



# AGENDA

## **Citizens Advisory Committee Meeting Notice**

**Date:** Wednesday, April 28, 2021; 6:00 p.m.

**Location:** Watch <https://bit.ly/3wbRNgy>

**PUBLIC COMMENT CALL-IN:** 1 (415) 655-0001; Access Code:187 776 8522 # #

To make public comment on an item, when the item is called, dial '\*3' to be added to the queue to speak. Do not press \*3 again or you will be removed from the queue. When the system says your line is unmuted, the live 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), Rosa Chen, Robert Gower, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Danielle Thoe, and Sophia Tupuola

**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 Citizens Advisory Committee meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to stream the live meeting using the link above or listen via the public comment call-in line. Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at [clerk@sfcta.org](mailto:clerk@sfcta.org) or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 8 a.m. on the day of the meeting will be distributed to Committee members before the meeting begins.

**Page**

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

**Consent Agenda**

- 3. Approve the Minutes of the March 24, 2021 Meeting - **ACTION\***

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- |    |  |           |
|----|--|-----------|
| 4. | State and Federal Legislation Update - <b>INFORMATION*</b>   | <b>15</b> |
|    | <b>Support:</b> Assembly Bill (AB) 43 (Friedman), AB 455 (Wicks, Wiener), AB 550 (Chiu), AB 917 (Bloom), AB 1238 (Ting)  |           |
| 5. | Adopt a Motion of Support to Award a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Eide Bailly LLP in an Amount Not to Exceed \$310,000 for Annual Audit Services - <b>ACTION*</b> | <b>27</b> |
| 6. | Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2021 - <b>INFORMATION*</b>   | <b>33</b> |
| 7. | Progress Report for Van Ness Avenue Bus Rapid Transit Project - <b>INFORMATION*</b>  | <b>61</b> |

#### **End of Consent Agenda**

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|-----|---|------------|
| 8.  | Adopt a Motion of Support to Approve San Francisco's Program of Projects for the 2021 Mid-Cycle Regional Transportation Improvement Program - <b>ACTION*</b>  | <b>65</b>  |
| 9.  | Adopt a Motion of Support to Adopt a Resolution of Local Support Authorizing the Executive Director to Execute and File an Application with the Metropolitan Transportation Commission for Regional Discretionary Funding; Submit the Yerba Buena Island (YBI) Multi-use Pathway Project to the Transportation Improvement Program; and Authorize the Executive Director to Execute Funding Agreements with Caltrans for Receipt of Federal and State Funds for the YBI Multi-use Pathway Project in the Amount of \$1,000,000 from a Priority Conservation Area Grant and \$3,800,000 from a Regional Active Transportation Program Grant - <b>ACTION*</b> | <b>79</b>  |
| 10. | Adopt a Motion of Support to Allocate \$640,000 in Prop K Funds, with Conditions, for Two Requests - <b>ACTION*</b><br><b>Projects:</b> (SFPW) Minnesota and 25 <sup>th</sup> Street Intersection improvements [NTIP Capital] (\$400,000), (SFMTA) Safe Routes to Schools Program Administration (\$240,000)  | <b>83</b>  |
| 11. | Adopt a Motion of Support to Adopt Updated Communities of Concern Boundaries for San Francisco - <b>ACTION*</b>   | <b>139</b> |
| 12. | Preliminary Fiscal Year 2021/22 Budget and Work Program - <b>INFORMATION*</b>   | <b>147</b> |

#### **Other Items**

- |     |  |  |
|-----|--|--|
| 13. | Introduction of New Business - <b>INFORMATION*</b><br><br>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: May 26, 2021**

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# DRAFT MINUTES

## **Citizens Advisory Committee**

Wednesday, March 24, 2021

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

Chair Larson called the meeting to order at 6:01 p.m.

**Present at Roll:** Rosa Chen, Robert Gower, John Larson, Jerry Levine, Stephanie Liu, Peter Tannen, and Danielle Thoe (7)

**Absent at Roll:** Nancy Buffum, (entered during item 3), David Klein, Kevin Ortiz, Sophia Tupuola (4)

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

Chair Larson reported that at the most recent San Francisco County Transportation Authority (Transportation Authority) Board meeting, the Board reappointed Sophia Tupuola to the Citizens Advisory Committee (CAC) District 10 seat, and appointed Rosa Chen to the District 3 seat. He welcomed Rosa to the committee and invited her to say a few remarks.

Rosa Chen thanked Chair Larson and said that she is excited to be a part of the CAC. She said she was born and raised in Chinatown and briefly described some of her experience working on transportation issues and projects with Chinatown Trip and with the community.

Chair Larson added that he was at the Board meeting when Rosa's nomination was approved on its first reading and said that he is glad they have gained another valuable member who is well versed in the issues that District 3 is currently facing.

Chair Larson reported that CAC members were provided the link to the Executive Director's Report that was presented a day prior at the Transportation Authority Board meeting. He highlighted the District 4 Mobility Study Townhall on March 27 at 10 a.m. and shared that the Transportation Authority staff would be joining Commissioner Mar and city staff for a virtual open house to share the preliminary findings from the evaluation of the alternative long-term configurations for the Great Highway. He said they would also present concepts to improve walking, biking, and transit in the Outer Sunset and Parkside neighborhoods. He encouraged interested parties to register on the sfcta.org website.

With respect to the major capital updates, he shared that staff had the Van Ness Bus Rapid Transit, Pennsylvania Avenue Alignment, and Fare Free Muni items on deck to be agendaized for the upcoming CAC meetings.

There was no public comment.



**Consent Agenda**

3. **Approve the Minutes of the February 24, 2021 Meeting - ACTION\***
4. **Adopt a Motion of Support to Approve Up to \$3,012,914 in San Francisco's Estimated Fiscal Year 2021/22 State Transit Assistance County Block Grant Funds for Paratransit - ACTION\***
5. **Adopt a Motion of Support to Adopt a Position of Support for AB 550 (Chiu) - ACTION\***
6. **Adopt a Motion of Support to Award a Two-Year Professional Services Contract to WMH Corporation, in an Amount Not to Exceed \$1,700,000, for Engineering and Environmental Consulting Services for the U.S. 101/I-280 Managed Lanes and Bus Project - ACTION\***

With respect to Item #5, Danielle Thoe voiced her support for Assembly Bill (AB) 550 (Chiu) and said she is excited that they are getting to automatic speed enforcement and highlighted the SFMTA's re-rolling out of enforcement of car-free Market Street. She said it takes time and money for people to physically be on the streets enforcing, and said she hopes to see this [AB 550] lead to other creative solutions for these critical projects.

There was no public comment.

Jerry Levine moved to approve the consent agenda, seconded by Danielle Thoe.

The consent agenda was approved by the following vote:

**Ayes: Chen, Gower, Larson, Levine, Liu, Tannen, Thoe (7)**

**Abstain: Buffum (1)**

**Absent: Klein, Ortiz, Tupuola (3)**

**End of Consent Agenda**

7. **Adopt a Motion of Support to Allocate \$1,200,000 in Prop K Funds, with Conditions for Three Requests - ACTION\***

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

Robert Gower asked whether the timing of the Traffic Calming Removal and Replacement request was appropriate, and whether it was a better use of resources than installations of new traffic calming devices.

Damon Curtis, with the San Francisco Municipal Transportation Authority (SFMTA), answered that in most cases the handful of speed bumps recommended for replacement each year were in bad condition and no longer functional. He said replacing them would provide functional traffic calming devices where they had already been approved and established. Mr. Curtis said the replacement program was separate from SFMTA's application-based program, so proposed replacement locations were not in competition with requests for new devices.

Chair Larson requested that the CAC receive a presentation on the quick-build improvements proposed for the Lake Merced Quick Build project when the planning work for that project was complete.



Anna LaForte said staff would alert the CAC about public events, community meetings and the proposed virtual public hearing associated with the project. She also anticipated that SFMTA would request Prop K funds for the construction phase, and the request would include details of the proposed improvements.

Peter Tannen asked if locations of traffic calming devices to be designed and constructed as part of the Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods would be prioritized from the list on page 21 of the enclosure.

Anna LaForte answered affirmatively, adding that those options arose from planning work performed by the Department of Public Health.

During public comment Roland Lebrun asked why consideration of the policy-level amendment to the Prop K Downtown Extension - Phasing and Partial Design grant bypassed the CAC. He also requested that staff implement a better virtual platform for CAC meetings.

Chair Larson motioned to approve the item, seconded by Peter Tannen.

The motion was approved by the following vote:

**Ayes: Buffum, Chen, Gower, Larson, Levine, Liu, Tannen, Thoe (8)**

**Nays: (0)**

**Absent: Klein, Ortiz, Tupuola (3)**

**8. Adopt a Motion of Support to Amend the Adopted Fiscal Year 2020/21 Budget to Decrease Revenues by \$16.8 Million, Decrease Expenditures by \$18.6 Million and Decrease Other Financing Sources by \$50.0 Million for a Total Net Decrease in Fund Balance of \$48.2 Million - ACTION\***

Lily Yu, Principal Management Analyst presented the item.

Danielle Thoe said it looked like most of the projects with delayed reimbursements or delayed delivery seemed to be on the bigger scale of longer-term projects and she understood that the changes in funds proposed were not significant. With respect to the TNC Tax quick build projects, Ms. Thoe noted staff's explanation that SFMTA would be using other funds first, and asked if there would be any impact on the number of quick builds they would be able to deliver this year, noting that the premise behind the quick build program is to get things done quickly.

Anna LaForte, Deputy Director for Policy and Programming, said that project delivery is not impacted and all that is changing is which fund source is being billed first.

Peter Tannen, noted that on page 53, the memo mentions that the SFMTA LRV procurements have been delayed due to the impacts of COVID, which made sense. Mr. Tannen said this reminded him that there had been complaints about seat heights and configuration, lack of forward-facing seats, etc. and he asked if there had been any changes to the procurement due to this.

Ms. Lombardo added that her recollection was that the SFMTA had decided to make some changes to the seat configuration and that staff would follow up with the SFMTA to confirm.

Chair Larson said he expected the budget would be disrupted due to the pandemic but noted that the 13% revision downward in sales tax revenues was smaller than he anticipated. Further, since some work has slowed, reducing expenditures, things



seemed to balance out a little in the budget.

Chief Deputy Maria Lombardo said part of the reason there is a minimal change right now is coming into the year the agency was conservative and lowered sales tax revenues. Ms. Lombardo said that year over year compared to pre-pandemic, sales tax revenues were down about 30%.

Ms. Yu confirmed that and added that actuals in the prior year came in at \$99 million and this year's budget reduced anticipated sales tax revenues to \$93 million. Pre-pandemic, Ms. Yu said revenues were in the \$110-115 million range.

Chair Larson said he appreciated the good staff planning.

During public comment, Roland Lebrun said that San Francisco sales tax revenues are down about 30% which is better than the forecasted 35%. In contrast, he said that Santa Clara is only county in the Bay Area that is up 7% year over year over last year. Mr. Lebrun continued by noting that at the Metropolitan Transportation Commission (MTC) Programming and Allocation Committee, it shows that VTA has a \$96.8 million surplus and VTA just got another \$39 million this morning. Mr. Lebrun asked what happened to equity, noting that the federal relief funds were supposed to be compensation for both the drop in sales tax and fare revenue. He said the money should be going to San Francisco and other places that deserve it.

Chair Larson asked staff to look into Mr. Lebrun's comment to see if MTC is addressing equity in the distribution of the federal relief funds.

Ms. Lombardo said she said MTC has partially addressed equity. She said staff would follow up with either a memo to the CAC or agendaize the topic, noting the distribution of funds was a bit complicated for an on-the-spot answer.

Danielle Thoe motioned to approve the item, seconded by Robert Gower.

The motion was approved by the following vote:

**Ayes: Buffum, Chen, Gower, Larson, Levine, Liu, Tannen, Thoe (8)**

**Nays: (0)**

**Absent: Klein, Ortiz, Tupuola (3)**

**9. Adopt a Motion of Support to Approve the Schedule and Process for Development of a New Expenditure Plan for Reauthorization of the Local Sales Tax for Transportation and Establish an Expenditure Plan Advisory Committee Structure - ACTION\***

Michelle Beaulieu, Principal Transportation Planner, presented the item.

Jerry Levine asked if reauthorization would fare better at a general election in November rather than in June.

Ms. Beaulieu responded that the process includes a voter opinion survey before going to the ballot which would help inform the recommendation for timing to the Board.

Maria Lombardo, Chief Deputy Director, added that it may seem easier during a general election to reach the required 2/3 vote threshold, but that another consideration is how many and what other measures, particularly other revenue measures, are also eyeing the same ballot.

Chair Larson asked for clarification on the timeline of the current Prop K Expenditure Plan.



Ms. Beaulieu said the current Prop K Expenditure Plan is a 30-year plan [extending to Fiscal Year 2033/34], and if voters approve a new plan, it would supersede the current one.

Chair Larson asked why a new plan is being considered now.

Ms. Beaulieu responded that the Transportation Authority is planning to go back to the voters now because most of the major capital projects are under construction or complete and this would allow a chance to reset the Expenditure Plan and include new priorities such as some of the ideas that emerge through ongoing planning work from ConnectSF and the San Francisco Transportation Plan or other efforts. She added that some on-going programs are also running out of funds.

During public comment, Edward Mason commented that the staff memo included maintaining funding for ongoing programs and asked if there was potential for carryover or if the new Expenditure Plan would be a blank slate. He also asked if money would be given to San Francisco Public Works. He said that under street and traffic safety, Prop K includes street resurfacing, and asked if that meant curb-to-curb or if it included encroaching onto sidewalks for sidewalk repair. He said clarification was needed about what this program should fund. He said there needs to be a discussion about whether or not to fund Public Works and if it should be funded through the General Fund instead, noting projects on sidewalks are their responsibility and they should not come to the Transportation Authority for funding. He said he would like clarification to avoid unintended consequences.

Chair Larson commented that these were interesting questions and encouraged interested community members to apply for the Expenditure Plan Advisory Committee where issues could be brought up and elaborated on.

Jerry Levine motioned to approve the item, seconded by Nancy Buffum.

The motion was approved by the following vote:

**Ayes: Buffum, Chen, Gower, Larson, Levine, Liu, Tannen, Thoe (8)**

**Nays: (0)**

**Absent: Klein, Ortiz, Tupuola (3)**

**10. Adopt a Motion of Support to Amend the San Francisco Municipal Transportation Agency's Business Relocation Transportation Demand Management Project, with Conditions - ACTION\***

Mike Pickford, Senior Transportation Planner presented the item.

Danielle Thoe raised question surrounding the COVID recovery and asked if these kinds of efforts needed to be tied to a particular employer, being that there is going to be plenty of people who will start commuting back-and-forth, and in some cases some employers may not qualify for this. She said she is concerned about the influx of traffic for people who previously drove into the city as well as people who may not be so inclined to take transit. She asked if there was an opportunity to reach out to employees directly who might not have an employer interested in participating or that does not meet the requirements for employer size.

Crysta Highfield with SFMTA replied that they have a set of target businesses to maximize impact, but said the SFMTA would welcome businesses that reach out to them and that the SFMTA would make it as easy as possible for them to reach out even



if they are outside of their target employer size range. She added that they will give businesses outside of their target the same support as any business on their initial prioritization list which is really just for proactive outreach. She said SFMTA's approach is intended to be flexible based on what they are learning so they can modify their approach as needed.

Chair Larson motioned to approve the item, seconded by Stephanie Liu.

The motion was approved by the following vote:

**Ayes: Buffum, Chen, Gower, Larson, Levine, Liu, Tannen, Thoe (8)**

**Nays: (0)**

**Absent: Klein, Ortiz, Tupuola (3)**

**11. San Francisco Municipal Transportation Agency Transportation Recovery Plan - INFORMATION\***

Julie Kirschbaum, Director of Transit and Tom Maguire, Director of Streets with SMFTA presented the item.

Peter Tannen pointed out that on page 90, with respect to the bar graphs, he was surprised that the fares in 2021 were at such small portions compared to 2020.

Ms. Kirschbaum replied that the revenue was not coming back commensurate with their ridership and in fact they have seen a very stable trend of fares remaining down about 90%. She said that it was the kind of thing that when they get to the Spring they can reevaluate and if the fares have recovered, they will have more money to invest. She added that because they have not seen that trend, despite a steady increase in ridership and in service, the finance folks were fairly conservative in that area.

Mr. Tannen asked what the disconnect was between ridership and fare for 2021.

Ms. Kirschbaum replied that they need to do a little more research to understand it, but she speculated that the demographics of their riders have changed, and people that are more likely to qualify for Muni's free and subsidized programs are riding the system in a higher proportion right now. She said a lot of people are either staying home or taking other modes like driving and have been exercising their choice. She added that SFMTA is also bringing back fare inspection and trying to bring it back in a way that is respectful of the current national dialogue around policing and enforcement.

Jerry Levine thanked SFMTA staff for their presentation and said that he had a number of questions, but they did a great job answering most of them. He said that he thinks it is important once the new lines come on again that they initiate a public information campaign to inform the public. He said that the users have the right to know when the service becomes available, but if you do not give people sufficient advanced notice, they cannot get their schedules adjusted in time. He added that this is critical to getting success right off the bat. He also raised a concern with witnessing 80% of bicycle riders riding both on the sidewalk and bike lanes while riding in and out between pedestrians on The Embarcadero, and he asked why it is allowable for the bikes to be on the sidewalk.

Mr. Maguire replied that the SFMTA's approach has been primarily to build better and better facilities within the roadways so that as many cyclists as possible, especially those who have the confidence to ride on the street, do so. He said at this point from Harrison Street up to the Ferry Building, they now have a protected bike lane on the



street and its one of the more densely traveled, so they are trying to design improvements to shift the bicyclists onto the street as possible while they also work with the Port to continue that strategy further south towards the ballpark. He said it is tricky further south because they do not want to compromise the Muni right of way or move the lanes around too much. Mr. Maguire acknowledged the jurisdiction issue with the Port but reiterated their strategy to provide safe designs that draw cyclists to use the street.

Mr. Levine said it is frustrating to witness easily 80% of bike riders were on the sidewalk.

Robert Gower thanked the SFMTA staff for a concise yet informative presentation. He made a comment as it relates to the Embarcadero stating that use of the sidewalk is really the only route for cyclists to access the Third Street bridge to head down south towards the Dogpatch area, without having to deal with the King Street traffic, acknowledging the tension there.

With respect to the Muni rail designs, Mr. Gower asked for clarification on the J Church not entering into to the Market Street subway when the subway system reopens. He asked what the rationale was and what will be done to ensure passengers can safely transfer, particularly when they are heading outbound. He pointed out that the map shows that riders would be transferring from the N Judah to the J Church above ground, which is a bit of a distance and he also inquired how riders who need to use a ramp would transfer, being that there is a ramp for the N Judah but not a service ramp for the J Church line.

Ms. Kirschbaum responded that the reason for creating the transfer points rather than putting everything into the subway has to do with a challenge that they were seeing pre-COVID. She said they were seeing a lot of routine congestion in the subway and were running many more trains than they could reliably accommodate. She said they really see a need to run fewer trains that are longer so that they have more consistent service and service that people can rely on. She added that they were seeing slower travel times and more variable travel times as a result of this congestion and particularly people were getting stuck on the train between Forest Hill and West Portal for long periods of time on the way home, and coming in, particularly between Montgomery and Embarcadero, being at the station but not able to get off the train. She said SFMTA focused on the J church in particular because it is a one car train and SFMTA thought would it work better outside of the subway. She said J line customers have the option of taking the N Judah and walking down, but she believes most will take the subway service to the Church station and transfer there, where the raised platforms are right there to make a connect. Ms. Kirschbaum said that as demand increases, they will fold in more shuttles to keep up with the subway demand and, hopefully, soon they will have 3 car trains in the subway to carry that demand.

Mr. Gower replied that he hopes that as the as ridership continues to increase, the J Church passengers are actually able to board those trains, which get really crowded by the time they get to the Van Ness area. He said there is a lot of concern in District 11 around these changes.

Mr. Gower also directed a question towards Mr. Maguire in regard to the bicycle network. He said in the map presented, he noticed there were hazard markers placed south of Glen Park where San Jose has a bike exit and then complicated ways to continue the journey. Mr. Gower what level of community involvement they were undertaking to address those areas of concern.



Mr. Maguire replied that right now their focus is on building out as much of the slow street network with temporary materials and starting to work with the SFMTA Board to legislate some of them as permanent. He said the hazards and some of the gaps in the map are areas they want to fix as they recover from the pandemic. He added that they are in close consultation with communities in a couple of neighborhoods including the Valencia Street corridor, where they are working very closely to upgrade the bike lane. He said they are very open to having conversations with folks who are affected by the admittedly imperfect access points to the San Jose bike lane. He said they have been trying to make some upgrades there in response to some crashes that have taken place, including some safe hit posts that they plan to install this summer, but their focus of their outreach is on the slow street network right now. Mr. Maguire said they will continue to work with all stakeholders interested in bike lanes to fix hot spots as they come up.

Chair Larson said he is interested in the hilltop connection in District 7, between Forest Hill and Glen Park, and said he is interested to know the combination of service in the 36 and 52 and how they are being paired.

Ms. Kirschbaum responded that with using three buses which was kind of all they could squeeze out in in the short term, they are basically creating two loops. She said that the 36 and 52 on Diamond Heights will run as one route and they are still discussing whether to give it a new number or whether they just call it the 36/52. She said she is happy to send the draft map through the Transportation Authority staff for distribution to the CAC. She said it essentially will work as one route and provide some improved connectivity that does not currently exist.

Chair Larson said he is happy to hear that because there was kind of a big gap when they lost a lot of their main neighborhood bus services. He asked about the reopening of Twin Peaks Boulevard to cars and asked why it had been reopened noting that while it is a tourist/recreational type destination there doesn't seem to be much through traffic. He also asked if there would be further discussion similar to what is happening on the Great Highway closure.

Mr. Maguire replied that the SFMTA Board in early March did make the decision to reopen the Twin Peaks Boulevard to Portola Drive, but to permanently close the connection to Burnet Avenue. He said that was a decision made to create as much car-free space as possible on top of the hill, expanding the footprint of the figure 8 that they made car-free a couple years ago, but it does preserve access for people whose only way to get to the top of Twin Peaks is by car, including people with disabilities. Mr. Maguire added that it was an important compromise that they hashed out in a public process with residents and with citywide stakeholders, and that it was a theme that was going to permeate their discussions about the Great Highway and Golden Gate Park as well. He said he is thrilled to have all that car free space along the beach and park, and he wants to find ways to preserve those routes while also making sure that they address the accessibility issues which are related to people with disabilities who are unable to bike at the park and also people who do not have a good transit connection or their travel patterns make it impossible to get there without driving. He said they are not closing the park to people who drive there as there are 5000 parking spaces in Golden Gate Park, and they want to make it equitable and accessible for everyone.

Nancy Buffum raised a question on increased recreational use of Ocean Beach and the Great Highway and the increased potential use of public transit. She said she is concerned about the N Judah and the L-Taraval and local buses being able to take on





the burden of all the people who are now coming to these areas and wants to know if that is being taken into consideration in SFMTA's plans for restoring service to the western edge.

Ms. Kirschbaum said that is one of the many reasons why they will be bringing back the 18 route in August, and why they are anxious to see the N Judah, which is the main bus substitute rail line where they are experiencing crowding, return to rail. She said they are looking at a multi-modal, walking, biking, transit, as well as driving access to this new recreational opportunity.

Ms. Buffum added that before the pandemic, the weekend use of the N Judah to get to Ocean Beach was really high, and now the traffic that the neighbors are complaining about is actually weekend traffic from people coming to recreate.

Chair Larson thanked SFMTA staff for their presentation and time.

During public comment, Hayden Miller, a San Francisco high school student, said he is very concerned with service restoration, especially as schools reopen. He said that 85% of service is not going to be able to get more than 50% of San Francisco Unified School District (SFUSD) high school students who depend on Muni to get the school, to get there safely and on time. He said before the pandemic at 100% service, there was not enough buses to get everybody to school. Mr. Miller said they need to look at short term fixes like reducing the amount of stops that the 29 Sunset makes, saying a stop on every block on Sunset is unnecessary, and look at bringing back more light rail lines. He said they have 40 rail operators who are getting sent home early, as well as other operators doing DSW work for other city departments, but the city needs Muni service. He said the restoration will be frustrating for the public, a mess when school opens, and as a result, some may not return to using Muni because of it.

Edward Mason said that the overriding philosophy should be a trust in transit. He suggested using the transit vehicle destination signs for advertising the reopening (e.g. welcome back) and advertising Muni hiring. With respect to J church, he said the original contract with Alcatel called for 100 train sets an hour through the subway, which he said was never achieved and yet, Muni accepted it. He said now there will be 30 train sets an hour going through the subway according to some presentations he has seen. Mr. Mason said it is so frustrated with the J being truncated until there is a new train control system in place. Mr. Mason reiterated the need to use the Muni destination signs for everyone to see, not to Muni passengers, to encourage folks to try transit.

Luke Bornheimer, a father, resident of District 8, and one of the organizers of the car-free JFK rally this past weekend. He thanked Directors Kirschbaum and Maguire for their presentation and work. He urged the CAC to support slow streets and the continuation and permanency of car-free JFK and the Great Highway. He said it has been one of the most positive things that came out of 2020, noting that it's good to see a diverse crowd as well as see what it does positively for public space and land. He acknowledged concerns about access for persons with disabilities, low-income people and people from the southern part of the city. He urged the CAC to support slow streets and car-free JFK and also increasing transit service and reliability and educating the public about all the 2000+ free parking spaces in the park already as well as along Fulton and Lincoln. He said the coalition is working to keep JFK car-free and also to help improve access for low income persons and persons with disabilities.

Chair encouraged public commenters to apply to one of the advisory committees to



get more voices, especially young and diverse voices, as part of the conversation.

**12. Connect SF Transit Strategy Update - INFORMATION\***

Hugh Louch, Deputy Director for Planning, and Kansai Uchida, Principal Planner at SFMTA, delivered the presentation.

Chair Larson noted this topic will be back before the CAC in the future.

Mr. Louch indicated that CAC members would be provided information about upcoming outreach meetings.

During public comment, Edward Mason expressed that even with the new train control system, the long-term plan keeps the J line truncated which is a disservice to people with disabilities who will have difficulty transferring from the J line stop at Market and Church to the subway since the transfer requires them to travel six lanes across Market Street to access the elevator. He suggested that the J line should be returned to the subway once a new automatic train control system is installed.

**Other Items**

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

There were no new items introduced.

**14. Public Comment**

During public comment Roland Lebrun reiterated requests for presentations on the Pennsylvania Avenue Extension and Downtown Rail Extension. He said there are a lot of unaddressed issues that need to be presented before asking for more money for these projects.

Edward Mason said that Muni has embarked on the electric bus program, whereas Santa Clara Valley Transportation Authority (SFVTA) and SamTrans already have electric busses along with San Francisco international Airport (SFO). He said that in light of all the requirements for electricity he suggested a hydrogen fuel cell back up plan.

**15. Adjournment**

The meeting was adjourned at 8:46 p.m.



RESOLUTION ADOPTING SUPPORT POSITIONS ON ASSEMBLY BILL (AB) 43 (FRIEDMAN), AB 455 (BONTA, WICKS, WIENER), AB 550 (CHIU), AB 917 (BLOOM), AND AB 1238 (TING)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting new support positions on AB 43 (Friedman), AB 455 (Bonta, Wicks, Wiener), AB 550 (Chiu), AB 917 (Bloom) and AB 1238 (Ting), as shown in Attachment 1; and

WHEREAS, AB 550 (Chiu) would authorize the local use of speed safety cameras, which are currently used in 142 communities in the United States and has been shown to have a meaningful safety impact by reducing severe and fatal traffic collisions by as much as 58 percent; and

WHEREAS, The Vision Zero Task Force is supportive of speed safety cameras as a strategy to reduce traffic violence because unsafe speed is one of the most commonly cited factors in traffic fatalities, being reported as a primary or secondary factor in 40% of San Francisco's fatal collisions in 2020; and

WHEREAS, The San Francisco Municipal Transportation Agency and the Transportation Authority have made seeking state authorization to implement speed safety cameras a legislative priority for several years; and

WHEREAS, At its March 24, 2021 meeting, the Citizens Advisory



Committee reviewed and adopted a motion of support for a support position on AB 550 (Chiu); and

WHEREAS, At its April 13, 2021 meeting, the Board reviewed and discussed AB 43 (Friedman), AB 455 (Bonta, Wicks, Wiener), AB 550 (Chiu), AB 917 (Bloom) and AB 1238 (Ting); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts new support positions on AB 43 (Friedman), AB 455 (Bonta, Wicks, Wiener), AB 550 (Chiu), AB 917 (Bloom) and AB 1238 (Ting); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. State Legislation - April 2021

San Francisco County Transportation Authority

**State Legislation - April 2021**

(Updated April 21, 2021, to reflect amendments to AB 550)

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

Staff is recommending new support positions on Assembly Bill (AB) 43 (Friedman), AB 455 (Bonta, Wicks, Wiener), AB 550 (Chiu), AB 917 (Bloom) and AB 1238 (Ting), and new watch positions on AB 629 (Chiu) and Senate Bill 735 (Rubio) as show in **Table 1**. The Board does not act on watch positions.

**Table 2** provides an update on AB 117 (Boerner Horvath), on which the Transportation Authority has previously taken a support position.

**Table 3** shows the status of active bills on which the Board has already taken a position.

**Table 1. New Recommended Position**

Recommended Positions	Bill # Author	Title and Update
<p>Support  (Currently Watch)</p>	<p><a href="#">AB 43</a> <a href="#">Friedman</a> D</p>	<p>Traffic safety.</p> <p>The Transportation Authority established a Watch position at its March 23, 2021 meeting, in part due to amendments that were in process. The bill has since been amended. SFMTA worked with the author on these changes and the Mayor’s Office State Legislation Committee adopted a support position on the bill in March.</p> <p>As amended, the bill would provide significant new flexibility for Caltrans and local jurisdictions to establish speed limits that respond to specific localized safety concerns. It would now: allow authorities to consider bicyclist and pedestrian safety when adjusting speed limits; lower the prima facie speed limits to 25 mph on any highway except state highways that are located in a business or residence district; allow the state and local jurisdictions to declare speed limits below 25 mph; extend existing ability to set speed limits without an engineering study to locations approaching a business district; allow local jurisdictions to reduce speed limits below the 85th percentile; and extend the years an engineering study would apply from seven to fourteen.</p> <p>We are recommending revising the position from Watch to Support with these amendments, which will provide significant new tools to make meaningful speed limit adjustments in response to on-the-ground safety conditions in San Francisco. Local speed limit setting flexibility has been a key Vision Zero strategy and was a recommendation by last year’s state Zero Traffic Fatalities Task Force.</p>

San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
<p>Support  (Currently Watch)</p>	<p><a href="#">AB 455</a> <a href="#">Bonta</a> D  Coauthors: <a href="#">Wicks</a> D <a href="#">Wiener</a> D</p>	<p>Bay Bridge Fast Forward Program.</p> <p>The Transportation Authority established a Watch position at its March 23, 2021 meeting, as staff was still discussing the potential impact of the bill with local and regional partners and waiting to see if any amendments would be forthcoming. Last month, the bill would have established requirements for the Bay Area Toll Authority (BATA) to identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor and would have authorized a pilot program for a transit- and very high occupancy-vehicle lane on the bridge after January 1, 2025 if conditions were still congested.</p> <p>As amended, this bill would simply authorize BATA, in coordination with Caltrans, to designate transit-only lanes on the San Francisco - Oakland Bay Bridge. BATA has already included a study of a transit-only lane on the bridge in its Bay Bridge Forward suite of projects. We believe establishing a regional process to determine whether to implement the lane is a more reasonable approach than mandating one at the state level. We are therefore recommending changing the current Watch position to a Support position at this time.</p>

## San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Support	<a href="#">AB 550</a> <a href="#">Chiu D</a>	<p>Vehicles: speed safety system pilot program.</p> <p>At the time of the April 13 Board meeting, this bill would have required the Secretary of Transportation to adopt guidelines by July 1, 2022 for the implementation of two types of speed safety system pilots – one for dangerous local streets, and the other for active state or local work zones.</p> <p>Speed detection systems have been shown to reduce the number of severe and fatal collisions by as much as 58% across the United States and have been identified as a critical tool to combat pedestrian fatalities by the city’s Vision Zero Task Force and many other pedestrian safety organizations. Securing authorization for a speed safety camera pilot program has been a top priority for SFMTA and the Transportation Authority for years. Mayor Breed is already on record supporting AB 550. The Transportation Authority’s Citizens Advisory Committee adopted a motion of support to adopt a support position on a prior version of the bill at its March 24 meeting.</p> <p><b>Update 04.21.2021:</b> On April 15, the bill was effectively rewritten to specify a different approach to the implementation of speed safety camera pilots. The amendments are closely modeled off of language in AB 342 (Chiu) from the 2017-18 legislative session. The Transportation Authority adopted a support position on AB 342 at that time. Among other things the bill would now:</p> <ul style="list-style-type: none"> <li>• Limit the number of pilots to six jurisdictions, including San Francisco, Oakland, and San Jose</li> <li>• Require a participating jurisdiction to approve a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program</li> <li>• Limit where the cameras could be installed, specifically on a high injury network (as defined by Caltrans), or within 2,500 feet of a school, senior zone, public park, or recreational center</li> <li>• Limit the installation to no more than 15% of a jurisdiction’s streets</li> <li>• Require pilots to demonstrate a 25% decrease in violations in the first 18 months and a 50% decrease in people with two or more violations, or the pilot would have to be discontinued</li> <li>• Limit the use of revenues to cost recovery and traffic calming improvements</li> <li>• Prohibit the use of mobile camera units for two years after the initial installation of speed safety cameras</li> </ul> <p>The bill must get out of Assembly Transportation at its Monday April 26 hearing. If it is approved, we expect additional amendments to be introduced. SFMTA is working closely with the author to improve some parts of the language and we still recommend a support position at this time on the amended bill.</p> <p>A revised fact sheet on AB 550 is included as an attachment to this table.</p>

## San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Watch	<a href="#">AB 629</a> <a href="#">Chiu D</a>	<p data-bbox="565 258 1117 289">San Francisco Bay area: public transportation.</p> <p data-bbox="565 317 1487 537">This bill builds on last year's AB 2057 (Chiu) in that it is intended to move the Bay Area toward a more connected, coordinated, equitable, and effective regional transit system. Named the Seamless and Resilient Bay Area Transit Act, it would require the Metropolitan Transportation Commission (MTC) to consult with transit agencies, local jurisdictions, county transportation agencies, and the general public to accomplish a number of mandates, including:</p> <ol data-bbox="613 569 1516 1234" style="list-style-type: none"> <li>1. Establish and maintain a transit priority network for the San Francisco Bay Area.</li> <li>2. By February 1, 2022, complete an integrated regional transit fare study and by January 1, 2023 complete a report on the progress of implementing the recommendations of the study.</li> <li>3. By July 1, 2023, create a pilot program to implement an accumulator transit pass among multiple operators providing service in at least 3 adjacent counties.</li> <li>4. By July 1, 2024, develop a comprehensive, standardized regional transit mapping and wayfinding system as well as a strategy for deployment and maintenance of the system.</li> <li>5. By January 1, 2024, in partnership with the Department of Transportation and the operators of managed lanes in the San Francisco Bay Area, develop a strategy to ensure the regional managed lanes network supports seamless operation of high-capacity transit.</li> <li>6. Coordinate transit agencies' route, schedule, and fare data and develop an implementation and funding plan for deployment of real-time information.</li> </ol> <p data-bbox="565 1251 1143 1283">It would also direct Bay Area transit agencies to:</p> <ol data-bbox="613 1308 1516 1507" style="list-style-type: none"> <li>1. By July 1, 2025, only use the regional transit mapping and wayfinding system developed by MTC.</li> <li>2. 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 to ensure that schedule predictions are available.</li> </ol> <p data-bbox="565 1524 1516 1808">We are recommending a watch position at this time, as we expect that the bill's language will change after the regional Blue Ribbon Transit Task Force concludes its work and releases its Action Plan, expected in June/July 2021. This ad hoc group, which includes Assemblymember Chiu, transit operators, and various representatives from transit interest groups, convened in May 2020 to develop a COVID recovery strategy as well strategies to achieve a more connected Bay Area transit system. SFMTA's Director of Transportation, Jeffrey Tumlin and the city's MTC Commissioner Nick Josefowitz both serve on the Task Force.</p>



## San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Support	<a href="#">AB 917 Bloom</a> D	<p>Vehicles: video imaging of parking violations.</p> <p>SFMTA currently has state authority to enforce parking violations in transit-only traffic lanes with automated forward-facing cameras on transit vehicles to enforce violations such as double parking. This bill would extend that authorization to any public transit operator in the state indefinitely. It would also allow enforcement of curbside parking violations at transit stops and stations.</p> <p>We are recommending a Support position on this bill to provide SFMTA with a more effective way to cite vehicles that park in bus stop zones and by doing so, contribute to increased transit reliability and safety for loading/unloading.</p>
Support	<a href="#">AB 1238 Ting</a> D	<p>Pedestrian access.</p> <p>This bill would decriminalize a number of pedestrian activities that are currently prohibited and subject to police citation, including:</p> <ul style="list-style-type: none"> <li>• Crossing a roadway outside of a crosswalk</li> <li>• Crossing a roadway when no cars are present</li> <li>• Stepping off the curb at an intersection during a yellow light</li> <li>• Obeying traffic signals</li> </ul> <p>We understand this bill is likely in reaction to a consistent practice of police stopping and ticketing jaywalkers in Southern California. We are recommending a support position on this bill since it would focus police enforcement of traffic violations on the drivers of vehicles, which are statistically much more frequently at fault for fatalities and severe injuries.</p>
Watch	<a href="#">SB 735 Rubio</a> D	<p>Vehicles: speed safety cameras.</p> <p>Similar to AB 550 (Chiu), this bill would authorize a local authority to use speed safety cameras to enforce speed limits, however only within 2,500 feet of a school where there is an indication that vehicle, pedestrian, or bicycle traffic is substantially generated or influenced by the school. It would be a permanent authorization, not a pilot. The bill would also prescribe requirements for the program, including, among other things, notice to the public, issuance of civil citations, and confidentiality of data as well an appeal process.</p> <p>In general, this bill represents a limited scope authorization of speed safety cameras, while AB 550 would provide broader flexibility that would better correspond to the city's high injury network, including dangerous local roads near schools. We are recommending a Watch position in order to make it clear to legislators what the Transportation Authority's priority is with respect to authorizing these cameras. We will carefully track both pieces of legislation and can return with a recommendation for a Support position if AB 550 looks like it is not going to advance this year.</p>

## San Francisco County Transportation Authority

**Table 2. Notable Updates on Bills in the 2019-2020 Session**

Adopted Positions	Bill # Author	Title and Update
Support	<a href="#">AB 117</a> <a href="#">Boerner</a> <a href="#">Horvath</a> D	<p>Air Quality Improvement Program: electric bicycles.</p> <p>In March, when the Transportation Authority adopted a support position on the bill, it would have created a \$10 million electric bicycle rebate program. Based on Board input, we approached the author to convey the Transportation Authority's support for the bill and request that 1) rebates are scaled so that lower income purchasers get bigger rebates than higher income purchasers and 2) income determinations be made using local median income instead of statewide median income. Mark Watts, our Sacramento advocate, subsequently met with the author's staff to discuss the request and testified on behalf of the Transportation Authority at the bill's hearing at the Assembly Transportation Committee on April 5, 2021.</p> <p>Recent amendments established goals that include prioritizing funding for individuals from low-income households and restricting eligibility to individuals and households with incomes below the maximum limits established in the existing Clean Vehicle Rebate Project. Presently the income cap above which households are ineligible to receive vehicle rebates are \$150,000 for single income tax filers, \$204,000 for head-of-household filers, and \$300,000 for joint filers. However, the \$10 million appropriation in cap and trade funds was also removed from the legislation, so a fund source would now have to be identified to implement the program.</p>

**Table 3. Bill Status for Active Positions Taken in the 2021-22 Session**

Updates to bills since the last Board meeting are italicized.

Adopted Positions	Bill # Author	Bill Title	Update to Bill Status <sup>1</sup> (as of 3/30/2021)
Support	<a href="#">AB 117</a> <a href="#">Boerner</a> <a href="#">Horvath</a> D	Air Quality Improvement Program: electric bicycles.	<i>Assembly Transportation</i>
	<a href="#">AB 1499</a> <a href="#">Daly</a> D	Transportation: design-build: highways.	<i>Assembly Transportation</i>
Oppose	<a href="#">AB 5</a> <a href="#">Fong</a> R	Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.	<i>Assembly Transportation</i>

<sup>1</sup>Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. "Two-year" bills have not met the required legislative deadlines and will not be moving forward this session but can be reconsidered in the second year of the session which begins in December 2021. Bill status at a House's "Desk" means it is pending referral to a Committee.

# ASSEMBLY BILL 550 (CHIU)

## SAFE STREETS ACT OF 2021

### SUMMARY

Assembly Bill 550 protects the safety of vulnerable travelers on California roads by giving the cities of Los Angeles, Oakland, San Francisco, San Jose, and two additional southern California cities the option of piloting speed safety systems on sensitive or dangerous local streets.

### BACKGROUND

From 2005 to 2014, 363,606 Americans [were killed](#) in instances of traffic violence nationwide. Of those, 112,580 people – 31 percent – were killed in speeding-related incidents. California is no exception to the scourge of speeding fatalities: over 1,000 Californians have [died](#) in speed-related traffic collisions every year for the past five years.

Jurisdictions suffering from high levels of avoidable fatal and severe collisions are desperate for additional tools to bring the number of traffic deaths down to zero. Vision Zero traffic safety initiatives underway in these localities have made some progress, but these efforts to date have not brought about the necessary reductions in injuries and deaths.

Many streets with high numbers of fatal and severe crashes – otherwise known as a High Injury Network – are in regionally identified Communities of Concern. A high percentage of households with minority or low-income status, seniors, people with limited English proficiency, and people with disabilities reside in these communities and are disproportionately impacted by speeding. Children going to school, pedestrians and cyclists heading to work, and seniors attending to errands are at risk every day.

Traffic safety efforts have historically focused on a traditional law enforcement response to speeding and other dangerous driver behaviors, as well as education and engineering efforts. However, these traditional enforcement methods have had a well-documented disparate impact on communities of color, and implicit or explicit racial bias in police traffic stops puts drivers of color at risk. Jurisdictions

around the state are seeking alternatives to traditional enforcement mechanisms that will protect public safety while being responsive to community concerns.

### THE PROBLEM

Across the United States, numerous peer-reviewed [studies](#) have shown that speed detection systems reduce the number of severe and fatal collisions by as much as 58 percent. Despite an established history, California law currently prohibits the use of these systems.

Studies have shown that speed is the *leading* factor when determining fault in fatal and severe collisions, yet existing efforts have not led to the reduction in speed and traffic violence needed to save lives and make communities safe. California must provide communities with the option to pilot this public safety tool in order to create the expectation of regular speed checking on the most dangerous streets, and in workzones where traffic work crews are in dangerous proximity to fast-moving vehicles.

### THE SOLUTION

AB 550 authorizes six speed safety pilots, informed by consultation with local stakeholder groups, in the cities of Los Angeles, Oakland, San Francisco, San Jose, and two more southern California cities.

Pilot programs must comply with the following specific requirements in order to operate:

- **Program Operation:** Must be operated by a jurisdiction's transportation department or similar administrative agency, not law enforcement.
- **Area Limitations:** Speed safety systems may only be operated on a jurisdiction's High Injury Network or within a half-mile of schools, senior zones, public parks, or recreation centers.
- **Privacy Protections:** Jurisdiction must adopt a policy setting out clear restrictions on the

use of data and provisions to protect, retain, and ultimately destroy that data. Data from a system cannot be used for any other purpose or disclosed to any other person or agency except as required by law or in response to a court order or subpoena.

- **Facial Recognition Ban:** Jurisdictions are prohibited from using facial recognition technology in a program.
- **Signage, Notice, and Warning Period:** Jurisdictions must clearly identify the presence of the speed safety system with signage, must administer a public information campaign for 30 days prior to the system becoming operational, and must issue warning notices rather than citations for the first 30 days of enforcement.
- **Citation Type:** Citations are civil in nature, not criminal, and shall not result in a point on a driver's record. Citations shall only be issued to drivers traveling at least 11 miles per hour over the posted speed limit.
- **Fine Amount:** The penalty amount is capped at \$50 for violations between 11-15mph over the limit, \$100 for violations between 15-25mph over, and \$200 for violations 25mph over. Vehicles going 100mph or more will receive a fine of \$500.
- **Adjudication:** Jurisdictions must provide for a hearing and administrative appeal process for contesting citations.
- **Equity:** Jurisdictions must offer a low-income driver diversion program with specified alternative remedies in lieu of payment and reduced fines for qualifying individuals.
- **Thresholds for Continued Operation:** Systems may not be operated past the first 18 months of installation unless specific speed reduction thresholds are met.
- **Oversight and Evaluation:** Each jurisdiction must submit a report and evaluation to their governing body two years after the start of the program and at the program conclusion must provide an evaluation to the Legislature. Reports must include a specific

analysis of racial equity and financial impacts of programs developed in collaboration with stakeholder groups.

- **Sunset:** The Act and any authorized programs sunset on January 1, 2027.

## SUPPORT

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City of Los Angeles (cosponsor)  
 City of Oakland (cosponsor)  
 City of San Francisco (cosponsor)  
 City of San José (cosponsor)  
 Walk San Francisco (cosponsor)  
 Advocates for Highway and Auto Safety  
 Associated General Contractors of California  
 Association of Bay Area Governments  
 Barbary Coast Neighborhood Association  
 Bike Bakersfield  
 California City Transportation Initiative (CaCTI)  
 CC Puede  
 Chinatown Community Development Center  
 Chinatown TRIP  
 City of Alameda  
 City of Berkeley  
 City of Fremont  
 City of Hayward  
 City of Palm Springs  
 City of Sacramento  
 Conor Lynch Foundation  
 East Cut Community Benefit District  
 India Basin Neighborhood Association  
 Japantown Task Force  
 League of California Cities (Cal Cities)  
 LightHouse for the Blind and Visually Impaired  
 Livable City  
 Lower Haight Merchants & Neighbors Association  
 Marin County Bicycle Coalition  
 Mayor Libby Schaaf, City of Oakland  
 Mayor London Breed, City and County of San Francisco  
 Metropolitan Transportation Commission  
 National Association of City Transportation Officials  
 National Safety Council  
 Richmond Family Transportation Network  
 San Francisco Bay Area Families for Safe Streets  
 San Francisco Bicycle Coalition  
 San Francisco Board of Supervisors  
 San Francisco Community Radio/KXSF  
 San Francisco Marin Medical Society  
 Self-Help for the Elderly

Senior & Disability Action  
Slow Down Napa  
South Beach-Rincon-Mission Bay Neighborhood  
Association  
Southern California Families for Safe Streets  
Spin  
SPUR  
Streets for All  
Sylvia Bingham Fund  
Tenderloin Community Benefit District  
The Arc San Francisco  
Vision Zero Network  
Walk Bike Berkeley

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### **FOR MORE INFORMATION**

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**San Francisco  
County Transportation  
Authority**

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## Memorandum

### AGENDA ITEM 5

**DATE:** April 28, 2021

**TO:** Citizens Advisory Committee

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

**SUBJECT:** 5/11/21 Board Meeting: Award a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Eide Bailly LLP in an Amount Not to Exceed \$310,000 for Annual Audit Services

**RECOMMENDATION**  Information  Action

- Award a three-year professional services contract, with an option to extend for two additional one-year periods, to Eide Bailly LLP in an amount not to exceed \$310,000 for annual audit services
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

**SUMMARY**

Under its respective fiscal policies, the Transportation Authority and the Treasure Island Mobility Management Agency (TIMMA) financial transactions and records are to be audited by an independent certified public accountant (CPA) firm at least annually and a report be submitted to its respective Boards on the results of the audit. On March 4, 2021, we issued a Request for Proposals (RFP) for Transportation Authority and TIMMA annual audit services for a three-year contract covering audit for Fiscal Years 2021/22 through 2023/24, with two one-year extension options. By the due date of April 2, we received three responsive bids, which included both a technical and cost component. Interviews were conducted on April 14 by a selection panel comprised of staff from the Transportation Authority and the City's Controller's Office. Based on this competitive process, the selection panel recommended award of an annual audit services contract to the highest-ranking firm, Eide Bailly LLP.

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



## **BACKGROUND**

The current auditing services contract with Eide Bailly LLP, formerly Vavrinek, Trine, Day & Co., LLP, will expire on June 30, 2021. Our policy is to competitively re-bid professional services contracts after five years.

## **DISCUSSION**

The purpose of this memorandum is to describe the procurement process and recommend award of the annual audit services contract to Eide Bailly LLP. The contract will be for three years covering audits for Fiscal Years 2020/21, 2021/22 and 2022/23, with two one-year extension options.

On March 4, 2021, we issued an RFP for annual audit services. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: El Reportero, Nichi Bei Weekly, San Francisco Bay View, San Francisco Examiner, San Francisco Chronicle, Small Business Exchange, and World Journal. We also distributed the RFP to certified small, disadvantaged, and local businesses, Bay Area and cultural chambers of commerce, and the small business councils.

By the due date of April 2, 2021, we received three proposals in response to the RFP. The review panel, consisting of Transportation Authority staff and the City's Controller's Office staff, reviewed the proposals based on the qualifications and other criteria detailed in the RFP. The panel interviewed all three firms on April 14, 2021. Based on the competitive process defined in the RFP, the review panel recommended award of the contract to the highest-ranked firm of Eide Bailly LLP. The recommended team distinguished itself on the basis of its strong audit approach, and its extensive experience working with transportation agencies. Eide Bailly LLP has provided auditing services for several transit and transportation agencies, including the Santa Clara Valley Transportation Authority, the Golden Gate Bridge, Highway and Transportation District, the Transbay Joint Powers Authority, the Solano County Transportation Authority, the Alameda County Transportation Commission, the Marin Transportation Authority, the Peninsula Corridor Joint Powers Board, the San Mateo County Transit, and the Transportation Authority.

We established a Disadvantaged Business Enterprise (DBE)/Local Business Enterprise/Small Business Enterprise (SBE) goal of 15% for this contract. Proposals from all teams met the contract goal. The Eide Bailly LLP team has pledged a DBE and SBE utilization of 15% through its subconsultant, Richardson & Company, LLP, a woman-owned firm. Eide Bailly LLP does not have a traditional headquarters office. The firm is domiciled in Minnesota as a limited liability partnership.

## **FINANCIAL IMPACT**

The contract will be funded from Prop K sales tax funds and local contributions from the Treasure Island Development Authority. The first year's activity is included in the Transportation Authority's proposed Fiscal Year 2021/22 Budget. Sufficient funds will be included in future budgets to cover the remaining cost of the contract.

## **CAC POSITION**

The CAC will consider this item at its April 28th meeting.





## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Annual Audit Scope of Services

## **Attachment 1 Annual Audit Scope of Services**

Audit services will be requested on an hourly reimbursable basis, plus expenses, and may include, but are not limited to, the following categories of action:

- Conduct an annual audit of all the Transportation Authority's funds in accordance with auditing standards generally accepted in the United States of America and the GASB with the objectives of expressing an opinion on the financial statements. The Auditor will audit the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information, including the related notes to the financial statements, which collectively comprise the basic financial statements in our Annual Comprehensive Financial Report (ACFR);
- Perform the procedures necessary to ensure that the Transportation Authority may use the Auditor's opinion on the basic financial statements in connection with any official statements for public debt issuance. The Auditor will issue a debt service certificate, in the form of a debt consent agreed upon procedures engagement and/or a consent letter as requested by bond counsel. We do not anticipate any debt issuances during FY 2020/21;
- Perform a single audit on the expenditures of federal grants in accordance with Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance) and render the appropriate audit reports on Internal Control Over Financial Reporting based upon the audit of the Transportation Authority's financial statements in accordance with Government Auditing Standards and the appropriate reports on compliance with Requirements Applicable to each Major Program, Internal Control over Compliance and on the Schedule of Expenditures of Federal Awards in Accordance with the Uniform Guidance. The single audit will include appropriate schedule of expenditures of federal awards, footnotes, findings and questioned costs, including reportable conditions and material weaknesses, and follow up on prior audit findings where required. In addition, the Auditor will complete and file the federal Data Collection Form. If the Transportation Authority or TIMMA does not meet the minimum requirements to necessitate a single audit, the fees shall be adjusted accordingly;
- Assist in preparing the ACFR including financial statements, schedule of expenditures of federal awards, and related notes of the Transportation Authority in conformity with U.S. generally accepted accounting principles and the Uniform Guidance based on information provided by Transportation Authority;
- Prepare a separate audit report on TIMMA;
- Issue a Management Letter that includes a listing of all non-material items, which were identified during the audit, as well as a listing of the status of resolved and unresolved Management Letter comments from prior audits will be submitted to Transportation Authority staff; and

- Present audit results and Management Letter to the TIMMA Committee, Transportation Authority and TIMMA Boards. We anticipate attendance by the Auditor at up to four meetings each year.

The following auditing standards will be followed:

- Accounting principles and auditing standards generally accepted in the United States;
- GASB;
- Standards for financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States;
- Provisions of the Uniform Guidance; and
- Other applicable accounting and auditing standards.

The Transportation Authority assumes the responsibility to prepare the Letter of Transmittal, Management Discussion and Analysis, the basic financial statements, other required supplementary information, schedule of expenditures of federal awards, footnotes, Statistical and Compliance sections. The Auditor will then be asked to produce the final published ACFR, financial statements and/or single audit, if applicable. Any costs for this production should be built into the cost estimate. The following assistance will be available to the Auditor:

- The Transportation Authority's staff will be available to work with the selected firm to ensure a smooth implementation for the year ending June 30, 2021; and
- The Auditor will be provided workspace within the Transportation Authority's offices, except for auditing services for the year ending June 30, 2021, which shall take place virtually or at the Auditor's offices in order to adhere to COVID-19 guidelines. Please note that the Transportation Authority has limited office space. All space requirements and other miscellaneous requirements and concerns should be made known to the Transportation Authority in the response and during contract negotiations.

### **Additional Accounting and Audit-Related Service**

From time to time the Transportation Authority may require additional or special auditing and/or audit related services such as compliance audits of recipients of Prop K funds. Where it can be demonstrated that it is to the Transportation Authority's benefit to engage the Auditor for such services, the Transportation Authority may amend the Auditor's contract to include said services without a subsequent formal bid process, provided that the cost of the amendments is less than \$75,000 in a fiscal year. These additional audit services may also be bid separately, at the sole discretion of the Transportation Authority.

Examples of additional or special accounting and/or audit services are:

- Compliance Agreed-Upon Procedures;
- Compliance Audit Procedures;
- Debt Consent Agreed-Upon Procedures;

- Management Audit; and
- Reviews or audits as required by any grantors.



## Memorandum

### AGENDA ITEM 6

**DATE:** April 20, 2021  
**TO:** Transportation Authority Board  
**FROM:** Cynthia Fong - Deputy Director for Finance and Administration  
**SUBJECT:** 5/11/21 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2021

<p><b>RECOMMENDATION</b>    <input checked="" type="checkbox"/> Information    <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></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 March 31, 2021.</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 prorated amended budget values and the variance of revenues and expenditures as compared to the amended budget. For the nine months ending March 31, 2021, the numbers in the prorated amended budget column are three-fourths of the total amended budget for FY 2020/21, including the Treasure Island Mobility Management Agency. Although the sales tax revenue



bond, and revenue accrual for vehicle registration fee and Traffic Congestion Mitigation Tax Program (TNC Tax) are included, the Internal Accounting Report does not include: 1) the Governmental Accounting Standards Board Statement Number 34 adjustments; 2) revenues accruals for sales tax (Prop K); and 3) the other accruals that are done at fiscal year-end. The Balance Sheet values, as of March 31, 2021, are used as the basis for the Investment Policy compliance review.

In addition, we are reporting for the second year of revenues for the TNC Tax since collections began on January 1, 2020. In November 2019, San Francisco voters approved Prop D, known as the TNC Tax, enabling the City to impose a 1.5% business tax on shared rides and 3.25% 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 San Francisco Municipal Transportation Agency (SFMTA) receives 50% of the revenues for Muni capital and operating improvements and we receive 50% 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 March 31, 2021. Cash, deposits, and investments, total to \$130.2 million. Other assets total to \$39.5 million, which mainly includes, \$5.9 million sales tax receivable, \$0.8 million vehicle registration fee receivable, \$1.0 million traffic congestion mitigation tax receivable, \$13.4 million of the program receivable, and \$3.8 million of receivable from the City & County of San Francisco. Liabilities total \$287.0 million, as of March 31, 2021, and mainly includes \$32.7 million in accounts payable, and sales tax revenue bond and premium amounts (Series 2017) of \$240.3 million.

There is a negative of \$120.7 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: \$23.6 million is restricted for capital projects and \$144.4 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 the prorated budgeted to actual levels for revenues and expenditures for the first nine months (three quarters) of the fiscal year. We earned \$81.9 million in revenues, including \$53.3 million in sales tax revenues, \$3.9 million in vehicle registration fee, \$4.2 million in traffic congestion mitigation tax, \$0.5 million in investment income, and \$20.1 million in total program revenues for the nine months ending March 31, 2021. Total revenue was lower than the prorated budget estimates by \$12.9 million. This variance amount mainly includes \$7.5 million in sales tax revenue and \$4.6 million in program revenues. Below are the following explanations to such variances:

Sales Tax Revenue - Through March 2021, we have received \$53.3 million (for July 2020 through February 2021) in sales tax revenue, which is trending 1.4% lower than anticipated when compared to eight months of the amended budgeted revenue, however, it is 28.8% below prior year amounts. The collection of the sales tax revenue remains consistently lower since the 3<sup>rd</sup> quarter of FY 2019/20, when the stay-at-home orders were fully in effect. However, compared to other Bay Area counties which show signs of recovery based on the sales tax collections, San Francisco County has the biggest impact and is not yet recovered from the shelter-in-place orders. The variance of \$7.5 million is mainly due to comparing nine months of budgeted revenue to eight months of recorded revenue.



Program Revenues - The variance of \$4.6 million includes \$3.7 million in Congestion Management Agency Programs, \$0.3 million in the Transportation Fund for Clean Air Program, and \$0.6 million in the Treasure Island Mobility Management Agency Program. The \$3.7 million of variance in Congestion Management Agency Programs is mainly related to the design phase of Yerba Buena Island Southgate Road Realignment project expenditure invoices are not yet received from consultants. The \$0.3 million of variance in the Transportation Fund for Clean Air Program is due to timing of payment. The \$0.6 million of variance in the Treasure Island Mobility Management Agency Program is due to the delay in approval of toll policies and outreach. We are expecting to seek Board approval of Program Design in Fall 2021 and outreach will continue through Summer 2021, further work will continue once the toll policies are adopted and outreach is completed.

As of March 31, 2021, we incurred \$70.2 million of expenditures, including \$21.6 million in debt principal payment and service cost for the Sales Tax Revenue Bond and the revolving credit loan agreement; \$7.2 million for personnel and non-personnel expenditures; and \$41.4 million of capital project costs. Total expenditures were lower than the prorated budgetary estimates by \$88.1 million. This amount mainly includes a net non-favorable variance of \$5.2 million for debt services costs, and a favorable variance of \$91.8 million in capital project costs. The net non-favorable variance of \$5.2 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 \$91.8 million in capital project costs mainly includes, \$11.8 million in Congestion Management Agency Programs, and \$78.7 million in the Sales Tax Program. The \$11.8 million of variance in Congestion Management Agency Programs is mainly due to the design phase of Yerba Buena Island Southgate Road Realignment project as invoices from consultants have not been received. The remaining \$78.7 million variance in capital project costs is mainly due to costs (reimbursement requests) from project sponsors that have not yet been received. We anticipate a higher amount of reimbursement requests and expenditures in the next quarter which is the typical pattern.

**Investment Compliance.** As of March 31, 2021, approximately 77.9% of our investable assets, excluding the \$3.5 million of interest earned in the capital project fund held by US Bank and 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 with the ability to drawdown the Revolving Credit (loan) Agreement provide sufficient liquidity to meet expenditure requirements for the next six months. Attachment 3 is the most recent investment report furnished by the City's 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 March 31, 2021, the Transportation Authority does not have any outstanding balance in the loan.





As of March 31, 2021, the cumulative total of Prop K capital expenditures paid with bond proceeds and interest earned on bond proceeds is \$204.3 million and has not changed since the previous quarter due to costs from project sponsors that have not yet been received. The available balance of remaining bond proceeds and interest earned on bond proceeds to be spent is \$3.5 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)  
March 31, 2021

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Traffic Congestion Mitigation Tax Program	Total Governmental Funds
<b>ASSETS</b>							
Cash in bank	\$ 12,397,605	\$ -	\$ 1,823,708	\$ 17,311,892	\$ -	\$ -	\$ 31,533,205
Deposits and investments with City Treasurer	95,594,415	-	-	-	-	3,113,530	98,707,945
Sales tax receivable	5,935,453	-	-	-	-	-	5,935,453
Vehicle registration fee receivable	-	-	-	801,036	-	-	801,036
Traffic congestion mitigation tax receivable	-	-	-	-	-	1,038,522	1,038,522
Interest receivable from City and County of San Francisco	647,729	-	-	-	-	-	647,729
Program receivables	-	13,308,730	-	-	57,465	-	13,366,195
Receivable from the City and County of San Francisco	-	1,954,063	-	-	1,839,191	-	3,793,254
Other receivables	3,842	-	-	-	-	-	3,842
Due from other funds	13,800,622	-	-	-	-	-	13,800,622
Prepaid costs and deposits	81,580	-	-	-	-	-	81,580
<b>Total Assets</b>	<b>\$ 128,461,246</b>	<b>\$ 15,262,793</b>	<b>\$ 1,823,708</b>	<b>\$ 18,112,928</b>	<b>\$ 1,896,656</b>	<b>\$ 4,152,052</b>	<b>\$ 169,709,383</b>
<b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES</b>							
<b>Liabilities</b>							
Accounts payable	\$ 3,628,464	\$ 732,598	\$ -	\$ -	\$ 76,632	\$ -	\$ 4,437,694
Accounts payable to the City and County of San Francisco	25,883,640	-	56,555	2,276,051	-	-	28,216,246
Accrued salaries and taxes	308,938	-	-	-	-	-	308,938
Sales tax revenue bond (series 2017)	240,255,836	-	-	-	-	-	240,255,836
Due to other funds	-	12,204,376	450,546	322,106	718,556	105,038	13,800,622
<b>Total Liabilities</b>	<b>\$ 270,076,878</b>	<b>\$ 12,936,974</b>	<b>\$ 507,101</b>	<b>\$ 2,598,157</b>	<b>\$ 795,188</b>	<b>\$ 105,038</b>	<b>\$ 287,019,336</b>
<b>Deferred Inflows of Resources</b>							
Unavailable revenues	\$ -	\$ 2,325,819	\$ -	\$ -	\$ 1,101,468	\$ -	\$ 3,427,287
<b>Total deferred inflows of resources</b>	<b>\$ -</b>	<b>\$ 2,325,819</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,101,468</b>	<b>\$ -</b>	<b>\$ 3,427,287</b>
<b>Fund Balances</b>							
Nonspendable	\$ 81,580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,580
Restricted	2,693,783	-	1,316,607	15,514,771	-	4,047,014	23,572,175
Unassigned	(144,390,995)	-	-	-	-	-	(144,390,995)
<b>Total Fund Balances (Deficit)</b>	<b>\$ (141,615,632)</b>	<b>\$ -</b>	<b>\$ 1,316,607</b>	<b>\$ 15,514,771</b>	<b>\$ -</b>	<b>\$ 4,047,014</b>	<b>\$ (120,737,240)</b>
<b>Total Liabilities, Deferred Inflows of Resources, and Fund Balances</b>	<b>\$ 128,461,246</b>	<b>\$ 15,262,793</b>	<b>\$ 1,823,708</b>	<b>\$ 18,112,928</b>	<b>\$ 1,896,656</b>	<b>\$ 4,152,052</b>	<b>\$ 169,709,383</b>



**San Francisco  
County Transportation  
Authority**

**Attachment 2  
Governmental Funds**

Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)  
For the Nine Months Ending March 31, 2021

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Traffic Congestion Mitigation Tax Program	Total Governmental Funds	Prorated Amended Budget Fiscal Year 2020/21	Variance With Prorated Amended Budget Positive (Negative)
<b>REVENUES</b>									
Sales tax	\$ 53,280,325	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,280,325	\$ 60,771,162	\$ (7,490,837)
Vehicle registration fee	-	-	-	3,936,686	-	-	3,936,686	3,776,508	160,178
Traffic congestion mitigation tax	-	-	-	-	-	4,152,052	4,152,052	5,012,388	(860,336)
Investment income	447,718	-	1,610	1,215	-	-	450,543	519,045	(68,502)
Program revenues	-	18,670,388	348,162	-	1,048,114	-	20,066,664	24,699,516	(4,632,852)
Other revenues	34,040	-	-	-	-	-	34,040	33,930	110
<b>Total Revenues</b>	<b>\$ 53,762,083</b>	<b>\$ 18,670,388</b>	<b>\$ 349,772</b>	<b>\$ 3,937,901</b>	<b>\$ 1,048,114</b>	<b>\$ 4,152,052</b>	<b>\$ 81,920,310</b>	<b>\$ 94,812,549</b>	<b>\$ (12,892,239)</b>
<b>EXPENDITURES</b>									
Current - transportation improvement									
Personnel expenditures	\$ 1,693,539	\$ 3,151,064	\$ 29,034	\$ 171,706	\$ 371,941	\$ 57,068	\$ 5,474,352	\$ 6,455,346	\$ 980,994
Non-personnel expenditures	1,611,747	77,393	-	680	30,542	-	1,720,362	2,180,571	460,209
Capital project costs	24,583,909	12,418,956	71,646	3,754,552	557,933	-	41,386,996	133,202,886	91,815,890
Debt service									
Principal	13,310,000	-	-	-	-	-	13,310,000	9,982,500	(3,327,500)
Interest and fiscal charges	8,290,386	-	-	-	-	-	8,290,386	6,418,587	(1,871,799)
<b>Total Expenditures</b>	<b>\$ 49,489,581</b>	<b>\$ 15,647,413</b>	<b>\$ 100,680</b>	<b>\$ 3,926,938</b>	<b>\$ 960,416</b>	<b>\$ 57,068</b>	<b>\$ 70,182,096</b>	<b>\$ 158,239,890</b>	<b>\$ 88,057,794</b>
<b>Excess (Deficiency) of Revenues Over (Under) Expenditures</b>	<b>\$ 4,272,502</b>	<b>\$ 3,022,975</b>	<b>\$ 249,092</b>	<b>\$ 10,963</b>	<b>\$ 87,698</b>	<b>\$ 4,094,984</b>	<b>\$ 11,738,214</b>	<b>\$ (63,427,341)</b>	<b>\$ 75,165,555</b>
<b>OTHER FINANCING SOURCES (USES)</b>									
Transfer in	\$ 3,110,673	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,110,673	\$ 5,048,247	\$ (1,937,574)
Transfer out	-	(3,022,975)	-	-	(87,698)	-	(3,110,673)	(5,048,247)	1,937,574
Draw on revolving credit agreement	-	-	-	-	-	-	-	37,500,000	(37,500,000)
<b>Total Other Financing Sources (Uses)</b>	<b>\$ 3,110,673</b>	<b>\$ (3,022,975)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (87,698)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 37,500,000</b>	<b>\$ (37,500,000)</b>
<b>NET CHANGE IN FUND BALANCES</b>	<b>\$ 7,383,175</b>	<b>\$ -</b>	<b>\$ 249,092</b>	<b>\$ 10,963</b>	<b>\$ -</b>	<b>\$ 4,094,984</b>	<b>\$ 11,738,214</b>	<b>\$ (25,927,341)</b>	<b>\$ 37,665,555</b>
<b>Fund Balances - Beginning</b>	<b>\$ 91,257,029</b>	<b>\$ -</b>	<b>\$ 1,067,515</b>	<b>\$ 15,503,808</b>	<b>\$ -</b>	<b>\$ (47,970)</b>	<b>\$ 107,780,382</b>		
Sales tax revenue bond (series 2017)	(240,255,836)	-	-	-	-	-	(240,255,836)		
<b>Fund Balances (Deficit) - End</b>	<b>\$ (141,615,632)</b>	<b>\$ -</b>	<b>\$ 1,316,607</b>	<b>\$ 15,514,771</b>	<b>\$ -</b>	<b>\$ 4,047,014</b>	<b>\$ (120,737,240)</b>		

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



José Cisneros, Treasurer

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

Investment Report for the month of March 2021

April 15, 2021

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 March 31, 2021. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of March 2021 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	March 2021	Fiscal YTD	February 2021
Average Daily Balance	\$ 11,745	\$ 12,234	\$ 11,682	\$ 12,185
Net Earnings	67.27	5.90	61.37	5.62
Earned Income Yield	0.76%	0.57%	0.79%	0.60%

**CCSF Pooled Fund Statistics \***

<i>(in \$ million)</i>	% of	Book	Market	Wtd. Avg.	Wtd. Avg.	WAM
Investment Type	Portfolio	Value	Value	Coupon	YTM	
U.S. Treasuries	53.34%	\$ 6,831.4	\$ 6,828.9	0.66%	0.39%	297
Federal Agencies	23.57%	2,993.3	3,017.6	1.11%	1.12%	497
State & Local Government						
Agency Obligations	0.43%	54.6	55.0	2.37%	2.60%	13
Public Time Deposits	0.31%	40.0	40.0	0.15%	0.15%	124
Negotiable CDs	13.33%	1,705.0	1,706.2	0.19%	0.19%	264
Money Market Funds	6.77%	867.0	867.0	0.03%	0.03%	1
Supranationals	2.25%	285.9	287.7	0.46%	1.59%	69
<b>Totals</b>	<b>100.0%</b>	<b>\$ 12,777.1</b>	<b>\$ 12,802.5</b>	<b>0.68%</b>	<b>0.55%</b>	<b>313</b>

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

Respectfully,

**José Cisneros**  
Treasurer

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

## Portfolio Summary Pooled Fund

As of March 31, 2021

<i>(in \$ million)</i>							
<b>Security Type</b>	<b>Par Value</b>	<b>Book Value</b>	<b>Market Value</b>	<b>Market/Book Price</b>	<b>Current % Allocation</b>	<b>Max. Policy Allocation</b>	<b>Compliant?</b>
U.S. Treasuries	\$ 6,803.9	\$ 6,831.4	\$ 6,828.9	99.96	53.34%	100%	Yes
Federal Agencies	2,994.0	2,993.3	3,017.6	100.81	23.57%	100%	Yes
State & Local Government							
Agency Obligations	55.0	54.6	55.0	100.72	0.43%	20%	Yes
Public Time Deposits	40.0	40.0	40.0	100.00	0.31%	100%	Yes
Negotiable CDs	1,705.0	1,705.0	1,706.2	100.07	13.33%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	-	-	-	-	0.00%	25%	Yes
Medium Term Notes	-	-	-	-	0.00%	25%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government	867.0	867.0	867.0	100.00	6.77%	20%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	287.1	285.9	287.7	100.62	2.25%	30%	Yes
<b>TOTAL</b>	<b>\$ 12,752.0</b>	<b>\$ 12,777.1</b>	<b>\$ 12,802.5</b>	<b>100.20</b>	<b>100.00%</b>	<b>-</b>	<b>Yes</b>

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

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

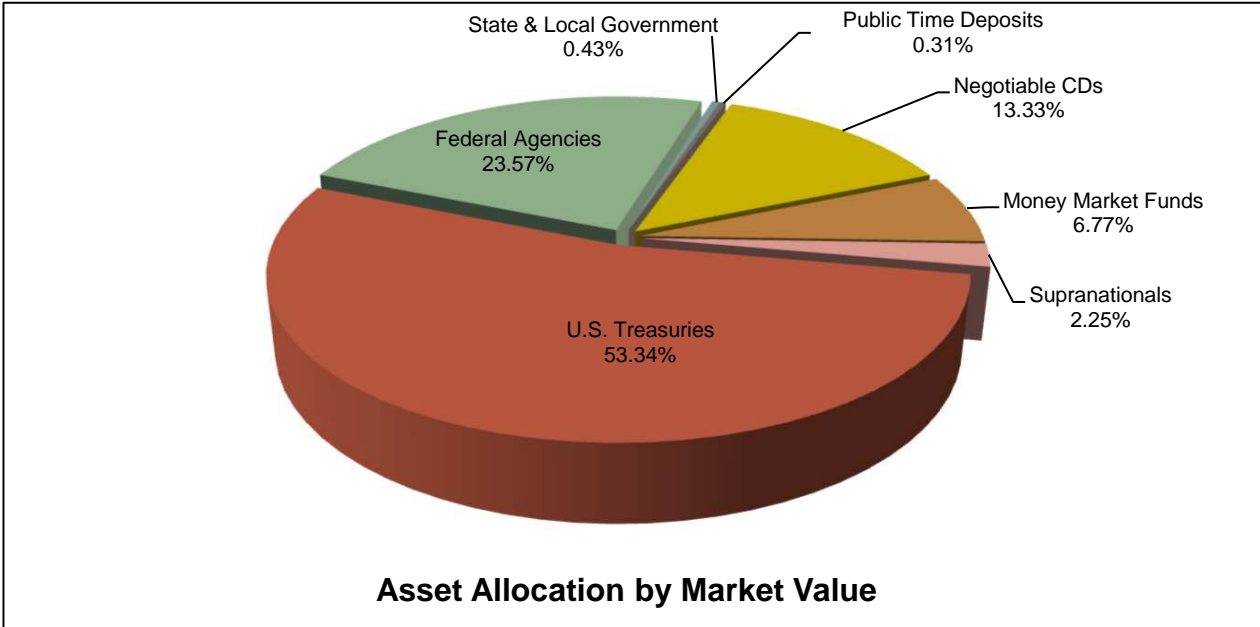
Totals may not add due to rounding.

## City and County of San Francisco Pooled Fund Portfolio Statistics

For the month ended March 31, 2021

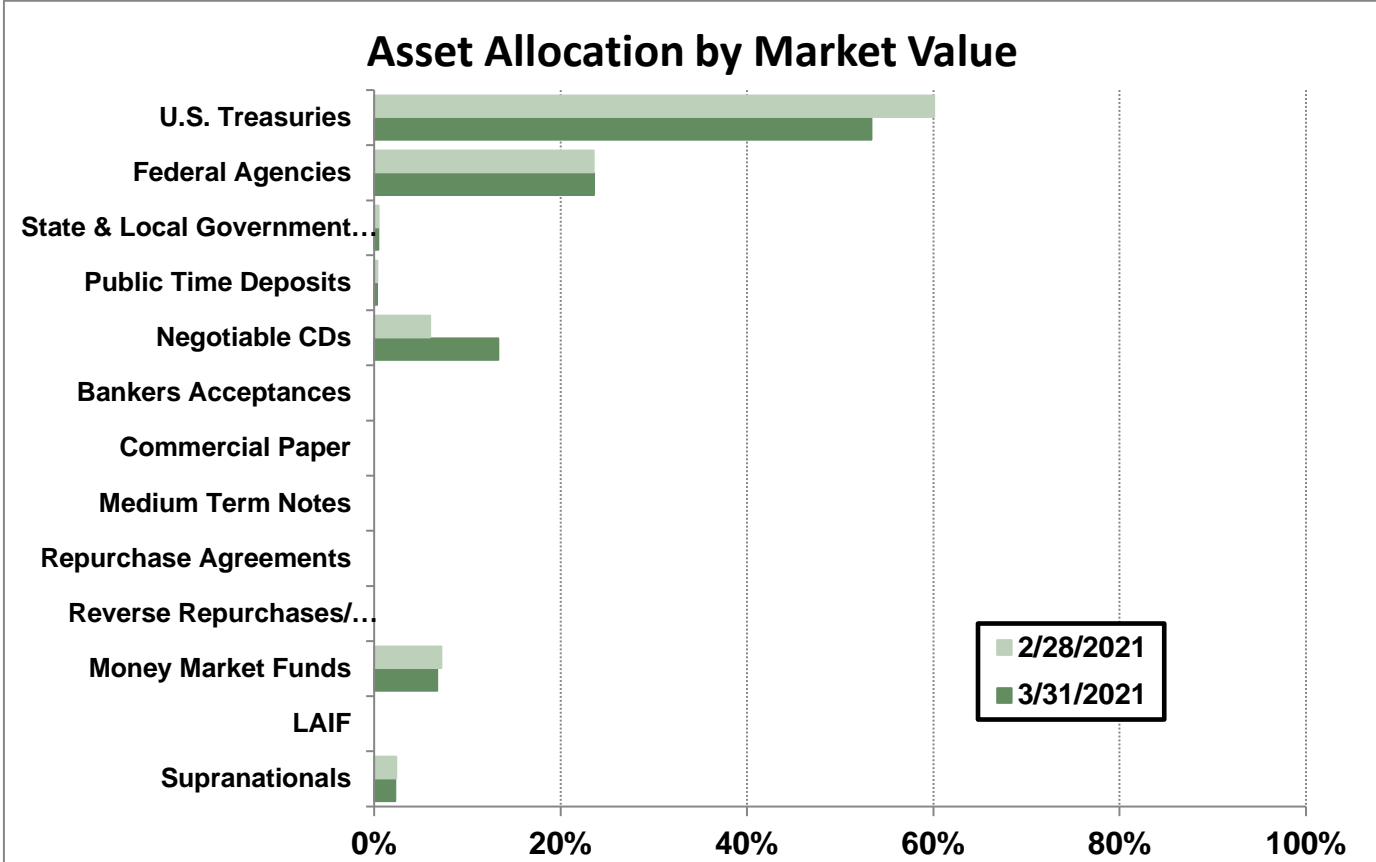
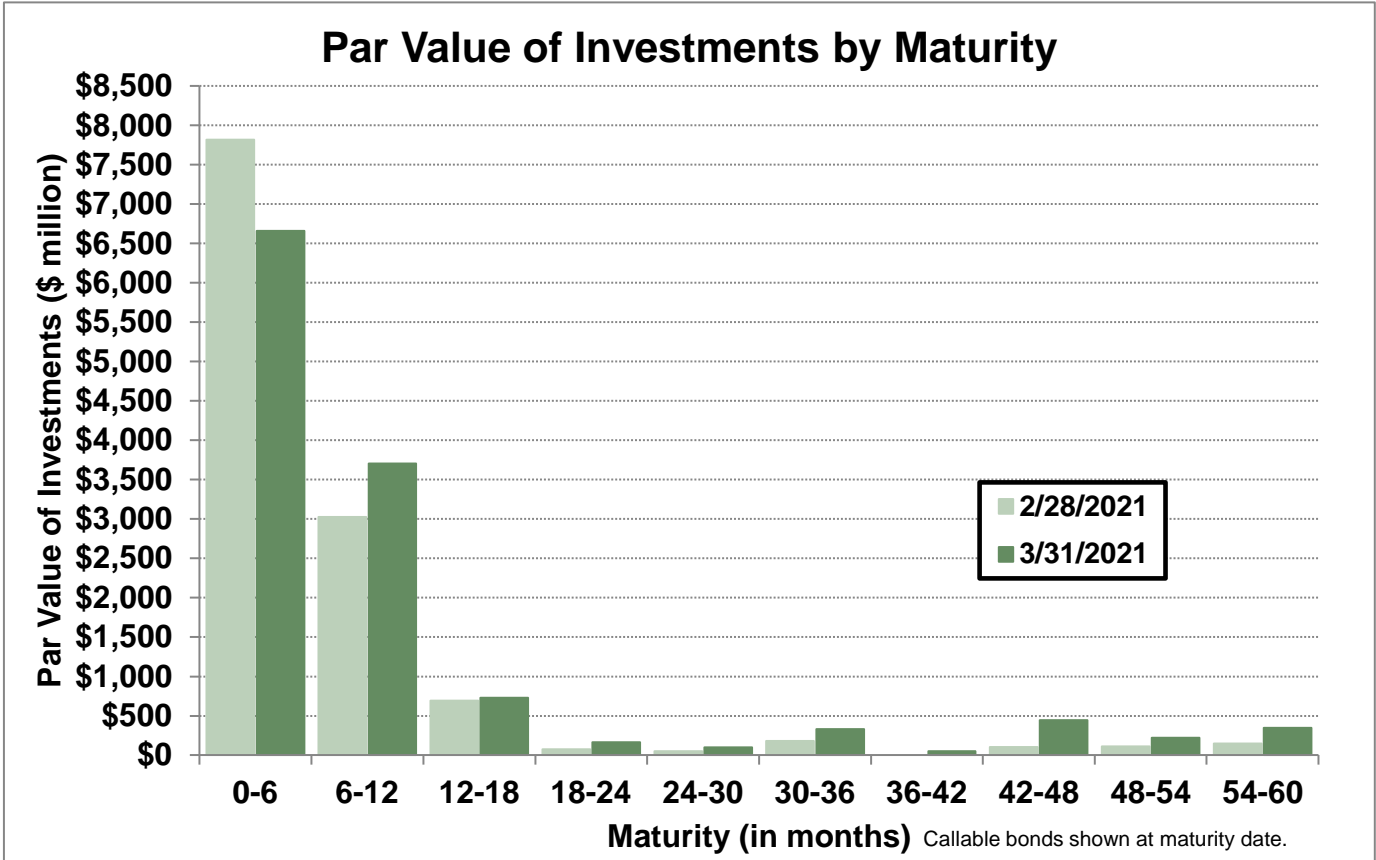
Average Daily Balance	\$12,234,427,477
Net Earnings	\$5,904,147
Earned Income Yield	0.57%
Weighted Average Maturity	313 days

Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries		\$ 6,803.9	\$ 6,831.4	\$ 6,828.9
Federal Agencies		2,994.0	2,993.3	3,017.6
State & Local Government				
Agency Obligations		55.0	54.6	55.0
Public Time Deposits		40.0	40.0	40.0
Negotiable CDs		1,705.0	1,705.0	1,706.2
Money Market Funds		867.0	867.0	867.0
Supranationals		287.1	285.9	287.7
<b>Total</b>		<b>\$ 12,752.0</b>	<b>\$ 12,777.1</b>	<b>\$ 12,802.5</b>

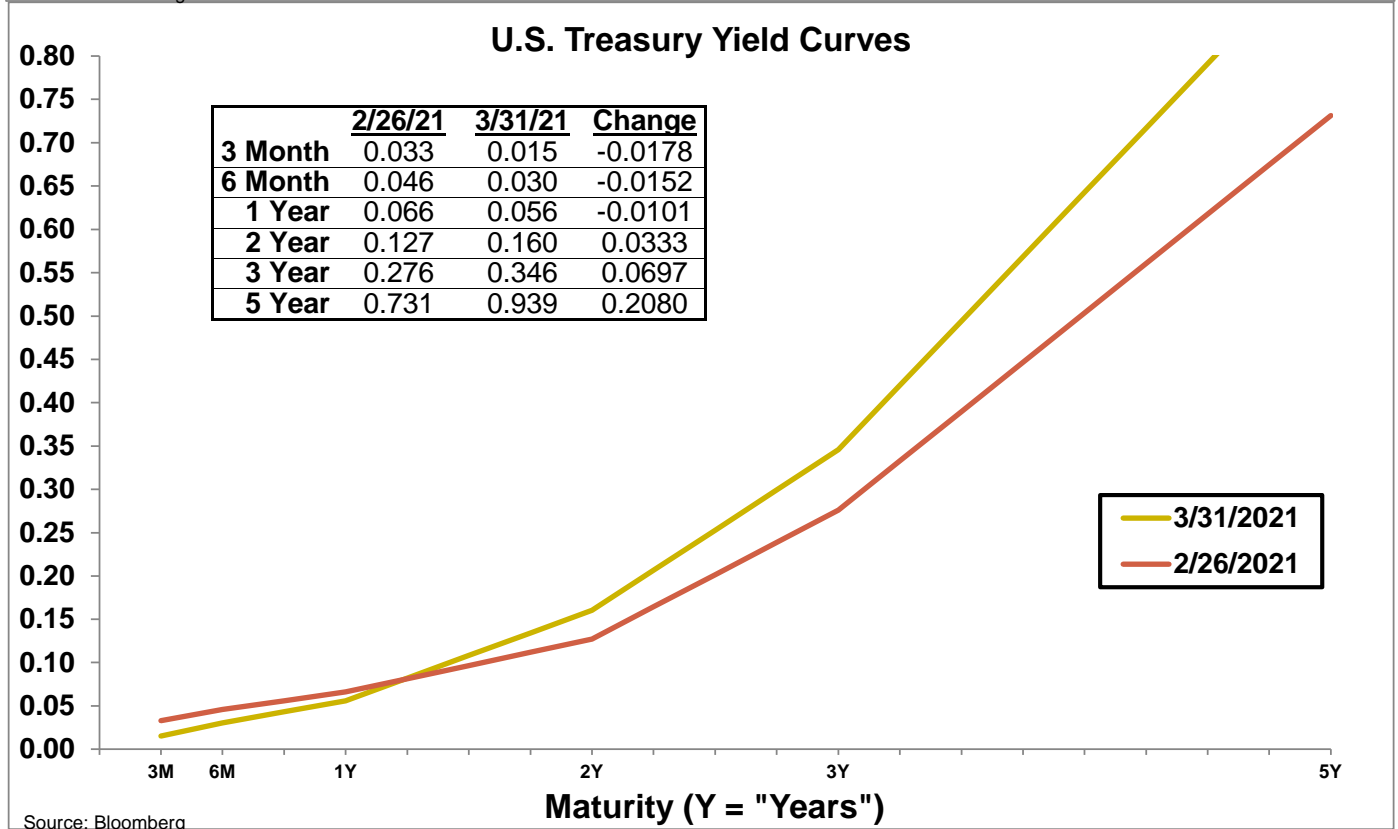
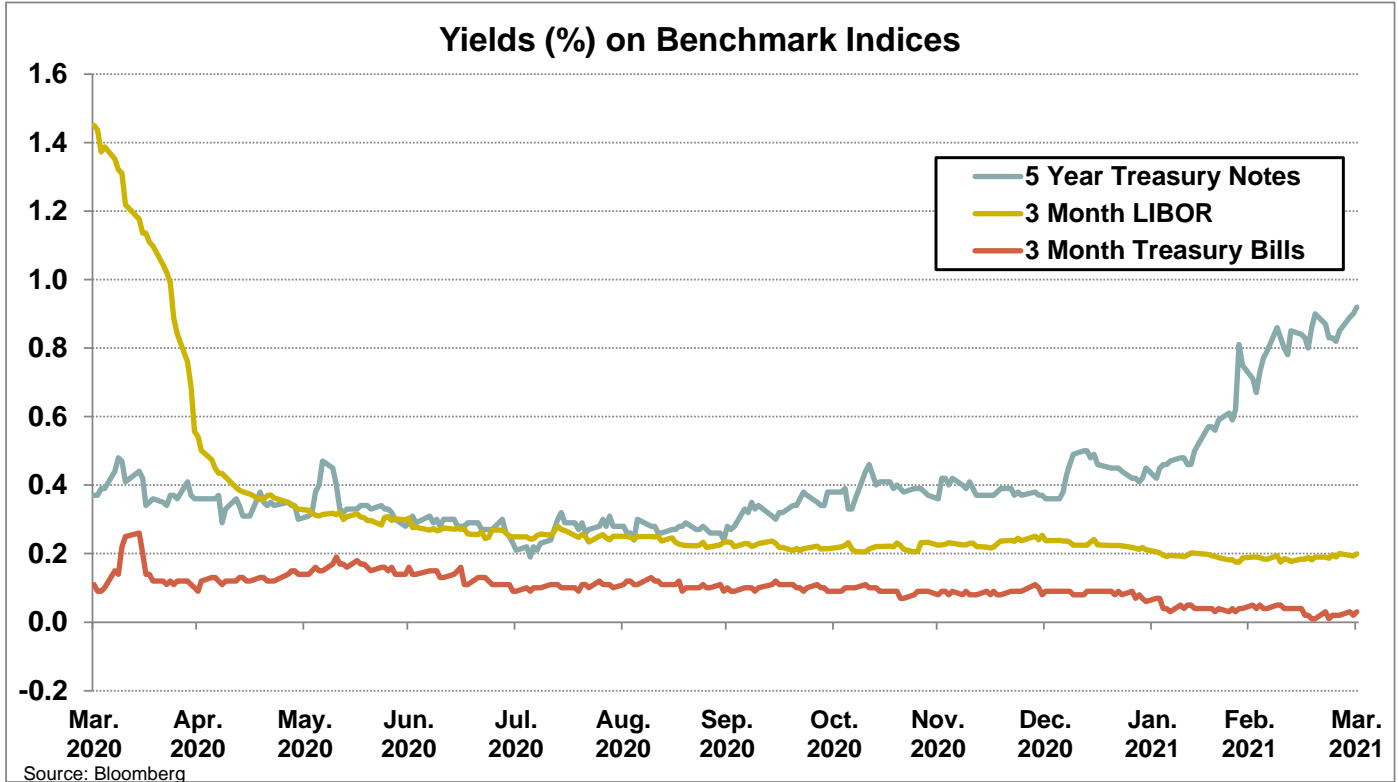


# Portfolio Analysis

## Pooled Fund



Yield Curves





# Investment Inventory

## Pooled Fund

As of March 31, 2021

Type of Investment	CUSIP	Issuer Name	Maturity		Coupon	Par Value	Book Value	Amortized	
			Settle Date	Date				Book Value	Market Value
U.S. Treasuries	9127964P1	TREASURY BILL	10/1/2020	4/1/2021	0.00	\$ 50,000,000	\$ 49,974,090	\$ 50,000,000	\$ 50,000,000
U.S. Treasuries	9127964P1	TREASURY BILL	10/1/2020	4/1/2021	0.00	100,000,000	99,946,917	100,000,000	100,000,000
U.S. Treasuries	9127964X4	TREASURY BILL	10/8/2020	4/8/2021	0.00	50,000,000	49,972,826	49,998,955	50,000,000
U.S. Treasuries	9128284G2	US TREASURY	4/9/2019	4/15/2021	2.38	50,000,000	50,013,672	50,000,260	50,044,500
U.S. Treasuries	9128284G2	US TREASURY	12/9/2019	4/15/2021	2.38	50,000,000	50,462,891	50,013,145	50,044,500
U.S. Treasuries	9128284G2	US TREASURY	12/11/2019	4/15/2021	2.38	50,000,000	50,457,031	50,013,031	50,044,500
U.S. Treasuries	912796D97	TREASURY BILL	11/19/2020	4/20/2021	0.00	50,000,000	49,981,844	49,997,731	49,999,500
U.S. Treasuries	9127962Q1	TREASURY BILL	3/11/2021	4/22/2021	0.00	30,000,000	29,998,950	29,999,475	29,999,700
U.S. Treasuries	9127962Q1	TREASURY BILL	10/22/2020	4/22/2021	0.00	50,000,000	49,973,332	49,996,923	49,999,500
U.S. Treasuries	9127962Q1	TREASURY BILL	1/27/2021	4/22/2021	0.00	50,000,000	49,992,622	49,998,177	49,999,500
U.S. Treasuries	912796F20	TREASURY BILL	11/24/2020	4/27/2021	0.00	50,000,000	49,981,392	49,996,858	49,999,500
U.S. Treasuries	912796F20	TREASURY BILL	12/10/2020	4/27/2021	0.00	50,000,000	49,984,667	49,997,111	49,999,500
U.S. Treasuries	9127964Z9	TREASURY BILL	10/29/2020	4/29/2021	0.00	50,000,000	49,974,596	49,996,092	49,999,500
U.S. Treasuries	9127964Z9	TREASURY BILL	1/28/2021	4/29/2021	0.00	50,000,000	49,989,889	49,998,889	49,999,500
U.S. Treasuries	912796F79	TREASURY BILL	12/1/2020	5/4/2021	0.00	50,000,000	49,981,285	49,995,990	49,999,500
U.S. Treasuries	912796F79	TREASURY BILL	12/2/2020	5/4/2021	0.00	50,000,000	49,981,300	49,995,967	49,999,500
U.S. Treasuries	912796F79	TREASURY BILL	12/29/2020	5/4/2021	0.00	50,000,000	49,983,506	49,995,680	49,999,500
U.S. Treasuries	9127965A3	TREASURY BILL	11/5/2020	5/6/2021	0.00	50,000,000	49,974,722	49,995,139	49,999,000
U.S. Treasuries	9127965A3	TREASURY BILL	11/5/2020	5/6/2021	0.00	50,000,000	49,975,228	49,995,236	49,999,000
U.S. Treasuries	9127965A3	TREASURY BILL	11/5/2020	5/6/2021	0.00	50,000,000	49,976,618	49,995,503	49,999,000
U.S. Treasuries	912796F87	TREASURY BILL	12/9/2020	5/11/2021	0.00	50,000,000	49,982,469	49,995,417	49,999,000
U.S. Treasuries	912796F87	TREASURY BILL	12/10/2020	5/11/2021	0.00	50,000,000	49,982,583	49,995,417	49,999,000
U.S. Treasuries	912796F87	TREASURY BILL	12/14/2020	5/11/2021	0.00	50,000,000	49,983,535	49,995,550	49,999,000
U.S. Treasuries	912796A25	TREASURY BILL	11/12/2020	5/13/2021	0.00	150,000,000	149,916,584	149,980,750	149,995,500
U.S. Treasuries	912796F95	TREASURY BILL	12/16/2020	5/18/2021	0.00	50,000,000	49,981,916	49,994,445	49,998,500
U.S. Treasuries	912796F95	TREASURY BILL	12/15/2020	5/18/2021	0.00	50,000,000	49,982,675	49,994,713	49,998,500
U.S. Treasuries	912796F95	TREASURY BILL	12/17/2020	5/18/2021	0.00	50,000,000	49,981,844	49,994,386	49,998,500
U.S. Treasuries	9127962Y4	TREASURY BILL	10/21/2020	5/20/2021	0.00	50,000,000	49,970,694	49,993,194	49,999,000
U.S. Treasuries	9127962Y4	TREASURY BILL	11/19/2020	5/20/2021	0.00	100,000,000	99,949,444	99,986,389	99,998,000
U.S. Treasuries	912796G29	TREASURY BILL	12/22/2020	5/25/2021	0.00	25,000,000	24,990,803	24,996,775	24,999,250
U.S. Treasuries	912796G29	TREASURY BILL	12/22/2020	5/25/2021	0.00	50,000,000	49,980,750	49,993,250	49,998,500
U.S. Treasuries	912796G29	TREASURY BILL	12/22/2020	5/25/2021	0.00	50,000,000	49,980,322	49,993,100	49,998,500
U.S. Treasuries	912796G37	TREASURY BILL	1/19/2021	6/1/2021	0.00	50,000,000	49,986,146	49,993,646	49,999,000
U.S. Treasuries	912796A41	TREASURY BILL	12/3/2020	6/3/2021	0.00	50,000,000	49,978,009	49,992,388	49,998,500
U.S. Treasuries	912796A41	TREASURY BILL	1/11/2021	6/3/2021	0.00	50,000,000	49,983,913	49,992,913	49,998,500
U.S. Treasuries	912796A41	TREASURY BILL	1/12/2021	6/3/2021	0.00	50,000,000	49,983,236	49,992,562	49,998,500
U.S. Treasuries	912796G86	TREASURY BILL	1/12/2021	6/8/2021	0.00	50,000,000	49,982,135	49,991,736	49,999,000
U.S. Treasuries	912796G86	TREASURY BILL	1/15/2021	6/8/2021	0.00	50,000,000	49,982,960	49,991,953	49,999,000
U.S. Treasuries	912796G86	TREASURY BILL	1/19/2021	6/8/2021	0.00	50,000,000	49,983,472	49,991,972	49,999,000
U.S. Treasuries	912796B24	TREASURY BILL	12/10/2020	6/10/2021	0.00	50,000,000	49,978,514	49,991,736	49,998,500
U.S. Treasuries	912796B24	TREASURY BILL	12/10/2020	6/10/2021	0.00	50,000,000	49,978,261	49,991,639	49,998,500
U.S. Treasuries	912796B24	TREASURY BILL	12/10/2020	6/10/2021	0.00	50,000,000	49,978,009	49,991,542	49,998,500
U.S. Treasuries	9128284T4	US TREASURY	11/26/2019	6/15/2021	2.63	50,000,000	50,732,422	50,096,881	50,263,000
U.S. Treasuries	9128284T4	US TREASURY	11/27/2019	6/15/2021	2.63	50,000,000	50,744,141	50,098,605	50,263,000
U.S. Treasuries	9128284T4	US TREASURY	12/11/2019	6/15/2021	2.63	50,000,000	50,697,266	50,094,737	50,263,000
U.S. Treasuries	9128284T4	US TREASURY	12/18/2019	6/15/2021	2.63	50,000,000	50,714,844	50,098,373	50,263,000
U.S. Treasuries	9128284T4	US TREASURY	11/10/2020	6/15/2021	2.63	50,000,000	50,750,000	50,259,217	50,263,000
U.S. Treasuries	9127963H0	TREASURY BILL	12/17/2020	6/17/2021	0.00	200,000,000	199,914,056	199,963,639	199,994,000
U.S. Treasuries	912796B32	TREASURY BILL	12/24/2020	6/24/2021	0.00	200,000,000	199,909,000	199,958,000	199,994,000

## Investment Inventory

### Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				Date					Book Value	Market Value
U.S. Treasuries	912796H36	TREASURY BILL	1/27/2021	6/29/2021		0.00	50,000,000	49,985,550	49,991,594	49,999,000
U.S. Treasuries	9128287A2	US TREASURY	11/8/2019	6/30/2021		1.63	50,000,000	49,933,594	49,990,039	50,193,500
U.S. Treasuries	9128287A2	US TREASURY	12/3/2019	6/30/2021		1.63	50,000,000	49,968,750	49,995,109	50,193,500
U.S. Treasuries	9128287A2	US TREASURY	12/9/2019	6/30/2021		1.63	50,000,000	49,978,516	49,996,602	50,193,500
U.S. Treasuries	9128287A2	US TREASURY	10/23/2020	6/30/2021		1.63	50,000,000	50,517,578	50,186,328	50,193,500
U.S. Treasuries	9128287A2	US TREASURY	11/12/2021	6/30/2021		1.63	75,000,000	75,576,533	75,285,515	75,290,250
U.S. Treasuries	912828S27	US TREASURY	8/15/2017	6/30/2021		1.13	25,000,000	24,519,531	24,969,440	25,065,500
U.S. Treasuries	912828S27	US TREASURY	11/5/2020	6/30/2021		1.13	50,000,000	50,332,031	50,126,088	50,131,000
U.S. Treasuries	912796B40	TREASURY BILL	12/31/2020	7/1/2021		0.00	50,000,000	49,975,986	49,987,993	49,997,000
U.S. Treasuries	912796B40	TREASURY BILL	12/31/2020	7/1/2021		0.00	50,000,000	49,975,986	49,987,993	49,997,000
U.S. Treasuries	912796B57	TREASURY BILL	1/14/2021	7/8/2021		0.00	50,000,000	49,978,125	49,987,750	49,998,000
U.S. Treasuries	9127963S6	TREASURY BILL	1/14/2021	7/15/2021		0.00	100,000,000	99,954,500	99,973,750	99,996,000
U.S. Treasuries	912828Y20	US TREASURY	12/12/2019	7/15/2021		2.63	50,000,000	50,728,516	50,131,659	50,375,000
U.S. Treasuries	912796C49	TREASURY BILL	1/26/2021	7/22/2021		0.00	50,000,000	49,979,719	49,987,167	49,997,500
U.S. Treasuries	912796C49	TREASURY BILL	1/21/2021	7/22/2021		0.00	100,000,000	99,951,972	99,970,444	99,995,000
U.S. Treasuries	912796C56	TREASURY BILL	1/28/2021	7/29/2021		0.00	100,000,000	99,957,028	99,971,903	99,994,000
U.S. Treasuries	912796C64	TREASURY BILL	2/4/2021	8/5/2021		0.00	100,000,000	99,964,611	99,975,500	99,993,000
U.S. Treasuries	9127964B2	TREASURY BILL	2/11/2021	8/12/2021		0.00	100,000,000	99,974,722	99,981,528	99,991,000
U.S. Treasuries	912828YC8	US TREASURY	12/9/2019	8/31/2021		1.50	50,000,000	49,865,234	49,967,537	50,301,000
U.S. Treasuries	9127964L0	TREASURY BILL	10/29/2020	9/9/2021		0.00	50,000,000	49,951,438	49,975,179	49,994,500
U.S. Treasuries	9127964L0	TREASURY BILL	11/10/2020	9/9/2021		0.00	50,000,000	49,956,865	49,977,080	49,994,500
U.S. Treasuries	9128285A4	US TREASURY	11/19/2020	9/15/2021		2.75	50,000,000	51,082,031	50,602,331	50,607,500
U.S. Treasuries	9128285A4	US TREASURY	12/3/2020	9/15/2021		2.75	50,000,000	51,033,203	50,603,304	50,607,500
U.S. Treasuries	912828T34	US TREASURY	12/11/2019	9/30/2021		1.13	50,000,000	49,498,047	49,861,373	50,269,500
U.S. Treasuries	9127964V8	TREASURY BILL	10/29/2020	10/7/2021		0.00	50,000,000	49,944,977	49,969,681	49,992,500
U.S. Treasuries	9127964V8	TREASURY BILL	10/29/2020	10/7/2021		0.00	50,000,000	49,945,216	49,969,813	49,992,500
U.S. Treasuries	9127964V8	TREASURY BILL	12/3/2020	10/7/2021		0.00	50,000,000	49,960,217	49,975,588	49,992,500
U.S. Treasuries	9128285F3	US TREASURY	10/29/2020	10/15/2021		2.88	50,000,000	51,373,648	50,739,934	50,758,000
U.S. Treasuries	912828T67	US TREASURY	11/10/2016	10/31/2021		1.25	50,000,000	49,574,219	49,950,060	50,347,500
U.S. Treasuries	9127964W6	TREASURY BILL	11/5/2020	11/4/2021		0.00	23,860,000	23,827,431	23,840,584	23,854,512
U.S. Treasuries	9127964W6	TREASURY BILL	11/5/2020	11/4/2021		0.00	50,000,000	49,930,486	49,958,559	49,988,500
U.S. Treasuries	9127964W6	TREASURY BILL	11/10/2020	11/4/2021		0.00	50,000,000	49,940,167	49,963,833	49,988,500
U.S. Treasuries	9127964W6	TREASURY BILL	11/19/2020	11/4/2021		0.00	50,000,000	49,951,389	49,969,861	49,988,500
U.S. Treasuries	912828U65	US TREASURY	12/14/2020	11/30/2021		1.75	50,000,000	50,828,576	50,550,331	50,562,500
U.S. Treasuries	912828U65	US TREASURY	12/13/2016	11/30/2021		1.75	100,000,000	99,312,500	99,907,853	101,125,000
U.S. Treasuries	9127965G0	TREASURY BILL	12/17/2020	12/2/2021		0.00	50,000,000	49,956,250	49,969,375	49,986,000
U.S. Treasuries	9127965G0	TREASURY BILL	12/3/2020	12/2/2021		0.00	100,000,000	99,888,778	99,925,139	99,972,000
U.S. Treasuries	9128285R7	US TREASURY	12/4/2020	12/15/2021		2.63	50,000,000	51,291,016	50,885,856	50,900,500
U.S. Treasuries	9128285R7	US TREASURY	12/8/2020	12/15/2021		2.63	50,000,000	51,281,250	50,888,609	50,900,500
U.S. Treasuries	9128285R7	US TREASURY	12/9/2020	12/15/2021		2.63	50,000,000	51,277,344	50,888,288	50,900,500
U.S. Treasuries	9128285R7	US TREASURY	12/15/2020	12/15/2021		2.63	50,000,000	51,257,813	50,889,084	50,900,500
U.S. Treasuries	912796A90	TREASURY BILL	1/26/2021	12/30/2021		0.00	50,000,000	49,957,703	49,965,837	49,980,000
U.S. Treasuries	912828U81	US TREASURY	11/22/2019	12/31/2021		2.00	50,000,000	50,402,344	50,143,172	50,719,000
U.S. Treasuries	912796C31	TREASURY BILL	1/28/2021	1/27/2022		0.00	100,000,000	99,909,000	99,924,750	99,954,000
U.S. Treasuries	912828Z60	US TREASURY	1/13/2021	1/31/2022		1.38	50,000,000	50,666,016	50,530,378	50,537,000
U.S. Treasuries	912828Z60	US TREASURY	1/15/2021	1/31/2022		1.38	50,000,000	50,664,063	50,531,599	50,537,000
U.S. Treasuries	912828XW5	US TREASURY	8/15/2017	6/30/2022		1.75	25,000,000	24,977,539	24,994,259	25,508,750
U.S. Treasuries	912828ZX1	US TREASURY	3/12/2021	6/30/2022		0.13	50,000,000	50,023,977	50,011,225	50,008,000
U.S. Treasuries	912828ZX1	US TREASURY	3/31/2021	6/30/2022		0.13	50,000,000	50,037,023	50,021,437	50,008,000
U.S. Treasuries	912828YA2	US TREASURY	3/30/2021	8/15/2022		1.50	100,000,000	102,111,771	101,925,906	101,898,000

# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity			Par Value	Book Value	Amortized	
			Settle Date	Date	Coupon			Book Value	Market Value
U.S. Treasuries	91282CAG6	US TREASURY	3/30/2021	8/31/2022	0.13	50,000,000	50,024,626	50,019,456	50,000,000
U.S. Treasuries	912828ZD5	US TREASURY	3/18/2021	3/15/2023	0.50	50,000,000	50,337,976	50,329,468	50,322,500
U.S. Treasuries	912828ZU7	US TREASURY	3/12/2021	6/15/2023	0.25	50,000,000	50,096,283	50,064,796	50,053,000
U.S. Treasuries	912828S35	US TREASURY	1/9/2020	6/30/2023	1.38	50,000,000	49,605,469	49,744,861	51,310,500
U.S. Treasuries	912828WE6	US TREASURY	12/17/2019	11/15/2023	2.75	50,000,000	51,960,938	51,314,610	53,242,000
U.S. Treasuries	91282CBA8	US TREASURY	3/19/2021	12/15/2023	0.13	50,000,000	49,783,718	49,770,597	49,771,500
U.S. Treasuries	912828Y87	US TREASURY	3/30/2021	7/31/2024	1.75	50,000,000	52,351,131	52,207,310	52,142,500
U.S. Treasuries	912828G38	US TREASURY	3/9/2021	11/15/2024	2.25	50,000,000	53,514,438	53,106,197	53,043,000
U.S. Treasuries	912828G38	US TREASURY	3/12/2021	11/15/2024	2.25	50,000,000	53,592,121	53,180,472	53,043,000
U.S. Treasuries	912828YY0	US TREASURY	3/15/2021	12/31/2024	1.75	50,000,000	52,405,430	52,199,272	52,140,500
U.S. Treasuries	912828Z52	US TREASURY	3/30/2021	1/31/2025	1.38	50,000,000	51,625,777	51,513,464	51,428,000
U.S. Treasuries	912828ZC7	US TREASURY	3/15/2021	2/28/2025	1.13	50,000,000	51,034,647	50,999,824	50,920,000
U.S. Treasuries	912828ZC7	US TREASURY	3/31/2021	2/28/2025	1.13	50,000,000	51,045,431	50,997,349	50,920,000
U.S. Treasuries	912828ZW3	US TREASURY	3/8/2021	6/30/2025	0.25	50,000,000	49,163,760	49,153,720	48,969,000
U.S. Treasuries	912828ZW3	US TREASURY	3/9/2021	6/30/2025	0.25	50,000,000	49,066,449	49,066,953	48,969,000
U.S. Treasuries	91282CAT8	US TREASURY	2/25/2021	10/31/2025	0.25	50,000,000	49,339,229	49,313,188	48,664,000
U.S. Treasuries	91282CAT8	US TREASURY	3/2/2021	10/31/2025	0.25	50,000,000	49,120,252	49,094,355	48,664,000
U.S. Treasuries	91282CAT8	US TREASURY	3/4/2021	10/31/2025	0.25	50,000,000	49,091,646	49,064,476	48,664,000
U.S. Treasuries	91282CBC4	US TREASURY	2/25/2021	12/31/2025	0.38	50,000,000	49,484,084	49,465,853	48,806,500
U.S. Treasuries	91282CBC4	US TREASURY	2/26/2021	12/31/2025	0.38	50,000,000	49,301,008	49,285,486	48,806,500
<b>Subtotals</b>					<b>0.66</b>	<b>\$ 6,803,860,000</b>	<b>\$ 6,831,412,565</b>	<b>\$ 6,823,039,010</b>	<b>\$ 6,828,943,962</b>

Federal Agencies	3133EKFP6	FEDERAL FARM CREDIT BANK	4/5/2019	4/5/2021	2.23	\$ 25,000,000	\$ 24,916,500	\$ 24,999,543	\$ 25,006,000
Federal Agencies	3133EKFP6	FEDERAL FARM CREDIT BANK	4/5/2019	4/5/2021	2.23	25,000,000	24,917,500	24,999,549	25,006,000
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	5/22/2018	5/10/2021	2.70	17,700,000	17,653,095	17,698,312	17,750,799
Federal Agencies	313385GB6	FED HOME LN DISCOUNT NT	11/30/2020	5/26/2021	0.00	50,000,000	49,977,875	49,993,125	49,999,500
Federal Agencies	3135G0U35	FANNIE MAE	6/25/2018	6/22/2021	2.75	25,000,000	24,994,250	24,999,569	25,151,500
Federal Agencies	313313HN1	FED FARM CRD DISCOUNT NT	11/12/2020	6/30/2021	0.00	25,000,000	24,982,431	24,993,125	24,998,750
Federal Agencies	313313HP6	FED FARM CRD DISCOUNT NT	12/15/2020	7/1/2021	0.00	50,000,000	49,975,250	49,988,625	49,996,000
Federal Agencies	313385HP4	FED HOME LN DISCOUNT NT	12/10/2020	7/1/2021	0.00	100,000,000	99,949,250	99,977,250	99,992,000
Federal Agencies	3130AGLD5	FEDERAL HOME LOAN BANK	2/4/2021	7/7/2021	1.88	26,830,000	27,073,477	26,960,441	26,960,126
Federal Agencies	313313JY5	FED FARM CRD DISCOUNT NT	12/18/2020	8/3/2021	0.00	50,000,000	49,968,333	49,982,778	49,995,000
Federal Agencies	313313KP2	FED FARM CRD DISCOUNT NT	12/2/2020	8/18/2021	0.00	28,700,000	28,681,417	28,690,027	28,696,556
Federal Agencies	313313KX5	FED FARM CRD DISCOUNT NT	11/25/2020	8/26/2021	0.00	50,000,000	49,961,945	49,979,583	49,994,000
Federal Agencies	313313LE6	FED FARM CRD DISCOUNT NT	11/16/2020	9/2/2021	0.00	10,000,000	9,990,333	9,994,867	9,998,300
Federal Agencies	313313LV8	FED FARM CRD DISCOUNT NT	12/21/2020	9/17/2021	0.00	10,000,000	9,992,500	9,995,306	9,998,100
Federal Agencies	313313MK1	FED FARM CRD DISCOUNT NT	11/18/2020	10/1/2021	0.00	5,000,000	4,994,717	4,996,950	4,999,000
Federal Agencies	3135G0Q89	FANNIE MAE	10/21/2016	10/7/2021	1.38	25,000,000	25,000,000	25,000,000	25,167,750
Federal Agencies	3133EJK24	FEDERAL FARM CREDIT BANK	10/19/2018	10/19/2021	3.00	25,000,000	24,980,900	24,996,497	25,404,500
Federal Agencies	313313NF1	FED FARM CRD DISCOUNT NT	12/21/2020	10/21/2021	0.00	5,000,000	4,995,778	4,997,181	4,998,850
Federal Agencies	313313NF1	FED FARM CRD DISCOUNT NT	11/19/2020	10/21/2021	0.00	16,000,000	15,983,573	15,990,076	15,996,320
Federal Agencies	313313NK0	FED FARM CRD DISCOUNT NT	11/23/2020	10/25/2021	0.00	20,000,000	19,979,467	19,987,350	19,995,400
Federal Agencies	313313NK0	FED FARM CRD DISCOUNT NT	11/30/2020	10/25/2021	0.00	50,000,000	49,949,736	49,968,375	49,988,500
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	1.38	14,500,000	14,500,000	14,500,000	14,602,660
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	1.38	15,000,000	15,000,000	15,000,000	15,106,200
Federal Agencies	3133ELWS9	FEDERAL FARM CREDIT BANK	4/15/2020	10/25/2021	0.40	50,000,000	49,992,387	49,997,176	50,096,500
Federal Agencies	3133ELWS9	FEDERAL FARM CREDIT BANK	4/15/2020	10/25/2021	0.40	50,000,000	49,992,387	49,997,176	50,096,500
Federal Agencies	313313NM6	FED FARM CRD DISCOUNT NT	12/3/2020	10/27/2021	0.00	30,000,000	29,972,667	29,982,583	29,993,100
Federal Agencies	313313NN4	FED FARM CRD DISCOUNT NT	11/24/2020	10/28/2021	0.00	50,000,000	49,953,056	49,970,833	49,988,500
Federal Agencies	3133EJT74	FEDERAL FARM CREDIT BANK	11/15/2018	11/15/2021	3.05	50,000,000	49,950,000	49,989,599	50,920,500

## 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	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	17,000,000	16,970,930	16,990,911	17,168,300
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	25,000,000	24,957,250	24,986,633	25,247,500
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	25,000,000	24,957,250	24,986,633	25,247,500
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	45,000,000	44,923,050	44,975,940	45,445,500
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021		1.63	50,000,000	49,914,500	49,973,267	50,495,000
Federal Agencies	313313QA9	FED FARM CRD DISCOUNT NT	12/22/2020	12/3/2021		0.00	15,000,000	14,985,583	14,989,750	14,994,900
Federal Agencies	313313QL5	FED FARM CRD DISCOUNT NT	12/30/2020	12/13/2021		0.00	50,000,000	49,946,833	49,960,889	49,982,000
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	3/19/2020	12/17/2021		2.80	19,000,000	19,677,730	19,276,191	19,368,980
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021		2.80	25,000,000	24,974,250	24,993,891	25,485,500
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021		2.80	25,000,000	24,974,250	24,993,891	25,485,500
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021		2.80	25,000,000	24,964,250	24,991,519	25,485,500
Federal Agencies	3130AHSR5	FEDERAL HOME LOAN BANK	12/20/2019	12/20/2021		1.63	22,500,000	22,475,700	22,491,257	22,748,400
Federal Agencies	3133EMLW0	FEDERAL FARM CREDIT BANK	1/20/2021	12/29/2021		0.09	62,500,000	62,493,745	62,492,438	62,502,500
Federal Agencies	313313RK6	FED FARM CRD DISCOUNT NT	3/30/2021	1/5/2022		0.00	50,000,000	49,976,583	49,976,750	49,980,500
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	3/18/2020	1/18/2022		0.53	50,000,000	49,886,500	49,950,608	50,164,500
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	3/23/2020	1/18/2022		0.53	63,450,000	63,289,472	63,379,618	63,658,751
Federal Agencies	3133ELKN3	FEDERAL FARM CREDIT BANK	1/28/2020	1/28/2022		1.55	100,000,000	99,992,000	99,996,695	101,177,000
Federal Agencies	3133EKAK2	FEDERAL FARM CREDIT BANK	2/19/2019	2/14/2022		2.53	20,700,000	20,682,612	20,694,916	21,136,770
Federal Agencies	3133EKBV7	FEDERAL FARM CREDIT BANK	3/1/2019	3/1/2022		2.55	10,000,000	9,997,186	9,997,142	10,226,200
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	4/5/2019	3/11/2022		2.50	17,780,000	17,848,986	17,802,158	18,182,184
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	4/5/2019	3/11/2022		2.50	40,000,000	40,158,360	40,050,864	40,904,800
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	4/8/2019	3/14/2022		2.47	26,145,000	26,226,050	26,171,260	26,739,276
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	4/8/2019	3/14/2022		2.47	45,500,000	45,634,680	45,534,636	46,534,215
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022		0.70	25,000,000	24,999,000	24,999,510	25,140,000
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022		0.70	25,000,000	24,993,000	24,996,567	25,140,000
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022		0.70	25,000,000	24,996,000	24,998,038	25,140,000
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	3/25/2020	3/25/2022		0.70	25,000,000	24,983,250	24,991,786	25,140,000
Federal Agencies	3135G0T45	FANNIE MAE	6/6/2017	4/5/2022		1.88	25,000,000	25,072,250	25,015,114	25,442,000
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022		2.25	25,000,000	24,918,000	24,971,869	25,553,750
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022		2.25	50,000,000	49,836,000	49,943,737	51,107,500
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022		2.25	50,000,000	49,836,000	49,943,737	51,107,500
Federal Agencies	3133EKHB5	FEDERAL FARM CREDIT BANK	4/18/2019	4/18/2022		2.35	50,000,000	49,969,500	49,989,370	51,159,000
Federal Agencies	3133EKLR5	FEDERAL FARM CREDIT BANK	5/16/2019	5/16/2022		2.25	25,000,000	24,949,250	24,981,015	25,594,500
Federal Agencies	3133EKLR5	FEDERAL FARM CREDIT BANK	5/16/2019	5/16/2022		2.25	35,000,000	34,928,950	34,973,421	35,832,300
Federal Agencies	3133EHLV7	FEDERAL FARM CREDIT BANK	6/6/2017	6/2/2022		1.88	50,000,000	50,059,250	50,013,886	51,016,500
Federal Agencies	3133EHLV7	FEDERAL FARM CREDIT BANK	6/9/2017	6/2/2022		1.88	50,000,000	49,997,500	49,999,413	51,016,500
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022		1.63	20,000,000	19,998,940	19,999,489	20,360,000
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022		1.63	25,000,000	24,998,676	24,999,361	25,450,000
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022		1.63	25,000,000	24,998,676	24,999,361	25,450,000
Federal Agencies	3133EHZP1	FEDERAL FARM CREDIT BANK	3/18/2020	9/20/2022		1.85	25,000,000	25,718,750	25,421,363	25,622,000
Federal Agencies	3133ELVL5	FEDERAL FARM CREDIT BANK	4/3/2020	10/3/2022		0.70	40,000,000	39,990,000	39,993,976	40,326,800
Federal Agencies	3133ELJH8	FEDERAL FARM CREDIT BANK	3/25/2020	1/23/2023		1.60	10,140,000	10,384,141	10,296,307	10,405,364
Federal Agencies	3133EMUH3	FEDERAL FARM CREDIT BANK	3/31/2021	3/23/2023		0.13	65,000,000	64,956,956	64,955,212	64,911,600
Federal Agencies	3133ELNE0	FEDERAL FARM CREDIT BANK	3/18/2020	2/14/2024		1.43	20,495,000	20,950,604	20,829,684	21,122,762
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	2/26/2021	2/26/2024		0.25	5,000,000	4,998,200	4,998,256	4,984,000
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	2/26/2021	2/26/2024		0.25	5,000,000	4,998,200	4,998,256	4,984,000
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	2/26/2021	2/26/2024		0.25	100,000,000	99,964,000	99,965,118	99,680,000
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANK	3/18/2021	3/18/2024		0.30	50,000,000	49,939,500	49,940,273	49,892,000
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANK	3/18/2021	3/18/2024		0.30	50,000,000	49,939,450	49,940,223	49,892,000
Federal Agencies	3133ELCP7	FEDERAL FARM CREDIT BANK	12/3/2019	12/3/2024		1.63	25,000,000	24,960,000	24,970,619	25,995,250



# 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	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,997,019	5,166,900	
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,997,019	5,166,900	
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,997,019	5,166,900	
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025	1.50	15,000,000	14,988,450	14,991,057	15,500,700	
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025	1.50	50,000,000	49,961,500	49,970,192	51,669,000	
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	3/23/2020	3/3/2025	1.21	16,000,000	15,990,720	15,992,642	16,374,080	
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	3/23/2020	3/3/2025	1.21	24,000,000	23,964,240	23,971,645	24,561,120	
Federal Agencies	3135G05X7	FANNIE MAE	3/4/2021	8/25/2025	0.38	25,000,000	24,686,594	24,689,657	24,539,500	
Federal Agencies	3135G05X7	FANNIE MAE	2/25/2021	8/25/2025	0.38	72,500,000	71,862,000	71,875,599	71,164,550	
Federal Agencies	3137EAEX3	FREDDIE MAC	3/4/2021	9/23/2025	0.38	22,600,000	22,295,352	22,300,478	22,172,860	
Federal Agencies	3130ALPE8	FEDERAL HOME LOAN BANK	3/23/2021	3/23/2026	1.08	100,000,000	100,000,000	100,000,000	99,442,309	
<b>Subtotals</b>					<b>1.11</b>	<b>\$ 2,994,040,000</b>	<b>\$ 2,993,257,920</b>	<b>\$ 2,993,202,040</b>	<b>\$ 3,017,648,330</b>	
State/Local Agencies	13063DGA0	CALIFORNIA ST	4/25/2018	4/1/2021	2.80	\$ 33,000,000	\$ 33,001,320	\$ 33,000,000	\$ 33,000,000	
State/Local Agencies	13066YTY5	CALIFORNIA ST DEPT OF WTR RES	2/6/2017	5/1/2021	1.71	21,967,414	21,595,725	21,960,197	21,991,798	
<b>Subtotals</b>					<b>2.37</b>	<b>\$ 54,967,414</b>	<b>\$ 54,597,045</b>	<b>\$ 54,960,197</b>	<b>\$ 54,991,798</b>	
Public Time Deposits	PPE91C5A0	BANK OF SAN FRANCISCO	12/7/2020	6/7/2021	0.20	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	
Public Time Deposits	PPE51K841	BRIDGE BANK	12/23/2020	6/21/2021	0.20	10,000,000	10,000,000	10,000,000	10,000,000	
Public Time Deposits	PPE52B4L6	BANK OF SAN FRANCISCO	3/22/2021	9/20/2021	0.10	10,000,000	10,000,000	10,000,000	10,000,000	
Public Time Deposits	PPE62M5Z8	BRIDGE BANK	3/22/2021	9/20/2021	0.10	10,000,000	10,000,000	10,000,000	10,000,000	
<b>Subtotals</b>					<b>0.15</b>	<b>\$ 40,000,000</b>	<b>\$ 40,000,000</b>	<b>\$ 40,000,000</b>	<b>\$ 40,000,000</b>	
Negotiable CDs	06367CBC0	BANK OF MONTREAL CHICAGO	2/17/2021	7/2/2021	0.15	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,007,746	
Negotiable CDs	06367CBD8	BANK OF MONTREAL CHICAGO	2/17/2021	7/6/2021	0.15	50,000,000	50,000,000	50,000,000	50,008,080	
Negotiable CDs	06367CBS5	BANK OF MONTREAL CHICAGO	3/1/2021	8/25/2021	0.16	50,000,000	50,000,000	50,000,000	50,014,284	
Negotiable CDs	06367CBT3	BANK OF MONTREAL CHICAGO	3/1/2021	8/30/2021	0.16	50,000,000	50,000,000	50,000,000	50,014,770	
Negotiable CDs	89114W2V6	TORONTO DOMINION BANK NY	3/2/2021	9/3/2021	0.16	50,000,000	50,000,000	50,000,000	50,015,158	
Negotiable CDs	78012UJ63	ROYAL BANK OF CANADA NY	3/16/2021	9/13/2021	0.18	100,000,000	100,000,000	100,000,000	100,041,480	
Negotiable CDs	89114W2T1	TORONTO DOMINION BANK NY	3/2/2021	9/24/2021	0.16	70,000,000	70,000,000	70,000,000	70,024,077	
Negotiable CDs	78012UG41	ROYAL BANK OF CANADA NY	2/23/2021	9/27/2021	0.14	100,000,000	100,000,000	100,000,000	100,027,743	
Negotiable CDs	89114W2U8	TORONTO DOMINION BANK NY	3/2/2021	9/29/2021	0.16	40,000,000	40,000,000	40,000,000	40,004,038	
Negotiable CDs	78012UG58	ROYAL BANK OF CANADA NY	2/23/2021	10/25/2021	0.14	50,000,000	50,000,000	50,000,000	50,001,588	
Negotiable CDs	06367CCF2	BANK OF MONTREAL CHICAGO	3/8/2021	1/3/2022	0.20	50,000,000	50,000,000	50,000,000	50,038,577	
Negotiable CDs	89114W3L7	TORONTO DOMINION BANK NY	3/8/2021	1/5/2022	0.20	50,000,000	50,000,000	50,000,000	50,038,854	
Negotiable CDs	89114W3B9	TORONTO DOMINION BANK NY	3/4/2021	1/6/2022	0.20	60,000,000	60,000,000	60,000,000	60,046,790	
Negotiable CDs	89114W2B0	TORONTO DOMINION BANK NY	2/18/2021	1/14/2022	0.18	100,000,000	100,000,000	100,000,000	100,064,154	
Negotiable CDs	06367CCQ8	BANK OF MONTREAL CHICAGO	3/11/2021	1/20/2022	0.20	50,000,000	50,000,000	50,000,000	50,040,934	
Negotiable CDs	89114W3W3	TORONTO DOMINION BANK NY	3/11/2021	1/20/2022	0.20	50,000,000	50,000,000	50,000,000	50,040,934	
Negotiable CDs	06367CBA4	BANK OF MONTREAL CHICAGO	2/16/2021	2/14/2022	0.20	75,000,000	75,000,000	75,000,000	75,066,592	
Negotiable CDs	78012UG82	ROYAL BANK OF CANADA NY	2/26/2021	2/16/2022	0.22	50,000,000	50,000,000	50,000,000	50,053,524	
Negotiable CDs	78012UG90	ROYAL BANK OF CANADA NY	2/26/2021	2/22/2022	0.22	60,000,000	60,000,000	60,000,000	60,065,410	
Negotiable CDs	06367CCJ4	BANK OF MONTREAL CHICAGO	3/9/2021	2/28/2022	0.21	50,000,000	50,000,000	50,000,000	50,048,857	
Negotiable CDs	78012UH57	ROYAL BANK OF CANADA NY	3/9/2021	2/28/2022	0.21	50,000,000	50,000,000	50,000,000	50,048,855	
Negotiable CDs	06367CBZ9	BANK OF MONTREAL CHICAGO	3/3/2021	3/2/2022	0.21	100,000,000	100,000,000	100,000,000	100,106,546	
Negotiable CDs	89114W3C7	TORONTO DOMINION BANK NY	3/4/2021	3/4/2022	0.21	50,000,000	50,000,000	50,000,000	50,051,583	
Negotiable CDs	78012UJ30	ROYAL BANK OF CANADA NY	3/11/2021	3/11/2022	0.23	50,000,000	50,000,000	50,000,000	50,062,226	
Negotiable CDs	89114W4K8	TORONTO DOMINION BANK NY	3/15/2021	3/15/2022	0.23	50,000,000	50,000,000	50,000,000	50,062,948	
Negotiable CDs	06367CCY1	BANK OF MONTREAL CHICAGO	3/16/2021	3/16/2022	0.24	50,000,000	50,000,000	50,000,000	50,067,770	
Negotiable CDs	78012UH73	ROYAL BANK OF CANADA NY	3/11/2021	3/16/2022	0.22	50,000,000	50,000,000	50,000,000	50,058,271	

## Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				Date					Book Value	Market Value
Negotiable CDs	78012UK46	ROYAL BANK OF CANADA NY	3/30/2021	3/28/2022		0.23	50,000,000	50,000,000	50,000,000	50,065,295
Negotiable CDs	89114W5N1	TORONTO DOMINION BANK NY	3/30/2021	3/28/2022		0.22	50,000,000	50,000,000	50,000,000	50,060,273
<b>Subtotals</b>						<b>0.19</b>	<b>\$ 1,705,000,000</b>	<b>\$ 1,705,000,000</b>	<b>\$ 1,705,000,000</b>	<b>\$ 1,706,247,353</b>
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	3/31/2021	4/1/2021		0.03	\$ 667,631,823	\$ 667,631,823	\$ 667,631,823	\$ 667,631,823
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PF	3/31/2021	4/1/2021		0.03	75,061,485	75,061,485	75,061,485	75,061,485
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	3/31/2021	4/1/2021		0.03	10,545,762	10,545,762	10,545,762	10,545,762
Money Market Funds	31607A703	FIDELITY INST GOV FUND	3/31/2021	4/1/2021		0.01	102,340,632	102,340,632	102,340,632	102,340,632
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	3/31/2021	4/1/2021		0.03	11,385,842	11,385,842	11,385,842	11,385,842
<b>Subtotals</b>						<b>0.03</b>	<b>\$ 866,965,544</b>	<b>\$ 866,965,544</b>	<b>\$ 866,965,544</b>	<b>\$ 866,965,544</b>
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	4/19/2018	4/19/2021		2.63	\$ 45,000,000	\$ 44,901,000	\$ 44,998,374	\$ 45,052,650
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	5/16/2018	4/19/2021		2.63	50,000,000	49,693,972	49,994,847	50,058,500
Supranationals	45818LGB0	IADB DISCOUNT NOTE	1/21/2021	5/26/2021		0.00	30,000,000	29,989,583	29,995,417	29,999,700
Supranationals	459515HP0	INTL FINANCE CORP DISC	11/23/2020	7/1/2021		0.00	20,000,000	19,989,000	19,995,450	19,998,400
Supranationals	459515HP0	INTL FINANCE CORP DISC	11/17/2020	7/1/2021		0.00	35,000,000	34,978,028	34,991,153	34,997,200
Supranationals	459515HP0	INTL FINANCE CORP DISC	11/24/2020	7/1/2021		0.00	45,000,000	44,975,363	44,989,763	44,996,400
Supranationals	45950KCJ7	INTERNATIONAL FINANCE CORP	5/23/2018	7/20/2021		1.13	12,135,000	11,496,942	12,074,180	12,170,192
Supranationals	459058GH0	INTL BK RECON & DEVELOP	7/25/2018	7/23/2021		2.75	50,000,000	49,883,000	49,987,915	50,392,500
<b>Subtotals</b>						<b>1.40</b>	<b>\$ 287,135,000</b>	<b>\$ 285,906,887</b>	<b>\$ 287,027,098</b>	<b>\$ 287,665,542</b>
<b>Grand Totals</b>						<b>0.68</b>	<b>\$ 12,751,967,958</b>	<b>\$ 12,777,139,961</b>	<b>\$ 12,770,193,889</b>	<b>\$ 12,802,462,529</b>

# Monthly Investment Earnings

## Pooled Fund

For month ended March 31, 2021

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Date	Earned Interest	Amort.	Realized	Earned Income
							Expense	Gain/(Loss)			/Net Earnings		
U.S. Treasuries	912796C23	TREASURY BILL	\$ -	0.00	0.10	9/29/20	3/2/21	\$ -	\$ -	140	\$ -	\$ 140	
U.S. Treasuries	912796C23	TREASURY BILL	-	0.00	0.11	9/29/20	3/2/21	-	-	146	-	146	
U.S. Treasuries	912796C23	TREASURY BILL	-	0.00	0.10	9/30/20	3/2/21	-	-	66	-	66	
U.S. Treasuries	912796C23	TREASURY BILL	-	0.00	0.10	9/30/20	3/2/21	-	-	68	-	68	
U.S. Treasuries	9127964F3	TREASURY BILL	-	0.00	0.12	9/3/20	3/4/21	-	-	1,438	-	1,438	
U.S. Treasuries	9127964F3	TREASURY BILL	-	0.00	0.11	9/4/20	3/4/21	-	-	231	-	231	
U.S. Treasuries	912796C72	TREASURY BILL	-	0.00	0.10	10/15/20	3/9/21	-	-	1,111	-	1,111	
U.S. Treasuries	912796C72	TREASURY BILL	-	0.00	0.10	10/15/20	3/9/21	-	-	1,111	-	1,111	
U.S. Treasuries	912796C72	TREASURY BILL	-	0.00	0.08	12/17/20	3/9/21	-	-	861	-	861	
U.S. Treasuries	9127964M8	TREASURY BILL	-	0.00	0.13	9/10/20	3/11/21	-	-	3,472	-	3,472	
U.S. Treasuries	9128284B3	US TREASURY	-	2.38	1.64	11/22/19	3/15/21	45,925	(13,815)	-	-	32,111	
U.S. Treasuries	9128284B3	US TREASURY	-	2.38	1.66	12/6/19	3/15/21	45,925	(13,525)	-	-	32,401	
U.S. Treasuries	912796C80	TREASURY BILL	-	0.00	0.11	10/13/20	3/16/21	-	-	2,294	-	2,294	
U.S. Treasuries	912796C80	TREASURY BILL	-	0.00	0.11	10/13/20	3/16/21	-	-	2,344	-	2,344	
U.S. Treasuries	912796C80	TREASURY BILL	-	0.00	0.11	10/15/20	3/16/21	-	-	2,354	-	2,354	
U.S. Treasuries	9127964N6	TREASURY BILL	-	0.00	0.12	9/17/20	3/18/21	-	-	5,667	-	5,667	
U.S. Treasuries	9127964N6	TREASURY BILL	-	0.00	0.11	9/17/20	3/18/21	-	-	2,597	-	2,597	
U.S. Treasuries	912796C98	TREASURY BILL	-	0.00	0.11	10/20/20	3/23/21	-	-	3,438	-	3,438	
U.S. Treasuries	912796C98	TREASURY BILL	-	0.00	0.11	10/20/20	3/23/21	-	-	1,084	1,615	2,699	
U.S. Treasuries	912796C98	TREASURY BILL	-	0.00	0.10	10/22/20	3/23/21	-	-	997	1,427	2,424	
U.S. Treasuries	9127962F5	TREASURY BILL	-	0.00	0.11	9/24/20	3/25/21	-	-	3,208	3,110	6,318	
U.S. Treasuries	9127962F5	TREASURY BILL	-	0.00	0.10	9/24/20	3/25/21	-	-	1,275	425	1,700	
U.S. Treasuries	9127962F5	TREASURY BILL	-	0.00	0.10	9/24/20	3/25/21	-	-	1,270	423	1,693	
U.S. Treasuries	9127962F5	TREASURY BILL	-	0.00	0.09	11/30/20	3/25/21	-	-	841	1,287	2,128	
U.S. Treasuries	912796D22	TREASURY BILL	-	0.00	0.10	10/27/20	3/30/21	-	-	4,068	-	4,068	
U.S. Treasuries	912796D22	TREASURY BILL	-	0.00	0.10	10/27/20	3/30/21	-	-	4,128	-	4,128	
U.S. Treasuries	912796D22	TREASURY BILL	-	0.00	0.10	11/3/20	3/30/21	-	-	4,048	-	4,048	
U.S. Treasuries	912828C57	US TREASURY	-	2.25	2.39	4/15/19	3/31/21	92,720	5,728	-	-	98,448	
U.S. Treasuries	9127964P1	TREASURY BILL	50,000,000	0.00	0.10	10/1/20	4/1/21	-	-	4,413	-	4,413	
U.S. Treasuries	9127964P1	TREASURY BILL	100,000,000	0.00	0.11	10/1/20	4/1/21	-	-	9,042	-	9,042	
U.S. Treasuries	9127964X4	TREASURY BILL	50,000,000	0.00	0.11	10/8/20	4/8/21	-	-	4,628	-	4,628	
U.S. Treasuries	9128284G2	US TREASURY	50,000,000	2.38	2.36	4/9/19	4/15/21	101,133	(575)	-	-	100,558	
U.S. Treasuries	9128284G2	US TREASURY	50,000,000	2.38	1.68	12/9/19	4/15/21	101,133	(29,107)	-	-	72,027	
U.S. Treasuries	9128284G2	US TREASURY	50,000,000	2.38	1.68	12/11/19	4/15/21	101,133	(28,855)	-	-	72,278	
U.S. Treasuries	912796D97	TREASURY BILL	50,000,000	0.00	0.09	11/19/20	4/20/21	-	-	3,703	-	3,703	
U.S. Treasuries	9127962Q1	TREASURY BILL	30,000,000	0.00	0.03	3/11/21	4/22/21	-	-	525	-	525	
U.S. Treasuries	9127962Q1	TREASURY BILL	50,000,000	0.00	0.11	10/22/20	4/22/21	-	-	4,542	-	4,542	
U.S. Treasuries	9127962Q1	TREASURY BILL	50,000,000	0.00	0.06	1/27/21	4/22/21	-	-	2,691	-	2,691	
U.S. Treasuries	912796F20	TREASURY BILL	50,000,000	0.00	0.09	11/24/20	4/27/21	-	-	3,746	-	3,746	
U.S. Treasuries	912796F20	TREASURY BILL	50,000,000	0.00	0.08	12/10/20	4/27/21	-	-	3,444	-	3,444	
U.S. Treasuries	9127964Z9	TREASURY BILL	50,000,000	0.00	0.10	10/29/20	4/29/21	-	-	4,327	-	4,327	
U.S. Treasuries	9127964Z9	TREASURY BILL	50,000,000	0.00	0.08	1/28/21	4/29/21	-	-	3,444	-	3,444	
U.S. Treasuries	912796F79	TREASURY BILL	50,000,000	0.00	0.09	12/1/20	5/4/21	-	-	3,767	-	3,767	
U.S. Treasuries	912796F79	TREASURY BILL	50,000,000	0.00	0.09	12/2/20	5/4/21	-	-	3,789	-	3,789	
U.S. Treasuries	912796F79	TREASURY BILL	50,000,000	0.00	0.09	12/29/20	5/4/21	-	-	4,058	-	4,058	
U.S. Treasuries	9127965A3	TREASURY BILL	50,000,000	0.00	0.10	11/5/20	5/6/21	-	-	4,306	-	4,306	
U.S. Treasuries	9127965A3	TREASURY BILL	50,000,000	0.00	0.10	11/5/20	5/6/21	-	-	4,219	-	4,219	
U.S. Treasuries	9127965A3	TREASURY BILL	50,000,000	0.00	0.09	11/5/20	5/6/21	-	-	3,983	-	3,983	
U.S. Treasuries	912796F87	TREASURY BILL	50,000,000	0.00	0.08	12/9/20	5/11/21	-	-	3,552	-	3,552	
U.S. Treasuries	912796F87	TREASURY BILL	50,000,000	0.00	0.08	12/10/20	5/11/21	-	-	3,552	-	3,552	
U.S. Treasuries	912796F87	TREASURY BILL	50,000,000	0.00	0.08	12/14/20	5/11/21	-	-	3,449	-	3,449	
U.S. Treasuries	912796A25	TREASURY BILL	150,000,000	0.00	0.11	11/12/20	5/13/21	-	-	14,208	-	14,208	
U.S. Treasuries	912796F95	TREASURY BILL	50,000,000	0.00	0.09	12/16/20	5/18/21	-	-	3,664	-	3,664	

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	/Net Earnings	
U.S. Treasuries	912796F95	TREASURY BILL	50,000,000	0.00	0.08	12/15/20	5/18/21	-	3,488	-	3,488	
U.S. Treasuries	912796F95	TREASURY BILL	50,000,000	0.00	0.09	12/17/20	5/18/21	-	3,703	-	3,703	
U.S. Treasuries	9127962Y4	TREASURY BILL	50,000,000	0.00	0.10	10/21/20	5/20/21	-	4,306	-	4,306	
U.S. Treasuries	9127962Y4	TREASURY BILL	100,000,000	0.00	0.10	11/19/20	5/20/21	-	8,611	-	8,611	
U.S. Treasuries	912796G29	TREASURY BILL	25,000,000	0.00	0.09	12/22/20	5/25/21	-	1,851	-	1,851	
U.S. Treasuries	912796G29	TREASURY BILL	50,000,000	0.00	0.09	12/22/20	5/25/21	-	3,875	-	3,875	
U.S. Treasuries	912796G29	TREASURY BILL	50,000,000	0.00	0.09	12/22/20	5/25/21	-	3,961	-	3,961	
U.S. Treasuries	912796G37	TREASURY BILL	50,000,000	0.00	0.08	1/19/21	6/1/21	-	3,229	-	3,229	
U.S. Treasuries	912796A41	TREASURY BILL	50,000,000	0.00	0.09	12/3/20	6/3/21	-	3,746	-	3,746	
U.S. Treasuries	912796A41	TREASURY BILL	50,000,000	0.00	0.08	1/11/21	6/3/21	-	3,488	-	3,488	
U.S. Treasuries	912796A41	TREASURY BILL	50,000,000	0.00	0.09	1/12/21	6/3/21	-	3,660	-	3,660	
U.S. Treasuries	912796G86	TREASURY BILL	50,000,000	0.00	0.09	1/12/21	6/8/21	-	3,767	-	3,767	
U.S. Treasuries	912796G86	TREASURY BILL	50,000,000	0.00	0.09	1/15/21	6/8/21	-	3,668	-	3,668	
U.S. Treasuries	912796G86	TREASURY BILL	50,000,000	0.00	0.09	1/19/21	6/8/21	-	3,660	-	3,660	
U.S. Treasuries	912796B24	TREASURY BILL	50,000,000	0.00	0.09	12/10/20	6/10/21	-	3,660	-	3,660	
U.S. Treasuries	912796B24	TREASURY BILL	50,000,000	0.00	0.09	12/10/20	6/10/21	-	3,703	-	3,703	
U.S. Treasuries	912796B24	TREASURY BILL	50,000,000	0.00	0.09	12/10/20	6/10/21	-	3,746	-	3,746	
U.S. Treasuries	9128284T4	US TREASURY	50,000,000	2.63	1.66	11/26/19	6/15/21	111,779	(40,044)	-	71,735	
U.S. Treasuries	9128284T4	US TREASURY	50,000,000	2.63	1.65	11/27/19	6/15/21	111,779	(40,757)	-	71,022	
U.S. Treasuries	9128284T4	US TREASURY	50,000,000	2.63	1.69	12/11/19	6/15/21	111,779	(39,158)	-	72,621	
U.S. Treasuries	9128284T4	US TREASURY	50,000,000	2.63	1.65	12/18/19	6/15/21	111,779	(40,661)	-	71,118	
U.S. Treasuries	9128284T4	US TREASURY	50,000,000	2.63	0.11	11/10/20	6/15/21	111,779	(107,143)	-	4,636	
U.S. Treasuries	9127963H0	TREASURY BILL	200,000,000	0.00	0.09	12/17/20	6/17/21	-	14,639	-	14,639	
U.S. Treasuries	912796B32	TREASURY BILL	200,000,000	0.00	0.09	12/24/20	6/24/21	-	15,500	-	15,500	
U.S. Treasuries	912796H36	TREASURY BILL	50,000,000	0.00	0.07	1/27/21	6/29/21	-	2,928	-	2,928	
U.S. Treasuries	9128287A2	US TREASURY	50,000,000	1.63	1.71	11/8/19	6/30/21	69,579	3,431	-	73,010	
U.S. Treasuries	9128287A2	US TREASURY	50,000,000	1.63	1.67	12/3/19	6/30/21	69,579	1,685	-	71,264	
U.S. Treasuries	9128287A2	US TREASURY	50,000,000	1.63	1.65	12/9/19	6/30/21	69,579	1,171	-	70,749	
U.S. Treasuries	9128287A2	US TREASURY	50,000,000	1.63	0.12	10/23/20	6/30/21	69,579	(64,180)	-	5,399	
U.S. Treasuries	9128287A2	US TREASURY	75,000,000	1.63	0.09	1/12/21	6/30/21	104,368	(98,344)	-	6,024	
U.S. Treasuries	912828S27	US TREASURY	25,000,000	1.13	1.64	8/15/17	6/30/21	24,085	10,526	-	34,611	
U.S. Treasuries	912828S27	US TREASURY	50,000,000	1.13	0.11	11/5/20	6/30/21	48,170	(43,430)	-	4,740	
U.S. Treasuries	912796B40	TREASURY BILL	50,000,000	0.00	0.10	12/31/20	7/1/21	-	4,090	-	4,090	
U.S. Treasuries	912796B40	TREASURY BILL	50,000,000	0.00	0.10	12/31/20	7/1/21	-	4,090	-	4,090	
U.S. Treasuries	912796B57	TREASURY BILL	50,000,000	0.00	0.09	1/14/21	7/8/21	-	3,875	-	3,875	
U.S. Treasuries	9127963S6	TREASURY BILL	100,000,000	0.00	0.09	1/14/21	7/15/21	-	7,750	-	7,750	
U.S. Treasuries	912828Y20	US TREASURY	50,000,000	2.63	1.69	12/12/19	7/15/21	112,396	(38,871)	-	73,526	
U.S. Treasuries	912796C49	TREASURY BILL	50,000,000	0.00	0.08	1/26/21	7/22/21	-	3,552	-	3,552	
U.S. Treasuries	912796C49	TREASURY BILL	100,000,000	0.00	0.10	1/21/21	7/22/21	-	8,181	-	8,181	
U.S. Treasuries	912796C56	TREASURY BILL	100,000,000	0.00	0.09	1/28/21	7/29/21	-	7,319	-	7,319	
U.S. Treasuries	912796C64	TREASURY BILL	100,000,000	0.00	0.07	2/4/21	8/5/21	-	6,028	-	6,028	
U.S. Treasuries	9127964B2	TREASURY BILL	100,000,000	0.00	0.05	2/11/21	8/12/21	-	4,306	-	4,306	
U.S. Treasuries	912828YC8	US TREASURY	50,000,000	1.50	1.66	12/9/19	8/31/21	63,179	6,621	-	69,800	
U.S. Treasuries	9127964L0	TREASURY BILL	50,000,000	0.00	0.11	10/29/20	9/9/21	-	4,779	-	4,779	
U.S. Treasuries	9127964L0	TREASURY BILL	50,000,000	0.00	0.10	11/10/20	9/9/21	-	4,413	-	4,413	
U.S. Treasuries	9128285A4	US TREASURY	50,000,000	2.75	0.11	11/19/20	9/15/21	116,696	(111,810)	-	4,886	
U.S. Treasuries	9128285A4	US TREASURY	50,000,000	2.75	0.10	12/3/20	9/15/21	116,696	(111,991)	-	4,705	
U.S. Treasuries	912828T34	US TREASURY	50,000,000	1.13	1.69	12/11/19	9/30/21	47,897	23,612	-	71,509	
U.S. Treasuries	9127964V8	TREASURY BILL	50,000,000	0.00	0.12	10/29/20	10/7/21	-	4,973	-	4,973	
U.S. Treasuries	9127964V8	TREASURY BILL	50,000,000	0.00	0.12	10/29/20	10/7/21	-	4,951	-	4,951	
U.S. Treasuries	9127964V8	TREASURY BILL	50,000,000	0.00	0.09	12/3/20	10/7/21	-	4,004	-	4,004	
U.S. Treasuries	9128285F3	US TREASURY	50,000,000	2.88	0.13	10/29/20	10/15/21	122,424	(116,436)	-	5,988	
U.S. Treasuries	912828T67	US TREASURY	50,000,000	1.25	1.43	11/10/16	10/31/21	53,522	7,268	-	60,790	
U.S. Treasuries	9127964W6	TREASURY BILL	23,860,000	0.00	0.14	11/5/20	11/4/21	-	2,774	-	2,774	



# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	/Net Earnings	
U.S. Treasuries	9127964W6	TREASURY BILL	50,000,000	0.00	0.14	11/5/20	11/4/21	-	5,920	-	5,920	
U.S. Treasuries	9127964W6	TREASURY BILL	50,000,000	0.00	0.12	11/10/20	11/4/21	-	5,167	-	5,167	
U.S. Treasuries	9127964W6	TREASURY BILL	50,000,000	0.00	0.10	11/19/20	11/4/21	-	4,306	-	4,306	
U.S. Treasuries	912828U65	US TREASURY	50,000,000	1.75	0.10	12/14/20	11/30/21	74,519	(70,207)	-	4,312	
U.S. Treasuries	912828U65	US TREASURY	100,000,000	1.75	1.90	12/13/16	11/30/21	149,038	11,755	-	160,794	
U.S. Treasuries	9127965G0	TREASURY BILL	50,000,000	0.00	0.09	12/17/20	12/2/21	-	3,875	-	3,875	
U.S. Treasuries	9127965G0	TREASURY BILL	100,000,000	0.00	0.11	12/3/20	12/2/21	-	9,472	-	9,472	
U.S. Treasuries	9128285R7	US TREASURY	50,000,000	2.63	0.12	12/4/20	12/15/21	111,779	(106,440)	-	5,339	
U.S. Treasuries	9128285R7	US TREASURY	50,000,000	2.63	0.11	12/8/20	12/15/21	111,779	(106,771)	-	5,008	
U.S. Treasuries	9128285R7	US TREASURY	50,000,000	2.63	0.11	12/9/20	12/15/21	111,779	(106,732)	-	5,047	
U.S. Treasuries	9128285R7	US TREASURY	50,000,000	2.63	0.11	12/15/20	12/15/21	111,779	(106,828)	-	4,951	
U.S. Treasuries	912796A90	TREASURY BILL	50,000,000	0.00	0.09	1/26/21	12/30/21	-	3,879	-	3,879	
U.S. Treasuries	912828U81	US TREASURY	50,000,000	2.00	1.61	11/22/19	12/31/21	85,635	(16,198)	-	69,437	
U.S. Treasuries	912796C31	TREASURY BILL	100,000,000	0.00	0.09	1/28/21	1/27/22	-	7,750	-	7,750	
U.S. Treasuries	912828Z60	US TREASURY	50,000,000	1.38	0.10	1/13/21	1/31/22	58,874	(53,907)	-	4,967	
U.S. Treasuries	912828Z60	US TREASURY	50,000,000	1.38	0.10	1/15/21	1/31/22	58,874	(54,031)	-	4,843	
U.S. Treasuries	912828XW5	US TREASURY	25,000,000	1.75	1.77	8/15/17	6/30/22	37,465	391	-	37,857	
U.S. Treasuries	912828ZX1	US TREASURY	50,000,000	0.13	0.11	3/12/21	6/30/22	3,453	(493)	-	2,960	
U.S. Treasuries	912828ZX1	US TREASURY	50,000,000	0.13	0.09	3/31/21	6/30/22	173	(47)	-	126	
U.S. Treasuries	912828YA2	US TREASURY	100,000,000	1.50	0.10	3/30/21	8/15/22	8,287	(7,688)	-	599	
U.S. Treasuries	91282CAG6	US TREASURY	50,000,000	0.13	0.10	3/30/21	8/31/22	340	(75)	-	264	
U.S. Treasuries	912828ZD5	US TREASURY	50,000,000	0.50	0.16	3/18/21	3/15/23	9,511	(6,469)	-	3,042	
U.S. Treasuries	912828ZU7	US TREASURY	50,000,000	0.25	0.19	3/12/21	6/15/23	6,868	(1,610)	-	5,258	
U.S. Treasuries	912828S35	US TREASURY	50,000,000	1.38	1.61	1/9/20	6/30/23	58,874	9,645	-	68,520	
U.S. Treasuries	912828WE6	US TREASURY	50,000,000	2.75	1.71	12/17/19	11/15/23	117,749	(42,540)	-	75,209	
U.S. Treasuries	91282CBA8	US TREASURY	50,000,000	0.13	0.30	3/19/21	12/15/23	2,232	3,018	-	5,251	
U.S. Treasuries	912828Y87	US TREASURY	50,000,000	1.75	0.42	3/30/21	7/31/24	4,834	(3,627)	-	1,207	
U.S. Treasuries	912828G38	US TREASURY	50,000,000	2.25	0.52	3/9/21	11/15/24	71,478	(53,960)	-	17,518	
U.S. Treasuries	912828G38	US TREASURY	50,000,000	2.25	0.48	3/12/21	11/15/24	62,155	(48,043)	-	14,111	
U.S. Treasuries	912828YY0	US TREASURY	50,000,000	1.75	0.56	3/15/21	12/31/24	41,091	(27,290)	-	13,801	
U.S. Treasuries	912828Z52	US TREASURY	50,000,000	1.38	0.58	3/30/21	1/31/25	3,798	(2,161)	-	1,638	
U.S. Treasuries	912828ZC7	US TREASURY	50,000,000	1.13	0.61	3/15/21	2/28/25	25,985	(11,894)	-	14,091	
U.S. Treasuries	912828ZC7	US TREASURY	50,000,000	1.13	0.61	3/31/21	2/28/25	1,529	(698)	-	831	
U.S. Treasuries	912828ZW3	US TREASURY	50,000,000	0.25	0.65	3/8/21	6/30/25	8,287	13,095	-	21,383	
U.S. Treasuries	912828ZW3	US TREASURY	50,000,000	0.25	0.70	3/9/21	6/30/25	7,942	13,985	-	21,927	
U.S. Treasuries	91282CAT8	US TREASURY	50,000,000	0.25	0.55	2/25/21	10/31/25	10,704	12,719	-	23,423	
U.S. Treasuries	91282CAT8	US TREASURY	50,000,000	0.25	0.65	3/2/21	10/31/25	10,359	16,230	-	26,589	
U.S. Treasuries	91282CAT8	US TREASURY	50,000,000	0.25	0.67	3/4/21	10/31/25	9,669	15,648	-	25,316	
U.S. Treasuries	91282CBC4	US TREASURY	50,000,000	0.38	0.60	2/25/21	12/31/25	16,057	9,544	-	25,600	
U.S. Treasuries	91282CBC4	US TREASURY	50,000,000	0.38	0.68	2/26/21	12/31/25	16,057	12,767	-	28,823	
<b>Subtotals</b>			<b>\$ 6,803,860,000</b>					<b>\$ 3,543,567</b>	<b>\$ (1,227,620)</b>	<b>\$ 8,286</b>	<b>\$ 2,324,233</b>	
Federal Agencies	3133EKCS3	FEDERAL FARM CREDIT BANK	\$ -	2.55	2.58	3/11/19	3/11/21	\$ 35,417	\$ 342	\$ -	\$ 35,759	
Federal Agencies	3133EKCS3	FEDERAL FARM CREDIT BANK	-	2.55	2.58	3/11/19	3/11/21	35,417	342	-	35,759	
Federal Agencies	313385CY0	FED HOME LN DISCOUNT NT	-	0.00	0.01	3/11/21	3/12/21	-	22	-	22	
Federal Agencies	313385DD5	FED HOME LN DISCOUNT NT	-	0.00	0.12	10/13/20	3/17/21	-	533	-	533	
Federal Agencies	3133EKR99	FEDERAL FARM CREDIT BANK	-	0.23	0.48	10/3/19	3/25/21	13,658	801	-	14,459	
Federal Agencies	3132X0Q53	FARMER MAC	-	2.60	2.64	3/29/18	3/29/21	41,354	569	-	41,924	
Federal Agencies	3132X0Q53	FARMER MAC	-	2.60	2.64	3/29/18	3/29/21	12,841	177	-	13,018	
Federal Agencies	3133EKF6	FEDERAL FARM CREDIT BANK	25,000,000	2.23	2.40	4/5/19	4/5/21	46,458	3,541	-	49,999	
Federal Agencies	3133EKF6	FEDERAL FARM CREDIT BANK	25,000,000	2.23	2.40	4/5/19	4/5/21	46,458	3,499	-	49,957	
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	17,700,000	2.70	2.79	5/22/18	5/10/21	39,825	1,341	-	41,166	
Federal Agencies	313385GB6	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.09	11/30/20	5/26/21	-	3,875	-	3,875	
Federal Agencies	3135G0U35	FANNIE MAE	25,000,000	2.75	2.76	6/25/18	6/22/21	57,292	163	-	57,455	

## Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	/Net Earnings	
Federal Agencies	313313HN1	FED FARM CRD DISCOUNT NT	25,000,000	0.00	0.11	11/12/20	6/30/21	-	2,368	-	-	2,368
Federal Agencies	313313HP6	FED FARM CRD DISCOUNT NT	50,000,000	0.00	0.09	12/15/20	7/1/21	-	3,875	-	-	3,875
Federal Agencies	313385HP4	FED HOME LN DISCOUNT NT	100,000,000	0.00	0.09	12/10/20	7/1/21	-	7,750	-	-	7,750
Federal Agencies	3130AGLD5	FEDERAL HOME LOAN BANK	26,830,000	1.88	0.07	2/4/21	7/7/21	41,922	(41,687)	-	-	235
Federal Agencies	313313JY5	FED FARM CRD DISCOUNT NT	50,000,000	0.00	0.10	12/18/20	8/3/21	-	4,306	-	-	4,306
Federal Agencies	313313KP2	FED FARM CRD DISCOUNT NT	28,700,000	0.00	0.09	12/2/20	8/18/21	-	2,224	-	-	2,224
Federal Agencies	313313KX5	FED FARM CRD DISCOUNT NT	50,000,000	0.00	0.10	11/25/20	8/26/21	-	4,306	-	-	4,306
Federal Agencies	313313LE6	FED FARM CRD DISCOUNT NT	10,000,000	0.00	0.12	11/16/20	9/2/21	-	1,033	-	-	1,033
Federal Agencies	313313LV8	FED FARM CRD DISCOUNT NT	10,000,000	0.00	0.10	12/21/20	9/17/21	-	861	-	-	861
Federal Agencies	313313MK1	FED FARM CRD DISCOUNT NT	5,000,000	0.00	0.12	11/18/20	10/1/21	-	517	-	-	517
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	540	-	-	63,040
Federal Agencies	313313NF1	FED FARM CRD DISCOUNT NT	5,000,000	0.00	0.10	12/21/20	10/21/21	-	431	-	-	431
Federal Agencies	313313NF1	FED FARM CRD DISCOUNT NT	16,000,000	0.00	0.11	11/19/20	10/21/21	-	1,516	-	-	1,516
Federal Agencies	313313NK0	FED FARM CRD DISCOUNT NT	20,000,000	0.00	0.11	11/23/20	10/25/21	-	1,894	-	-	1,894
Federal Agencies	313313NK0	FED FARM CRD DISCOUNT NT	50,000,000	0.00	0.11	11/30/20	10/25/21	-	4,736	-	-	4,736
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	423	-	-	17,090
Federal Agencies	3133ELWS9	FEDERAL FARM CREDIT BANK	50,000,000	0.40	0.41	4/15/20	10/25/21	16,667	423	-	-	17,090
Federal Agencies	313313NM6	FED FARM CRD DISCOUNT NT	30,000,000	0.00	0.10	12/3/20	10/27/21	-	2,583	-	-	2,583
Federal Agencies	313313NN4	FED FARM CRD DISCOUNT NT	50,000,000	0.00	0.10	11/24/20	10/28/21	-	4,306	-	-	4,306
Federal Agencies	3133EJT74	FEDERAL FARM CREDIT BANK	50,000,000	3.05	3.09	11/15/18	11/15/21	127,083	1,414	-	-	128,498
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	17,000,000	1.63	1.71	11/8/19	11/19/21	23,021	1,215	-	-	24,235
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	25,000,000	1.63	1.71	11/8/19	11/19/21	33,854	1,786	-	-	35,640
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	25,000,000	1.63	1.71	11/8/19	11/19/21	33,854	1,786	-	-	35,640
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	45,000,000	1.63	1.71	11/8/19	11/19/21	60,938	3,215	-	-	64,152
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	50,000,000	1.63	1.71	11/8/19	11/19/21	67,708	3,572	-	-	71,280
Federal Agencies	313313QA9	FED FARM CRD DISCOUNT NT	15,000,000	0.00	0.10	12/22/20	12/3/21	-	1,292	-	-	1,292
Federal Agencies	313313QL5	FED FARM CRD DISCOUNT NT	50,000,000	0.00	0.11	12/30/20	12/13/21	-	4,736	-	-	4,736
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	19,000,000	2.80	0.74	3/19/20	12/17/21	44,333	(32,930)	-	-	11,403
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.84	12/17/18	12/17/21	58,333	728	-	-	59,062
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.84	12/17/18	12/17/21	58,333	728	-	-	59,062
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.85	12/17/18	12/17/21	58,333	1,011	-	-	59,345
Federal Agencies	3130AHSR5	FEDERAL HOME LOAN BANK	22,500,000	1.63	1.68	12/20/19	12/20/21	30,469	1,031	-	-	31,499
Federal Agencies	3133EMLW0	FEDERAL FARM CREDIT BANK	62,500,000	0.09	0.11	1/20/21	12/29/21	4,688	862	-	-	5,549
Federal Agencies	313313RK6	FED FARM CRD DISCOUNT NT	50,000,000	0.00	0.06	3/30/21	1/5/22	-	167	-	-	167
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	50,000,000	0.53	0.79	3/18/20	1/18/22	22,083	5,244	-	-	27,327
Federal Agencies	3133ELTN4	FEDERAL FARM CREDIT BANK	63,450,000	0.53	0.67	3/23/20	1/18/22	28,024	7,472	-	-	35,496
Federal Agencies	3133ELKN3	FEDERAL FARM CREDIT BANK	100,000,000	1.55	1.55	1/28/20	1/28/22	129,167	339	-	-	129,506
Federal Agencies	3133EKAK2	FEDERAL FARM CREDIT BANK	20,700,000	2.53	2.56	2/19/19	2/14/22	43,643	494	-	-	44,137
Federal Agencies	3133EKBV7	FEDERAL FARM CREDIT BANK	10,000,000	2.55	2.56	3/1/19	3/1/22	21,250	80	-	-	21,330
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	17,780,000	2.50	2.36	4/5/19	3/11/22	37,042	(1,997)	-	-	35,045
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	40,000,000	2.50	2.36	4/5/19	3/11/22	83,333	(4,584)	-	-	78,750
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	26,145,000	2.47	2.36	4/8/19	3/14/22	53,815	(2,346)	-	-	51,469
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	45,500,000	2.47	2.36	4/8/19	3/14/22	93,654	(3,898)	-	-	89,756
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	25,000,000	0.70	0.70	3/25/20	3/25/22	14,583	42	-	-	14,626
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	25,000,000	0.70	0.71	3/25/20	3/25/22	14,583	297	-	-	14,881
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	25,000,000	0.70	0.71	3/25/20	3/25/22	14,583	170	-	-	14,753
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	25,000,000	0.70	0.73	3/25/20	3/25/22	14,583	711	-	-	15,295
Federal Agencies	3135G0T45	FANNIE MAE	25,000,000	1.88	1.81	6/6/17	4/5/22	39,063	(1,270)	-	-	37,793
Federal Agencies	3135G0V59	FANNIE MAE	25,000,000	2.25	2.36	4/12/19	4/12/22	46,875	2,319	-	-	49,194
Federal Agencies	3135G0V59	FANNIE MAE	50,000,000	2.25	2.36	4/12/19	4/12/22	93,750	4,639	-	-	98,389
Federal Agencies	3135G0V59	FANNIE MAE	50,000,000	2.25	2.36	4/12/19	4/12/22	93,750	4,639	-	-	98,389

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	/Net Earnings	
Federal Agencies	3133EKHB5	FEDERAL FARM CREDIT BANK	50,000,000	2.35	2.37	4/18/19	4/18/22	97,917	863	-	98,779	
Federal Agencies	3133EKLR5	FEDERAL FARM CREDIT BANK	25,000,000	2.25	2.32	5/16/19	5/16/22	46,875	1,435	-	48,310	
Federal Agencies	3133EKLR5	FEDERAL FARM CREDIT BANK	35,000,000	2.25	2.32	5/16/19	5/16/22	65,625	2,010	-	67,635	
Federal Agencies	3133EHLY7	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.85	6/6/17	6/2/22	78,125	(1,008)	-	77,117	
Federal Agencies	3133EHLY7	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.88	6/9/17	6/2/22	78,125	43	-	78,168	
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	20,000,000	1.63	1.63	12/16/19	6/15/22	27,167	36	-	27,203	
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.63	12/16/19	6/15/22	33,958	45	-	34,003	
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.63	12/16/19	6/15/22	33,958	45	-	34,003	
Federal Agencies	3133EHZP1	FEDERAL FARM CREDIT BANK	25,000,000	1.85	0.69	3/18/20	9/20/22	38,542	(24,325)	-	14,217	
Federal Agencies	3133ELVL5	FEDERAL FARM CREDIT BANK	40,000,000	0.70	0.71	4/3/20	10/3/22	23,333	340	-	23,673	
Federal Agencies	3133ELJH8	FEDERAL FARM CREDIT BANK	10,140,000	1.60	0.74	3/25/20	1/23/23	13,520	(7,320)	-	6,201	
Federal Agencies	3133EMUH3	FEDERAL FARM CREDIT BANK	65,000,000	0.13	0.16	3/31/21	3/23/23	-	62	-	62	
Federal Agencies	3133ELNE0	FEDERAL FARM CREDIT BANK	20,495,000	1.43	0.85	3/18/20	2/14/24	24,423	(9,891)	-	14,533	
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	5,000,000	0.25	0.26	2/26/21	2/26/24	1,042	51	-	1,093	
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	5,000,000	0.25	0.26	2/26/21	2/26/24	1,042	51	-	1,093	
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	100,000,000	0.25	0.26	2/26/21	2/26/24	20,833	1,019	-	21,853	
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANK	50,000,000	0.30	0.34	3/18/21	3/18/24	5,417	773	-	6,189	
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANK	50,000,000	0.30	0.34	3/18/21	3/18/24	5,417	773	-	6,190	
Federal Agencies	3133ELCP7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.66	12/3/19	12/3/24	33,854	679	-	34,533	
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	6,315	
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	6,315	
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	6,315	
Federal Agencies	3137EAEP0	FREDDIE MAC	15,000,000	1.50	1.52	2/14/20	2/12/25	18,750	196	-	18,946	
Federal Agencies	3137EAEP0	FREDDIE MAC	50,000,000	1.50	1.52	2/14/20	2/12/25	62,500	654	-	63,154	
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	16,000,000	1.21	1.22	3/23/20	3/3/25	16,133	159	-	16,293	
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	24,000,000	1.21	1.24	3/23/20	3/3/25	24,200	614	-	24,814	
Federal Agencies	3135G05X7	FANNIE MAE	25,000,000	0.38	0.66	3/4/21	8/25/25	7,031	5,407	-	12,439	
Federal Agencies	3135G05X7	FANNIE MAE	72,500,000	0.38	0.57	2/25/21	8/25/25	22,656	12,045	-	34,701	
Federal Agencies	3137EAEX3	FREDDIE MAC	22,600,000	0.38	0.68	3/4/21	9/23/25	6,356	5,126	-	11,483	
Federal Agencies	3130ALPE8	FEDERAL HOME LOAN BANK	100,000,000	1.08	1.08	3/23/21	3/23/26	24,000	-	-	24,000	
<b>Subtotals</b>			<b>\$ 2,994,040,000</b>					<b>\$ 2,803,202</b>	<b>\$ 10,653</b>	<b>\$ -</b>	<b>\$ 2,813,855</b>	
State/Local Agencies	13063DGA0	CALIFORNIA ST	\$ 33,000,000	2.80	2.80	4/25/18	4/1/21	\$ 77,000	\$ (38)	\$ -	\$ 76,962	
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	7,458	-	38,816	
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUES	-	1.91	1.38	8/9/16	5/15/21	845	(240)	(1,558)	(953)	
<b>Subtotals</b>			<b>\$ 54,967,414</b>					<b>\$ 109,203</b>	<b>\$ 7,180</b>	<b>\$ (1,558)</b>	<b>\$ 114,826</b>	
Public Time Deposits	PPE20ZJV4	BANK OF SAN FRANCISCO	\$ -	0.16	0.16	9/21/20	3/22/21	\$ 921	\$ -	\$ -	\$ 921	
Public Time Deposits	PPEF10AD0	BRIDGE BANK	-	0.16	0.16	9/21/20	3/22/21	923	-	-	923	
Public Time Deposits	PPE91C5A0	BANK OF SAN FRANCISCO	10,000,000	0.20	0.20	12/7/20	6/7/21	1,699	-	-	1,699	
Public Time Deposits	PPE51K841	BRIDGE BANK	10,000,000	0.20	0.20	12/23/20	6/21/21	1,699	-	-	1,699	
Public Time Deposits	PPE52B4L6	BANK OF SAN FRANCISCO	10,000,000	0.10	0.10	3/22/21	9/20/21	278	-	-	278	
Public Time Deposits	PPE62M5Z8	BRIDGE BANK	10,000,000	0.10	0.10	3/22/21	9/20/21	274	-	-	274	
<b>Subtotals</b>			<b>\$ 40,000,000</b>					<b>\$ 5,793</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,793</b>	
Negotiable CDs	06367BJF7	BANK OF MONTREAL CHICAGO	\$ -	0.50	0.50	3/10/20	3/1/21	\$ -	\$ -	\$ -	\$ -	
Negotiable CDs	78012UTJ4	ROYAL BANK OF CANADA NY	-	0.86	0.86	3/12/20	3/15/21	33,343	-	-	33,343	
Negotiable CDs	06367CBC0	BANK OF MONTREAL CHICAGO	50,000,000	0.15	0.15	2/17/21	7/2/21	6,458	-	-	6,458	
Negotiable CDs	06367CBD8	BANK OF MONTREAL CHICAGO	50,000,000	0.15	0.15	2/17/21	7/6/21	6,458	-	-	6,458	
Negotiable CDs	06367CBS5	BANK OF MONTREAL CHICAGO	50,000,000	0.16	0.16	3/1/21	8/25/21	6,889	-	-	6,889	
Negotiable CDs	06367CBT3	BANK OF MONTREAL CHICAGO	50,000,000	0.16	0.16	3/1/21	8/30/21	6,889	-	-	6,889	
Negotiable CDs	89114W2V6	TORONTO DOMINION BANK NY	50,000,000	0.16	0.16	3/2/21	9/3/21	6,667	-	-	6,667	
Negotiable CDs	78012UJ63	ROYAL BANK OF CANADA NY	100,000,000	0.18	0.18	3/16/21	9/13/21	8,000	-	-	8,000	
Negotiable CDs	89114W2T1	TORONTO DOMINION BANK NY	70,000,000	0.16	0.16	3/2/21	9/24/21	9,333	-	-	9,333	

## Monthly Investment Earnings

### Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	/Net Earnings	
Negotiable CDs	78012UG41	ROYAL BANK OF CANADA NY	100,000,000	0.14	0.14	2/23/21	9/27/21	12,476	-	-	12,476	
Negotiable CDs	89114W2U8	TORONTO DOMINION BANK NY	40,000,000	0.16	0.16	3/2/21	9/29/21	5,333	-	-	5,333	
Negotiable CDs	78012UG58	ROYAL BANK OF CANADA NY	50,000,000	0.14	0.14	2/23/21	10/25/21	6,198	-	-	6,198	
Negotiable CDs	06367CCF2	BANK OF MONTREAL CHICAGO	50,000,000	0.20	0.20	3/8/21	1/3/22	6,667	-	-	6,667	
Negotiable CDs	89114W3L7	TORONTO DOMINION BANK NY	50,000,000	0.20	0.20	3/8/21	1/5/22	6,667	-	-	6,667	
Negotiable CDs	89114W3B9	TORONTO DOMINION BANK NY	60,000,000	0.20	0.20	3/4/21	1/6/22	9,333	-	-	9,333	
Negotiable CDs	89114W2B0	TORONTO DOMINION BANK NY	100,000,000	0.18	0.18	2/18/21	1/14/22	15,500	-	-	15,500	
Negotiable CDs	06367CCQ8	BANK OF MONTREAL CHICAGO	50,000,000	0.20	0.20	3/11/21	1/20/22	5,833	-	-	5,833	
Negotiable CDs	89114W3W3	TORONTO DOMINION BANK NY	50,000,000	0.20	0.20	3/11/21	1/20/22	5,833	-	-	5,833	
Negotiable CDs	06367CBA4	BANK OF MONTREAL CHICAGO	75,000,000	0.20	0.20	2/16/21	2/14/22	12,917	-	-	12,917	
Negotiable CDs	78012UG82	ROYAL BANK OF CANADA NY	50,000,000	0.22	0.22	2/26/21	2/16/22	9,461	-	-	9,461	
Negotiable CDs	78012UG90	ROYAL BANK OF CANADA NY	60,000,000	0.22	0.22	2/26/21	2/22/22	11,354	-	-	11,354	
Negotiable CDs	06367CCJ4	BANK OF MONTREAL CHICAGO	50,000,000	0.21	0.21	3/9/21	2/28/22	6,561	-	-	6,561	
Negotiable CDs	78012UH57	ROYAL BANK OF CANADA NY	50,000,000	0.21	0.21	3/9/21	2/28/22	6,561	-	-	6,561	
Negotiable CDs	06367CBZ9	BANK OF MONTREAL CHICAGO	100,000,000	0.21	0.21	3/3/21	3/2/22	17,259	-	-	17,259	
Negotiable CDs	89114W3C7	TORONTO DOMINION BANK NY	50,000,000	0.21	0.21	3/4/21	3/4/22	8,167	-	-	8,167	
Negotiable CDs	78012UJ30	ROYAL BANK OF CANADA NY	50,000,000	0.23	0.23	3/11/21	3/11/22	6,708	-	-	6,708	
Negotiable CDs	89114W4K8	TORONTO DOMINION BANK NY	50,000,000	0.23	0.23	3/15/21	3/15/22	5,431	-	-	5,431	
Negotiable CDs	06367CCY1	BANK OF MONTREAL CHICAGO	50,000,000	0.24	0.24	3/16/21	3/16/22	5,322	-	-	5,322	
Negotiable CDs	78012UH73	ROYAL BANK OF CANADA NY	50,000,000	0.22	0.22	3/11/21	3/16/22	6,417	-	-	6,417	
Negotiable CDs	78012UK46	ROYAL BANK OF CANADA NY	50,000,000	0.23	0.23	3/30/21	3/28/22	639	-	-	639	
Negotiable CDs	89114W5N1	TORONTO DOMINION BANK NY	50,000,000	0.22	0.22	3/30/21	3/28/22	611	-	-	611	
<b>Subtotals</b>			<b>\$ 1,705,000,000</b>					<b>\$ 255,284</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 255,284</b>	
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	\$ 667,631,823	0.03	0.03	3/31/21	4/1/21	\$ 10,561	\$ -	\$ -	10,561	
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PRM	75,061,485	0.03	0.03	3/31/21	4/1/21	1,204	-	-	1,204	
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	10,545,762	0.03	0.03	3/31/21	4/1/21	226	-	-	226	
Money Market Funds	31607A703	FIDELITY INST GOV FUND	102,340,632	0.01	0.01	3/31/21	4/1/21	1,366	-	-	1,366	
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	11,385,842	0.03	0.03	3/31/21	4/1/21	251	-	-	251	
<b>Subtotals</b>			<b>\$ 866,965,544</b>					<b>\$ 13,609</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13,609</b>	
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	\$ 45,000,000	2.63	2.70	4/19/18	4/19/21	\$ 98,438	\$ 2,800	\$ -	101,238	
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	50,000,000	2.63	2.84	5/16/18	4/19/21	109,375	8,875	-	118,250	
Supranationals	45818LGB0	IADB DISCOUNT NOTE	30,000,000	0.00	0.10	1/21/21	5/26/21	-	2,583	-	2,583	
Supranationals	459515HP0	INTL FINANCE CORP DISC	20,000,000	0.00	0.09	11/23/20	7/1/21	-	1,550	-	1,550	
Supranationals	459515HP0	INTL FINANCE CORP DISC	35,000,000	0.00	0.10	11/17/20	7/1/21	-	3,014	-	3,014	
Supranationals	459515HP0	INTL FINANCE CORP DISC	45,000,000	0.00	0.09	11/24/20	7/1/21	-	3,488	-	3,488	
Supranationals	45950KCJ7	INTERNATIONAL FINANCE CORP	12,135,000	1.13	2.97	5/23/18	7/20/21	11,387	17,140	-	28,527	
Supranationals	459058GH0	INTL BK RECON & DEVELOP	50,000,000	2.75	2.85	7/25/18	7/23/21	114,583	3,315	-	117,899	
<b>Subtotals</b>			<b>\$ 287,135,000</b>					<b>\$ 333,783</b>	<b>\$ 42,765</b>	<b>\$ -</b>	<b>\$ 376,548</b>	
<b>Grand Totals</b>			<b>\$ 12,751,967,958</b>					<b>\$ 7,064,440</b>	<b>\$ (1,167,022)</b>	<b>\$ 6,729</b>	<b>\$ 5,904,147</b>	

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



## Investment Transactions

## Pooled Fund

For month ended March 31, 2021

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	3/1/21	8/25/21	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367CBS5	\$ 50,000,000	0.16	0.16	\$ 100.00	\$ -	\$ 50,000,000
Purchase	3/1/21	8/30/21	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367CBT3	50,000,000	0.16	0.16	100.00	-	50,000,000
Purchase	3/2/21	9/3/21	Negotiable CDs	TORONTO DOMINION BANK NY	89114W2V6	50,000,000	0.16	0.16	100.00	-	50,000,000
Purchase	3/2/21	9/24/21	Negotiable CDs	TORONTO DOMINION BANK NY	89114W2T1	70,000,000	0.16	0.16	100.00	-	70,000,000
Purchase	3/2/21	9/29/21	Negotiable CDs	TORONTO DOMINION BANK NY	89114W2U8	40,000,000	0.16	0.16	100.00	-	40,000,000
Purchase	3/2/21	10/31/25	U.S. Treasuries	US TREASURY	91282CAT8	50,000,000	0.25	0.65	98.16	42,127	49,120,252
Purchase	3/3/21	3/2/22	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367CBZ9	100,000,000	0.21	0.21	100.00	-	100,000,000
Purchase	3/4/21	1/6/22	Negotiable CDs	TORONTO DOMINION BANK NY	89114W3B9	60,000,000	0.20	0.20	100.00	-	60,000,000
Purchase	3/4/21	3/4/22	Negotiable CDs	TORONTO DOMINION BANK NY	89114W3C7	50,000,000	0.21	0.21	100.00	-	50,000,000
Purchase	3/4/21	8/25/25	Federal Agencies	FANNIE MAE	3135G05X7	25,000,000	0.38	0.66	98.74	2,344	24,686,594
Purchase	3/4/21	9/23/25	Federal Agencies	FREDDIE MAC	3137EAXE3	22,600,000	0.38	0.68	98.65	37,431	22,332,783
Purchase	3/4/21	10/31/25	U.S. Treasuries	US TREASURY	91282CAT8	50,000,000	0.25	0.67	98.10	42,818	49,091,646
Purchase	3/8/21	1/3/22	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367CCF2	50,000,000	0.20	0.20	100.00	-	50,000,000
Purchase	3/8/21	1/5/22	Negotiable CDs	TORONTO DOMINION BANK NY	89114W3L7	50,000,000	0.20	0.20	100.00	-	50,000,000
Purchase	3/8/21	6/30/25	U.S. Treasuries	US TREASURY	912828ZW3	50,000,000	0.25	0.65	98.28	23,135	49,163,760
Purchase	3/9/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	66,000,000	0.03	0.03	100.00	-	66,000,000
Purchase	3/9/21	2/28/22	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367CCJ4	50,000,000	0.21	0.21	100.00	-	50,000,000
Purchase	3/9/21	2/28/22	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UH57	50,000,000	0.21	0.21	100.00	-	50,000,000
Purchase	3/9/21	11/15/24	U.S. Treasuries	US TREASURY	912828G38	50,000,000	2.25	0.52	106.32	354,282	53,514,438
Purchase	3/9/21	6/30/25	U.S. Treasuries	US TREASURY	912828ZW3	50,000,000	0.25	0.70	98.09	23,481	49,066,449
Purchase	3/11/21	3/12/21	Federal Agencies	FED HOME LN DISCOUNT NT	313385CY0	51,680,000	0.00	0.01	100.00	-	51,679,978
Purchase	3/11/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	75,000,000	0.03	0.03	100.00	-	75,000,000
Purchase	3/11/21	4/22/21	U.S. Treasuries	TREASURY BILL	9127962Q1	30,000,000	0.00	0.03	100.00	-	29,998,950
Purchase	3/11/21	1/20/22	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367CCQ8	50,000,000	0.20	0.20	100.00	-	50,000,000
Purchase	3/11/21	1/20/22	Negotiable CDs	TORONTO DOMINION BANK NY	89114W3W3	50,000,000	0.20	0.20	100.00	-	50,000,000
Purchase	3/11/21	3/11/22	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UJ30	50,000,000	0.23	0.23	100.00	-	50,000,000
Purchase	3/11/21	3/16/22	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UH73	50,000,000	0.22	0.22	100.00	-	50,000,000
Purchase	3/12/21	6/30/22	U.S. Treasuries	US TREASURY	912828ZX1	50,000,000	0.13	0.11	100.02	12,258	50,023,977
Purchase	3/12/21	6/15/23	U.S. Treasuries	US TREASURY	912828ZU7	50,000,000	0.25	0.19	100.13	29,876	50,096,283
Purchase	3/12/21	11/15/24	U.S. Treasuries	US TREASURY	912828G38	50,000,000	2.25	0.48	106.46	363,605	53,592,121
Purchase	3/15/21	3/15/22	Negotiable CDs	TORONTO DOMINION BANK NY	89114W4K8	50,000,000	0.23	0.23	100.00	-	50,000,000
Purchase	3/15/21	12/31/24	U.S. Treasuries	US TREASURY	912828YY0	50,000,000	1.75	0.56	104.45	178,867	52,405,430
Purchase	3/15/21	2/28/25	U.S. Treasuries	US TREASURY	912828ZC7	50,000,000	1.13	0.61	102.02	22,928	51,034,647
Purchase	3/16/21	9/13/21	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UJ63	100,000,000	0.18	0.18	100.00	-	100,000,000
Purchase	3/16/21	3/16/22	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367CCY1	50,000,000	0.24	0.24	100.00	-	50,000,000
Purchase	3/18/21	3/15/23	U.S. Treasuries	US TREASURY	912828ZD5	50,000,000	0.50	0.16	100.67	2,038	50,337,976
Purchase	3/18/21	3/18/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EMTW2	50,000,000	0.30	0.34	99.88	-	49,939,500
Purchase	3/18/21	3/18/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EMTW2	50,000,000	0.30	0.34	99.88	-	49,939,450
Purchase	3/19/21	12/15/23	U.S. Treasuries	US TREASURY	91282CBA8	50,000,000	0.13	0.30	99.54	16,140	49,783,718
Purchase	3/22/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	33,000,000	0.03	0.03	100.00	-	33,000,000
Purchase	3/22/21	9/20/21	Public Time Deposits	BANK OF SAN FRANCISCO	PPE52B4L6	10,000,000	0.10	0.10	100.00	-	10,000,000
Purchase	3/22/21	9/20/21	Public Time Deposits	BRIDGE BANK	PPE62M5Z8	10,000,000	0.10	0.10	100.00	-	10,000,000
Purchase	3/23/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	23,000,000	0.03	0.03	100.00	-	23,000,000
Purchase	3/23/21	3/23/26	Federal Agencies	FEDERAL HOME LOAN BANK	3130ALPE8	100,000,000	1.08	1.08	100.00	-	100,000,000
Purchase	3/24/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	39,000,000	0.03	0.03	100.00	-	39,000,000
Purchase	3/25/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	100,000,000	0.03	0.03	100.00	-	100,000,000
Purchase	3/25/21	4/1/21	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	53,000,000	0.03	0.03	100.00	-	53,000,000
Purchase	3/26/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	107,000,000	0.03	0.03	100.00	-	107,000,000
Purchase	3/30/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	27,000,000	0.03	0.03	100.00	-	27,000,000
Purchase	3/30/21	4/1/21	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	100,000,000	0.03	0.03	100.00	-	100,000,000
Purchase	3/30/21	1/5/22	Federal Agencies	FED FARM CRD DISCOUNT NT	313313RK6	50,000,000	0.00	0.06	99.95	-	49,976,583
Purchase	3/30/21	3/28/22	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UK46	50,000,000	0.23	0.23	100.00	-	50,000,000

## Investment Transactions

### Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	3/30/21	3/28/22	Negotiable CDs	TORONTO DOMINION BANK NY	89114W5N1	50,000,000	0.22	0.22	100.00	-	50,000,000
Purchase	3/30/21	8/15/22	U.S. Treasuries	US TREASURY	912828YA2	100,000,000	1.50	0.10	101.93	178,177	102,111,771
Purchase	3/30/21	8/31/22	U.S. Treasuries	US TREASURY	91282CAG6	50,000,000	0.13	0.10	100.04	5,095	50,024,626
Purchase	3/30/21	7/31/24	U.S. Treasuries	US TREASURY	912828Y87	50,000,000	1.75	0.42	104.42	140,193	52,351,131
Purchase	3/30/21	1/31/25	U.S. Treasuries	US TREASURY	912828Z52	50,000,000	1.38	0.58	103.03	110,152	51,625,777
Purchase	3/31/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	10,561	0.03	0.03	100.00	-	10,561
Purchase	3/31/21	4/1/21	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	1,204	0.03	0.03	100.00	-	1,204
Purchase	3/31/21	4/1/21	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	226	0.03	0.03	100.00	-	226
Purchase	3/31/21	4/1/21	Money Market Funds	FIDELITY INST GOV FUND	31607A703	1,366	0.01	0.01	100.00	-	1,366
Purchase	3/31/21	4/1/21	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	251	0.03	0.03	100.00	-	251
Purchase	3/31/21	6/30/22	U.S. Treasuries	US TREASURY	912828ZX1	50,000,000	0.13	0.09	100.04	15,539	50,037,023
Purchase	3/31/21	3/23/23	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EMUH3	65,000,000	0.13	0.16	99.93	1,806	64,956,956
Purchase	3/31/21	2/28/25	U.S. Treasuries	US TREASURY	912828ZC7	50,000,000	1.13	0.61	102.00	47,385	51,045,431
<b>Subtotals</b>						<b>\$3,207,293,609</b>	<b>0.39</b>	<b>0.26</b>	<b>\$ 100.37</b>	<b>\$ 1,649,677</b>	<b>\$3,220,950,858</b>
Sale	3/1/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	\$ 150,000,000	0.03	0.03	\$ 100.00	\$ -	\$ 150,000,000
Sale	3/1/21	4/1/21	Money Market Funds	FIDELITY INST GOV FUND	31607A703	35,000,000	0.01	0.01	100.00	-	35,000,000
Sale	3/2/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	60,000,000	0.03	0.03	100.00	-	60,000,000
Sale	3/3/21	4/1/21	Money Market Funds	FIDELITY INST GOV FUND	31607A703	30,000,000	0.01	0.01	100.00	-	30,000,000
Sale	3/4/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	88,000,000	0.03	0.03	100.00	-	88,000,000
Sale	3/5/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	40,000,000	0.03	0.03	100.00	-	40,000,000
Sale	3/8/21	3/23/21	U.S. Treasuries	TREASURY BILL	912796C98	50,000,000	0.00	0.11	100.00	-	49,999,292
Sale	3/8/21	3/23/21	U.S. Treasuries	TREASURY BILL	912796C98	50,000,000	0.00	0.10	100.00	-	49,999,292
Sale	3/8/21	3/25/21	U.S. Treasuries	TREASURY BILL	9127962F5	50,000,000	0.00	0.09	100.00	-	49,999,244
Sale	3/8/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	30,000,000	0.03	0.03	100.00	-	30,000,000
Sale	3/12/21	3/25/21	U.S. Treasuries	TREASURY BILL	9127962F5	100,000,000	0.00	0.11	100.00	-	99,999,318
Sale	3/17/21	4/1/21	Money Market Funds	FIDELITY INST GOV FUND	31607A703	22,000,000	0.01	0.01	100.00	-	22,000,000
Sale	3/19/21	3/25/21	U.S. Treasuries	TREASURY BILL	9127962F5	25,000,000	0.00	0.10	100.00	-	25,000,000
Sale	3/19/21	3/25/21	U.S. Treasuries	TREASURY BILL	9127962F5	25,000,000	0.00	0.10	100.00	-	25,000,000
Sale	3/29/21	4/1/21	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	9,000,000	0.03	0.03	100.00	-	9,000,000
Sale	3/29/21	4/1/21	Money Market Funds	FIDELITY INST GOV FUND	31607A703	50,000,000	0.01	0.01	100.00	-	50,000,000
Sale	3/31/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	23,000,000	0.03	0.03	100.00	-	23,000,000
Sale	3/31/21	4/1/21	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	100,000,000	0.03	0.03	100.00	-	100,000,000
<b>Subtotals</b>						<b>\$ 937,000,000</b>	<b>0.02</b>	<b>0.05</b>	<b>\$ 100.00</b>	<b>\$ -</b>	<b>\$ 936,997,146</b>
Call	3/10/21	5/15/21	State/Local Agencies	UNIV OF CALIFORNIA CA RE	91412GF59	\$ 1,769,000	1.91	1.38	\$ 100.00	\$ -	\$ 1,769,000
<b>Subtotals</b>						<b>\$ 1,769,000</b>	<b>1.91</b>	<b>1.38</b>	<b>\$ 100.00</b>	<b>\$ -</b>	<b>\$ 1,769,000</b>
Maturity	3/1/21	3/1/21	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367BJF7	\$ 100,000,000	0.50	0.50	\$ 100.00	\$ 39,113	\$ 100,039,113
Maturity	3/2/21	3/2/21	U.S. Treasuries	TREASURY BILL	912796C23	25,000,000	0.00	0.10	100.00	-	25,000,000
Maturity	3/2/21	3/2/21	U.S. Treasuries	TREASURY BILL	912796C23	25,000,000	0.00	0.10	100.00	-	25,000,000
Maturity	3/2/21	3/2/21	U.S. Treasuries	TREASURY BILL	912796C23	50,000,000	0.00	0.10	100.00	-	50,000,000
Maturity	3/2/21	3/2/21	U.S. Treasuries	TREASURY BILL	912796C23	50,000,000	0.00	0.11	100.00	-	50,000,000
Maturity	3/4/21	3/4/21	U.S. Treasuries	TREASURY BILL	9127964F3	25,000,000	0.00	0.11	100.00	-	25,000,000
Maturity	3/4/21	3/4/21	U.S. Treasuries	TREASURY BILL	9127964F3	150,000,000	0.00	0.12	100.00	-	150,000,000
Maturity	3/9/21	3/9/21	U.S. Treasuries	TREASURY BILL	912796C72	50,000,000	0.00	0.10	100.00	-	50,000,000
Maturity	3/9/21	3/9/21	U.S. Treasuries	TREASURY BILL	912796C72	50,000,000	0.00	0.10	100.00	-	50,000,000
Maturity	3/9/21	3/9/21	U.S. Treasuries	TREASURY BILL	912796C72	50,000,000	0.00	0.08	100.00	-	50,000,000
Maturity	3/11/21	3/11/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKCS3	50,000,000	2.55	2.58	100.00	637,500	50,637,500
Maturity	3/11/21	3/11/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKCS3	50,000,000	2.55	2.58	100.00	637,500	50,637,500
Maturity	3/11/21	3/11/21	U.S. Treasuries	TREASURY BILL	9127964M8	100,000,000	0.00	0.13	100.00	-	100,000,000
Maturity	3/12/21	3/12/21	Federal Agencies	FED HOME LN DISCOUNT NT	313385CY0	51,680,000	0.00	0.01	100.00	-	51,680,000
Maturity	3/15/21	3/15/21	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UTJ4	100,000,000	0.86	0.86	100.00	64,304	100,064,304

## Investment Transactions

## Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Maturity	3/15/21	3/15/21	U.S. Treasuries	US TREASURY	9128284B3	50,000,000	2.38	1.64	100.00	593,750	50,593,750
Maturity	3/15/21	3/15/21	U.S. Treasuries	US TREASURY	9128284B3	50,000,000	2.38	1.66	100.00	593,750	50,593,750
Maturity	3/16/21	3/16/21	U.S. Treasuries	TREASURY BILL	912796C80	50,000,000	0.00	0.11	100.00	-	50,000,000
Maturity	3/16/21	3/16/21	U.S. Treasuries	TREASURY BILL	912796C80	50,000,000	0.00	0.11	100.00	-	50,000,000
Maturity	3/16/21	3/16/21	U.S. Treasuries	TREASURY BILL	912796C80	50,000,000	0.00	0.11	100.00	-	50,000,000
Maturity	3/17/21	3/17/21	Federal Agencies	FED HOME LN DISCOUNT NT	313385DD5	10,000,000	0.00	0.12	100.00	-	10,000,000
Maturity	3/18/21	3/18/21	U.S. Treasuries	TREASURY BILL	9127964N6	50,000,000	0.00	0.11	100.00	-	50,000,000
Maturity	3/18/21	3/18/21	U.S. Treasuries	TREASURY BILL	9127964N6	100,000,000	0.00	0.12	100.00	-	100,000,000
Maturity	3/22/21	3/22/21	Public Time Deposits	BANK OF SAN FRANCISCO	PPE20ZJV4	10,000,000	0.16	0.16	100.00	3,814	10,003,814
Maturity	3/22/21	3/22/21	Public Time Deposits	BRIDGE BANK	PPEF10AD0	10,000,000	0.16	0.16	100.00	7,981	10,007,981
Maturity	3/23/21	3/23/21	U.S. Treasuries	TREASURY BILL	912796C98	50,000,000	0.00	0.11	100.00	-	50,000,000
Maturity	3/25/21	3/25/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKR99	90,000,000	0.23	0.48	100.00	15,934	90,015,934
Maturity	3/29/21	3/29/21	Federal Agencies	FARMER MAC	3132X0Q53	6,350,000	2.60	2.64	100.00	82,550	6,432,550
Maturity	3/29/21	3/29/21	Federal Agencies	FARMER MAC	3132X0Q53	20,450,000	2.60	2.64	100.00	265,850	20,715,850
Maturity	3/30/21	3/30/21	U.S. Treasuries	TREASURY BILL	912796D22	50,000,000	0.00	0.10	100.00	-	50,000,000
Maturity	3/30/21	3/30/21	U.S. Treasuries	TREASURY BILL	912796D22	50,000,000	0.00	0.10	100.00	-	50,000,000
Maturity	3/30/21	3/30/21	U.S. Treasuries	TREASURY BILL	912796D22	50,000,000	0.00	0.10	100.00	-	50,000,000
Maturity	3/31/21	3/31/21	U.S. Treasuries	US TREASURY	912828C57	50,000,000	2.25	2.39	100.00	562,500	50,562,500
<b>Subtotals</b>						<b>\$1,723,480,000</b>	<b>0.48</b>	<b>0.53</b>	<b>\$ 100.00</b>	<b>\$ 3,504,545</b>	<b>\$1,726,984,545</b>
Interest	3/1/21	3/1/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKBV7	\$ 10,000,000	2.55	2.56	-	-	\$ 127,500
Interest	3/3/21	3/3/25	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELQY3	16,000,000	1.21	1.22	-	-	96,800
Interest	3/3/21	3/3/25	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELQY3	24,000,000	1.21	1.24	-	-	145,200
Interest	3/10/21	5/15/21	State/Local Agencies	UNIV OF CALIFORNIA CA RE	91412GF59	1,769,000	1.91	-9.21	-	-	10,793
Interest	3/11/21	3/11/22	Federal Agencies	FEDERAL HOME LOAN BANK	313378WG2	17,780,000	2.50	2.36	-	-	222,250
Interest	3/11/21	3/11/22	Federal Agencies	FEDERAL HOME LOAN BANK	313378WG2	40,000,000	2.50	2.36	-	-	500,000
Interest	3/14/21	3/14/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKDC7	26,145,000	2.47	2.36	-	-	322,891
Interest	3/14/21	3/14/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKDC7	45,500,000	2.47	2.36	-	-	561,925
Interest	3/15/21	9/15/21	U.S. Treasuries	US TREASURY	9128285A4	50,000,000	2.75	0.11	-	-	687,500
Interest	3/15/21	9/15/21	U.S. Treasuries	US TREASURY	9128285A4	50,000,000	2.75	0.10	-	-	687,500
Interest	3/20/21	9/20/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHZP1	25,000,000	1.85	0.69	-	-	231,250
Interest	3/23/21	9/23/25	Federal Agencies	FREDDIE MAC	3137EAEX3	22,600,000	0.38	0.68	-	-	41,904
Interest	3/25/21	10/25/21	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UG58	50,000,000	0.15	0.15	-	-	6,063
Interest	3/25/21	3/25/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELUQ5	25,000,000	0.70	0.70	-	-	87,500
Interest	3/25/21	3/25/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELUQ5	25,000,000	0.70	0.71	-	-	87,500
Interest	3/25/21	3/25/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELUQ5	25,000,000	0.70	0.71	-	-	87,500
Interest	3/25/21	3/25/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELUQ5	25,000,000	0.70	0.73	-	-	87,500
Interest	3/29/21	9/27/21	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UG41	100,000,000	0.15	0.15	-	-	13,742
Interest	3/31/21	4/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	667,631,823	0.03	0.03	-	-	10,561
Interest	3/31/21	4/1/21	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	150,061,485	0.03	0.03	-	-	1,204
Interest	3/31/21	4/1/21	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	10,545,762	0.03	0.03	-	-	226
Interest	3/31/21	4/1/21	Money Market Funds	FIDELITY INST GOV FUND	31607A703	102,340,632	0.01	0.01	-	-	1,366
Interest	3/31/21	4/1/21	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	11,385,842	0.03	0.03	-	-	251
Interest	3/31/21	9/30/21	U.S. Treasuries	US TREASURY	912828T34	50,000,000	1.13	1.69	-	-	281,250
<b>Subtotals</b>						<b>\$1,570,759,544</b>	<b>0.57</b>	<b>0.39</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,300,176</b>
<b>Grand Totals</b>		65	Purchases								
		(18)	Sales								
		(34)	Maturities / Calls								
		13	Change in number of positions								



**San Francisco  
County Transportation  
Authority**

**Attachment 4  
Sales Tax Revenue Bond  
Debt Expenditure Report  
As of March 31, 2021**

Bond Proceed Uses	Bond Proceeds	Interest Earned	Spent Bond Proceeds	Remaining Balance
Capital Project Fund	\$ 204,003,258	\$ -	\$ 204,003,258	\$ -
Revolver Refinancing	46,000,981	-	46,000,981	-
Interest Earned in Capital Project Fund	-	3,814,927	269,674	3,545,253
<b>Total</b>	<b>\$ 250,004,239</b>	<b>\$ 3,814,927</b>	<b>\$ 250,273,913</b>	<b>\$ 3,545,253</b>

Interest Earned in All Funds	\$ 4,164,231
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Sponsor	Bond-Eligible Reimbursement Requests Paid	Previous	Current	Cumulative Total
SFMTA	Motor Coach Procurement*	\$ 45,491,859	\$ -	\$ 45,491,859
SFMTA	Trolley Coach Procurement*	42,058,253	-	42,058,253
SFMTA	Radio Communications System & CAD Replacement*	35,756,776	-	35,756,776
SFMTA	Central Subway	14,716,968	-	14,716,968
SFMTA	Signals - New and Upgraded	13,512,825	-	13,512,825
SFMTA	Guideway Improvements (e.g. MME, Green Light Rail Facility, OCS)	11,780,678	-	11,780,678
TJPA	Transbay Transit Center	8,693,572	-	8,693,572
SFMTA	Central Control and Communications (C3) Program*	5,716,714	-	5,716,714
SFMTA	Van Ness Bus Rapid Transit	5,535,272	-	5,535,272
PCJPB	Caltrain Early Investment Program - Electrification	3,782,775	-	3,782,775
SFMTA	Light Rail Vehicle Procurement*	3,634,091	-	3,634,091
SFMTA	Escalators	2,712,284	-	2,712,284
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	Geary Bus Rapid Transit	1,747,535	-	1,747,535
SFMTA	Muni Forward	1,435,632	-	1,435,632
SFMTA	Balboa Park Station Area and Plaza Improvements	1,323,316	-	1,323,316
SFMTA	Signals - Sfgo	829,768	-	829,768
SFMTA	Downtown Ferry Terminal	660,000	-	660,000
SFMTA	Fall Protection Systems	597,849	-	597,849
SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	131,795	-	131,795
	<b>Total</b>	<b>\$ 204,272,932</b>	<b>\$ -</b>	<b>\$ 204,272,932</b>
	<b>Percentage of Capital Project Fund &amp; Interest Earned Spent</b>	<b>98.29%</b>	<b>0.00%</b>	<b>98.29%</b>

\* Major Cash Flow Drivers





## Memorandum

### AGENDA ITEM 7

**DATE:** April 22, 2021  
**TO:** Transportation Authority Citizens Advisory Committee  
**FROM:** Eric Cordoba - Deputy Director for Capital Projects  
**SUBJECT:** 04/28/2021 Citizen Advisory Committee Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

<p><b>RECOMMENDATION</b>    <input checked="" type="checkbox"/> Information    <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>This is the progress report on the San Francisco Municipal Transportation Agency's (SFMTA's) Van Ness Avenue Bus Rapid Transit (BRT) project requested by the Citizens Advisory Committee (CAC). The project incorporates a package of transportation improvements along a 2-mile corridor of Van Ness Avenue, between Mission and Lombard streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The cost of the BRT project is \$185.5 million. The BRT project is part of an overall larger Van Ness Improvement Project, totaling \$309.3 million, which combines the BRT project with several parallel infrastructure upgrade projects. The project team continues building out the BRT lanes, particularly north of Geary Boulevard, by pouring red cement for the center-running lanes and building median islands. The project is approximately 69.1% complete compared to 62.9% reported in January.</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 checked="" 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 Van Ness Avenue BRT aims to bring to San Francisco its first BRT system to improve transit service and address traffic congestion on Van Ness Avenue, a major north-south arterial. The Van Ness Avenue BRT is a signature project in the Prop K Expenditure Plan, a regional priority through the Metropolitan Transportation Commission's Resolution 3434, and a Federal Transit Administration Small Starts program project.



The construction of the core Van Ness Avenue BRT project, which includes pavement resurfacing, curb ramp upgrades, and sidewalk bulb outs, is combined with several parallel city-sponsored projects. These parallel projects, which have independent funding, include installing new overhead trolley contacts, street lighting, and poles replacement; SFgo traffic signal replacement; sewer and water line replacement; and storm water "green infrastructure" installation.

## **DISCUSSION**

**Status and Key Activities.** The project team continues to build out the above ground BRT scope of work along the Van Ness Avenue corridor and has made progress building out the center-running BRT lanes. In addition, the project team continues to work on streetlight, overhead contact system, sidewalk, and landscaping. The team also completed sewer abandonment and related underground work.

Bauman Landscape and Construction (Bauman) worked on building median islands, forming curbs, and installing irrigation and electrical conduits for BRT boarding platforms between Eddy Street and Geary Boulevard, and between Pine Street and Pacific Avenue. Bauman has also completed foundation work and poured red concrete for BRT lanes between Bush and Pine streets and between Green and Union streets. Bauman will also start work on the BRT lanes between Mission and McAllister streets. This work involves surveying the center lanes, demolishing the existing temporary median, and regrading before installing irrigation pipes. Bauman is also installing BRT street base at street intersections and has completed these installations at Turk Street, Geary Boulevard, and Union Street.

Bauman also continues working on sidewalk replacement and has installed granite curbs between Grove and McAllister streets. Bauman continues to install pavers along sidewalks and has completed installation between California and Pine streets. Bauman has started tree planting along the east side of Van Ness Avenue between McAllister and Sutter streets, and along the west side of Van Ness Avenue between Lombard and Union streets.

Phoenix Electric (Phoenix) continued to install streetlight poles, traffic signal poles, and foundations between Turk and O'Farrell streets, and between Clay and Lombard streets. In addition, Phoenix also worked on street light wiring installation between Mission and McAllister streets and between Eddy and Clay streets. Phoenix is also installing traffic signal pole foundation and cabinets at Grove, O'Farrell, Pine, and California streets.

Van Ness Avenue continues to accommodate two lanes of northbound and southbound traffic along the corridor project limits. The project team is using temporary traffic control measures such as channelizer traffic cone and variable message signs to direct traffic. Temporary bus stop platforms have been installed on both sides of Van Ness Avenue as needed.

**Public and Business Outreach.** SFMTA project staff continues to host monthly Van Ness BRT Community Advisory Committee meetings to provide project updates and address issues businesses and residents are having on Van Ness Avenue. Technical advisory services are also provided to impacted businesses by the Office of Economic and Workforce Development's



Open for Business program, including legal assistance services, financial assistance, training and technical assistance, and grant and loan programs.

**Construction Management Support Contract Amendment.** In February 2021, the SFMTA Board approved Contract Amendment No. 1 with HNTB for additional construction management support services. HNTB was awarded a contract for construction support on February 6, 2018. HNTB provided support for claims, cost estimating, construction management, quality assurance/quality control, and scheduling. Due to delays in completion of the construction of the project, the SFMTA Board approved the contract amendment for an additional \$1,678,925, for a total contract amount not to exceed of \$7,380,000, and to extend the term of the contract by 16 months to June 30, 2022.

**Project Schedule, Budget and Funding Plan.** As stated above, the project is approximately 69.1% complete, compared to 62.9% complete reported in January to the CAC. The revised BRT service date remains anticipated for December 2021, delayed from the original late 2019 BRT service start date (Attachment 1) due to construction difficulties primarily related to underground utilities. Walsh Construction expenditures to date totaled \$160.8 million out of the \$220.5 million contract amount for the Van Ness Ave Improvement Project. Construction soft costs, which include SFMTA and SFPW staff, consultant, and bus substitution costs, total \$47.4 million (86%) as of the beginning of March 2021 out of \$55.0 million budgeted.

**Current Issues and Risks.** The project is currently more than a year and a half behind schedule, primarily due to challenges securing a utility subcontractor and the extent of utility conflicts encountered in the field. Unanticipated existing water and sewer pipe conditions required design changes, such as resequencing of construction, resizing of new pipes, or slip-lining existing sewer lines instead of installing new lines. With the underground utility work completed, the surface work such as the BRT is proceeding with less delays. However, any additional unforeseen work such as the installation of new concrete base at various locations along Van Ness Avenue may increase the scope of the project and caused additional contract workdays.

## **FINANCIAL IMPACT**

None. This is an information item.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Project Schedule



**Attachment 1: Van Ness Avenue BRT Project Schedule**

Activities	2013				2014				2015				2016				2017				2018				2019				2020				2021				2022			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1. Conceptual Engineering + Environmental Studies*	■	■	■	■																																				
2. Preliminary Engineering (CER)		■	■	■	■	■	■	■																																
3. Final Design					■	■	■	■	■	■	■	■	■	■	■	■																								
4. Construction Manager-General Contractor Process									■	■	■	■	■	■	■	■																								
5. Construction													■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■				
6. Revenue Operations Begin																																								

\* Conceptual Engineering and Environmental Studies began in 2007 Key: ■ Currently Scheduled ■ Late Start since last report ■ Late Finish since last report

Date: June 20, 2019



**San Francisco  
County Transportation  
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

## Memorandum

### AGENDA ITEM 8

**DATE:** April 23, 2021

**TO:** Transportation Authority Board

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

**SUBJECT:** 05/11/2021 Board Meeting: Approve San Francisco's Program of Projects for the 2021 Mid-Cycle Regional Transportation Improvement Program

**RECOMMENDATION**  Information  Action

Approve San Francisco's Program of Projects for the 2021 Mid-Cycle Regional Transportation Improvement Program (RTIP) for:

- San Francisco Municipal Transportation Agency's (SFMTA's) Folsom Streetscape (\$3,043,238)
- Transportation Authority's Planning, Programming, and Monitoring (\$160,170)

**SUMMARY**

On April 8, 2021, the Metropolitan Transportation Commission (MTC) released guidelines for the 2021 Mid-Cycle RTIP to program federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds for the Bay Area. San Francisco's share of available funds is \$3,203,408. As San Francisco's Congestion Management Agency, the Transportation Authority is responsible for programming San Francisco's county share RTIP funds. The Board has long standing RTIP priorities (Attachment 1) which designate the Central Subway as the highest priority for the next \$32,712,892 in RTIP funds. We cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded. Thus, we are honoring the commitment by programming RTIP to other SFMTA RTIP-eligible projects. SFMTA has requested that we program the funds to the construction phase of the Folsom Streetscape project, which will improve bicycle and pedestrian safety and transit reliability on Folsom Street between 2nd and 11th streets. This programming is ultimately subject to approval by the MTC and the California Transportation Commission (CTC).

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



## BACKGROUND

With the passage of the federal CRRSAA, California is slated to receive \$912 million in COVID-19 relief funds administered by the Federal Highway Administration. For these funds, the CTC approved a 60% state/40% region split. For the regional funds, the CTC authorized \$243 million to be distributed through the State Transportation Improvement Program (STIP), the state's spending program for state and federal funding, as follows: 75% through RTIPs statewide (\$182 million) and 25% through the Interregional Improvement Program (ITIP) (\$61 million). The STIP is typically a five-year investment plan for state transportation money that is updated every two years by the CTC. The current STIP was adopted in 2020 covering Fiscal Years 2020/21-2024/25. This mid-cycle program was developed to distribute the funds equitably across the state to make up funding shortfalls in existing transportation programs due to the impacts of the COVID-19 pandemic.

The RTIP, developed by the MTC for the nine county Bay Area region and by other agencies elsewhere in California, can fund a broad range of projects from a bike path to highway redesigns or rail line extensions. The remaining portion of the STIP is a statewide spending plan known as the ITIP, which is developed by the state department of transportation (Caltrans) to fund projects that connect metro areas or cross regional boundaries.

**San Francisco's Remaining RTIP Commitments.** In 2005, the Transportation Authority Board adopted a list of San Francisco RTIP priorities to help fund some of the major capital projects in the Prop K Expenditure Plan. Attachment 1 shows the three remaining RTIP priorities: Central Subway (first priority), payback to MTC of an advance for Presidio Parkway (Doyle Drive) (second priority), and the Caltrain Downtown Extension.

## DISCUSSION

For the 2021 Mid-Cycle RTIP, San Francisco has a total of \$3,203,408 that can be programmed in Fiscal Years 2021/22 through 2023/24 to RTIP-eligible projects. As CMA, the Transportation Authority must submit its Board approved 2021 Mid-Cycle RTIP priorities to MTC by May 31, 2021.

Our staff recommendations for Mid-Cycle RTIP programming are summarized in Attachments 2 and 3 and described below. The Project Programming Request forms for the recommended San Francisco projects, which contain basic information about scope, schedule, budget, and funding plans, are in Attachment 4.

Planning, Programming and Monitoring (PPM) (\$160,170): CTC guidelines allow up to 5% of RTIP funds to be used for PPM activities such as regional transportation planning, program development, and oversight of state and federally funded projects. In typical STIP cycles, MTC and the CMAs split the PPM funds in recognition of the role each agency plays in advancing the state's transportation goals. However, for the 2021 Mid-Cycle RTIP, MTC will not withhold funds from each county's PPM for regional PPM activities; therefore, the CMAs may allocate their entire 5% for their county's PPM activities. We have primarily used our PPM funds to support project delivery oversight of regionally significant major capital projects such as the Central Subway, Transbay Transit Center, and Caltrain Electrification. Per MTC guidelines,



\$160,170 in new PPM programming is available to the Transportation Authority, leaving \$3,043,238 in RTIP funds to program to a San Francisco project, as shown in Attachment 2.

Folsom Streetscape Project (\$3,043,238) - Construction: We recommend programming the remaining \$3,043,238 in Mid-Cycle RTIP funds to the construction phase of the SFMTA's Folsom Streetscape project. The project will improve bicycle and pedestrian safety and transit reliability on Folsom Street between 2nd and 11th streets. The scope includes construction of a two-way protected bikeway, upgraded bicycle and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, a transit-only lane, transit boarding islands, and improved curb management. The scope also includes public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights. Design will be at 99% complete in May 2021 and the SFMTA plans to award the construction contract by February 2022.

The Folsom Streetscape total project cost is \$36,340,000 with a construction phase cost of \$28,240,000. The project has been successful at securing a number of discretionary grants for construction and the recommended Mid-Cycle RTIP funds would close the remaining funding gap. The project has secured \$6.4 million in developer fees, \$5.7 million from a state Affordable Housing Sustainable Communities grant, and \$1 million in Prop B General Funds. Additionally, on March 23, 2021, the Board recommended nominating this project for \$5 from MTC's Safe and Seamless Mobility Quick-Strike Program. MTC staff supports this request, and the MTC Commission is expected to approve the Quick-Strike program in June 2021. SFMTA had sought \$12 million in ATP funds, but was only recommended to receive \$7.04 million in regional ATP funds by MTC. Given the partial ATP award and that development fees in the project's funding plan have been slow to materialize due to the COVID-19 pandemic, the project is a good fit to receive relief funds meant to make up funding shortfalls in existing transportation programs due to the impacts of the COVID-19 pandemic.

**Timely Use of Funds and Other Requirements.** Per CTC guidelines, RTIP funds must be allocated by the CTC in the year they are programmed, and sponsors may not incur costs against RTIP funds or award a contract for work to be performed prior to allocation. Further, projects must have a fully funded phase (e.g. construction) to receive an allocation and must be ready to award a contract within six months of allocation. These and other eligibility requirements narrowed the list of potential SFMTA projects that were good candidates for the 2021 Mid-Cycle RTIP. The Folsom Streetscape project easily rose to the top of the list as the Mid-Cycle RTIP funds will fully fund the construction phase and the project already has to comply with CTC guidelines since it has ATP funds which are also administered by the CTC.

**Next Steps.** After the Board adopts San Francisco's 2021 Mid-Cycle RTIP Program of Projects, we will submit it to MTC by its May 31, 2021 deadline. Due to the tight schedule for programming of these funds, the MTC Programming and Allocations Committee is expected to have an information item on the Mid-Cycle RTIP on May 12 and to approve programming recommendations on June 16. The CTC will consider programming the funds at its June 2021 meeting. If approved, SFMTA would be able to allocate the funds for the Folsom Streetscape project in August 2021.



CTC is beginning the process for the 2022 STIP. Assuming the schedule is similar to prior years, we anticipate returning to the Board in Fall 2021 with a recommended program of projects for the 2022 STIP.

### **FINANCIAL IMPACT**

The recommended action would not have an impact on the proposed amended FY 2020/21 budget, schedule for final approval on April 27. The proposed PPM funds are included in the agency's proposed FY 21/22 budget.

### **CAC POSITION**

The CAC will consider this item at its April 28, 2021 meeting.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Remaining RTIP Commitments
- Attachment 2 - 2021 Mid-cycle RTIP New Funds Available for San Francisco
- Attachment 3 - Proposed Program of Projects
- Attachment 4 - Project Programming Request Forms (2)



**Attachment 1**  
**San Francisco County Transportation Authority**  
**Draft Remaining Regional Improvement Program (RIP) Commitments<sup>1</sup>**  
**Pending Amendment in May 2021**

Project <sup>2</sup>	Initial RIP Commitment	Current Remaining RIP Commitment	Proposed New Funds	Proposed Remaining RIP Commitment
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [SFCTA 1st priority] <sup>3</sup>	\$92,000,000	\$32,712,892	\$3,043,238	\$29,669,654
MTC STP/CMAQ Advance for Presidio Parkway [SFCTA 2nd priority] <sup>4</sup>	\$34,000,000	\$34,000,000		\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center [SFCTA 3rd priority]	\$28,000,000	\$17,847,000		\$17,847,000
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
<b>Total</b>	<b>\$262,101,000</b>	<b>\$84,559,892</b>	<b>\$3,043,238</b>	<b>\$81,516,654</b>

<sup>1</sup> Based on Transportation Authority Board-adopted priorities (Resolution 14-25, Approved October 22, 2013).

<sup>2</sup> Acronyms include California Transportation Commission (CTC), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), and Surface Transportation Program (STP).

<sup>3</sup> Central Subway is currently the SFCTA's highest priority for future RIP funds. Since the RIP funds were unavailable when SFMTA was awarding the construction contracts, we are honoring this commitment by programming new RIP funds when they become available to other SFMTA eligible projects to comply with CTC guidelines or by programming other SFCTA funds to Central Subway.

Staff is proposing to program the \$3,043,238 in available 2021 Mid-Cycle RIP funds to SFMTA for the Folsom Streetscape project, reducing the outstanding commitment to the Central Subway by a commensurate amount.

<sup>4</sup> Through Resolution 12-44, the SFCTA accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

## Attachment 2

**2021 Mid-Cycle Regional Transportation Improvement Program (RTIP) Augmentation  
New Funds Available for San Francisco**

The 2021 Mid-Cycle RTIP makes new programming available for the current RTIP which covers the five-year period of Fiscal Years (FYs) 2020/21 – 2024/25. Augmentation funds are available as soon as FY 2021/22.

<b>Programming Category</b>	<b>San Francisco County Share – New Programming</b>	<b>Eligible Activities</b>
Planning, Programming, and Monitoring (PPM)	\$160,170	Up to 5% allowable per the county share for PPM activities including regional transportation planning, program development, and project monitoring.
Capital Projects	\$3,043,238	Capital projects to improve transportation, including highways, local roads, and bicycle and pedestrian facilities, and transit projects. Can fund environmental, design, right of way and construction phases.
<b>Total:</b>	<b>\$3,203,408</b>	

## Attachment 3

## San Francisco 2021 Mid-Cycle Regional Transportation Improvement Program (RTIP) Programming Priorities - Proposed

		Project Totals by Fiscal Year (\$ 1,000's)				
Agency <sup>1</sup>	Project	Total	FY 2021/22	FY 2022/23	FY 2023/24	Phase
<b>New 2021 Mid-Cycle RTIP Programming Priorities</b>						
SFMTA	Folsom Streetscape	<b>\$3,043</b>	\$3,043			Construction
SFCTA	Planning, programming, and Monitoring	<b>\$160</b>	\$160			n/a
<b>Proposed 2021 Mid-Cycle RTIP Programming</b>		<b>\$3,203</b>	<b>\$3,203</b>			
<b>Total 2021 Mid-Cycle RTIP Funds Available</b>		<b>\$3,203</b>				
<b>Surplus/(Shortfall)</b>		<b>\$0</b>				

<sup>1</sup> Acronyms include the San Francisco County Transportation Authority (SFCTA) and the San Francisco Municipal Transportation Agency (SFMTA).

Amendment (Existing Project) Yes					Date:	04/14/21	
District	EA	Project ID		PPNO	MPO ID		
04		0420000372		2007	SF-170002		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
SF				San Francisco County Transportation Authority			
				MPO	Element		
				MTC	LA		
Project Manager/Contact		Phone		E-mail Address			
Amber Crabbe		(415)522-4801		<a href="mailto:amber.crabbe@sfcta.org">amber.crabbe@sfcta.org</a>			
<b>Project Title</b>							
Planning, Programming and Monitoring							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
Planning, Programming and Monitoring							
<b>Component</b>							
<b>Implementing Agency</b>							
PA&ED		San Francisco County Transportation Authority					
PS&E							
Right of Way							
Construction		San Francisco County Transportation Authority					
<b>Legislative Districts</b>							
Assembly:	17,19		Senate:	11		Congressional:	12,14
<b>Project Benefits</b>							
The project supports timely project management and oversight.							
<b>Purpose and Need</b>							
The purpose and need of the funds include monitoring STIP project implementation, including timely use of funds, project delivery, and compliance with State law and the California Transportation Commissioners guidelines.							
<b>Category</b>		<b>Outputs</b>				<b>Unit</b>	<b>Total</b>
NHS Improvements	No	Roadway Class			Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals		Y			Reduces Greenhouse Gas Emissions	N	
<b>Project Milestone</b>						<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				<b>Document Type</b>			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 11 May 2020 v8.01k)

Date: 04/14/21

District	County	Route	EA	Project ID	PPNO	
04	SF			0420000372	2007	
<b>Project Title:</b> Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	65							65	San Francisco County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Francisco County
R/W									
CON	5,052	260	259	259	46	199		6,075	San Francisco County
<b>TOTAL</b>	<b>5,117</b>	<b>260</b>	<b>259</b>	<b>259</b>	<b>46</b>	<b>199</b>		<b>6,140</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	419	259	46	199		6,235	
<b>TOTAL</b>	<b>5,117</b>	<b>260</b>	<b>419</b>	<b>259</b>	<b>46</b>	<b>199</b>		<b>6,300</b>	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	65							65	MTC
PS&E									\$52 CON voted 01/26/01
R/W SUP (CT)									\$58 CON voted 05/21/03
CON SUP (CT)									\$59 CON voted 02/26/04
R/W									\$65 PAED voted 07/14/05
CON	5,052	260	259	259	46	199		6,075	\$65 CON voted 03/15/07
<b>TOTAL</b>	<b>5,117</b>	<b>260</b>	<b>259</b>	<b>259</b>	<b>46</b>	<b>199</b>		<b>6,140</b>	\$466 CON voted 07/26/07
									\$541 CON voted 07/24/08
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	419	259	46	199		6,235	
<b>TOTAL</b>	<b>5,117</b>	<b>260</b>	<b>419</b>	<b>259</b>	<b>46</b>	<b>199</b>		<b>6,300</b>	

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

## Attachment 4

General Instructions

Amendment (Existing Project) No				Date:	4/24/21
District	EA	Project ID		PPNO	MPO ID
04					
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency	
SF	Folsom Street			San Francisco Municipal Transportation Agency	
				MPO	Element
				MTC	Capital Outlay
Project Manager/Contact		Phone		E-mail Address	
Thalia Leng		415-701-4762		<a href="mailto:thalia.leng@sfmta.com">thalia.leng@sfmta.com</a>	
<b>Project Title</b>					
Folsom Streetscape Project					
<b>Location (Project Limits), Description ( Scope of Work)</b>					
In San Francisco, on Folsom Street from 2nd Street to 11th Street.					
Construct a permanent two-way separated bikeway using a concrete island, add traffic and corridor wide bike signals, removal of one to two eastbound vehicle travel lanes, protected corners at intersections, corner bulb-outs, raised crosswalks at alleyways, mid-block crosswalks and crosswalks at alleyways and minor streets, a transit only lane, transit boarding islands, and improved curb management.					
<b>Component</b>		<b>Implementing Agency</b>			
PA&ED		San Francisco Municipal Transportation Agency			
PS&E		San Francisco Municipal Transportation Agency			
Right of Way		San Francisco Municipal Transportation Agency			
Construction		San Francisco Municipal Transportation Agency			
<b>Legislative Districts</b>					
Assembly:	17	Senate:	11	Congressional:	12
<b>Project Benefits</b>					
Folsom Streetscape Project will transform Folsom St. between 2nd and 11th Sts. into a Complete Street. The project benefits include improving traffic safety for pedestrians and bicyclists, close transportation gaps, support growth of the neighborhood by making alternative modes more attractive and comfortable, and ensuring that existing residents and disadvantaged communities that rely on walking, biking and transit are not disenfranchised in terms of transportation.					
<b>Purpose and Need</b>					
There is increasing traffic and safety issues on Folsom Street. This project will completely transform Folsom Street and redesign the transportation infrastructure to address these issues and improve safety and comfort for active transportation users of all ages.					
<b>Category</b>		<b>Outputs</b>		<b>Unit</b>	<b>Total</b>
Active Transportation		Bicycle lane-miles		Miles	2.2
Active Transportation		Sidewalk miles		LF	3188
Active Transportation		Intersections modified		EA	20
NHS Improvements	No	Roadway Class		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes
<b>Project Milestone</b>				<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved				12/17/18	
Begin Environmental (PA&ED) Phase					09/01/16
Circulate Draft Environmental Document		Document Type	EIR		12/03/18
Draft Project Report					01/01/19
End Environmental Phase (PA&ED Milestone)					09/05/21
Begin Design (PS&E) Phase					07/01/19
End Design Phase (Ready to List for Advertisement Milestone)					09/18/21
Begin Right of Way Phase					06/01/21
End Right of Way Phase (Right of Way Certification Milestone)					09/05/21
Begin Construction Phase (Contract Award Milestone)					02/18/22
End Construction Phase (Construction Contract Acceptance Milestone)					06/24/24
Begin Closeout Phase					08/01/24
End Closeout Phase (Closeout Report)					03/01/25

## ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 4/24/21

**Additional Information**

**Project Benefits:** The Folsom Streetscape Project will transform Folsom Street between 2nd and 11th Streets into a Complete Street. The project benefits include improving traffic safety for pedestrians and bicyclists, closing transportation gaps, supporting growth of the neighborhood by making alternative modes more attractive and comfortable, and ensuring that existing residents and disadvantaged communities that rely on walking, biking and transit are not disenfranchised in terms of transportation. This project ensures that walking, bicycling and transit remain safe, can operate efficiently, and are prioritized over vehicular traffic.

**Project Purpose and Need:** The Folsom Streetscape Project is a transformative Complete Streets project that will substantially improve traffic safety and livability in San Francisco's South of Market (SoMa) Neighborhood, the densest, most diverse, and continuously growing neighborhood in San Francisco. The project area, which includes disadvantaged communities, is Folsom Street between 2nd and 11th Streets. This segment of Folsom Street is on San Francisco's Vision Zero High Injury Network, the 13% of streets that account for 75% of the total severe and fatal traffic collisions in San Francisco. Almost half (45%) of the total collisions in the project area involved a person walking or biking.

In 2018, the San Francisco Municipal Transportation Agency (SFMTA) implemented traffic safety improvements using temporary materials through a Quick-Build project. This addressed the community need for immediate solutions to the severity of traffic safety issues along the corridor while the longer term and more permanent Project finished detailed design. The Quick-Build phase on Folsom Street installed a temporary parking protected bikeway, loading improvements, intersection daylighting, and temporary transit boarding islands.

The new Folsom Street will include a permanent two-way separated bikeway using a concrete island, added traffic and corridor wide bike signals, the removal of one to two eastbound vehicle travel lanes, protected corners at intersections, corner bulb-outs, raised crosswalks at alleyways, mid-block crosswalks and crosswalks at alleyways and minor streets, a transit only lane, transit boarding islands, and improved curb management. The Project enhances the public realm by providing tree-lined medians and Civic Amenity Zones, which are pedestrian spaces with customized pavers, historic plaques, district street signs, and gateway elements celebrating the diverse communities centered along Folsom Street.

**ADA Notice**

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## Memorandum

### AGENDA ITEM 9

**DATE:** April 23, 2021

**TO:** Transportation Authority Board

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

**SUBJECT:** 05/11/2021 Board Meeting: Adopt a Resolution of Local Support Authorizing the Executive Director to Execute and File an Application with the Metropolitan Transportation Commission for Regional Discretionary Funding; Submit the Yerba Buena Island (YBI) Multi-use Pathway Project to the Transportation Improvement Program; and Authorize the Executive Director to Execute Funding Agreements with Caltrans for Receipt of Federal and State Funds for the YBI Multi-use Pathway Project in the Amount of \$1,000,000 from a Priority Conservation Area Grant and \$3,800,000 from a Regional Active Transportation Program Grant

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Adopt a Resolution of Local Support authorizing the Executive Director to execute and file an application with the Metropolitan Transportation Commission (MTC) for regional discretionary funding; submit the Yerba Buena Island (YBI) Multi-use Pathway Project (Project) to the Transportation Improvement Program (TIP); and authorize the Executive Director to execute funding agreements with Caltrans for receipt of federal and state funds for the Project:</p> <ul style="list-style-type: none"> <li>• Priority Conservation Area (PCA) grant in the amount of \$1,000,000 for preliminary engineering and environmental document</li> <li>• Regional Active Transportation Program (ATP) grant in the amount of \$3,800,000 for final design</li> </ul> <p><b>SUMMARY</b></p> <p>In November 2020, we received an award recommendation from MTC for a \$1,000,000 PCA grant for preliminary engineering and the environmental document for the Project. In March 2021, MTC also notified us of a funding recommendation for a \$3,800,000 Regional ATP grant for the final design phase of the Project. For both grants, MTC requires the Transportation Authority to adopt a Resolution of</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other:</li> </ul>
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<p>Local Support by July 1, 2021, to file an application for funding, and commit any necessary matching funds, which will enable MTC to submit the project to the TIP. Grant agreements will be administered by the California Department of Transportation (Caltrans). To expedite the grant award process, we are also seeking authorization for the Executive Director to execute funding agreements between the Transportation Authority and Caltrans for receipt of federal and state funds for the PCA grant that we anticipate receiving this year and from the ATP grant which we anticipate receiving next year.</p>	
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## **BACKGROUND**

We regularly receive federal and state transportation funds under ongoing grant programs. These grant funds are typically administered by MTC or Caltrans, which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., seek reimbursement) the grant funds.

In November 2020, we received an award recommendation from MTC for the PCA grant in the amount of \$1,000,000 for preliminary engineering and environmental document for the Project. In March 2021, MTC also notified us of a funding recommendation for the Regional ATP grant in the amount of \$3,800,000 for the final design phase of the Project. The ATP award was considered at MTC's Programming and Allocations Committee meeting on April 14, 2021, with final consideration by the full MTC Commission on April 28, 2021. After MTC adoption on April 28, MTC will submit its Regional ATP list of projects to the California Transportation Commission (CTC) for approval, which is agendaized for its June 23-24, 2021 meeting. After CTC approval, we will work with Caltrans to receive these federal and state funds and execute funding agreements with Caltrans.

MTC requires adoption of a Resolution of Local Support by July 1, 2021 to authorize the Executive Director to execute and file an application for regional discretionary funding and submit the Project to the TIP. Although MTC administers the funds on a regional level, the Transportation Authority is required to work with Caltrans in order to receive federal and state funding. The Board resolution also authorizes the Executive Director to execute necessary funding agreements with Caltrans.

## **DISCUSSION**

A brief description of the Project for which we are recommending approval of the subject resolution is provided below along with information on the relevant federal and state grants.



The project and associated funding will be included in the agency's proposed annual budget and work program for Fiscal Year (FY) 2021/22.

**YBI Multi-use Pathway Project:** The Project will provide new pedestrian and bicycle facilities that extend from the existing San Francisco-Oakland Bay Bridge (SFOBB) East Span Bicycle and Pedestrian Path's YBI terminus to the new Treasure Island Ferry Terminal. The initial preliminary cost estimate for these improvements is approximately \$75 million. This path would also tie into the planned SFOBB West Span Bicycle and Pedestrian facility currently being developed by the Bay Area Toll Authority (BATA).

The new 2.2-mile path along the eastern span of the SFOBB allows bicyclists and pedestrians to access the YBI Vista Point from the cities of Oakland and Emeryville. In 2022, the Treasure Island Development Authority (TIDA), in coordination with the Water Emergency Transportation Authority (WETA), expects to begin operating ferry service at the southwest area of Treasure Island. The Project seeks to develop a safe and accessible bicycle and pedestrian connection where none exist now between Caltrans' recently completed SFOBB East Span bike landing on YBI and the future ferry terminal via Hillcrest Road and Treasure Island Road. The current roadway alignments on YBI do not meet modern safety standards and lack separate and protected pathways for pedestrians and bicyclists, and do not contribute toward meeting the vision and goals for sustainable transportation choices with the future residential and commercial development under construction on Yerba Buena and Treasure Islands.

We have been coordinating extensively with agency stakeholders to prepare a comprehensive bicycle and pedestrian circulation plan for Yerba Buena and Treasure Islands. These stakeholders include the San Francisco Municipal Transportation Agency, San Francisco Public Works, MTC/BATA, TIDA, Treasure Island Community Development (TICD), Caltrans and the U.S. Coast Guard. BATA has developed conceptual plans for a pathway on the West Span of the Bay Bridge to downtown San Francisco, but completion of this YBI Multi-Use Pathway project is needed to connect the two spans of the Bay Bridge. In addition, TICD is rebuilding the Treasure Island Road Causeway from the Macalla Road intersection to the planned ferry terminal which the Project will connect to. The causeway will be constructed with dedicated pedestrian and bicycle facilities.

Ultimately this project would enable bicycle and pedestrian commuters and recreational users the opportunity to travel between the East Bay and San Francisco which will reduce traffic congestion on the Bay Bridge and enhance safety on YBI. It will also allow existing and future Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the SFOBB East and West spans.

YBI Multi-use Pathway project preliminary engineering and environmental documentation is anticipated to take approximately 12-18 months, and final design an additional 18 months.



PCA grant funds are federal funds from the One Bay Area Grants (OBAG) program and require a minimum 2:1 matching funds. The preliminary engineering and environmental documentation phase of the project, is estimated at \$3,000,000 and will be funded by \$1,000,000 in PCA grant funds, \$1,000,000 in State Local Partnership Program formula funds anticipated to be programmed by the Transportation Authority Board at the June 2021 meetings, and a TIDA contribution from their recently awarded \$30,000,000 Infill Infrastructure Grant (IIG) for the widening of Hillcrest Road which will also include a portion of the YBI Multi-use Pathway.

ATP grant funds of \$3,800,000 will partially fund the final design phase of the Project. Final design is estimated at \$11,400,000 and will be funded with a combination of ATP, IIG and Regional Measure 3 funds (planned). The ATP grant does not require matching funds but leveraging of funds is encouraged.

## **FINANCIAL IMPACT**

Approval of the recommended action would facilitate compliance with MTC funding requirement deadlines (avoiding loss of grant revenues) and enable the Transportation Authority to seek reimbursement of federal and/or state grant funds administered by MTC and Caltrans for the Project. The first year's activities for this Project are incorporated into the proposed FY 2021/22 Annual Budget and Work Program scheduled for Board adoption in June. We will bring procurements to be funded by these grants, where applicable, to the Board for approval as part of future agenda items.

## **SUPPLEMENTAL MATERIALS**

None



## Memorandum

### AGENDA ITEM 10

**DATE:** April 22, 2021  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 05/11/2021 Board Meeting: Allocate \$640,000 in Prop K Funds, with Conditions, for Two Requests

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Allocate \$400,000 in Prop K funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> <li>Minnesota and 25th Street Intersection Improvements [NTIP Capital]</li> </ol> <p>Allocate \$240,000 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>Safe Routes to Schools Program Administration</li> </ol> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have.</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 \$640,000 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 proposed amended Fiscal Year 2020/21 annual budget that is anticipated to receive final approval by the Board at its April 27 meeting. 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 April 28, 2021 meeting.

### **SUPPLEMENTAL MATERIALS**

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



Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	38	SFPW	Minnesota and 25th Street Intersection Improvements [NTIP Capital]	\$ 400,000	\$ 450,000	51%	11%	Construction	10
Prop K	43	SFMTA	Safe Routes to Schools Program Administration	\$ 240,000	\$ 240,000	54%	0%	Construction	Citywide
<b>TOTAL</b>				<b>\$ 640,000</b>	<b>\$ 690,000</b>	52%	7%		

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Footnotes

- <sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.
- <sup>2</sup> Acronyms: SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)
- <sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- <sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFPW	Minnesota and 25th Street Intersection Improvements [NTIP Capital]	\$ 400,000	SFPW will construct a new bulb-out and curb ramps on the eastern side of the Minnesota and 25th streets intersection, creating a shorter, safer, and accessible crossing at this busy intersection. The pedestrian safety improvements are part of a larger Minnesota Streetscape project that will provide street repair, a new sidewalk, streetscape upgrades and extend the Minnesota Grove along Minnesota Street, between 23rd and 25th streets; and along 23rd Street, from Minnesota to Tennessee streets. These improvements were recommended in the Central Waterfront/Dogpatch Public Realm Plan. Commissioner Walton is supportive of using \$400,000 in District 10 Neighborhood Transportation Improvement Program funds to construct the pedestrian safety improvements. The project will be open for use by June 2022.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
43	SFMTA	Safe Routes to Schools Program Administration	\$ 240,000	<p>Funds are for administration of the SF Safe Routes to School program for a four month period, from May-August 2021. This request funds SFMTA staff time during the remaining portion of the second and final year of the One Bay Area Grant funding cycle. The SFMTA oversees and coordinates San Francisco's school transportation programs which are focused on the core goals of safety and mode shift. The attached allocation request form includes a description of the SRTS: Equity Plan providing additional details on how SFMTA identifies and supports equity schools with additional in-person resources.</p> <p>On March 23, 2021, the Transportation Authority Board nominated the SFMTA's Safe Routes to School Non-Infrastructure Program for \$2,100,000 from MTC's Safe and Seamless Mobility Quick-Strike Program. On April 23, MTC staff presented their recommendation to partially fund the program with \$1,800,000. If approved, SFMTA will receive Authorization to Proceed with construction in fall 2021. With a partial Quick-Strike award, SFMTA anticipates returning in the fall to request additional Prop K funds to continue staff support. MTC has some additional federal relief funds to distribute and the staff recommendation includes directing some of these funds to the Quick-Strike Program so it is possible the project will receive more than currently recommended.</p>
<b>TOTAL</b>			<b>\$640,000</b>	

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
38	SFPW	Minnesota and 25th Street Intersection Improvements [NTIP Capital]	\$ 400,000	
43	SFMTA	Safe Routes to Schools Program Administration	\$ 240,000	<b>Deliverable:</b> By September 2021, SFMTA staff will provide a report on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals of reducing single family vehicle trips by 37% and school-related collisions by 50% by 2030, consistent with the required deliverable for the One Bay Area Grant.
<b>TOTAL</b>			<b>\$ 640,000</b>	

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

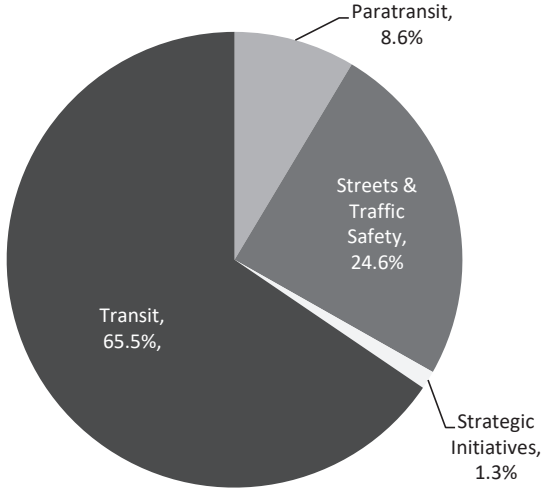
Attachment 4.  
Prop K Allocation Summary - FY2020/21

**PROP K SALES TAX**

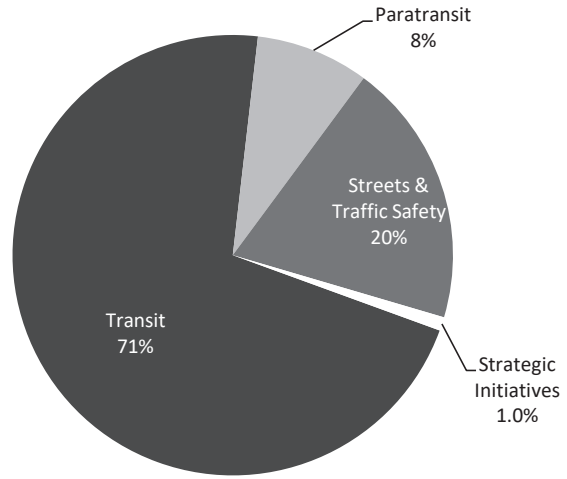
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 78,814,291	\$ 18,842,802	\$ 32,735,179	\$ 20,459,635	\$ 6,360,718	\$ 415,957	\$ -
Current Request(s)	\$ 640,000	\$ -	\$ 540,000	\$ 100,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 79,454,291	\$ 18,842,802	\$ 33,275,179	\$ 20,559,635	\$ 6,360,718	\$ 415,957	\$ -

the current recommended allocation(s).

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



**Prop K Investments To Date**



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Minnesota and 25th Street Intersection Improvements [NTIP Capital]
<b>Grant Recipient:</b>	Department of Public Works

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Traffic Calming
<b>Current PROP K Request:</b>	\$400,000
<b>Supervisory District</b>	District 10

## REQUEST

### Brief Project Description

The project will construct a new bulb-out and curb ramps on the eastern side of the Minnesota St and 25th St intersection, creating a shorter, safer, and accessible crossing at this busy intersection. These pedestrian safety improvements are part of a larger Minnesota Streetscape project that will provide much needed street repair, new sidewalk, streetscape upgrades and extend the Minnesota Grove along Minnesota St, between 23rd and 25th St; and along 23rd St, from Minnesota St. to Tennessee St. These improvements are a recommendation of the Central Waterfront/Dogpatch Public Realm Plan.

### Detailed Scope, Project Benefits and Community Outreach

At the request of District 10 Supervisor Shamann Walton, SF Public Works requests Prop K Neighborhood Transportation Improvement Program (NTIP) funds to build a bulb-out and curb ramps on the eastern side of the Minnesota St and 25th St intersection, creating a shorter, safer, and accessible crossing, as recommended in the Central Waterfront/Dogpatch Public Realm Plan. The Transportation Authority's NTIP is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs.

The stretch of Minnesota St. from 23rd to 25th, and 23rd St. from Minnesota to Tennessee serves as a cultural and social hub for Dogpatch with art galleries, the Minnesota Grove, and coffee shops in addition to serving multiple industrial businesses. The street is currently in poor condition with fragmentary lengths of sidewalk and lacking an accessible path of travel for pedestrians.

The requested Prop K District 10 NTIP funds will support construction of a new bulb-out and curb ramps at the intersection of Minnesota St and 25th Street. Currently, there are no ADA ramps for pedestrians to cross the nearly 50' wide north-south crossing at 25th Street. The improvements at the intersection include:

- Path of Travel & Accessibility Improvements, including a new ADA-compliant path of travel on the east side of Minnesota St. starting at 25th St. where currently there is none.
- Bulb-out & Curb Ramps (25th NE corner)

- Curb Ramps (25th SE corner)

These improvements are part of the larger Minnesota Streetscape project, which includes landscaping, lighting, ADA access improvements through the Minnesota Grove, extension of the Minnesota Grove, new sidewalk and paving along Minnesota Street, between 23rd and 25th Street, as well as additional bulb-outs, curb ramps and sidewalk improvements on 23rd St, between Minnesota St and Tennessee St. This scope of work will be delivered through one joint contract that will include other streetscape and paving improvements. This project is also coordinating with a private entity that will construct a new sidewalk along the west side of Minnesota St. from 25th to approximately 260' north.

This project is a recommendation of the Central Waterfront/Dogpatch Public Realm Plan that was developed as part of a planning effort from Summer 2015 through Spring 2017. Additional outreach was conducted during the design phase including meeting with members of the community on December 15, 2020, and by working with the Dogpatch & NW Potrero Hill Green Benefit District and the Dogpatch Neighborhood Association to facilitate the designs for parking legislation changes that are now in place. SFPW will implement a project website to provide construction updates along with staff contact details for the community. Additionally, SFPW will continue working with the Dogpatch & NW Potrero Hill Green Benefit District and the Dogpatch Neighborhood Association.

**Project Location**

Minnesota St. and 25th St.

**Project Phase(s)**

Construction (CON)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$400,000



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Minnesota and 25th Street Intersection Improvements [NTIP Capital]
<b>Grant Recipient:</b>	Department of Public Works

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Negative Declaration
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2018	Apr-May-Jun	2020
Environmental Studies (PA&ED)	Jan-Feb-Mar	2020	Oct-Nov-Dec	2020
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2020	Jul-Aug-Sep	2021
Advertise Construction	Jul-Aug-Sep	2021		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2021		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2022
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2023

## SCHEDULE DETAILS

This scope of work will be delivered through one joint contract that will include other streetscape and paving improvements. This project is also coordinated with a private entity that will construct a new sidewalk along the west side of Minnesota St. from 25th to approximately 260' north.

SFPW will implement a project website to provide construction updates along with contact details for SFPW staff for the community. SFPW will continue working with the Dogpatch & NW Potrero Hill Green Benefit District and the Dogpatch Neighborhood Association.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Minnesota and 25th Street Intersection Improvements [NTIP Capital]
<b>Grant Recipient:</b>	Department of Public Works

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-138: Traffic Calming	\$0	\$400,000	\$0	\$400,000
DEVELOPER IMPACT FEES	\$0	\$0	\$50,000	\$50,000
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$50,000</b>	<b>\$450,000</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
DEVELOPER IMPACT FEES	\$0	\$0	\$50,000	\$50,000
<b>Funding Plan for Entire Project Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$50,000</b>

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$50,000		Actual cost and cost to complete
Construction	\$450,000	\$400,000	70% engineer's estimate
Operations	\$0		
Total:	\$500,000	\$400,000	

<b>% Complete of Design:</b>	75.0%
<b>As of Date:</b>	04/13/2021
<b>Expected Useful Life:</b>	10 Years

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

### MAJOR LINE ITEM BUDGET - Minnesota and 25th Street Intersection Improvements [NTIP Capital]

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Asphalt Concrete	\$ 30,000				\$ 30,000
Concrete Base	\$ 90,000				\$ 90,000
Curb & Gutter	\$ 20,000				\$ 20,000
Sidewalk	\$ 50,000				\$ 50,000
Curb Ramp	\$ 20,000				\$ 20,000
Catchbasin	\$ 10,000				\$ 10,000
Culvert	\$ 25,000				\$ 25,000
Manhole	\$ 10,000				\$ 10,000
2. Mobilization	\$ 15,000				\$ 15,000
3. Traffic Routing	\$ 30,000				\$ 30,000
<b>Subtotal</b>	<b>\$ 300,000</b>				<b>\$ 300,000</b>
4. Contingency	\$ 35,000	12%	\$ 35,000		
5. Construction Management/Support (SFPW)	\$ 90,000	30%	\$ 90,000		
6. Construction Management/Support (SFMTA)	\$ 10,000	3%		\$ 10,000	
7. Other Direct Costs (Materials Testing)	\$ 5,000	2%	\$ 5,000		
8. Other Direct Costs (Striping & Signage)	\$ 10,000	3%		\$ 10,000	
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 450,000</b>		<b>\$ 130,000</b>	<b>\$ 20,000</b>	<b>\$ 300,000</b>

Construction Management/Support cost includes the Construction Management, Inspection, Engineering Support, Project Management, and Public Outreach costs. This scope of work has complexity due to the coordination of bulb-out design, curb ramps, updated drainage, Auxiliary Water Supply System monitoring, and street rehabilitation.

Improvement	Cost
NE Bulb-out	\$ 360,000
SE Curb Return	\$ 90,000
<b>Total</b>	<b>\$ 450,000</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Minnesota and 25th Street Intersection Improvements [NTIP Capital]
<b>Grant Recipient:</b>	Department of Public Works

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$400,000	<b>Total PROP K Recommended</b>	\$400,000

<b>SGA Project Number:</b>		<b>Name:</b>	Minnesota and 25th St Intersection Improvements [NTIP Capital]
<b>Sponsor:</b>	Department of Public Works	<b>Expiration Date:</b>	12/31/2023
<b>Phase:</b>	Construction	<b>Fundshare:</b>	88.89%

### 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	\$0	\$300,000	\$100,000	\$0	\$0	\$400,000

### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and 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, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR, Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of work, Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; quarterly reports shall include photos of work being performed; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

### Special Conditions

1. The recommended allocation is contingent upon amendment of the Prop K Traffic Calming 5YPP. See attached 5YPP amendment for details.

### Notes

1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project.

Metric	PROP K	PROP AA	TNC TAX
Actual Leveraging - Current Request	0.89%	No PROP AA	No TNC TAX
Actual Leveraging - This Project	No PROP K	No PROP AA	No TNC TAX

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Minnesota and 25th Street Intersection Improvements [NTIP Capital]
<b>Grant Recipient:</b>	Department of Public Works

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$400,000
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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.

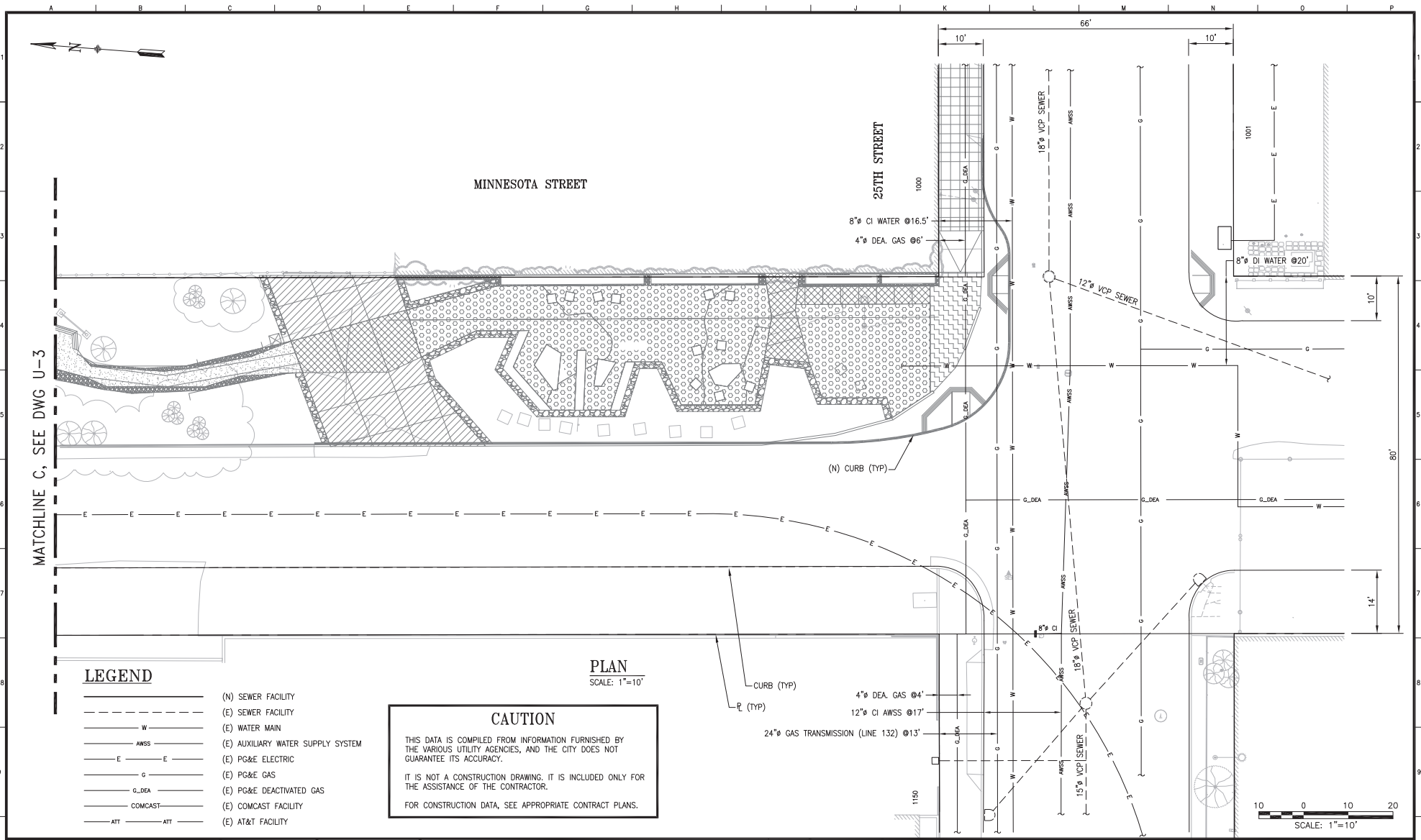
Initials of sponsor staff member verifying the above statement:

ER

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Trent Tieger	Oscar Quintanilla
<b>Title:</b>	Project Manager	Capital Budget Analyst
<b>Phone:</b>	(415) 558-4045	(415) 860-2054
<b>Email:</b>	trent.tieger@sfdpw.org	oscar.quintanilla@sfdpw.org





MATCHLINE C, SEE DWG U-3

MINNESOTA STREET

25TH STREET

**LEGEND**

- (N) SEWER FACILITY
- - - (E) SEWER FACILITY
- W — (E) WATER MAIN
- AWSS — (E) AUXILIARY WATER SUPPLY SYSTEM
- E — E — (E) PG&E ELECTRIC
- G — (E) PG&E GAS
- G.DEA — (E) PG&E DEACTIVATED GAS
- COMCAST — (E) COMCAST FACILITY
- ATT — ATT — (E) AT&T FACILITY

**PLAN**

SCALE: 1"=10'

**CAUTION**

THIS DATA IS COMPILED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY AGENCIES, AND THE CITY DOES NOT GUARANTEE ITS ACCURACY.  
IT IS NOT A CONSTRUCTION DRAWING. IT IS INCLUDED ONLY FOR THE ASSISTANCE OF THE CONTRACTOR.  
FOR CONSTRUCTION DATA, SEE APPROPRIATE CONTRACT PLANS.

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				

REFERENCE INFORMATION & FILE NO. OF SURVEYS
---



**BUREAU OF ENGINEERING**  
CITY & COUNTY OF SAN FRANCISCO  
**SAN FRANCISCO PUBLIC WORKS**  
49 SOUTH VAN NESS AVENUE, SUITE 800  
SAN FRANCISCO, CA 94108

Section Mgr:	LESLEY WONG	Date:	
Deputy Bureau Mgr:	FERNANDO CISNEROS	DESIGNED:	B.N.G. 11/2020
Acting Bureau Mgr:	IOBAL DHAPA	DRAWN:	A.KIRSCH 11/2020
		CHECKED:	

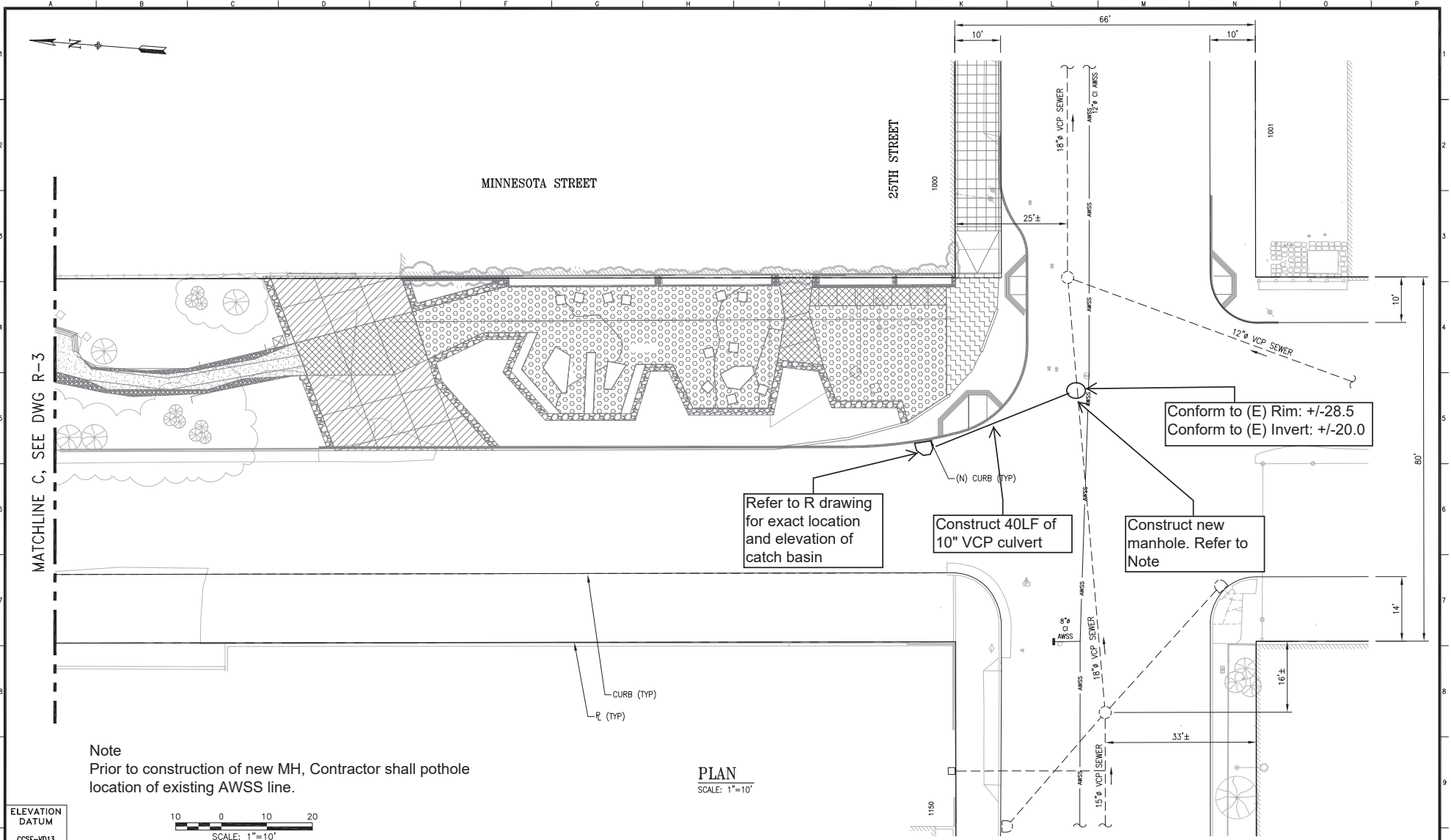
DESIGNED:	B.N.G. 11/2020
DRAWN:	A.KIRSCH 11/2020
CHECKED:	

SCALE:	1"=10'
SHEET OF SHEETS	

**MINNESOTA STREETSCAPE IMPROVEMENTS PROJECT**  
**MINNESOTA STREET MATCHLINE C TO 25TH STREET UTILITY OCCUPANCY PLAN**

CONTRACT NO.	2972J
DRAWING NO.	U-4
FILE NO.	
REV. NO.	0





Refer to R drawing for exact location and elevation of catch basin

Construct 40LF of 10" VCP culvert

Construct new manhole. Refer to Note

Conform to (E) Rim: +/-28.5  
Conform to (E) Invert: +/-20.0

Note  
Prior to construction of new MH, Contractor shall pothole location of existing AWSS line.

PLAN  
SCALE: 1"=10'



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



**BUREAU OF ENGINEERING**  
CITY & COUNTY OF SAN FRANCISCO  
**SAN FRANCISCO PUBLIC WORKS**  
49 SOUTH VAN NESS AVENUE, SUITE 800  
SAN FRANCISCO, CA 94108

Section Mgr:	LESLEY WONG	Date:	
Deputy Bureau Mgr:	FERNANDO CISNEROS	DESIGNED: DATE:	B.N.G 11/2020
Acting Bureau Mgr:	IOBAL DHAPA	DRAWN: DATE:	A.KIRSCH 11/2020
		CHECKED: DATE:	

SCALE:  
1"=10'  
SHEET OF SHEETS

**MINNESOTA STREETSCAPE IMPROVEMENTS PROJECT**  
**MINNESOTA STREET MATCHLINE C TO 25TH STREET SEWER AND DRAINAGE WORK**

CONTRACT NO. 2972J  
DRAWING NO. SW-4  
FILE NO.  
REV. NO. 0



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Safe Routes to Schools Program Administration
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Transportation Demand Mgmt
<b>Current PROP K Request:</b>	\$240,000
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

This grant will fund the San Francisco Municipal Transportation Agency's (SFMTA's) administration of the SF Safe Routes to School (SRTS) program from May 2021 through August 2021. This request funds SFMTA staff time during the second year of the One Bay Area Grant funding cycle. The SFMTA will continue to oversee and coordinate San Francisco's school transportation programs and focus on the core goals of school transportation: safety and mode shift.

### Detailed Scope, Project Benefits and Community Outreach

Detailed scope attached.

### Project Location

Citywide

### Project Phase(s)

Construction (CON)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$240,000

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

**Safe Routes to Schools Program Administration**

This grant will fund the San Francisco Municipal Transportation Agency's (SFMTA's) administration of the SF Safe Routes to School (SRTS) program from May 2021 through August 2021. This request funds SFMTA staff time after the transition from the Department of Public Health that occurred in July 2019, and during the second year of the One Bay Area Grant funding cycle. The SFMTA will continue to oversee and coordinate San Francisco's school transportation programs and will increase its focus on the core goals of school transportation: safety and mode shift.

**Background**

The SFMTA is supporting our city's children and families coordinating efforts to provide safe and effective options for school transportation. Central to this comprehensive effort was the transition in summer 2019 of the SRTS program from the Department of Public Health (DPH) to the SFMTA in partnership with the San Francisco Unified School District (SFUSD). In January 2018, the Transportation Authority Board approved \$2,813,264 in One Bay Area Grant (OBAG) funds to the SFMTA for the SRTS Non-Infrastructure project, conditioned upon this management transition. This new structure enabled the SFMTA to reach all SFUSD schools by coordinating San Francisco's school transportation programs, including the re-established capital Safe Routes to Schools program. This reorganization also allowed for an increased focus on the core goals of school transportation:

- Mode Shift: By 2030, the program will reduce single family vehicle trips from 48% in 2018 to 30%.
- Safety Support: By 2030, the program will reduce school-related collisions by 50% from an annual average of 2 severe and 32 total injury collisions per year, which aligns with the city's Vision Zero initiative to eliminate all traffic deaths in San Francisco.

In June 2018, the SFMTA, in coordination with the San Francisco SRTS Partnership, presented the school transition plan to the Transportation Authority outlining the components of this coordinated, comprehensive approach to school safety and transportation management. In addition to outlining the key focus areas for a newly aligned SRTS Program, the plan identified the need for new administrative roles within the SFMTA.

Starting in July 2019, the SFMTA officially transitioned to be the program lead for the San Francisco SRTS program. The program will continue as a broad partnership led by a newly created SRTS Coordinator and supported by a multidisciplinary outreach team. The SF-SRTS program is a larger, more comprehensive program and is supported by two functional structures: The overall City SF-SRTS Program is composed of four City Agencies, the SFMTA, DPH, the Department of the Environment (SFE), and SFUSD, and the SF-SRTS Partnership that supports the non-infrastructure program, which includes four local non-profit partners, the San Francisco Bicycle Coalition (SFBC), Walk SF Foundation, the YMCA of San Francisco, and Tenderloin Community Benefit District.

Since its beginning, the SF-SRTS Program has centered equity in its work with school communities. Highlighted in the adopted *SF Safe Routes to School Framework*, the program has committed to and implemented a coordinated framework for its efforts to provide safe and effective options for school transportation. While SF-SRTS resources and activities are offered to all SFUSD schools, under SFMTA administration, SF-SRTS has adopted a data-driven method for prioritizing enhanced outreach and programmatic support to schools with heightened risk for traffic collisions and where need for support is highest. Once identified as an equity-focused priority school, SF-SRTS team members proactively reach out to establish relationships and work with the school community to select and customize SF-SRTS programming that meets the needs of that site. For additional details, see the attached SRTS: Equity Plan immediately following the scope.

When SFUSD closed in-person schooling in March of 2020 in response to the COVID-19 pandemic, the focus of the program shifted to supporting distance learning at SFUSD, providing limited programming at

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

Shared Schoolyard sites, adapting yearly events to be compatible with distance learning, and engaging with Community Learning Hubs about walking school bus support.

As a condition of OBAG funding, SFMTA provides a report to the Transportation Authority annually on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals. In the first year of SFMTA administration, the SF-SRTS program made substantial progress towards its established mode shift goal, with an observed reduction in single family vehicle trips from 48% in 2018 to 46% in 2020. Activities and impacts achieved in the first year of SFMTA administration of the SF-SRTS program can be found in the annual report submitted at the conclusion of the 2019-20 school year and attached to this request. This progress report requirement will be applied to this funding as well, due in September 2021.

### **Scope**

The SFMTA requests funding to continue to support the SF-SRTS Coordinator position, in addition to funding a portion of the supervisory staff time needed for this position to be successful as well as increased time for support staff required for the program's success.

This involves substantial work fulfilling program management roles as well as coordinating adjustments to the program approach, including transitioning the program to provide support in accordance with evolving San Francisco health directives. This work includes developing internal processes, establishing strong partnership relationships, engaging with partners to transfer knowledge and past practices to the SFMTA, negotiating and documenting planned changes to the program based on new directions set in the 2018 SRTS Program framework.

Funding covers SFMTA staffing through the duration of the approved SRTS Non-Infrastructure project started in July 2019 and includes \$49,920 in material and printing. The material and printing budget covers incentive purchase and shipping, translation services, and printing of promotional and educational material in multiple languages that can be distributed at Community Hubs, schools offering in-person learning, and SFUSD food distribution sites. Maintaining the ability to purchase and print material is critical to provide equitable service to the SFUSD school community through reaching students and families who struggle to access and engage with online material.

On March 23, 2021, the Transportation Authority Board approved the nomination of the SFMTA's Safe Routes to School Non-Infrastructure Program for \$2,100,000 in MTC's Safe and Seamless Mobility Quick-Strike Program funding. On April 23, 2021, MTC staff presented their recommendation to partially fund the program with \$1,800,000 in Safe and Seamless Mobility Quick-Strike Program funding. If approved, SFMTA will receive Authorization to Proceed with Construction in fall 2021. With a partial award, SFMTA anticipates returning in the fall to request additional Prop K funds to continue staff support.

### **The SF-SRTS Coordinator Ongoing Role**

Key to the future success of the SRTS program was the creation of a position, the SF SRTS Coordinator, or Schools Coordinator who began in June 2019. The position is housed in SFMTA's Planning Programs Section in the Sustainable Streets Division. This position oversees the final development and implementation of the SF-SRTS program including the reorganization of SFMTA's traditional schools work and the non-infrastructure partnership. In addition, this position has been supported by two staff members providing part time assistance required to successfully coordinate administration of the SRTS program and plan for continuing success of the program.

This coordinator position and support staff represent over 1 FTE and are responsible for four key areas:

- Coordinates the program areas within the SF-SRTS program
- Maintains high quality community relationships with school community and stakeholders

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

- Liaise with SFUSD to ensure strong partnership
- Chairs the SF-SRTS Partnership, including non-infrastructure program management

To support these key areas, the Schools Coordinator will work with the program partners to ensure that work programs are coordinated and comprehensive. As in-person and remote learning arrangements continue to develop, the Schools Coordinator directs and oversees all necessary adjustments to program materials and activities to enhance their relevance and value for all segments of the SFUSD student population. The Schools Coordinator will ensure that SF-SRTS events such as the annual Walk & Roll to School Day and Bike & Roll to School Day are designed and delivered in ways that are accessible and enriching for the broadest range of students and staff throughout SFUSD schools. In the 2020-21 school year this included stretching event from one day to a week, re-designing activities to be suitable for independent and remote participation, targeting promotion through Community Learning Hubs and awarding meaningful incentives to teachers at schools in each supervisorial district. Priorities for the development of distance-learning resources and trainings are determined by the Schools Coordinator for implementation by the SF-SRTS Partnership. The coordinator may delegate responsibility for certain program areas while ensuring that the SFMTA remains the fully accountable agency to deliver the SF-SRTS program.

Working with partners inside SFMTA and with the non-infrastructure partnership, the Schools Coordinator will develop and maintain a process for tracking and reporting on school-related activities that the City has undertaken in support of overall program goals. The Schools Coordinator will also maintain and support communication channels that expand how City and School decision-makers and school communities interact with the City about school-related concerns, inquiries and issues.

A key role of this position will be to ensure that communications between the non-infrastructure program, that engages with local school communities on a regular basis, is effectively connected to the infrastructure and environmental safety pieces of the program. To this end, the Schools Coordinator will be a single point of contact on issues related to school safety and remain in the loop on discussions regardless of the technical area of focus (engineering, enforcement, education, etc.) Communication with the community will be held to a high level of responsiveness, ensuring that parents, principals and School and City leaders are aware of how their inquiries and requests are being handled.

The Schools Coordinator will also maintain a contact list of key staff responsible for all school related efforts and activities and will endeavor to keep that list up-to-date to ensure that requests and inquiries are being handled expeditiously.

The School Coordinator will liaise directly with the SFUSD Sustainability Director on a regular basis to ensure that the City and School District are working closely together in implementing the program effectively and efficiently. Similarly, the School Coordinator will communicate regularly with appropriate DPH contacts and lead development of protocols aligning SF-SRTS activities with public health guidelines. The School Coordinator will also be the primary contact between the SF-SRTS program and the Board of Supervisors and other City leaders. Lastly, as the Chair of the SF-SRTS Partnership, the Schools Coordinator will provide oversight and direction to the SF-SRTS Partnership. This includes ensuring that the Partnership's outreach team is provided with clear direction, goals and outcomes to meet the program's goals and has appropriate and effective communication channels to meet the program's communications goals.

### **The SF-SRTS Support Staff Roles**

SFMTA support staff have proven necessary to achieve progress towards program goals as the expected contribution of DPH has been restricted by shifts in agency staffing, exacerbated by the long-term demands of COVID-related disaster service work.

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

SFMTA support staff take on tasks delegated by the SF-SRTS Coordinator to aid the development and implementation of the SF-SRTS program. Under the direction of the SF-SRTS Coordinator, tasks carried out by support staff include:

- Communicating priorities and direction established by SF-SRTS Coordinator to program partners
- Developing and monitoring detailed partner workplans in accordance with program priorities
- Establishing and executing purchasing plans for program collateral and incentives
- Coordinating with accounting staff on invoice processing
- Reviewing and editing program material
- Overseeing review of translated program material
- Writing and sending a program newsletter
- Supporting program reporting and evaluation
- Helping prepare funding requests and contract documents

## SF Safe Routes to School: Equity Plan

Since its inception, the SF San Francisco Safe Routes to School Program has centered equity in how it serves SFUSD schools. Highlighted in the adopted *SF Safe Routes to School Framework*, the program has committed to and implemented a coordinated framework for its efforts to provide safe and effective options for school transportation. Through 2019-2021 of this revamped program, SF SRTS has stayed true in implementing *a strong equity consideration in ensuring that schools' volunteer resources are maximized, as not all schools are able to benefit from the time of parent volunteers, yet all are deserving of the benefits of this resource.*

The SF SRTS program has two program goals:

- **Mode shift-** By 2030, the program will reduce single family vehicle trips from 46% in 2020 to 30%
- **Safety-** By 2030, the program will reduce single school-related collisions by 50% from an annual average of 2 severe and 32 total injury collisions per year, which aligns with the city's Vision Zero initiative to eliminate all traffic deaths in San Francisco.

The program's guiding Framework specifically embeds equity in program actions as part of the programmatic support to schools:

*With two program goals, mode-shift and safety, the final school prioritization methodology will need to factor in schools with demonstrable safety issues, schools with a high percentage of students who qualify for free or reduced lunch, and schools with high potential for mode shift. When completed, it is expected that priority safety schools will be looked at for infrastructure and environmental safety interventions first while priority mode shift schools will add education and encouragement to the list of potential interventions.*

To this end, in the summer of 2019, the SFMTA Safe Routes to School team conducted a thorough data driven prioritization process to identify which schools received broad engagement support and which schools, due to equity related concerns, would receive "deep dive" outreach and support. SF-SRTS works with school communities directly to determine which of the proposed deep dive offerings fits their needs.

### Methodology for Prioritization of schools with an equity focus

Many SFUSD schools, including some that currently exceed expectations for walking, biking, carpooling, or taking transit, are identified as opportunities to provide additional support through offerings like Walking School Buses and other program offerings from a broad menu of options. Program activities for each school site are designed to ensure students' ability to engage in sustainable transportation by addressing barriers related to personal safety (both real and perceived) and equity.

Two criteria were used to determine which schools would be prioritized for deeper equity related support 1) the location where pedestrian safety was a heightened risk and 2) schools where student participation in the National Free and Reduced-Price School Meal program (FRPM) is



highest. As with many youth and SFUSD programs aimed at addressing the needs of vulnerable students, FRPM stands in as a proxy for school communities who may need additional staff support. Schools with a high percentage of students on FRPM may lack parent/ PTA resources to host school activities and the network of volunteers with the flexibility and time to support extracurricular transportation activities.

The resulting schools are those who meet both of the following criteria:

- Schools with the highest number of pedestrian-involved collisions within ¼ miles.
- Schools with the highest % of students eligible for the National Free and Reduced Meal Program.

Using collision data from SF Police department and FRPM data from SFUSD, the SF SRTS team conducted an analysis of all schools and ranked and selected them based on the identified criteria. The results of this analysis are as follows:

<b>Equity Schools that receive additional in-person resources</b>		
<b>Elementary</b>	<b>% of Free and Reduced Price Meals (2018-2019)</b>	<b>Pedestrian involved Collisions within ¼ mile</b>
Cesar Chavez Elementary	76.5	57
Tenderloin Community School	86.3	158
Marshall Elementary	68.4	92
Redding Elementary	70	102
Jean Parker	70.6	75
Chinese Ed Center	92%	98
John Yehall Chin	67.3	56
Bessie Carmichael	76.8	41
Spring Valley	78.6	51
<b>Middle</b>		
Bessie Carmichael Middle	76.8	41
MLK	76.9	27
James Denman Middle School	84.5	22
<b>High School</b>		
Balboa	69.4	24
Marshall	62.4	10

#### **Program activity selection:**

Once the school sites were identified, the SF SRTS team engaged its partners from multiple community-based organizations in order to design specific program offerings for equity schools that were culturally responsive and addresses the Safe Routes to School programmatic goals. Through community conversations and in-person tabling events from Fall 2019-Spring 2020, the SF SRTS partners (Walk SF, SF Bicycle Coalition, SF Environment, Y-Bike, and Tenderloin Safe Passage) worked with schools and SFMTA staff to identify site-specific programming for

each of the selected equity-focused deep dive schools and developed ways to authentically engage with students, parents, and educators at each site. Materials used for community engagement purposes at each school site are translated into the city’s 4 official languages: Chinese, Spanish, Filipino, and English. Arabic language translations are also used for school communities where Arabic is commonly spoken by families and students.

**Deep dive activities that are undertaken at equity-focused schools**

SF SRTS Deep Dive Menu Items		
<p><b>Annual Events</b> SF SRTS offers support in organizing these annual events. Deep Dive schools are usually selected as media schools and materials and outreach are conducted in the city’s four official languages: Filipino, Chinese, Spanish, and English. For some deep dive schools, additional support in Arabic is provided.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Walk &amp; Roll to School Day (October)</li>   <li><input type="checkbox"/> Bike &amp; Roll to School Week (April)</li> </ul>	<p>Walk &amp; Roll to School Day is a global event that celebrates students who walk and roll safely to school. It’s held in the Fall in partnership with SF SRTS and Walk SF. Multilingual staff support and materials are provided to schools.</p> <p>Bike &amp; Roll to School Week is an event that encourages students and families who bike, scoot or skateboard to school. Held in the Spring in partnership with SF SRTS and the San Francisco Bicycle Coalition. SF SRTS sends multilingual staff to organize a multilingual event.</p>
<p><b>Programming Support</b> The SF SRTS team can offer organizing tools, promotion, and incentives to help sustain or kick off recurring programming.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Regular/Recurring Walk &amp; Roll to School Days</li>   <li><input type="checkbox"/> Multilingual Walking School Buses</li>    <li><input type="checkbox"/> Group walks for Middle/High School</li> </ul>	<p>Promote safe walking and biking to/from school through regular encouragement activities.</p> <p>Promote safe walking to/from school through group walks on a set route. This parent and volunteer-led activity encourages regular attendance to school, less traffic during drop-off and pick-up, safety while crossing busy streets, increased physical activity and improved wellness for children. Some schools encourage walking school buses as a way to reduce truancy (ex. Malcolm X Academy). In neighborhoods such as Chinatown, the Tenderloin, and the Excelsior, culturally affirming walking school bus celebrate a specific community’s culture and traditions, as well as draw from that community to participate in and support the multilingual WSB activities.</p> <p>Walking to school is better with friends. The SF SRTS team will help students and their friends plan a safe</p>



	<p>students</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> MTAP Assembly</li>   <li><input type="checkbox"/> Bike Blender</li> </ul>	<p>route to school. This student-led activity encourages regular attendance to school, less traffic during drop-off and pick-up, safety crossing streets, increased physical activity and improved wellness. It also qualifies for Earth Day Every Day points!</p> <p>SF SRTS works with MTAP (SFMTA’s Muni Transit Assistance Program) to keep middle and high school students safe on the bus. MTAP staff are trained in conflict resolution skills and then ride specific routes with the purpose of diffusing and deterring conflicts through restorative practices. The SF SRTS team and MTAP will hold an assembly for schools so that they know how to access MTAP services. Students can meet the MTAP team and learn how to address any personal safety concerns you might have on your Muni ride.</p> <p>Make bicycle-powered smoothies at your events! The bike blender is loved by children of all ages and is a great way to reward students for good attendance, positive behavior, and responsible environmental choices. SF SRTS staff will train school staff on how to use the bike blender as an incentive to fight truancy.</p>
<p><b>On-Site Trainings</b> Have a group of parents and volunteers ready to lead a pack of safe walkers, “rollers,” and/or Muni riders? We’ll visit your school and train you in building and sustaining your SRTS program. For older students, we will teach you how to lead SRTS activities at your schools.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Free Muni for Youth and Lifeline Pass Resource Fair</li>   <li><input type="checkbox"/> Transit Field Trip</li>   <li><input type="checkbox"/> Community Safety Training</li> </ul>	<p>This is a great event for parents or students who want to learn about the SFMTA’s affordability programs and get support in filling out their application(s). We’ll help you learn if you qualify and help you apply on-site! Multilingual SF SRTS outreach staff will host this event at middle/high schools and share transit affordability resources with students.</p> <p>SF SRTS staff will empower students and parents to ride Muni by hosting an interactive workshop and group ride. Get to know your Muni routes, operators, and best practices.</p> <p>Does your community have safety concerns about walking in the area around your school? This interactive workshop will teach students or caregivers what they need to know about personal safety while walking to/from school. Get in the safety mindset and practice proactive walking! Our multilingual team is available to host this training for your school community.</p>

	<ul style="list-style-type: none"> <li><input type="checkbox"/> Biking with Children</li>   <li><input type="checkbox"/> Volunteer Crossing Guard Training</li> </ul>	<p>Learn skills and best practices for riding a bicycle with small children.</p> <p>Learn how to start a volunteer crossing guard program with your school community. SFMTA’s professional crossing guards will come and train your volunteers.</p>
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**Continuing Evaluation and Refinement**

Over time, it is expected that some school communities will be able to systematically adopt the equity programming that SF SRTS staff currently runs as part of their day to day operations. This is true in school communities, such as Malcolm X Academy, which has adopted recurring walking school buses to reduce chronic absenteeism at their school by 30%.<sup>1</sup> Since 2019, Malcolm X Academy has partnered with Urban Ed Academy, a nonprofit that works to narrow the achievement gap by increasing the number of Black and Brown male teachers, to host recurring walking school buses from nearby public housing to the school. In this example, school leaders and community organizations have stepped in to keep programs going once they have been implemented and the benefits confirmed. Our goal is that some deep dive schools will adopt these equity programs as part of their school communities so that we can add new deep dive schools to this list and serve more deep dive schools. Given that a third of San Francisco’s streets run through historically disadvantaged communities, and streets in these neighborhoods are almost twice as likely to be on the high injury network, we know that our most vulnerable students will still need as much support as possible to get to school safely. Currently, around 700 students participate in recurring walking school buses, while there are 55,000 students in SFUSD. We still have a ways to go in ensuring that all our children can get to school safely and sustainably.

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<sup>1</sup> <https://walksf.org/2020/03/04/the-power-of-a-walking-school-bus-at-malcolm-x-elementary/>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Safe Routes to Schools Program Administration
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

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

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

## SCHEDULE DETAILS

Outreach to school communities is ongoing throughout project. Outreach is conducted through email, phone calls, newsletter, posting to the SFUSD staff bulletin board (formerly OASIS, now DRUPAL), social media and website posts, outreach through community partners, printed material distributed at school food and material distribution sites, and (when allowed by public health and school protocols) directly at school sites. Please see Equity Plan for more information on sites prioritized for enhanced outreach and support.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Safe Routes to Schools Program Administration
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-143: Transportation Demand Mgmt	\$0	\$240,000	\$0	\$240,000
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$0</b>	<b>\$240,000</b>

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$240,000	\$240,000	Calculated based on salaries and expected level of effort
Operations	\$0		
Total:	\$240,000	\$240,000	

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

**MAJOR LINE ITEM BUDGET**

BUDGET SUMMARY	
Agency	Total
SFMTA	\$ 189,580
City Attorney Fees	\$ 500
Materials and Printing Costs*	\$ 49,920
<b>Total</b>	<b>\$ 240,000</b>

\*The material and printing budget covers incentive purchase and shipping, translation services, and printing of promotional and educational material in multiple languages that can be distributed at Community Hubs, schools offering in-person learning, and SFUSD food distribution sites.

**DETAILED LABOR COST ESTIMATE**

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Manager VI / 9174	20	\$ 76.99	\$ 2.68	\$ 206.38	0.010	\$ 4,128
Transit Planner IV / 5290	56	\$ 70.71	\$ 2.64	\$ 186.86	0.027	\$ 10,464
Transportation Planner III / 5289	700	\$ 59.65	\$ 2.68	\$ 160.08	0.337	\$ 112,056
Transportation Planner II / 5288	250	\$ 50.26	\$ 2.72	\$ 136.88	0.120	\$ 34,220
Planner I / 5277	250	\$ 41.35	\$ 2.78	\$ 114.85	0.120	\$ 28,713
<b>Total</b>	<b>1276</b>				<b>0.61</b>	<b>\$ 189,580</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Safe Routes to Schools Program Administration
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$240,000	<b>Total PROP K Recommended</b>	\$240,000

<b>SGA Project Number:</b>		<b>Name:</b>	Safe Routes to Schools Program Administration
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	06/30/2022
<b>Phase:</b>	Construction	<b>Fundshare:</b>	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-143	\$0	\$240,000	\$0	\$0	\$0	\$240,000

### Deliverables

1. By September 2021, SFMTA staff will provide a report on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals of reducing single family vehicle trips by 37% and school-related collisions by 50% by 2030, consistent with the required deliverable for the OBAG grant.

Metric	PROP K	PROP AA	TNC TAX
Actual Leveraging - Current Request	1.0%	No PROP AA	No TNC TAX
Actual Leveraging - This Project	No PROP K	No PROP AA	No TNC TAX

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Safe Routes to Schools Program Administration
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$240,000
--------------------------------	-----------

- 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
<b>Name:</b>	Ana Vasudeo	Joel C Goldberg
<b>Title:</b>	Safe Routes to Schools Coordinator	Grants Procurement Manager
<b>Phone:</b>	(415) 646-2577	(415) 646-2520
<b>Email:</b>	ana.vasudeo@sfmta.com	joel.goldberg@sfmta.com





I Love Biking in S.F.



# San Francisco Safe Routes to School 2019 - 2020 Evaluation Highlights

Prepared By:



raimi+  
associates



SFMTA



# Letter from the Director



London Breed, Mayor

Gwyneth Borden, Chair  
Amanda Eaken, Vice Chair

Cheryl Brinkman, Director  
Steve Heminger, Director

Jeffrey Tumlin, Director of Transportation

Summer 2020

Dear Safe Routes to School Supporters:

The 2019-2020 school year was the first year that the San Francisco Municipal Transportation Agency (SFMTA) had the pleasure of overseeing the San Francisco Safe Routes to School Partnership. It was a year of growth and expansion for the program, extending the program from 27 schools to 103 schools with on-site outreach and education. Internally, we enhanced and strengthened the coordination and collaboration with all of the school safety related services and ensured that schools received comprehensive information about all of the SFMTA's school-related programs, including the Crossing Guard Program, Free Muni for Low-Income Youth, and the Muni Transit Assistance Program.

Although we made great progress with Safe Routes to School, the COVID-19 pandemic has had profound changes to our city's transportation system and our school communities will continue to feel the impact of this change. Now, more than ever, the San Francisco Safe Routes to School Partnership will need to help students, particularly transit-dependent students, navigate our streets safely and sustainably during these unprecedented times. Now is also the time for us to help people walk/bike to school in order to reduce the impact that COVID-19 will have on our transportation system. With new initiatives, such as the SFMTA's Slow Streets Program, we are creating more opportunities for students to walk and bike safely to school. Given the new needs that our students are facing during this pandemic, the San Francisco Safe Routes to School Partnership has introduced several virtual trainings to help students and their families navigate our streets safely during shelter in place.

The SFMTA team is working hand in hand with our Safe Routes to School city and non-profit partners to ensure that all our students have access to affordable, safe, and reliable transportation options during this time of great uncertainty.

Sincerely,

Jeff Tumlin  
Director of Transportation



SF Environment



San Francisco  
Department of Public Health



SFUSD SAN FRANCISCO  
PUBLIC SCHOOLS



YMCA OF  
SAN FRANCISCO



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# Program Overview

## About Us

SF-SRTS is a partnership between city agencies and nonprofit partners, including the following among other partners:

- San Francisco Municipal Transportation Agency (SFMTA)
- San Francisco Unified School District (SFUSD)
- San Francisco Department of Public Health (DPH)
- San Francisco Department of the Environment (SFE)
- San Francisco Bicycle Coalition
- Tenderloin Safe Passage
- Walk San Francisco
- YMCA's YBike Program

SFMTA supports the city's children and families by building a coordinated framework for efforts that provide safe and effective options for school transportation.

## This collaboration has resulted in...

- Increased focus on the program's core goals
- Improved coordination to promote sustainable transportation and support safety
- Improved communications to parents and stakeholders



## Background

This report provides a high-level summary of the successes of the San Francisco Safe Routes to School (SF-SRTS) program in fiscal year 2019-2020 as well as opportunities for reflection, learning, and growth. We acknowledge the unprecedented context and challenging times in which this report is produced. The ongoing COVID-19 global pandemic has led to school closures, transformed in-person education to distance learning, and has resulted in numerous health, social, emotional and economic impacts for students and families, particularly for communities of color. SF-SRTS remains committed to enhancing children's health and well-being by creating opportunities to incorporate active transportation into their everyday lives, with equity and safety as top priorities.

The programming and data referenced throughout this report was implemented and gathered from September 2019 through mid-March 2020, before the shelter-in-place orders and school closures went into effect. After shelter-in-place, the program has pivoted to providing distance learning opportunities for SFUSD students.



***“Alexa likes to draw and enjoyed drawing all the kids walking and rolling to school, especially because we were not able to this year. Alexa really enjoys Bike and Roll to School Week because it is good for the environment.”***

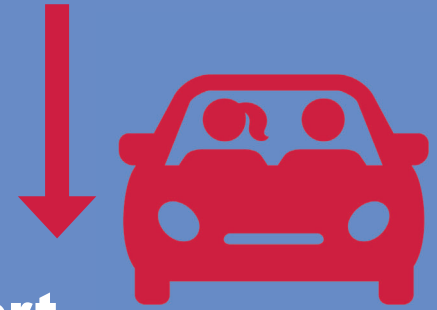
***-Parent of First Place Middle School Winner\****

*\* An art contest was launched in 2020 to celebrate Bike and Roll to School Day. When schools were canceled due to the shelter-in-place order, the art contest provided an opportunity for students to participate in transportation-related activity that they could safely do from home. There were 44 entries from 27 schools, and prizes were given to selected winners.*

## Goals

### Goal 1 - Mode Shift

*By 2030, the program will reduce single family vehicle trips from 48% in 2018 to 30%*



### Goal 2 - Safety Support

*By 2030, the program will reduce school-related collisions by 50% from an annual average of 2 severe and 32 total injury collisions per year, which aligns with the city's Vision Zero initiative to eliminate all traffic deaths in San Francisco.*

## Objectives

- Increase the number of students and families using one of “Four Fun Ways” (FFW)
- Greater positive awareness of FFW among school communities and policymakers
- Greater capacity and knowledge of how to use FFW
- Expand the impact of limited resources



*Four Fun Ways are defined as the four sustainable modes of transportation SF-SRTS promotes: walking, biking, transit use, and carpooling.*



# 122 Expansion

Program outreach expanded from 27 schools to **103** non-charter public schools in SFUSD.

- In 2019-20, SF-SRTS conducted broad outreach to nearly all 60,000+ students in the district to increase awareness of the program and increase parent and school engagement

Coordination improved among school transportation efforts and created community feedback channels:

- Coordinated efforts with the Muni Transit Assistance Program, Crossing Guard Program, and MTA's school-site engineering team
- Partnered with SFMTA's Low Income Programs to increase outreach and support applications for Free Muni for Youth
- Hosted a Transit Day event with SF Transit Riders and directly engaged with middle and high school students through transit tabling

## Prioritization

SF-SRTS prioritized deep engagement at 33 schools (serving approximately 21,237 students) based on:

- **Mode shift goals:** Schools where many students are driven to school in a family car despite living nearby. SF-SRTS used data from the 2017-2018 Commute Study for this prioritization.
- **Equity goals:** Schools where there is a high percentage of students eligible for free and reduced price meals in areas with a history of collisions.

## Commitment to Equity

SF-SRTS uses a data-driven approach to prioritize schools in under-resourced neighborhoods where families face significant collision and personal safety challenges on trips to and from school. Equity-focused strategies include:

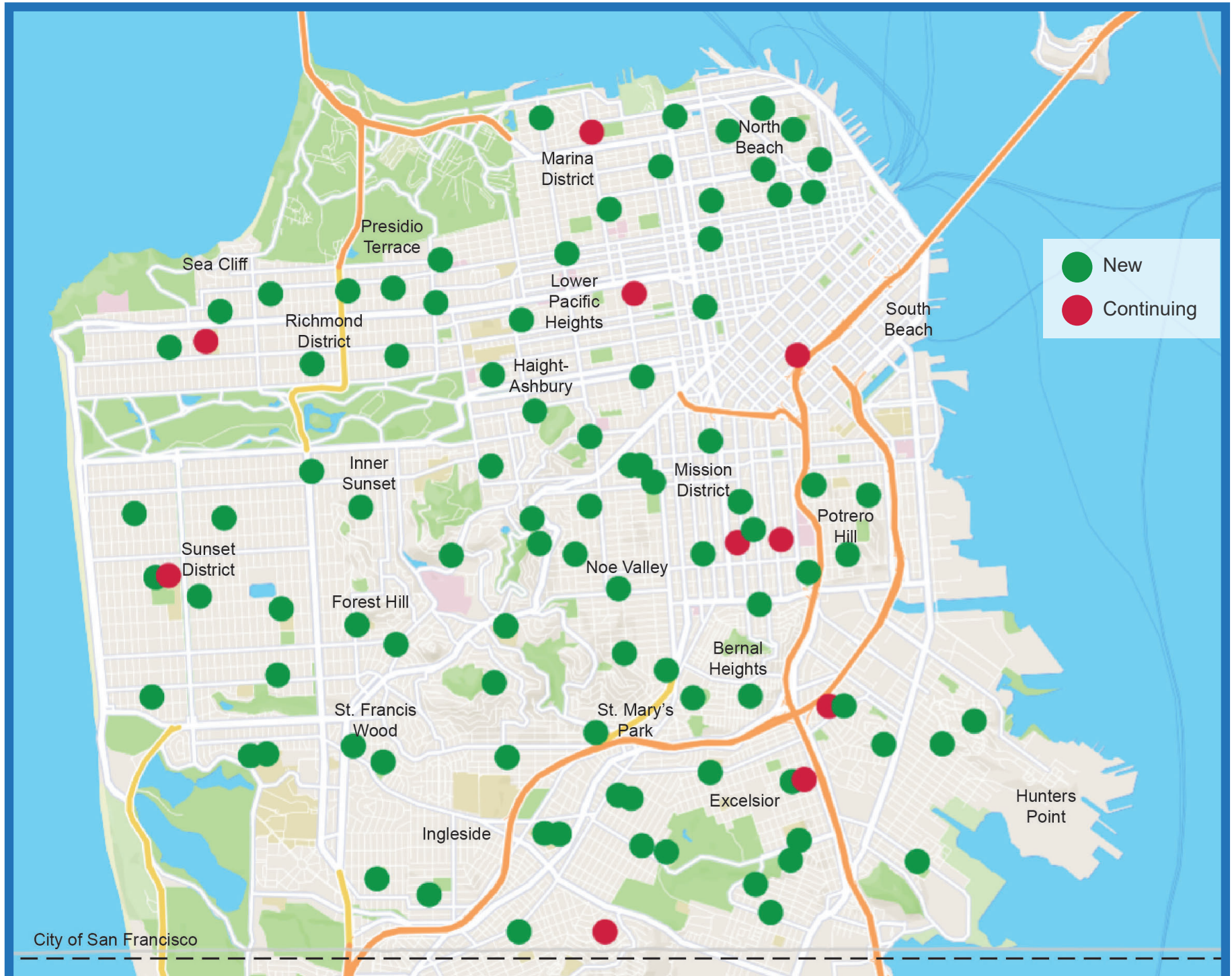
- Engaging families in multilingual program planning and implementation including direct outreach by multilingual staff and translated collateral resources
- Increasing access to culturally appropriate resources guided by community requests
- Providing on-the-ground support by SF-SRTS staff for events and programming
- Directing support to access low income transit services





# SFUSD Schools Participating in SF-SRTS

All 103 SFUSD non-charter schools now participate in SF-SRTS.



## Core Programming



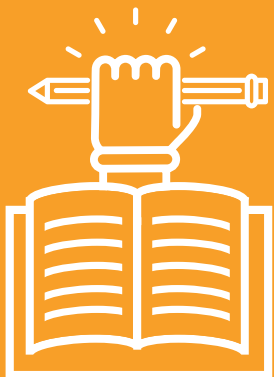
### Encouragement

Communications, events, and support provided to families and students outside of the school day.



### Environmental Safety

Programs and efforts to improve street safety and the perception of safety for families travelling to school.



### Education

In-school, student-focused education on transportation safety and multi-modal transportation options.

## Adjacent Infrastructure Support



### Engineering

Physical engineering and planning work. Includes: traffic operations, traffic engineering, traffic calming, and walk audit program.



### Transportation Services

Public transportation options. Includes Muni and school trippers, yellow school bus, and Free Muni for Youth.

## Program Evaluation



### Data-Driven Approach

Program evaluation builds on SF-SRTS' data-driven approach to prioritization and engagement by:

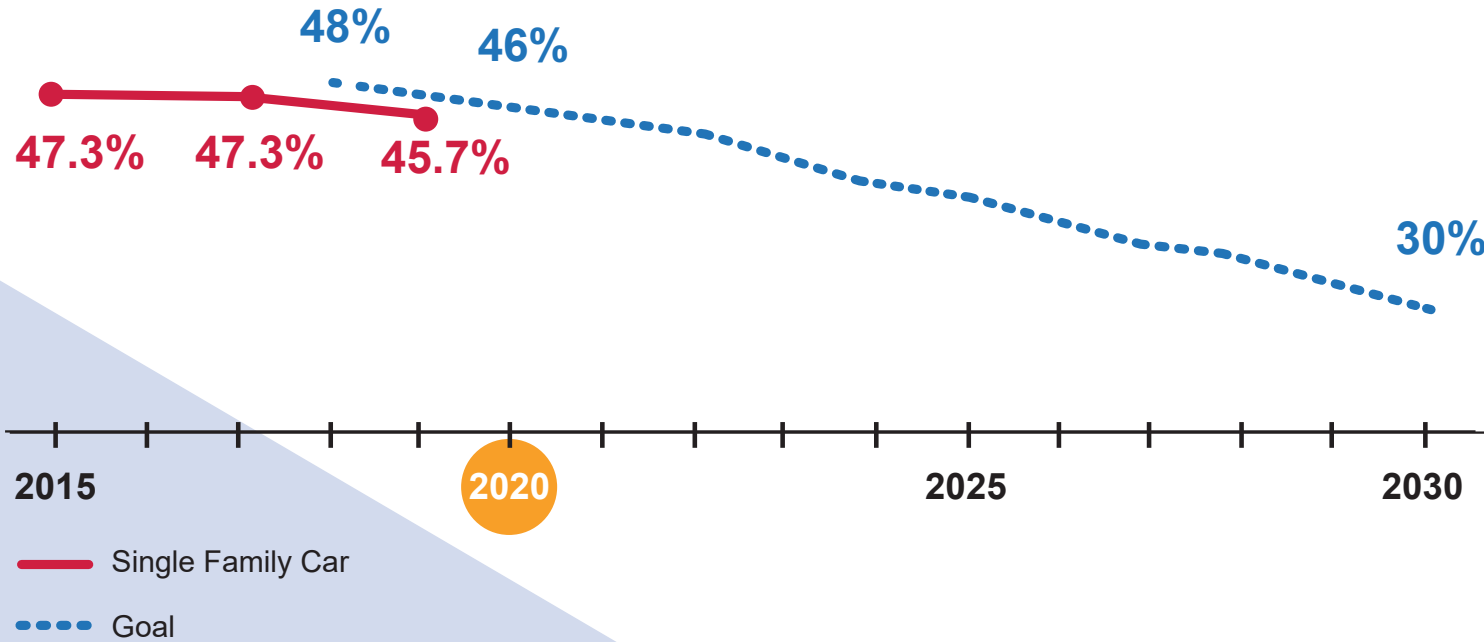
- Tracking progress to achieving mode-shift and safety goals
- Recording activity and outreach metrics to measure school-level impacts
- Ensuring that program components are meeting identified metrics for success



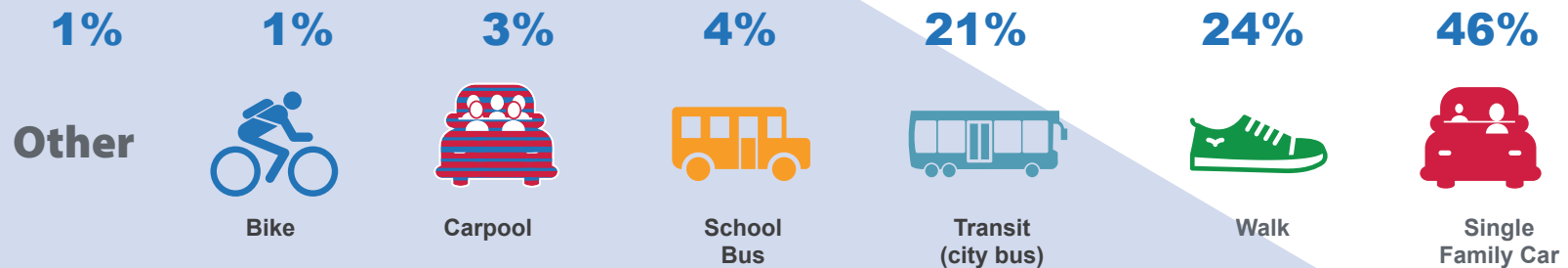
# Goal 1 Findings: Mode Shift

**Goal 1: Reduce single family vehicle trips from 48% in 2018 to 46% in 2020.**

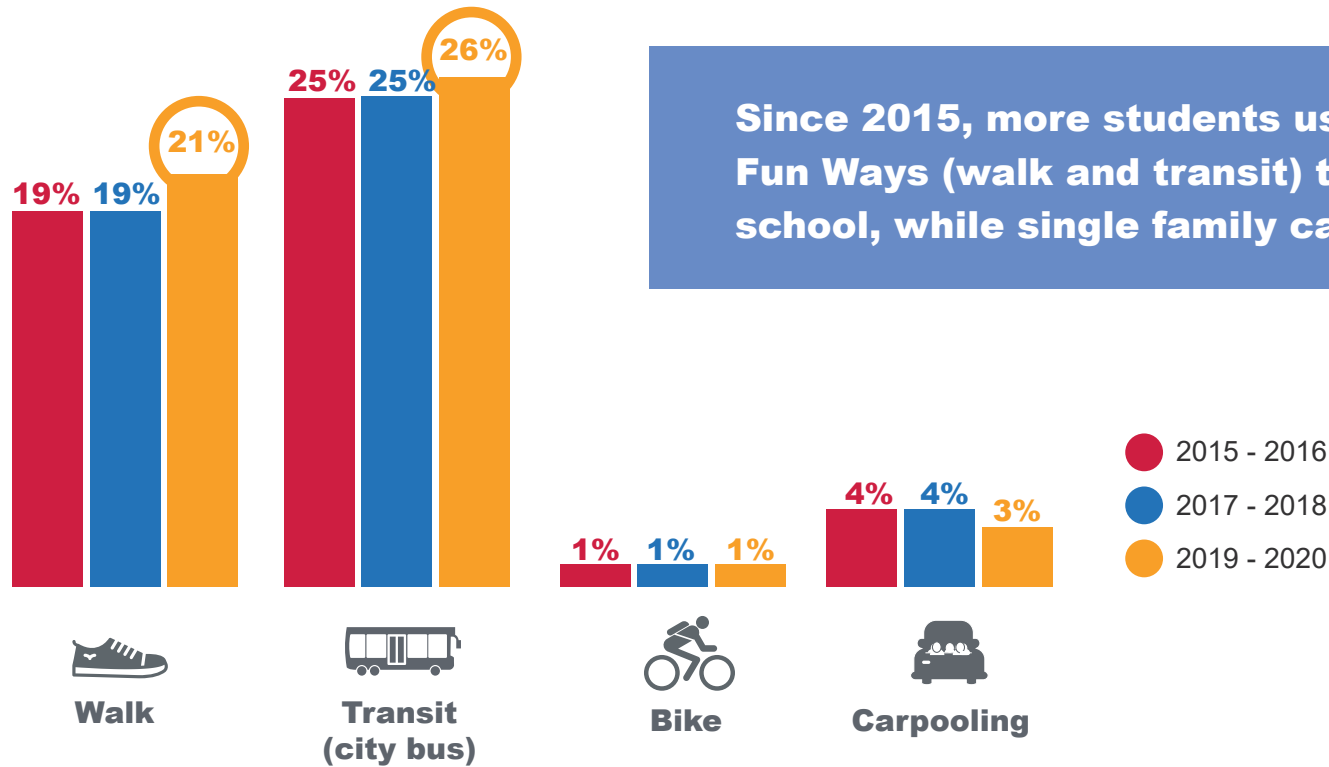
 **Goal met for 2020! On track to reach 2030 goal.**



## Distribution of Transportation Modes to Get to School



All data comes from biannual travel tally survey.



Since 2015, more students use two of the Four Fun Ways (walk and transit) to travel to/from school, while single family car use has declined.

Elementary school students were more likely to walk to school; and middle and high school students were more likely to take the bus to school.

**Elementary Students**



**Middle School Students**



**High School Students**



# Goal 2 Findings: Safety Support

**Goal 2: By 2030, reduce school-related collisions by 50% from an annual average of 2 severe and 32 total injury collisions.**

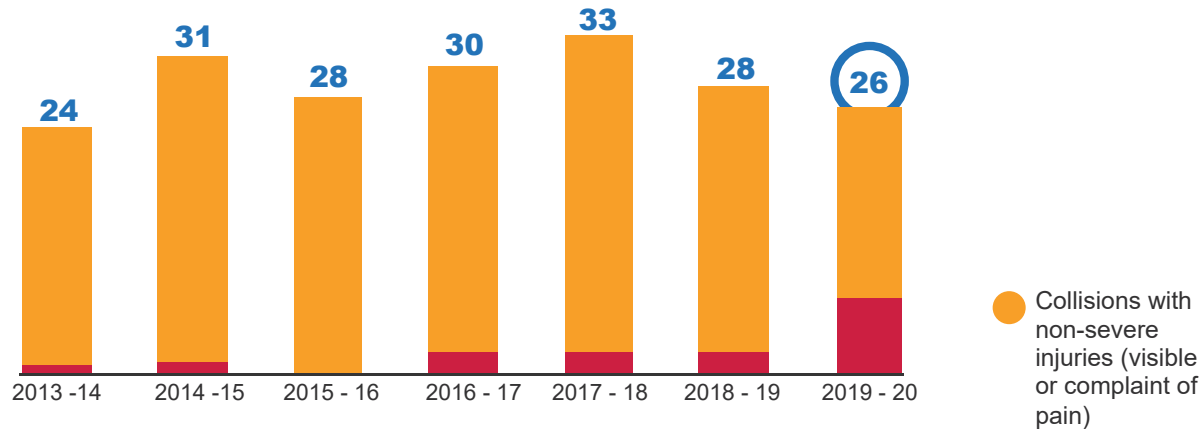
In other words, by 2030 there will be an annual average of 0 or 1 school-related collisions resulting in severe injuries.



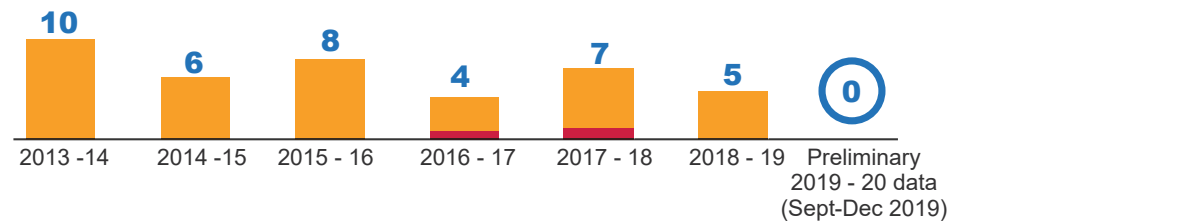
**Working to meet 2030 goal.**



**School-Related Collisions Involving Pedestrians**

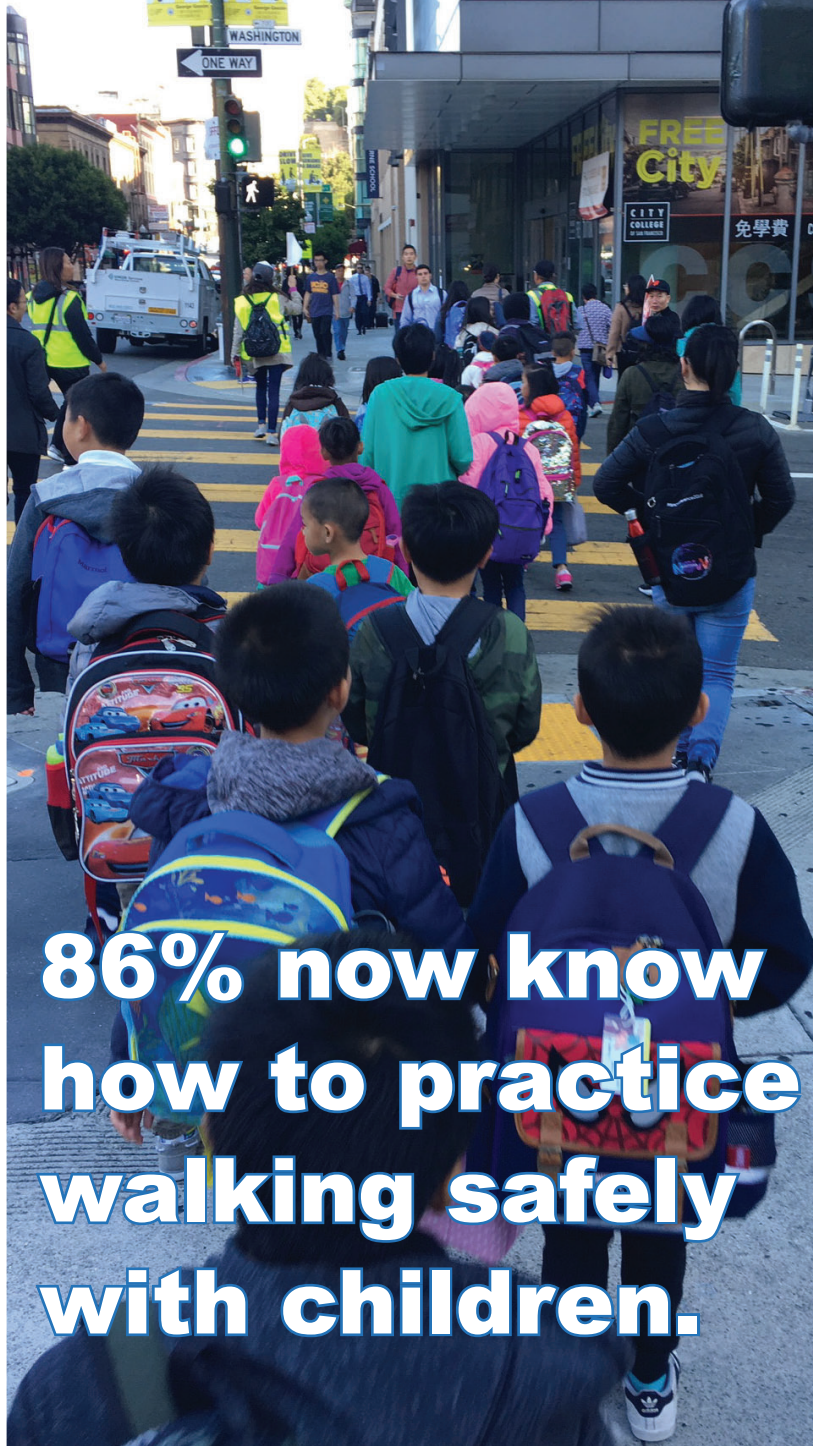


**School-Related Collisions Involving Bicyclists**



School-related collisions are those that involve 1) a child or young person 5-18 years old and 2) either a pedestrian or bicyclist (who may be the child), and occurred on a weekday during the school year (September - May) between 6:00 am and 6:00 pm.

**In 2019, there were zero child fatalities from school-related collisions in San Francisco.**



**86% now know  
how to practice  
walking safely  
with children.**

### What we did: Environmental & Traffic Safety

- **Tenderloin Safe Passage:** Maintained a group of “Corner Captain” volunteers who assist with safe street crossings during morning school commutes along the city’s high injury network.
- **Bayview Monthly Convener Meetings:** Built relationships with community organizations that promote safety for students during school commutes.
- **TransBASE:** Monitored collisions involving school-age children and youth to address locations and causes.

### What we did: Community & Personal Safety

- **Conducted Deep Engagement:** Worked in priority neighborhoods to identify barriers or obstacles to 4 Fun Ways (walk, roll, bike, and/or access transportation without harm or intimidation).
- **Expanded Personal Safety Programming:** Developed a new Personal Safety training, started new walking school buses, and supported existing walking school buses at safety support schools.

### Community Safety Training Findings

After completing the Community Safety Training, survey respondents indicated:

- **100%** would like to attend more trainings
- **86%** know how to monitor safety conditions of their walking paths
- **57%** feel safer walking to and from school with their children



# How We Are Meeting Our Goals: Engagement & Education

## What we did:

- Events and support for families and students
- Student-focused education on transportation safety and multi-modal transportation options:
  - Tabling
  - Walk & Roll to School
  - Bike Education
  - Outreach and student engagement toolkits (in development)



**74**  
Elementary  
Schools



**29**  
Middle + High  
Schools\*

**In 2019-2020 SF-SRTS successfully completed outreach activities at all 103 elementary, middle, and high schools.**

**95 schools** were reached through tabling

**15,026 students** were reached through tabling events

**over 2,500 parents and caregivers** discussed the SF-SRTS program with staff

**over 1,900 subscribers** are now registered for the SF Kids On the Go newsletter

\*Tabling at middle and high schools was interrupted by COVID19





*“We have participated in the last 5 years, so we will definitely continue. [Also], once a month we will hold Walk and Roll to School with our students.”*

*-School Coordinator*

## **SF-SRTS held a successful Walk and Roll to School Day on October 2**

**89 schools** registered

**Over 11,000 students** participated

**10 schools hosted** elected officials

## **YBike hosted 8 fun Learn To Ride events with 453 participants and delivered bicycle education at 11 schools in SFUSD**

After participating in Learn to Ride events, survey respondents indicated:

- Increases in bike riding skills (from 9% riding bike on own to 26%; from 7% pedaling on two wheels to 23%; from 35% balancing on two wheels to 49%)

**93% want to participate in future** Learn to Ride or other biking events

## **Walk and Roll to School Day**

**94% of schools** want to participate again next year

**77% plan to host** similar events in the future

## **1,003 students in 37 classes from grades 6-10 participated in YBike education**

The average baseline knowledge score was 65% at baseline and 80% at follow-up



# How We Are Meeting Our Goals: Transit Resource Fair



## Goals of the Transit Resource Fair

1. Increase students' awareness and knowledge of transit resources
2. Increase access to Free Muni for Youth
3. Gather feedback on effective strategies for high school engagement

## Data Highlights

**A total of 316 students in grades 7-12 (from 13 middle and high school) participated** in the resource fair and completed transit surveys.

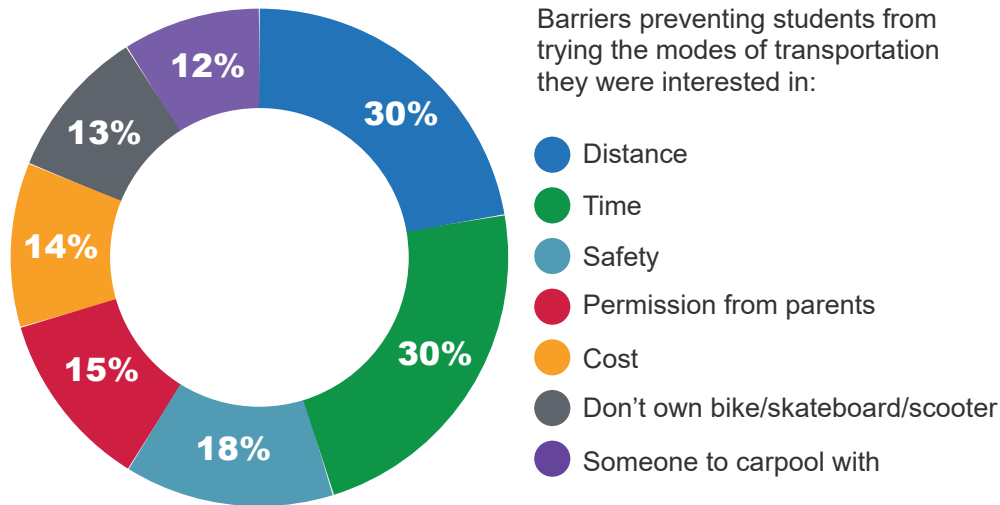
On the day of the survey, most students traveled to school by **Muni/BART (40%) or in a family car (39%).**

**50% of students** reported that the decision about their mode of travel to/from school was their parents' and **only 30% reported making the decision for themselves.**

For students whose parents made the decision about their mode of travel, the top reasons included **convenience (55%), time (29%), safety (23%), and cost (12%).**

Many students expressed interest in using sustainable modes of transportation: **53% for Muni/BART, 34% in biking, 20% for skateboard/scooter, 18% in walking, and 17% in carpooling.**

Barriers preventing students from trying the modes of transportation they were interested in included: **distance (30%), time (30%), safety (18%), permission from parents (15%), cost (14%), and not having a bike/skateboard/scooter (13%) or someone to carpool with (12%).**



Most students learned about the free Muni pass from their **school (33%), parent/guardian (31%), or friends (11%).**





## How We Are Meeting Our Goals: Walking School Buses

**Focusing on  
safety, truancy,  
cultural  
responsiveness,  
and community  
building.**

Our culturally responsive walking school buses support safety, regular school attendance, and community building.

### **Increased Safety**

Addresses direct safety concerns such as traffic/infrastructure issues or negative behaviors along walking routes.

Chinatown: Children and caregivers meet at a common place (like a local park) and walk together to stay safe while crossing some of the city's most dangerous streets. This Walking School Bus incorporates culturally responsive elements like language support and multi-generational family involvement.

### **Decreased Truancy**

Reduces truancy at an individual school by ensuring a safe, structured way to get to school, organized by educators and/or SRTS chaperoned.

Malcolm X, Tenderloin, Bret Harte: Urban Ed educators in training host walking school buses departing from public housing complexes near Malcolm X. The program documented reductions in truancy for participants.

*“Success is based on having dedicated, passionate champions at the schools they serve. They know the families in their local community and what’s needed to keep them participating.”*

*-Program Partner*

### Deepened Cultural Responsiveness

Celebrates a specific community's culture and traditions, and build on community strengths to participate in and support the WSB activity.

Excelsior: Bilingual educators host walking school buses in Spanish at the Excelsior Hub.

### Strengthened Community Building

Unites school community members and serves as ways for parents, families, and students to become more familiar with one another.

Longfellow: Encourages families and students to try new modes while addressing community clean up needs.

*"The Longfellow Walking School Bus and 'Walk to Win Wednesdays' played an important role in anchoring the launch of our San Francisco Safe Routes to School Program. I believe this is due to strong relationships between supportive school administration, teachers, and dedicated parents who took on leadership to serve their children's health and create positive change in their community. That is to say that it is unique, and yet it is like many other Safe Routes to School stories."*

*-Parent at Longfellow*





## Looking Ahead

Given the needs of students during the COVID-19 pandemic, the SF-SRTS program has adapted and introduced several virtual trainings to help students and their families navigate streets safely during shelter in place. With the introduction of SFMTA's new Slow Streets Program, which is designed to limit through traffic on certain residential streets and allow them to be used more as a shared space for foot and bicycle traffic, families in the city are venturing out to try biking for the first time!

As a result of the pandemic, the SF-SRTS Program has introduced new offerings, such as a virtual Biking with Young Children course to help families navigate streets safely while remaining socially distanced. The program has also introduced a virtual pedestrian safety class and will be revamping the SF-SRTS website to add more downloadable guides for distance learning during the 2020-2021 school year.

### COVID Response Next Steps

In July 2020, the SF-SRTS team underwent professional development and discussed how to perform limited on-site instruction (following the guidance from the Department of Public Health) and virtual engagement with school communities for pedestrian, bicycle, and transit education.

The SF-SRTS team is actively involved in discussions with the SFMTA transit team to discuss how students can safely ride Muni should schools reopen in the Fall of 2020.

The SFMTA is working with various city partners to prepare for additional rolling drop-off education if there is a significant increase in parents driving their children to school should schools reopen in the fall.











**San Francisco  
Safe Routes to School  
2019 - 2020  
Evaluation Highlights**



This project was made possible in part by the One Bay Area Grant Program provided by the Metropolitan Transportation Commission.



**San Francisco  
County Transportation  
Authority**

This project was made possible in part by Proposition K Sales Tax dollars provided by the San Francisco County Transportation Authority.



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## Memorandum

### AGENDA ITEM 11

**DATE:** April 28, 2021  
**TO:** Transportation Authority Board  
**FROM:** Hugh Louch - Deputy Director for Planning Division  
**SUBJECT:** 05/11/2021 Board Meeting : Adopt Updated Communities of Concern Boundaries for San Francisco

**RECOMMENDATION**  Information  Action

Adopt updated Communities of Concern (CoCs) boundaries for San Francisco.

**SUMMARY**

The Metropolitan Transportation Commission (MTC) has conducted an equity analysis for the past several Regional Transportation Plans to comply with federal civil rights and environmental justice laws. This equity analysis identified CoCs or areas with high concentrations of households with minority or low-income status, seniors, people who have limited English proficiency, and other factors. The definition of CoCs has evolved over the years. Most recently, MTC has updated their CoC definition for Plan Bay Area 2050, the Regional Transportation Plan update that is underway. MTC's definition of CoCs is conducted at the census tract level for consistency across the region; however, that methodology does not fully capture many of San Francisco's disadvantaged communities, which often are located in census tracts with more affluent neighborhoods. As we did in prior years, we conducted a similar analysis at a more fine-grain level - the census block-group level, which more accurately captures San Francisco's CoCs. Attachment 2 shows the Board-adopted CoC boundaries from 2017. If approved, the proposed new CoC boundaries shown in Attachment 3 will be used in our equity analysis in planning and will be prioritized for Transportation Authority grant funding.

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



## **BACKGROUND**

MTC's current CoCs methodology and definition are detailed in Attachment 1. As in the prior CoC update, MTC considered the following 8 factors and set concentration thresholds for each one based on Census tracts: people of color, low income (<200% Federal Poverty Level), limited English Proficiency, zero-vehicle household, seniors 75 years and over, people with disability, single-parent family, and cost-burdened renter. The boundaries of CoCs have changed as the CoC definition has evolved over the years and has shifted alongside changes in urban development and demographics captured through updated Census data. For Plan Bay Area 2050, MTC has kept the 2017 definition of CoCs but updated the concentration thresholds to reflect changes in Bay Area population.

MTC uses the CoCs in various planning and funding related efforts. MTC is currently working on the update to the Regional Transportation Plan known as Plan Bay Area (PBA) 2050. The plan's investment strategy assesses proposed projects and programs from across the Bay Area. This includes a benefit-cost assessment, a guiding principles assessment, and an equity assessment. CoCs are used as part of the equity assessment, to identify whether a project provides a point of access directly to one or more CoCs. For the first time in PBA 2050, MTC also conducted an equity assessment that did not focus on geography, but rather examined the accumulated benefits of an investment to different income groups across the region.

MTC prioritizes projects that are located within or serve CoCs for many of its competitive grant programs and for the regional grant programs that distribute funds through Congestion Management Agencies, including the Transportation Authority. These programs include the One Bay Area Grant (OBAG) program, which has funded projects such as the Broadway Chinatown Streetscape Improvement Project, and the Mansell Corridor Improvement Project. CoCs are also eligible to receive regional community-based transportation planning grant funding, which recently included the Western Addition Community-Based Transportation Plan. Moreover, some external grant programs, such as the state Active Transportation Program, assign higher scores for projects in disadvantaged communities, and MTC has used its CoC designation as a proxy for this when allowed.

At the local level, the Transportation Authority and other city agencies have used COCs in transportation funding (e.g. prioritizing projects that benefit CoCs in fund programs we administer) and in planning, notably for capturing how transportation impacts vary across the city. Common analyses include calculating the percent of the city's Vision Zero High-Injury Network that are present in CoCs and evaluating future plan scenarios for CoCs and non-CoCs for the San Francisco Transportation Plan, the countywide long-range transportation plan.

The San Francisco Municipal Transportation Agency's (SFMTA's) 2014 Muni Equity Strategy was developed using similar data. In defining Equity Strategy neighborhoods, SFMTA





considered concentrations of households with low income, residents who identify as non-white, households with zero vehicles, and affordable and public housing developments. Though SFMTA did not use MTC's CoC concentration thresholds, the resulting map closely corresponds to the existing and proposed CoC designations.

## DISCUSSION

As in prior PBA cycles, MTC's equity analysis for the nine county Bay Area was conducted at the census tract level; however, that methodology does not fully capture many of San Francisco's disadvantaged communities, which often are located in the same census tracts with more affluent neighborhoods. Conducting a similar analysis at a more fine-grain level - the census block-group level - more accurately captures San Francisco's disadvantaged communities, particularly when they are immediately adjacent to more affluent areas. This is the approach we took in 2017 when the Board last adopted San Francisco CoCs as shown in Attachment 2. To capture these smaller pockets of disadvantaged communities in San Francisco that were not included in MTC's 2017 CoC definition, we applied MTC's concentration thresholds for the CoC factors to the block group level. In addition, if a grouping of block groups contained fewer than 10,000 residents, they were not included in the 2017 San Francisco CoC definition.

For the 2021 CoC update, we applied a similar methodology but removed the minimum population of 10,000 residents. In San Francisco, a census tract, on average, has about 4,400 residents while a census block group has about 1,500 residents. San Francisco's total low-income population has decreased since 2017 and applying a minimum population size to the CoCs would further reduce the number of CoC areas across the city.

In sum, the proposed 2021 San Francisco County CoC definition (Attachment 3) includes the following criteria:

- 1) Census tracts already identified as CoCs per MTC's 2021 update and
- 2) Census block groups that meet MTC's existing threshold analysis and are contiguous with census tracts identified by MTC as CoCs.

As shown in Attachments 2 and 3, the proposed 2021 San Francisco CoCs are slightly different than the 2017 approved CoCs.

- San Francisco's low-income population has decreased, so there are fewer CoCs in the 2021 proposed map than in the 2017 approved map.
- For the most part, CoCs are found in the same general neighborhoods in both 2021 and 2017. Some exceptions include:
  - New in 2021: a small CoC in the outer Richmond. We expect that this is due to an aging population in a low-income, low-English proficiency, and low auto-ownership neighborhood.



- Removed in 2021: CoCs in the eastern and southern parts of the Mission; CoCs along Alemany in the Bernal Heights/northern Excelsior neighborhood; and CoCs in the Excelsior. We expect that this is due, in part, to displacement. The income levels in each of these areas has increased, making them exceed MTC's income thresholds.
- Shifts within neighborhoods: The CoC designation has shifted between adjacent census tracts and block groups in the Outer Mission/Ingleside and Lake Merced areas, and in North Beach.

Should the Board adopt the proposed CoC definition for San Francisco, we would begin using the 2021 CoCs map as part of our equity analysis for the San Francisco Transportation Plan 2050 (SFTP 2050) and other planning work, and in our grant application review, replacing the 2017 CoCs.

## **FINANCIAL IMPACTS**

The recommended action would have no impact on the proposed amended Fiscal Year 2020/21 budget.

## **CAC POSITION**

The CAC will be briefed on this item at its April 28, 2021 meeting.

## **SUPPLEMENTAL MATERIALS**

Attachment 1 - MTC Communities of Concern Methodology

Attachment 2 - MTC Communities of Concern 2017

Attachment 3 - 2021 Proposed San Francisco Communities of Concern

## Attachment 1: MTC Communities of Concern Methodology

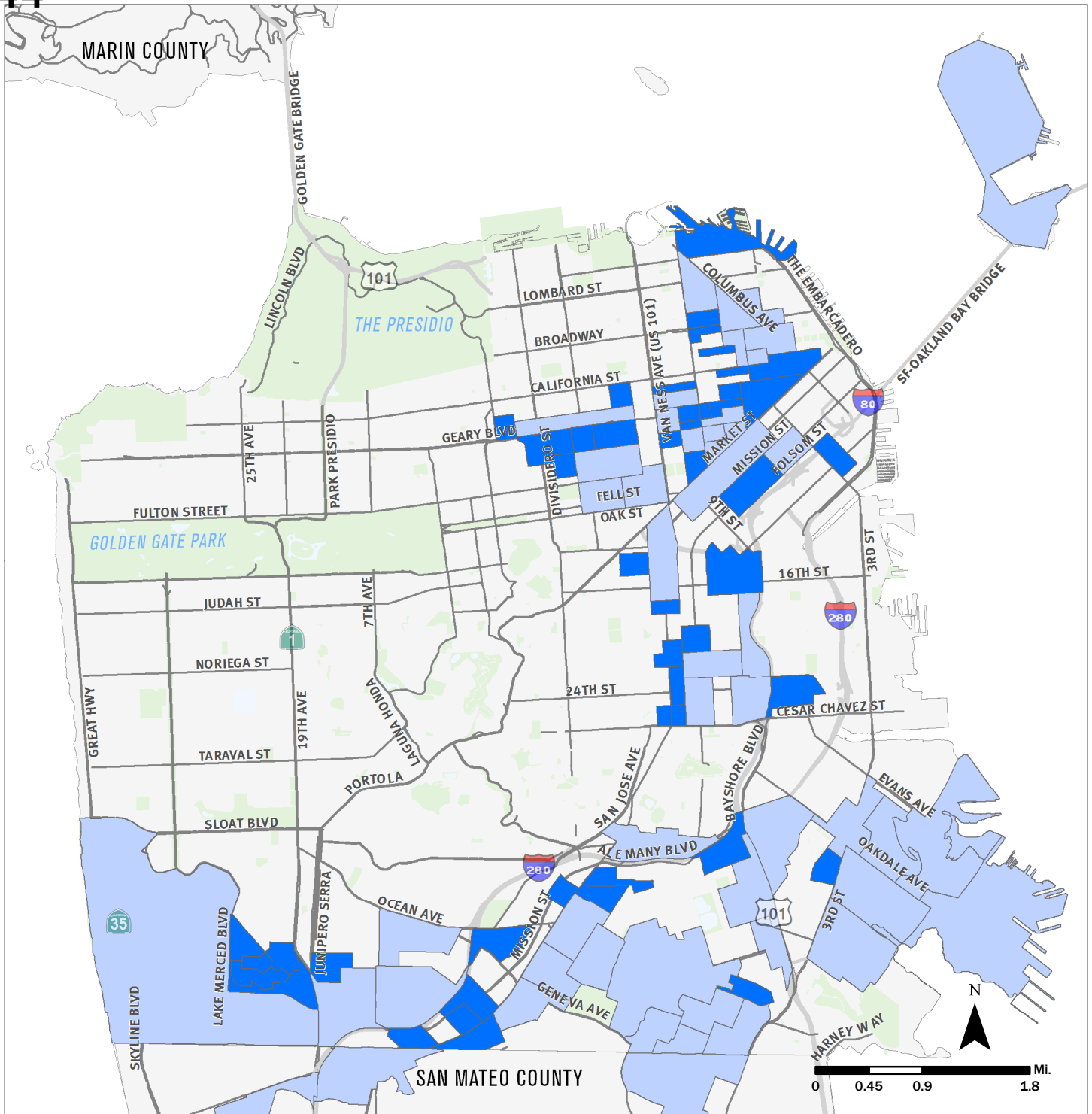
### MTC EQUITY ANALYSIS AND COMMUNITIES OF CONCERN DEFINITIONS

The Metropolitan Transportation Commission (MTC) has conducted an equity analysis for the past several Regional Transportation Plans to comply with federal civil rights and environmental justice laws. The results of this equity analysis have identified a series of disadvantaged communities or “Communities of Concern (CoCs).” The definition of CoC has evolved over the last twenty years: the 1999, 2003 and 2007 Regional Transportation Plans defined census tracts with either 70% minority or 30% low-income households as CoCs. In 2013, CoCs were defined as any census tract with concentrations of 70% minority population and 30% low-income households, or census tracts with four or more “disadvantaged factors” (see Table 1). In 2017, MTC updated their methods to define CoCs as any census tract that either 1) has both a concentration of minority AND low income households or 2) has a concentration of low-income households and three of the remaining 6 disadvantaged factors. Rather than communities meeting ANY four disadvantaged factors, communities needed to contain at least the low-income concentration and then any other three disadvantaged factors.

**Table 1: Communities of Concern Framework for Plan Bay Area 2050**

Disadvantaged Factor	Previous 2017 Concentration Threshold	New 2021 Concentration Threshold
1. People of Color	70%	70%
2. Low Income (<200% Federal Poverty Level)	30%	28%
3. Limited English Proficiency	20%	12%
4. Zero-Vehicle Household	10%	15%
5. Seniors 75 Years and Over	10%	8%
6. People with Disability	25%	12%
7. Single-Parent Family	20%	18%
8. Cost-Burdened Renter	15%	14%
<p><i>CoC is defined either as 1) census tracts with a concentration of both people of color and low income populations; OR 2) have a concentration of 3 or more of the remaining 6 factors (#3 to #8) but only IF they also have a concentration of low-income households.</i></p> <p><i>Concentration thresholds are based on one half standard deviation above the regional population's mean.</i></p>		

For Plan Bay Area 2050, MTC has kept the 2017 definition of CoCs but updated the concentration thresholds to reflect changes in Bay Area population.

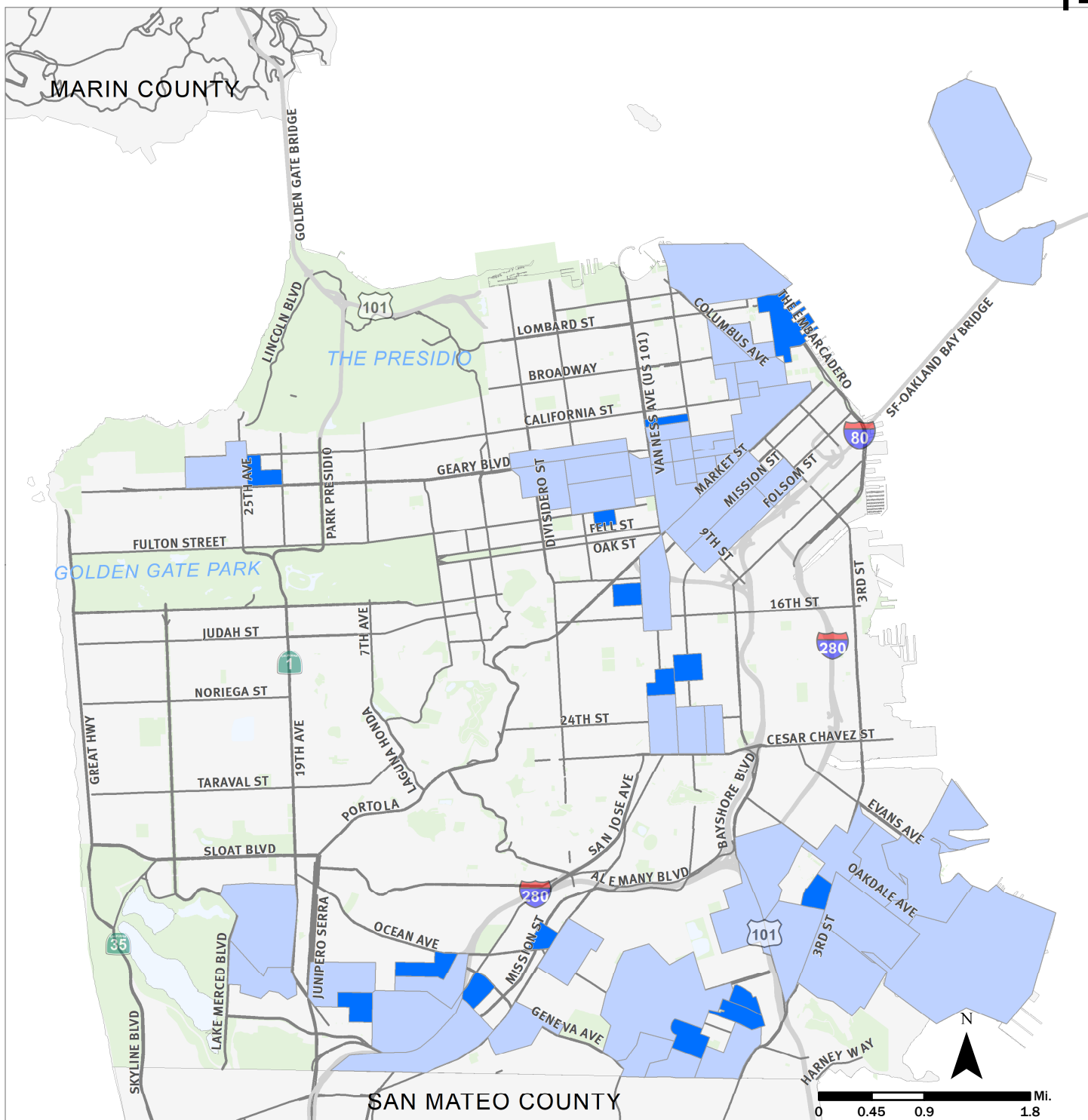


# Adopted San Francisco Communities of Concern 2017

- SFCTA 2017 supplemental Communities of Concern Boundaries
- MTC 2017 Communities of Concern (Modified)
- Parks and Open Space



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY  
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# Proposed San Francisco Communities of Concern 2021 (Draft)

- MTC 2021 Communities of Concern
- SFCTA 2021 supplemental Communities of Concern boundaries\*
- Parks and Open Space

\*Supplemental boundaries based on analysis conducted at block group-level, any block group meeting MTC's Community of Concern definition and contiguous with MTC identified census tracts are included.



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## Memorandum

### AGENDA ITEM 12

**DATE:** April 23, 2021

**TO:** Transportation Authority Board

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

**SUBJECT:** 05/11/21 Board Meeting: Preliminary Fiscal Year 2021/22 Budget and Work Program

<p><b>RECOMMENDATION</b>    <input checked="" type="checkbox"/> Information    <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>The purpose of this memorandum is to present the preliminary Fiscal Year (FY) 2021/22 annual budget and work program and seek input. The proposed budget and work program will come back to the Board for adoption in June.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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### BACKGROUND

Pursuant to State statutes (California Public Utilities Code, Sections 131000 et seq.), we must adopt an annual budget by June 30 of each year. As called for in our Fiscal Policy (Resolution 18-07) and Administrative Code (Ordinance 17-01), the Board shall set both the overall budget parameters for administrative and capital expenditures, the spending limits on certain line items, and adopt the budget prior to June 30 of each year.

### DISCUSSION

The preliminary FY 2021/22 Work Program includes activities in four major functional areas: 1) Plan, 2) Fund, 3) Deliver, and 4) Transparency and Accountability. These categories of activities are organized to efficiently address our designated mandates, including administering the Prop K Sales Tax program; functioning as the Congestion Management Agency (CMA) for San Francisco; acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program; administering the \$10 Prop AA vehicle registration fee program (Prop AA); administering the Prop D Traffic Congestion Mitigation Tax program



(TNC Tax); and operating as the Treasure Island Mobility Management Agency (TIMMA) for San Francisco. Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding, and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

Attachment 1 contains a description of our preliminary work program for FY 2021/22. Attachment 2 displays the preliminary budget in a format described in our Fiscal Policy. The division of revenues and expenditures into the Sales Tax program, CMA program, TFCA program, Prop AA program, TIMMA program, and TNC Tax program in Attachment 2 reflects our six distinct responsibilities and mandates. Attachment 3 shows a comparison of revenues and expenditures to the prior year's actual and amended budgeted numbers. Attachment 4 shows a more detailed version of the proposed budget. Attachment 5 shows our Board adopted agency structure and job positions. Attachment 6 provides additional descriptions and analysis of line items in the budget.

We have segregated our TIMMA function as a separate legal and financial entity effective July 1, 2017. The TIMMA FY 2021/22 Budget and Work Program will be presented as a separate item to the TIMMA Committee and TIMMA Board at its respective June meetings.

**Revenues.** Total revenues are projected to be \$126.3 million and are budgeted to decrease by an estimated \$148,593 from the FY 2020/21 Amended Budget, or 0.1%. Sales tax revenues, net of interest earnings, are projected to be \$92.9 million or 73.6% of revenues. This is an increase of \$11.9 million compared to the budgeted sales tax revenues for FY 2020/21, reflecting a moderate economic recovery as San Francisco continues to slowly reopen various sectors. Program revenues are projected to be \$23.7 million or 18.8% of revenues. This is a decrease of \$9.3 million compared to the budgeted program revenues for FY 2020/21, which is largely due to decreased activities for the Southgate Road Realignment Improvements Project, or Phase 2 of the Interstate 80/Yerba Buena Island (YBI) Improvement Project, and YBI West Side Bridges.

**Expenditures.** Total expenditures are projected to be about \$226.0 million. Of this amount, capital project costs, most of which are awarded as grants to agencies like the San Francisco Municipal Transportation Agency (SFMTA), are \$191.4 million. Capital projects costs are 84.7% of total projected expenditures, with another 5.5% of expenditures budgeted for administrative operating costs, and 9.8% for debt service and interest costs. Capital expenditures in FY 2021/22 of \$191.4 million are budgeted to increase by \$13.8 million, or 7.8%, from the FY 2020/21 amended budget, which is primarily due to the increase in Prop K capital expenditures.

Debt service costs of \$22.2 million are for costs related to the assumed fees and interests for the expected drawdown from the Revolving Credit Loan Agreement, anticipated bond principal and interest payments for our Sales Tax Revenue Bond, and other costs associated with debt. We anticipate bringing a new Revolving Credit Loan Agreement to the Board for approval in June 2021, for up to \$200 million, to support the Transportation Authority's interim borrowing program. Our debt program has allowed us more flexibility and has enabled us to cost effectively accelerate delivery of the Prop K program that we could do on a pay-go basis.



**Other Financing Sources/Uses.** The Other Financing Sources/Uses section of Attachment 6 - Line Item Detail for the FY 2021/22 preliminary budget includes anticipated drawdown from the Revolving Credit Loan Agreement. The estimated level of sales tax capital expenditures for FY 2021/22 may trigger the need to drawdown up to \$100 million from the Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year by reviewing approved cash flow schedules for allocations, actual reimbursements, and progress reports in tandem with ongoing conversations with project sponsors, particularly our largest grant recipient, the SFMTA. This line item also includes inter-fund transfers among the sales tax, CMA, and TIMMA funds. These transfers represent the required local match to federal grants such as the Surface Transportation Program and Advanced Transportation and Congestion Management Technologies Deployment. Also represented are appropriations of Prop K to projects such as the US 101/I-280 Managed Lanes and Express Bus and the I-280/Ocean Avenue South Bound Off-Ramp Realignment projects.

**Fund Balance.** The budgetary fund balance is generally defined at the difference between assets and liabilities, and the ending balance is based on previous year's audited fund balance plus the current year's budget amendment and the budgeted year's activity. There is a positive amount of \$73.5 million in total fund balances, as a result of the anticipated Revolving Credit Loan Agreement drawdown.

**Next Steps.** The preliminary FY 2021/22 budget will be presented for information to the Board at its May 11 meeting. The final proposed FY 2021/22 Annual Budget and Work Program will be presented to the Citizens Advisory Committee at its May 26 meeting and the Board at its June 8 and 22 meetings. A public hearing will precede consideration of the FY 2021/22 Annual Budget and Work Program at the June 8 Board meeting.

## **FINANCIAL IMPACT**

As described above.

## **CAC POSITION**

None. This is an information item that will be presented to the CAC at its April 28 meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Preliminary Work Program
- Attachment 2 - Preliminary Budget
- Attachment 3 - Preliminary Budget - Comparison of Revenues and Expenditures
- Attachment 4 - Preliminary Budget - Line Item Detail
- Attachment 5 - Agency Structure
- Attachment 6 - Line Item Descriptions

## Attachment 1

### Proposed Fiscal Year 2021/2022 Annual Work Program

The Transportation Authority's Fiscal Year (FY) 2021/22 Work Program includes activities in five divisions overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects, 3) Planning, 4) Technology, Data, and Analysis, and 5) Finance and Administration. The Executive Director is responsible for directing the agency in keeping with the annual Board-adopted goals, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director is responsible for regular and effective communications with the Board, the Mayor's Office, San Francisco's elected representatives at the state and federal levels and the public, as well as for coordination and partnering with other city, regional, state, and federal agencies.

The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: 1) serving as the Prop K transportation sales tax administrator; 2) serving as the Congestion Management Agency (CMA) for San Francisco; 3) acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program; 4) administering the \$10 Prop AA vehicle registration fee; and 5) administering the Prop D Traffic Congestion Mitigation Tax (TNC Tax) program. The Transportation Authority is also operating as the Treasure Island Mobility Management Agency (TIMMA). The TIMMA FY 2021/22 Work Program will be presented to the TIMMA Board as a separate item and is not reflected below.

Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding, and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

## PLAN

Long-range, countywide transportation planning and CMA-related policy, planning, and coordination are at the core of the agency's planning functions. In FY 2021/22, we will continue to implement recommendations from the existing San Francisco Transportation Plan (SFTP, 2017), while completing the next update (SFTP, 2021) through the San Francisco Long-range Transportation Planning Program, also known as ConnectSF, our multi-agency partnership with the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Planning Department (SF Planning), and others. This year, we are conducting a major update of the SFTP in concert with the adoption of Plan Bay Area 2050, to set a future transportation policy and investment blueprint for the city that coordinates with regional plans. We will also continue to further corridor, neighborhood, and community-based transportation plans under our lead, while supporting efforts led by partner agencies. We will undertake new planning efforts meant to inform and respond to emerging trends and policy areas. This strategic area of focus for our planning work includes research and active congestion management as the economy emerges from shelter-in-place toward recovery. Most of the FY 2021/22 activities listed below are multi-divisional efforts, often led by the Planning or Capital Projects divisions in close coordination with Technology, Data, and Analysis and the Policy and Programming divisions. Proposed activities include:

### Active Congestion Management

- COVID-Era Congestion Tracker and COVID-19 Recovery Scenario Analysis.** The shelter-in-place (SIP) orders issued in mid-March 2020 rapidly changed traffic patterns, resulting in less congestion and significantly lower transit ridership. Since last spring, congestion has slowly increased, but roadway travel speeds remain above pre-pandemic levels, and transit ridership continues to be at historically low levels. We anticipate that these patterns will change

## Attachment 1

### Proposed Fiscal Year 2021/2022 Annual Work Program

significantly in the coming months, as increased vaccination rates lead to easing of travel restrictions and increased economic activity, which combined with reduced levels of transit service provision may lead to a sharp increase in congestion. The Transportation Authority will continue with frequent updates to the COVID-Era Congestion Tracker (<https://covid-congestion.sfcta.org/>), an interactive map of critical roadways in San Francisco that provides decision-makers with the ability to monitor weekly changes in roadway congestion in order to identify emerging congestion "hot spots" and identify appropriate management strategies. The Congestion Tracker also allows partner agencies like the SFMTA and other users to view speed data for the city overall, or for particular segments, and to compare current speeds to pre-COVID conditions. This year we expect to expand the Congestion Tracker to include more streets across more of the city. In addition, we will continue to use the Transportation Authority's San Francisco Chained Activity Modeling Process (known as SF-CHAMP) activity-based travel demand model to analyze a wide range of recovery scenarios that look at the impacts of telecommuting, transit service provision, public willingness to ride transit, and other factors on travel demand and system performance.

- **Downtown Congestion Pricing Study.** We have worked with the Policy Advisory Committee (PAC) and other stakeholders to set key goals and objectives, including advancing equity while reducing congestion, transit delays, traffic collisions, air pollution, and greenhouse gas emissions; to conduct outreach to shape alternative scenarios; and technical screening of policy options. We will extend the study schedule, as directed by the Chair in response to stakeholder feedback, through the end of calendar year 2021. Remaining study tasks include the detailed evaluation work and working with the PAC, community organizations, and the public to review program design options, benefits, and impacts of a potential congestion pricing program in San Francisco.

#### SFTP Implementation and Board Support

- **Neighborhood Transportation Improvement Program (NTIP) Cycle 2 (Fiscal Years 2019/20-2023/24).** We will identify and advance new projects through Cycle 2 of the sales tax-funded NTIP, and monitor implementation of previously funded NTIP projects. Funds for Cycle 2 include \$100,000 in planning funds for each district and \$600,000 in local match funds for each district to advance NTIP projects toward implementation. Scoping of new NTIP planning and capital efforts, including advancing recommendations from recently completed plans, will be done in coordination with Transportation Authority Board members and SFMTA's NTIP Coordinator. We will continue to lead NTIP projects in three City supervisorial districts: Districts 4 (D4 Mobility Study), 5 (D5 Circulation and Access Study), and 9 (Alemany Realignment Study), and we anticipate supporting the next phase of D1 NTIP work on JFK and Golden Gate Park Access including Equity studies (D10 request).
- **San Francisco School Access Plan.** Caltrans awarded a Caltrans Sustainable Planning Grant to the Transportation Authority to develop a School Access Plan. Building on our prior work on the Child Transportation Study, this plan will develop near and medium-term school transportation solutions for medium- to long-distance K-5 school trips, focusing on improving equity for vulnerable students and families, including students with Individualized Education Plans, students experiencing homelessness, foster youth, and low-income youth. This study started slowly in the prior fiscal year reflecting the lack of in-person schooling. As schools reopen in FY 2021/22, we anticipate making substantial progress on this study, with study completion expected in FY 2022/23.

## Attachment 1

### Proposed Fiscal Year 2021/2022 Annual Work Program

#### Long Range, Countywide, and Inter-Jurisdictional Planning

- **SFTP 2050 and ConnectSF.** We plan to present the SFTP 2050 to the Board for approval by the end of calendar year 2021, building on the Streets and Freeways Study, the Transit Corridors Study, and other ConnectSF work, as well as other plans and studies conducted by the Transportation Authority and others. We are planning outreach this summer to review potential tradeoffs among major investments and policy choices. The SFTP will result in a fiscally constrained transportation investment and policy blueprint for San Francisco through the year 2050. The plan will identify the policy and transportation investment options that help San Francisco advance towards our ambitious equity, greenhouse gas, safety, and other goals, given current and future funding sources. The 2017 SFTP and the SFTP update work completed to date have informed San Francisco's input into Plan Bay Area 2050. Both plans are slated for adoption in 2021. The SFTP will also be central to reauthorization of the Prop K sales tax wherein we can reset Expenditure Plan categories and extend the Expenditure Plan end date past FY 2033/34, which will be a key element of our work program in FY 2021/22 (see Fund section for additional details).
- **Managed Lane and Express Bus System Planning and Policy Support.** We continue to work on planning and regional coordination for the San Francisco freeway system, including conducting an equity study of managed lanes in the US 101/I-280 corridor. The project is evaluating an HOV lane to improve transit speed and reliability. The equity study of the US 101/I-280 corridor will include outreach on improvement concepts identified in prior studies and will identify a full program to address congestion in this corridor, including transit service, local improvements, and potential lane changes to the freeway system. We are also continuing to coordinate with regional agencies on the Express Lane Strategic Plan and U.S. 101 corridor plans with San Mateo and Santa Clara counties, given the need to address growing congestion in the corridor, and to help prioritize Muni bus service.
- **Support Statewide and Regional Planning Efforts.** We will continue to support studies and planning efforts at the state and regional levels, including the California High-Speed Rail Authority's Business Plan and Environmental Impact Report; Caltrain and High-Speed Rail Business Plan coordination; California Transportation Commission (CTC)/California Air Resources Board (CARB) joint efforts on climate policy; State of California Public Utilities Commission (CPUC) data rulemaking and regulations for TNCs (including SB 1376 Access for All regulations); and the Metropolitan Transportation Commission's (MTC's) Blue Ribbon Transit Recovery Task Force. We will also continue to coordinate with BART and other partner agencies to advance Link21, the study of a potential second Transbay rail crossing, and associated connection to the west side.
- **SFTP Modal Planning Follow-on Studies.** Looking ahead, we anticipate working in collaboration with Board members, partner agencies and the community on the following, which will also be dependent upon securing funding through future appropriations or discretionary grants:
  - West side transit planning/subway feasibility study
  - Active transportation connectivity, street reconfiguration, and safety improvements on Brotherhood and Alemany (D11)
  - D4 Mobility Study implementation of recommendations such as a community shuttle



## Attachment 1

### Proposed Fiscal Year 2021/2022 Annual Work Program

- Local waterfront ferry (D10, 6, 3, 2)
- Shifting truck access to industrial areas in the southeast away from Third Street (D10)
- SE Caltrain station follow on to SF Planning study
- Citywide shuttle planning to help fill gaps in the future City transit network
- Potential Fare Free Muni Pilot Evaluation

### Transportation Forecasting, Data and Analysis

- **Travel Forecasting and Analysis for Transportation Authority Studies.** We will provide modeling and data analysis to support efforts such as SFTP and ConnectSF, including the Streets and Freeways Study and the Transit Corridors Study; Downtown Rail Extension; US 101/280 Managed Lanes and Express Bus Study; Treasure Island Mobility Management Program; and Downtown Congestion Pricing Study.
- **Congestion Management Program Update.** Every two years, we prepare and update to the San Francisco Congestion Management Program (CMP), which documents changes in multi-modal transportation system performance including roadway speeds, transit reliability, and bicycle and pedestrian counts. We will lead CMP data collection efforts in spring 2021, and the CMP update will be completed in fall 2021.
- **Modeling Service Bureau.** We provide modeling, data analysis, and technical advice to City agencies and consultants in support of many projects and studies. Expected service bureau support this year for partner agencies and external parties is to be determined.
- **Transportation Sustainability Program Evaluation Study.** We will advance research to quantify the effectiveness of the TDM strategies included in San Francisco's Transportation Sustainability Program (TSP) in reducing VMT and single-occupancy vehicle trips.
- **New Mobility Rulemaking.** We will continue to work with SFMTA to provide San Francisco's input to state and federal rulemaking opportunities, particularly related to CPUC's regulation of TNCs including data sharing; CPUC implementation of the TNC "Access for All" legislation; and CARB implementation of the TNC "Clean Miles" legislation. We will also continue to work on federal autonomous vehicle policies through transportation reauthorization and other legislative efforts.
- **Model Enhancements.** We are limiting our model development efforts to focus on understanding current essential travel patterns, as well as patterns that result from re-opening the City's economy. These efforts include tracking congestion and transit ridership trends and representing the evolving transit service levels in the region during recovery.

### FUND

The Transportation Authority was initially established to serve as the administrator of the Prop B half-cent transportation sales tax (superseded by the Prop K transportation sales tax in 2003). This remains one of the agency's core functions, which has been complemented and expanded upon by several other roles including acting as the administrator for Prop AA, the Traffic Congestion Mitigation Tax (Prop D or TNC Tax), the TFCA county program, and serving as CMA for San Francisco. We serve as a funding and financing strategist for San Francisco projects; advocate for discretionary funds and

**Attachment 1**

## Proposed Fiscal Year 2021/2022 Annual Work Program

legislative changes to advance San Francisco project priorities; provide support to enable sponsor agencies to comply with timely-use-of-funds and other grant requirements; and seek to secure new revenues for transportation-related projects and programs. The work program activities highlighted below are typically led by the Policy and Programming Division with support from all agency divisions. Notable efforts planned for FY 2021/22 include:

**Fund Programming and Allocations.** We will continue to administer the Prop K sales tax, Prop AA vehicle registration fee, TFCA, and TNC Tax programs through which the agency directly allocates or prioritizes projects for grant funding; monitor and provide project delivery support and oversight for the Lifeline Transportation Program, One Bay Area Grant, and State Transportation Improvement Program in our role as CMA. We will continue to provide technical, strategic, and advocacy support for a host of other fund programs, such as revenues distributed under Senate Bill 1 (see below), California's Cap-and-Trade and Active Transportation Programs, and federal competitive grant programs. Notable efforts for FY 2021/22 include conducting a Prop AA call for projects for the Strategic Plan and 5-Year Prioritization Programs update covering FY 22/23 through FY 26/27, with Board adoption of the update by the end of FY 21/22; and allocating the second year of TNC Tax funds for the SFMTA's Quick-Build Program by the end of the calendar year.

**Senate Bill 1.** In FY 2020/21, we were pleased to see major Bay Area and local San Francisco projects receive grant funds from the Solutions for Congested Corridors program (BART Core Capacity), Local Partnership Program (LPP) competitive funds (Mission Geneva Safety), and State Highway Operations and Preservation Program's Complete Streets Reservation (Vision Zero Ramp Intersection). This coming FY, we will work internally and with San Francisco project sponsors to identify strong candidates for the next funding cycles of these SB 1 programs. After seeking Board approval of project priorities for the Transportation Authority's share of LPP formula funds (anticipated in June 2021 for a portion of the funds, with the remainder in fall 2021), we will seek approval from the California Transportation Commission (CTC) and support allocation requests for projects recommended to receive FY 2021/22 programming. We will continue to support regional requests for funding, provide input to CTC on revisions to program guidelines, and engage our Board and MTC Commissioners, including seeking guidance on prioritizing funds.

**Plan Bay Area 2050.** As CMA, we will continue to coordinate San Francisco's input to Plan Bay Area 2050 and related transit and housing policy efforts (Regional Housing Needs Allocation, Blue Ribbon Transit Recovery Task Force), through their completion in the fall of 2021. These efforts involve close coordination with San Francisco agencies, the Mayor's office, our representatives on the Association of Bay Area Governments and MTC, and with Bay Area County Transportation Agencies (CTAs), regional transit agencies, and other community stakeholders.

**New Revenue Options.** We continue to track Regional Measure 3 status (in litigation) and are coordinating with SFMTA on needs and opportunities for a potential local transportation measures in upcoming election cycles, including reauthorization of the Prop K sales tax (see below), a regional transportation measure (eyeing 2024 potentially), and new opportunities at the federal and state levels including but not limited to a new federal surface transportation bill, a federal infrastructure bill and new state funding for climate and safety projects.

**Prop K Strategic Plan Update.** We will finish the Strategic Plan update started in FY 2020/21 that was initiated given the pandemic-induced decline in sales tax revenues. We have already done a lot of the foundational work with sponsors to true up revenues and expenditures to reflect actuals

## Attachment 1

### Proposed Fiscal Year 2021/2022 Annual Work Program

since the 2019 Strategic Plan was adopted and adjusted anticipated reimbursement schedules for grants with the largest remaining balances. The next steps involve incorporating new short- and long-term revenue projections into the Strategic Plan financial model. Given that the revenue forecast will be lower than in the current Strategic Plan, we will work with project sponsors to counterbalance the decline as much as possible by updating project reimbursement schedules for existing allocations and programmed but unallocated funds, while also working to keep project pipelines moving until a New Expenditure Plan is approved (see entry below). We anticipate completing the Strategic Plan update this fall.

**New Transportation Sales Tax Expenditure Plan.** Following Board direction, we will continue work on reauthorization of the Prop K half-cent transportation sales tax, which provides the opportunity to update the Prop K Expenditure Plan to reflect new priorities that are not eligible under the 2003 Expenditure Plan, to incorporate recommendations from ConnectSF and SFTP work, and to replenish funds for categories running out of funds by extending the FY 2033/34 end date of the Expenditure Plan. We will continue public engagement, expanding our toolkit of engagement methods as SIP orders ease up, while maintaining a strong focus on equity. Subject to Board approval of the Expenditure Plan Advisory Committee (EPAC) structure, we plan to convene the EPAC in July with regular meetings through the end of the calendar year to develop and recommend a new Expenditure Plan to the Transportation Authority Board. We will work with San Francisco project sponsors, including regional transit operators, to provide input to and support the work of the EPAC. Our current schedule targets placing a measure on the ballot in June 2022, though the schedule is flexible should the Board decide to bring the ballot measure to the November 2022 election instead.

**Legislative Advocacy.** We will continue to monitor and take positions on state legislation affecting San Francisco's transportation programs and develop strategies for advancing legislative initiatives beneficial to San Francisco's interests and concerns at the state and federal level. Our advocacy builds off the agency's adopted legislative program (e.g., includes Vision Zero, new revenue, and project delivery advocacy), and is done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other city and regional agencies. This year our efforts will include advocacy and coordination on the Biden Administration's American Jobs Plan proposal and subsequent legislation that Congress authors, as we continue to advocate and provide input on the Invest Act/Reauthorization bill and other federal policies that support San Francisco projects and strategies (e.g. emerging technology regulations, new safety and equity legislation, transportation pricing authorization).

**Funding and Financing Strategy Opportunities.** We will continue to provide funding and financing strategy support for Prop K signature projects, many of which are also included in MTC's Regional Transit Expansion Agreement. Examples include: Caltrain Electrification, the Downtown Rail Extension, and Better Market Street. We will help position San Francisco's projects and programs to receive funding from reauthorization of the federal transportation bill, infrastructure bill funding opportunities, and any additional federal COVID relief funds. We serve as a funding resource for all San Francisco project sponsors (e.g. brokering fund exchanges). At the regional level, in summer 2021, MTC will be kicking off the program development for the One Bay Area Grant (OBAG) program cycle 3 to inform the regional distribution of future federal Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement funding. In our role as a CTA and advisors to our MTC Commissioners, we will provide input to the program

## Attachment 1

### Proposed Fiscal Year 2021/2022 Annual Work Program

development process, to support equitable distribution of funds across the region, including for San Francisco local and regional priorities included in PBA 2050.

**Capital Financing Program Management.** Led by the Finance and Administration Division in close collaboration with the Policy and Programming Division, and with the support of our financial advisors, we will continue to provide effective and efficient management of our debt program, including the revolver credit agreement, to enable flexibility and accelerated delivery of sales-tax funded capital projects compared to what is supportable on a pay-go basis - at the lowest possible cost to the public. In June 2021, we anticipate executing a new Revolving Credit Loan Agreement, up to \$200 million, to support the Transportation Authority's interim borrowing program.

**Prop K Customer Service and Efficiency Improvements.** This ongoing multi-division initiative will continue to improve our processes to make them more user-friendly and efficient for both internal and external customers, while maintaining a high level of transparency and accountability appropriate for administration of voter-approved revenue measures. The initiative includes evaluating the potential to create a master grant number that agencies charge to for projects that draw funds from multiple expenditure plan categories rather than having to track multiple grant numbers. It also includes maintaining and enhancing [mystreetsf.sfcta.org](http://mystreetsf.sfcta.org), our interactive project map, and the Portal, our web-based grants management database used by our staff and project sponsors. Our key areas of focus will be making refinements to project promotion tools, and enhancements to grant administration resources including cash flow amendments through the Portal and identifying projects ripe for closeout.

## DELIVER

Supporting the timely and cost-effective delivery of Transportation Authority-funded transportation projects and programs requires a multi-divisional effort, led primarily by the Capital Projects Division with support from other divisions. As in past years, the agency focuses on providing engineering support and oversight of Prop K sales tax major capital investments, such as SFMTA's Central Subway, Van Ness Bus BRT, and facility upgrade projects; the Downtown Rail Extension (DTX) and Pennsylvania Alignment Studies; and Caltrain Modernization, including electrification as well as railyards planning coordination and oversight (for which we will seek funding). We also serve as the lead agency for the delivery of certain capital projects, such as the I-80/Yerba Buena Island (YBI) Interchange Improvement Project, which typically are multi-jurisdictional in nature and often involve significant coordination with Caltrans. Key delivery activities for FY 2021/22 include the following:

### Transportation Authority - Lead Construction:

- **I-80/YBI East Bound Off Ramp/Southgate Road Realignment Project.** We will continue working with Caltrans, the Bay Area Toll Authority (BATA), Treasure Island Development Authority (TIDA), and the U.S. Coast Guard to advance construction of the new facility. The project broke ground in June 2020 and is on schedule and within budget for partial completion by the end of FY 2022.
- **YBI West Side Bridges.** We will continue working on securing full funding (if not done in FY 2020/21), executing funding agreements, and completing final engineering in preparation for award of the construction contract. We are also coordinating with bicycle/pedestrian path plans adjacent to the West Side bridges project. See YBI Bike/Ped Path below.

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### Proposed Fiscal Year 2021/2022 Annual Work Program

#### Transportation Authority - Lead Project Development:

- **US 101/I-280 Managed Lanes and Express Bus Project.** The Transportation Authority will continue advancement of environmental approvals for the northbound I-280 carpool lanes between 18th and 3rd Street (Phase 1) as well as preliminary engineering and traffic analysis for the southbound lanes on I-280 and US 101 to the San Mateo County line. The companion equity study and related regional express lane policy work is described above under the Plan section.
- **I-280/Ocean Avenue South Bound Off-Ramp Realignment.** We will continue to advance I-280 Interchange modifications at Balboa Park including the start of design work for the southbound off ramp at Ocean Avenue and early planning for the connected northbound off ramp to Geneva Avenue. This is dependent upon securing Prop K funds to be reprogrammed from US 101/I-280 Managed Lanes and Express Bus Project, for which we plan to seek Board approval in fourth quarter of FY 2020/21.
- **YBI Bike/Ped Path.** We will keep working with our partners, BATA, TIDA, SFMTA, and interested stakeholders (San Francisco and East Bay bicycle coalitions) to fund and advance the preliminary engineering, environmental and design phases of the YBI multi-use path connecting the western side of the island from the SFOBB East Span YBI viewing area down to the future Treasure Island Ferry Terminal and providing an ultimate connection point to the planned BATA-led SFOBB West Span Skyway Path.
- **Quint Street.** We will continue to work with San Francisco Public Works and Office of Real Estate to acquire the right of way for the re-aligned Quint Street, if not already achieved by the end of June 2021. This acquisition will allow us to begin the design phase of the project, subject to funding availability.
- **Presidio Parkway.** We will continue development of an informational Case Study showcasing the Public Private Partnership delivery of Phase 2 in comparison to traditional delivery of Phase 1. The study explores the unique situation of a single project being delivered using two methods of procurement.

#### Transportation Authority - Project Delivery Support:

- **Caltrain Early Investment Program and California High-Speed Rail Program.** We coordinate with the California High-Speed Rail Authority and city agencies on high-speed rail issues affecting the City; and we work with Caltrain, MTC, the Mayor's Office, and Peninsula and regional stakeholders to monitor and support delivery of the Caltrain Early Investment Program, including the electrification project. This year we will continue to work closely with aforementioned stakeholders to support delivery of the blended Caltrain/High Speed Rail system to the Peninsula corridor that extends to the new Salesforce Transit Center, including leading critical Configuration Management Board efforts. We are also supporting policy discussions as requested for Caltrain funding and governance.
- **Caltrain Downtown Rail Extension (DTX) and Salesforce Transit Center.** We will continue moving forward with DTX project development efforts as part of the Executive Steering Committee (ESC), inclusive of regional partners per the SF-Peninsula rail program Memorandum of Understanding (MOU). This includes the Executive Director serving on the ESC and on the TJPA Board as an alternate. We will work closely with our MOU partners to advance critical phasing opportunities analysis, long range rail network planning, and funding

## Attachment 1

### Proposed Fiscal Year 2021/2022 Annual Work Program

plan development, and coordinating our efforts with BART/Capitol Corridor as they lead the Link21 planning efforts for a second transbay rail crossing.

- **Caltrain Railyards, Pennsylvania Extension, and 22<sup>nd</sup> Street ADA and Station Location Studies.** We will continue to support coordination at the Caltrain northern terminus railyards site at 4<sup>th</sup>/5<sup>th</sup> and King streets through enhanced oversight (subject to Board approval of an appropriation anticipated first quarter FY 2021/2022), as well as lead preliminary engineering to inform the environmental phase for the Pennsylvania Avenue Extension (PAX) project. We are also partnering with Caltrain and SF Planning on ADA and station location/improvement studies for the 22<sup>nd</sup> Street Station and potential new southeast/Bayview station. Subject to Board approval, we anticipate taking the results of the Planning Department's screening and evaluation study and advancing them into the planning and design phases.
- **Geary and Van Ness Avenue BRTs.** We will continue to oversee SFMTA construction efforts including environmental compliance for Geary Phase I and Van Ness BRT projects. We will also keep working closely with SFMTA to review Geary BRT Phase II project plans and coordination with TCS recommendations for the west side subway.
- **Better Market Street.** We will continue to conduct oversight on city agencies' project delivery plans to minimize disruption to businesses during construction and reduce cost. We will also make further efforts to strengthen the project's funding plans both for the near-term improvements as well as the long-term vision for the corridor.
- **Central Subway.** We will continue to provide project management oversight and scope/cost/schedule and funding assessment and strategy, including participation in critical Configuration Management Board efforts.
- **Capital Projects Delivery Reform.** Lead and coordinate project delivery reform best practices (lessons learned) analysis, including workshops with City and regional agencies and industry experts leading to development of specific recommendation options. We anticipate scoping and seeking an appropriation for this work in first quarter FY 2021/22.

## TRANSPARENCY AND ACCOUNTABILITY

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

**Board Operations and Support.** Staff Board meetings including standing and ad hoc committees.

**Communications and Community Relations.** Execute the agency's communications strategy with the general public, our Board, various interest groups, and other government agencies. This is accomplished through various means, including fostering media and community relations; developing strategic communications plans for projects and policy initiatives; disseminating agency news and updates through 'The Messenger' electronic newsletter; social media and other web-based communications; supporting public outreach; and helping coordinate events to promote the agency's work. Communications staff has listed the following growth goals for various platforms:



## Attachment 1

### Proposed Fiscal Year 2021/2022 Annual Work Program

- Instagram: Grow following by 50%
- Twitter: Grow following by 17%
- Facebook: Grow following by 15%
- Messenger: Grow subscriber list by 2.5%
- LinkedIn: Grow following by 20%
- Website: Increase unique website hits by 5%

Communications staff will continue participating in training to advance outreach skills. This year, we plan to continue to:

- Continue refining outreach and communications techniques to adapt to SIP restrictions and the ongoing pandemic, with a focus on racial equity and seeking to engage Communities of Concern.
- Rollout agency Outreach Guidelines to agency staff to codify best practices when preparing for and executing agency outreach.
- Support agency experts in thought leadership roles and speaking engagements
- Support project delivery events (groundbreakings, ribbon cuttings), including anticipated Van Ness BRT opening and Tunnel Tops opening

**Audits.** Prepare, procure, and manage fiscal compliance and management audits.

**Budget, Reports, and Financial Statements.** Develop and administer Transportation Authority budget funds, including performance monitoring, internal program, and project tracking. Monitor internal controls and prepare reports and financial statements.

**Accounting and Grants Management.** Maintain payroll functions, general ledger, and accounting system, including paying, receiving, and recording functions. Manage grants and prepare invoices for reimbursement.

**Debt Oversight and Compliance.** Monitor financial and debt performance, prepare annual disclosures, and complete required compliance activities.

**Systems Integration.** Enhance and maintain the enterprise resource planning system (business management and accounting software), and other financial systems to improve accounting functions, automate processes, general ledger reconciliations, and financial reporting, as well as enabling improved data sharing with the Portal. This year, we are planning to perform a major upgrade to our enterprise resource planning system due to the end of mainstream support from the existing software developer.

**Contract Support.** Oversee the procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated Memoranda of Agreements and Understandings.

**Racial Equity Action Plan.** Work through the Racial Equity Working Group to advance the Racial Equity Action Plan created in the prior fiscal year. The current phase of the plan identifies over 80 actions for implementation over a 3-year period. This year we anticipate making progress in several areas, including enhancing our hiring and recruiting processes and tracking success in this area, documenting procedures for advancement, and many others. The current plan focuses on internal agency operations and we anticipate that the Office of Racial Equity will initiate a second phase of work that is focused on public-facing activities. We have begun to incorporate racial equity into work

**Attachment 1**

## Proposed Fiscal Year 2021/2022 Annual Work Program

products including our ConnectSF/SFTP and Downtown Congestion Pricing studies, our work on reauthorization of the Prop K expenditure plan, and others. We look forward to future guidance to develop plans, projects, and programs. We will provide quarterly updates to the Citizens Advisory Committee and Board on our progress on this plan.

**Disadvantaged Business Enterprise (DBE) and Local Business Enterprise (LBE).** Administer our own DBE and LBE program, review and update policy for any new state and federal requirements, conduct outreach and review applications, and award certifications to qualifying businesses. Continue to participate in the multi-agency consortium of Bay Area transportation agencies with a common goal to assist small, disadvantaged, and local firms doing business with Bay Area transit and transportation agencies.

**Policies.** Maintain and update Administrative Code, Rules of Order, fiscal, debt, procurement, investment, travel, and other policies.

**Human Resources.** Administer recruitment, personnel, and benefits management and office procedures. We conduct or provide training for staff. We advance agency workplace excellence initiatives through staff working groups, training, and other means. This year, we continue to focus on racial equity training and the implementation of the agency racial equity action plan.

**Office Management and Administrative Support.** Maintain facilities and provide procurement of goods and services and administration of services contracts. Staff front desk reception duties. Provide assistance to the Clerk of the Transportation Authority as required with preparation of agenda packets and minutes, updates to our website, and clerking meetings.

**Legal Issues.** Manage routine legal issues, claims, and public records requests.

**Information Technology.** Provide internal development and support; maintain existing technology systems including phone and data networks; develop new collaboration tools to further enhance efficiency and technological capabilities; and expand contact management capabilities.



**Preliminary Budget Annual by Fund**

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	Budget Annual Fiscal Year 2021/22
<b>Revenues:</b>							
Sales Tax Revenues	\$ 92,879,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 92,879,800
Vehicle Registration Fee	-	-	-	4,834,049	-	-	4,834,049
Traffic Congestion Mitigation Tax	-	-	-	-	-	4,199,300	4,199,300
Interest Income	607,168	-	724	631	-	25,147	633,670
Program Revenues	-	20,345,877	672,708	-	2,656,232	-	23,674,817
Other Revenues	46,500	-	-	-	-	-	46,500
<b>Total Revenues</b>	<b>93,533,468</b>	<b>20,345,877</b>	<b>673,432</b>	<b>4,834,680</b>	<b>2,656,232</b>	<b>4,224,447</b>	<b>126,268,136</b>
<b>Expenditures</b>							
Capital Project Costs	150,674,687	22,422,367	1,385,939	11,162,165	1,790,963	4,005,686	191,441,807
Administrative Operating Costs	6,318,683	4,539,375	40,429	241,778	1,064,721	120,205	12,325,191
Debt Service Costs	22,192,850	-	-	-	-	-	22,192,850
<b>Total Expenditures</b>	<b>179,186,220</b>	<b>26,961,742</b>	<b>1,426,368</b>	<b>11,403,943</b>	<b>2,855,684</b>	<b>4,125,891</b>	<b>225,959,848</b>
<b>Other Financing Sources (Uses):</b>	<b>93,184,683</b>	<b>6,615,865</b>	<b>-</b>	<b>-</b>	<b>199,452</b>	<b>-</b>	<b>100,000,000</b>
<b>Net change in Fund Balance</b>	<b>\$ 7,531,931</b>	<b>\$ -</b>	<b>\$ (752,936)</b>	<b>\$ (6,569,263)</b>	<b>\$ -</b>	<b>\$ 98,556</b>	<b>\$ 308,288</b>
Budgetary Fund Balance, as of July 1	\$ 50,354,157	\$ -	\$ 1,003,204	\$ 15,490,329	\$ -	\$ 6,362,903	\$ 73,210,593
Budgetary Fund Balance, as of June 30	\$ 57,886,088	\$ -	\$ 250,268	\$ 8,921,066	\$ -	\$ 6,461,459	\$ 73,518,881



**San Francisco  
County Transportation  
Authority**

**Attachment 3  
Preliminary Fiscal Year 2021/22 Budget Annual  
Comparison of Revenues and Expenditures**

Category	Fiscal Year 2019/20 Actual	Fiscal Year 2020/21 Amended Budget	Preliminary Fiscal Year 2021/22 Budget Annual	Variance from Fiscal Year 2020/21 Amended Budget	% Variance
Sales Tax Revenues	\$ 99,268,709	\$ 81,028,216	\$ 92,879,800	\$ 11,851,584	14.6%
Vehicle Registration Fee	4,016,473	5,035,345	4,834,049	(201,296)	-4.0%
Traffic Congestion Mitigation Tax	-	6,683,182	4,199,300	(2,483,882)	-37.2%
Interest Income	2,782,633	692,060	633,670	(58,390)	-8.4%
Program Revenues					
Federal	6,559,443	24,725,310	8,629,623	(16,095,687)	-65.1%
State	117,621	2,475,524	3,587,961	1,112,437	44.9%
Regional and other	3,935,297	5,731,852	11,457,233	5,725,381	99.9%
Other Revenues	43,631	45,240	46,500	1,260	2.8%
<b>Total Revenues</b>	<b>116,723,807</b>	<b>126,416,729</b>	<b>126,268,136</b>	<b>(148,593)</b>	<b>-0.1%</b>
Capital Project Costs	92,514,661	177,603,846	191,441,807	13,837,961	7.8%
Administrative Operating Costs					
Personnel expenditures	6,613,922	8,607,126	9,226,939	619,813	7.2%
Non-Personnel expenditures	2,671,878	2,907,429	3,098,252	190,823	6.6%
Debt Service Costs	21,772,994	21,868,117	22,192,850	324,733	1.5%
<b>Total Expenditures</b>	<b>123,573,455</b>	<b>210,986,518</b>	<b>225,959,848</b>	<b>14,973,330</b>	<b>7.1%</b>
<b>Other Financing Sources (Uses)</b>	<b>-</b>	<b>50,000,000</b>	<b>100,000,000</b>	<b>50,000,000</b>	<b>100.0%</b>
<b>Net change in Fund Balance</b>	<b>\$ (6,849,648)</b>	<b>\$ (34,569,789)</b>	<b>\$ 308,288</b>	<b>\$ 34,878,077</b>	<b>-100.9%</b>
<b>Budgetary Fund Balance, as of July 1</b>	<b>\$ 114,630,030</b>	<b>\$ 107,780,382</b>	<b>\$ 73,210,593</b>		
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ 107,780,382</b>	<b>\$ 73,210,593</b>	<b>\$ 73,518,881</b>		



	Preliminary Budget Annual by Fund						Preliminary Fiscal Year 2021/22 Budget Annual
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
<b>Revenues:</b>							
Sales Tax Revenues	\$ 92,879,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 92,879,800
Vehicle Registration Fee	-	-	-	4,834,049	-	-	4,834,049
Traffic Congestion Mitigation Tax	-	-	-	-	-	4,199,300	4,199,300
Interest Income	607,168	-	724	631	-	25,147	633,670
<b>Program Revenues</b>							
<b>Federal</b>							
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	1,106,232	-	1,106,232
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	-	-	-	-	50,000	-	50,000
Highway Bridge Program - I-80/Yerba Buena Island (YBI) Interchange Improvement	-	5,907,214	-	-	-	-	5,907,214
Highway Bridge Program - YBI Bridge Structures	-	285,116	-	-	-	-	285,116
Priority Conservation Area Program - YBI Multi-Use Pathway	-	249,061	-	-	-	-	249,061
Surface Transportation Program 3% Revenue and Augmentation	-	1,032,000	-	-	-	-	1,032,000
<b>State</b>							
Affordable Housing and Sustainable Communities - I/80 YBI Interchange Improvement Project	-	2,980,245	-	-	-	-	2,980,245
Planning, Programming & Monitoring SB45 Funds	-	419,170	-	-	-	-	419,170
Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	57,350	-	-	-	-	57,350
Seismic Retrofit Proposition 1B - YBI Bridge Structures	-	20,875	-	-	-	-	20,875
Sustainable Communities - School Access Plan	-	110,321	-	-	-	-	110,321
<b>Regional and other</b>							
BATA - I-80/YBI Interchange Improvement	-	8,963,740	-	-	-	-	8,963,740
SFMTA - School Access Plan	-	17,662	-	-	-	-	17,662
SF Planning - Alemany Interchange Improvement Study	-	1,809	-	-	-	-	1,809
SF Planning - Housing Element	-	10,000	-	-	-	-	10,000
SF Planning - Transportation Demand Management Program	-	40,000	-	-	-	-	40,000
SFMTA - Travel Demand Modeling Assistance	-	75,000	-	-	-	-	75,000
TIDA - Treasure Island Mobility Management Agency	-	-	-	-	1,500,000	-	1,500,000
TIDA - YBI Interchange Improvement & Bridge Structures	-	176,314	-	-	-	-	176,314
Vehicle Registration Fee Revenues (TFCA)	-	-	672,708	-	-	-	672,708
<b>Other Revenues</b>							
Sublease of Office Space	46,500	-	-	-	-	-	46,500
<b>Total Revenues</b>	<b>\$ 93,533,468</b>	<b>\$ 20,345,877</b>	<b>\$ 673,432</b>	<b>\$ 4,834,680</b>	<b>\$ 2,656,232</b>	<b>\$ 4,224,447</b>	<b>\$ 126,268,136</b>



	Preliminary Budget Annual by Fund						Preliminary Fiscal Year 2021/22 Budget Annual
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
<b>Expenditures:</b>							
Capital Project Costs							
Individual Project Grants, Programs & Initiatives	\$ 150,000,000	\$ -	\$ 1,385,939	\$ 11,162,165	\$ -	\$ 4,005,686	\$ 166,553,790
Technical Professional Services	674,687	22,422,367	-	-	1,790,963	-	24,888,017
Administrative Operating Costs							
Personnel Expenditures							
Salaries	2,076,802	3,094,746	27,563	164,834	687,565	75,133	6,126,643
Fringe Benefits	969,453	1,444,629	12,866	76,944	320,956	35,072	2,859,920
Pay for Performance	240,376	-	-	-	-	-	240,376
Non-personnel Expenditures							
Administrative Operations	2,867,052	-	-	-	50,000	10,000	2,927,052
Equipment, Furniture & Fixtures	105,000	-	-	-	-	-	105,000
Commissioner-Related Expenses	60,000	-	-	-	6,200	-	66,200
Debt Service Costs							
Fiscal Charges	135,000	-	-	-	-	-	135,000
Interest Expenses	8,347,850	-	-	-	-	-	8,347,850
Bond Principal Payment	13,710,000	-	-	-	-	-	13,710,000
<b>Total Expenditures</b>	<b>\$ 179,186,220</b>	<b>\$ 26,961,742</b>	<b>\$ 1,426,368</b>	<b>\$ 11,403,943</b>	<b>\$ 2,855,684</b>	<b>\$ 4,125,891</b>	<b>\$ 225,959,848</b>
<b>Other Financing Sources (Uses):</b>							
Transfers in - Prop K Match to Grant Funding	-	6,615,865	-	-	199,452	-	6,815,317
Transfers out - Prop K Match to Grant Funding	(6,815,317)	-	-	-	-	-	(6,815,317)
Draw on Revolving Credit Agreement	100,000,000	-	-	-	-	-	100,000,000
<b>Total Other Financing Sources (Uses)</b>	<b>93,184,683</b>	<b>6,615,865</b>	<b>-</b>	<b>-</b>	<b>199,452</b>	<b>-</b>	<b>100,000,000</b>
<b>Net change in Fund Balance</b>	<b>\$ 7,531,931</b>	<b>\$ -</b>	<b>\$ (752,936)</b>	<b>\$ (6,569,263)</b>	<b>\$ -</b>	<b>\$ 98,556</b>	<b>\$ 308,288</b>
Budgetary Fund Balance, as of July 1	\$ 50,354,157	\$ -	\$ 1,003,204	\$ 15,490,329	\$ -	\$ 6,362,903	\$ 73,210,593
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ 57,886,088</b>	<b>\$ -</b>	<b>\$ 250,268</b>	<b>\$ 8,921,066</b>	<b>\$ -</b>	<b>\$ 6,461,459</b>	<b>\$ 73,518,881</b>
Fund Reserved for Program and Operating Contingency	\$ 9,287,980	\$ -	\$ 67,271	\$ 483,405	\$ -	\$ 419,930	\$ 10,258,586

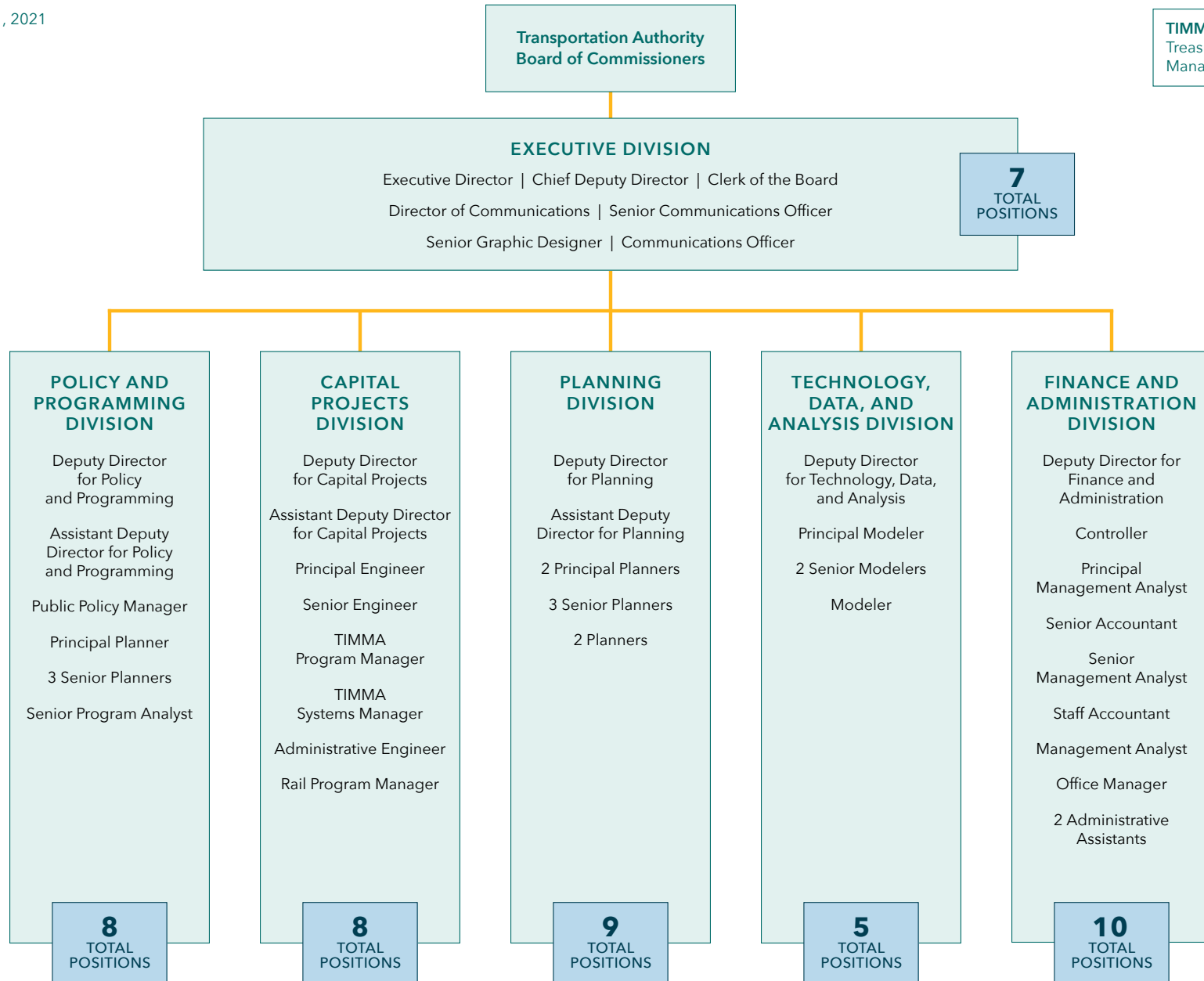


# Agency Structure 47 STAFF POSITIONS



Revised April 21, 2021

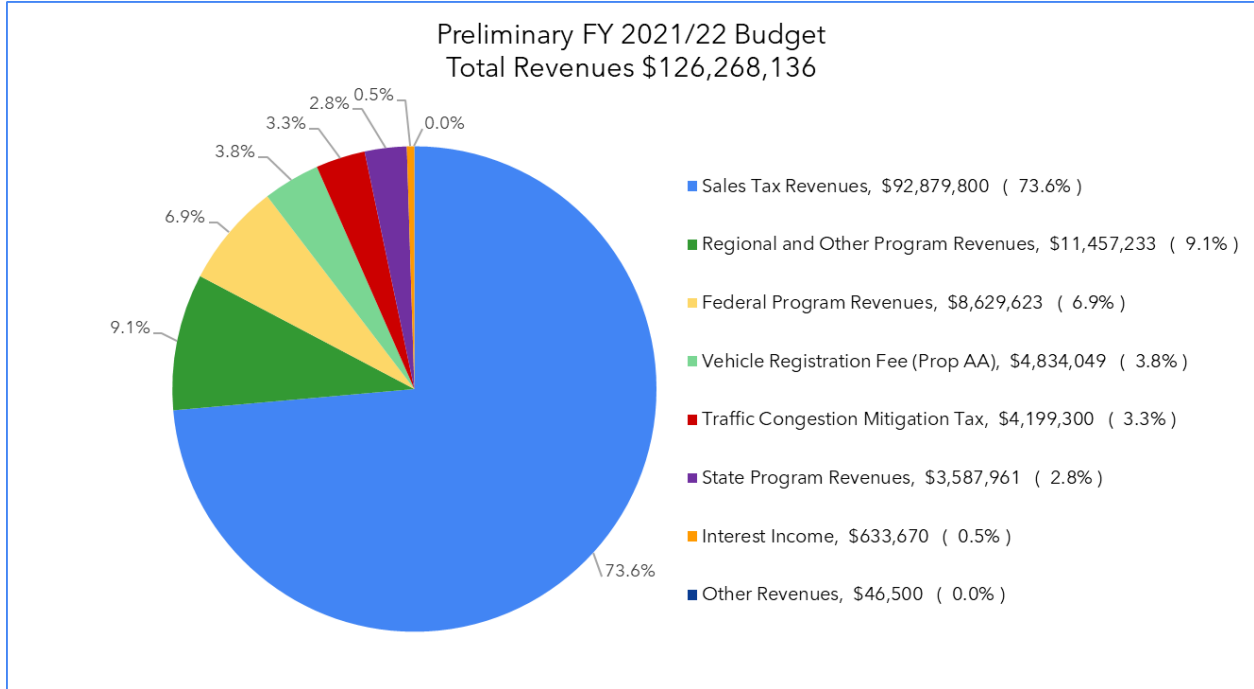
**TIMMA:**  
Treasure Island Mobility  
Management Agency



**Attachment 6**  
Line Item Descriptions

**TOTAL PROJECTED REVENUES..... \$126,268,136**

The following chart shows the composition of revenues for the preliminary FY 2021/22 budget.



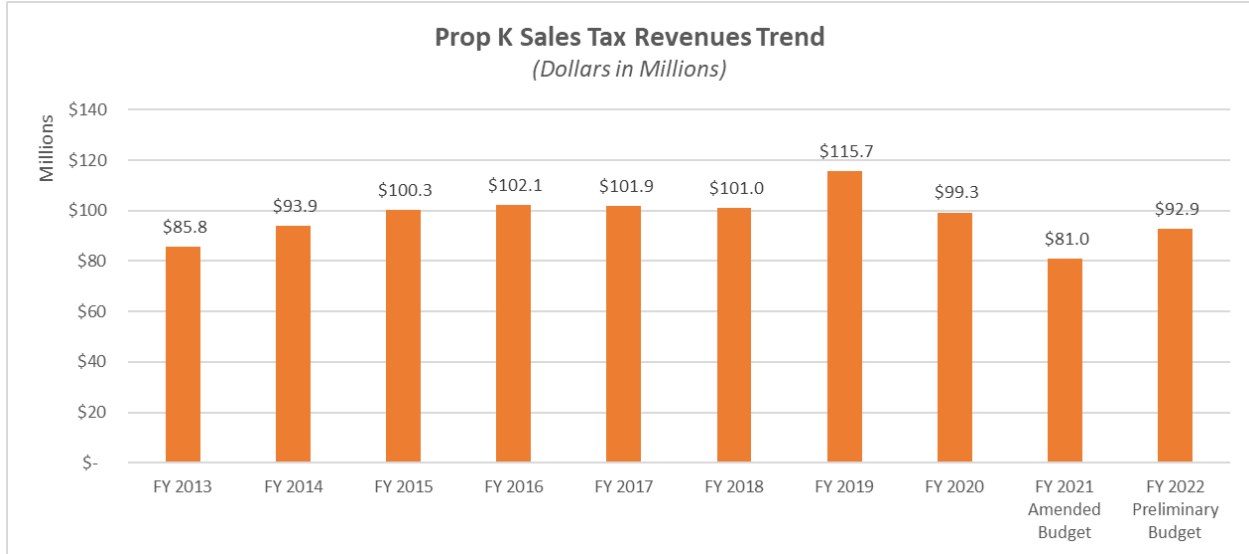
**Prop K Sales Tax Revenues: .....\$92,879,800**

On November 4, 2003, San Francisco voters approved Proposition K (Prop K), the imposition of retail transactions and use tax of one-half of 1% in the City and County of San Francisco and the funding of the Prop K Expenditure Plan. The 30-year expenditure plan extends through March 31, 2034 and prioritizes \$2.35 billion (in 2003 dollars) and leverages another \$9 billion in federal, state, and local funds for transportation improvements. The expenditure plan restricts expenditures to four major categories: 1) Transit; 2) Streets and Traffic Safety; 3) Paratransit services for seniors and disabled people; and 4) Transportation System Management/Strategic Initiatives.

As we anticipate a gradual recovery from the impact of COVID-19, and in coordination with the City’s Controller’s Office, we project FY 2021/22 sales tax revenues to increase compared to the amended budget revenues for FY 2020/21 by 14.6% or \$11.9 million. With the increase in vaccination rates and decline in infection rates, hospitalization rates, and mortality rates, we expect to see sales tax revenues begin to rebound in the latter part of FY 2020/21. In addition, as San Francisco continues to slowly reopen various sectors, the projected increase to sales tax revenues reflects a moderate economic recovery. However, because our sales tax revenues are highly reliant upon tourism and the day-time population influx of commuters, both of which remain low, San Francisco will likely take longer to recover than most regions in the state. We will continue to closely monitor San Francisco’s health orders and reopening plan and will continue to provide monthly updates of our sales tax revenue collections. The sales tax revenue projection is net of the California Department of Tax and Fee Administration’s charges for the collection of the tax and excludes interest earnings budgeted in Interest Income.

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The chart below reflects the eight-year historical and two-year budgeted receipts for Prop K sales tax revenues.



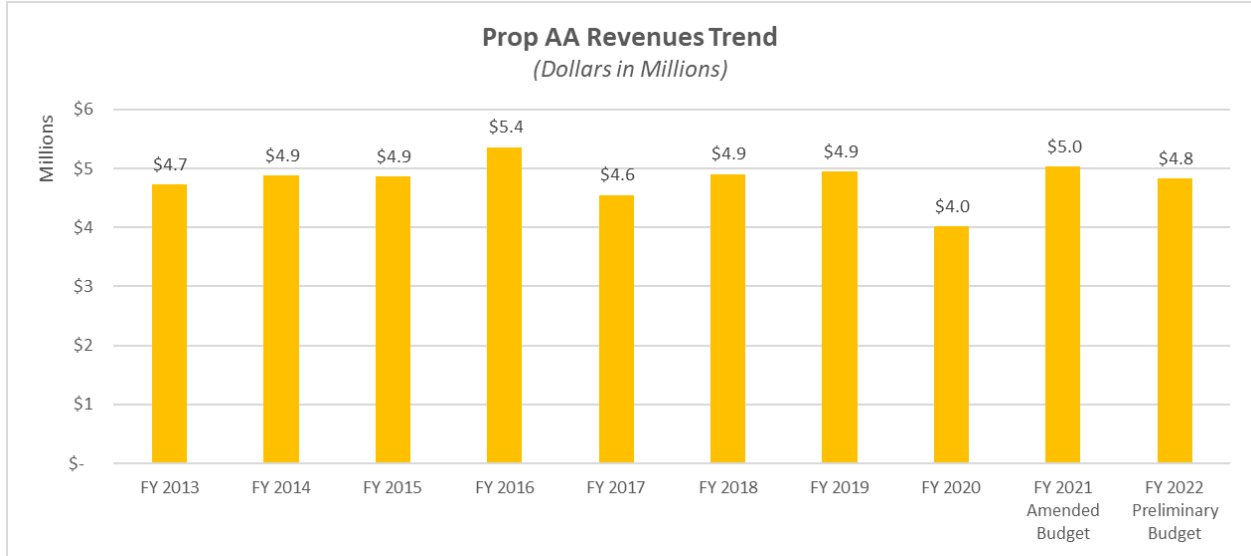
**Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Revenues...\$4,834,049**

The Transportation Authority serves as the administrator of Proposition AA or Prop AA, a \$10 annual vehicle registration fee on motor vehicles registered in the City and County of San Francisco, which was passed by San Francisco voters on November 2, 2010. The 30-year expenditure plan continues until May 1, 2041 and prioritizes funds that are restricted to three major categories: 1) Street Repair and Construction, 2) Pedestrian Safety, and 3) Transit Reliability and Mobility Improvements.

Based on FY 2020/21 revenues to date, we project FY 2021/22 Prop AA revenues to decrease compared to the budgeted revenues for FY 2020/21 by 4.0% or \$201,296. This decrease is due to two months of FY 2019/20 revenues that were collected in October 2020, which increased and recorded as FY 2020/21 revenue. However, we are expecting to rebound to pre-pandemic level in FY 2021/22. This amount is net of the Department of Motor Vehicles' charges for the collection of these fees.

The chart below reflects the eight-year historical and two-year budgeted receipts for Prop AA revenues.

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**Traffic Congestion Mitigation Tax (TNC Tax) Revenues:..... \$4,199,300**

In November 2019, San Francisco voters approved measure Proposition D, also known as the TNC Tax enabling the City to impose a 1.5% business tax on shared rides and 3.25% business tax on private rides for fares originating in San Francisco and charged by commercial ride-share and driverless-vehicle companies until November 5, 2045. The Transportation Authority receives 50% 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. The San Francisco Municipal Transportation Agency (SFMTA) receives the other 50% of revenues. The City began collecting TNC Tax revenues on January 1, 2020.

We anticipate TNC Tax revenues will decrease by 37.2% to \$4.1 million. This estimate is consistent with the FY 2020/21 budget amendment, which reflected 12 months of revenue at \$4.1 million plus \$2.5 million of additional revenue covering January through June 2020 that was received in October 2020. Based on continuous discussions and coordination with the City Controller’s Office and the SFMTA, we anticipate a gradual recovery from the impact of COVID-19 over the next couple fiscal years and are aligning with the City’s Controller’s Office estimates for economic recovery.

**Interest Income:..... \$633,670**

Most of our investable assets are deposited in the City’s Treasury Pool. The deposits in the Pooled Investment Fund for FY 2021/22 are assumed to earn approximately 0.6%, which is lower than the average income earned over the past year. The level of our deposits held in the pool during the year depends on the Prop K capital project reimbursement requests. Our cash balance consists largely of allocated Prop K funds, which are invested until invoices are received and sponsors are reimbursed. The FY 2021/22 budget for interest income shows a \$58 thousand or 8.4%, decrease as compared to FY 2020/21 which is mainly due to the decline in interest rates resulting from the impact of COVID-19 and the decrease in the bank balance thus less interest earned on the deposits due to the anticipated capital expenditures for project sponsors’ projects and programs in FY 2021/22.

**Congestion Management Agency (CMA) Programs Federal, State and Regional Grant Revenues:.....\$20,345,877**

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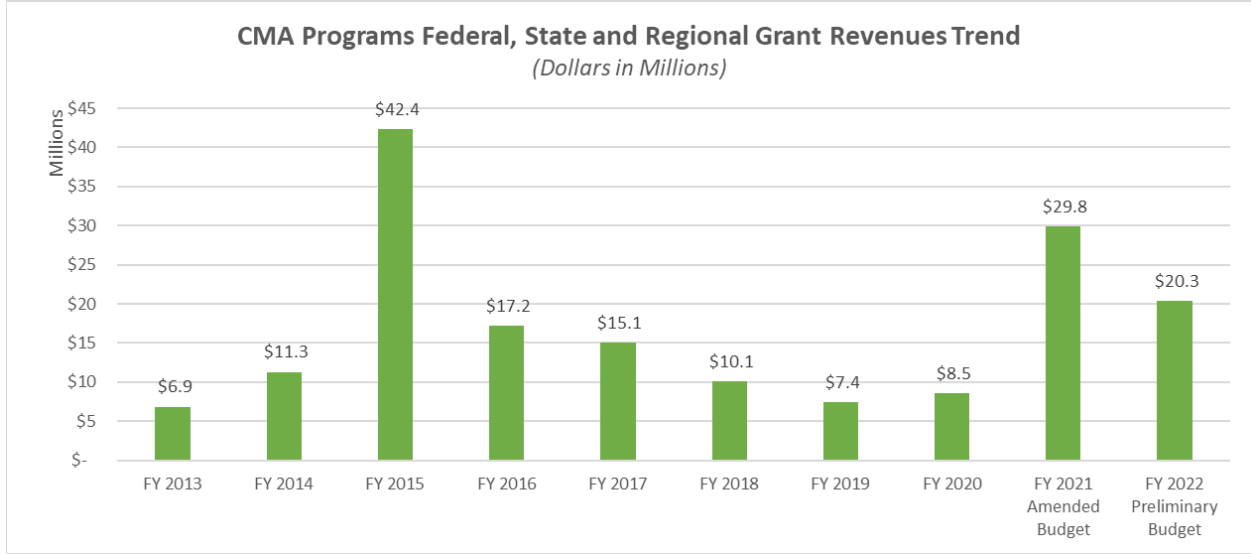
The Transportation Authority is designated under state law as the CMA for the City. Responsibilities resulting from this designation include developing a Congestion Management Program, which provides evidence of the integration of land use, transportation programming, and air quality goals; preparing a long-range countywide transportation plan to guide the City's future transportation investment decisions; monitoring and measuring traffic congestion levels in the City; measuring the performance of all modes of transportation; and developing a computerized travel demand forecasting model and supporting databases. As the CMA, the Transportation Authority is responsible for establishing the City's priorities for state and federal transportation funds and works with the Metropolitan Transportation Commission (MTC) to program those funds to San Francisco projects.

The CMA program revenues for FY 2021/22 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in our role as CMA. CMA revenues are comprised of federal, state, and regional funds received from the agencies such as the MTC and the California Department of Transportation (Caltrans). Some of these grants are project-specific, such as those for the Southgate Road Realignment Improvements Project, or Phase 2 of the Interstate 80/Yerba Buena Island (YBI) Improvement Project, and YBI West Side Bridges (collectively known as YBI Project), YBI Multi-Use Pathway and the School Access Plan. Other funding sources, such as federal Surface Transportation Program funds and state Planning, Programming and Monitoring funds, can be used to fund a number of eligible planning, programming, model development, and project delivery support activities, including the San Francisco Transportation Plan (SFTP) update, the Congestion Management Program, and the Downtown Congestion Pricing Study. Regional CMA program revenues include City agency contributions for projects such as School Access Plan and travel demand model services provided to City agencies in support of various projects.

The FY 2021/22 budget includes \$11.1 million from federal and state funding, a \$15.4 million decrease as compared to FY 2020/21, largely due to expected depletion and decreased use of federal and state funding for the YBI Project (construction phase activities for the I-80/YBI East Bound Off Ramp/Southgate Road Realignment project and design phase activities for the YBI West Side Bridges project). The budget also includes \$9.3 million from regional funding, a \$5.9 million increase as compared to FY 2019/20 largely due to increased use of regional funding for the YBI Project.

The chart below reflects the eight-year historical and two-year budgeted receipts for CMA program revenues.

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**Transportation Fund for Clean Air (TFCA) Program Regional Revenues:..... \$672,708**

On June 15, 2002, the Transportation Authority was designated to act as the overall program manager for the local guarantee (40%) share of transportation funds available through the TFCA program. The TFCA Vehicle Registration Fee revenues (excluding interest earnings in the Interest Income section above) are derived from a \$4 surcharge on vehicles registered in the nine Bay Area counties and must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. FY 2021/22 TFCA revenues are expected to decrease compared to the new revenues included in FY 2020/21 by 10.8% or \$81,772. Budgeted revenues are based on a funding estimate for calendar year 2020 provided by the Bay Area Air Quality Management District, which administers these revenues, and reflects the impact of the COVID-19 on vehicle registrations.

**Treasure Island Mobility Management Agency (TIMMA) Program Revenues:..... \$2,656,232**

We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the YBI Project. TIDA requested that we, in our capacity as CMA, lead the effort to prepare and obtain approval for all required technical documentation for the project because of our expertise in funding and interacting with Caltrans on design aspects of the project.

The Treasure Island Transportation Management Act of 2008 (Assembly Bill 981) authorizes the creation or designation of a Treasure Island-specific transportation management agency. On April 1, 2014, the City’s Board of Supervisors approved a resolution designating the Transportation Authority as the TIMMA to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/YBI Development Project. In September 2014, Governor Brown signed Assembly Bill 141, establishing TIMMA as a legal entity distinct from the Transportation Authority to separate TIMMA’s functions from the Transportation Authority’s other functions. The eleven members of the Transportation Authority Board act as the Board of Commissioners for TIMMA. TIMMA is also a blended special revenue fund component unit under the Transportation Authority. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA.

The TIMMA FY 2021/22 revenues will be presented as a separate item to the TIMMA Committee and TIMMA Board at its respective June meetings.

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**Other Revenues:** ..... \$46,500

Other revenues budgeted in FY 2021/22 include revenues from the sublease of our office space.

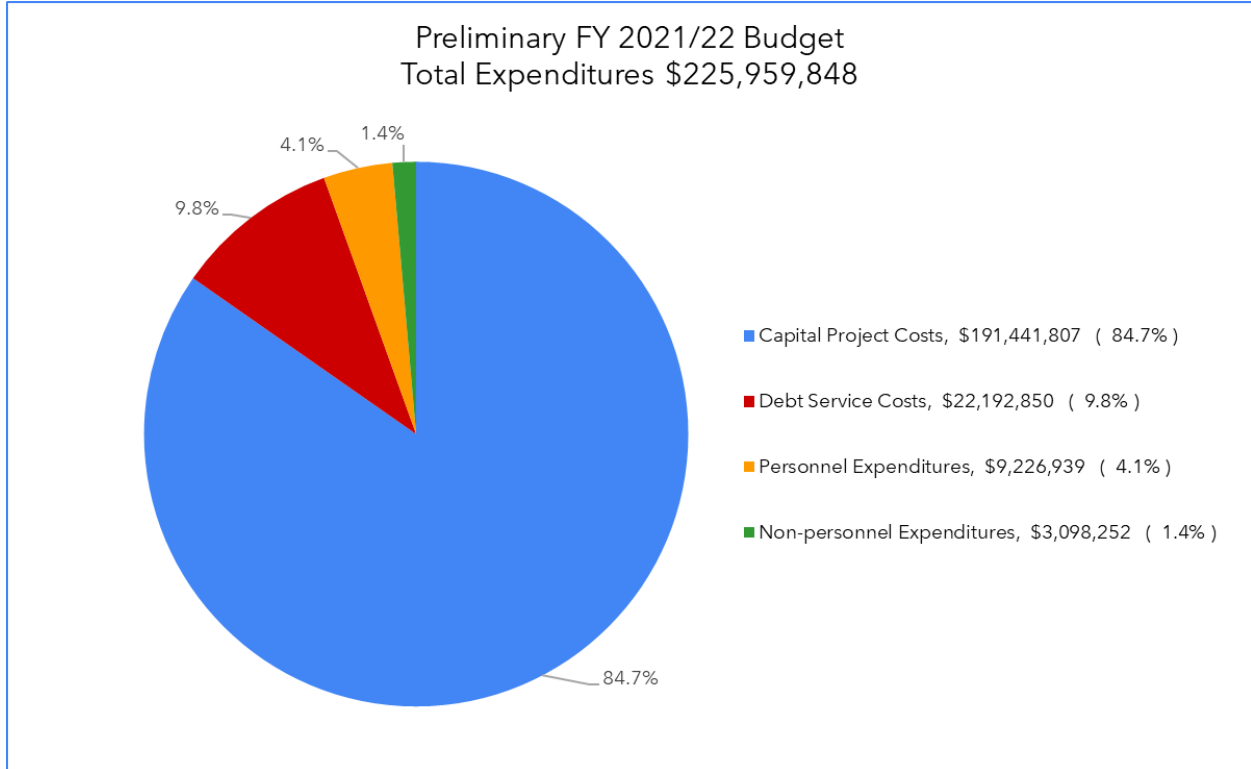


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**TOTAL PROJECTED EXPENDITURES..... \$225,959,848**

Total Expenditures projected for the budget year are comprised of Capital Expenditures of \$191.4 million, Administrative Operating Expenditures of \$12.3 million, and Debt Service Expenditures of \$22.2 million.

The following chart shows the composition of expenditures for the preliminary FY 2021/22 budget.



**CAPITAL EXPENDITURES..... \$191,441,807**

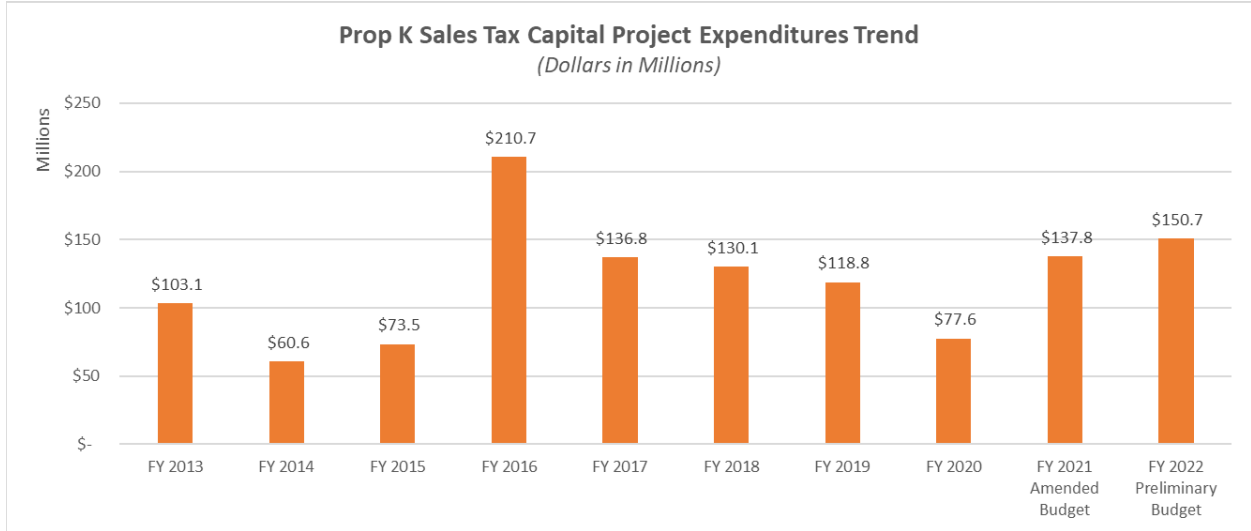
Capital expenditures in FY 2021/22 are budgeted to increase from the FY 2020/21 amended budget by an estimated 7.8%, or \$13.8 million, which is primarily due to anticipated higher capital expenditures for the Prop K program overall, most of which are awarded as grants to agencies like the SFMTA. Expenditures by Program Fund are detailed below.

**Sales Tax Program Expenditures:..... \$150,674,687**

The estimate of sales tax capital expenditures reflects the recent coordination with project sponsors for the 2021 Prop K Strategic Plan Update which involves updating project reimbursement schedules for the existing allocations with large remaining balances as well as programmed but unallocated funds. Some of the main drivers of Prop K capital expenditures for FY 2021/22 are Siemens Light Rail Vehicle (LRV) procurement (\$22 million), paratransit (\$10.6 million), Motor Coach procurement (\$8.1 million), Muni maintenance facility projects (\$7.7 million), Downtown Rail Extension (\$6.6 million), Van Ness Bus Rapid Transit (\$6 million), Caltrain state of good repair projects (\$5.9 million), Caltrain Electrification including vehicles (\$5.3 million), John Yehall Chin and 6th Street traffic calming projects (\$4.4 million), and Breda LRV overhauls (\$3.75 million).

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The chart below reflects the eight-year historical and two-year budgeted Prop K sales tax program capital expenditures.

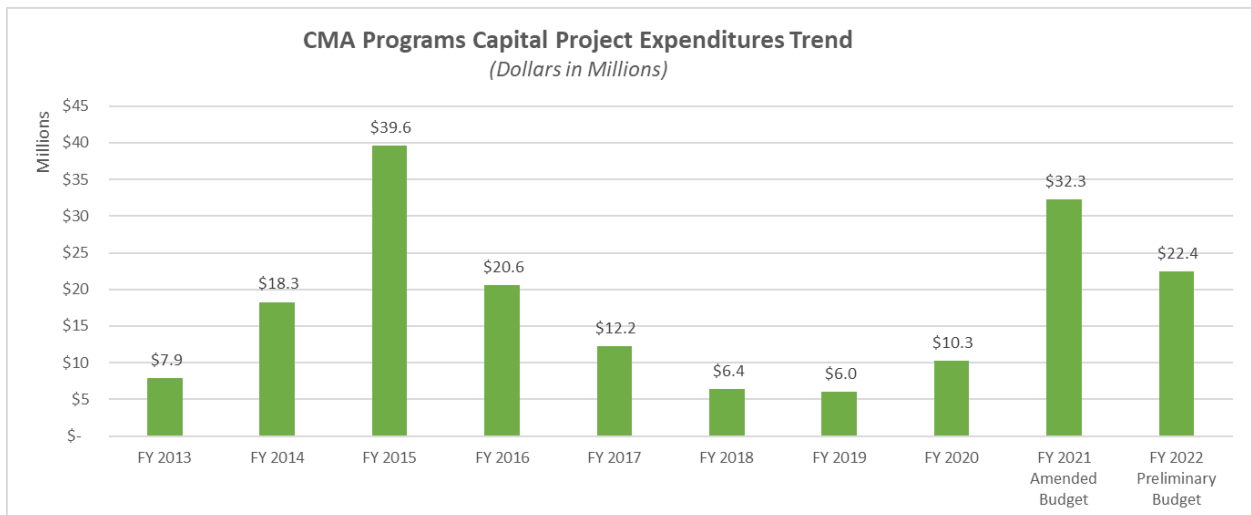


**CMA Programs Expenditures:..... \$22,422,367**

This line item includes technical consulting services such as planning, programming, engineering, design, environmental, or programming services, which are needed in order to fulfill our CMA responsibilities under state law. Included are various planning efforts and projects such as Downtown Congestion Pricing Study and the SFTP. Also included is the YBI Project, which is supported by federal, state, and regional funding.

Expenditures in FY 2021/22 are budgeted to decrease by 31%, or \$9.9 million, as compared to FY 2020/21 budget amendment. This decrease is primarily due to decreased activities for the YBI projects in which there is a decrease of \$13.1 million in capital expenditures and increased activities of \$2.5 million for the US 101/I-280 Managed Lanes and Express Bus and the I-280/Ocean Avenue South Bound Off-Ramp Realignment projects.

The chart below reflects the eight-year historical and two-year budgeted CMA programs capital project expenditures.



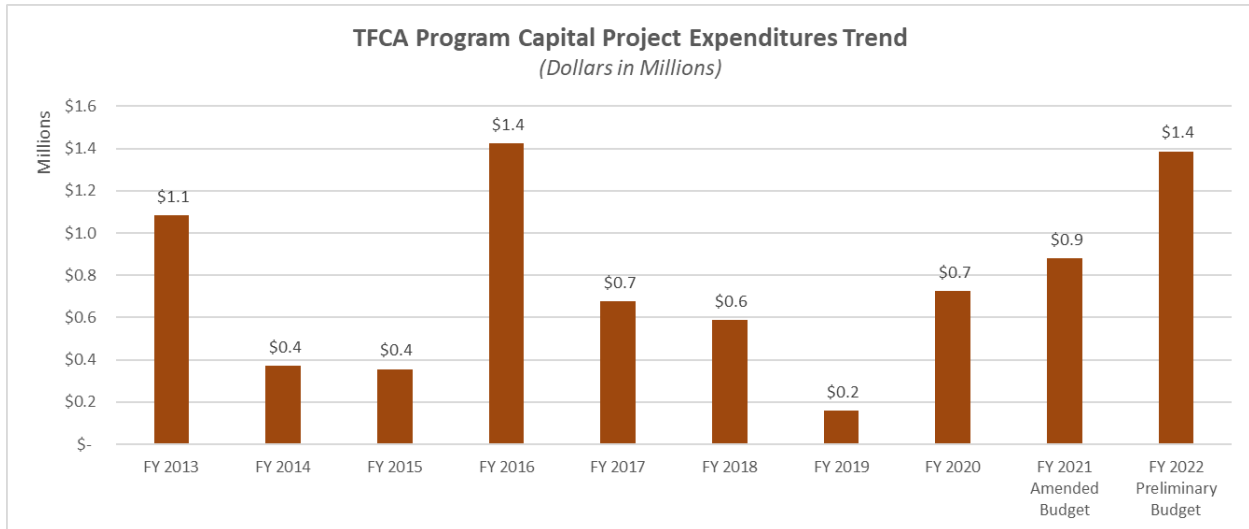
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**TFCA Program Expenditures:..... \$1,385,939**

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Bay Area Air Quality Management District, with the Transportation Authority serving as the County Program Manager for San Francisco. These monies must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The TFCA capital expenditures program includes new FY 2021/22 projects, anticipated to be approved by the Board in June 2021, carryover prior year projects with multi-year schedules and other projects that were not completed as anticipated in FY 2020/21.

This year’s budget is higher than the FY 2020/21 amended budget of \$878,256 due to slower than anticipated expenditures for two electric vehicle charger projects that are expected to seek full grant reimbursements early in FY 2021/22 after the chargers are installed, and Bay Area Rapid Transit’s Early Bird Express project which has been providing shuttle service but its invoicing has been delayed into FY 2021/22.

The chart below reflects the eight-year historical and two-year budgeted TFCA capital project expenditures.



**Vehicle Registration Fee for Transportation Improvements Program (Prop AA)**

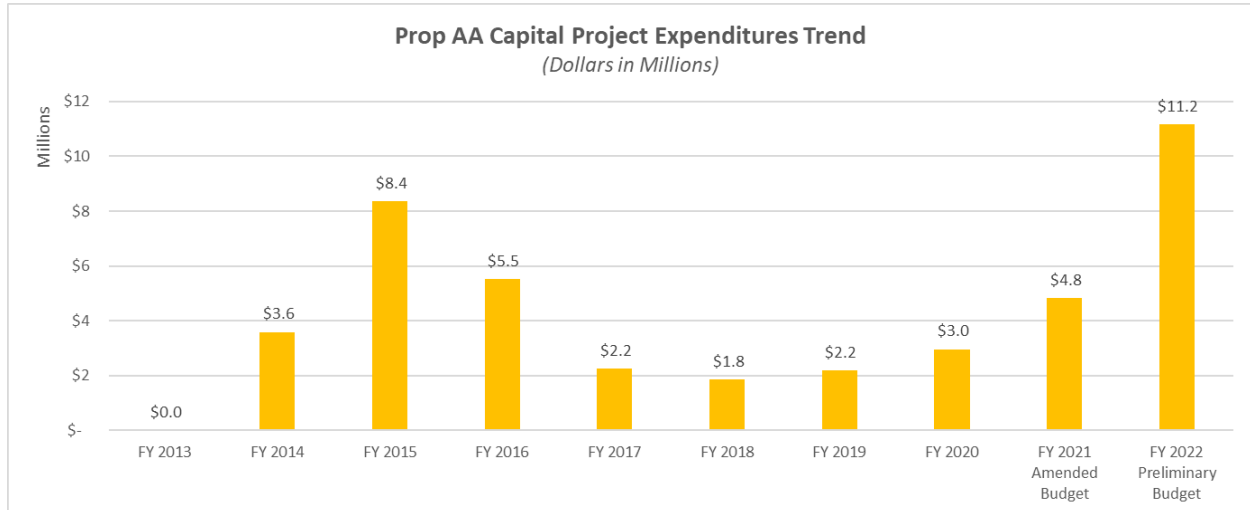
**Expenditures: .....\$11,162,165**

This line item includes projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Prop AA Expenditure Plan, the revenues will be used for design and construction of local road repairs, pedestrian safety improvements, transit reliability improvements, and travel demand management projects. The Prop AA capital expenditures include FY 2021/22 projects programmed in the Prop AA Strategic Plan as amended in June 2020, carryover prior-year projects with multi-year schedules, and projects that were not completed as anticipated by the end of FY 2020/21. The largest capital project expenditures include San Francisco Public Works Western Addition Pedestrian Lighting project, Geary Boulevard Pavement Renovation project, Richmond Residential Streets Pavement Renovation project, 23rd Street, Dolores Street, York Street, and Hampshire Street Pavement Renovation project, and SFMTA’s L-Taraval Transit Enhancements (Segment B) project, which together account for more than 65% of the FY 2021/22 budget amount.

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For FY 2021/22, we expect expenditures to increase by \$6.3 million, as compared to the FY 2020/21 amended budget of \$4.8 million. This increase is primarily due to several projects that are expected to begin construction in FY 2021/22 and projects that are behind schedule but expected to make significant progress in the coming year, especially the Geary Boulevard Pavement Renovation project.

The chart below reflects the eight-year historical and two-year budgeted Prop AA capital project expenditures.



**Traffic Congestion Mitigation Tax Program (TNC Tax) Expenditures:.....\$4,005,686**

The Board adopted the TNC Tax Program Guidelines in Fall 2020, allocated \$2.5 million in available collections, and programmed the next \$5.0 million in collections to the SFMTA’s Vision Zero Quick-Build Program. We anticipate allocating FY 2021/22 funds this fall.

Capital Project Costs for the TNC Tax Program are expected to increase to \$4.0 million. This increase is due to the SFMTA’s Vision Zero Quick-Build Program being slower to incur costs against the TNC Tax in the previous year than anticipated at the time of allocation. The project is on schedule and has been moving forward using SFMTA’s Prop B General Fund. We also expect costs for the future allocation to the Quick-Build Program that were anticipated in Fall 2021.

**TIMMA Program Expenditures:.....\$1,790,963**

The TIMMA FY 2021/22 expenditures will be presented as a separate item to the TIMMA Committee and TIMMA Board at its respective June meetings.

**ADMINISTRATIVE OPERATING EXPENDITURES..... \$12,325,191**

Administrative operating expenditures in FY 2021/22 are budgeted to increase from the FY 2020/21 amended budget by an estimated \$810,636 or 7.0%. Operating expenditures include personnel, administrative, Commissioner-related, and equipment, furniture and fixtures expenditures.

**Personnel:..... \$9,226,939**

Personnel costs are budgeted at a higher level by 7.2% as compared to the FY 2020/21 amended budget, reflecting a budget of 42 full-time equivalents. The increase in personnel costs is primarily due to the delay of hiring vacant positions such as the Senior Engineer and Transportation Planner in the FY 2020/21 amended budget as part of response to COVID-19. In addition, we anticipate hiring a TIMMA

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Program Manager, which would be funded by the TIMMA, to advance its FY 2021/22 work program. The increase in fringe cost reflects the corresponding increase in personnel costs. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any annual pay increase. Employees are not entitled to cost of living increases. All salary adjustments are determined by the Executive Director based on merit only.

**Non-Personnel:..... \$3,098,252**

This line item includes typical operating expenditures for office rent, telecommunications, postage, materials and office supplies, printing and reproduction equipment and services, and other administrative support requirements for all of our activities, along with all administrative support contracts, whether for City-supplied services, such as the City Attorney legal services and the Department of Technology cablecast services, or for competitively procured services (such as auditing, legislative advocacy, outside computer system support, etc.). Also included are funds for ongoing maintenance and operation of office equipment, computer hardware, licensing requirements for computer software, an allowance for replacement furniture and fixtures, Commissioner meeting fees, and compensation for Commissioners' direct furniture, equipment and materials expenditures related to Transportation Authority activity.

Non-personnel expenditures in FY 2021/22 are budgeted to increase from the FY 2020/21 amended budget by an estimated 6.6%, which is primarily due to the anticipated upgrade to our existing enterprise resource planning system, as well as slight increases in travel, training, and equipment, furniture and fixture costs as we gradually recover from the COVID-19 pandemic and reopening of our physical office.

**DEBT SERVICE COSTS..... \$22,192,850**

During the first quarter of the fiscal year, we will execute a new Revolving Credit Loan Agreement, up to \$200 million, to support the Transportation Authority's interim borrowing program. Our existing Revolving Credit Loan Agreement with State Street and U.S. Bank National Association terminates in June 2021. The Revolving Credit Loan Agreement will be available to draw upon for Prop K capital project costs and 2017 Sales Tax Revenue Bonds. This line item assumes fees and interests related to the expected drawdown from the Revolving Credit Loan Agreement noted in the Other Financing Sources/Uses section, anticipated bond principal and interest payments, and other costs associated with our debt program. Debt service expenditures in FY 2021/22 are comparable to the prior year.

**OTHER FINANCING SOURCES/USES.....\$100,000,000**

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2021/22 budget includes anticipated drawdowns from the Revolving Credit Loan Agreement. The estimated level of sales tax capital expenditures for FY 2021/22 may trigger the need to drawdown up to \$100 million from the Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.

This line item also includes inter-fund transfers of \$6.8 million among the sales tax, CMA, and TIMMA funds. These transfers represent the required local match to federal grants such as the Surface Transportation Program and Advanced Transportation and Congestion Management Technologies Deployment. Also represented are appropriations of Prop K to projects such as the US 101/I-280

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Managed Lanes and Express Bus and the I-280/Ocean Avenue South Bound Off-Ramp Realignment projects.

**BUDGETARY FUND BALANCE FOR CONTINGENCIES..... \$10,258,586**

Our Fiscal Policy directs that we shall allocate not less than 5% and up to 15% of estimated annual sales tax revenues as a hedge against an emergency occurring during the budgeted fiscal year. In the current economic climate, a budgeted fund balance of \$9.3 million, or 10% of annual projected sales tax revenues, is set aside as a program and operating contingency reserve. We have also set aside \$67,271 or about 10% as a program and operating contingency reserve respectively for the TFCA Program; \$483,405 or about 10% as a program and operating contingency reserve respectively for the Prop AA Program; and \$419,930 or about 10% as a program and operating contingency reserve respectively for the TNC Tax Program.