



AGENDA

Citizens Advisory Committee Meeting Notice

Date: Wednesday, October 28, 2020; 6:00 p.m.

Location: Watch <https://bit.ly/3hVhYzG>

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 146 820 1409 # #

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

Members: John Larson (Chair), David Klein (Vice Chair), Nancy Buffum, Robert Gower, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Danielle Thoe, Sophia Tupuola and Rachel Zack

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 Citizen Advisory Committee (CAC) meetings will be convened remotely and allow for remote public comment. Members of the public are welcome to stream the live meeting via the meeting link provided above. If you want to ensure your comment on any item on the agenda is received by the CAC in advance of the meeting, please send an email to clerk@sfcta.org by 8 a.m. on Wednesday, October 28th 2020 , or call (415) 522-4800.

1. Call to Order
2. Chair's Report - **INFORMATION**

Page

Consent Agenda

3. Approve the Minutes of the September 23, 2020 Meeting - **ACTION***
4. Citizens Advisory Committee Appointment - **INFORMATION**

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The Board will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at an upcoming meeting. The vacancy is a result of the upcoming term



expiration of Jerry Levine (District 2 representative) who is seeking reappointment. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac

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| 5. | State and Federal Legislation Update - INFORMATION* | 15 |
| 6. | Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2020 - INFORMATION* | 21 |
| 7. | Update on the Caltrain Modernization Program - INFORMATION* | 51 |

End of Consent Agenda

- | | | |
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| 8. | Adopt a Motion of Support to Allocate \$745,651 in Prop K Sales Tax Funds with Conditions for Three Requests - ACTION* | 67 |
| | Projects: (SFMTA) Citywide Daylighting (\$500,000), Curbside Pickup Zones Pilot (\$200,000), Visitation Valley Community Based Transportation Plan (\$45,651) | |
| 9. | Adopt a Motion of Support to Adopt the Portsmouth Square Community Based Transportation Plan Final Report - ACTION* | 123 |
| 10. | Adopt a Motion of Support to Oppose the Plan Bay Area 2050 Final Blueprint Telecommute Mandate Strategy - ACTION* | 126 |
| 11. | Major Capital Project Update - Better Market Street - INFORMATION* | 145 |
| 12. | Update on Bay Area Seamless Transit Efforts - INFORMATION* | 153 |

Other Items

- | | | |
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| 13. | Introduction of New Business - INFORMATION | |
| | During this segment of the meeting, CAC members may make comments on items not specifically listed above or introduce or request items for future consideration. | |
| 14. | Public Comment | |
| 15. | Adjournment | |

*Additional Materials

Next Meeting: December 2, 2020

The Hearing Room at the Transportation Authority is wheelchair accessible. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Board at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485.

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



**San Francisco
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San Francisco
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DRAFT MINUTES

Citizens Advisory Committee

Wednesday, September 23, 2020

1. **Call to Order**

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

Present at Roll Call: Nancy Buffum, Robert Gower, David Klein, John Larson, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Sophia Tupuola, and Rachel Zack (10)

Absent at Roll Call: Danielle Thoe (1)

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

During the Chair's Report, Mr. Larson welcomed new District 4 CAC representative Ms. Nancy Buffum, and asked her to say a few words of introduction. Chair Larson also reported Bike to Workday has been re-envisioned as Bike to Wherever Day and will be held on September 24th. He added that the San Francisco Bicycle Coalition will be setting up stations at bike shops and businesses around the city where participants can pick up a traditional Bike to Workday tote bag.

Chair Larson reported on the Octavia Improvements Study, which is identifying potential safety and circulation improvements to Octavia Boulevard and the surrounding areas. He announced that a public survey which will allow participants to identify where they face challenges traveling through the study area by transit, bicycle, foot, or car, will be posted on the Transportation Authority's website at sfcta.org/octavia.

Chair Larson updated the CAC on recent CAC project update requests. He mentioned that since the last CAC meeting, staff has sent an email update to CAC members on the SFMTA's 16th Street Improvements project, requested by member Kevin Ortiz. He said that the Better Market Street project update requested by member Danielle Thoe, will be agendaized for a presentation at the October 27 Transportation Authority Board and October 28 CAC meetings, and that the Downtown Extension update will be agendaized before the end of the calendar year.

Chair Larson reported that at the September 15 Transportation Authority Board Meeting, there was a lengthy presentation and discussion on SFMTA Rail Service, which included a discussion on the incidents with splicers failing,



resulting in abruptly ending the planned resumption of rail service in late August. He said that staff encourages CAC members to listen to the recording or review the Board meeting minutes to hear discussion of key policy issues such as benefits and tradeoffs of possibly extending the subway shutdown to allow more transformative state of good repair improvements to be made to the subway versus a quicker fix that is more limited in scope. He added that the item will come back to the Board at a date to be determined and also will be agendized at the CAC meeting.

Lastly, per member Peter Tannen's suggestion, Chair Larson announced that the meeting will be adjourned in memory of Ernestine Weiss. He added, Peter will make a few remarks about Ernestine who was among other roles a tireless advocate for open space, affordable housing, and public transportation.

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

Consent Agenda

- 3. Approve the Minutes of the September 2, 2020 Meeting - ACTION**
- 4. Citizen Advisory Committee Appointments - INFORMATION**

There was no public comment on the minutes.

Kevin Ortiz moved to approve the minutes, seconded by Sophia Tupuola.

The minutes were approved by the following vote:

Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Tupuola, Zack (10)

Absent: Thoe (1)

End of Consent Agenda

- 5. Adopt a Motion of Support to Adopt Traffic Congestion Mitigation Tax (TNC Tax) Program Guidelines and Program \$7,505,686 in TNC Tax Funds to Two Projects - ACTION**

Kaley Lyons, Transportation Planner, Policy and Programming, presented the item.

Rachel Zack asked why revenue projections were off, particularly in January and February before the COVID-19 pandemic.

Ms. Lyons responded that the initial revenue projections were \$30 million annually and the chart reflected a straight average across 12 months; however, travel is cyclical with January and February typically slower travel months, and an uptick had been expected through the summer and fall.

With respect to projects that are "ready to go" and priorities, David Klein asked if there should be a new way to prioritize, and how to evaluate projects that



may be slower but more cost effective. He also asked if the proposed approach is introducing bias because of the limited funds available.

Ms. Lyons responded that there are two aspects of "ready to go" projects. In terms of allocation, funds are not allocated until projects are ready to use the funds. For prioritization, readiness is considered, but is not the top priority.

Sophia Tupuola asked if there would be preference for hiring in Communities of Concern for quick-builds. Anna LaForte responded that one aspect of quick-builds is that most work is done by city crews.

Chair Larson commented that he understood three of the categories, but was unsure of the signals, being that Prop K seems to fund a lot of signal projects. He added, he is curious how these signal projects fit in with those projects.

Ms. Lyons responded that Prop K will continue to fund signal projects, and that TNC Tax funds could also be used for signal retiming. She added, signals came up several times when seeking feedback from stakeholders, such as Audible Pedestrian Signals. Additionally, Ms. Lyons said demand for signals is higher than what the funds available through Prop K alone can support.

Jerry Levine asked what kind of oversight there might be to ensure projects are on time and on budget and at what point funds possibly get reallocated.

Ms. Lyons responded that there will be quarterly reporting, and within the guidelines it states that if sponsors do not come in for funds in the year of programming, the Board may consider reprogramming the funds.

Kevin Ortiz asked if there was a list or map of quick-builds projects in the pipeline.

Ms. Lyons said there is a list for the current request of \$2.5 million in the next agenda item, but said she was unsure about the broader pipeline.

Ms. LaForte explained that she is anticipating the \$5 million allocation request to come next spring to fund FY21/22 quick-builds. She said that staff could ask for a lookahead from SFMTA of the next tranche when it is available.

Kevin Ortiz said he would like a comparison on how those are being prioritized in Communities of Concern.

Jennifer Wong, SFMTA, said that there is a list of quick-builds available at [SFMTA.com/quickbuild](https://sfmta.com/quickbuild).

Chair Larson asked for clarification around the nomenclature of quick-builds and vision zero projects.

Ms. LaForte explained that quick-builds are planned for the Vision Zero High Injury Network, typically in advance of a permanent project. They provide low



cost improvements in advance of a larger capital project and there will be additional information in the next agenda item regarding the allocation request. The nexus to Vision Zero is that quick-builds are on the Vision Zero High Injury Network at locations with high rates of collisions and injuries.

There was no public comment.

Jerry Levine moved to approve the item, seconded by Rachel Zack.

The item was approved by the following vote:

Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Tupuola, Zack (10)

Absent: Thoe (1)

6. Adopt a Motion of Support to Allocate \$5,897,303 in Prop K Sales Tax Funds, \$378,372 in Prop AA Vehicle Registration Fee Funds, and \$2,505,686 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Five Requests - ACTION

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

Sophia Tupuola asked how SFMTA would dispose of the paratransit minivans upon retirement and commented that the vehicles might have value for low income San Francisco residents who don't have other options to get around safely.

Anna LaForte replied that the vehicles had exceeded their useful life and therefore had little remaining value.

Gary Chang, SFMTA Fleet Manager, said the agency's standard practice was to auction the vehicles, and reinforced Ms. LaForte's comment that the subject vehicles were far beyond their useful lives.

Ms. LaForte said Transportation Authority staff would work with SFMTA staff to see what options exist for re-use of these or other vehicles to benefit Communities of Concern, noting that sometimes there are restrictions depending on how purchase of the vehicles was funded.

Peter Tannen asked for clarification of the symbols in the diagram of the improvements proposed for the Upper Market project.

Casey Hildreth, with SFMTA, said there was a much more comprehensive version of the diagram on SFMTA's website for the project:

<https://www.sfmta.com/projects/upper-market-street-safety-project>.

Mr. Tannen asked about the Bike Leaning Rails included in the scope of the Upper Market project and asked what do the labels reading "optional" mean.



Mr. Hildreth answered that if implemented as part of the Upper Market project, it would be the first time SFMTA had installed Bike Leaning Rails, and it would be valuable to know how they would go over with the public. He said they were an optional scope item that would be implemented if bids showed that they could be included within the project budget.

With respect to the 5th Street Quick-Build Improvements project, Mr. Tannen asked if the bus lines currently re-routed to accommodate construction of the Central Subway project, would be returned to their original routes.

Thalia Leng with SFMTA replied that the new boarding island is intended to benefit the 37-Corbett. She said the overhead wires for the re-routed trolley coaches would remain in place to provide system flexibility, but regular trolley coach service was not planned for 5th Street.

Kevin Ortiz asked which routes were served by paratransit vans, and if COVID-related service reductions had differentially affected paratransit users along routes in Communities of Concern.

Jerry Levine asked staff to invite SFMTA to provide a presentation to the CAC explaining how paratransit services were delivered, how SFMTA qualified passengers to use the services, and how services were distributed demographically and geographically.

David Klein asked if the new paratransit vans would have low-emission power systems.

Gary Chang said SFMTA is looking into a pilot to test an electric paratransit vehicle, but that they could not use battery-electric vehicles until it had a facility for charging and maintaining them.

Mr. Klein asked if the Transportation Authority had information or analysis on the geographic equitability of Prop K investments.

Ms. LaForte responded that staff could produce geographic equity analysis, but warned that these kind of reports could be misleading since major capital projects in one district may have citywide benefits, but that staff could try to find a way to approximate.

Mr. Klein said he appreciated that geographic equity was only one perspective, but that it would still be nice to have.

Jerry Levine suggested that the distribution analysis could divide Prop K investments into categories.

Chair Larson noted that there is a map on the Transportation Authority's website where one can see projects by district and he agreed it may be interesting to see some graphic that divides up projects by district. He also cited the Central Subway as an example of a project located in one district that



benefits a much broader section of the city and acknowledged the challenges of trying to divvy up the benefits of projects by district.

Robert Gower expressed appreciation for the Mansell Curb Ramps project and said that it would nicely complement and build on previous improvements along Mansell.

During public comment Chair Larson read a message from Jackie Sachs expressing support for the purchase of new paratransit vans.

Mr. Ortiz said he wasn't comfortable voting on paratransit vans without knowing what routes they would be allocated to and said he would be interested in making a motion to vote on the other items, but to defer action on the paratransit vans.

Cody Hicks, SFMTA, clarified that for this particular fleet of 28 vehicles, the paratransit program was not route-based, that it was a reservation-based system that provided curb-to-curb service for passengers who were unable to use route-based transit service. He said he could provide data on the types of populations served, if that was of interest.

Chair Larson said this tallied with his recollection of how the program was run. He asked if this is replacing vehicles with higher occupancy vehicles or increasing the number overall.

Mr. Hicks said that they are replacing vehicles 1 for 1 but the new cutaways vans are larger vehicles with capacity for 14 passengers and 4 wheelchair users compared to the minivans that have capacity for 1 wheelchair and 3 or 4 other passengers.

Chair Larson asked if one passenger makes a request and then another, how is the route assembled or do they use different vans until they run out of vans, asking if the approach used was like Super Shuttle or another approach.

Mr. Hicks said unfortunately vehicle engineers are in attendance and not the folks who are familiar with paratransit service, but said he could report back to the CAC on this topic.

Chair Larson observed that the ask before the CAC was to support the procurement of paratransit vehicles to replace 1 for 1 vehicles that have reached the end of their useful life, noting these vehicles need to be replaced one way or another. He added that the discussion revealed that it might benefit the CAC to agendize a presentation on how paratransit service was delivered. He asked Mr. Ortiz with the explanation provided if he would still like to move forward with his proposed motion to amend.

Mr. Ortiz said given the explanation he would withdraw his motion to amend the staff recommendation, but during new business would ask for an overview



of paratransit service and would be especially interested in how service is delivered with a focus on communities of concern.

Kevin Ortiz moved to approve the item, seconded by David Klein.

The item was approved by the following vote:

Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Tupuola, Zack (10)

Absent: Thoe (1)

- 7. Adopt a Motion of Support to Authorize the Executive Director to Execute the Utility Relocation Agreement, the Right of Way Certification, Amendments to the Memorandums of Agreement (MOAs) with Treasure Island Development Authority (TIDA) for Both Right of Way and Construction Phases, and All Other Related Project Agreements for the Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project - ACTION**

Dale Dennis, consultant project manager with the Transportation Authority, presented the item.

Jerry Levine asked if any consideration was given to tunneling, and if not was it due to costs.

Mr. Dennis replied, the tunneling was never considered based on the funding received from the Highway Bridge Program which was geared for retrofitting the existing bridges that were built back in the 30's. He added that tunneling would have been a more costly approach.

Chair Larson asked about the bidding process and more clarification about how the construction manager/general contractor (CM/GC) process works.

Mr. Dennis replied that the CMGC selection process starts with a Request for Qualifications (RFQ) process when selecting a contractor. He shared in summer of 2018, the Transportation Authority issued a RFQ and received 5 different proposals from very good general contractors with their teams. He explained that it's a process where you can select a contractor based on their qualifications, experience and records as opposed to a low bid process. He said the general contractor enters into a pre-construction contract and they become a part of the design team looking at means, methods and schedules as ways to save money. Then during costs estimates there are three different teams independently developing bottoms up estimates. Mr. Dennis continued to explain that the general contractor performs 30% of the work, but not more than 70%, and said the remainder of the work has to go through the general contractor's own bid process for sub-contractors. The general contractor also has to meet the Disadvantage Business Enterprise (DBE) goals for the project, which is 11%.



There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Tupuola, Zack (10)

Absent: Thoe (1)

8. Progress Report for Van Ness Avenue Bus Rapid Transit Project - INFORMATION

Peter Gabancho, SFMTA Project Manager, presented the item.

Chair Larson commented that it was great that all the sewer and other utility work is done and that he has been on the corridor and it was interesting to see all the work happening in the center of the street now. Chair Larson asked where will cars be able to make a left turn on Van Ness Avenue.

Mr. Gabancho replied at northbound Lombard Street and southbound Broadway.

David Klein mentioned that the lack of underground knowledge led to much of the project delay and asked how that has changed with all the improvements, such as whether there was mapping of the street now available for the future work.

Mr. Gabancho replied that the contractor provides as-built drawings which are viewed by City staff and put on file, which should reflect what the project team found and that future organizations doing work will have access to those files. He added, there is a notice of intent process that all city agencies and utilities in the city participate in wherein you describe a project that you are planning, and the agencies and utilities will share their drawings.

Mr. Klein asked about statistics of businesses affected by construction including money spent and effectiveness of any business program. He remarked that the presentation shows no statistics.

Mr. Gabancho responded that some businesses have closed since start of construction. He said that OEWD collects business statistics on how businesses have been helped and that he would follow up with OEWD to get statistics.

Eric Cordoba, Deputy Director for Capital Projects, thanked Mr. Gabancho for the presentation to the CAC and the one to the Board yesterday, and congratulated him on finishing the underground work. He also commented that the Transportation Authority Board was very interested in business statistics and that staff would work with SFMTA and OEWD to get more details.

There was no public comment.



Other Items

9. Introduction of New Business - INFORMATION

Jerry Levine shared that months ago a presentation on coordination, collaboration, and integration on various Transportation Agencies was presented to the CAC. He asked if staff could provide an update/follow up – whether in writing or at a future meeting about where the process is saying he recalled it touch on state legislation to advance “seamless” transit and the potential regional funding measure last year.

Stephanie Liu said she joined today’s Metropolitan Transportation Commission meeting and said there was some controversy about a strategy in Plan Bay Area 2050 that would mandate 60% of employees at large employers work from home (on any given day). She said she understood this to be related to the need to meet GHG reduction goals and said it would be great to get a presentation on this topic and to see what the plans are for the region as a whole.

Chair Larson agreed and added he would also like to see where we are in terms of climate change and resilience ideas and asked how much bolder we will need to be from a transportation perspective.

Chair Larson also suggested agendizing the paratransit service delivery item per the CACs earlier discussion (see item #6 above).

Kevin Ortiz echoed Mr. Larson’s suggestion and also requested a presentation on how the system works for Communities of Concern, in particular.

There was no public comment.

10. Public Comment

During public comment, Chair Larson read a comment from Jackie Sachs where she asked for SFMTA to pay more attention to ensure that seniors, people with disabilities, and people walking to and from transit are safe in the Mission Bay Area, particularly with the increasing number of medical services locating there and the increase in people coming to the area and traffic. She said SFMTA should prioritize pedestrian safety first.

Peter Tannen said a few words about Ernestine Weiss, noting that while she didn’t attend CAC meetings, she was a regular fixture at the Department of Parking and Traffic and other city meetings and often focused her advocacy efforts on public transportation, open space, affordable housing, and curbing redevelopment. He said she tended to advocate for people who were powerless such as the elderly, homeless persons, and marginalized communities, and that she also served as a positive check on city government. For these reasons, Mr. Tannen said he had requested to adjourn tonight’s meeting in Ernestine Weiss’ honor.



Chair Larson commented that it was important, especially in our current times, to recognize people who are invested in and demonstrate a sincere commitment to their communities and who work long and hard to bring about change.

11. Adjournment

The meeting was adjourned in honor of Ernestine Weiss at 7:59 p.m.

San Francisco County Transportation Authority

State Legislation - October 2020

(Updated October 15, 2020)

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

The State Legislature concluded the current session on August 31 after advancing a small number of priority bills due to the COVID-19 pandemic. Governor Newsom had until September 30, 2020 to sign or veto legislation, so the bill status below represents the final outcome of the second year of the 2019-2020 legislative session. The 2021-2022 legislative session will convene in December.

Table 1 shows the final status of bills on which the Board has already taken a position. **Table 2** shows the final status of bills that were on our watch list.

Table 1. Final Bill Status for Positions Taken in the 2019-2020 Session

Updates to bills since the Board last reviewed this table are italicized.

Adopted Positions	Bill # Author	Bill Title	Final Bill Status ¹
Support	AB 40 Ting D	Air Quality Improvement Program: Clean Vehicle Rebate Project. Declares it is the policy of the state to place at least 5,000,000 zero-emission vehicles on state roads by 2030 and 10,000,000 by 2035. Also limits eligibility for the Clean Vehicle Rebate Project to only those manufactured by companies that have agreed to meet California's cleaner fleet standards than the national standards.	Dead
	AB 659 Mullin D	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program. Establishes the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs.	Dead
	AB 1286 Muratsuchi D	Shared mobility devices: agreements. Requires that a shared mobility device company, such as scooter-share or bike-share companies, enters into an agreement with a jurisdiction before distributing shared-mobility devices within the jurisdiction.	<i>Chaptered</i>
	AB 2828 Friedman D	Traffic Safety. Beginning June 1, 2022, and every six months thereafter, the department shall convene a committee of external design experts to advise on revisions to the Highway Design Manual.	Dead
	SB 1291 Senate Committee on Transportation	Federal Statewide Transportation Improvement Program: submissions Eliminates requirement for regional transportation agencies to submit a Federal Transportation Improvement Program to the US Department of Transportation for 2020.	Chaptered

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Conditional Support with Amendments	AB 2824 Bonta D	<p>Bay Bridge Fast Forward Program.</p> <p>Requires the identification, planning, and delivery of a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor. If specified travel speed reliability performance target for the corridor isn't met, requires a year-long pilot program of a bus- and HOV-only lane on the Bay Bridge.</p>	Dead
Oppose Unless Amended	AB 326 Muratsuchi D	<p>Electric mobility manufacturers.</p> <p>When position was adopted, bill would have allowed automated motorized carrying devices to operate on sidewalks. As amended, would authorize an electric mobility manufacturer to authorize a month to month subscription service for its vehicles.</p>	Dead
	AB 1112 Friedman D	<p>Shared mobility devices: local regulation.</p> <p>Prohibits removal of an unattended micro mobility device other than to relocate it to a properly parked location a short distance away.</p>	Dead
	AB 1964 Frazier D	<p>Autonomous vehicles.</p> <p>Effectively authorizes the testing of remote-controlled vehicles on public roads, similar to what autonomous vehicles have today.</p>	Dead
	SB 50 Wiener D	<p>Planning and zoning: housing development: streamlined approval: incentives.</p> <p>Among other things, establishes by-right housing height and density standards near high-quality transit.</p>	Dead
Oppose	AB 553 Melendez R	<p>High-speed rail bonds: housing.</p> <p>Prevents further sale of high-speed rail bonds except as specifically provided with respect to early implementation projects in the High-Speed Rail Phase 1 blended system. Makes unspent proceeds available to the Department of Housing and Community Development's Multifamily Housing Program.</p>	Dead
	AB 1167 Mathis R	<p>Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.</p> <p>Redirects 25% of cap and trade funds from the High-Speed Rail program to the Department of Forestry and Fire Protection.</p>	Dead
	AB 1848 Lackey R	<p>High-speed rail: Metrolink commuter rail system.</p> <p>Appropriates \$4 billion of High-Speed Rail bonds to the Southern California Regional Rail Authority for improvements to the Metrolink commuter rail system.</p>	Dead

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¹Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, "Enrolled" means it has passed both Houses of the Legislature and has been forwarded to the Governor's desk, and "Failed" means it failed to receive the necessary votes for approval.

Table 2. Final Bill Status for Watch Positions Taken in the 2019-2020 Session

Adopted Positions	Bill # Author	Bill Title	Final Bill Status ¹
Watch	AB 11 Chiu D	Community Redevelopment Law of 2019. Allows cities and counties to create new redevelopment agencies to fund affordable housing and infrastructure projects.	Dead
	AB 380 Frazier D	Office of the Transportation Inspector General. Creates the Independent Office of the Transportation Inspector General to ensure that specified state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.	Dead
	AB 1277 Obernalte R	Transportation projects: oversight committees. Requires public agencies administering a transportation project that costs more than \$1 billion to establish a comprehensive risk management plan, establish a project oversight committee, and provide reports to the California Transportation Commission.	Dead
	AB 1350 Gonzalez R	Free youth transit passes: eligibility for state funding [prior to amendment]. Requires transit agencies to offer free transit passes to persons under 18 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program.	Amended to non-transportation bill
	AB 1568 McCarty D	Housing law compliance: prohibition on applying for state grants. Prohibits a local jurisdiction from applying for state grants after January 1, 2025, other than certain fuel taxes and fees protected by the California Constitution, if it is determined to be out of compliance with the state's Housing Element Law.	Dead
	AB 2012 Chu D	Free senior transit passes: eligibility for state funding. Requires transit agencies to offer free transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon	Dead

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		Transit Operations Program.	
	AB 2057 Chiu D	San Francisco Bay area: public transportation. Establishes the Bay Area Seamless Transit Task Force to recommend to the Legislature the structure, governance, and funding of the transportation network manager and the organizational structure, governance, and funding for San Francisco Bay Area transportation agencies to maximize the effectiveness of the region's transit system and submit a report to the Legislature on or before January 1, 2023. Includes several other requirements such as that MTC develop a standardized regional mapping system, standardized fare discount categories, and open data standards for routes, schedules, and fares.	Dead
	AB 2121 Friedman D	Traffic safety. Requires that Caltrans convene regular meetings of external design experts to provide input to the state Highway Design Manual, requires that the state track bicycle and pedestrian related crashes, and provides a pathway for a 5-year extension of the establishment of speed limits, if a registered engineer finds an increase in crashes along a section of highway.	Dead
	AB 2176 Holden D	Free student transit passes: eligibility for state funding. Requires transit agencies offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program.	Dead
	AB 2305 Ting D	Vehicles: local regulation of traffic: private roads. The was a spot bill which we were working with the author and Supervisor Stefani's office to amend to authorize a pilot no-fee reservation system for the Lombard Crooked Street.	Dead
	AB 3213 Friedman D	High-Speed Rail Authority: high-speed rail service: priorities. Requires the High-Speed Rail Authority to prioritize projects for the development and implementation of high-speed rail based on three criteria: overall benefit to the state; increased passenger rail ridership; and automobile trip replacement.	Dead
	AB 3278 Patterson R	High-Speed Rail Authority: passenger train service. Adds to an existing requirement in the Streets and Highways Code, that the operation of high-speed train service be provided with no operating subsidy whether the service is provided by the High-Speed Rail Authority (HSRA) directly or is provided by a third party.	Dead

San Francisco County Transportation Authority

	ACA 1 Aguiar-Curry D	Local government financing: affordable housing and public infrastructure: voter approval. Lowers the voter-approval threshold on local taxes to 55% if the revenues would be used to fund the construction, rehabilitation, or replacement of public infrastructure or affordable housing.	Failed
	SB 278 Beall D	Metropolitan Transportation Commission. This was a placeholder bill for a potential regional transportation revenue measure for the Bay Area.	Dead
	SB 288 Wiener D	California Environmental Quality Act: exemptions: transportation-related projects. Exempts from the California Environmental Quality Act (CEQA), until 2023, various transit-related projects such as pedestrian and bicycle facilities projects, transit prioritization projects, and projects for the institution or increase of new bus rapid transit, bus, or light rail service on existing public rights-of-way or existing highway rights-of-way.	<i>Chaptered</i>

¹Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, "Enrolled" means it has passed both Houses of the Legislature and has been forwarded to the Governor's desk, and "Failed" means it failed to receive the necessary votes for approval.

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 6

DATE: October 22, 2020
TO: Transportation Authority Board
FROM: Cynthia Fong – Deputy Director for Finance and Administration
SUBJECT: 11/4/20 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2020

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

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

Internal Accounting Report. Using the format of our annual financial statements for governmental funds, the Internal Accounting Report includes a "Balance Sheet" (Attachment 1) and a "Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison" (Attachment 2). In Attachment 2, the last two columns show the budget values and the variance of revenues and expenditures as compared to the adopted budget. For the three months ending September 30, 2020, the numbers in the adopted budget column are one-fourth of the total adopted budget for FY 2020/21, including the Treasure Island Mobility Management Agency. Although the sales tax revenue bond is included, the Internal Accounting Report does not include: 1) the Governmental Accounting Standards



Board Statement Number 34 adjustments; 2) revenues accruals for the sales tax (Prop K), vehicle registration fees (Prop AA) , Traffic Congestion Mitigation Tax Program; and 3) the other accruals that are done at the end of the FY. The Balance Sheet values, as of September 30, 2020, are used as the basis for the Investment Policy compliance review.

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

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

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

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

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

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



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

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

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

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

Traffic Congestion Mitigation Tax (TNC Tax) – The variance of \$1.8 million is mainly due to August and September revenues not yet received and recorded compared to three months of revenues budgeted. Based on the discussion and coordination with the City Controller’s Office and the SFMTA, we’re



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

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

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

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

As of September 30, 2020, the cumulative total of Prop K capital expenditures paid with bond proceeds is \$188.9 million. The available balance of remaining bond proceeds to be spent is \$15.1 million. Total earned interest to date from bond proceeds amounts to \$4.2 million. More details on these expenditures are included in Attachment 4.

COVID-19 Financial Impact. We are monitoring revenue streams and coordinating closely with the City and sister agencies to assess short-, medium-, and long-term financial impacts. While we expect our sales tax and other revenues to be significantly affected going forward, our strong financial position



ensures that we can continue to support sponsors' cash needs for a multitude of public works and transit projects across the City.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

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



**San Francisco
County Transportation
Authority**

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

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



**San Francisco
County Transportation
Authority**

Attachment 2

Governmental Funds

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

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

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

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



Attachment 3
José Cisneros, Treasurer

Investment Report for the month of September 2020

October 15, 2020

The Honorable London N. Breed
Mayor of San Francisco
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638

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

Colleagues,

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

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

CCSF Pooled Fund Investment Earnings Statistics *

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

CCSF Pooled Fund Statistics *

<i>(in \$ million)</i>	% of	Book	Market	Wtd. Avg.	Wtd. Avg.	
Investment Type	Portfolio	Value	Value	Coupon	YTM	WAM
U.S. Treasuries	48.81%	\$ 5,524.4	\$ 5,542.6	0.57%	0.58%	150
Federal Agencies	27.67%	3,096.2	3,141.5	1.49%	1.52%	372
State & Local Government						
Agency Obligations	0.50%	56.4	57.3	2.35%	2.56%	196
Public Time Deposits	0.40%	45.0	45.0	0.19%	0.19%	117
Negotiable CDs	6.44%	730.0	731.5	0.87%	0.87%	86
Medium Term Notes	0.04%	5.0	5.0	3.05%	3.08%	100
Money Market Funds	11.86%	1,346.9	1,346.9	0.05%	0.05%	1
Supranationals	4.28%	480.5	485.5	0.68%	2.03%	435
Totals	100.0%	\$ 11,284.4	\$ 11,355.3	0.85%	0.87%	202

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

Respectfully,

José Cisneros
Treasurer

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

Portfolio Summary

Pooled Fund

Attachment 3

29

As of September 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	\$ 5,521.0	\$ 5,524.4	\$ 5,542.6	100.33	48.81%	100%	Yes
Federal Agencies	3,096.5	3,096.2	3,141.5	101.46	27.67%	100%	Yes
State & Local Government							
Agency Obligations	56.7	56.4	57.3	101.63	0.50%	20%	Yes
Public Time Deposits	45.0	45.0	45.0	100.00	0.40%	100%	Yes
Negotiable CDs	730.0	730.0	731.5	100.20	6.44%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	-	-	-	-	0.00%	25%	Yes
Medium Term Notes	5.0	5.0	5.0	100.81	0.04%	25%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government	1,346.9	1,346.9	1,346.9	100.00	11.86%	20%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	482.1	480.5	485.5	101.03	4.28%	30%	Yes
TOTAL	\$ 11,283.3	\$ 11,284.4	\$ 11,355.3	100.63	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/banking-investments/investments>

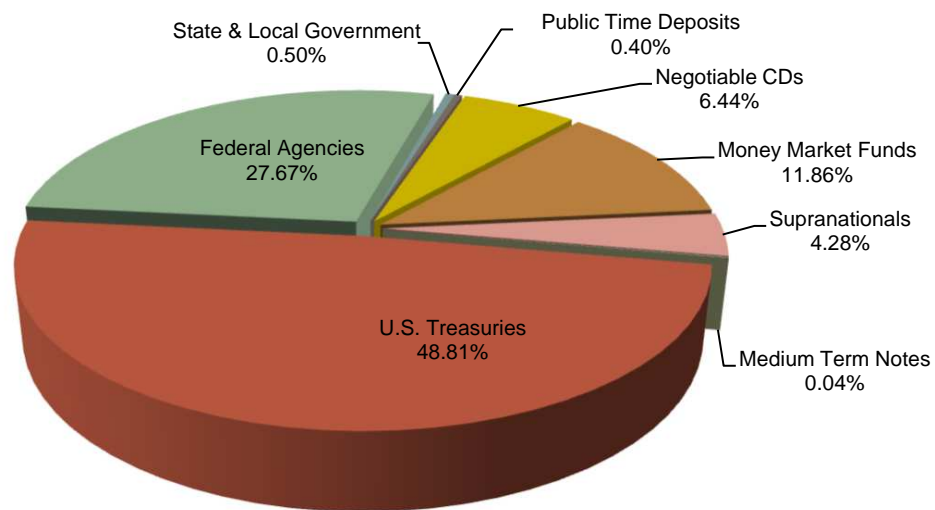
Totals may not add due to rounding.

City and County of San Francisco Pooled Fund Portfolio Statistics

For the month ended September 30, 2020

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

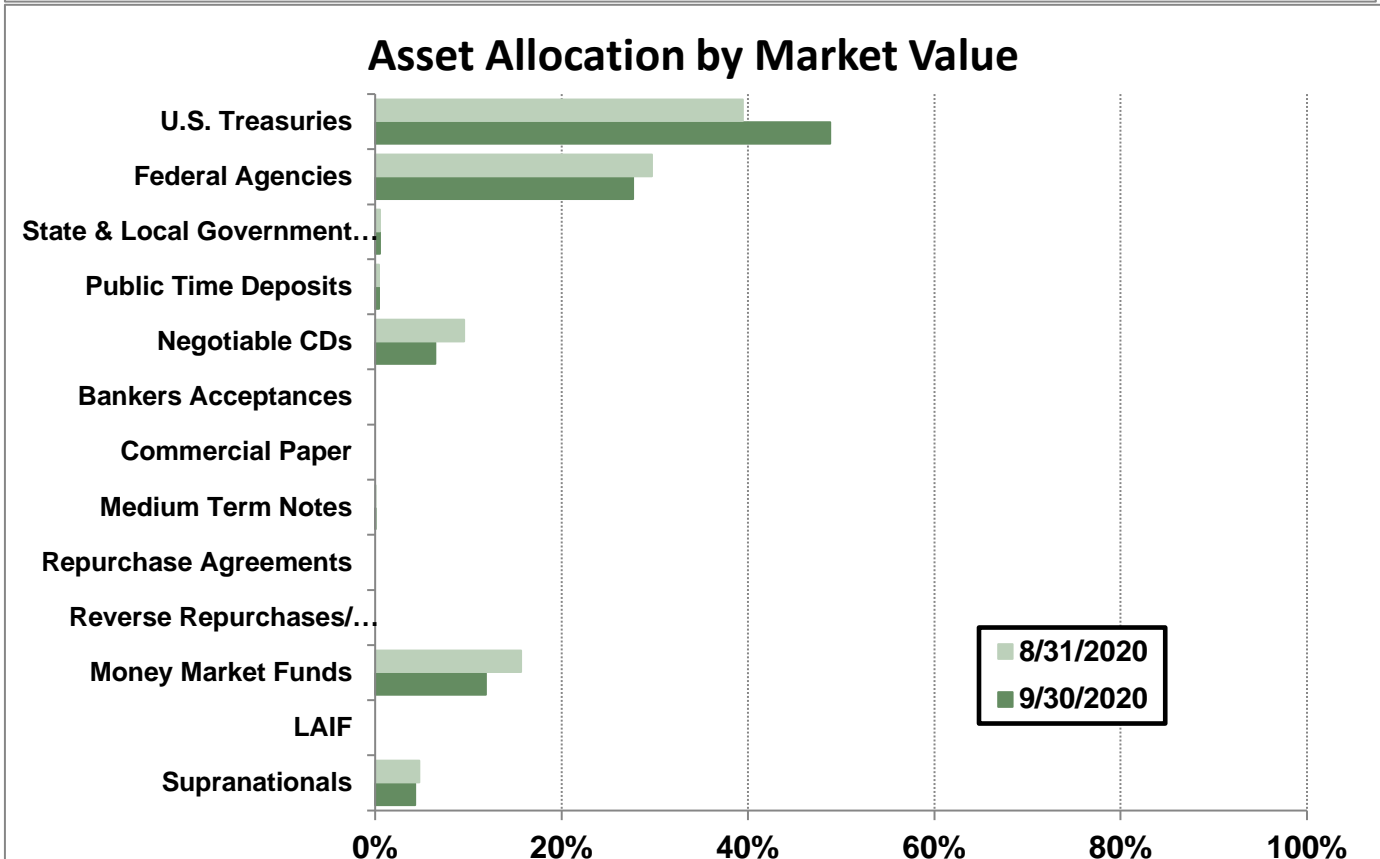
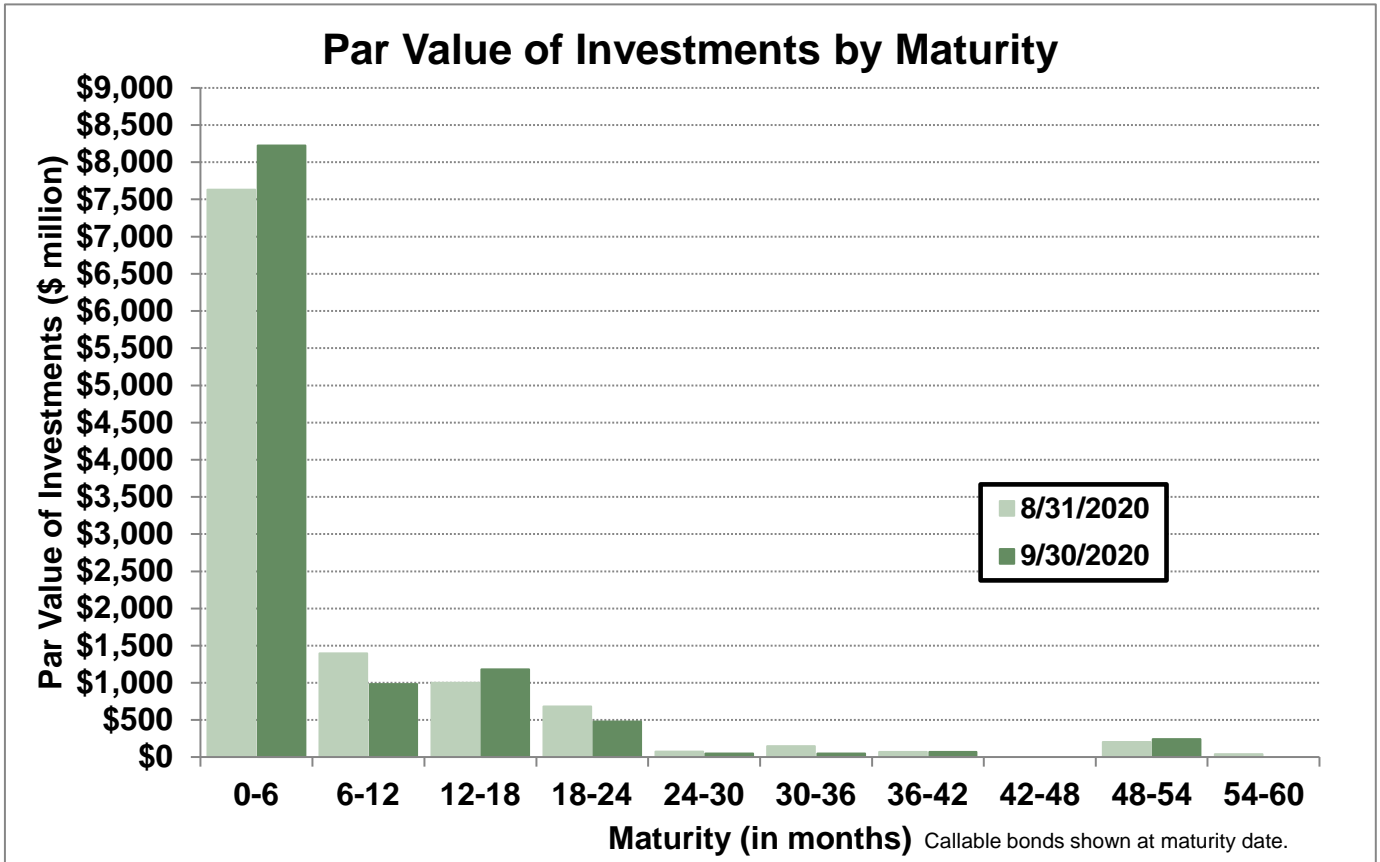
Investment Type	Par Value	Book Value	Market Value
	<i>(\$ million)</i>		
U.S. Treasuries	\$ 5,521.0	\$ 5,524.4	\$ 5,542.6
Federal Agencies	3,096.5	3,096.2	3,141.5
State & Local Government			
Agency Obligations	56.7	56.4	57.3
Public Time Deposits	45.0	45.0	45.0
Negotiable CDs	730.0	730.0	731.5
Commercial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

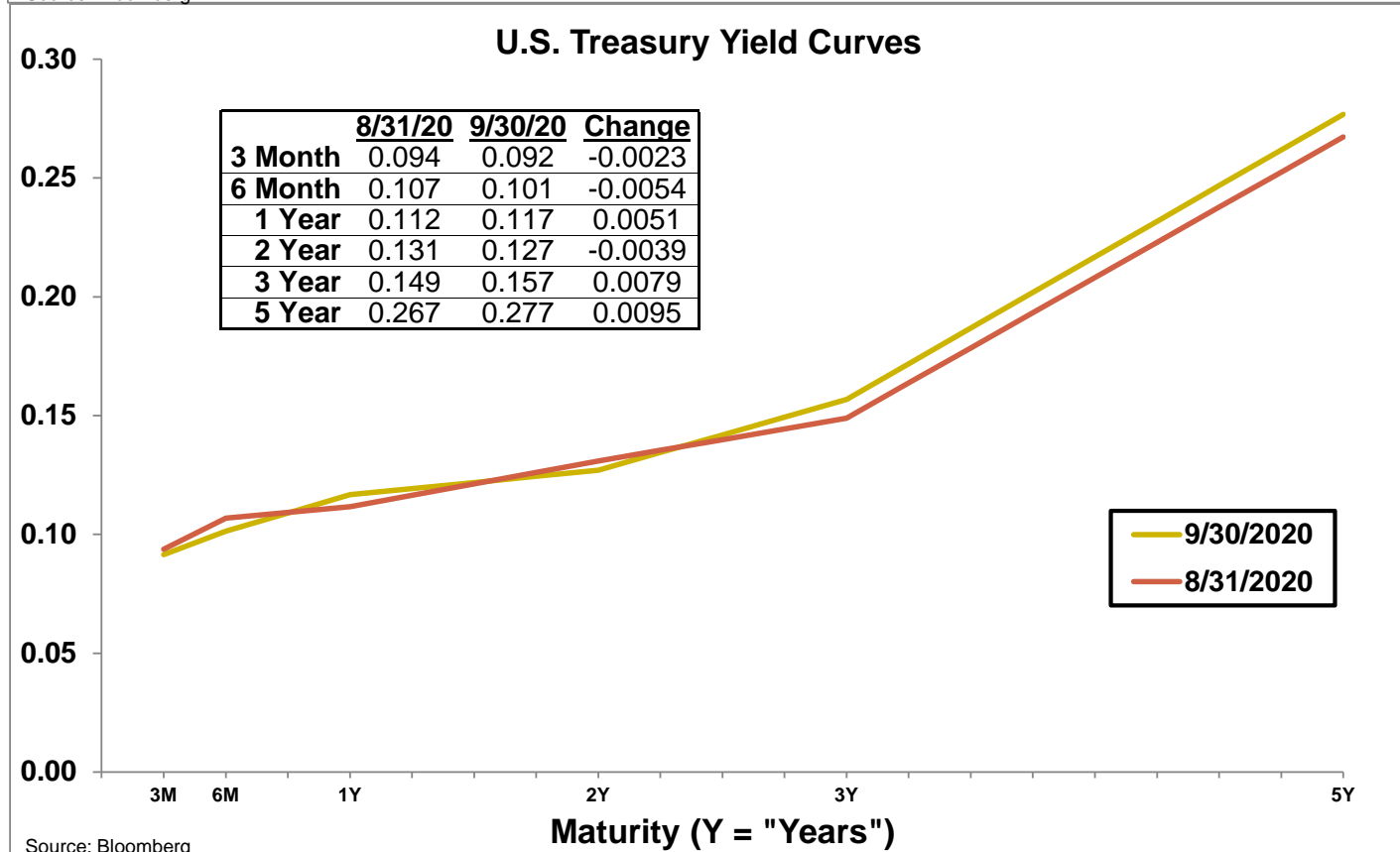
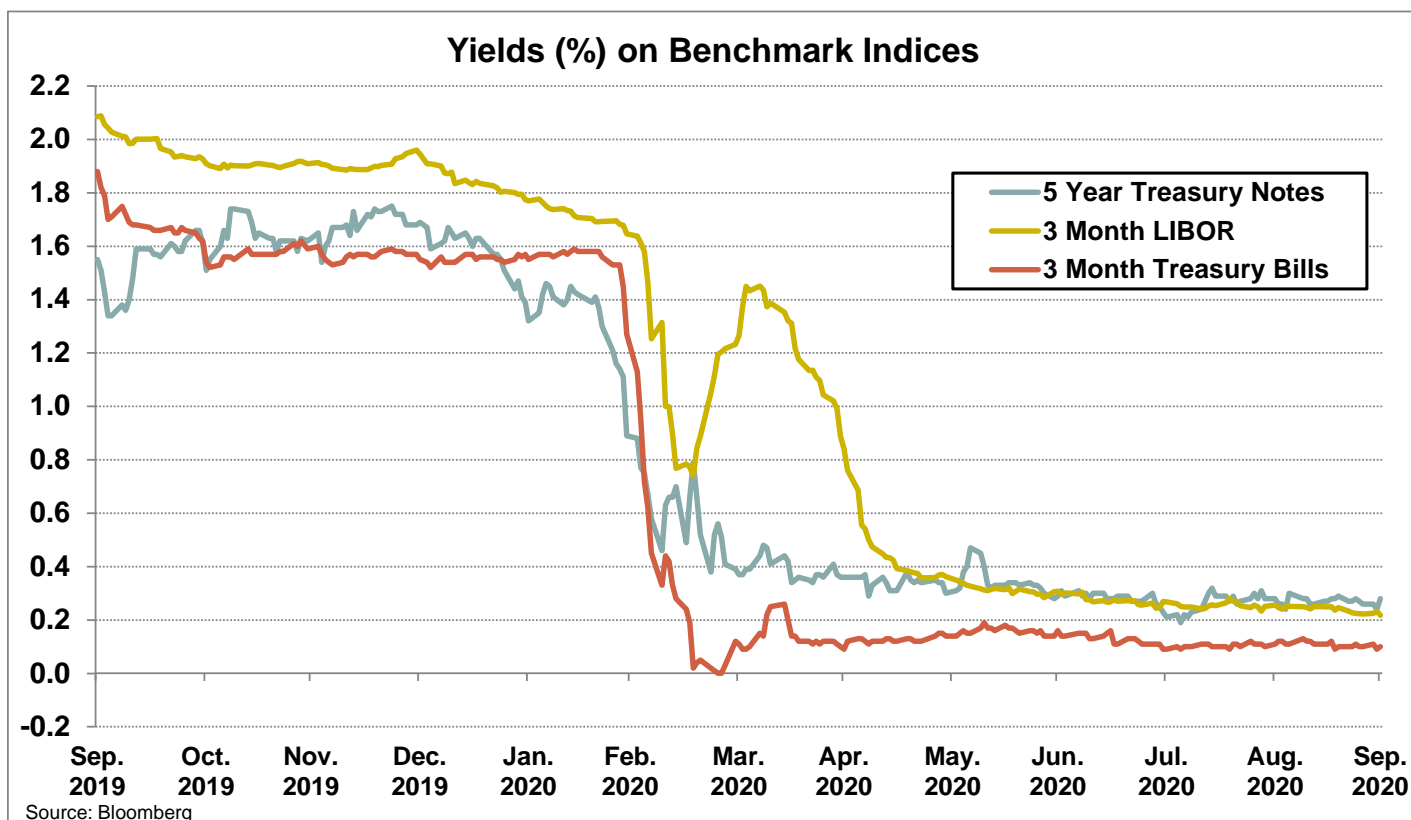


Asset Allocation by Market Value

Portfolio Analysis

Pooled Fund





Investment Inventory

Pooled Fund

As of September 30, 2020

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

Investment Inventory

Pooled Fund

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

Investment Inventory

Pooled Fund

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

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	Market Value
				Date					Book Value	
Federal Agencies	3133EJCE7	FEDERAL FARM CREDIT BANK	4/16/2018	2/12/2021		2.35	50,000,000	49,673,710	49,957,674	50,402,000
Federal Agencies	3137EAE19	FREDDIE MAC	2/16/2018	2/16/2021		2.38	22,000,000	21,941,920	21,992,687	22,184,360
Federal Agencies	313385CJ3	FED HOME LN DISCOUNT NT	8/28/2020	2/26/2021		0.00	47,000,000	46,972,675	46,977,779	46,980,730
Federal Agencies	3133EKCS3	FEDERAL FARM CREDIT BANK	3/11/2019	3/11/2021		2.55	50,000,000	49,975,000	49,994,494	50,535,000
Federal Agencies	3133EKCS3	FEDERAL FARM CREDIT BANK	3/11/2019	3/11/2021		2.55	50,000,000	49,975,000	49,994,494	50,535,000
Federal Agencies	3133EKR99	FEDERAL FARM CREDIT BANK	10/3/2019	3/25/2021		0.26	90,000,000	89,982,000	89,994,156	90,052,200
Federal Agencies	3132X0Q53	FARMER MAC	3/29/2018	3/29/2021		2.60	6,350,000	6,343,079	6,348,870	6,427,470
Federal Agencies	3132X0Q53	FARMER MAC	3/29/2018	3/29/2021		2.60	20,450,000	20,427,710	20,446,359	20,699,490
Federal Agencies	3133EKFP6	FEDERAL FARM CREDIT BANK	4/5/2019	4/5/2021		2.23	25,000,000	24,916,500	24,978,754	25,267,000
Federal Agencies	3133EKFP6	FEDERAL FARM CREDIT BANK	4/5/2019	4/5/2021		2.23	25,000,000	24,917,500	24,979,008	25,267,000
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	5/22/2018	5/10/2021		2.70	17,700,000	17,653,095	17,690,437	17,973,819
Federal Agencies	3135G0U35	FANNIE MAE	6/25/2018	6/22/2021		2.75	25,000,000	24,994,250	24,998,611	25,472,000
Federal Agencies	3135G0Q89	FANNIE MAE	10/21/2016	10/7/2021		1.38	25,000,000	25,000,000	25,000,000	25,309,250
Federal Agencies	3133EJK24	FEDERAL FARM CREDIT BANK	10/19/2018	10/19/2021		3.00	25,000,000	24,980,900	24,993,325	25,738,750
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021		1.38	14,500,000	14,500,000	14,500,000	14,687,775
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021		1.38	15,000,000	15,000,000	15,000,000	15,194,250
Federal Agencies	3133ELWS9	FEDERAL FARM CREDIT BANK	4/15/2020	10/25/2021		0.40	50,000,000	49,992,387	49,994,693	50,123,500
Federal Agencies	3133ELWS9	FEDERAL FARM CREDIT BANK	4/15/2020	10/25/2021		0.40	50,000,000	49,992,387	49,994,693	50,123,500
Federal Agencies	3133EJ74	FEDERAL FARM CREDIT BANK	11/15/2018	11/15/2021		3.05	50,000,000	49,950,000	49,981,296	51,630,500
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	17,000,000	16,970,930	16,983,780	17,282,880
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	25,000,000	24,957,250	24,976,148	25,416,000
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	25,000,000	24,957,250	24,976,148	25,416,000
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	45,000,000	44,923,050	44,957,066	45,748,800
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	50,000,000	49,914,500	49,952,295	50,832,000
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	3/19/2020	12/17/2021		2.80	19,000,000	19,677,730	19,469,525	19,610,090
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021		2.80	25,000,000	24,974,250	24,989,615	25,802,750
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021		2.80	25,000,000	24,974,250	24,989,615	25,802,750
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021		2.80	25,000,000	24,964,250	24,985,583	25,802,750
Federal Agencies	3130AHSR5	FEDERAL HOME LOAN BANK	12/20/2019	12/20/2021		1.63	22,500,000	22,475,700	22,485,207	22,911,525
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	3/18/2020	1/18/2022		0.53	50,000,000	49,886,500	49,919,823	50,233,000
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	3/23/2020	1/18/2022		0.53	63,450,000	63,289,472	63,335,750	63,745,677
Federal Agencies	3133ELKN3	FEDERAL FARM CREDIT BANK	1/28/2020	1/28/2022		1.55	100,000,000	99,992,000	99,994,703	101,845,000
Federal Agencies	3133EKAK2	FEDERAL FARM CREDIT BANK	2/19/2019	2/14/2022		2.53	20,700,000	20,682,612	20,692,015	21,378,339
Federal Agencies	3133EKBV7	FEDERAL FARM CREDIT BANK	3/1/2019	3/1/2022		2.55	10,000,000	9,997,186	9,998,675	10,337,100
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	4/5/2019	3/11/2022		2.50	17,780,000	17,848,986	17,813,881	18,383,453
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	4/5/2019	3/11/2022		2.50	40,000,000	40,158,360	40,077,775	41,357,600
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	4/8/2019	3/14/2022		2.47	26,145,000	26,226,050	26,185,033	27,021,380
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	4/8/2019	3/14/2022		2.47	45,500,000	45,634,680	45,566,523	47,025,160
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022		0.70	25,000,000	24,999,000	24,999,260	25,198,500
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022		0.70	25,000,000	24,993,000	24,994,822	25,198,500
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022		0.70	25,000,000	24,996,000	24,997,041	25,198,500
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022		0.70	25,000,000	24,983,250	24,987,610	25,198,500
Federal Agencies	3135G0T45	FANNIE MAE	6/6/2017	4/5/2022		1.88	25,000,000	25,072,250	25,022,568	25,658,250
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022		2.25	25,000,000	24,918,000	24,958,252	25,809,500
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022		2.25	50,000,000	49,836,000	49,916,504	51,619,000
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022		2.25	50,000,000	49,836,000	49,916,504	51,619,000
Federal Agencies	3133EKHB5	FEDERAL FARM CREDIT BANK	4/18/2019	4/18/2022		2.35	50,000,000	49,969,500	49,984,305	51,688,500
Federal Agencies	3133EKL5	FEDERAL FARM CREDIT BANK	5/16/2019	5/16/2022		2.25	25,000,000	24,949,250	24,972,588	25,844,750
Federal Agencies	3133EKL5	FEDERAL FARM CREDIT BANK	5/16/2019	5/16/2022		2.25	35,000,000	34,928,950	34,961,623	36,182,650
Federal Agencies	3133EHL5	FEDERAL FARM CREDIT BANK	6/6/2017	6/2/2022		1.88	50,000,000	50,059,250	50,019,804	51,421,000

Investment Inventory

Pooled Fund

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

Investment Inventory

Pooled Fund

Attachment 3

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

Monthly Investment Earnings

Pooled Fund

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

Monthly Investment Earnings

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

Monthly Investment Earnings

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

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

Monthly Investment Earnings

Pooled Fund

Attachment 3

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	3130AHD7	FEDERAL HOME LOAN BANK	50,000,000	1.63	1.57	2/12/20	10/21/20	67,708	(2,345)	-	65,363
Federal Agencies	313384L56	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.14	7/15/20	10/21/20	-	5,833	-	5,833
Federal Agencies	3132X0KR1	FARMER MAC	25,000,000	0.36	0.36	11/2/16	11/2/20	7,432	-	-	7,432
Federal Agencies	3133EJT90	FEDERAL FARM CREDIT BANK	50,000,000	2.95	3.00	11/16/18	11/16/20	122,917	2,141	-	125,058
Federal Agencies	3137EAEK1	FREDDIE MAC	50,000,000	1.88	1.91	11/15/17	11/17/20	78,125	1,311	-	79,436
Federal Agencies	3134GBX56	FREDDIE MAC	60,000,000	2.25	2.12	11/24/17	11/24/20	112,500	(6,109)	-	106,391
Federal Agencies	3134GBLR1	FREDDIE MAC	24,715,000	1.75	1.75	5/25/17	11/25/20	36,043	58	-	36,101
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	25,000,000	1.90	1.91	11/27/17	11/27/20	39,583	202	-	39,785
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	25,000,000	1.90	1.91	11/27/17	11/27/20	39,583	202	-	39,785
Federal Agencies	3130A3UQ5	FEDERAL HOME LOAN BANK	10,000,000	1.88	2.02	12/13/17	12/11/20	15,625	1,163	-	16,788
Federal Agencies	3132X0ZY0	FARMER MAC	12,750,000	2.05	2.07	12/15/17	12/15/20	21,781	234	-	22,015
Federal Agencies	313384T74	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.17	6/19/20	12/18/20	-	3,542	-	3,542
Federal Agencies	313384T74	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.17	6/19/20	12/18/20	-	3,542	-	3,542
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	50,000,000	0.35	0.35	12/21/16	12/21/20	14,833	-	-	14,833
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	100,000,000	0.48	0.48	12/24/15	12/24/20	42,146	-	-	42,146
Federal Agencies	313384V30	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.16	7/7/20	12/30/20	-	6,833	-	6,833
Federal Agencies	3133EJ4Q9	FEDERAL FARM CREDIT BANK	100,000,000	2.55	2.58	1/11/19	1/11/21	212,500	2,709	-	215,209
Federal Agencies	3133EJCE7	FEDERAL FARM CREDIT BANK	50,000,000	2.35	2.59	4/16/18	2/12/21	97,917	9,476	-	107,393
Federal Agencies	3137EAE19	FREDDIE MAC	22,000,000	2.38	2.47	2/16/18	2/16/21	43,542	1,590	-	45,131
Federal Agencies	313385CJ3	FED HOME LN DISCOUNT NT	47,000,000	0.00	0.12	8/28/20	2/26/21	-	4,504	-	4,504
Federal Agencies	3133EKCS3	FEDERAL FARM CREDIT BANK	50,000,000	2.55	2.58	3/11/19	3/11/21	106,250	1,026	-	107,276
Federal Agencies	3133EKCS3	FEDERAL FARM CREDIT BANK	50,000,000	2.55	2.58	3/11/19	3/11/21	106,250	1,026	-	107,276
Federal Agencies	3133EKR99	FEDERAL FARM CREDIT BANK	90,000,000	0.26	0.30	10/3/19	3/25/21	20,980	1,002	-	21,982
Federal Agencies	3132X0Q53	FARMER MAC	6,350,000	2.60	2.64	3/29/18	3/29/21	13,758	189	-	13,948
Federal Agencies	3132X0Q53	FARMER MAC	20,450,000	2.60	2.64	3/29/18	3/29/21	44,308	610	-	44,918
Federal Agencies	3133EKFP6	FEDERAL FARM CREDIT BANK	25,000,000	2.23	2.40	4/5/19	4/5/21	46,458	3,427	-	49,885
Federal Agencies	3133EKFP6	FEDERAL FARM CREDIT BANK	25,000,000	2.23	2.40	4/5/19	4/5/21	46,458	3,386	-	49,844
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	17,700,000	2.70	2.79	5/22/18	5/10/21	39,825	1,298	-	41,123
Federal Agencies	3135G0U35	FANNIE MAE	25,000,000	2.75	2.76	6/25/18	6/22/21	57,292	158	-	57,449
Federal Agencies	3135G0Q89	FANNIE MAE	25,000,000	1.38	1.38	10/21/16	10/7/21	28,646	-	-	28,646
Federal Agencies	3133EJK24	FEDERAL FARM CREDIT BANK	25,000,000	3.00	3.03	10/19/18	10/19/21	62,500	523	-	63,023
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	14,500,000	1.38	1.38	10/25/16	10/25/21	16,615	-	-	16,615
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	15,000,000	1.38	1.38	10/25/16	10/25/21	17,188	-	-	17,188
Federal Agencies	3133ELWS9	FEDERAL FARM CREDIT BANK	50,000,000	0.40	0.41	4/15/20	10/25/21	16,667	409	-	17,076
Federal Agencies	3133ELWS9	FEDERAL FARM CREDIT BANK	50,000,000	0.40	0.41	4/15/20	10/25/21	16,667	409	-	17,076
Federal Agencies	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	(31,868)	-	12,465
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.84	12/17/18	12/17/21	58,333	705	-	59,038
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.84	12/17/18	12/17/21	58,333	705	-	59,038
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.85	12/17/18	12/17/21	58,333	979	-	59,312
Federal Agencies	3130AHSR5	FEDERAL HOME LOAN BANK	22,500,000	1.63	1.68	12/20/19	12/20/21	30,469	997	-	31,466
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	50,000,000	0.53	0.69	3/18/20	1/18/22	22,083	5,075	-	27,158
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	63,450,000	0.53	0.67	3/23/20	1/18/22	28,024	7,231	-	35,255
Federal Agencies	3133ELKN3	FEDERAL FARM CREDIT BANK	100,000,000	1.55	1.55	1/28/20	1/28/22	129,167	328	-	129,495
Federal Agencies	3133EAKA2	FEDERAL FARM CREDIT BANK	20,700,000	2.53	2.56	2/19/19	2/14/22	43,643	478	-	44,121
Federal Agencies	3133EKBV7	FEDERAL FARM CREDIT BANK	10,000,000	2.55	2.56	3/1/19	3/1/22	21,250	77	-	21,327
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	17,780,000	2.50	2.36	4/5/19	3/11/22	37,042	(1,932)	-	35,109
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	40,000,000	2.50	2.36	4/5/19	3/11/22	83,333	(4,436)	-	78,897
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	26,145,000	2.47	2.36	4/8/19	3/14/22	53,815	(2,270)	-	51,545

Monthly Investment Earnings

Pooled Fund

Attachment 3

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

Monthly Investment Earnings

Pooled Fund

Attachment 3

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

¹ Yield to maturity is calculated at purchase

Investment Transactions

Attachment 3

Pooled Fund

For month ended September 30, 2020

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

Investment Transactions

Pooled Fund

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

Investment Transactions

Pooled Fund

Attachment 3

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

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

Investment Transactions Pooled Fund

Attachment 3

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

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



**San Francisco
County Transportation
Authority**

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

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

Interest Earned	\$ 4,163,636
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Sponsor	Bond-Eligible Reimbursement Requests Paid	Previous	Current	Cumulative Total
SFMTA	Motor Coach Procurement*	\$ 40,524,484	\$ 4,967,375	\$ 45,491,859
SFMTA	Trolley Coach Procurement*	35,523,496	2,511,707	38,035,203
SFMTA	Radio Communications System & CAD Replacement*	35,756,776		35,756,776
SFMTA	Central Subway	13,752,000.00	964,968	14,716,968
SFMTA	Signals - New and Upgraded	4,902,711	5,116,254	10,018,965
TJPA	Transbay Transit Center	8,603,817	66,594	8,670,411
SFMTA	Guideway Improvements (e.g. MME, Green Light Rail Facility, OCS)	7,449,493	264,092	7,713,585
SFMTA	Van Ness Bus Rapid Transit	4,895,930		4,895,930
SFMTA	Central Control and Communications (C3) Program*	4,146,932	588,786	4,735,718
PCJPB	Caltrain Early Investment Program - Electrification	2,898,251	119,424	3,017,675
SFMTA	Light Rail Vehicle Procurement*	2,829,105		2,829,105
SFMTA	Escalators	2,707,284		2,707,284
PCJPB	Caltrain Early Investment Program - CBOSS	2,171,729		2,171,729
SFMTA	1570 Burke Avenue Maintenance Facility	1,983,241		1,983,241
SFMTA	Muni Forward	1,435,632	-	1,435,632
SFMTA	Balboa Park Station Area and Plaza Improvements	580,809	742,507	1,323,316
SFMTA	Geary Bus Rapid Transit	1,172,609	-	1,172,609
SFMTA	Signals - Sfgo	142,581.0	687,187	829,768
SFMTA	Downtown Ferry Terminal	440,000	220,000	660,000
SFMTA	Fall Protection Systems	597,849	-	597,849
SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	131,795	-	131,795
Total		\$ 172,646,524	\$ 16,248,894	\$ 188,895,418
Percentage of Capital Project Fund Spent		84.63%	7.97%	92.59%

* Major Cash Flow Drivers

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 7

DATE: October 14, 2020

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects

SUBJECT: 10/20/20 Board Meeting: Update on the Caltrain Modernization Program

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

As required by the Funding Partners Oversight Protocol for Caltrain's Modernization Program, known as CalMod, the Director of Caltrain will attend a Board of Supervisors meeting twice a year to provide an update on the CalMod Program. With the concurrence of President Yee and Transportation Authority Chair Peskin, the updates since 2019 have taken place at Transportation Authority Board meetings. CalMod is a \$2.26 billion suite of projects including Positive Train Control (PTC) and the Electrification Projects. PTC is now on track for Final Acceptance in December 2020. The Electrification Project comprised of electrification of the Caltrain line between San Jose and San Francisco and the purchase of electric multiple-unit vehicles is 50% complete and scheduled to be operational by 2022. Production of the new trains is well underway, and the first trainset is scheduled to go to Pueblo, Colorado for the full-blown running test program in January 2021. PCEP staff anticipates that the first trainset delivery to Caltrain will take place in the third quarter of 2021. The memo below provides additional detail on CalMod progress as well as updates on challenges and risks facing the overall program.

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

BACKGROUND

Caltrain Modernization Program (CalMod). CalMod is a \$2.26 billion suite of projects that will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain commuter rail service, while improving air quality. The Electrification Project, which is scheduled to be operational by 2022, has two components: electrification of the Caltrain line between San Jose and San Francisco, and purchase of electric multiple-unit vehicles to operate on the electrified railroad. CalMod also includes the Positive Train Control (PTC)



Project, which is currently in Revenue Service Demonstration and is scheduled for Final Acceptance in December 2020.

The CalMod Program will improve system performance with faster, more reliable service while minimizing equipment and operating costs, and is critical to the long-term financial sustainability of Caltrain. The improvements will extend for 52 miles from San Francisco to San Jose and will also prepare the alignment for the future High-Speed Rail blended system. With the signing of the Full Funding Grant Agreement by the Federal Transit Administration (FTA) in 2017, Caltrain issued Notices to Proceed to its contractors for corridor electrification and purchase of electric trains.

Like any large capital project, the CalMod funding plan relies on contributions from multiple funding partners such as the three Joint Powers Board member counties (San Francisco, San Mateo, and Santa Clara), the Transportation Authority, the Metropolitan Transportation Commission and the California High Speed Rail Authority. Funding contributions were codified in a series of memorandums of agreement, one of which included an oversight protocol. The three Joint Powers Board counties have a local contribution of \$80 million each to the \$2.26 billion CalMod program. The Transportation Authority has allocated about \$41 million primarily from the Prop K sales tax and One Bay Area Grant programs. The SFMTA has committed the remaining \$39 million of San Francisco's local contribution from the Prop AA General Obligation Bond. SFMTA has allocated the full amount to the project, completing San Francisco's \$80 million contribution to CalMod.

DISCUSSION

The paragraphs below provide a brief status update on the CalMod program.

Positive Train Control (PTC): On March 1, 2018, Caltrain awarded a \$49.5 million contract to Wabtec Corporation for the completion of the PTC project, finalizing the transition from the contract with Parsons Transportation Group for Communications Based Overlay Signal System (CBOSS)/PTC, which was terminated on February 22, 2017 for non-performance. Caltrain staff determined that approximately 80% of the work product for CBOSS already performed would be able to be repurposed for the PTC. In December 2018, Caltrain completed FRA's required statutory substitute criteria and submitted an Alternative Schedule request for FRA approval, which was granted in early January 2019. The Alternative Schedule calls for full system certification by December 2020. The project is on track to meet that schedule.

On September 7, 2019, Caltrain began operating PTC in revenue service on the mainline. On Feb 26, 2020 Caltrain achieved interoperability requirements and is currently interoperable with all tenants (UPRR, ACE, Amtrak/Capitol Corridor) on its property and on the UPRR property south of San Jose. As of August 31, 2020, expenditures and accruals reached \$263.9 million on the \$329.29 million project, with work estimated at 80.1% complete. The project has been minimally impacted by the current Coronavirus situation. With the completion of the PTC Safety Plan, which was submitted to FRA on June 25, the last remaining major milestone



prior to Project Certification was reached. Project staff do not foresee any obstacles to obtaining FRA certification by the December 2020 scheduled date. At its September meeting, the PCJPB approved a follow-on maintenance agreement with the contractor.

Peninsula Corridor Electrification Project (PCEP): As of August 31, 2020, expenditures on the PCEP reached \$1.016 billion, 51.3% of the \$1.98 billion budget. Work is progressing on both the Electrification and the Vehicles components of the project.

Electrification design-build contract: In August 2016, Caltrain awarded the Design-Build Electrification contract to Balfour Beatty Infrastructure in the amount of \$697 million. The contract was issued with a \$108 million Limited Notice to Proceed, which was followed by full Notice to Proceed on June 19, 2017. Work is progressing on foundations, poles, and cantilever arm installation for the overhead contact system. 1,952 out of 3,116 (62.6%) foundations and 1,394 out of 2,591 (53.8%) poles have been installed as of the end of September. Partly because of encountering differing site conditions, together with the contractor's own procurement deficiencies, work is encountering production inefficiencies. Work continues on the traction power substations, paralleling stations and signal system, as does the fabrication and testing of signal houses. The Consistent Warning System for the at-grade crossings has proven to be a challenge for the contractor, who is proceeding very slowly with its implementation.

Balfour Beatty Infrastructure's latest schedule is forecasting substantial completion in May of 2024 due to various reasons, but mainly delays in the design and implementation of the consistent warning time aspect of the signals system at the at-grade crossings. However, the PCEP schedule shows a substantial completion date in March 2022, over 2 years earlier. The sources of discrepancy between the contractor and PCEP staff over the completion date are under mediation. It is worth noting that, because the project's critical path runs through the vehicles' delivery, testing, and commissioning, not electrification itself, the Revenue Service date remains unchanged for August 22, 2022.

With the reduction in service due to the Coronavirus outbreak, PCEP has been able to open more and longer work windows for the contractor. The current level of service is such that single-tracking is possible all day long, allowing work to proceed unimpeded on the opposite side. However, it appears that the contractor is not taking full advantage of the opportunities provided by these developments.

Tunnels: Work on modifications to the 100-year old San Francisco tunnels reached Substantial Completion on September 17, 2020, and Final Acceptance is anticipated for December 2020.

Vehicles: On September 6, 2016 Caltrain gave a limited Notice to Proceed to Stadler Rail for the \$551 million Electric Multiple Units (EMUs) contract to design and fabricate 96 electric vehicles. After receipt of the Full Funding Grant Agreement, Caltrain issued the full Notice to Proceed on June 1, 2017. Subsequently, Caltrain executed an option for an additional 37 cars, bringing the total to 133 cars. In accordance with the Buy America provisions of the FTA funding, the vehicles are being manufactured by Stadler US at its new facility in Salt Lake City, Utah. Systems designs have been completed and Final Design Review and First Article Inspection close-out continues. Prototype testing and series production is underway



Carshell and truck frame production in Switzerland continues. Subsystem components (HVAC, propulsion, brakes, passenger seats, doors) manufacturing also continues. PTC onboard equipment is progressing on schedule. Truck frame and passenger-side door systems are undergoing endurance testing. Final car assembly in Salt Lake City also continues. 49 of 133 carshells have been shipped and 43 cars are in various stages of assembly.

Static testing of the first trainset at Salt Lake City continues, somewhat hampered by the inability of experts from Switzerland to travel to the U.S. It will be followed by dynamic testing and factory-run testing over the next few months. The trainset is scheduled to go to Pueblo, Colorado for the full-blown running test program in January 2021. PCEP staff anticipates that the first trainset delivery to Caltrain will take place on the third quarter of 2021. Phased Revenue Service is scheduled to begin in March 2022 and Revenue Service Demonstration for the electrified railway is scheduled for August 2022.

Progress Reports: Detailed CalMod monthly reports are provided to the Caltrain Board and are publicly available:

Peninsula Corridor Electrification Project reports:

http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html#electric

Positive Train Control reports (part of the PJPB monthly agenda packet):

http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html

Challenges and Opportunities: There are some challenges that may impact Caltrain's ability to deliver CalMod on time and on budget. The primary risk items that we are monitoring include:

- 1) Design and construction of grade crossing modifications (Consistent Warning System) that meets stakeholder and regulatory requirements, which may cost more than was budgeted and delay the revenue service date.
- 2) The extent of encountering multiple differing site conditions and underground utilities, coupled with delays in resolving them, may result in delays to the completion of the electrification contract and increases in program costs.
- 3) Lack of resolution on the schedule discrepancies with the Electrification contractor creates uncertainty regarding substantial completion.
- 4) Since the vehicles are in the critical path, delays in the delivery schedule have resulted in a drawdown of 77 days from the schedule contingency, which now stands at 31 days.

At the request of the funding partners, the project team conducted a full-day risk refresh workshop of the project on April 1, 2020. At the workshop, all current risks were re-evaluated and new risks were identified. The resulting data was used in a Monte Carlo analysis to help determine if the project has the appropriate level of cost and schedule contingencies needed for its successful completion. The draft report is under review.



FINANCIAL IMPACT

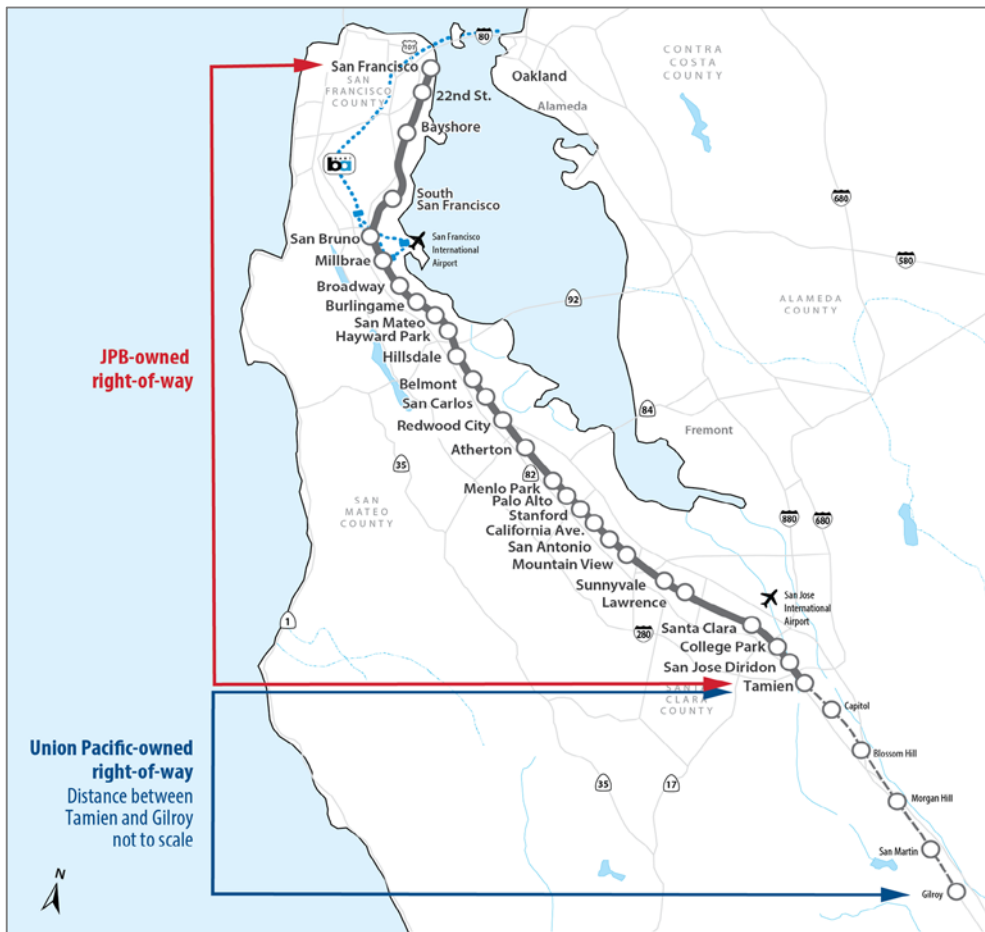
None. This is an information item.

CAC POSITION

None as this is an information item. This update will be agendized at an upcoming CAC meeting.

**SFCTA**

Caltrain Update – October 2020



- 77 Miles
- 32 Stations San Francisco to Gilroy
- 92 Weekday Trains*
- 7th Largest Commuter Railroad in US*
 - 65,000 daily riders
 - Carries equivalent 4 lanes on 101
- One of highest farebox recovery in nation
- Bi-directional commute
- Key economic hubs throughout corridor
- Major transit system on western half of bay, connecting to BART, ACE, CC, MUNI, VTA, and SamTrans

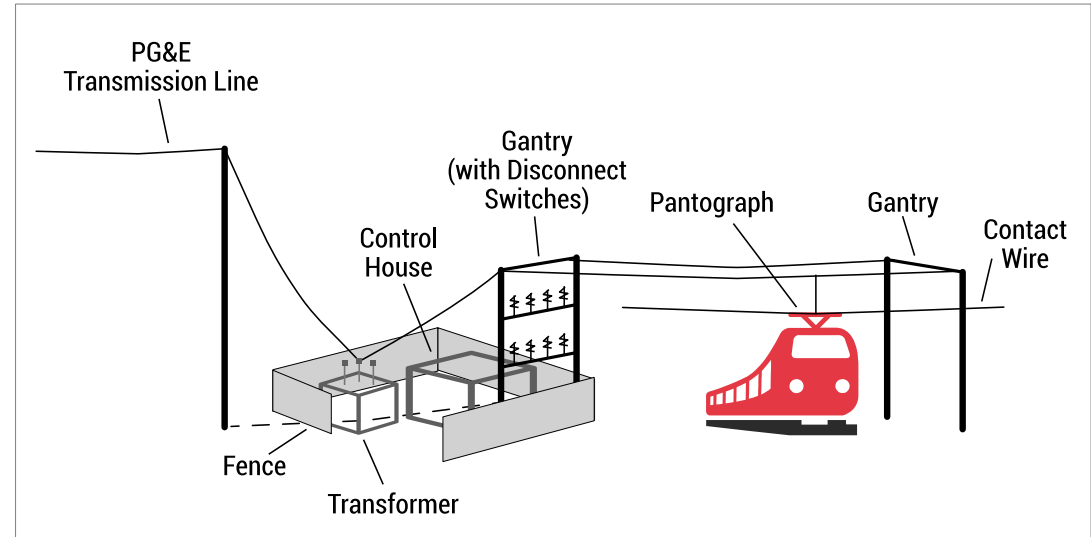
*Pre-COVID-19

Project Area



- 51 miles
- San Francisco to San Jose (Tamien Station)

Project Elements



Electrification

- Overhead Contact System (OCS)
- Traction Power Facilities

Electric Trains*

- 19 7-car train sets
- 133 electric cars

*Includes 2018 State TIRCP Funding

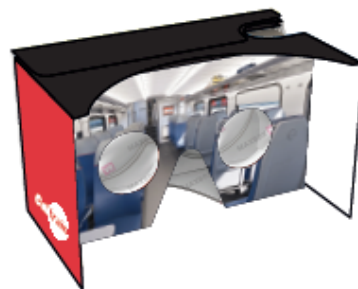
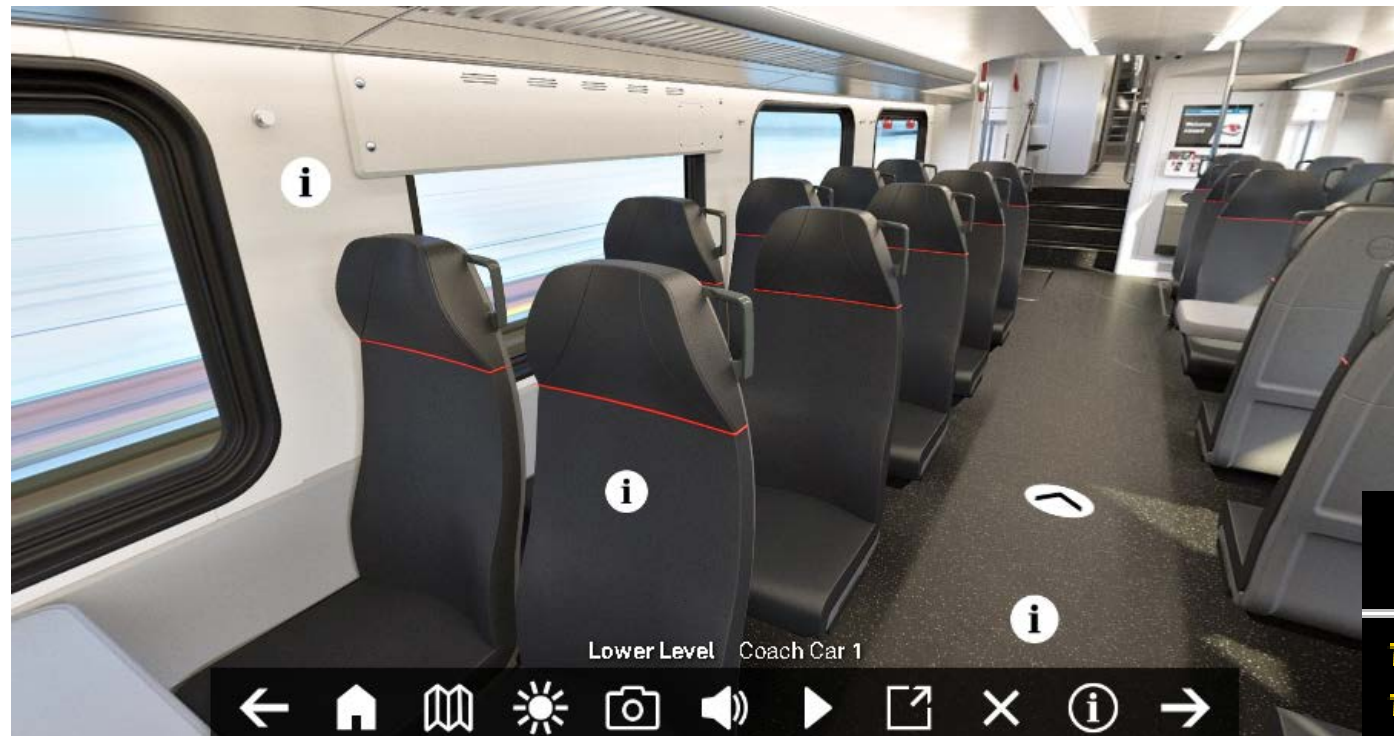


Note: Figure is a direct job equivalent number based on multiplier from APTA Economic Impact of Public Transportation Investment 2014 Update

- Potholing
- Foundations
- Poles
- Wires
- Tunnel work
- Traction Power Facilities







www.CalMod.org/VR

BENEFITS



CONVENIENCE

Increased frequency and reduced travel time



COMFORT

Amenities like destination signs and electrical plugs, more room, and reduced engine noise



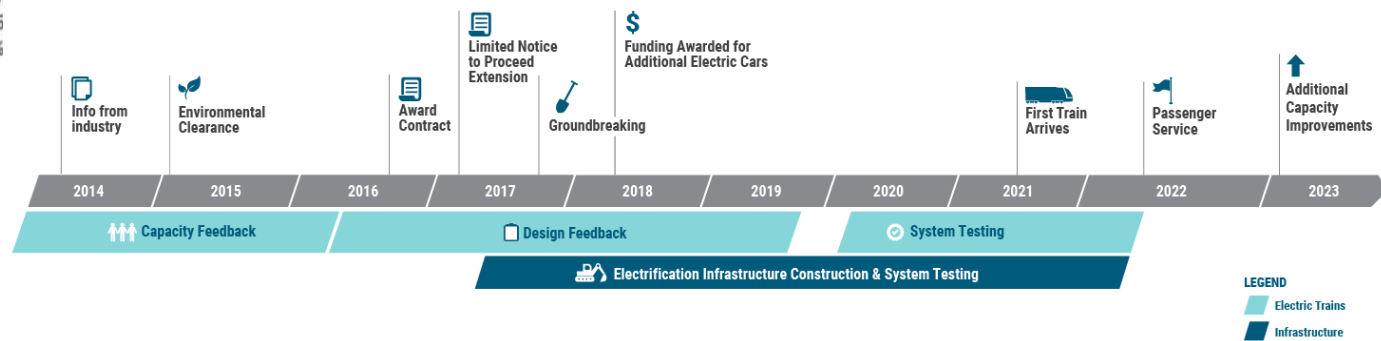
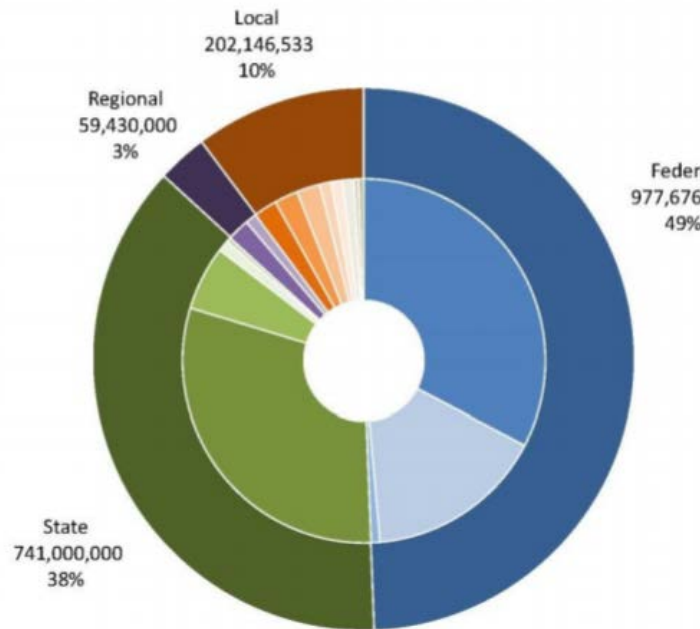
CAPACITY

Short and long-term capacity growth potential, without degrading service



SUSTAINABILITY

Replacing old diesel trains with new electric trains will reduce GHG and improve air quality



- SF Contribution, ~\$60M

- Joint Caltrain / FTA schedule workshops schedule late September - October

PROJECT OVERVIEW

- PTC is a complex signaling and communications technology that is designed to make commuter rail even safer.
- It is a federal mandate for railroads across the country to adopt PTC by December 2020
- Caltrain's PTC system:
 - September 7, 2019: Revenue Service mainline
 - December 2019: Full Interoperability
 - Summer 2020: Safety Plan submitted for final approval
 - December 2020: Full System Certification

KEY BENEFITS: IMPROVING SAFETY



- Eliminates risk of train-to-train collisions
- Reduces risk of over-speed derailments
- Provides additional safety for railroad workers

BUDGET

Prop 1A - State	\$105,445
Prop 1B - State	\$29,753
Federal	\$96,635
Local	\$57,669
Total	\$289,502




CALMOD CONTACT INFORMATION

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800-660-4287 (Toll Free)

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San Mateo, CA 94403
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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 8

DATE: October 23, 2020
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 11/10/2020 Board Meeting: Allocate \$745,651 in Prop K Sales Tax Funds, with Conditions, for Three Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$745,651 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Citywide Daylighting (\$500,000) 2. Curbside Pickup Zones Pilot (\$200,000) 3. Visitacion Valley Community Based Transportation Plan (\$45,651) <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 checked="" 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>
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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.

FINANCIAL IMPACT

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



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

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

CAC POSITION

The CAC will consider this item at its October 28, 2020 meeting.

SUPPLEMENTAL MATERIALS

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

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

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) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency)

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

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

Attachment 2: Brief Project Descriptions ¹

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

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

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

¹ See Attachment 1 for footnotes.

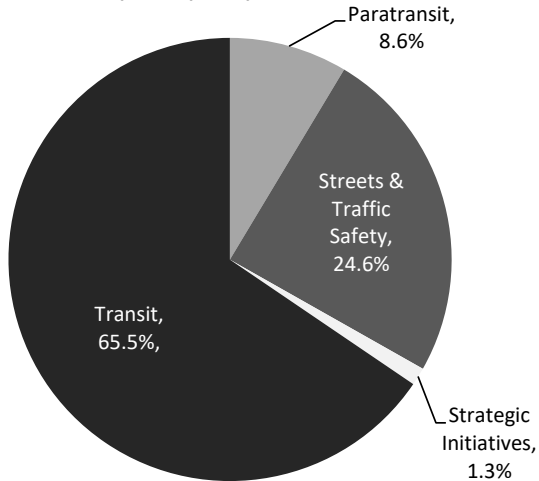
Attachment 4.
Prop K Allocation Summary - FY2020/21

PROP K SALES TAX

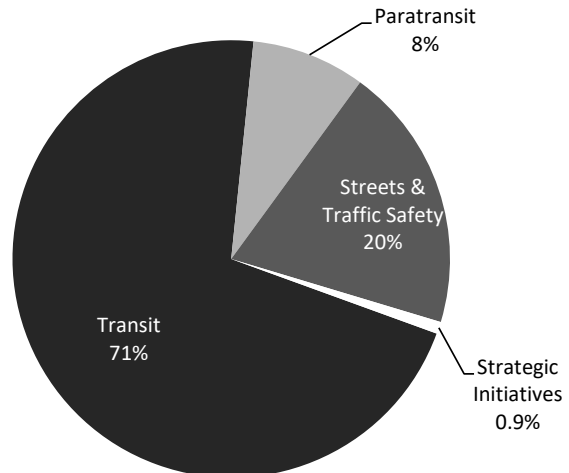
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 31,757,254	\$ 14,196,047	\$ 11,638,071	\$ 4,745,724	\$ 1,177,412	\$ -	\$ -
Current Request(s)	\$ 745,651	\$ 275,217	\$ 405,217	\$ 65,217	\$ -	\$ -	\$ -
New Total Allocations	\$ 32,502,905	\$ 14,471,264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

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

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



Prop K Investments To Date



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

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

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

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

The scope includes:

Task 1. Complete a daylighting inventory

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

Task 2. Develop design proposals and conduct outreach

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

Task 3. Public Hearing process

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

Task 4. Implement Daylighting

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

Task 5. Inventory Update

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

Project Location

Citywide

Project Phase(s)

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

Justification for Multi-phase Request

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

5YPP/STRATEGIC PLAN INFORMATION

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

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

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

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

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

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)	\$200,000	\$200,000	Based on similar work
Construction (CON)	\$300,000	\$300,000	Based on similar work
Operations (OP)	\$0	\$0	
Total:	\$500,000	\$500,000	

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

Prop K Citywide Daylighting*SFMTA Labor Budget*

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

CONSTRUCTION PHASE*Shops Implementation*

<i>Cost per linear foot</i>	<i>Avg feet</i>	<i>Total</i>
\$13.69	10	\$ 137

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

Total Cost **\$500,000**

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

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

Special Conditions

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

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

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

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

Initials of sponsor staff member verifying the above statement
RER

CONTACT INFORMATION

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

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

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

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

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

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

FOOTNOTES:

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

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

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
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Pending November 17, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
13	5YPP amendment to fund Citywide Daylighting (Resolution 21-XX, 11/17/2020). Advancing Equity through Safer Streets: Reduced from \$153,580 to \$0 in FY2019/20. Safer Taylor Street: Reduced from \$198,877 to \$0 in FY2019/20. Vision Zero Quick-Build Program Implementation: Reduced from \$500,000 to \$352,457 in FY2020/21. Citywide Daylighting: Added project with \$500,000 in FY2020/21 design and construction funds.								

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

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

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

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

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

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

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

See attachment.

Project Location

Citywide

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
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:	\$200,000

Shared Spaces Curbside Pickup Zone Evaluation

Introduction

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

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

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

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

Overview of the Curb Management Strategy

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

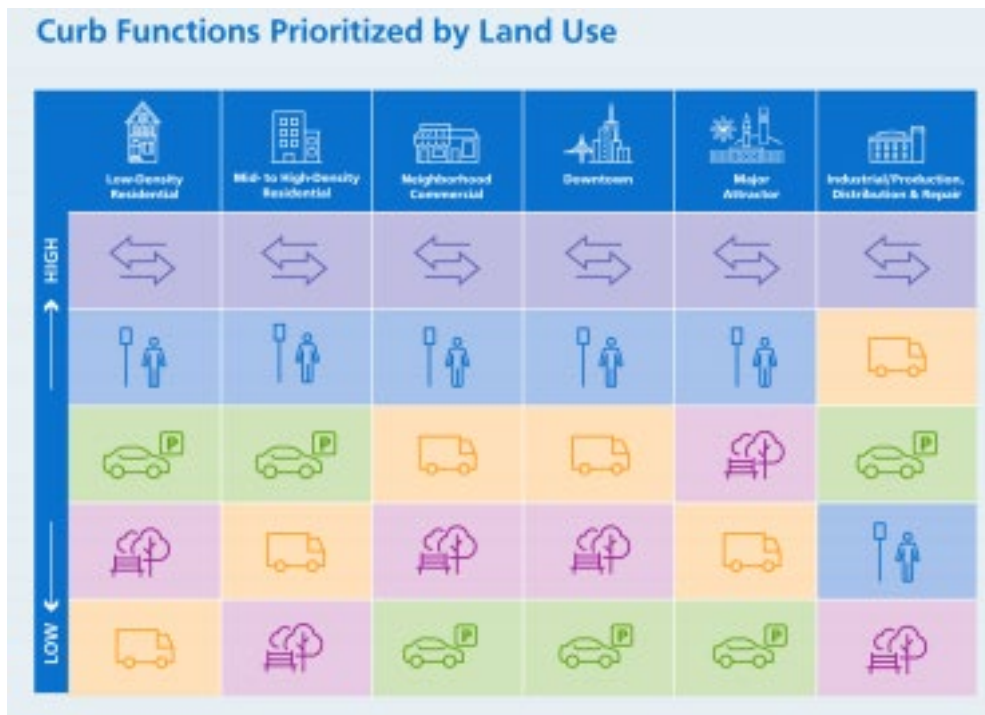
Curb Hierarchy

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

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

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

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



Recommended Strategies

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

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

Design Guidelines

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

Implementation in the time of COVID-19

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

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

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

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

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

Project Benefits

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

Detailed Scope of Work

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

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

Task 1.1 Data-Collection Site Selection

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

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

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

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

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

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

Responsible Party: SFMTA

Deliverable: Site selection, evaluation criteria

Task 1.2 Data Collection

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

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

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

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

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

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

Deliverable: Survey instrument(s), raw data

Task 1.3 Data Analysis

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

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

Responsible Party: Consultant

Deliverable: Technical memorandum summarizing and analyzing data and survey results

Task 1.4 Shared Spaces Plan

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

The plan will include:

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

Potential recommendations could include:

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

Responsible Party: SFMTA

Deliverable: Shared Spaces Program plan

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

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

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

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

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

COST SUMMARY

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

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

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

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

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

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	39.91%	No Prop AA
Actual Leveraging - This Project	39.91%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

Initials of sponsor staff member verifying the above statement
FN

CONTACT INFORMATION

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

See attachments.

Project Location

Visitacion Valley

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
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:	\$150,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Visitacion Valley Community Based Transportation Plan
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)	Oct-Nov-Dec	2020	Jan-Feb-Mar	2023
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2023

SCHEDULE DETAILS

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

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

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

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

COST SUMMARY

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

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

Project Timeline

Grantee:		San Francisco Municipal Transportation Agency				Project Title:		Visitation Valley Community Based Transportation Plan											
		Fund Source				Fiscal Year 2020/21				FY 2021/22				FY 2022/23					
Task #		Responsible Party	Total Cost	Grant Amount	Local Cash Match												Deliverables		
1	Project Initiation																		
1.1	Project Kick-Off Meetings	SFMTA	\$2,000	\$1,771	\$229												Kickoff meetings & meeting notes		
1.2	Project Charter	SFMTA	\$2,000	\$1,771	\$229												Project charter		
1.3	Community Based Organization Contract	SFMTA	\$3,500	\$3,099	\$401												CBO contract		
		SFMTA, CBO, Outreach Consultant																	
1.4	Public Outreach Plan		\$5,500	\$4,869	\$631												Public outreach plan		
2	Existing Conditions Documentation																		
2.1	Review Past and Existing Planning Efforts	SFMTA	\$30,000	\$26,559	\$3,441												Community opportunities and issues summary		
	Key Stakeholder Interviews - Goals and Priorities	SFMTA, CBO	\$18,000	\$15,935	\$2,065												Four (4) completed interviews with notes		
2.3	Demographics Analysis	SFMTA	\$15,000	\$13,280	\$1,721												Demographics summary and maps		
2.4	Street Conditions	SFMTA	\$12,000	\$10,624	\$1,376												Existing and planned transportation asset maps		
2.5	Develop Project Goals and Objectives	SFMTA, CBO	\$10,000	\$8,853	\$1,147												Project goals and priorities		
3	Public Outreach																		
	Phase 1 Community Engagement - Transportation Values & Improvement Opportunities	SFMTA, CBO, Outreach Consultant															Summary of community toolkit preferences and needs		
3.1			\$65,000	\$57,545	\$7,456												Proposed transportation improvements and priority locations		
3.2	Phase 2 Community Engagement - Transportation Improvement Development	SFMTA, CBO, Outreach Consultant	\$65,000	\$57,545	\$7,456												Summary of final proposed improvement priority packages		
3.3	Phase 3 Community Engagement - Proposal Evaluation & Project Closeout	SFMTA, CBO, Outreach Consultant	\$30,000	\$26,559	\$3,441														

Task #		Responsible Party	Total Cost	Grant Amount	Local Cash Match	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	Deliverables	106
4	Streetscape, Transit, Funding and Implementation Plans																												
4.1	Streetscape Plan	SFMTA	\$15,000	\$13,280	\$1,721																						Streetscape Plan		
4.2	Transit Action Plan	SFMTA	\$15,000	\$13,280	\$1,721																						Transit Action Plan		
	Funding and Implementation Plan	SFMTA	\$20,000	\$17,706	\$2,294																						Cost estimates, funding sources, phased implementation scenarios		
5	Draft and Final Plan Document																												
	Draft Plan and Recommendations	SFMTA	\$50,000	\$44,265	\$5,735																						Draft Plan including recommendations report with project recommendations		
5.1	Report	SFMTA	\$10,000	\$8,853	\$1,147																						SFMTA Board Meeting notes		
5.2	Final Plan and Recommendations	SFMTA	\$15,000	\$13,280	\$1,721																						Final Plan document, including revisions to draft based on feedback, and implementation plan		
5.3	Report	SFMTA	\$15,000	\$13,280	\$1,721																						Attachment 5		
6	Administration																												
	Project Controls	SFMTA, City Attorney's Office	\$3,750	\$3,320	\$430																						Administrative record of project		
	Team Meetings	SFMTA	\$3,750	\$3,320	\$430																						Meeting notes and action items for bi-weekly team meetings		
6.2	Invoicing	SFMTA	\$3,750	\$3,320	\$430																						Invoice packages		
6.3	Quarterly Reports	SFMTA	\$3,750	\$3,320	\$430																						Quarterly reports		
	TOTALS		\$398,000	\$352,349	\$45,651																								

Reimbursement of indirect costs is allowable upon approval of an Indirect Cost Allocation Plan for each year of project activities.
Note: Each task must contain a grant amount and a local cash match amount. Local cash match must be proportionally distributed by the same percentage throughout each task. Local in-

Visitation Valley CBTP Budget

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

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement. Quarterly reports that SFMTA prepares for Caltrans will be accepted, as long as they address the information noted.

2. Upon completion of plan, project team shall provide a final report, including photos of existing conditions, community outreach findings, technical analysis results, and plan recommendations.

Special Conditions

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

Notes

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

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

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

Initials of sponsor staff member verifying the above statement
MJ

CONTACT INFORMATION

	Project Manager	Grants Manager
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Scope of Work

Grantee: San Francisco Municipal Transportation Agency

Project Title: Visitacion Valley Community Based Transportation Plan

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

Introduction

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

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

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

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

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

Responsible Parties

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

Overall Project Objectives

1. Project Initiation

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

Task 1.1: Project Kick-Off Meetings

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

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

Responsible Party: SFMTA

Task 1.2: Project Charter

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

Responsible Party: SFMTA

Task 1.3: Establish Technical Advisory Committee (TAC)

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

Responsible Party: SFMTA

Task 1.4: Community Based Organization Contract

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

Responsible Party: SFMTA

Task 1.5: Public Outreach Plan

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

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

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

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

Responsible Party: SFMTA, Consultant/CBO, Outreach Consultant

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

2. Existing Conditions Documentation

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

Task 2.1: Review Past and Existing Planning Efforts

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

Responsible Party: SFMTA

Task 2.2: Key Stakeholder Interviews – Goals and Priorities

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

Responsible Party: SFMTA, Consultant/CBO**Task 2.3: Demographics Analysis**

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

Responsible Party: SFMTA**Task 2.4: Street Conditions**

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

Responsible Party: SFMTA**Task 2.5: Develop Project Goals and Objectives**

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

Responsible Party: SFMTA, Consultant/CBO

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

3. Public Outreach

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

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

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

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

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

Responsible Party: SFMTA, Consultant/CBO, Outreach Consultant

Task 3.2: Phase 2 Community Engagement - Transportation Improvement Development

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

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

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

Responsible Party: SFMTA, Consultant/CBO, Outreach Consultant

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

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

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

Responsible Party: SFMTA, Consultant/CBO, Outreach Consultant

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

4. Streetscape, Transit, Funding and Implementation Plans

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

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

Task 4.1: Streetscape Plan

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

Responsible Party: SFMTA

Task 4.2: Transit Action Plan

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

Responsible Party: SFMTA

Task 4.3: Funding and Implementation Plan

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

Responsible Party: SFMTA

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

5. Draft and Final Plan Document

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

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

Task 5.1: Draft Plan and Recommendations Report

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

Responsible Party: SFMTA

Task 5.2: SFMTA Board Presentation & Adoption

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

Responsible Party: SFMTA

Task 5.3: Final Plan and Recommendations Report

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

Responsible Party: SFMTA

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

6. Administration

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

Task 6.1 Invoicing

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

Responsible Party: SFMTA

Task 6.2 Quarterly Reports

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

Responsible Party: SFMTA

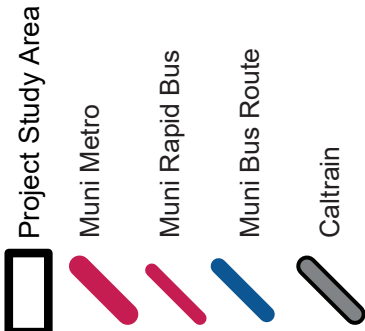
Task	Deliverable
6.1	Invoice Packages
6.2	Quarterly Reports

1. Visitation Valley Community Based Transportation Plan Study Area

Proposed project study area and transit routes

October 2019

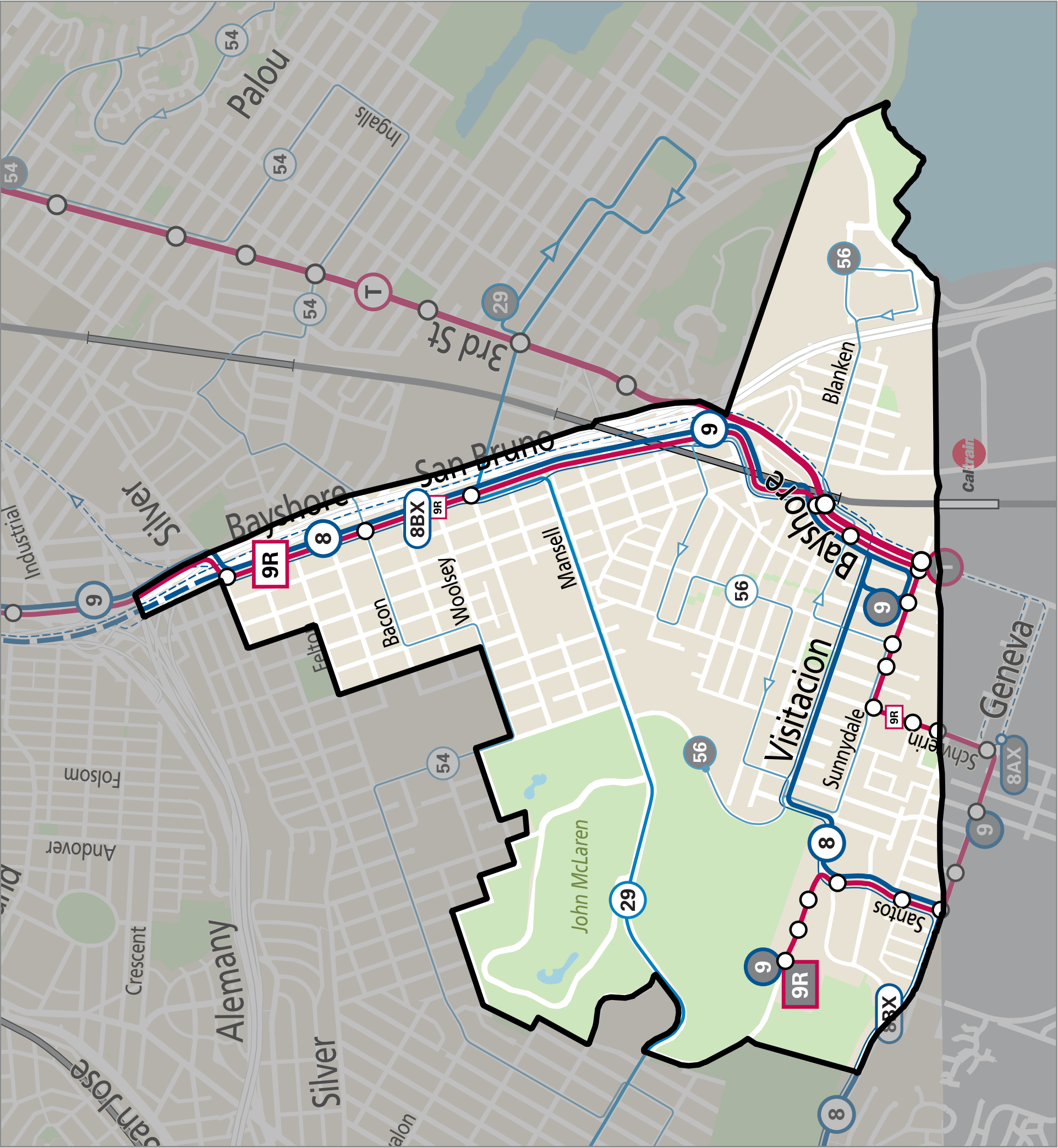
Map shows existing transit options in Visitation Valley area, and the boundaries of the proposed project area. The project area is primarily serviced by the K-Ingleside/T-Third Street Muni Metro light rail lines, as well as a number of local Muni bus routes.



Date Saved: 10/16/2019

For reference contact: maia.moran@sfmta.com

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 9

DATE: October 22, 2020

TO: Transportation Authority Board

FROM: Hugh Louch - Deputy Director for Policy and Programming

SUBJECT: 11/10/2020 Board Meeting: Adopt the Portsmouth Square Community Based Transportation Plan Final Report

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

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

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



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

DISCUSSION

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

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

Outreach activities are documented in the final report.

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

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

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

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

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

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

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



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

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

FINANCIAL IMPACT

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

CAC POSITION

The CAC will consider this item at its October 28, 2020 meeting.

SUPPLEMENTAL MATERIALS

Enclosure 1 - Portsmouth Square CBTP Final Report



RESOLUTION OPPOSING THE PLAN BAY AREA 2050 FINAL BLUEPRINT
TELECOMMUTE MANDATE STRATEGY

WHEREAS, The Metropolitan Transportation Commission (MTC), as the federally designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area (the region), is required to develop in conjunction with the Association of Bay Area Governments (ABAG) a regional plan every four years in order to satisfy federal and state planning requirements; and

WHEREAS, MTC and ABAG are currently undertaking the process to develop and adopt the 2021 update to the plan, entitled Plan Bay Area 2050; and

WHEREAS, Plan Bay Area 2050 is intended to result in an affordable, connected, diverse, healthy, and vibrant Bay Area for all, including an expanded, well-functioning, safe, and multimodal transportation system that connects the Bay Area and reduces our environmental footprint; and

WHEREAS, MTC is required by state law to include in this regional plan achievable strategies and investments to meet the region's greenhouse gas (GHG) emissions reduction target (as defined by the California Air Resources Board) of 19% per-capita by 2035 relative to 2005 levels; and

WHEREAS, The San Francisco County Transportation Authority (Transportation Authority) strongly believes that that MTC (and the region) must continue to strive towards achieving our share of the state's GHG emission reduction targets; and

WHEREAS, On September 23, 2020, MTC voted to adopt MTC Resolution No.4437 and ABAG Resolution No.16-20 Plan Bay Area (PBA) 2050: Final Blueprint; and

WHEREAS, The Plan Bay Area 2050 Final Blueprint includes Strategy Environment (EN) 7: Institute Telecommuting Mandates for Major Office-Based



Employers, which proposes to mandate that large (over 25 employees) office-based employers have at least 60 percent of their employees telecommute on any given workday; and

WHEREAS, The Final Blueprint indicates that the inclusion of Strategy EN7 is necessary to achieve the required GHG emission targets, and Strategy EN7 includes as a primary objective the reduction of GHG emissions; and

WHEREAS, Strategy EN7, as written, will not accomplish these goals, but instead will have negative impacts on San Francisco as a Transit First city as well as on low-wage workers and people of color throughout the region; and

WHEREAS, Strategy EN7 takes a blanket approach to the proposed telecommute mandate on workplaces, resulting in the suppression of both trips that contribute to regional GHG emissions, such as drive-alone, and trips that would be taken by zero-emission or low-emission modes, such as walking, cycling, and transit; and

WHEREAS, Though the COVID-19 pandemic and subsequent Shelter-in-Place orders necessitated that employers and employees quickly transition to telecommuting where possible, the economic, environmental, equity, social, and health impacts of sustained, significant percent share of telecommuting have yet to be fully understood; and

WHEREAS, Sustainable reduction in GHG emissions in the region requires fidelity to Plan Bay Area's goals to direct growth in population and employment to areas served by fast, frequent, and reliable transit, and areas that are walkable and bikeable for more than just commute trips; and

WHEREAS, The shift to telecommuting as a result of the COVID-19 pandemic response has resulted in significant ridership declines and budget shortfalls at all transit operators in the region, necessitating the reduction of service frequency,



capacity, hours, and coverage; and

WHEREAS, A higher number of essential workers are low-income people of color, who have suffered from COVID-19 in numbers disproportionate to their population and many of whom have not had the ability to work from home nor the type of jobs that can be accomplished through remote work; and

WHEREAS, If a large portion of the workforce is no longer commuting, transit fare revenues will continue to drop, forcing further cuts to public transit service, resulting in serious harm to low-wage workers and people of color in San Francisco and across the region; and

WHEREAS, San Francisco's downtown economic vibrancy relies on its daytime population, including large and small businesses and their office workers which support the city's tax and revenue base; and

WHEREAS, a mandate on large employers to require that majority of their workforce work from home would encourage sprawl and expand development into exurban and rural areas, leading to an increase in non-work related automobile trips and contributing to further environmental damage; and

WHEREAS, As a result of San Francisco's long-standing Transit First Policy, San Francisco is a transit-oriented, walkable, bikeable city, and has the lowest rate of GHG-emitting commute modes in the region with only 30% of overall commuters driving to work; and

WHEREAS, The organization Transportation Management Association San Francisco (TMA SF), whose members comprise the largest office users in downtown San Francisco, estimates a drive-alone commute rate of less than 10% for their participating employers, reflecting efficacy of combined transportation demand management (TDM) efforts of TMA SF and the City and County of San Francisco over several decades; now, therefore, be it



RESOLVED, That the Transportation Authority hereby opposes the inclusion of Strategy EN7: Institute Telecommuting Mandates for Major Office-Based Employers, as it is currently described, in the ultimate adoption of Plan Bay Area 2050; and be it further

RESOLVED, That the Transportation Authority reiterates its support for the Plan Bay Area 2050 Guiding Principles for a more affordable, connected, diverse, healthy, and vibrant Bay Area, including the importance of strategies and investments designed to meet the region's GHG reduction targets; and be it further

RESOLVED, That the Transportation Authority encourages MTC to

- a) Re-focus and rename this strategy to TDM to Reduce Driving Commute Trips, where they occur throughout the region;
- b) Recognize the varied workplace circumstances across the region with flexibility in its TDM policies and programs to ensure efficiency, equity, and effectiveness; and
- c) Consider how other strategies in PBA 2050 could be amended, or new strategies added, in order to meet the region's GHG emissions reduction target, such as considering a regional gas tax and/or modifying or deferring freeway widening projects; and be it further

RESOLVED, That the Transportation Authority is committed to continuing to collaborate with MTC and partner agencies on these and other strategies in PBA 2050.

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 10

DATE: October 22, 2020

TO: Transportation Authority Board

FROM: Maria Lombardo – Chief Deputy Director

SUBJECT: 11/10/2020 Board Meeting: Oppose the Plan Bay Area 2050 Final Blueprint
Telecommute Mandate Strategy

RECOMMENDATION ☐ Information ☒ Action

Oppose the Plan Bay Area (PBA) 2050 Final Blueprint
Telecommute Mandate Strategy

SUMMARY

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 to meet ambitious greenhouse gas (GHG) reduction targets set by the state as part of the development PBA 2050. For this plan, the California Air Resources Board (CARB) established the region's GHG reduction target at 19% per capita by the year 2035, which must be met through local and regional transportation-related emissions reductions. One strategy proposed to help the region meet this ambitious target is EN7: Institute Telecommuting Mandates for Major Office-Based Employers. At the request of Commissioner Ronen, who also serves on the MTC, this item is being agendized to oppose the strategy as written, which would not accomplish the PBA goals and would have significant negative impacts on San Francisco as a Transit First city as well as on low-wage workers and people of color throughout the region. We encourage MTC to make modifications to PBA 2050 to help meet the GHG target and support the plan's guiding principles such as a) re-focus and rename this strategy to Transportation Demand Management (TDM) to Reduce Driving Commute Trips; b) recognize the varied workplace circumstances across the region with flexibility in its TDM policies to ensure efficiency, equity and effectiveness; and c) consider how other potential strategies in PBA 2050 could be amended, or new strategies added to meet the region's GHG reduction target.

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



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 as well as accommodate the region's projected household and employment growth through 2050.

In September 2019, MTC/ABAG officially launched work on PBA 2050. On July 23, 2019, through Resolution 20-06, the Transportation Authority Board approved goals to guide our work on PBA 2050. These goals (Attachment 1) include "Focus on Equity," and "Support coordinated transportation and land use planning." Throughout the process, we have worked in close coordination with local transportation agencies, regional transit providers, and our MTC representatives to develop San Francisco's input into PBA 2050, bringing periodic updates to the Board and Citizens Advisory Committee (CAC).

On September 23, 2020 the MTC Commission adopted the Final Blueprint for PBA 2050, the "first draft" of the plan with strategies to be included in the preferred scenario for the PBA 2050 environmental review process later this year. The blueprint strategies are intended to support PBA 2050's guiding principles - an affordable, connected, diverse, healthy and vibrant region - as well as help the plan meet achieve the region's GHG reduction target. The Final Blueprint, as adopted, includes Strategy EN7: Institute Telecommuting Mandates for Major Office-Based Employers (Attachment 2). Specifically, the strategy would:

"mandate that large employers [defined as having 25 or more employees] have at least 60 percent of their employees telecommute on any given day... limited to large office-based employers whose workforce can work remotely."

This was a new strategy proposed (without sufficient vetting) after public engagement and outreach demonstrated a general support for increased levels of telecommuting in the plan, generally thought to be a result of the number of people now working remotely under the COVID-19 stay-in-place orders. MTC staff have indicated that without this strategy, PBA 2050 would fall short of meeting the CARB-established GHG emission reduction target of 19% per capita by 2035. Failing to meet this goal would make projects in the region ineligible for certain state transportation funding programs, including the Solutions for Congested Corridors Program, which MTC estimates would amount to \$100 million per year in lost revenue opportunity.

DISCUSSION

At the September 23 MTC full commission meeting and subsequent Joint MTC Planning Committee / ABAG Administrative Committee meeting on October 9, there was significant conversation among Commissioners (including all of the San Francisco Commissioners), Board members, and members of the public representing various stakeholder organizations and local agencies/governments opposing Strategy EN7 as written. There were also many



letters opposing the strategy in its current form. Some of the many concerns with the strategy as written include:

- In San Francisco and other walkable, bikeable, transit-rich communities, a rigid mandate of this magnitude could reduce transit and bike/walk commute trips as well as the driving commute trips, and could in fact lead to more non-work trips being taken by automobile if people change their behaviors and potentially move to more auto-reliant areas.
- As a result of this mandate, employers are likely to downsize their office space, impacting the commercial real estate market particularly in downtowns like San Francisco's, where employers right now are reconsidering commitments to maintaining a presence in transit-rich, walkable and bikeable urban centers, which are often also higher-priced.
- Reducing the daily workforce population will also undermine the viability of all the supporting businesses that serve the workers and businesses there, including bars, restaurants, and retail.
- If transit commutes are reduced, this could significantly impact transit agency budgets as well as overall support for transit investments across the region, disproportionately impacting transit dependent populations which are more often lower income and people of color.

On October 8, Transportation Authority staff submitted a comment letter developed in collaboration with the San Francisco Municipal Transportation Agency (SFMTA), the Planning Department, and the Mayor's Office that made many of the points above and made recommendations for revisions to the strategy and Plan recognizing the importance of meeting the GHG reduction targets while finding ways to do so that wouldn't produce the negative impacts noted above. For example, our letter suggested that the strategy be revised to explicitly provide flexibility by allowing individual counties, cities and employment centers to design transportation demand management (TDM) programs best suited to their unique conditions. We also suggested that MTC look at postponing highway expansion projects until after 2035, or at additional pricing tool, to help reduce GHG emissions by targeting personal vehicle use specifically.

Though the telecommute mandate strategy was ultimately approved as part of the Final Blueprint package of strategies, significant opposition from other groups has been building in the weeks since. This includes:

- a joint letter from the Bay Area State delegation (Attachment 3),
- a joint statement issued by Mayor London Breen and San Jose Mayor Sam Liccardo, (Attachment 4), and
- letters and op-eds opposing the strategy from business associations like the Bay Area Council.



In addition, several transit operator boards are considering resolutions opposing the strategy, including BART, Caltrain, and WETA (already approved). In response to this outpouring of concern, MTC staff have stated that they do not intend for the strategy to be interpreted as a flat 60% mandate across all employers across the region, but that it could be tailored to each county or city. Staff also stated that the intention of the strategy is only to reduce car commute trips, not bike, walk or transit trips. MTC staff have not yet revised the strategy as written. The MTC Commission and ABAG Executive Board are scheduled to have a chance to take action on the preferred alternative for the PBA 2050 Environmental Impact Report (EIR), which offers a chance to revise the telecommute mandate strategy as the regional agencies shift to the environmental clearance phase for the plan.

At the October 20, 2020 Transportation Authority Board meeting, Commissioner Ronen asked the Chair to agendize a resolution opposing this strategy, as written. The draft resolution included in the agenda packet for the October 27 Board meeting includes the recommendation that MTC make modifications to the strategy, consistent with our October 8 staff letter, to:

- Re-focus and rename this strategy to TDM to Reduce Driving Commute Trips, targeting where they occur throughout the region,
- Recognize the varied workplace circumstances across the region with flexibility in its TDM policies and programs to ensure efficiency, equity and effectiveness; and
- Consider how other strategies in PBA 2050 could be amended, or new strategies added, in order to meet the region's GHG emissions reduction target, such as considering a regional gas tax and/or modifying or deferring freeway widening projects.

NEXT STEPS

We will continue to work with our Board, MTC Commissioners, transit operators, and partners on PBA 2050 strategies, to seek revisions as noted above that can be approved by MTC/ABAG at their December meetings. We will also look forward to collaborating with MTC, local and regional partners to support development of MTC's 5-year Implementation Plan for PBA, which is intended to layout the near term steps that the region will take to implement the strategies in PBA 2050. We will periodically report back to the CAC and Board on these efforts.

FINANCIAL IMPACT

There are no impacts on the Transportation Authority Fiscal Year 2020/21 budget associated with the recommended action.

CAC POSITION

The CAC will discuss this item at its October 28, 2020 meeting.



SUPPLEMENTAL MATERIALS

- Attachment 1 - SFCTA Adopted Plan Bay Area 2050 Goals
- Attachment 2 - Strategy EN7: Institute Telecommuting Mandates for Major Office-Based Employers
- Attachment 3 - Joint Letter from the Bay Area Delegation
- Attachment 4 - Joint Statement from San Francisco Mayor Breed and San Jose Mayor Liccardo

Attachment 1
San Francisco Goals for Plan Bay Area (PBA) 2050
 Approved Resolution 20-06 July 23, 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

Environment: Reduce Climate Emissions**Strategy EN7:****Institute Telecommuting Mandates for Major Office-Based Employers**

Strategy Cost	<i>not applicable</i>
Strategy Objective	Reduce greenhouse gas emissions, traffic congestion, and transit overcrowding by increasing the number of Bay Area workers that work from home one or more days per week.
Strategy Description	Build upon the significant shift to work from home during COVID-19 and mandate that large employers have at least 60 percent of their employees telecommute on any given workday. This requirement would be limited to large office-based employers whose workforce can work remotely. telecommuting target of 60 percent on a typical weekday. This could enable an increase from the projected telecommute share of 14 percent in the Draft Blueprint to up to as high as 25 percent in the Final Blueprint, recognizing that half of the workforce has a job that must be completed in-person (<i>not eligible for telecommuting</i>). The policy would require the employer to meet this target each workday. Employers could meet this target using any variety of alternative work options, such as compressed work weeks, flexible work schedules, or remote work policies.
Changes Since Draft Blueprint	This strategy was not included in the Draft Blueprint and was added based upon public feedback this summer. Given the changes in travel patterns during the coronavirus pandemic, there was strong support for bolder policies on this front in the Final Blueprint, including a mandate for office-based employers. To ensure this strategy achieves equity goals, a complementary strategy to expand internet access in underserved communities was added to the Economy Element as well.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0115



October 14, 2020

The Honorable Scott Haggerty
Chair, Metropolitan Transportation Commission
375 Beale Street, #800
San Francisco, CA 94105

Re: Concerns about MTC Potential Work from Home Mandate

Dear Chair Haggerty:

We commend you and the Metropolitan Transportation Commission (MTC) staff for your work on Plan Bay Area 2050 (Plan) to make our region a more sustainable, prosperous and equitable place. We are writing to express our concern about the inclusion of a Work From Home Mandate in Plan Bay Area. While requiring or encouraging work from home during the pandemic makes sense, we do not agree that a Work From Home Mandate is a viable or appropriate long-term strategy for the Bay Area.

We understand that the Work From Home Mandate was included late in the process of developing the Plan, and is intended to help meet greenhouse gas emissions reduction goals set out by the State pursuant to SB 375 (Chapter 728, Statutes of 2008). We are concerned, however, that the Work From Home Mandate was not adequately vetted, may not achieve a reduction in transportation greenhouse gas emissions, and may have additional negative consequences for our constituents and our region as a whole.

In particular, we are deeply concerned about the inclusion of a blanket Work From Home Mandate because:

1. It is likely to meaningfully reduce fare revenue for our public transit systems — systems that are absolutely essential to the Bay Area's future prosperity — and further damage the financial health of these systems. As is clearly stated throughout the rest of the Plan, well-funded transit systems are of critical importance for equity, climate and our region's quality of life. Well-funded transit systems are particularly important for workers who cannot work from home, who are disproportionately low-income and people of color, as well as for seniors, the disabled, youth, and other transit-dependent groups. Draining funds from our transit systems will badly harm these low-wage workers, who simply cannot work from home.
2. A Work From Home Mandate is likely to dramatically reduce the number of office workers in our region's downtowns, threatening the livelihoods of non-

The Honorable Scott Haggerty

October 14, 2020

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office downtown workers in service industries and causing severe impacts to local city budgets. In counties like San Francisco and Santa Clara, over 50% of workers are Work From Home-eligible. Additionally emphasizing working from home undermines other strategies in the Plan such as walkable urban neighborhoods and increased housing density near employment and transit centers, two data supported strategies proven to reduce transportation related GHG emissions.

3. This mandate doesn't acknowledge the difference between downtown offices in walkable neighborhoods near transit where the majority of workers commute by sustainable modes, and suburban office parks where almost everyone drives alone to work. In San Francisco, for instance, fewer than 30% of workers eligible to Work From Home drive to work. What would be the rationale for requiring office workers who walk to work to work from home?
4. The mandate fails to account for equity. Low wage and service workers are typically not able to work from home — their jobs simply don't allow it. Moreover, even for lower wage office workers whose job may allow work from home, they are more likely to live in smaller homes with large families or multiple roommates, and thus not be able, realistically, to work from home. They should not be required to do so.
5. This mandate would likely result in people leaving the region or moving further from their workplace or from transit that can transport them to their workplace. Such a mandate could also be used as a rationale for those who assert that building sufficient housing for all those who will live in our region is not necessary.
6. There is meaningful evidence that Work From Home mandates increase greenhouse gas emissions. While working from home may eliminate a commute trip, errands and other non-work trips can increase, increasing daily VMT. Additionally, teleworkers tend to live farther from job centers, in lower-density environments, leading to longer, more auto-dependent commutes when they do go into the office, and higher levels of greenhouse gas emissions from home energy usage. The region's efforts to avert deepening our climate crisis should not rely on a strategy that could actually worsen our climate crisis.

Instead of a blanket Work From Home mandate, we suggest MTC pursue efforts to reduce trips and VMT by adding to the existing PBA2050 strategies that:

- Locate more new housing near transit and jobs,
- Locate new office space near transit and housing,
- Invest more in transit rather than highway widening, and
- Implement aggressive but flexible policies that give Bay Area residents the option of shifting their commute and non-commute trips onto sustainable modes and reduce unnecessary commute and non-commute trips.

The Honorable Scott Haggerty

October 14, 2020

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Policies that MTC pursues to enable employees to work from home must be designed to ensure that such policies do not result in an increase in GHG emissions, a decrease in transit ridership and transit funding, or inequitable outcomes.

We look forward to working together to move our region toward a more sustainable future. Thank you for your work, collaboration, and attention.

Sincerely,



Senator Scott Wiener



Assemblymember David Chiu



Senator Nancy Skinner



Senator Mike McGuire



Senator Jerry Hill



Assemblymember Philip Y. Ting



Assemblymember Buffy Wicks



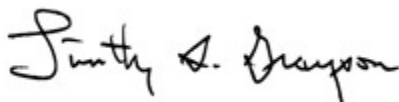
Assemblymember Marc Berman



Assemblymember Evan Low



Assemblymember Bill Quirk



Assemblymember Tim Grayson



Assemblymember Cecilia Aguiar-Curry

The Honorable Scott Haggerty

October 14, 2020

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Assemblymember Kevin Mullin



Assemblymember Jim Wood



Assemblymember Kansen Chu



Assemblymember Rob Bonta

Cc: Therese McMillan, Executive Director, Metropolitan Transportation Commission

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Office of the Mayor

News Releases

The latest news and announcements from Mayor London N. Breed

Statement from San Francisco Mayor London Breed and San Jose Mayor Sam Liccardo on Plan Bay Area Telecommute Strategy

Posted Date: Wednesday, October 14, 2020

San Francisco, CA — On September 23, the Metropolitan Transportation Commission (MTC) approved the Final Blueprint for Plan Bay Area, which is a policy document to guide the growth of the Bay Area through 2050. This Blueprint included a strategy of increasing the number of Bay Area workers that work from home one or more days per week in pursuit of a goal to reduce greenhouse gas emissions and traffic congestion. It would do this by mandating all large office-based employers (25 or more employees) have at least 60 percent of their employees telecommute on any given day.

San Francisco and San Jose have been working with the MTC over the last few weeks to address significant challenges stemming from the proposal. Today, the 15 members of the Bay Area delegation to the California State Legislature issued a [letter](#) raising significant concerns.

Mayors Breed and Liccardo released the following statement about the proposal:

“As the Mayors of the two largest cities in the Bay Area, we appreciate the work the Metropolitan Transportation Commission staff have committed to developing and completing the Plan Bay Area 2050 Blueprint that will help us meet our collective climate goals. We also acknowledge Plan Bay Area’s responsibility to meet State emissions reduction targets with a fiscally constrained transportation investment plan -- especially given the more recent impacts of COVID-19 on our respective communities.

While we support many of the innovative and bold strategies MTC has developed to help address our shared transportation challenges and meet our emissions reduction targets, we remain concerned about the telecommute mandate and cannot support it as currently drafted. We look forward to working with MTC staff, and our colleagues, on refining this strategy and considering alternatives that allow us to equitably meet our GHG reduction target and support the vitality of our downtowns.”

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 11

DATE: October 21, 2020

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects

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

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

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

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



BACKGROUND

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

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

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

DISCUSSION

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

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

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



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

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

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

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

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

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

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



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

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

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

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

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

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



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

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

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

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

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

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

FINANCIAL IMPACT

None. This is an information item.



SUPPLEMENTAL MATERIALS

- Attachment 1 – Better Market Street Project Funding Plan

BETTER MARKET STREET FUNDING PLAN

(Updated October 23, 2020)

ALL DOLLARS IN THOUSANDS

ENVIRONMENTAL AND PHASE 1 FUNDING

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

¹ Phase 1A design cost included sidewalk level bikeway² Phase 1 redesign cost includes shared curb lane³ Preliminary (based on 20% design) full cost for Phase 1 (Market Street from 5th Street to 8th Street). The F-loop is now Phase 2.⁴ Actual PUC cost will be determined through cost share negotiations**OTHER POTENTIAL FUNDING SOURCES**

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

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Memorandum

AGENDA ITEM 12

DATE: October 28, 2020

TO: Citizens Advisory Committee

FROM: Maria Lombardo – Chief Deputy Director

SUBJECT: 10/28/2020 CAC Meeting: Update on Bay Area Seamless Transit Efforts

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

In April of this year, the Transportation Authority Board adopted a resolution supporting a set of high-level seamless transit principles put together by Seamless Bay Area, a non-project organization working to advocate for a better connected Bay Area transit network through governance reforms and other policies. In early 2020, Assemblymember Chiu introduced Assembly Bill (AB) 2057, sponsored by Seamless Bay Area, which would have put in place a series of seamless transit reforms, and would have declared the intent of the Legislature to create a transportation network manager for the region. The COVID-19 pandemic and economic recession significantly truncated the 2020 legislative session and AB 2057 did not move forward. However, seamless transit reforms are still being discussed as part of ongoing Metropolitan Transportation Commission (MTC)-led regional efforts, including the Blue Ribbon Transit Recovery Task Force. At the CAC's request, Transportation Authority and San Francisco Municipal Transportation Agency (staff) will providing an update on those efforts at the October 28 meeting.

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

BACKGROUND

In 2019 through early 2020, the FASTER Bay Area and Voices for Public Transportation coalitions were actively pursuing proposals for potential new revenue measures for public transportation in the Bay Area. At the same time, the organization Seamless Bay Area was making a related but independent effort to advocate for a more seamless, or better



connected, transit network through governance reforms and other policies. After discussions at the February Board and Citizen Advisory Committee (CAC) meetings, the Transportation Authority adopted Resolution 20-39 (Attachment 1) supporting at a high level the seven seamless transit principles as presented by Seamless Bay Area (Attachment 2).

In early 2020, Assemblymember David Chiu authored the Bay Area Seamless Transit Act, or Assembly Bill (AB) 2057, with Seamless Bay Area as the bill's sponsor. The bill would have established a state-sanctioned task force to study the Bay Area's 27 transit systems, established policy direction and set goals to help create a more seamless network from the user's perspective, and created a Transit Network Manager role to establish leadership to coordinate between the existing transit agencies toward meeting the seamless network goals. The bill included several requirements for the MTC to lead efforts advancing seamless transit, including establishing a capital project development review process for transit projects, ensuring that the region's managed lanes network supports high-capacity transit, and completing the Transit Fare Coordination and Integration Study.

When Resolution 20-39 was drafted, AB 2057 was still a spot bill without final language. Seamless Bay Area and the FASTER coalition were both considering adding requirements related to a Transit Network Manager/Planner to their respective bills, along with other elements intended to support a more seamless transit network. The Board's resolution included a recommendation that any task force or Transit Network Manager formed through legislation be structured in a way that reflects where transit ridership is strong and be guided by a principle to enhance and optimize, and avoid harming, the region's core transit systems (i.e., Muni, BART and AC Transit).

Due to the COVID-19 pandemic, the majority of bills from the 2020 session did not move forward including AB 2057 (Chiu) and hopes for a regional transportation funding measure. However, interest and opportunities for a more seamless transit network remain strong in the region, particularly as transit agencies are planning service for the next few years through the COVID-19 pandemic and recession, and into recovery.

DISCUSSION

MTC Blue Ribbon Transit Recovery Task Force. In May 2020, in response to the challenges facing the region's transit agencies in light of the COVID-19 pandemic, MTC began convening a Blue Ribbon Transit Recovery Task Force. The Task Force is comprised of MTC Commissioners (including Nick Josefowitz for San Francisco), transit agency General Managers (including Jeffrey Tumlin, SFMTA; Bob Powers, BART; and Jim Hartnett, Caltrain and the SamTrans), state representatives including Assemblymember Chiu, and stakeholders including one Bay Area County Transportation Authorities representative, labor representatives, and advocacy and business organization staff.

The Task Force has three phases. The first phase was to distribute the Bay Area's federal CARES Act funding to transit agencies. The Task Force completed their recommendation in June, and the MTC Commission approved the final distribution in July. The second phase addressed the coordination of near-term recovery strategies between the agencies, particularly focused on the health and safety of transit riders and operators. This work



culminated in the [Riding Together: Bay Area Healthy Transit Plan](#), which codifies common commitments and expectations for employees and passengers in the Bay Area transit systems. The [Healthy Transit Dashboard](#) reports the progress on these common commitments across all Bay Area transit agencies, and went live earlier in October.

The Task Force has now turned to the final phase of its work, which is intended to foster longer-term improvements in the region's transit network, despite the significant funding shortages facing transit operators over the years to come. This work will culminate in a Transformation Action Plan, which we expect to include several actions to address seamless transit principles, and which we expect will identify the funding needed to implement the plan. The Task Force recognizes that some reforms may require state legislation, and Assemblymember Chiu has indicated his continued interest in sponsoring a bill to that end. The Transformation Action Plan is expected to be completed in June 2021, and will include a 5-year action plan that is financially reasonable, and aspirational but feasible. It is expected to focus on transit service (including network connectivity and management), customer experience (including fare policy and technology), and implementation mechanisms (including policy modifications and potentially legislation).

SPUR and Seamless Bay Area have made presentations at public forums and to the Task Force calling for a Transportation Network Manager to be recommended as part of this Transformation Action Plan. On October 14, the MTC Policy Advisory Council (similar in function to the Transportation Authority's CAC) approved a set of recommendations for the Transformation Action Plan, which include supporting the creation of a Transportation Network Manager for the Bay Area.

On October 26, the Task Force will discuss goals and objectives for the Transformation Action Plan. At our CAC meeting, SFMTA staff will give a brief presentation on the status and upcoming work of the Task Force. Information on the publicly noticed Task Force meetings can be found on MTC's website (<https://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/blue-ribbon-transit-recovery-task-force>).

OTHER EFFORTS. There are multiple other efforts underway at the regional level that intend to address various components of the seamless transit priorities. These include:

- **MTC's Transit Fare Coordination and Integration Study.** This effort brings together local and international fare policy and user research experts to advise MTC and transit operators to identify practical steps toward integrating the fare structure and policies of the Bay Area's over two dozen transit agencies. The Task Force supporting this effort is comprised of transit agency general managers, including Director Tumlin for the SFMTA. More information can be found on MTC's website: <https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/transit-fare-coordination-and-integration-study>
- **Partnership Board Seamless Mobility Subcommittee.** This group is comprised of county transportation agency, transit agency, local jurisdiction, and regional agency staff, and is charged with advancing a seamless transportation system for the region



with a focus on multi-modal corridor-based efforts. Transportation Authority staff participate in this subcommittee. An update from the group from earlier this year can be found here:

<https://mtc.legistar.com/View.ashx?M=F&ID=8652424&GUID=453D525B-8F4A-4CB1-95B9-C0AB6A8643DB>

NEXT STEPS. We will continue to work with our Board, MTC Commissioners, transit operators, and partners to support the charge of the Blue Ribbon Transit Recovery Task Force, to provide San Francisco's perspective and expertise to the Task Force and other regional seamless efforts, and to advance the seamless transit principles adopted by the Board earlier this year. We will also continue to engage with any legislation related to these efforts, and report back to the CAC and Board.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 - SFCTA Resolution No. 20-39 Adopting a Support Position for the Seamless Transit Principles
- Attachment 2 - Seamless Transit Principles
- Attachment 3 - AB 2057 (Chiu) Bay Area Seamless Transit Act



RESOLUTION ADOPTING A SUPPORT POSITION FOR THE SEAMLESS TRANSIT PRINCIPLES

WHEREAS, The Transportation Authority 's mission is to make travel safer, healthier, and easier for all; and

WHEREAS, The San Francisco Bay Area is facing a series of interrelated crises, including increasing congestion, rising pollution, decreasing affordability, and widening inequality, which are exacerbated by an inadequate public transportation system; and

WHEREAS, There are currently 27 transit agencies operating in the Bay Area, and residents have consistently identified the lack of coordinated information and difficult transfers between operators as a barrier to increasing their use of transit; and

WHEREASE, Using public transit in the Bay Area can require using multiple transit systems operated independently, paying multiple separate fares, and navigating different wayfinding systems; and

WHEREAS, Climate change is a significant challenge facing the Bay Area, and reducing greenhouse gas emissions from the transportation sector will require a significant increase in the number of residents and workers taking transit rather than a single occupancy vehicle for more of their trips; and

WHEREAS, Low-income transit riders are more reliant on public transit, with 60% percent of low-income households in the region not having access to a private vehicle, and low-income transit riders make more intra-agency transit transfers than high-income riders; and

WHEREAS, A more seamless-to-the-customer public transit system with integrated transit fares has the potential to both benefit low-income transit riders and attract new riders; and

WHEREAS, The Seamless Transit Principles proposed by Seamless Bay Area, are as follows:

1. Run all Bay Area transit as one easy-to-use system
2. Put riders first
3. Make public transit equitable and accessible to all



4. Align transit prices and passes to be simple, fair, and affordable
5. Connect effortlessly with other sustainable transportation
6. Plan communities and transportation together
7. Prioritize reforms to create a seamless network; and

WHEREAS, Seamless Bay Area is simultaneously sponsoring Assembly Bill (AB) 2057 (Chiu), currently a spot bill, with the intent of establishing a task force to develop recommendations that would improve coordination and oversight of the Bay Area's regional transit system; and

WHEREAS, It is imperative that the region's largest jurisdictions and transit operators' interests are appropriately represented on this task force given that the region's three largest transit operators - Muni, BART and AC Transit, carry 80% of the region's transit riders; and

WHEREAS, There is risk that reconciling the region's disparate transit fare and subsidy policies could inadvertently harm these core systems; and

WHEREAS, Should the task force recommend the creation or designation of a Transit Network Manager, the governance of that body should also reflect the strong transit ridership in the region's core; and

WHEREAS, At its February 26, 2020 meeting, the Transportation Authority Citizens Advisory Committee reviewed and discussed the Seamless Transit Principles proposed by Seamless Bay Area and unanimously adopted a motion of support for the adoption of the subject resolution of support for those principles; and

WHEREAS, At its February 11, 2020 meeting, the Board reviewed and discussed the Seamless Transit Principles; now therefore, let it be

RESOLVED, That the Transportation Authority hereby adopts a support position for the Seamless Transit Principles listed herein, and agrees to be publicly listed as a supporter; and be it further

RESOLVED, That the Transportation Authority recommends that any Task Force or Transit Network Manager formed through legislation be structured in a way that reflects where transit ridership is strong and be guided by a principle to enhance and optimize, and



**San Francisco
County Transportation
Authority**

BD031020

RESOLUTION NO. 20-39

avoid harming, the region's core transit systems (Muni, BART, AC Transit); and be it further

RESOLVED, That the Transportation Authority affirms its commitment to working collaboratively with State agencies, the Metropolitan Transportation Commission, Bay Area transit operators, and other local and regional agencies and stakeholders to develop a highly integrated regional transit system that provides convenient, seamless, and affordable transit for customers.



**San Francisco
County Transportation
Authority**

BD031020

RESOLUTION NO. 20-39

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 14th day of April, 2020, by the following votes:

Ayes: Commissioners Fewer, Haney, Mandelman, Peskin, Preston, Ronen, Safai, Stefani, and Walton (9)

Nays: (0)


Absent: Commissioners Mar and Yee (2)

 5-8-20

Aaron Peskin
Chair

Date

ATTEST:

 5/13/20

Tilly Chang
Executive Director

Date

ATTACHMENT 2

The Seamless Transit Principles Viewable at: www.seamlessbayarea.org/seamless-transit-principles**1) Run all Bay Area transit as one easy-to-use system**

Public transit should work as one seamless, connected, and convenient network across the San Francisco Bay Area and beyond. Getting around on transit should be as fast and easy as driving a car. Coordinated bus, rail, and ferry routes and schedules should encourage effortless transfers. Consistent and clear customer information, branding, and maps should make using transit simple and dignified.

**2) Put riders first**

Riders should feel comfortable when using transit and be treated like valued customers. Public transit agencies must do more to listen to riders and continuously improve service. They must prioritize riders' needs above all else, and overcome all operational, political and bureaucratic barriers to provide an excellent and seamless customer experience.

**3) Make public transit equitable and accessible to all**

People of all income levels, ages, abilities, genders, and backgrounds should have access to world-class public transit. People who are the most reliant on transit are best served by a universal, inclusive, regionally integrated, connected system that is used by all. People with limited means to pay for transit should be provided with discounts.

**4) Align transit prices and passes to be simple, fair, and affordable**

Transit should provide good value for money. Fares across the region's 27 public transit agencies must be aligned into a consistent, fair, and affordable system that encourages using transit for all types of trips and doesn't punish riders for transferring. Cost-effective monthly passes should work across the Bay Area and should be widely available to individuals, employers, and schools.

**5) Connect effortlessly with other sustainable transportation**

A person's journey does not end when they get off a bus or exit a station. Excellent pedestrian, bicycle, and other pollution-free transportation options should seamlessly connect public transit to communities and destinations, supporting door-to-door trips that don't require a car.

**6) Plan communities and transportation together**

High quality public transit should be at the heart of communities across the Bay Area. Transportation should be closely aligned with our region's land use, promoting a connected network of transit-oriented, walkable communities that expands access to affordable housing and job opportunities, and reduces car travel and greenhouse gas emissions.

**7) Prioritize reforms to create a seamless network**

A regionally integrated, world-class transit system won't happen on its own -- it will take leadership, unprecedented levels of cooperation, and changes to existing local, regional, and state policies. The cities, counties, public transit agencies, regional authorities, business leaders, advocacy groups and elected representatives of the San Francisco Bay Area and Northern California megaregion must prioritize the broad public interest and urgently work together collaboratively to advance critical reforms. Our future depends on it!



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AB-2057 San Francisco Bay area: public transportation. (2019-2020)

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Date Published: 04/30/2020 09:00 PM

AMENDED IN ASSEMBLY MAY 04, 2020

CALIFORNIA LEGISLATURE— 2019–2020 REGULAR SESSION

ASSEMBLY BILL

NO. 2057

Introduced by Assembly Member Chiu

*(Principal coauthor: Assembly Member Mullin)**(Principal coauthor: Senator Wiener)***(Coauthors: Assembly Members Bonta, Levine, Ting, and Wicks)**

February 03, 2020

An act *to amend Section 66502 of, to add Sections 66501, 66513.1, 66513.3, 66516.1, 66516.3, 66517.3, and 66533 to, and to add and repeal Section 13985 of, the Government Code, and to add Section 99177 to the Public Utilities Code, relating to transportation.*

LEGISLATIVE COUNSEL'S DIGEST

AB 2057, as amended, Chiu. San Francisco Bay area: public transportation.

(1) Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services.

Existing law establishes the Transportation Agency consisting of various state agencies under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency.

This bill would declare the intent of the Legislature to enact subsequent legislation that would create a transportation network manager for the 9-county San Francisco Bay area to, among other things, integrate all aspects of public transit within the 9-county San Francisco Bay area and provide leadership and accountability in planning, coordinating, and financing the transportation network. The bill would establish a 19-member Bay Area Seamless Transit Task Force to recommend to the Legislature the structure, governance, and funding of the transportation network manager and the organizational structure, governance, and funding for San Francisco Bay area transportation agencies, and other reforms to the San Francisco Bay area's local, regional, and state public agencies, that should be enacted in future legislation to maximize the effectiveness of the public transit

system in the San Francisco Bay area. The bill would require the Secretary of Transportation to convene the task force by April 1, 2021. The bill would require the Metropolitan Transportation Commission to provide staffing to the task force to aid it in the performance of its duties, and would require the Legislative Analyst's Office to advise the task force in the performance of its duties. The bill would require the task force to submit a report to the Legislature on or before January 1, 2023, of its findings and recommendations and a summary of its activities. The bill would repeal these provisions on January 1, 2027.

(2) Existing law requires the Metropolitan Transportation Commission, in coordination with a specified regional transit coordinating council, to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction.

This bill would require the commission, in consultation with transit agencies, on or before January 1, 2022, (A) to create standardized discount categories and eligibility requirements for fare discount programs for seniors, students, youth, and other rider categories, and (B) to create a multimodal, multiagency pilot program to implement an accumulator pass that may be used with one regional rail agency and at least one transit agency. The bill would require the regional rail agency and the transit agency or agencies selected to participate in the pilot program to offer the accumulator pass to the public on or before July 1, 2022. The bill would require the commission to prepare a plan, on or before July 1, 2023, to deploy the Clipper card payment system on passenger trains operated on the Capitol Corridor and on passenger trains operated by the Altamont Corridor Express. The bill would require the commission, in the next upgrade to the Clipper card payment system, to enable customers to pay for paratransit, parking at transit stations, and employer and educational institution transit discount programs.

The bill would require the commission on or before January 1, 2022, to submit a copy of a specified transit fare study undertaken by the commission to certain committees of the Legislature and the Bay Area Seamless Transit Task Force. The bill would require the commission to submit a report on or before January 1, 2023, to those entities on the progress of implementing the recommendations of that study.

(3) Existing law authorizes the Metropolitan Transportation Commission to improve service coordination and effectiveness in specified transit corridors by recommending improvements in those corridors, including the reduction of duplicative service and institution of coordinated service across public transit system boundaries.

This bill would require the commission, in consultation with transit agencies, on or before July 1, 2023, to develop a comprehensive, standardized regional transit mapping and wayfinding system and to develop an implementation and maintenance strategy and funding plan for deployment of the system.

The bill would require a transit operator in the San Francisco Bay area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of these capabilities.

(4) The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030.

Existing law requires designated regional transportation planning agencies to prepare and adopt a regional transportation plan. Certain of these agencies are also designated under federal law as metropolitan planning organizations. Existing law requires a regional transportation plan to include specified elements, and, if the transportation planning agency is also a metropolitan planning organization, to also include a sustainable communities strategy or alternative planning strategy, which is designed to achieve certain targets for 2020 and 2035 established by the state board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.

This bill would require the Metropolitan Transportation Commission to develop and adopt targets for reducing vehicle miles traveled per capita and for increasing the travel mode share of public transit and active modes of transportation in the San Francisco Bay area that are consistent with, or exceed, state climate goals and other goals and standards for improving air quality in the region. The bill would require the commission to develop a comprehensive set of performance indicators for those targets, and would require the commission to annually

report to the Transportation Agency and the state board on the progress the region is making towards meeting those targets.

The bill would require the commission to establish a capital project development review process on or before January 1, 2023, and, as part of the process to, among other things, specify the project deliverables that will be evaluated to determine if a project is eligible to be included in the regional transportation plan or to receive an allocation of state or regional funds.

(5) Existing law authorizes a regional transportation agency or the Department of Transportation to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes or other toll facilities.

The bill would require, on or before January 1, 2022, the Metropolitan Transportation Commission, in partnership with the Department of Transportation and the operators of managed lanes in the San Francisco Bay area, to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit.

(6) By imposing new duties on local agencies, this bill would impose a state-mandated local program.

(7) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

~~Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services.~~

~~This bill would state the intent of the Legislature to later enact legislation relating to public transportation in the 9-county San Francisco Bay area.~~

Vote: majority Appropriation: no Fiscal Committee: ~~no~~yes Local Program: ~~no~~yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. *This act shall be known, and may be cited, as the Bay Area Seamless Transit Act.*

SEC. 2. *(a) The Legislature finds and declares all of the following:*

(1) Transit connectivity and integration in the San Francisco Bay area has been a longstanding challenge that has discouraged transit usage.

(2) Legislative efforts to mandate and incentivize coordination between the disparate transit agencies date back to 1996 and earlier.

(3) As identified in the 2015 San Francisco Bay Area Planning and Urban Research Association report, Seamless Transit, transit in the San Francisco Bay area is plagued by many coordination issues, including:

(A) An inconsistent, poorly connected transit network with major gaps resulting from fragmented planning and decisionmaking without an overarching regional vision for integration.

(B) A lack of sufficient or quality customer information about how to make multioperator trips, deterring potential riders; each transit agency has a unique nomenclature to describe its services, vehicles, and wayfinding.

(C) Poorly designed transit hubs have not been designed to facilitate transfers, where connecting from one operator to another can present complex navigational challenges, difficult walks, or long waits.

(D) Fare structures and transit passes that differ from agency to agency, discouraging riders from making multiagency trips and financially penalizing riders using more than one transit agency.

(E) A limited fare payment system that limits opportunities for integration and innovation.

(4) Low-income people, many of whom have experienced displacement and have long commutes requiring multiple transit services, are among the most adversely affected by the San Francisco Bay area's poorly integrated public transportation system, experiencing a significant financial burden from needing to pay multiple separate transit fares or being forced into costly vehicle ownership.

(5) As of 2017, only 4 percent of all trips in the San Francisco Bay area were made using transit. Per-capita transit ridership in the San Francisco Bay area decreased 12 percent between 1991 and 2016.

(6) Since 1970, 12 percent or fewer San Francisco Bay area commuters have used transit for commute trips. Since 1979, car travel has comprised at least 75 percent of commute trips and two-thirds of car commuters in the San Francisco Bay area travel alone in their vehicles.

(7) Transit ridership in the San Francisco Bay area declined 5 percent between 2016 and 2018. Between 2001 and 2016, average bus speeds declined 9 percent. Between 2006 and 2016 the length of the average commute on transit increased by more than 5 minutes to over 50 minutes.

(8) Increasing transit ridership is critical to meeting the state's greenhouse gas reduction goals and alleviating the effects of climate change. Transportation is responsible for 40 percent of state greenhouse gas emissions.

(b) It is the intent of the Legislature to support the creation of a high-ridership, reliable, accessible, and seamlessly integrated public transportation system in the nine-county San Francisco Bay area.

(c) It is the intent of the Legislature to require future regional funds for public transportation in the San Francisco Bay area to be conditioned on advancing institutional reforms that improve accountability and establish a seamlessly integrated regional transit system.

SEC. 3. It is the intent of the Legislature to enact subsequent legislation that would do all of the following:

(a) Create a Transportation Network Manager for the nine-county San Francisco Bay area based on the recommendations of the Bay Area Seamless Transit Task Force submitted to the Legislature pursuant to Section 13985 of the Government Code.

(b) Require the Transportation Network Manager to do all of the following:

(1) Integrate all aspects of public transit within the San Francisco Bay area and provide leadership and accountability in planning, coordinating, and financing the seamless transportation network.

(2) Develop a long-range plan, that would be known as the Seamless Transit Strategic Plan or the Seamless Strategic Plan, focused on attaining the strategic policy direction described in Section 66501 of the Government Code and specific travel mode share and vehicle miles traveled targets adopted pursuant to Section 66533 of the Government Code.

(3) Coordinate the development of the Seamless Strategic Plan with development of the sustainable communities strategy adopted pursuant to Section 65080 of the Government Code.

(4) Include all of the following in the Seamless Strategic Plan:

(A) A frequent rapid transit network plan. For purposes of this paragraph, a "frequent rapid transit network plan" means a long-range regional plan for the strategic build-out and operation of a multimodal high-ridership transit network, identifying an interconnected network of key rapid transit corridors throughout the San Francisco Bay area that makes rapid, reliable, seamlessly integrated transit service widely accessible throughout the region, particularly to low-income and disadvantaged communities.

(B) A phased investment plan.

(C) A regional plan for transit priority on state and local roads in the frequent rapid transit network throughout the San Francisco Bay area to ensure that transit and other high-capacity vehicles can travel efficiently. The regional plan would include a plan for managed lanes, in partnership with the Department of Transportation and managed lane operators, to ensure an efficient regional express lane network for high-capacity transit.

(5) Establish and oversee the following regional standards that are consistent with, or exceed, any state standards on the same subject:

(A) Transit quality of service standards, including speed, frequency, reliability, and timing of connections along a frequent rapid transit network.

- (B) Transit customer experience standards.*
- (C) Customer information, wayfinding, and branding standards.*
- (D) Integrated transit fare standards.*
- (E) Multimodal corridor, transit hub, and transit station design standards.*
- (F) Project delivery, cost estimation, and risk management standards.*
- (G) Mobility data and integration standards.*
- (H) Accessible mobility standards.*

SEC. 4. *Section 13985 is added to the Government Code, immediately following Section 13984, to read:*

13985. *(a) For purposes of this section, the following definitions apply:*

- (1) "Bay area" means the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma.*
- (2) "Centers of Excellence" means concentrations of staff, financial, professional, and other resources that provide leadership, best practices, research, support, training, and efficient delivery for the entire bay area.*
- (3) "Clipper Executive Board" means the board formed by a memorandum of understanding between MTC and bay area transit agencies to establish goals, a budget, and workplan for the Clipper card payment system and to provide policy, oversight, direction, and authorization of business matters for the Clipper card payment system.*
- (4) "MTC" means the Metropolitan Transportation Commission.*
- (5) "Network manager" means the Transportation Network Manager described in Section 3 of the act adding this section, which the Legislature intends to create in subsequent legislation in the future.*
- (6) "Task force" means the Bay Area Seamless Transit Task Force.*
- (7) "Transportation agencies" means all public agencies involved in the planning, regulation, or provision of transportation in the bay area, including public transit agencies, county transportation authorities, congestion management authorities, the Metropolitan Transportation Commission, the Department of Transportation, and, where applicable, municipalities located in the bay area that oversee use of public rights-of-way used for transportation.*

(b) (1) There is hereby established a Bay Area Seamless Transit Task Force to do both of the following:

(A) Recommend the organizational structure, governance, and funding for bay area transportation agencies, and other reforms to the bay area's local, regional, and state public agencies, that should be enacted in future legislation to maximize the effectiveness of the public transit system in the bay area.

(B) Recommend the structure, governance, and funding of the network manager.

(2) MTC shall, and the Clipper Executive Board may, provide staffing to the task force to aid it in the performance of its duties. The task force may also hire additional staff to aid it in the performance of its duties.

(3) The Legislative Analyst's Office shall advise the task force in the performance of its duties.

(c) (1) The task force shall consist of 19 members who shall be appointed as follows and confirmed by the secretary pursuant to paragraph (2):

(A) One member representing the Transportation Agency, appointed by the secretary.

(B) One member appointed by the Governor.

(C) One member appointed by the President pro Tempore of the Senate.

(D) One member appointed by the Speaker of the Assembly.

(E) Three members who are bay area local elected officials, appointed by MTC, including at least one member from either the City of San Jose, the City of Oakland, or the City and County of San Francisco.

(F) Three members representing public transit operators in the bay area, appointed by the Clipper Executive Board, including at least one representative of bus operators and one representative of rail operators.

(G) Two members representing county transportation agencies in the bay area, appointed by the directors of the county transportation agencies in the bay area. For purposes of this subparagraph, "county transportation agency" means the agency responsible for preparing and implementing the congestion management program in the county, except for the County of San Mateo, in which case "county transportation agency" means the San Mateo County Transportation Authority.

(H) Two members who are technical experts, appointed jointly by MTC and the Clipper Executive Board, with relevant national or international expertise, or both, in fields including, but not limited to, public transit operations, finance, scheduling, procurement, project delivery, capital project management, planning, or governance. MTC and the Clipper Executive Board may appoint a technical expert who is not a citizen of the United States or a resident of the bay area. MTC and the Clipper Executive Board shall not appoint a technical expert who is employed by MTC or a bay area transit operator.

(I) Four members who are bay area residents appointed by MTC as follows:

(i) Two members representing low-income transit riders, residents of communities of concern designated by MTC, or persons with disabilities, or any combination of these groups.

(ii) One member representing the bay area business community.

(iii) One member representing transit riders from a sustainable transportation advocacy organization.

(J) One member representing bay area organized labor, appointed by the Governor.

(2) The secretary shall confirm each member appointed pursuant to paragraph (1).

(3) The secretary shall convene the task force by April 1, 2021.

(4) The secretary shall appoint a chair and vice chair from the membership of the task force.

(5) The task force shall establish an executive committee of four to eight members of the task force, which may meet more often than the task force.

(d) The task force shall study the collective and individual performance of existing agencies and funding sources that impact the planning, delivery, and operations of transportation in the bay area and shall recommend institutional and funding reforms in the report required pursuant to subdivision (f) that would enable seamless integration of all forms of transportation in the bay area.

(e) The task force shall do all of the following and shall summarize the results of these activities in its report to the Legislature required pursuant to subdivision (f):

(1) Identify the goals of the bay area's multimodal transportation system.

(2) Consult with a wide variety of bay area residents and workers to understand public goals and expectations for a multimodal, regionally integrated, user-centered, and equitable transportation system.

(3) Investigate worldwide institutional best practices of metropolitan regions with high-performing, competitive, regionally integrated transportation systems, including associated governance systems.

(4) Recommend an agency to be designated as the network manager in future subsequent legislation. The task force may recommend an existing, modified, or new public agency to be designated as the network manager. If the task force recommends the creation of a new public agency to be designated as the network manager, the task force shall also recommend at least one transportation agency in the bay area to be incorporated into the new public agency.

(5) Assess the effectiveness and adequacy of the governance structures of existing transportation agencies in the bay area, collectively and individually, and recommend improved governance structures for any existing entities, the network manager recommended pursuant to paragraph (4), and the region's transportation system as a whole.

(6) Assess the effectiveness of MTC in achieving its current mandate and recommend governance changes to support the realization of a multimodal, regionally integrated, user-centered, and equitable transportation system.

(7) Recommend a governance system or process that enables integrated fares, such as a zone-based system or integrated passes for express bus, rail, and ferries.

(8) Recommend a governance system or new process for transit operator route and schedule coordination.

(9) Recommend strategies to develop a qualified and adequate workforce of transit workers to fulfill the needs of an integrated, high-ridership transit system.

(10) Recommend a governance system or process improvements to the project delivery process to allow projects to be delivered on time and in a cost-effective manner.

(11) Identify functions that are provided separately across agencies that could be consolidated into fewer agencies or a single agency.

(12) Explore the potential for establishing Centers of Excellence. Centers of Excellence should serve the collective needs of transportation agencies, jurisdictions, or other public entities in the bay area, and should provide higher quality and more efficient service than if transit agencies were to pursue these focus areas independently.

(13) Analyze institutional mergers, consolidations, or dissolutions, or any combination of these things, of agencies that could be implemented to promote better customer outcomes and improved access. The task force shall consider creating a single regional rail operator, and whether any transit operator consolidations would provide a benefit to riders.

(14) Ensure that connectivity and transit rider perspectives are built into the recommendations for planning and design phases of capital projects.

(15) Evaluate the optimal structure and authority for the network manager described in paragraph (4) and the appropriate accountability and enforcement levers for further transit integrations to support the creation of a seamless regional transportation system.

(16) Identify what authority the network manager described in paragraph (4) should have in order to raise revenue for public transit.

(17) Recommend additional strategies to minimize unnecessary bureaucracy or institutional layers that contribute to poor coordination, high costs, and inefficiency.

(18) Evaluate what role the network manager should play in guiding the evolution of emerging forms of mobility, including transportation network companies, autonomous vehicles, and other private sector mobility providers.

(19) Evaluate actions and changes in authority and governance needed for managed lanes and other transit priority lanes in order to establish consistent operations, design standards, pricing policies, violation rules, penalties, enforcement tools, and occupancy requirements.

(20) Recommend actions to ensure that future regional funding is conditioned on advancing institutional reforms that improve accountability and establish a seamlessly integrated regional transit system.

(21) Develop a timeline for implementation of reforms that recognizes the urgency of addressing the state's climate crisis.

(f) (1) The task force shall submit a report of its findings and recommendations and a summary of its activities to the Legislature consistent with the requirements of this section on or before January 1, 2023.

(2) A report to be submitted pursuant to paragraph (1) shall be submitted in compliance with Section 9795.

(3) Pursuant to Section 10231.5, this section is repealed on January 1, 2027.

SEC. 5. Section 66501 is added to the Government Code, to read:

66501. *The Legislature finds and declares that it is the policy of the state that all transportation agencies in the region, including the commission, congestion management agencies, and transit agencies, work towards the following goals:*

(a) Integrate all transit in the region to operate as one seamless, easy-to-use, multimodal transit system from the perspective of the user.

- (b) Create an integrated system of transit that is simple, fair, and affordable for users.*
- (c) Equitably expand and improve access to high-quality, reliable public transportation.*
- (d) Prioritize institutional reforms that support the creation of a more seamless public transportation network.*

SEC. 6. *Section 66502 of the Government Code is amended to read:*

66502. *(a) There is hereby created, as a local area planning agency and not as a part of the executive branch of the state government, the Metropolitan Transportation Commission to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma.*

~~*As used in this title, "region" means the region described in this section.*~~

(b) For purposes of this title, the following definitions apply:

- (1) "Commission" means the Metropolitan Transportation Commission.*
- (2) "Region" means the region described in subdivision (a).*
- (3) "Transit agency" means a public agency that provides transit service and charges fares for transit service in the region.*

SEC. 7. *Section 66513.1 is added to the Government Code, to read:*

66513.1. *(a) On or before January 1, 2023, the commission shall establish a capital project development review process for transit projects to improve practices in project delivery, align all stakeholders, and control project risks. In establishing the capital project development review process, the commission shall do both of the following:*

(1) Prepare and publish guidance documents for the development of cost estimates, business cases, and deliverability assessments and all other materials to be evaluated in standardized review stages so that submissions of cost estimates, business cases, and deliverability assessments and other materials are consistent and comparable for a range of potential capital investment options.

(2) Specify the project deliverables that will be evaluated to determine if a project is eligible to be included in the regional transportation plan or to receive an allocation of state or regional funds.

(b) For purposes of this section, "business case" means a comprehensive collection of evidence and analysis that sets out the rationale for why an investment should be implemented to solve a problem or address an opportunity.

SEC. 8. *Section 66513.3 is added to the Government Code, to read:*

66513.3. *On or before January 1, 2022, the commission shall, in partnership with the Department of Transportation and the operators of managed lanes in the region, take the following steps to ensure the regional managed lanes network in the region supports seamless operation of high-capacity transit:*

(a) Develop regional policy goals and performance measures and targets that will guide decisionmaking for the build-out and operation of the regional managed lanes network.

(b) Initiate a process with the Department of Transportation and the Department of the California Highway Patrol to establish a range of approaches for delivering uncongested bus priority lanes through congested or constrained freeway segments while minimizing the need to expand freeway rights-of-way.

(c) Submit a report recommending changes to state and federal law that would support a more efficient and sustainable regional managed lanes network and regional high-capacity transit to the Senate Committee on Transportation, the Assembly Committee on Transportation, and the Bay Area Seamless Transit Task Force established by Section 13985.

SEC. 9. *Section 66516.1 is added to the Government Code, to read:*

66516.1. *(a) The Legislature finds and declares both of the following:*

(1) Transit riders in the region face a confusing array of fares, significant variability in price for the same distance and transit mode, 16 different youth discount rates, and 14 different senior discount rates.

(2) While many transit agencies' discount programs aim to advance equity and expand access to disadvantaged populations, the lack of an integrated fare structure punishes low-income riders who commute across transit agency boundaries.

(b) It is the intent of the Legislature that the commission provide a predictable, equitable, and seamless experience for residents of, and visitors to, the region.

(c) (1) On or before January 1, 2022, the commission shall submit a copy of the study entitled the Transit Fare Coordination and Integration Study to the Senate Committee on Transportation, the Assembly Committee on Transportation, and the Bay Area Seamless Transit Task Force established by Section 13985.

(2) The commission shall submit a report on or before January 1, 2023, to the Senate Committee on Transportation and the Assembly Committee on Transportation on the progress of implementing the recommendations included in the study entitled the Transit Fare Coordination and Integration Study.

(d) The commission, in consultation with transit agencies, shall do both of the following on or before January 1, 2022:

(1) Create standardized discount categories and eligibility requirements for fare discount programs for seniors, students, youth, and other rider categories. Each transit agency shall use the discount categories and eligibility requirements when offering fare discount programs.

(2) Create a multimodal, multiagency pilot program to implement an accumulator pass that may be used with one regional rail agency and at least one transit agency that has an average daily weekday ridership of more than 20,000 riders. The commission shall select the regional rail agency and transit agency or agencies to participate in the program. The regional rail agency and the transit agency or agencies selected to participate in the pilot program shall offer the accumulator pass to the public on or before July 1, 2022.

(e) For purposes of this section, the following definitions apply:

(1) "Accumulator pass" means a fare product that charges users for their transit usage on a per-trip basis, but limits total user costs to a daily, weekly, or monthly maximum amount, with the goal of incentivizing frequent transit use.

(2) "Regional rail agency" means either the San Francisco Bay Area Rapid Transit District or the Peninsula Corridor Joint Powers Board (Caltrain).

SEC. 10. Section 66516.3 is added to the Government Code, to read:

66516.3. *(a) The Legislature finds and declares that existing and potential transit riders in the region deserve a simple payment method for transit fares and related expenses, such as parking payments.*

(b) To enable regional rail customers to easily transfer to transit services in the region, the commission shall prepare a plan, on or before July 1, 2023, to deploy the Clipper card payment system on passenger trains operated on the Capitol Corridor and on passenger trains operated by the Altamont Corridor Express. The plan shall include, but not be limited to, an operational element, a capital element, a funding element, a list of roles and responsibilities, and an implementation schedule.

(c) The commission shall, in the next upgrade to the Clipper card payment system, enable customers to pay for paratransit, parking at transit stations, and employer and educational institution transit discount programs. The commission shall ensure that the Clipper card payment system can integrate payments for new transportation-related services.

SEC. 11. Section 66517.3 is added to the Government Code, to read:

66517.3. *(a) The Legislature finds and declares both of the following:*

(1) The lack of a universal regional transit map and common wayfinding format at transit stops and stations in the region adds to the fragmented experience transit riders encounter, especially when planning a trip with multiple transit operators.

(2) Research has shown that the way transit lines and stations are shown on maps strongly influences how travelers use the system.

(b) The commission, in consultation with transit agencies, shall, on or before July 1, 2023, do both of the following:

(1) Develop a comprehensive, standardized regional transit mapping and wayfinding system, including common branding for regional transit service and a shared digital mapping platform. Standards and resources shall be developed to display this information on print, digital, and interactive media. The system shall identify the standards that are required and the standards that allow for customization.

(2) Develop an implementation and maintenance strategy and funding plan to deploy the comprehensive, standardized regional transit mapping and wayfinding system. The commission may adopt a phased deployment of the system.

(c) Each transit agency shall use the comprehensive, standardized regional transit mapping and wayfinding system by July 1, 2024, unless the commission requires a transit agency to use the system at an earlier date pursuant to a phased deployment adopted pursuant to paragraph (2) of subdivision (b).

SEC. 12. *Section 66533 is added to the Government Code, to read:*

66533. *(a) The commission shall develop and adopt targets for reducing vehicle miles traveled per capita and for increasing the travel mode share of public transit and active modes of transportation for the region that are consistent with, or exceed, state climate goals and other goals and standards for improving air quality in the region.*

(b) The commission shall develop a comprehensive set of performance indicators for the targets adopted pursuant to subdivision (a), and the performance indicators shall be approved by the Transportation Agency and the State Air Resources Board.

(c) The commission shall annually report to the Transportation Agency and the State Air Resources Board on the progress the region is making towards meeting the targets adopted pursuant to subdivision (a). The Transportation Agency and the State Air Resources Board shall verify the adequacy of the report and make recommendations to the commission on how to achieve the targets adopted pursuant to subdivision (a).

(d) The commission may submit the annual report required by subdivision (c) to the Transportation Agency or the State Air Resources Board as part of any other annual report that it is required to submit to either of those agencies.

SEC. 13. *Section 99177 is added to the Public Utilities Code, to read:*

99177. *(a) The Legislature finds and declares all of the following:*

(1) Various studies have shown that the wait time at a transit stop is the most inconvenient part of the transit journey experience.

(2) Despite best efforts by the transit operators to adhere to their published schedules, the conditions on the roadway, including congestion and other unplanned delays, create unpredictability for on-time arrivals.

(3) The development of technology enabling real-time transit information, including arrival and departure predictions, vehicle locations, occupancy, and service alerts, has created an opportunity for transit agencies to alleviate the wait-time frustrations.

(4) Dissemination of standardized real-time data by transit operators and use of that data by third-party applications used by transit riders are the key ingredients of that process.

(5) Transit riders should have access to consistent and uniform real-time information across all transit services in the San Francisco Bay area.

(b) A transit operator in the San Francisco Bay area shall, on or before January 1, 2022, do all of the following:

(1) Use open data standards to make available all routes, schedules, and fares in the General Transit Feed Specification (GTFS) data format.

(2) Make real-time transit vehicle data available in GTFS-Realtime.

(3) Track actual transmission of real-time information by transit vehicles and report that information to the Metropolitan Transportation Commission to ensure that schedule predictions are available.

(c) The Metropolitan Transportation Commission shall coordinate the activities of transit operators pursuant to subdivision (b), serve as the point of contact for data development and dissemination to third parties, and develop an implementation and funding plan for deployment of real-time information.

(d) For purposes of this section, "San Francisco Bay area" means the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma.

SEC. 14. *If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.*

~~SECTION 1. It is the intent of the Legislature to later enact legislation that would do all of the following:~~

~~(a) Require future regional funds for public transportation in the nine-county San Francisco Bay area to be conditioned on advancing institutional reforms that improve accountability and establish a seamlessly integrated regional transit system, so that these funds are responsibly spent and advance state mobility and environmental goals.~~

~~(b) Integrate all transit in the region to operate as one seamless, easy-to-use, multimodal transit system from the perspective of the user.~~

~~(c) Create an integrated system of transit that is simple, fair, and affordable for users.~~

~~(d) Equitably expand and improve access to high-quality, reliable public transportation.~~

~~(e) Prioritize institutional reforms that support the creation of a more seamless public transportation network.~~