
Federal Agencies	3135G0X57	FANNIE MAE	38,780,000	2.00	2.00	1/24/20	1/24/25	64,633	-	-	64,633
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	22,153	594	-	22,747
Federal Agencies	3134GVFP8	FREDDIE MAC	-	1.45	1.45	3/12/20	3/12/25	22,153	-	-	22,153
Federal Agencies	3134GVFP8	FREDDIE MAC	-	1.45	1.45	3/12/20	3/12/25	11,076	-	-	11,076

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3134GVFP8	FREDDIE MAC	-	1.45	1.45	3/12/20	3/12/25	11,076	-	-	11,076
Subtotals			\$ 3,596,985,000				\$ 4,890,664	\$ 178,212	\$ -	\$ 17,724	\$ 5,086,601
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
Subtotals			\$ 56,736,414				\$ 111,174	\$ 6,461	\$ -	\$ -	\$ 117,636
Public Time Deposits	PP9N4D668	SAN FRANCISCO CRED UNION	\$ -	1.83	1.83	12/4/19	6/4/20	\$ 1,507	\$ -	\$ -	\$ 1,507
Public Time Deposits	PP9J7XBG2	BANK OF SAN FRANCISCO	-	1.79	1.79	12/11/19	6/8/20	1,744	-	-	1,744
Public Time Deposits	PP9W8R1R2	BRIDGE BANK	-	1.98	1.98	12/23/19	6/23/20	11,930	-	-	11,930
Public Time Deposits	PP9U66BY8	BANK OF SAN FRANCISCO	10,000,000	0.35	0.35	3/25/20	9/21/20	2,794	-	-	2,794
Public Time Deposits	PPEQ54334	BRIDGE BANK	10,000,000	0.06	0.06	3/24/20	9/21/20	493	-	-	493
Public Time Deposits	PPE504BU6	SAN FRANCISCO CREDIT UNION	10,000,000	0.20	0.20	6/4/20	12/1/20	1,479	-	-	1,479
Public Time Deposits	PPE505CM0	BANK OF SAN FRANCISCO	5,000,000	0.20	0.20	6/8/20	12/7/20	639	-	-	639
Public Time Deposits	PPE808900	BRIDGE BANK	10,000,000	0.22	0.22	6/23/20	12/23/20	482	-	-	482
Subtotals			\$ 45,000,000				\$ 21,069	\$ -	\$ -	\$ -	\$ 21,069
Negotiable CDs	89114NB20	TORONTO DOMINION BANK NY	\$ -	1.83	1.83	11/19/19	6/22/20	\$ 64,050	\$ -	\$ -	\$ 64,050
Negotiable CDs	89114NGG4	TORONTO DOMINION BANK NY	-	1.65	1.65	2/6/20	6/25/20	55,000	-	-	55,000
Negotiable CDs	06417MFP5	BANK OF NOVA SCOTIA HOUS	50,000,000	1.85	1.85	12/5/19	7/1/20	77,083	-	-	77,083
Negotiable CDs	65602VZK5	NORINCHUKIN BANK NY	100,000,000	1.59	1.59	2/27/20	7/1/20	132,500	-	-	132,500
Negotiable CDs	89114NA54	TORONTO DOMINION BANK NY	50,000,000	1.86	1.86	11/6/19	7/1/20	77,500	-	-	77,500
Negotiable CDs	96121T4A3	WESTPAC BANKING CORP NY	28,790,000	2.05	1.87	11/12/19	8/3/20	49,183	(4,237)	-	44,946
Negotiable CDs	06367BAC3	BANK OF MONTREAL CHICAGO	50,000,000	0.43	0.43	11/25/19	9/2/20	19,801	-	-	19,801
Negotiable CDs	06367BJM2	BANK OF MONTREAL CHICAGO	100,000,000	1.01	1.01	3/11/20	9/14/20	84,167	-	-	84,167
Negotiable CDs	89114N5H4	TORONTO DOMINION BANK NY	100,000,000	0.48	0.48	9/25/19	9/24/20	39,342	-	-	39,342
Negotiable CDs	06417MCW3	BANK OF NOVA SCOTIA HOUS	50,000,000	0.51	0.51	9/27/19	9/28/20	20,852	-	-	20,852
Negotiable CDs	89114N5M3	TORONTO DOMINION BANK NY	50,000,000	0.51	0.51	9/27/19	9/28/20	21,017	-	-	21,017
Negotiable CDs	06417MDE2	BANK OF NOVA SCOTIA HOUS	50,000,000	0.51	0.51	10/3/19	10/9/20	21,717	-	-	21,717
Negotiable CDs	89114N6E0	TORONTO DOMINION BANK NY	50,000,000	0.51	0.51	10/1/19	10/9/20	21,717	-	-	21,717
Negotiable CDs	06370R6W4	BANK OF MONTREAL CHICAGO	50,000,000	0.44	0.44	11/13/19	10/26/20	17,922	-	-	17,922
Negotiable CDs	96130ADY1	WESTPAC BANKING CORP NY	50,000,000	0.46	0.46	10/30/19	10/28/20	18,768	-	-	18,768
Negotiable CDs	78012URS6	ROYAL BANK OF CANADA NY	35,000,000	0.45	0.45	12/3/19	12/3/20	15,230	-	-	15,230
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	96130AET1	WESTPAC BANKING CORP NY	50,000,000	1.86	1.86	12/6/19	12/9/20	26,909	-	-	26,909
Negotiable CDs	89114NFY6	TORONTO DOMINION BANK NY	75,000,000	1.73	1.73	12/13/19	12/14/20	116,250	-	-	116,250
Negotiable CDs	06367BFR5	BANK OF MONTREAL CHICAGO	70,000,000	0.94	0.94	1/23/20	1/6/21	100,917	-	-	100,917
Negotiable CDs	06367BJF7	BANK OF MONTREAL CHICAGO	100,000,000	0.55	0.55	1/29/20	1/28/21	39,047	-	-	39,047
Negotiable CDs	78012UTJ4	ROYAL BANK OF CANADA NY	100,000,000	0.93	0.93	3/10/20	3/1/21	46,053	-	-	46,053
Subtotals			\$ 1,308,790,000				\$ 1,219,958	\$ (4,237)	\$ -	\$ -	\$ 1,215,721
Commercial Paper	62479LF59	MUFG BANK LTD NY	\$ -	0.00	2.07	9/24/19	6/5/20	\$ -	\$ 5,667	\$ -	\$ 5,667
Commercial Paper	62479LFA8	MUFG BANK LTD NY	-	0.00	1.92	12/30/19	6/10/20	-	19,000	-	19,000
Commercial Paper	62479LFF7	MUFG BANK LTD NY	-	0.00	2.07	9/24/19	6/15/20	-	39,667	-	39,667
Commercial Paper	62479LFQ3	MUFG BANK LTD NY	-	0.00	1.65	2/3/20	6/24/20	-	26,194	-	26,194
Commercial Paper	89233GFR2	TOYOTA MOTOR CREDIT CORP	-	0.00	1.67	2/11/20	6/25/20	-	27,667	-	27,667
Commercial Paper	62479LG17	MUFG BANK LTD NY	60,000,000	0.00	1.96	10/25/19	7/1/20	-	96,500	-	96,500
Commercial Paper	62479LGI7	MUFG BANK LTD NY	75,000,000	0.00	1.95	10/21/19	7/1/20	-	120,000	-	120,000
Commercial Paper	89233GG18	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.89	11/6/19	7/1/20	-	77,917	-	77,917
Commercial Paper	89233GG18	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.88	12/9/19	7/1/20	-	77,500	-	77,500
Commercial Paper	89233GGN0	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.58	2/25/20	7/22/20	-	65,417	-	65,417
Commercial Paper	62479LGQ2	MUFG BANK LTD NY	60,000,000	0.00	1.51	2/27/20	7/24/20	-	75,000	-	75,000

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Commercial Paper	62479LH57	MUFG BANK LTD NY	50,000,000	0.00	1.72	1/29/20	8/5/20	-	70,833	-	70,833
Commercial Paper	46640PH63	JP MORGAN SECURITIES LLC	25,000,000	0.00	1.65	2/3/20	8/6/20	-	34,167	-	34,167
Commercial Paper	46640PH99	JP MORGAN SECURITIES LLC	25,000,000	0.00	1.65	2/3/20	8/17/20	-	34,167	-	34,167
Commercial Paper	89233GHH2	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.83	12/6/19	8/17/20	-	75,417	-	75,417
Commercial Paper	89233GHH5	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.64	2/14/20	8/19/20	-	67,917	-	67,917
Commercial Paper	62479LHR9	MUFG BANK LTD NY	45,000,000	0.00	1.90	12/10/19	8/25/20	-	70,125	-	70,125
Subtotals			\$ 590,000,000				\$ 1,123,926	\$ 983,153	\$ -	\$ -	\$ 983,153
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
Subtotals			\$ 5,000,000				\$ 12,708	\$ 123	\$ -	\$ -	\$ 12,831
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	10,542,536	0.10	0.10	6/30/20	7/1/20	889	-	-	889
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	10,601,812	0.10	0.10	6/30/20	7/1/20	852	-	-	852
Money Market Funds	31607A703	FIDELITY INST GOV FUND	979,199,201	0.11	0.11	6/30/20	7/1/20	83,875	-	-	83,875
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PRM	1,300,789,105	0.12	0.12	6/30/20	7/1/20	138,566	-	-	138,566
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	11,383,584	0.06	0.06	6/30/20	7/1/20	579	-	-	579
Subtotals			\$ 2,312,516,239				\$ 224,762	\$ -	\$ -	\$ -	\$ 224,762
Supranationals	459052XW1	INTL BK RECON & DEVELOP DISC	-	0.00	1.61	12/11/19	6/8/20	-	31,111	-	31,111
Supranationals	459052YA8	INTL BK RECON & DEVELOP DISC	-	0.00	0.34	4/14/20	6/12/20	-	5,194	-	5,194
Supranationals	45818KYD8	INTL BK RECON & DEVELOP DISC	-	0.00	0.33	4/13/20	6/15/20	-	6,417	-	6,417
Supranationals	459052YU4	INTL BK RECON & DEVELOP DISC	-	0.00	0.80	3/18/20	6/30/20	-	51,556	-	51,556
Supranationals	459052YV2	INTL BK RECON & DEVELOP DISC	50,000,000	0.00	0.25	4/8/20	7/1/20	-	10,417	-	10,417
Supranationals	459052YV2	INTL BK RECON & DEVELOP DISC	100,000,000	0.00	1.59	1/7/20	7/1/20	-	131,667	-	131,667
Supranationals	45818KZA3	INTER-AMERICAN DEVELOP DISCOUN	25,000,000	0.00	0.70	3/20/20	7/6/20	-	14,583	-	14,583
Supranationals	459058GA5	INTL BK RECON & DEVELOP	50,000,000	1.63	1.64	8/29/17	9/4/20	67,750	286	-	68,036
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	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
Subtotals			\$ 632,135,000				\$ 828,616	\$ 295,311	\$ -	\$ -	\$ 1,123,926
Grand Totals			\$ 11,957,162,653				\$ 10,209,722	\$ 1,367,072	\$ 17,724	\$ -	\$ 11,594,518

¹Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended June 30, 2020

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	6/2/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	\$ 93,000,000	0.12	0.12	\$ 100.00	\$ -	\$ 93,000,000
Purchase	6/2/20	9/15/20	U.S. Treasuries	TREASURY BILL	9127963Y3	40,000,000	0.00	0.15	99.96	-	39,982,208
Purchase	6/4/20	6/30/20	U.S. Treasuries	TREASURY BILL	9127962X6	50,000,000	0.00	0.12	99.99	-	49,995,847
Purchase	6/4/20	7/28/20	U.S. Treasuries	TREASURY BILL	9127963G2	25,000,000	0.00	0.12	99.98	-	24,995,500
Purchase	6/4/20	12/1/20	Public Time Deposits	SAN FRANCISCO CREDIT UNI	PPE5048U6	10,000,000	0.20	0.20	100.00	-	10,000,000
Purchase	6/5/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	100,000,000	0.12	0.12	100.00	-	100,000,000
Purchase	6/8/20	10/1/20	U.S. Treasuries	TREASURY BILL	9127962J7	25,000,000	0.00	0.17	99.95	-	24,986,655
Purchase	6/8/20	10/14/20	Federal Agencies	FED HOME LN DISCOUNT NT	313384K65	25,000,000	0.00	0.17	99.94	-	24,985,333
Purchase	6/8/20	10/14/20	Federal Agencies	FED HOME LN DISCOUNT NT	313384K65	25,000,000	0.00	0.17	99.94	-	24,985,333
Purchase	6/8/20	10/20/20	U.S. Treasuries	TREASURY BILL	9127964J5	50,000,000	0.00	0.17	99.94	-	49,969,292
Purchase	6/8/20	12/7/20	Public Time Deposits	BANK OF SAN FRANCISCO	PPE5052M0	5,000,000	0.20	0.20	100.00	-	5,000,000
Purchase	6/9/20	8/4/20	U.S. Treasuries	TREASURY BILL	9127963M9	100,000,000	0.00	0.15	99.98	-	99,977,444
Purchase	6/9/20	11/5/20	U.S. Treasuries	TREASURY BILL	912796TP4	50,000,000	0.00	0.18	99.93	-	49,963,733
Purchase	6/11/20	8/20/20	U.S. Treasuries	TREASURY BILL	912796XF1	50,000,000	0.00	0.16	99.97	-	49,984,688
Purchase	6/11/20	10/20/20	U.S. Treasuries	TREASURY BILL	9127964J5	30,000,000	0.00	0.18	99.94	-	29,980,678
Purchase	6/11/20	11/3/20	U.S. Treasuries	TREASURY BILL	9127964Q9	50,000,000	0.00	0.18	99.93	-	49,963,750
Purchase	6/12/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	98,000,000	0.12	0.12	100.00	-	98,000,000
Purchase	6/12/20	9/8/20	U.S. Treasuries	TREASURY BILL	9127963X5	25,000,000	0.00	0.16	99.96	-	24,990,222
Purchase	6/12/20	9/8/20	U.S. Treasuries	TREASURY BILL	9127963X5	25,000,000	0.00	0.16	99.96	-	24,990,222
Purchase	6/12/20	11/10/20	U.S. Treasuries	TREASURY BILL	9127964R7	55,000,000	0.00	0.17	99.93	-	54,960,782
Purchase	6/15/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	57,000,000	0.12	0.12	100.00	-	57,000,000
Purchase	6/15/20	9/1/20	U.S. Treasuries	TREASURY BILL	9127963R8	50,000,000	0.00	0.15	99.97	-	49,983,750
Purchase	6/15/20	9/10/20	U.S. Treasuries	TREASURY BILL	912796TJ8	50,000,000	0.00	0.16	99.96	-	49,981,090
Purchase	6/15/20	9/10/20	U.S. Treasuries	TREASURY BILL	912796TJ8	50,000,000	0.00	0.17	99.96	-	49,980,063
Purchase	6/15/20	11/3/20	U.S. Treasuries	TREASURY BILL	9127964Q9	50,000,000	0.00	0.17	99.93	-	49,966,066
Purchase	6/15/20	12/10/20	U.S. Treasuries	TREASURY BILL	9127963J6	25,000,000	0.00	0.17	99.91	-	24,978,739
Purchase	6/15/20	12/10/20	U.S. Treasuries	TREASURY BILL	9127963J6	25,000,000	0.00	0.17	99.91	-	24,978,739
Purchase	6/15/20	12/10/20	U.S. Treasuries	TREASURY BILL	9127963J6	25,000,000	0.00	0.18	99.91	-	49,955,500
Purchase	6/16/20	11/17/20	U.S. Treasuries	TREASURY BILL	9127964S5	50,000,000	0.00	0.18	99.92	-	49,961,500
Purchase	6/16/20	11/17/20	U.S. Treasuries	TREASURY BILL	9127964S5	50,000,000	0.00	0.18	99.92	-	49,961,500
Purchase	6/18/20	9/17/20	U.S. Treasuries	TREASURY BILL	9127962G3	100,000,000	0.00	0.18	99.96	-	99,955,764
Purchase	6/18/20	12/17/20	U.S. Treasuries	TREASURY BILL	9127963K3	50,000,000	0.00	0.16	99.92	-	49,959,149
Purchase	6/19/20	12/18/20	Federal Agencies	FED HOME LN DISCOUNT NT	313384T74	25,000,000	0.00	0.17	99.91	-	24,978,514
Purchase	6/19/20	12/18/20	Federal Agencies	FED HOME LN DISCOUNT NT	313384T74	25,000,000	0.00	0.17	99.91	-	24,978,514
Purchase	6/22/20	7/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	22,000,000	0.11	0.11	100.00	-	22,000,000
Purchase	6/22/20	8/6/20	U.S. Treasuries	TREASURY BILL	912796WZ8	50,000,000	0.00	0.13	99.98	-	49,991,625
Purchase	6/23/20	12/23/20	Public Time Deposits	BRIDGE BANK	PPE808900	10,000,000	0.22	0.22	100.00	-	10,000,000
Purchase	6/24/20	8/24/20	Federal Agencies	FREDDIE DISCOUNT	313396D34	25,000,000	0.00	0.13	99.98	-	24,994,705
Purchase	6/24/20	8/25/20	U.S. Treasuries	TREASURY BILL	9127963Q0	25,000,000	0.00	0.12	99.98	-	24,994,833
Purchase	6/25/20	8/11/20	U.S. Treasuries	TREASURY BILL	9127963N7	25,000,000	0.00	0.12	99.98	-	24,996,090
Purchase	6/25/20	8/18/20	U.S. Treasuries	TREASURY BILL	9127963P2	25,000,000	0.00	0.12	99.98	-	24,995,463
Purchase	6/25/20	8/25/20	U.S. Treasuries	TREASURY BILL	9127963Q0	25,000,000	0.00	0.13	99.98	-	24,994,599
Purchase	6/25/20	11/24/20	U.S. Treasuries	TREASURY BILL	9127964T3	25,000,000	0.00	0.16	99.93	-	24,983,375
Purchase	6/26/20	8/18/20	U.S. Treasuries	TREASURY BILL	9127963P2	25,000,000	0.00	0.13	99.98	-	24,995,363
Purchase	6/26/20	9/25/20	Federal Agencies	FED HOME LN DISCOUNT NT	313384H36	22,500,000	0.00	0.15	99.96	-	22,491,753
Purchase	6/29/20	7/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	51,000,000	0.11	0.11	100.00	-	51,000,000
Purchase	6/29/20	8/6/20	U.S. Treasuries	TREASURY BILL	912796WZ8	25,000,000	0.00	0.12	99.99	-	24,996,804
Purchase	6/29/20	12/24/20	U.S. Treasuries	TREASURY BILL	9127963L1	25,000,000	0.00	0.16	99.92	-	24,979,913
Purchase	6/30/20	7/1/20	Money Market Funds	BLACKROCK LIQ INST GOV F	09248UJ18	889	0.10	0.10	100.00	-	889
Purchase	6/30/20	7/1/20	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	852	0.11	0.11	100.00	-	852
Purchase	6/30/20	7/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	83,875	0.10	0.11	100.00	-	83,875
Purchase	6/30/20	7/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	50,000,000	0.11	0.11	100.00	-	50,000,000

Investment Transactions Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	6/30/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	138,566	0.12	0.12	100.00	-	138,566
Purchase	6/30/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	40,000,000	0.12	0.12	100.00	-	40,000,000
Purchase	6/30/20	7/1/20	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	579	0.06	0.06	100.00	-	579
Subtotals						\$2,058,724,762	0.03	0.15	\$ 99.96	\$	\$2,057,969,645
Sale	6/1/20	7/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	\$ 100,000,000	0.15	0.15	\$ 100.00	\$	\$ 100,000,000
Sale	6/1/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	18,000,000	0.16	0.16	100.00	-	18,000,000
Sale	6/3/20	7/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	21,000,000	0.11	0.11	100.00	-	21,000,000
Sale	6/4/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	40,000,000	0.12	0.12	100.00	-	40,000,000
Sale	6/5/20	7/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	16,000,000	0.11	0.11	100.00	-	16,000,000
Sale	6/8/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	66,000,000	0.12	0.12	100.00	-	66,000,000
Sale	6/9/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	24,000,000	0.12	0.12	100.00	-	24,000,000
Sale	6/10/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	24,000,000	0.12	0.12	100.00	-	24,000,000
Sale	6/11/20	7/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	25,000,000	0.11	0.11	100.00	-	25,000,000
Sale	6/11/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	90,000,000	0.12	0.12	100.00	-	90,000,000
Sale	6/16/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	18,000,000	0.12	0.12	100.00	-	18,000,000
Sale	6/17/20	7/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	15,000,000	0.11	0.11	100.00	-	15,000,000
Sale	6/18/20	7/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	20,000,000	0.11	0.11	100.00	-	20,000,000
Sale	6/18/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	100,000,000	0.12	0.12	100.00	-	100,000,000
Sale	6/23/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	14,000,000	0.12	0.12	100.00	-	14,000,000
Sale	6/24/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	10,000,000	0.12	0.12	100.00	-	10,000,000
Sale	6/25/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	15,000,000	0.12	0.12	100.00	-	15,000,000
Sale	6/26/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	68,000,000	0.12	0.12	100.00	-	68,000,000
Subtotals						\$ 684,000,000	0.13	0.13	\$ 100.00	\$	\$ 684,000,000
Call	6/12/20	3/12/25	Federal Agencies	FREDDIE MAC	3134GVFP8	\$ 25,000,000	1.45	1.45	100.00	\$	\$ 25,000,000
Call	6/12/20	3/12/25	Federal Agencies	FREDDIE MAC	3134GVFP8	25,000,000	1.45	1.45	100.00	-	25,000,000
Call	6/12/20	3/12/25	Federal Agencies	FREDDIE MAC	3134GVFP8	50,000,000	1.45	1.45	100.00	-	50,000,000
Call	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	100.00	-	25,000,000
Call	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	100.00	-	25,000,000
Call	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	100.00	-	25,000,000
Call	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	100.00	-	25,000,000
Call	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	100.00	-	25,000,000
Call	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	100.00	-	25,000,000
Call	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	100.00	-	25,000,000
Call	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	100.00	-	25,000,000
Call	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	100.00	-	25,000,000
Call	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	100.00	-	25,000,000
Call	6/19/20	12/19/24	Federal Agencies	FEDERAL HOME LOAN BANK	3130AHRR6	98,545,000	2.10	2.10	100.00	-	98,545,000
Call	6/30/20	3/30/22	Federal Agencies	FREDDIE MAC	3134GVHU5	60,000,000	1.15	1.15	100.00	-	60,000,000
Subtotals						\$ 458,545,000	1.80	1.80	\$	\$	\$ 458,545,000
Maturity	6/2/20	6/2/20	Federal Agencies	FED HOME LN DISCOUNT NT	313384XQ7	\$ 20,000,000	0.00	1.56	100.00	\$	\$ 20,000,000
Maturity	6/2/20	6/2/20	U.S. Treasuries	TREASURY BILL	9127962P3	100,000,000	0.00	0.05	100.00	-	100,000,000
Maturity	6/4/20	6/4/20	U.S. Treasuries	TREASURY BILL	912796TX7	25,000,000	0.00	0.05	100.00	-	25,000,000
Maturity	6/4/20	6/4/20	U.S. Treasuries	TREASURY BILL	912796TX7	25,000,000	0.00	0.05	100.00	-	25,000,000
Maturity	6/4/20	6/4/20	U.S. Treasuries	TREASURY BILL	912796TX7	25,000,000	0.00	0.05	100.00	-	25,000,000
Maturity	6/4/20	6/4/20	Public Time Deposits	SAN FRANCISCO CRED UNION	PP9N4D668	10,000,000	1.83	1.83	100.00	42,695	10,042,695
Maturity	6/5/20	6/5/20	Commercial Paper	MUFG BANK LTD NY	62479LF59	25,000,000	0.00	2.07	100.00	-	25,000,000
Maturity	6/8/20	6/8/20	Supranationals	INTL BK RECON & DEVELOP	459052XW1	100,000,000	0.00	1.61	100.00	-	100,000,000
Maturity	6/8/20	6/8/20	Public Time Deposits	BANK OF SAN FRANCISCO	PP9J7XBG2	5,000,000	1.79	1.79	100.00	19,625	5,019,625
Maturity	6/9/20	6/9/20	U.S. Treasuries	TREASURY BILL	9127962U2	25,000,000	0.00	0.08	100.00	-	25,000,000
Maturity	6/9/20	6/9/20	U.S. Treasuries	TREASURY BILL	9127962U2	25,000,000	0.00	0.07	100.00	-	25,000,000
Maturity	6/9/20	6/9/20	U.S. Treasuries	TREASURY BILL	9127962U2	40,000,000	0.00	0.04	100.00	-	40,000,000
Maturity	6/9/20	6/9/20	U.S. Treasuries	TREASURY BILL	9127962U2	50,000,000	0.00	0.07	100.00	-	50,000,000
Maturity	6/10/20	6/10/20	Commercial Paper	MUFG BANK LTD NY	62479LFA8	40,000,000	0.00	1.92	100.00	-	40,000,000
Maturity	6/12/20	6/12/20	Supranationals	INTL BK RECON & DEVELOP	459052YA8	50,000,000	0.00	0.34	100.00	-	50,000,000

Investment Transactions Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction	
Maturity	6/15/20	6/15/20	Federal Agencies	FED HOME LN DISCOUNT NT	313384YD5	25,000,000	0.00	0.09	100.00	-	25,000,000	
Maturity	6/15/20	6/15/20	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHNK5	25,000,000	1.54	1.54	100.00	192,500	25,192,500	
Maturity	6/15/20	6/15/20	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHNK5	26,900,000	1.54	1.55	100.00	207,130	27,107,130	
Maturity	6/15/20	6/15/20	Supranationals	INTL BK RECON & DEVELOP	45818KYD8	50,000,000	0.00	0.33	100.00	-	50,000,000	
Maturity	6/15/20	6/15/20	Commercial Paper	MUFG BANK LTD NY	62479LFF7	50,000,000	0.00	2.07	100.00	-	50,000,000	
Maturity	6/15/20	6/15/20	U.S. Treasuries	US TREASURY	912828XU9	50,000,000	1.50	1.51	100.00	375,000	50,375,000	
Maturity	6/15/20	6/15/20	U.S. Treasuries	US TREASURY	912828XU9	50,000,000	1.50	2.39	100.00	375,000	50,375,000	
Maturity	6/15/20	6/15/20	U.S. Treasuries	US TREASURY	912828XU9	100,000,000	1.50	2.67	100.00	750,000	100,750,000	
Maturity	6/16/20	6/16/20	Federal Agencies	FED FARM CRD DISCOUNT NT	313312YE4	49,000,000	0.00	0.10	100.00	-	49,000,000	
Maturity	6/16/20	6/16/20	U.S. Treasuries	TREASURY BILL	9127962V0	25,000,000	0.00	0.09	100.00	-	25,000,000	
Maturity	6/22/20	6/22/20	Federal Agencies	FREDDIE MAC DISCOUNT NT	313396YL1	15,000,000	0.00	1.53	100.00	-	15,000,000	
Maturity	6/22/20	6/22/20	Federal Agencies	FREDDIE MAC	14675,000	14,675,000	1.65	1.65	100.00	121,069	14,796,069	
Maturity	6/22/20	6/22/20	Federal Agencies	TORONTO DOMINION BANK NY	89114NB20	60,000,000	1.83	1.83	100.00	658,800	60,658,800	
Maturity	6/23/20	6/23/20	Negotiable CDs	BRIDGE BANK	PP9W8R1R2	10,000,000	1.98	1.98	100.00	82,505	10,082,505	
Maturity	6/24/20	6/24/20	Federal Agencies	FREDDIE MAC DISCOUNT NT	313396YN7	50,000,000	0.00	1.56	100.00	-	50,000,000	
Maturity	6/24/20	6/24/20	Commercial Paper	MUFG BANK LTD NY	62479LFF3	25,000,000	0.00	1.65	100.00	-	25,000,000	
Maturity	6/25/20	6/25/20	Federal Agencies	FREDDIE MAC DISCOUNT NT	313396YP2	10,000,000	0.00	1.55	100.00	-	10,000,000	
Maturity	6/25/20	6/25/20	Negotiable CDs	TORONTO DOMINION BANK NY	89114NGG4	50,000,000	1.65	1.65	100.00	320,833	50,320,833	
Maturity	6/25/20	6/25/20	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233GFR2	25,000,000	0.00	1.67	100.00	-	25,000,000	
Maturity	6/30/20	6/30/20	Supranationals	INTL BK RECON & DEVELOP	459052YU4	80,000,000	0.00	0.80	100.00	-	80,000,000	
Maturity	6/30/20	6/30/20	U.S. Treasuries	TREASURY BILL	9127962X6	50,000,000	0.00	0.09	100.00	-	50,000,000	
Maturity	6/30/20	6/30/20	U.S. Treasuries	TREASURY BILL	9127962X6	50,000,000	0.00	0.12	100.00	-	50,000,000	
Maturity	6/30/20	6/30/20	U.S. Treasuries	US TREASURY	912828XY1	50,000,000	2.50	2.38	100.00	625,000	50,625,000	
Subtotals						\$1,480,575,000	0.52	1.14	\$	\$	\$1,484,345,158	
Interest	6/11/20	3/11/21	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367BJF7	\$		0.75	0.00	0.00	\$	64,595
Interest	6/2/20	6/2/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHL7	50,000,000	1.88	1.85	0.00	0.00	0.00	468,750
Interest	6/2/20	6/2/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHL7	50,000,000	1.88	1.88	0.00	0.00	0.00	468,750
Interest	6/2/20	9/2/20	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367BAC3	50,000,000	1.67	1.67	0.00	0.00	0.00	213,437
Interest	6/2/20	11/2/20	Federal Agencies	FARMER MAC	3132XOKR1	25,000,000	0.53	0.53	0.00	0.00	0.00	11,402
Interest	6/3/20	12/3/20	Negotiable CDs	ROYAL BANK OF CANADA NY	78012URS6	35,000,000	1.57	1.57	0.00	0.00	0.00	140,674
Interest	6/3/20	12/3/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELCP7	25,000,000	1.63	1.66	0.00	0.00	0.00	203,125
Interest	6/9/20	10/9/20	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417MDE2	50,000,000	0.55	0.55	0.00	0.00	0.00	22,218
Interest	6/9/20	10/9/20	Negotiable CDs	TORONTO DOMINION BANK NY	89114N6E0	50,000,000	0.55	0.55	0.00	0.00	0.00	22,218
Interest	6/9/20	12/9/20	Negotiable CDs	WESTPAC BANKING CORP NY	96130AEP9	50,000,000	1.15	1.15	0.00	0.00	0.00	146,801
Interest	6/11/20	12/11/20	Federal Agencies	FEDERAL HOME LOAN BANK	3130A3UQ5	10,000,000	1.88	2.02	0.00	0.00	0.00	93,750
Interest	6/12/20	3/12/25	Federal Agencies	FREDDIE MAC	3134GVFP8	25,000,000	1.45	1.45	0.00	0.00	0.00	90,625
Interest	6/12/20	3/12/25	Federal Agencies	FREDDIE MAC	3134GVFP8	25,000,000	1.45	1.45	0.00	0.00	0.00	90,625
Interest	6/12/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	50,000,000	2.03	2.03	0.00	0.00	0.00	181,250
Interest	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	0.00	0.00	0.00	126,875
Interest	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	0.00	0.00	0.00	126,875
Interest	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	0.00	0.00	0.00	126,875
Interest	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	0.00	0.00	0.00	126,875
Interest	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	0.00	0.00	0.00	126,875
Interest	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	0.00	0.00	0.00	126,875
Interest	6/13/20	9/13/21	Federal Agencies	FREDDIE MAC	3134GUAEO	25,000,000	2.03	2.03	0.00	0.00	0.00	126,875
Interest	6/15/20	3/15/21	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UTJ4	100,000,000	0.93	0.93	0.00	0.00	0.00	80,396
Interest	6/15/20	6/15/21	U.S. Treasuries	US TREASURY	9128284T4	50,000,000	2.63	1.66	0.00	0.00	0.00	656,250
Interest	6/15/20	6/15/21	U.S. Treasuries	US TREASURY	9128284T4	50,000,000	2.63	1.65	0.00	0.00	0.00	656,250
Interest	6/15/20	6/15/21	U.S. Treasuries	US TREASURY	9128284T4	50,000,000	2.63	1.69	0.00	0.00	0.00	656,250
Interest	6/15/20	6/15/21	U.S. Treasuries	US TREASURY	9128284T4	50,000,000	2.63	1.65	0.00	0.00	0.00	656,250
Interest	6/15/20	6/15/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELDK7	20,000,000	1.63	1.63	0.00	0.00	0.00	162,094

Investment Transactions Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	6/15/20	6/15/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELDK7	25,000,000	1.63	1.63	0.00	0.00	202,618
Interest	6/15/20	6/15/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELDK7	25,000,000	1.63	1.63	0.00	0.00	202,618
Interest	6/15/20	12/15/20	Federal Agencies	FARMER MAC	3132XOZY0	12,750,000	2.05	2.07	0.00	0.00	130,688
Interest	6/15/20	12/15/20	U.S. Treasuries	US TREASURY	9128283L2	50,000,000	1.88	1.63	0.00	0.00	468,750
Interest	6/15/20	12/15/20	U.S. Treasuries	US TREASURY	9128283L2	50,000,000	1.88	1.65	0.00	0.00	468,750
Interest	6/17/20	12/17/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EU3B3	19,000,000	2.80	0.74	0.00	0.00	266,000
Interest	6/17/20	12/17/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EU3B3	25,000,000	2.80	2.84	0.00	0.00	350,000
Interest	6/17/20	12/17/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EU3B3	25,000,000	2.80	2.84	0.00	0.00	350,000
Interest	6/17/20	12/17/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EU3B3	25,000,000	2.80	2.85	0.00	0.00	350,000
Interest	6/19/20	12/19/24	Federal Agencies	FEDERAL HOME LOAN BANK	3130AHR6	98,545,000	2.10	2.10	0.00	0.00	1,034,723
Interest	6/20/20	10/20/20	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKR57	112,500,000	0.21	0.32	0.00	0.00	20,416
Interest	6/20/20	12/20/21	Federal Agencies	FEDERAL HOME LOAN BANK	3130AHR5	22,500,000	1.63	1.68	0.00	0.00	182,813
Interest	6/21/20	12/21/20	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX75	50,000,000	0.36	0.36	0.00	0.00	15,538
Interest	6/22/20	6/22/21	Federal Agencies	FANNIE MAE	3135G0J35	25,000,000	2.75	2.76	0.00	0.00	343,750
Interest	6/24/20	9/24/20	Negotiable CDs	TORONTO DOMINION BANK NY	89114N5H4	100,000,000	0.47	0.47	0.00	0.00	37,720
Interest	6/24/20	12/24/20	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFTX5	100,000,000	0.50	0.50	0.00	0.00	42,905
Interest	6/25/20	3/25/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKR99	90,000,000	0.28	0.30	0.00	0.00	21,564
Interest	6/25/20	9/21/20	Public Time Deposits	BANK OF SAN FRANCISCO	PP9U66BY8	10,000,000	0.33	0.33	0.00	0.00	8,822
Interest	6/26/20	10/26/20	Negotiable CDs	BANK OF MONTREAL CHICAGO	06370R6W4	50,000,000	0.43	0.43	0.00	0.00	18,439
Interest	6/29/20	9/28/20	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417MCW3	50,000,000	0.50	0.50	0.00	0.00	22,200
Interest	6/29/20	9/28/20	Negotiable CDs	TORONTO DOMINION BANK NY	89114N5M3	50,000,000	0.50	0.50	0.00	0.00	23,089
Interest	6/29/20	10/28/20	Negotiable CDs	WESTPAC BANKING CORP NY	96130ADY1	50,000,000	0.45	0.45	0.00	0.00	19,978
Interest	6/30/20	3/30/22	Federal Agencies	FREDDIE MAC	3134GVHU5	60,000,000	1.15	1.15	0.00	0.00	172,500
Interest	6/30/20	6/30/21	U.S. Treasuries	US TREASURY	9128287A2	50,000,000	1.63	1.71	0.00	0.00	406,250
Interest	6/30/20	6/30/21	U.S. Treasuries	US TREASURY	9128287A2	50,000,000	1.63	1.67	0.00	0.00	406,250
Interest	6/30/20	6/30/21	U.S. Treasuries	US TREASURY	9128287A2	50,000,000	1.63	1.65	0.00	0.00	406,250
Interest	6/30/20	6/30/21	U.S. Treasuries	US TREASURY	912828S27	25,000,000	1.13	1.64	0.00	0.00	140,625
Interest	6/30/20	6/30/22	U.S. Treasuries	US TREASURY	912828XW5	25,000,000	1.75	1.77	0.00	0.00	218,750
Interest	6/30/20	6/30/23	U.S. Treasuries	US TREASURY	912828S35	50,000,000	1.38	1.61	0.00	0.00	343,750
Interest	6/30/20	7/1/20	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	10,542,536	0.10	0.10	0.00	0.00	889
Interest	6/30/20	7/1/20	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	10,601,812	0.10	0.10	0.00	0.00	852
Interest	6/30/20	7/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	947,199,201	0.11	0.11	0.00	0.00	83,875
Interest	6/30/20	7/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	1,150,789,105	0.12	0.12	0.00	0.00	138,566
Interest	6/30/20	7/1/20	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	11,383,584	0.06	0.06	0.00	0.00	579
Interest	6/30/20	12/31/20	U.S. Treasuries	US TREASURY	912828N48	50,000,000	1.75	1.64	0.00	0.00	437,500
Interest	6/30/20	12/31/21	U.S. Treasuries	US TREASURY	912828U81	50,000,000	2.00	1.61	0.00	0.00	500,000
Subtotals						\$4,720,811,239	0.81	0.76	\$	-	\$ 13,938,727

Grand Totals	55 Purchases	(18) Sales	(50) Maturities / Calls	(13) Change in number of positions



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**Attachment 2
Sales Tax Revenue Bond
Debt Expenditure Report
As of June 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	-
Total	\$250,004,239	\$234,896,399	\$15,107,840

Interest Earned	\$4,163,265
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Sponsor	Bond-Eligible Reimbursement Requests Paid	Previous	Current	Cumulative Total
SFMTA	Motor Coach Procurement ¹	\$ 40,524,484	\$ 4,967,375	\$ 45,491,859
SFMTA	Trolley Coach Procurement ¹	35,523,496	2,511,707	38,035,204
SFMTA	Radio Communications System & CAD Replacement ¹	35,756,776	-	35,756,776
SFMTA	Central Subway	13,752,000	964,968	14,716,968
SFMTA	Signals - New and Upgraded	4,902,712	5,116,254	10,018,966
TJPA	Transbay Transit Center	8,603,818	66,594	8,670,411
SFMTA	Guideway Improvements (e.g. MME, Green Light Rail Facility, OCS)	7,449,492	264,092	7,713,585
SFMTA	Van Ness Bus Rapid Transit	4,895,929	-	4,895,929
SFMTA	Central Control and Communications (C3) Program ¹	4,146,932	588,786	4,735,718
PCJPB	Caltrain Early Investment Program - Electrification	2,898,251	119,424	3,017,674
SFMTA	Light Rail Vehicle Procurement ¹	2,829,105	-	2,829,105
SFMTA	Escalators	2,707,285	-	2,707,285
PCJPB	Caltrain Early Investment Program - CBOSS	2,171,729	-	2,171,729
SFMTA	1570 Burke Avenue Maintenance Facility	1,983,242	-	1,983,242
SFMTA	Muni Forward	1,435,632	-	1,435,632
SFMTA	Balboa Park Station Area and Plaza Improvements	580,808	742,507	1,323,315
SFMTA	Geary Bus Rapid Transit	1,172,609	-	1,172,609
SFMTA	Signals - Sfgo	142,581	687,187	829,768
PortSF	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	\$ 172,646,525	\$ 16,248,894	\$ 188,895,418
	Percentage of Capital Project Fund Spent	84.63%	7.97%	92.59%

* Major Cash Flow Drivers

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Memorandum

AGENDA ITEM 11

DATE: July 23, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 07/28/20 Board Meeting: Traffic Congestion Mitigation Tax (TNC Tax) Program Guidelines

RECOMMENDATION Information Action

None. This is an information item.

SUMMARY

The Proposition D Traffic Congestion Mitigation Tax passed by San Francisco voters in November 2019, imposes a per-ride fee on TNC (e.g., Uber and Lyft) trips originating in San Francisco. Revenues must be used to improve transportation and are split evenly between the San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority, with our 50% share designated for pedestrian and bicycle safety improvements. Revenue collection began in January. Since then, we have been coordinating with partners and stakeholders to develop guidelines for this new fund program. Based on feedback received and our experience with managing other programs, we propose administering the TNC Tax in a manner similar to the Prop K sales tax and Prop AA vehicle registration fee, with Board approval of program guidelines, fund programming and project funding requests. We propose establishing four programmatic categories: Quick Builds, Safe Streets, Signals, and Maintenance. Given the steep decline in revenues due the COVID-19 pandemic, we recommend prioritizing Quick Build projects for Fiscal Year 2020/21 and 2021/22 funds (estimated at \$2 million and \$3.6 million respectively). We are seeking feedback on this overall approach, and plan to present the program guidelines, fund programming and inaugural allocation to the Board for approval this fall.

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other: _____



BACKGROUND

In 2017, San Francisco's Transportation Task Force 2045 published a final report recommending a tax on ride-hail trips as one mechanism to help close the identified \$22 billion funding gap for San Francisco's transportation systems from 2019-2045. That same year, the Transportation Authority published *TNCs Today*, a report finding that 50% of the increase in traffic congestion in San Francisco from 2010 to 2016 was attributable to TNC trips.

With this data and recommendation, Assemblymember Phil Ting authored Assembly Bill 1184 (2018), which authorized the City and County of San Francisco (CCSF) to tax ride-hail trips originating in San Francisco. Transportation Authority Board Chair Aaron Peskin worked with Mayor London Breed and TNC companies to develop the Traffic Congestion Mitigation Tax (also referred to as the TNC Tax), which was approved by voters last November.

The TNC Tax imposes a surcharge on TNC trips that originate in San Francisco, for the portion of the trip within the city. The tax also applies to private transit companies and rides given by autonomous vehicles commercially. Single occupant trips are taxed at 3.25%, with electric vehicle trips receiving a discount to 1.5% through 2024. Shared trips are taxed at 1.5%. The tax went into effect on January 1, 2020, and sunsets in November 2045.

DISCUSSION

When the measure was approved in 2019, the tax was estimated to generate about \$30 million annually. After a 2% set aside for administration by CCSF, 50% of the revenues go to SFMTA for transit operations and improvements, and 50% comes to the Transportation Authority for bicycle and pedestrian safety improvements, traffic calming, signals, and maintenance.

Stakeholder Feedback. Between December 2019 and March 2020, staff went on a listening tour to collect feedback from stakeholders and partners as we were developing the TNC Tax program guidelines, including the Pedestrian Safety Advisory Committee, Bicycle Advisory Committee, Vision Zero Task Force, Walk San Francisco, San Francisco Bicycle Coalition, Youth Commission, Housing and Land Use Committee, Department of Public Health, and the SFMTA. We have also provided regular updates and sought input from our Technical Working Group which includes representatives from the SFMTA, other city agencies such as SF Environment and SF Public Works, regional transit operators serving San Francisco, and others.

We heard consistent feedback that the program should:

- Include steady funding for quick-build projects
- Utilize an equity lens in decision-making, with investment made in projects that benefit Communities of Concern and address community-specific needs



- Fund multiple projects, rather than an investment in one large project
- Prioritize projects on the Vision Zero High Injury Network
- Fund projects that are ready to go
- Establish systematic data collection and oversight

Programmatic Categories. Based on the eligibility language in the TNC Tax ordinance, stakeholder feedback, and our experience with Prop K and other fund programs, we are considering four programmatic categories to guide the allocation of funds:

1. **Quick Build** projects include reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, transit boarding islands, and parking and loading changes. These projects allow for quick implementation and evaluation of safety improvements while longer-term improvements are designed. While the materials and methods used to install improvements makes reversal possible, it is not necessarily the intent that treatments will be reversed.
2. **Safe Streets** projects include long-term safety improvements, such as protected bike lanes, midblock crossings, and traffic calming measures. This category provides opportunity for larger-cost projects that typically rely on multiple funding sources. We anticipate issuing competitive calls for projects for this category.
3. **Signals** projects include new signals, upgraded signals, and signal retiming.
4. **Maintenance** includes paint, safe hit posts, signs, and other low-cost maintenance needs.

Originally, we were considering establishing annual funding levels for each programmatic category and conducting periodic competitive calls for projects for the Safe Streets category, while SFMTA would be the primary sponsor for projects in the other three categories. The Board would approve allocations for specific projects for all four categories. With the steep decline in TNC Tax revenues due to the COVID-19 pandemic, and in consultation with SFMTA staff, we now recommend giving priority to funding Quick Build projects only over the next two years, as discussed in the Quick Build Project Priority for FY 2020/21 – 2021/22 section below.

Prioritization. We are focusing on advancing equity by investing in projects that benefit Communities of Concern, improve safety for vulnerable populations, have demonstrated community support, and are on the High Injury Network. We have identified 11 potential prioritization criteria, which may be combined or reduced in the program guidelines, as shown below.

- Benefits Communities of Concern
- High Injury Network
- Fund leveraging
- Limited other funding options



- Improves safety for vulnerable populations
- Community engagement/support
- Project readiness
- Geographic equity
- Project sponsor priority
- Project delivery track record
- Time sensitivity

Program Administration. We recommend that the TNC Tax fund source be administered in a similar manner as Prop K and Prop AA, with allocation requests presented to the Board when projects are ready to go. We do not anticipate borrowing or financing to fund projects, and plan to administer this as a “pay as you go” program. Consistent with Transportation Authority policies, we will establish a capital program reserve equal to 10% of annual revenues.

Building off data collection and analysis efforts that led to development of the TNC Tax and feedback we have received, we anticipate recommending appropriation of 1% of revenues for systematic data collection and analysis of TNC trips in San Francisco and, consistent with CCSF, appropriating 2% of revenues for program administration and oversight.

Revenues. Revenue projections published in July 2019 by CCSF’s Office of the Controller and Office of Economic Analysis indicated approximately \$30 million annually from the TNC Tax. After the 2% administration fee to CCSF, and subsequent 50/50 split between the Transportation Authority and the SFMTA, approximately \$14.7 million annually was projected to come to the Transportation Authority. However, the COVID-19 pandemic has severely impacted revenues, as shown in Table 1. In May, revenues were 96% lower than the original projections.

Table 1. Projected and Actual TNC Tax Revenues

Month (2020)	Original Total Revenue Projections	Actual Total Revenue Collections	Transportation Authority Share (50%)*
January	\$2,500,000	\$1,842,117	\$902,637
February	\$2,500,000	\$1,863,898	\$913,310
March	\$2,500,000	\$825,459	\$404,475
April	\$2,500,000	\$164,791	\$80,748
May	\$2,500,000	\$101,212	\$49,594
Total	\$12,500,000	\$4,797,477	\$2,350,764

*Transportation Authority share is 50% of collections, less 2% to CCSF for administration

For annual budgeting purposes, we continue to align with the Controller’s Office revenue projections, currently estimated at \$700,000 per month and subject to change as we



complete the FY2020/21 preliminary budget next month. Given the current uncertainty about revenue projections, we are taking a conservative approach and plan to recommend allocation of funds only after they have been collected.

Quick Build Project Priority for FY 2020/21 - 2021/22. After netting out the proposed 10% capital reserve and 3% for data collection and program administration, and assuming June collections are similar to May, we estimate that we will have just under \$2.1 million to program and allocate by Fall 2020. We are considering recommending allocation of this almost \$2.1 million to the FY 2020/21 Quick Build program this fall, following adoption of the TNC Tax program guidelines. Based on Controller's Office estimates, we anticipate collection of an additional almost \$3.6 million over the next 12 months that would be available for a FY 2021/22 Quick Build program allocation.

Prioritizing the Quick Build program given current low revenue projections would be consistent with stakeholder feedback supporting quick builds and would support SFMTA's need to demonstrate secure funding in order to hire additional (temporary for now) staff to deliver more quick builds. If revenues look like they will come in substantially higher than this, we would return to the Board and present options for programming and allocating funds to projects in the other three programmatic categories.

Next Steps. We are monitoring revenues closely and continue to develop program guidelines. We anticipate returning to the CAC and Board in September for adoption of the program guidelines, followed by programming and allocation of funds for the FY 2020/21 Quick Build program.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

This information item was agendized for consideration by the CAC at its July 22, 2020 meeting, but continued due to time constraints. We are offering briefings to CAC members and will return to the CAC this fall with an action item to adopt the program guidelines.

SUPPLEMENTAL MATERIALS

- Attachment 1 - TNC Tax Program Guidelines Presentation

Traffic Congestion Mitigation Tax (TNC Tax) Program Guidelines



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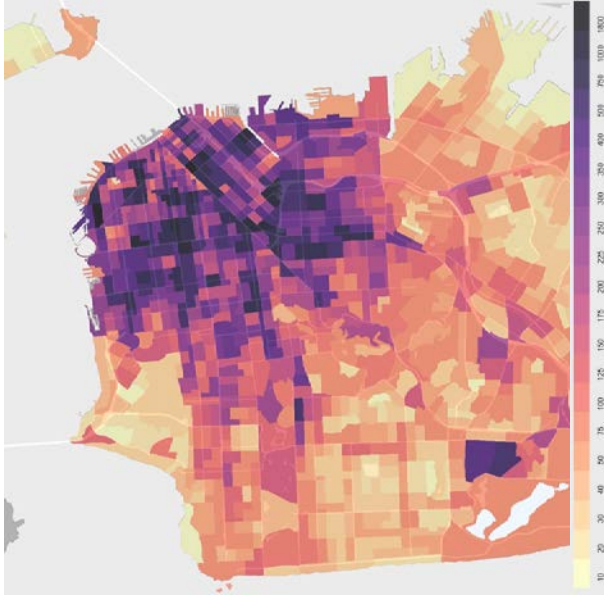
Agenda Item #11

July 28, 2020

Transportation Network Companies (TNCs) and Congestion

TNCs Today: 50% of the increase in traffic congestion, 2010 to 2016

Source: TNCs Today, 2017



TNC Tax: Background



- Tax on commercial ride-hail trips
- Trips originating in SF, for portion of trip in SF
- 1.5% tax on shared rides
- 1.5% tax on EV rides through 2024
- 3.25% tax on non-shared rides



TNC Tax: Use of Revenues



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**Revenues estimated
~\$30 million annually (pre
COVID-19 pandemic)**

50% to SFMTA to improve

- Muni service
- fleet and facilities
- transit access

50% to SFCTA to improve

- pedestrian and bicycle safety



Photo by SFMTA Photography Department

TNC Tax: SFCTA Share



- Pedestrian and bicycle safety infrastructure
- Traffic calming
- Traffic signals
- Maintenance of existing infrastructure



Photo by Sergio Ruiz, flic.kr/p/2b8zy/m

TNC Tax: Program Development

We received feedback from:

- Bicycle Advisory Committee
- Department of Public Health
- Pedestrian Safety Advisory Committee
- San Francisco Bicycle Coalition
- SFMTA
- Transportation Authority's Technical Working Group
- Vision Zero Task Force
- Walk San Francisco
- Youth Commission's Housing and Land Use Committee

Potential Programmatic Categories

QUICK BUILDS

- Reversible/adjustable traffic control
- Painted safety zones
- Bike lanes
- Parking regulation adjustments
- Traffic lane configuration adjustments

SAFE STREETS

- Long-term safety improvements
- Protected bike lanes
- Midblock crossings
- Traffic calming measures

SIGNALS

- New signals
- Upgraded signals
- Signal retiming

MAINTENANCE

- Paint
- Safe hit posts
- Signs
- Other low-cost maintenance

Project Prioritization Criteria

- Benefits Communities of Concern
- High Injury Network
- Improves safety for vulnerable populations
- Community engagement/support
- Time sensitivity
- Project readiness



Photo: 7th Street (16th to Townsend) Quick Build

Project Prioritization Criteria (cont.)

- Fund leveraging
- Limited other funding options
- Geographic equity
- Project sponsor priority
- Project delivery track record

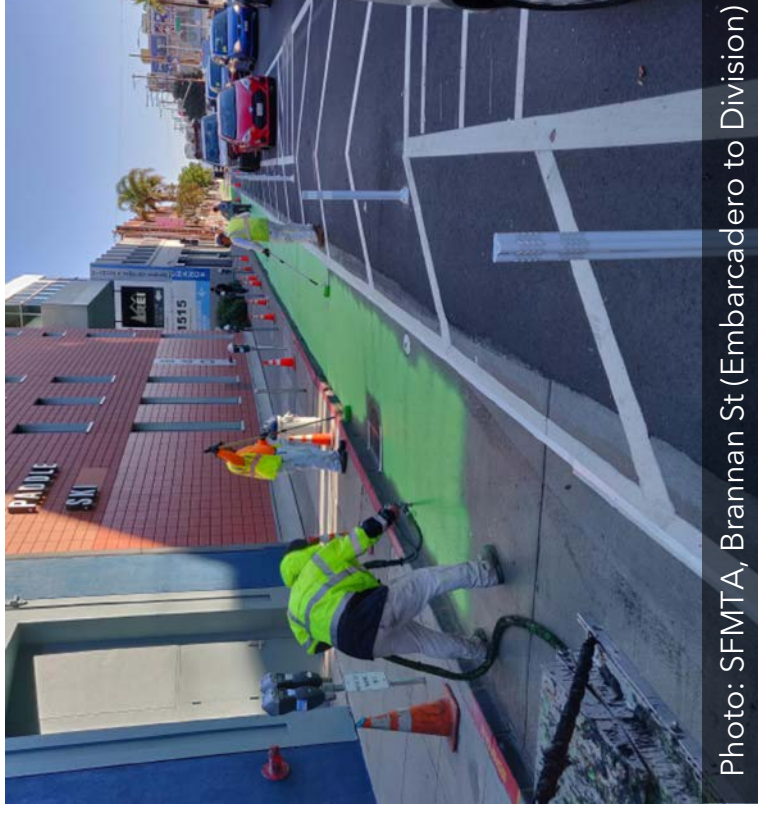


Photo: SFMTA, Brannan St (Embarcadero to Division)

TNC Tax Program Guidelines

- Administer similar to Prop K / AA
- Allocation requests approved by Citizens Advisory Committee and Board
- Allocate to one phase at a time, when project is ready to start that phase (except Quick Builds)
- Quarterly reporting via online grants portal
- Reimbursement-based

TNC Tax Program Guidelines

- “Pay-as-you-go” program
- Establish capital reserve
- Set aside for data collection and administration
 - 1% for TNC data collection and analysis
 - 2% for program administration

TNC Tax Revenue

Collection started Jan 1, 2020

Month (2020)	Original Total Revenue Projections	Actual Total Revenue Collections	SFCTA Share (50%)*
January	\$2,500,000	\$1,842,117	\$902,637
February	\$2,500,000	\$1,863,898	\$913,310
March	\$2,500,000	\$825,459	\$404,475
April	\$2,500,000	\$164,791	\$80,748
May	\$2,500,000	\$101,212	\$49,594
Total	\$12,500,000	\$4,797,477	\$2,350,764

*SFCTA share is 50% of collections, less 2% to CCSF for administration

TNC Tax Program Guidelines

- Initially considering:
 - Establish annual funding levels for four programmatic categories
 - Issue calls for projects for Safe Streets category
- Given revenue uncertainty, now considering:
 - Establish four categories
 - Prioritize limited funds for Quick Build projects for FY 2020/21 and FY 2021/22

TNC Tax Funds Available

SFCTA Share* (Jan-June 2020)	10% Capital Reserve	2% Administration	1% Data Collection / Analysis	Estimated Available for FY20/21 Allocation
\$2,400,357	\$240,036	\$48,007	\$24,004	\$2,088,311

*SFCTA share is 50% of collections, less 2% to CCSF for administration. Includes actual revenues through May, estimated revenue for June.

- Available for allocation this Fall (estimated): \$2,088,311
- Projections difficult to make, Controller’s Office estimates \$8.4M total collections for FY 2020/21

TNC Tax Quick Build Program

- High priority safety projects that are ready to go, quick to implement, lower cost
- Annual funding needs: ~\$5 million
- FY 2020/21 funding from TNC Tax (~\$2 million), Prop B General Funds and Prop K sales tax
- FY 2021/22 funding from TNC Tax (up to ~\$3.6 million), Prop K

TNC Tax FY20/21 Quick Build Program

- SFMTA is considering projects such as:
 - Tenderloin Quick Build
 - Valencia Street (15th to 19th)
 - Bayshore Boulevard (Industrial to Oakdale)
 - Evans Avenue (Cesar Chavez to 3rd)
 - South Van Ness Avenue (13th to Cesar Chavez)
 - Sansome/Battery Street (Market to Broadway)

Next Steps

July 2020

- Seek feedback on program guidelines features, and potential FY 2020/21 & FY 2021/22 programming priority for Quick Builds

Fall 2020

- Adopt Program Guidelines
- Program and allocate funds to Quick Builds

Thank you.

Kaley Lyons, Transportation Planner
415-522-4835 kaley.lyons@sfcta.org



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Memorandum

AGENDA ITEM 12

DATE: July 21, 2020
TO: Transportation Authority Board
FROM: Hugh Louch - Deputy Director for Planning
SUBJECT: 07/28/20 Board Meeting: Update on the 15 Third Bus Study [NTIP Planning]

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>In December 2019, the Transportation Authority approved \$30,000 in District 10 Neighborhood Transportation Improvement Program (NTIP) Planning funds for the 15 Third Bus Study. At the request of Commissioner Walton, we have been conducting the study to evaluate the viability of returning the 15 Third bus to service, which was replaced by the T Third light rail line in 2007. The community has raised concerns about the T Third related to delays, switchbacks and train switching required at the Muni Metro East facility and the timeline to improve travel time and reliability of the current service. The request was made to evaluate returning bus service in advance of the signal improvements planned as part of the Central Subway.</p> <p>We have reviewed existing conditions and identified two potential express bus routes for consideration to provide faster service to downtown. The service options included an express service along Third Street, terminating at Arleta Ave and Bayshore Blvd, and a loop service through Hunters Point, primarily using Hudson Avenue, Ingalls Street, and Palou Avenue. Both services are expected to attract significant numbers of riders - approximately 7,000 each. Some riders would be expected to shift from existing services but about 2,000 to 3,000 riders are expected to be new Muni riders on each service. Both services have characteristics similar to other express services.</p> <p>San Francisco Municipal Transportation Agency (SFMTA) is currently pursuing implementation of a 15 Third express route in conjunction with the reopening of rail service in August.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

The NTIP is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

In 2007, San Francisco began service on the new T Third Muni metro line, the first new light rail line in over half a century. Planned as part of a major expansion of transit service within San Francisco, the T Third route has long experienced delays, operational challenges, and poor reliability. While some improvements have been made to the current service and more are planned as part of the Central Subway, community members have expressed significant frustration with the current service and many have requested the return of the 15 Third bus service that the T replaced.

At the request of Commissioner Walton, the Transportation Authority staff, in coordination with staff from the SFMTA, conducted a technical evaluation of returning the 15 Third bus route to service to address community concerns.

DISCUSSION

The study was scoped as a technical analysis of a proposed addition of a new 15 Third transit service. The steps of the study included:

- Reviewing the current T third service (as of Fall 2019) and former 15 Third service operations, ridership, and performance, using readily available data.
- Summarizing existing and proposed changes in land use and development since the transition from the 15 to the T.
- Conducting a transit and walking tour of the corridor.
- Identifying potential options for a 15 Third bus service and reviewing with the Supervisor's office.
- Based on the potential service options, conducting two model runs to evaluate the potential impact of a restored bus service. As noted above, this analysis was conducted assuming that the T Third service would be retained as it was in the Fall of 2019.
- Developing a draft and final report.

Background Conditions. The current T Third service is less frequent, but higher capacity, than the prior 15 Third service that operated in this corridor. The first phase of this service also included a more circuitous route, traveling along The Embarcadero and entering the Market Street subway, while the prior bus service used Third and Fourth Streets to make a faster connection to downtown. A more direct connection will be restored when the Central Subway



opens in 2021, but the long delay in implementing this project has meant a significant delay in benefits to travelers in the Southeastern neighborhoods.

Since the implementation of the T Third, there has also been ongoing development in the corridor, including major projects in progress or completed along the waterfront from Mission Bay to Hunters Point. There has also been significant development in the Bayview and Hunters Point, with over 2,400 new units. Much of this development took place either immediately following the opening of the T Third or in more recent years.

Existing transit travel times and ridership were carefully reviewed to identify gaps in existing services. Travel patterns were also evaluated by time of day to help determine what type of service would be best support travel, confirming the need to improve connections from the Bayview and Hunters Point to downtown in both peak periods and the middle of the day.

Evaluated Options. Two options were evaluated to address the issues raised in the analysis:

- An express bus service on Third Street from Arleta Avenue and Bayshore Boulevard to Third/Fourth streets and Market Street. This service would operate as an express from Islais Creek south to SoMa to provide enhanced travel times for Bayview residents. This route has been labeled the 15AX.
- An express bus service that would loop through Hunters Point, primarily using Hudson Avenue, Ingalls Street, and Palou Avenue. This service also would operate as an express service from Islais Creek south to SoMa to provide enhanced travel times for Hunters Point and Bayview residents. This route has been labeled the 15BX.

The two services were each evaluated with 8-minute headways in the AM Peak, 10-minute headways mid-day, and 10-minute headways in the PM peak. These headways are generally consistent with other express services, with the exception of the mid-day service, which is not provided on most express routes. Given travel patterns from the Bayview and Hunters Point to downtown, a mid-day period was identified as appropriate to evaluate.

These two services were modeled using the San Francisco Chained Activity Modeling Process (SF-CHAMP), which can evaluate the impact of changes in land use, transportation networks, and services on travel patterns of San Francisco and regional travelers. The analysis was conducted for 2020 as if travel behavior continued as it was before the COVID-19 pandemic.

The project timeline and budget allowed for two model runs. We conducted modeling of the 15AX service alone - the primary service requested - and with the 15AX and 15BX together. These two runs were chosen to ensure that the analysis did not overcount the number of expected riders where the two services overlap.

Stakeholder Feedback. This study was scoped primarily to conduct rapid technical analysis with limited engagement. We had begun to conduct limited engagement with community groups in March, but these efforts were put on hold due to the initiation of shelter in place requirements.



Evaluation. The evaluation process considered several metrics, including:

- Transit ridership of the proposed routes, including by time of day and direction
- Net transit ridership of the routes, including riders who shift from existing services
- Operating cost of the proposed routes and cost per passenger mile, for comparison to other similar services

The key findings of the analysis included:

- Approximately 7,000 riders are expected to use each service on an average weekday. Slightly more riders use the 15AX service when both services are provided, but these come exclusively from people traveling from downtown to the 4th and King Caltrain station
- A net of 2,000 riders are expected to use the 15AX and a net of 2,800 riders are expected to use the 15BX, excluding riders who shift from an existing Muni rail or bus service. The shifts come primarily from the T Third, other bus services in the Bayview and Hunters Point (19, 24, 29, 44, and 54), the 30 Stockton service (which would overlap with the proposed services on Third and Fourth Streets), and to some extent the 8 and 9 services.
- Ridership on these routes is consistent with other express services operated today. About 1,000 riders travel in peak period and direction (inbound AM and outbound PM) on each of the services, which is consistent with the number of riders using the 1BX and 7X, and is substantially higher than the 38AX/BX, 80X, 31AX/BX, 1AX, and 82X but somewhat less than the 30X, 14X, and 8AX/BX.
- The two services both also see significant levels of ridership in the mid-day.

Next Steps. We will be finalizing the analysis of this study, including conducting a review of expected operating costs and cost per passenger mile for each. The SFMTA is also pursuing short term implementation of a 15 Third bus service as part of the return of rail service in August. Building on the work completed in this report, SFMTA will work with stakeholder from the community to define a small number of route options for community consideration. We will present the final report to the Board for approval in Fall 2020.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item. This item was agendized at the July 22 CAC meeting but continued due to time constraints. We are offering briefings to interested CAC members and will bring back an action item to the CAC for approval this fall.



SUPPLEMENTAL MATERIALS

- Attachment 1 - 15 Third Bus Study Presentation

15 Third Bus Study [NTIP Planning]



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Agenda Item #12

July 22, 2020

Study Purpose

NTIP planning project
requested by
Commissioner Walton

Technical evaluation of
returning the 15 Third
Street Bus to service



Bring back the 15 Third Street bus

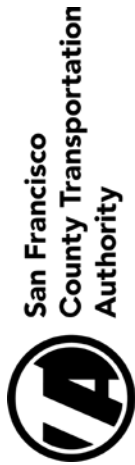
Prior Community Feedback

Current challenges with the T-Third

- Delays/travel time
- Train switching mid-route
- Slow implementation of improvements tied to the Central Subway

Study Goals

- Improve access from Bayview/Hunters Point to downtown
- Avoid impacts on T Third
- Provide cost effective service



Southeast Muni Expansion Summer 2018 **SFMTA**

San Francisco Bay

- The Muni bus service improvements, funded by development projects, & the project change, will include the implementation of new routes, route adjustments, and change accordingly.
- Expansion projects are proposing parking spaces for the new routes.
- Some routes have been identified for the map.

Map showing proposed routes 4, 5, and 6 in the Southeast Muni area of San Francisco. Route 4 is orange, Route 5 is purple, and Route 6 is green. The map includes landmarks like the Golden Gate Bridge and various streets.



District 10
Mobility Management Study
November 2018



Bus Route

BAYVIEW
Community-Based
Transportation Plan

Logos for SFMTA, Metropolitan Transportation Commission, and San Francisco County Transportation Authority.



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Third Street Transit - Past and Present



Headway	15	T
Peak	5-8 minutes	7-9 minutes
Off-Peak	10 minutes	10-18 minutes

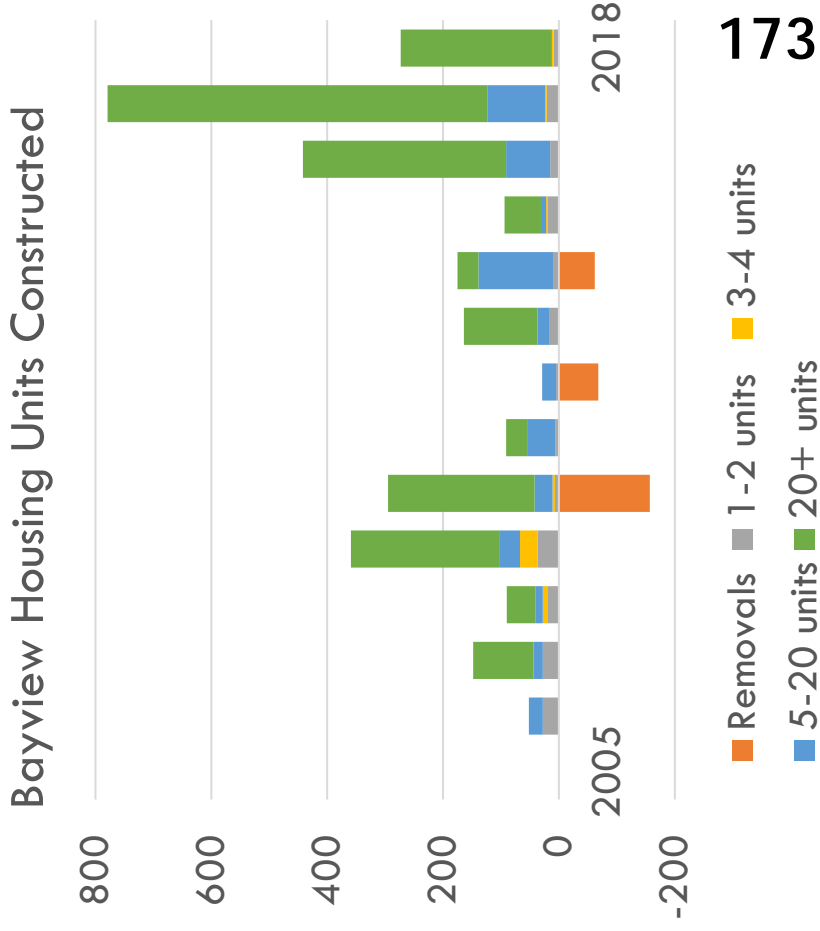
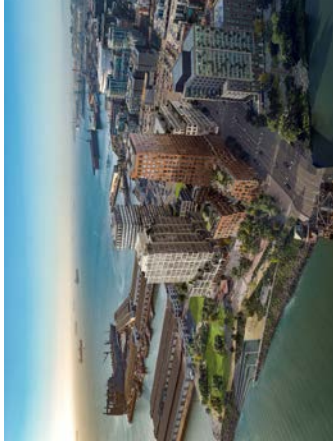
SCHEDULE

Service	3rd & Palou	3rd & 20th	4th & Townsend	Kearny & Market	Total Time
15	8:30	8:40	8:46	8:57	27
T	8:29	8:40	8:50	9:05	36
Added Time (minutes)		+1	+4	+4	

Land Use Changes - Current and Planned



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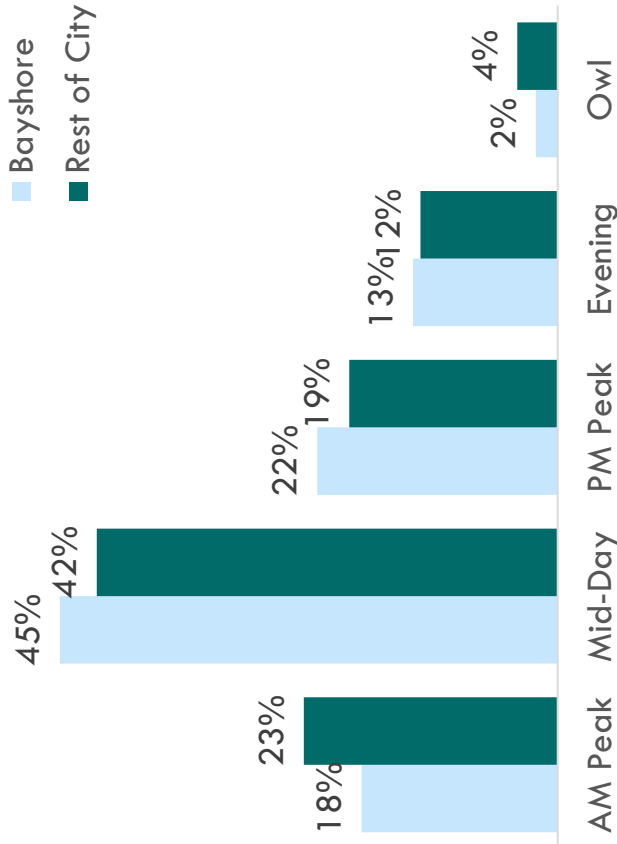


173

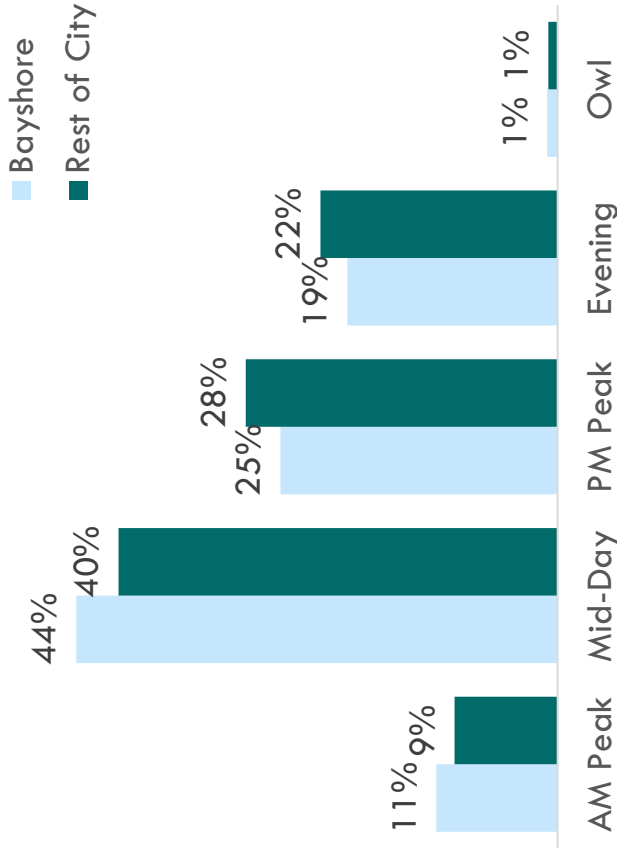
Travel by Time of Day



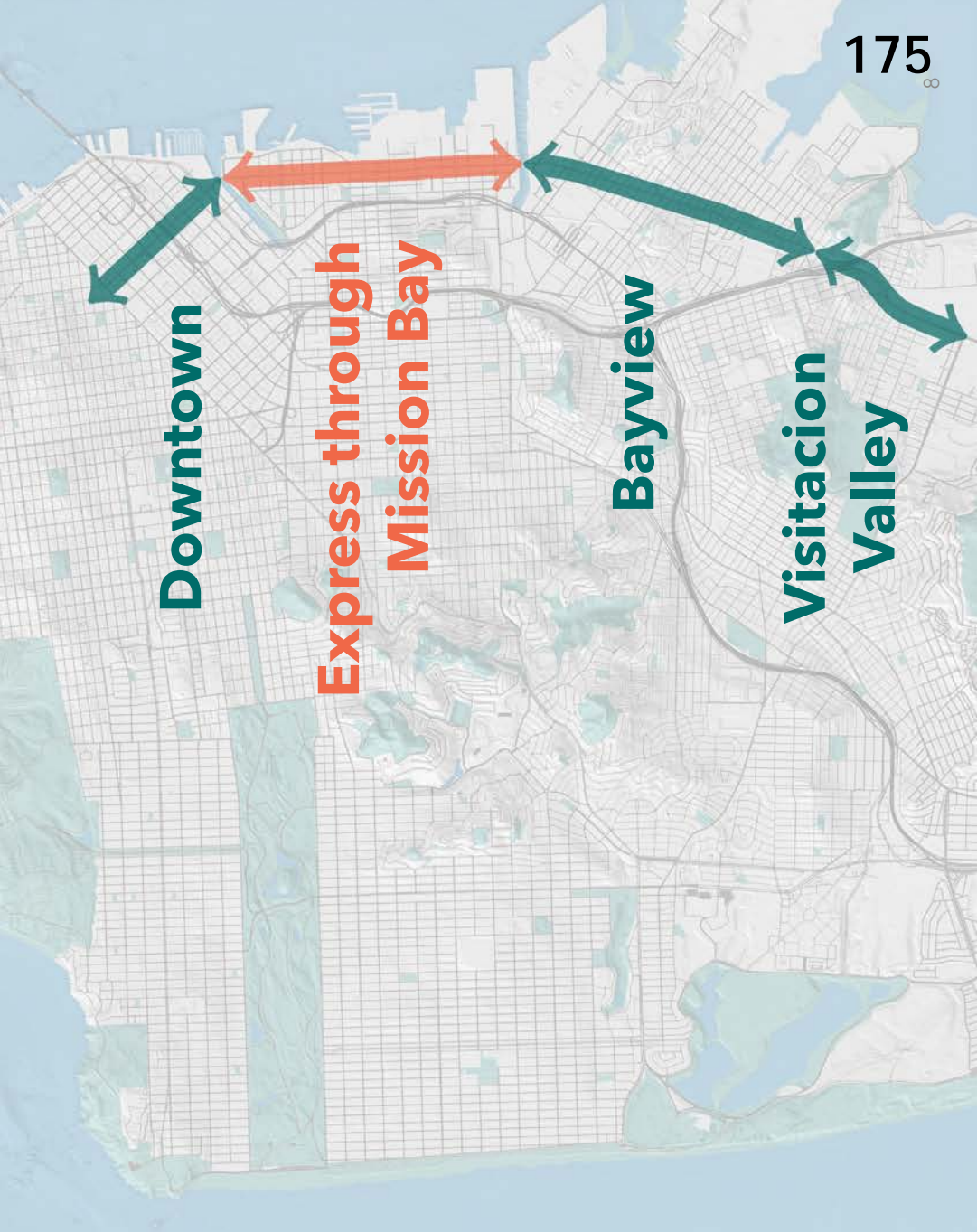
Trips Inbound to Downtown



Trips Outbound from Downtown



Alternative Evaluation



15AX - Third Street Express

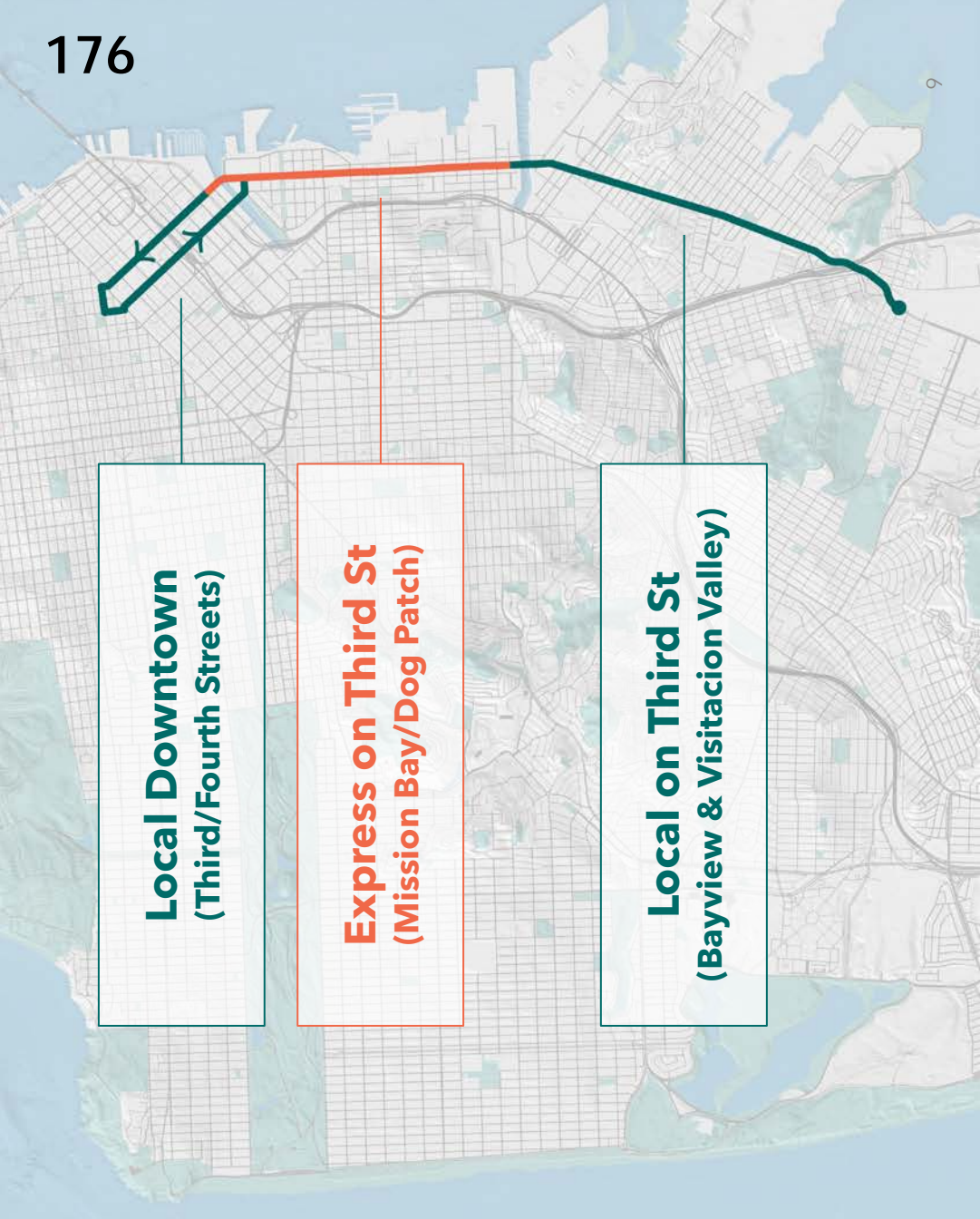
Local Downtown
(Third/Fourth Streets)

Express on Third St
(Mission Bay/Dog Patch)

Local on Third St
(Bayview & Visitacion Valley)



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15BX - Hunters Point Express

Local Downtown
(Third/Fourth Streets)

Express on Third St
(Mission Bay/Dog Patch)

Loop on Third/Hunters Point
(Hudson, Ingalls, Palou)



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Evaluated Headways

	AM Peak	Mid-Day	PM Peak
15AX	8	10	10
15BX	8	10	10
<i>Existing express services (as of January 2019)</i>			
38AX	10		15
8AX	6		6
8BX	7		7
14X	8		9
1AX	10		15
1BX	7		15
30X	6		10

Evaluation

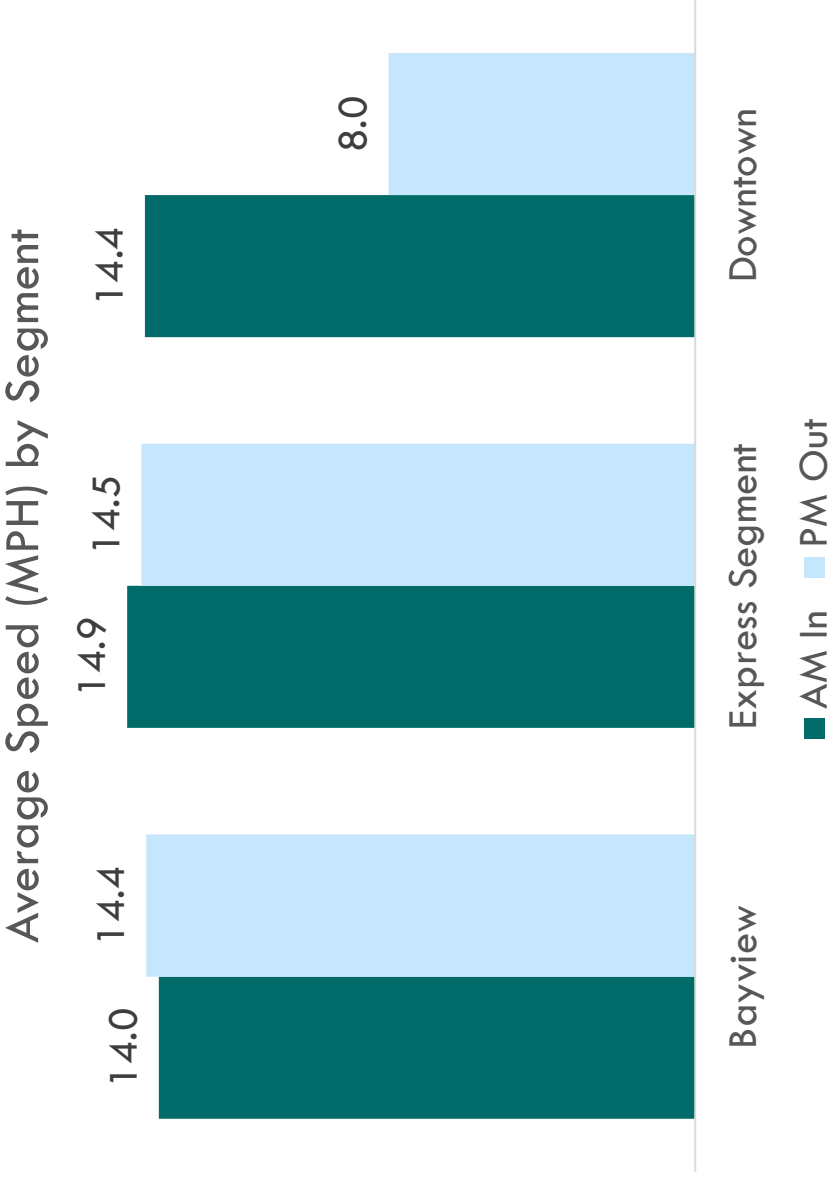
GOAL	METRIC
Transit Access	<ul style="list-style-type: none">● Travel time to downtown● Transit ridership on the new service● Net transit ridership

Cost effectiveness

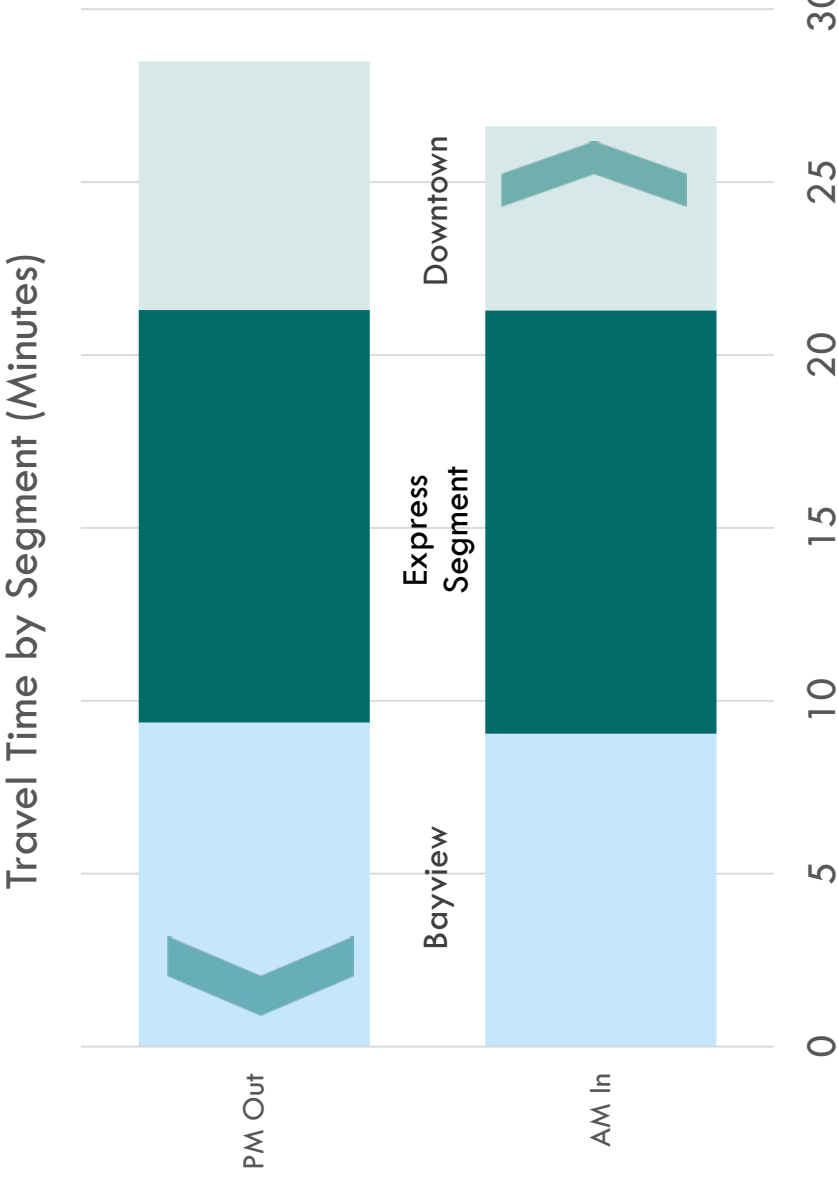
- Cost
- Cost per passenger mile

15AX Bus Speeds (Including Stops)

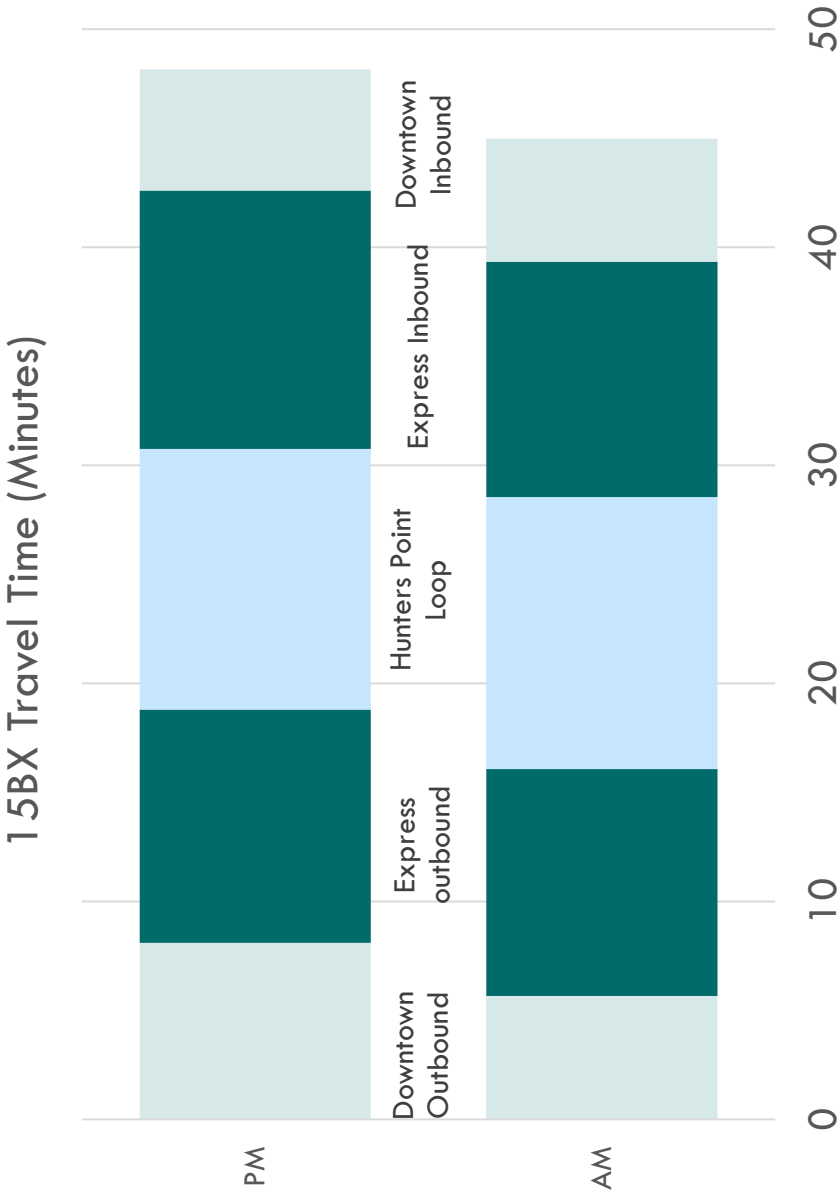
180



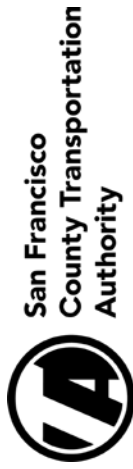
15AX Travel Times (including stops)



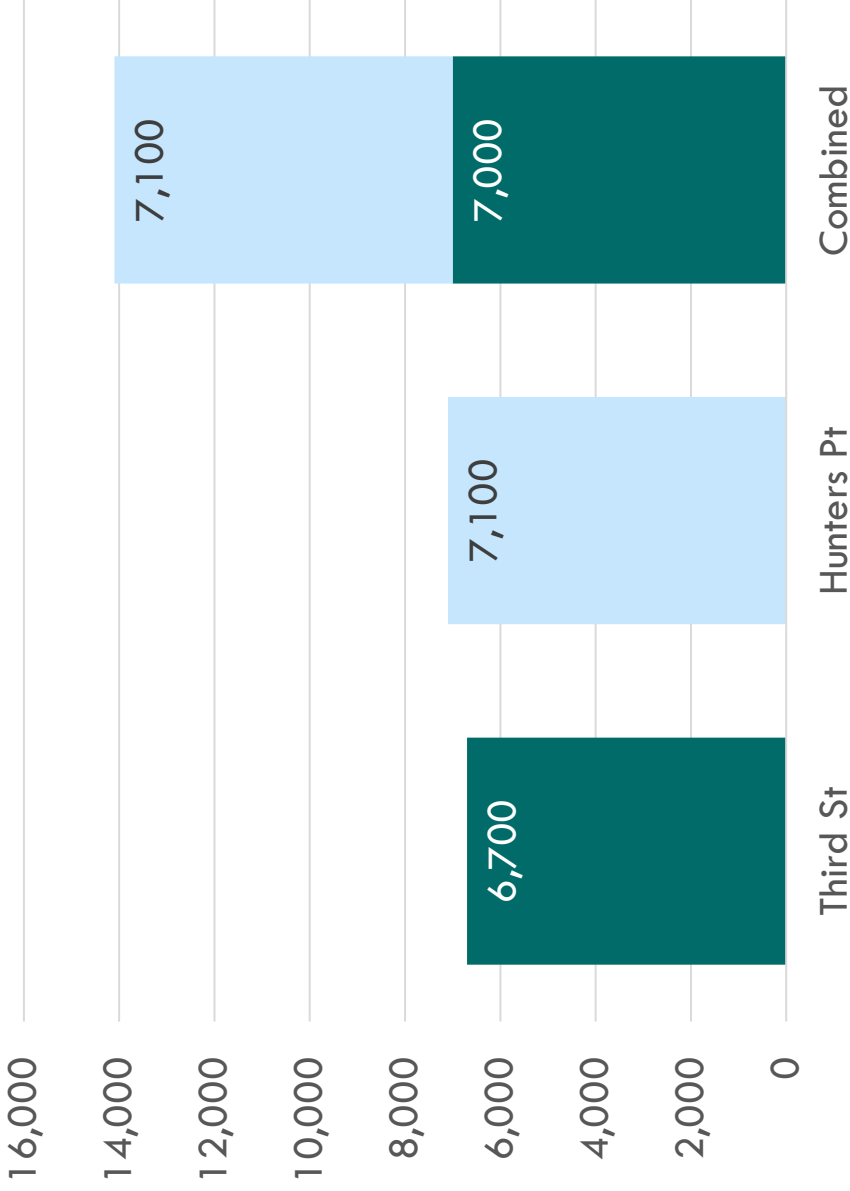
15BX Travel Time (including stops)



Total Daily Ridership

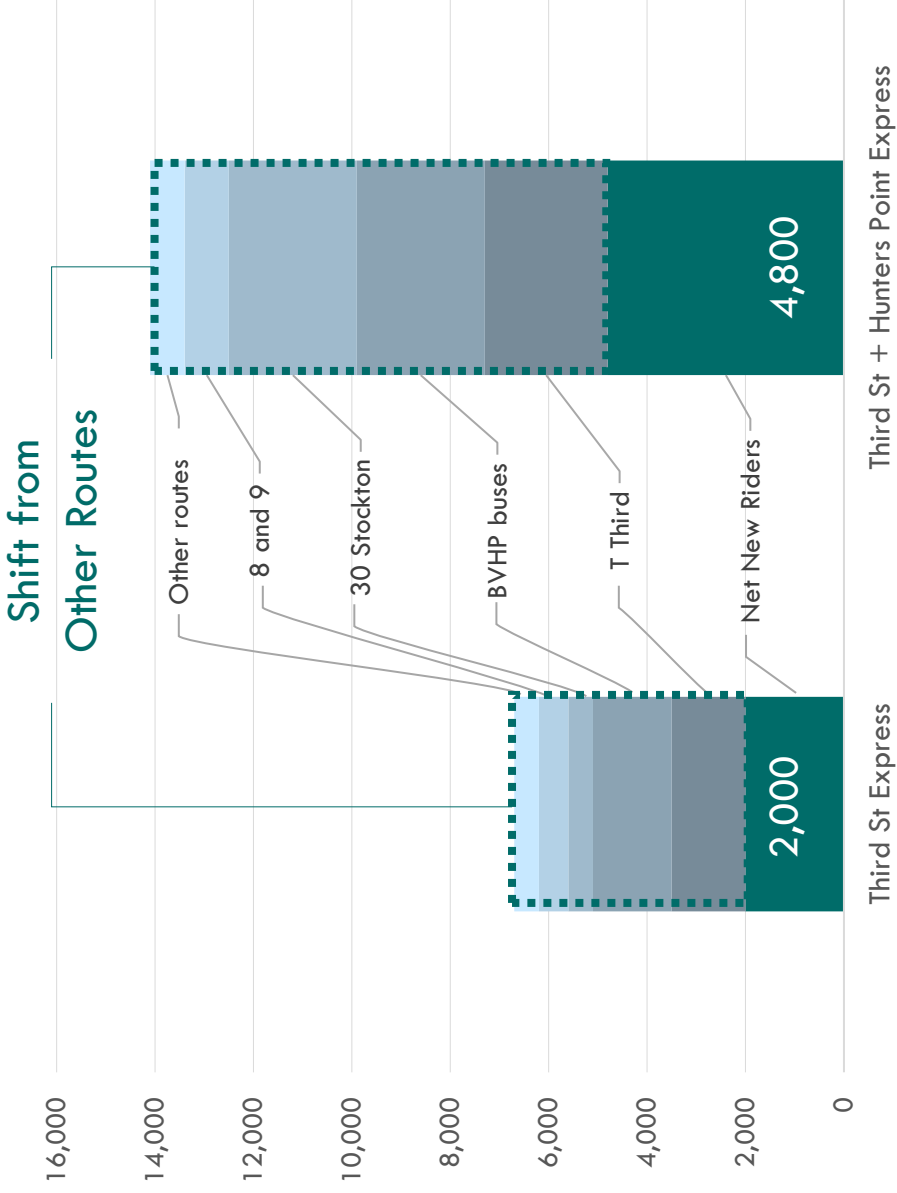


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Ridership estimated from CHAMP-SF Travel Demand Model

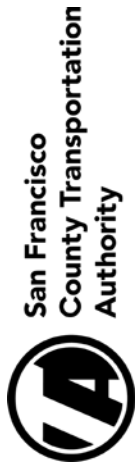
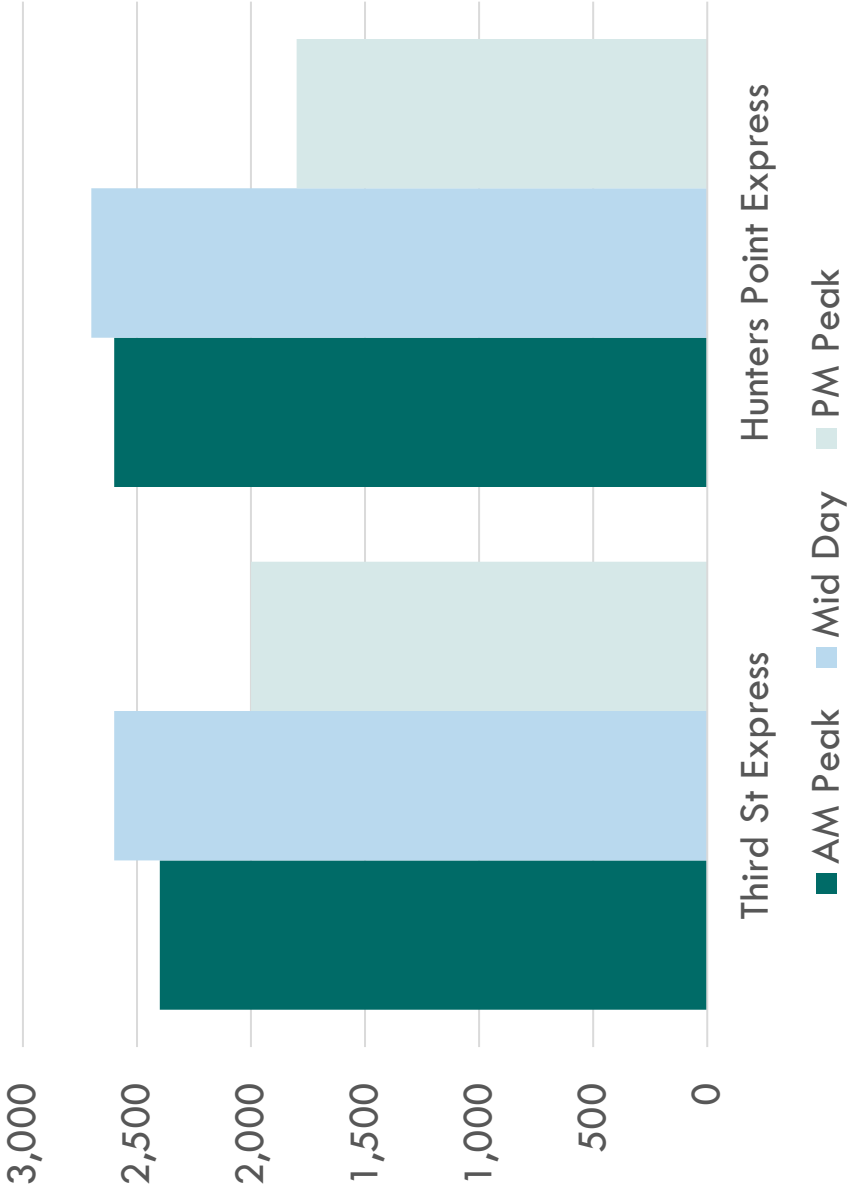
Total Daily Ridership - Shifting & New Riders



Shifts from Other Muni Routes

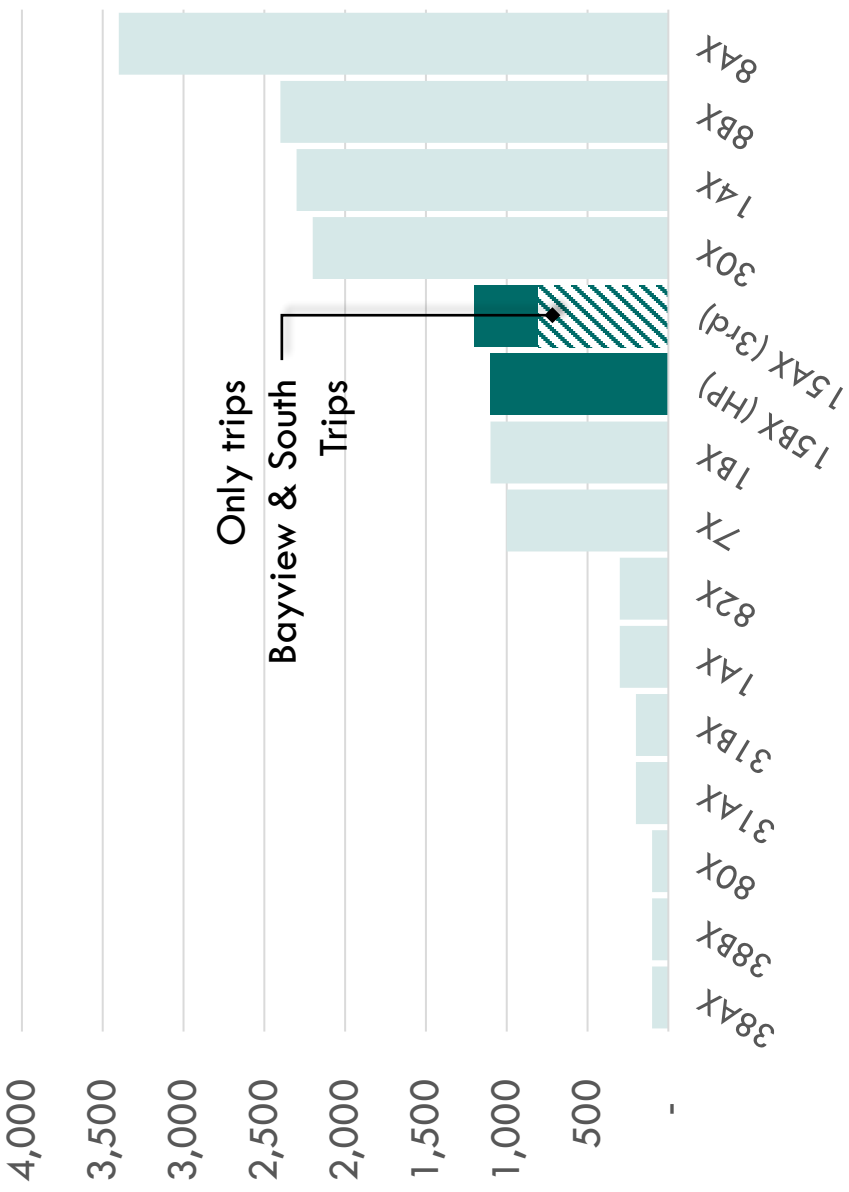
	Third St Express	% change	Third St Express & Hunters Point Express	% change
T Third	-1,500	-3%	-2,500	-5%
19	-100	-1%	-200	-3%
24	-500	-3%	-400	-3%
29	-400	-2%	-300	-2%
44	-400	-3%	-1,500	-10%
54	-300	-13%	-400	-16%
30	-500	-1%	-2,600	-6%
8AX/8BX	-400	-1%	-300	-1%
9/9R	-200	-1%	-600	-2%
Other	-500		-700	

Total Riders - Time of Day



Ridership estimated from CHAMP-SF Travel Demand Model

Comparison to Express Bus Services



Ridership estimated from CHAMP-SF Travel Demand Model

Next Steps

Complete cost effectiveness analysis

Final report

SFMTA exploring short term implementation

- Expected when the Metro rail system returns in August
- Next step is to work with stakeholders to define up to three route options
- Survey the public on route options
- Gather feedback on the service and modify as needed

Thank you.
Any Questions?

hugh.louch@sfcta.org

415-522-4830



San Francisco
County Transportation
Authority

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Memorandum

AGENDA ITEM 13

DATE: July 24, 2020, Revised July 27, 2020
TO: Transportation Authority Board
FROM: Eric Cordoba - Deputy Director for Capital Projects
SUBJECT: 07/28/20 Board Meeting: Major Capital Project Update - Better Market Street

RECOMMENDATION Information Action

None. This is an information item.

SUMMARY

Led by 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. The project just completed the National Environmental Policy Act (NEPA) public comment period review process and may receive final certification of NEPA in August. The preliminary cost estimate based on 10% design for all phases of the project is \$604 million. Like most projects of this size at this stage of development, BMS has a significant funding gap (\$372 million). SFPW has developed a proposed phasing plan that could enable construction of Phase 1A (the segment between 5th and 8th streets) to start in 2021. Phase 1A, currently at 35% design, has \$86 million in secured funds, \$81 million in planned city agency contributions, and \$28 million to be identified funds out of an estimated \$195 million cost. The interagency BMS team is working closely with relevant City departments to prioritize essential scope and re-consider certain design features for this phase in an effort to reduce costs and close the funding gap; minimize business impacts; and ensure sufficient capacity of the bike facility given the larger than expected volumes already being experienced with the introduction of car free Market Street in January. 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 will completely reconstruct 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 San Francisco Planning Department, which led the environmental review.

DISCUSSION

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

The California Department of Transportation (Caltrans) on behalf of Federal Highway Administration (FHWA) is overseeing the NEPA environmental review, consultation, and any other actions required by applicable federal environmental laws. Caltrans published the Notice of Availability and the Draft Environmental Assessment for BMS on May 29, and accepted public comment until July 14. SFPW anticipates final certification of NEPA Environmental Assessment in August.

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 addition to the improvements on and adjacent to Market Street itself, Phase 1 includes a new surface loop for use by SFMTA's F-Market historic streetcar service. This new loop (F-Loop), Phase 1B, entails the construction streetcar tracks along McAllister and Charles J. Brenham streets, passing in front of the Hibernia Bank and new 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 design team has completed 15% plans for the entire project corridor, and 35% design for the Phase 1A improvements (5th-8th streets). However, the project team and partner agencies are reevaluating the scope of the project to reduce the project cost and construction impact to businesses and residents. The project may only consider replacing or upgrading critical state of good repair work. SFTMA is determining the state of good repair scope and available funding for track, overhead lines, and traffic signals. The SFPUC is reevaluating sewer, water, and power duct banks which may be contingent on track replacement scope. SFPW is determining paving, sidewalk refurbishing, landscaping and other elements. The project team will maintain the existing curbline which will lead to considerable project savings since it will eliminate or reduce utility relocation. Partner agencies are in the process of drafting an updated project charter which will describe roles and responsibilities of the project team, determining the revised scope, confirming the construction budget, conducting community outreach, and value engineering to deliver a cost-effective project.

Quick-Build: To improve safety and transit performance, SFMTA implemented its Quick-Build program on Market Street on January 29. This program which consists of parking and traffic modifications that are fast and relatively cheap to implement such as painted safety zones, bike lanes, adjustments to parking regulations, parking and loading changes, and traffic lanes configuration changes. Quick-Build made Market Street car-free eastbound from 10th to Main streets, and westbound from Steuart Street to Van Ness Avenue. Vehicles are still allowed to cross Market street at intersections. The project has improved transit performance with Muni lines running 6% faster on average. The volume of cyclists has also increased by 25% which may require an increase in capacity of bike lanes. However, vehicle traffic congestion has increased marginally on nearby streets. On Mission Street, southbound vehicle speeds decreased by 4% during the morning commute hours due to increase in car traffic. On other adjacent streets, car speeds declined by an average of 1%.

Project Cost and Funding: The total project cost estimate, based on 10% design, is \$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. As noted above, the partner agencies are reevaluating the state of good repair scope of work which may reduce the total cost of the project.

Attachment 1 shows the current funding plan for the BMS Project. The BMS project has identified \$186 million from the federal BUILD grant program, One Bay Area Grant, BART, Prop K, Prop A General Obligation bond, and other funding sources (including \$81 million in planned city agency contributions), leaving an overall project funding gap of \$372 million. The estimated cost for Phase 1A is \$195 million. Phase 1A is funded through the design phase but has \$81 million in planned city agency contributions (SFMTA and PUC) a \$36 million gap in to be identified sources to fully fund construction. Phase 1B, includes the F- Loop streetcar



turnaround along McAllister Street and Charles J. Brenham Place, and is estimated to cost \$54 million. These estimates are based on the current scope which is being re-evaluated by the project team, in part, to reduce cost.

Current Issues and Risks: The COVID-19 pandemic and the subsequent stay-at-home orders issued in March by Bay Area public health agencies may delay the schedule of the project. These stay-at-home orders have impeded staff capacity and availability, not just at City departments, but also at Caltrans and the State Historic Preservation Office. The BMS team had to hold virtual public hearings for the Draft Environmental Assessment on June 17.

The BMS team had planned on conducting a research study with people with mobility disabilities and people with visual disabilities to identify detectable tactile material that will be used for separation between bike lanes and pedestrian area as part of the proposal for sidewalk-level bikeway on the project. However, the pandemic has also delayed this project.

Another 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 budgets. City departments are now focused on providing core services to residents and businesses. The project team was always determined to limit any construction impacts to businesses prior to COVID-19 but is even more committed to do so now.

As noted earlier, to help meet financial challenges and to reduce the impacts to businesses during project construction, SFPW and the partner departments are re-evaluating the scope implementation of the BMS project in order to reduce the impacts to businesses. They are 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. This means that the first phase of construction may be delayed. The current schedule is to advertise the construction contract in early 2021. The BMS team will also get the project shovel ready in order to qualify for federal stimulus funds.

FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Better Market Street Project Funding Plan (Revised July 27, 2020)

BETTER MARKET STREET FUNDING PLAN
(Updated July 24, 2020), Revised July 27, 2020

ALL DOLLARS IN THOUSANDS

ENVIRONMENTAL AND PHASE 1A FUNDING

Funding Source	Status	Full Corridor Env. Review & 30% Design	Design Ph. 1A	Construction Ph. 1A	Future Phases	Total by Fund Source
General Fund	Allocated	5,100				5,100
Octavia Land Sales	Allocated	3,050				3,050
Market Octavia Impact Fees	Allocated	1,000				1,000
Transit Center Impact Fees	Allocated				2,000	2,000
Prop A GO Bond	Allocated	13,078	11,545			24,623
SFMTA Operating Funds	Allocated	3,000				3,000
Affordable Housing and Sustainable Communities (AHSC)	Allocated			2,700		2,700
Prop A GO Bond	Programmed			72,123		72,123
Market Octavia Impact Fees	Programmed				500	500
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		3,500			3,500
PUC Sewer and Water Funds	Planned			36,500		36,500
Other SFMTA Funds	Planned			44,574		44,574
Total Identified Funding		25,228	17,500	186,307	2,500	231,535
Phase 1A Funding						167,307
Phase 1A Design + Construction Cost						195,359
Phase 1A Design + Construction Need (Net of \$81.074 M in planned PUC/SFMTA funds)						(28,052)
Project Total (All Phases)						603,720
Project Total Need (All Phases)						(372,185)

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	