



**San Francisco  
County Transportation  
Authority**

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

# AGENDA

## San Francisco County Transportation Authority Meeting Notice

**Date:** Tuesday, May 25, 2021; 10:00 a.m.

**Location:** Watch SF Cable Channel 26

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**PUBLIC COMMENT CALL-IN:** 1 (415) 655-0001; Access Code: 187 660 2242 # #

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.

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

**Clerk:** Britney Milton

### Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom's statewide order for all residents to "Stay at Home" - and the numerous local and state proclamations, orders and supplemental directions - aggressive directives have been issued to slow down and reduce the spread of the COVID-19 disease. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Transportation Authority Board Meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website ([www.sfgovtv.org](http://www.sfgovtv.org)) to stream the live meetings or watch them on demand. 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 Board members before the meeting begins.

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**1.** Roll Call



2. Chair's Report - **INFORMATION**
3. Executive Director's Report - **INFORMATION**
4. Approve the Minutes of the May 11, 2021 Meeting - **ACTION\*** 5

#### **Consent Agenda**

5. **[Final Approval]** State and Federal Legislation Update - **ACTION\*** 25  
**Support:** Senate Bill 339 (Wiener); **Oppose Unless Amended:** Assembly Bill 859 (Irwin)
6. **[Final Approval]** Allocate \$640,000 in Prop K Funds, with Conditions, for Two Requests - **ACTION\*** 31  
**Projects:** (SFPW) Minnesota and 25<sup>th</sup> Street Intersection improvements [NTIP Capital] (\$400,000), (SFMTA) Safe Routes to Schools Program Administration (\$240,000)
7. **[Final Approval]** Approve San Francisco's Program of Projects for the 2021 Mid-Cycle Regional Transportation Improvement Program - **ACTION\*** 89  
**Projects:** San Francisco Municipal Transportation Agency's (SFMTA's) Folsom Streetscape (\$3,043,238); Transportation Authority's Planning, Programming, and Monitoring (\$160,170)
8. **[Final Approval]** Accept the Final Report for the Golden Gate Park Working Group and Action Framework [NTIP Planning] - **ACTION\*** 107

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

9. 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 - **ACTION\*** 113
10. 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\*** 121
11. Adopt a Resolution of Local Support Authorizing the Executive Director to File an Application for Regional Discretionary Funding with the Metropolitan Transportation Commission, Committing Any Necessary Matching Funds, and Stating Assurance to Complete the Yerba Buena Island (YBI) Multi-use Pathway Project (Project); and Authorize the Executive Director to Execute Funding Agreements with Caltrans for Receipt of Federal and State Funds for the 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 - **ACTION\*** 135
12. San Francisco Municipal Transportation Agency Transportation Recovery Plan - **INFORMATION\*** 145
13. Preliminary Fiscal Year 2021/22 Budget and Work Program - **INFORMATION\*** 179
14. Internal Accounting Report and Investment Report (9 months) - **INFORMATION\*** 227



### Other Items

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

During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.

**16. Public Comment**

**17. Adjournment**

### \*Additional Materials

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

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

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

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San Francisco  
County Transportation  
Authority





# *DRAFT MINUTES*

## **San Francisco County Transportation Authority**

Tuesday, May 11, 2021

### **1. Roll Call**

Chair Mandelman called the meeting to order at 10:00 a.m.

**Present at Roll Call:** Commissioners, Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, and Walton (10)

**Absent at Roll Call:** Commissioner Stefani (1)

Chair Mandelman acknowledged that Commissioner Stefani would be absent from some parts of the meeting and excused her from those items where she would be absent.

### **2. Citizens Advisory Committee Report - INFORMATION**

Chair Larson reported out from the April 28, 2021 Citizens Advisory Committee (CAC) meeting and shared that the committee supported the two Prop K allocation requests along with the approval of the 2021 mid-cycle Regional Transportation Improvement Program (RTIP). He said the Minnesota Grove park area was cited as pleasant and a good example of community re-use of former transportation infrastructure. He referenced a slide in the RTIP presentation that depicted a turning vehicle on Folsom Street that he said illustrated the continued need to improve pedestrian and bicycle safety in the project area despite the improvements that had already been made.

He also shared that the CAC heard a Yerba Buena Island (YBI) Multi-Use Pathway project presentation in which would come to the Board later in May. He said the CAC was excited about connectivity from the end of the eastern span of the Bay Bridge down to the future Treasure Island ferry terminal. He said it generated discussions on bike storage and the number of bikes allowed on ferries. He shared that San Transportation Authority staff said a Memorandum of Understanding with the Water Emergency Transportation Agency was in development and that they would look into the concerns raised by the CAC. Chair Larson said the CAC was also interested in the timeline of the western span multi-use pathway and bike path that would give full bike connectivity from the East Bay to San Francisco over the Bay Bridge.

Chair Larson said they also engaged in a detailed update on the Communities of Concern (COC) boundaries in San Francisco as part of the Metropolitan Transportation Commission update on Plan Bay Area (PBA) 2050. He said although the CAC appreciated the use of the finer-grained block data, the timing of the updates seemed odd given that the 2020 Census had just been completed. He said the changes were small and showed displacement which is an ongoing concern in the city. He said there were also concerns on the politicizing of the Census and impacts on the participation in the communities they are concerned about. He noted that the



CAC requested an update and analysis using 2020 data when it becomes available, as it may be warranted in ongoing decisions on PBA.

There was no public comment.

**3. Approve the Minutes of the April 27, 2021 Meeting - ACTION**

There was no public comment.

Commissioner Peskin moved to approve the minutes, seconded by Commissioner Chan.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (10)

Absent: Commissioner Mar (1)

**4. State and Federal Legislation Update - ACTION**

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

During public comment, Aleta Dupree said she is in alignment with their positions generally, but is concerned with the recommended oppose unless amended position on Assembly Bill 859. She said she always shares data on her phone because it works to her advantage, but she raised concerns about having her personal information being revealed and used against her.

Ms. Crabbe said the concern is well noted and clarified that the desired amendments do not seek any personal identification information, but strictly information on the shared mobility devices.

Commissioner Haney moved to approve the item, seconded by Commissioner Chan.

The item was approved without objection by the following vote:

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

Absent: (0)

**5. Allocate \$640,000 in Prop K Funds, with Conditions, for Two Requests - ACTION**

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

Vice Chair Peskin thanked staff for the presentation. He referenced his collaboration on Safe Routes to School (SR2S) with former Supervisor Tang's office and said though they support transportation by foot or bike to get kids to school, there is a profound difference between the areas of the city that are less dense and more suburban in nature, and those parts of the city that are in the urban core and in many instances, do meet the equity standards staff referenced in the presentation. He added that when Supervisor Kim was in office, the Safe Passage model had been remarkably successful. He said a couple of years before the pandemic, Commissioner Haney and himself had the opportunity to accompany a large number of kids and their parents from the Tenderloin to Redding Elementary, on the border of Districts 3 and 6. He said they asked the SR2S staff to start working with the parents and listening to the kids, and



while he supports the \$240,000 proposed allocation, he noted that it is imperative that they copy the Tenderloin model and bring it to Redding Elementary where kids and their parents walk through the densest and most high injury corridors in the city. Vice Chair Peskin said he believes that both himself and Commissioner Haney support that model. He noted that the price is low, falling under \$150,000 a year to emulate the Tenderloin program, and he thinks all the kids and families qualify relative to the equity criteria. He said he wants to ensure that by September they have addressed the needs that have been expressed by the parents and the principal at Redding Elementary, noting that with the pandemic coming to an end, kids will be returning to school in September so this should be done quickly. He acknowledged Supervisor Tang for the restructuring the SRTS program and thanked Commissioner Haney for his collaboration.

Ana Vasudeo, SFMTA, thanked the Commissioners Haney and Peskin for their support of the program. She agreed that Redding Elementary was a key school based on the collision data. She added that there are also a number of other equity priority schools that the program serves. She thanked Commissioner Haney for the start of the children and youth working group that started last summer, and said that since that time they have been working hand in hand in with the district's support on their reopening efforts.

John Knox White, SFMTA, said they have been working with the Tenderloin Safe Passage Program to see what it would take and they've been working with Sunny Angulo, Vice Chair Peskin's Chief of Staff, to identify where the approximately \$150,000 in needed funding would come from. He said the funding that is currently being requested will last through the end of August and will not be able to support the program up and running in September. Mr. Knox White said they are looking for a community sponsored group that could do the Tenderloin Safe Passage work. He noted that the Safe Passage program is not 100% funded through the SRTS program, and they get funding from different sources. He said because of their tax status they feel uncomfortable trying to expand their legal boundaries but are willing to work with SFMTA to make sure they have training in place and a program they can launch and are ready to move forward as soon as they know they have the funding in place.

Through the Chair, Vice Chair Peskin asked for a breakdown on the various sources of funding for the Tenderloin Safe Passages work.

Mr. Knox White responded that he did not recall off hand the sources of funding but could confirm that they are not 100%. He added that the Safe Passage work also supported senior citizens and others throughout the day.

Vice Chair Peskin thanked Mr. Knox White for acknowledging his Chief of Staff, Sunny Angulo, who had been in contact with the Tenderloin Safe Passages Program and the SFMTA for the last couple of years around the issue. He said he thinks they should continue the conversation offline and bring the respective agencies together to try to figure out the funding package. He said he was pleased to report that the Lower Polk Community District may be willing to house the effort, so there is progress, and he will ask his staff to initiate the joint meeting.

During public comment, Jodie Medeiros, Executive Director with Walk San Francisco (Walk SF) said they have been a proud partner with the City's SRTS program for years and asked the Board to approve the funding so they could be prepared for the school



year. She said the funding is desperately needed so that they can make sure they kick off the year wisely.

Commissioner Peskin moved to approve the item, seconded by Commissioner Haney.

The item was approved without objection by the following vote:

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

Absent: (0)

**6. Approve San Francisco's Program of Projects for the 2021 Mid-Cycle Regional Transportation Improvement Program - ACTION**

Aprile Smith, Senior Transportation Planner presented the item per the staff memorandum.

Chair Mandelman asked if a comprehensive analysis had been done on conversion of one-way streets- many of which are in District 6 - to two-way streets to reduce the number of traffic collisions. He mentioned that Commissioner Haney worked to convert a street from one-way to two-way with positive impacts.

Tilly Chang, Executive Director, said the City's traffic engineer and SFMTA were best qualified to answer the question and said that she believed there was a desire to convert one-way streets to two-way streets, noting the former design was primarily intended to move traffic. Executive Director Chang stated there had been some conversions in the Tenderloin and Western Addition. She said it was a fair question to ask the SFMTA and that they had studied converting Folsom and Howard streets and that the decision was to install traffic calming measures, improve safety, and make the streets more multi-modal. She said that converting roads impacted an entire network and SFMTA decided to not convert this pair of one-way streets in District 6 to two-way to provide more space to benefit transit and bicyclists.

During public comment, Ronald Lebrun suggested an allocation of \$1,000,000 to study the 7th Street alignment for the Downtown Rail Extension (DTX) and urged the the Board to increase prioritization of the Pennsylvania Avenue Extension because the Transbay Joint Powers Authority's proposal to connect the DTX to Caltrain at 7th Street was not viable.

A caller from District 5 said eliminating one-way streets would make the community feel more like a neighborhood and less like a freeway.

A caller said the agency stated that the preferred configuration was to convert one-way streets to two-way streets in District 6. He said the City was liable for known dangerous street configurations and that there was no precedent for holding individual commissioners liable, but it would be a good experiment with the next traffic death if that shield could be broken for holding them accountable for supporting known dangerous streets. He thanked Chair Mandelman and Commissioner Haney for supporting safer streets.

Commissioner Haney said they had many streets in dense residential neighborhoods in the South of Market and the Tenderloin that had fast moving traffic not designed for the safety, quality of life and the well-being of the people who lived and worked there. He said the Folsom Streetscape project was moving in the right direction, but some



areas needed more work including converting more one-way to two-way streets, lowering speeds and creating space for pedestrians and bicyclists. He appreciated the discussion and said that more work needed to be done.

Commissioner Haney moved to approve the item, seconded by Commissioner Melgar.

The item was approved without objection by the following vote:

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

Absent: (0)

**7. Accept the Final Report for the Golden Gate Park Working group and Action Framework [NTIP Planning] - ACTION**

Rachel Hiatt, Assistant Deputy Director for Planning presented the item per the staff memorandum.

Commissioner Chan began by setting context for the presentation. She said that the Golden Gate Park Working group began with her predecessor, Commissioner Fewer. Commissioner Chan acknowledged that there were many commenters and that many residents across the city were interested in the topic. Commissioner Chan said that while members of her district were lucky to be able to call Golden Gate Park a neighborhood park, it was really a citywide park, as well as a major visitor and tourist destination. She then acknowledged that there was a lot of thinking going into road closures in the Park, specifically regarding John F Kennedy Drive (JFK).

Commissioner Chan referenced her mentor, former Supervisor Maxwell, as she recounted a lesson: when every party walks away from a solution just a little unhappy, the solution is probably a good one. She also said that details would be important to making Golden Gate Park walkable, bikeable, and safe for everyone. She shared that there are many issues including the parking garage, accessibility for seniors and people with disabilities, and the entrance at Kezar Drive where there was a serious collision recently as well as the Fulton Street safety project and increasing north/south transit service. She said that they need to talk about all of these things as they talk about what is happening inside of the Park. Commissioner Chan urged her colleagues to reject the false choice between an open or closed JFK. She reminded listeners that the section of JFK under discussion was closed on Sundays and summer Saturdays prior to the most recent designation. She said that this was just the beginning of a community conversation.

Commissioner Mar stressed the importance of thinking and planning proactively and holistically for transportation needs on the West side of San Francisco. He said that they cannot think critically about car-free streets in Golden Gate Park without also thinking about overall park access, mobility, and circulation in the surrounding neighborhoods. Commissioner Mar said that the streets are a network and the changes in the last year, made reactively, urgently, and without public process due to the health emergency, affected the whole network. He said that both the benefits and consequences of these changes were cumulative.

Commissioner Mar said the frustrations many felt were not about a single street but about the cumulative effects of car-free JFK, car-free Great Highway, miles of Slow



Streets, and construction on 19th Avenue. He remarked that the open space benefits of these car-free spaces were real, but that the challenges created were also real and that need to be addressed. Commissioner Mar said that as the pandemic ends, they need to shift thinking from temporary and reactive to proactive planning. He said that the Golden Gate Park Stakeholder Working group and Action Framework report was an example of that shift. He said that they must prioritize public process, community input, and a comprehensive planning process. He also shared that this report was just the beginning of the process. Commissioner Mar said that one year ago the City was reacting to urgent circumstances and there was not time for a public process, but that process needs to happen now.

Commissioner Haney said that car-free JFK and the access implications for his constituents have been exciting to watch, especially from a safety perspective. He is also excited about what car-free spaces could mean for children and families.

Commissioner Haney said he knows that there was disproportionate impact on different neighborhoods and that this is a citywide resource, so he appreciated the focus on equity. Commissioner Haney relayed that his office had received a number of emails and calls suggesting that the needs of families, parents and kids were not adequately included. He asked how the City is centering the needs of families and children in this work.

Ms. Hiatt responded that the report before the Board represented the working group's contributions. The working group included a preschool director from the Richmond district, as well as a member who served on the Pedestrian Safety Advisory Committee who frequently raised up the needs of children in her contributions.

Sarah Madland, Director of Policy and Public Affairs with the San Francisco Recreation and Park Department, added that children and families were important constituents to her department and that they would continue to do outreach through existing relationships with established groups as well as with participants in ongoing programs to make sure the needs of kids and families are elevated.

Commissioner Haney added that he thinks that this is a critical part of the conversation and that the voices of youth are not always included. He then asked for some clarification about whether the car-free designation for JFK will remain as the next set of recommendations is developed.

Ms. Madland replied that the current closure will be kept in place until 120 days after San Francisco's COVID emergency order expires. Some recommendations in the Action Framework, however, were already being implemented.

Sarah Jones, Planning Director with SFMTA, added that a route for busses and drop-off access at the museums had already been implemented. She said that Conservatory Drive West would be reopening to give better access to the Dahlia Garden.

Commissioner Haney asked for clarification that car-free JFK will be maintained as the next set of recommendations is developed.

Jeff Tumlin, Director of Transportation for the SFMTA, confirmed Commissioner Haney's statement and added that prior to the car-free designation, JFK Drive was one of the most dangerous streets in San Francisco. Since the car-free designation there have been no serious injuries. For this reason, the SFMTA felt that it is necessary



for safety reasons to maintain the current closure until alternatives have been analyzed to improve both safety and access.

Commissioner Haney said that taking the full suite of community input will be important and acknowledged the safety and access benefits of the car-free designation.

Commissioner Melgar noted that data on race were missing and that she is interested in seeing that information. She remarked that sometimes neighborhood is used as a proxy for race, but that approach is not adequate. She also would like to see information about travel time to the park from various neighborhoods. Commissioner Melgar noted the importance of putting resources into mitigating disparities and that she would like to see this clearly in the alternatives that are brought forward. Finally, she asked about the soccer fields in the western end of Golden Gate Park. She added that kids from across San Francisco used the soccer fields and accessing them could be very difficult when roads are made car-free.

Ms. Hiatt responded that Commissioner Walton had asked the Transportation Authority to conduct an equity study which collects information on race which was not currently available.

Director Tumlin added that the SFMTA would be collaborating with the Transportation Authority on equity analytics. He mentioned that they would develop maps which show travel times and can give insight into disparities.

Ms. Madland added that the stretch of JFK which runs from Transverse Drive to the beach remained open to vehicles. The Slow Streets in the west end of the park were designated in order to maintain access to sports facilities, however during much of the closure there were no sports practices or games. She said that the Recreation and Park Department would be closely monitoring the accessibility of amenities as activities resume.

Commissioner Walton shared his concerns that the current car-free designation of JFK was reflective of the Jim Crow South. He shared disbelief at ongoing segregation in San Francisco.

Commissioner Safai shared that a narrow focus on JFK Drive was not the best approach. Rather, Commissioner Safai suggested that an analysis needs to be done of the entire park. Equity, disability access, emergency access, and institution access are all important and should be considered. He suggested that it would make for a better analysis to look at park access in its entirety.

During public comment, Zack Lipkin, a District 6 resident, said that he was strongly supportive of keeping JFK car-free. He supported it because he wanted the park to be accessible and safe for everyone, especially children and seniors with disabilities. He also said that he wanted more accessible biking space. He said making JFK car-free would support the City's Vision Zero and sustainable mode share goals.

Charlie Doris, a resident of San Francisco, was concerned that keeping JFK car-free would mean that people with disabilities would not be able to park close enough to their destination. He said that using a shuttle to get people with disabilities where they need to go would not be adequate.



A resident of San Francisco said that she was a member of the de Young Museum and the California Academy of Sciences. She said that car-free JFK made her feel safe enough to bike daily with her young son. Her 71-year-old mother was also considering biking with them, therefore she was in support of keeping JFK car-free.

A caller said that she was a person with disabilities and commutes from outside of San Francisco via public transit to visit Golden Gate Park. She wanted there to be a shuttle system in the park that includes paratransit for people with disabilities, but she did not want cars in the park. She said that for the City to reach its climate goals, the City needed to restrict access to cars. She supported keeping JFK car-free just as Central Park in New York City was mostly car-free.

James Pollino from District 5 said that he supported a car-free JFK because it would improve access for all residents and promote equity. He also said that it would help the City to reach its Vision Zero goals.

Luke Bornheimer, a parent to a two-year old child, said he supports a car-free JFK because he wants there to be more safe spaces for kids in the city. He said that car-free JFK feels full of life and it promoted human connection.

Sarina Unger participated in the Golden Gate Park working group as a Pedestrian Safety Advisory Committee member representing District 5. She said that she believed that the report is a good starting point to begin the next phase of work and wanted the Commissioners to accept the report. She said she wanted JFK to remain car-free during the public engagement phase, saying that car-free JFK was a valuable resource to many families, seniors, and young adults.

Judy Gorski, District 4 resident said that she wanted JFK to be open to cars. She considered it unfair to keep JFK car-free when so many people do not bike. She said that JFK had enough existing bike lanes for people to feel safe. She wanted JFK to open back up to cars once the stay at home order is lifted.

Greg Gar rode the bus to Golden Gate Park every day to volunteer, and said he was in support of keeping JFK car-free. He said that keeping cars out of JFK would make the area much safer, especially for pedestrians, and it would reduce the negative impacts that cars have on park experience. He said that keeping JFK car-free would help the City reach its Vision Zero goals.

Brooke Quinn, a homeowner in District 1 and a member of the de Young Museum and the California Academy of Sciences for several years urged the Commissioners to accept the study. She said that she and her husband taught her two young children how to ride a bike at car-free JFK since they felt safe there. She said she wants the City to keep JFK car-free and remain as national leaders in making park space safe.

An 8-year-old boy who lives in District 5 said he supported a car-free JFK and having access to the car-free street allowed him to exercise and ride his bike. He said he does not want cars on JFK because of the air pollution that they release.

Leah Chang said her parents lived in District 1, and she enjoyed taking her child to car-free JFK to ride bikes since her parents felt safe there. She wanted JFK to remain car-free so that children have a safe way to get to school. She said that she wants more people to take public transit to the park instead of driving there and hopes it would reduce traffic congestion in the city.





Marcel Moran, a resident of District 10 said that there was an 800 space garage and abundance of free on-street parking spaces. He said that Golden Gate Park already had enough space for cars and more space needed to be given to pedestrians and bikers.

Sean McGeever, a San Francisco resident, called to support keeping JFK car-free. He said that he would like to see the car-free section expanding all the way down to the beach so that people could run and ride their bike there. He said that by keeping cars out of JFK, the City would be reducing the amount of greenhouse gas emissions, accidents, property damage, and garbage. He said that the park was designed for people to enjoy and that they needed to feel safe to enjoy it.

Manish Champsee, Sunset resident said that he enjoyed going to car-free JFK a couple of times a week. He said that he did not know until recently that JFK was part of the Vision Zero high injury network. He wants JFK to remain car-free so that it is safer for residents.

Winston Parsons, a former teacher at the YMCA and member of the working group, said that he wanted the Commissioners to accept the report so they can move on to the next phase of the process. He said that he wanted park pathways to be repaved. He also said that the City should keep JFK car-free so that fewer seniors are injured in collisions. He said that car-free JFK has allowed more seniors to enjoy the park.

Stuart Collins, a District 9 resident, said that he strongly supported keeping JFK car-free. He and his family liked to ride their bikes on JFK.

Richard Rothman, a member of the working group, said that most of the members supported Commissioner Walton's study in order to make the park accessible to everyone. He said that he would like to see the traffic on Fulton Street slowdown because residents were anxious about crossing the street. He said that Stanyan Street also needs to have slower traffic.

Cliff Barger thanked everyone for their hard work on the report. He said that JFK is a vital part of the bike network and allows people to get around the City safely. He said that there are a lot of ways for drivers to get around the city, but not many safe options for pedestrians and bicyclists. He wanted JFK to remain car-free.

Daniel Yost said he wants JFK to continue to be car-free. He said he wants to live in a city that is walkable and bikeable, and where you do not need a car. He said that he frequently ran and biked on car-free JFK and has not had a problem finding parking. He said that there was a large portion of the park dedicated to cars and he would like to keep at least a small portion committed to keeping people safe.

Charles Perkins from District 7 said that he wants JFK to be opened back up to cars. He said that cars needed to have access to JFK so that people who are bringing things to the park, like picnic baskets, are able to do so. He said that bikers will still be safe if JFK is opened to cars because of the bike lanes on the street.

A caller said that he supported keeping JFK car-free because it increased safety for pedestrians. He said that he would like to see the car-free portion expanded all the way to the beach. He said that Central Park was closed to cars and it turned out to be a good and popular decision. He said that he would like to also see Golden Gate Park closed to cars eventually.



Sarah Balcer, District 5 resident said she and her teens frequently rode their bikes to car-free JFK. She said that car-free JFK made Golden Gate Park a much safer place and is what made San Francisco an international gem.

A caller who lives in District 1 says that he visited car-free JFK about four to five times a week. He said he was very happy to see the number of people walking, skating, biking, and jogging on JFK. He wanted JFK to remain car-free so that people do not have to worry about their safety and can focus on having fun.

Peter Bell, a parent with two children from District 10, wanted JFK to remain car-free because he and his family enjoyed walking and biking there. He said that he has had no trouble finding parking at the park. He said he would like for the study to analyze the income of people who park vehicles in Golden Gate Park because he believed that mostly higher income people drive vehicles and would benefit from restoring car access to JFK. He also said that the park was a corridor for transportation and was now made into a safe place for low-income people to walk.

Dr. Adam Davis, a pediatrician, resident of District 1, and father of two young children supported keeping JFK car-free so that his children would be safe.

David Miles, a District 1 resident, has been skating at Golden Gate Park for the last 42 years. He wanted JFK to remain car-free because it was a wonderful place without cars. He said that people commuted from various other places to enjoy car-free JFK.

Kristen Leckie, a senior commute organizer at the San Francisco Bicycle Coalition and member of the working group wanted JFK to remain car-free, even during the outreach process. She said that she was confident that the City could have a car-free, equitable, and accessible JFK drive. She said that she would have liked to have seen a few things in the report including data on JFK usage, accessibility improvements put in place in the past year, and direction for how to better utilize the concourse garage. She said she wanted to note that the report was a small portion of the robust conversation the working group had and that it was just in the beginning of the process.

A resident from District 5 called in to say that she wanted JFK to remain car-free. Her friend Courtney was able to experience car-free JFK only once before losing his life. She said that her friend Courtney would have liked to see a car-free, transit-first city. She said that the answer was not to reopen JFK to cars to increase access. Instead, the answer was to increase access to a car-free JFK.

Lisa Church, a District 3 resident for 30 years, said that she supports a permanent car-free JFK. She said she had limited mobility but was still able to access the park. She said the only issue she faced was that car traffic in the park slowed down her bus ride. She said that she hopes that all of the decision makers had been able to experience the joy and activity of the park as a result of car-free JFK.

Kieran Far, a District 9 resident, shared that he did not own a car and that he was only able to access the west side of the city by taking transit or biking. He said that he wanted JFK to remain car-free. He said that the city's most vulnerable community members did not own cars at the same rate as the general population, thus it was unfair to equate car access with equity.

Ann Christy spoke for SPUR. She said that they were in support of car-free and safe JFK. She said that JFK became one of the city's more beloved outdoor spaces. She



said car-free JFK was where people from all walks of life could play, exercise, and relax and that she wanted the City to increase access to the park, especially for low-income communities of color. She said the City could achieve this by asking the museums to offer the 400 empty parking spaces in the Music Concourse Garage to the museum's employees and volunteers at reduced cost.

A caller said that he wanted JFK to remain car-free because it was a great area for everyone, especially kids, to enjoy. He said that he spent almost every day at the park and that he considers the car-free section equitable based on the diversity of people he saw at the park.

A San Francisco resident said that he supported a car-free JFK because he wanted it to be a safe place. He said that the City should focus on increasing access to the park and make sure that it is equitably shared among people.

A scientist from University of California San Francisco who lives in Corona Heights said that she liked to ride her cargo bike to take her child to and from the daycare. She said that she felt safe in car-free JFK and that places that have just bike lanes are still not safe enough. She said that her child enjoyed riding her bike in the park.

Patricia Arack said that restricting traffic to the edge of the park separated business and shopping and commuter traffic from the park experience. She said that she wanted the Upper Great Highway to reopen because it is one of the primary conduits to the park.

A caller from District 9 said that he not only supported a permanently car-free JFK but would also like to see more streets of the park closed to cars. He said that people with disabilities should be able to drive their car to the park. He said low-income people and people of color had a harder time getting to the park when there is a lot of traffic in the park.

Nancy Arbackle, a senior, called in support of JFK remaining car-free. She said she was a member of the museum and a regular visitor. She said that she has gone to the park more often since car-free JFK because she felt safe and enjoyed walking to and from the museum.

Jason Alley, a resident of District 5, called in support of keeping JFK car-free permanently. He said that he has enjoyed car-free JFK and believes that people of all backgrounds have enjoyed it as well. He said that the parking in the garages and on-street parking needs to be more efficiently utilized.

A caller who lives in the Panhandle and is a member of the California Academy of Sciences said she supported JFK remaining car-free. She said that her children learned how to bike on car-free JFK and now they go bike every day. She said it is nice to hear less vehicle traffic.

John Eliot from District 1 called in support of keeping JFK car-free. He said that by keeping it car-free they could reduce greenhouse gas emissions and work towards our climate goals.

A caller who has lived in the Richmond next to Golden Gate Park for eight years said that he was in support of JFK remaining car-free. He said that the street was now enjoyed by lots of people, and he enjoyed watching everyone skating, biking, and



walking. He said the City needed to figure out how to get people to the park without driving.

A resident of District 5 said that she was in support of JFK remaining car-free. She said that she was proud to be a resident of San Francisco because of the space the City has given back to the people. She said that car-free JFK has been one of the few good things to come from the pandemic and that the street should remain car-free because it is a recreational space for people and is safer that way.

Amy Morris, a District 2 resident, member of the California Academy of Sciences, and mother of two children said that she and her family enjoyed car-free JFK. She said that the car-free street allowed her and her children to feel safe, be active and connect to nature. She was in support of keeping JFK car-free.

Justin Frazier from District 9 said that he enjoyed car-free JFK on the weekends. He said he considered the street a safe space for his daughter and understands that there are equity issues concerning park access and that the City needs to figure out how to approach that. He said that keeping the street car-free would also decrease the City's carbon emissions.

Stacy Randecker called in to show her support of keeping JFK car-free. She said she has lived in San Francisco for 21 years, 20 of which she has spent living in District 10. She and her family have not been to car-free JFK because they did not feel safe riding their bike to get there. She said that she wanted more streets to be car-free, in more parts of the city so people feel safer.

James Morrowick from District 9 said that he and his family support JFK remaining car-free. He said that the working group's framework did not adequately prioritize children. He said that the framework only proposed to offer children signs on the ground and that it is not enough.

A resident of District 5 said that he visited the park most days of the week, sometimes to take his daughter to daycare. He said that he fully supports JFK remaining car-free. He said that opening the street to cars would push people to drive instead of using other modes.

A resident from District 1 said that JFK should remain car-free. She said that she and her family regularly biked on the street and that her children learned to bike on JFK. She said that car-free JFK encouraged active transportation.

A caller from District 3 said that he supported keeping JFK car-free. He said that people mentioned car access as a tool for equity, but that cars were not equitable. A lot of low-income people, people of color, and people with disabilities did not drive. He said that a more equitable solution would be to improve transit access and street safety.

A resident of District 8 called to ask the Commissioners to reject the Golden Gate Park Working group framework. He said that the framework did not represent the needs of children who rely on car-free JFK to play and travel independently. He said that the City needed more spaces where kids learn to ride bikes, scooters, and skate.

A Richmond District resident said that he supported JFK remaining car-free. He said that the framework's proposal to add warning signs is not enough to guarantee children's safety.



A caller said that she wanted JFK to reopen to vehicular traffic. She said that the park had enough green spaces to accommodate pedestrians. She said that it was important for JFK to be open to vehicular traffic so that people from outside the City could visit the museums.

A District 11 resident said that he supported keeping JFK car-free permanently. He said that he was afraid that data analysis would not be accurate and would only confirm biases.

Maya Sadu identified herself as a person of color from District 5 and said she supported JFK remaining car-free. She said that her family drove to JFK so that her son could peacefully ride his scooter.

Paul Valdez said that he observed families enjoying car-free JFK. He said that JFK was part of the High Injury Network and that keeping it car-free was vital to making it safer.

Charles Whitfield, a District 8 resident, asked the Commissioners to reject the action framework. He said that the framework excludes safety for non-car users, ignores the City's climate goals, and wrongly equates access to the park with car access. He said people who do not drive deserved equal or greater consideration. He said he did not own a car and relied on car-free JFK for safety and access. He said that his sister was a car owner and that she had no trouble finding parking. He asked the Commissioners to extend car-free JFK.

Jessika Jenkins, a District 5 resident bikes with her six-year-old son on car-free JFK. She shared that her son's classmates also biked on car-free JFK. She said that she was supportive of efforts to increase accessibility but believed that allowing cars back on JFK would make it unusable for children.

A resident from District 8 asked the Commissioners to reject the Action Framework and keep JFK car-free while work continues. She said that she visited Golden Gate Park every day and she was passionate about the street staying car-free because she feared for her safety around cars. She said that people cannot relax cars around. She said that without traffic she enjoyed birds chirping and the sound of musicians playing.

Jodie Medeiros, WalkSF, said that they were pleased to be part of the Transportation Authority working group. She said that the requests in the report were not new requests, and the City knew that JFK and all of the streets surrounding the park were on the high injury network. She also said that the park had accessibility challenges, such as a lack of Americans with Disabilities Act (ADA) parking and a shuttle system that needs improvements. She said that the report was a step in the right direction to make JFK a safe, accessible, and equitable space.

Andrew Castillo, a District 5 resident called to say that he and his son visited Golden Gate Park regularly. Sometimes they biked, other times they drove, and when they drove, they found parking easily. He said he would like JFK to remain car-free. He asked that the working group find ways to solve equity issues other than putting cars back on one of the best stretches of the park.

A caller said that the framework did not address recreation, safety, climate change, Vision Zero, or the City's transit-first policy. She also said that she did not feel safe in the bike lanes because she had been hit while riding in one. She said that she wanted JFK to remain car-free.



David Gray called in support of keeping JFK car-free. He said his 2-year-old learned how to ride a scooter on JFK. He said that he was impressed by other European cities that have been able to remove cars from the streets and that he hoped San Francisco could follow in their footsteps.

A District 5 resident said that he supported keeping JFK permanently closed to vehicles. He said that closing JFK to cars has resulted in a vast improvement in pedestrian safety. He said that he now feels safe enough to bike on JFK. He also said that more work needs to be done to make the park accessible to neighborhoods that are further away from the park.

Matt Dove, a District 1 resident, said that he appreciated car-free JFK as a space for safe recreation and transportation during the pandemic. He said that his child learned to ride a bike on JFK and that they visit the park every day. He said that he is a bike educator and that he teaches children how to ride their bike in the park. He said that he hopes that JFK can remain car-free and that more streets are made safer for bicyclists.

David Alexander, one of the founders of the Richmond Family Transportation Network, said that he did not support the working group's framework or how the working group was chosen. He said he does support a one year pilot program. He said that the park needs to become more accessible for people with disabilities. He wanted JFK to remain car-free so that it is safe for children. He also said that there were enough parking spaces in the park without JFK.

Will Murphy, a resident of District 5, said that he used car-free JFK every day. He worked with electric bikes, and through his job he interviewed over 30 families who used electric bikes. He said that most of the families were afraid of getting into an accident at the park.

A caller from District 5 said that he enjoyed going to car-free JFK to get out of his house during the pandemic. He said that he appreciates being able to visit the street without having to worry about cars. He said that he supported keeping JFK car-free and wanted the framework to be modified to accommodate the needs of people who do not own a car.

A caller from the Mission said that he did not own a car and that he biked through JFK to visit his friends. He said that he felt a big improvement in the quality of his trips after JFK became car-free. He wanted JFK to remain car-free permanently.

Emily Grek, a resident of District 8 for the last ten years said that she and her husband enjoyed taking their two-year-old child to car-free JFK to learn how to use her scooter. She said her daughter asked to visit car-free JFK constantly and referred to it as a street playground. She said that her child would not call it a playground if cars were reintroduced.

A resident from District 1 said that he enjoyed car-free JFK because it provided him with a safe space in the city.

Dave Brown from District 5 called in support of keeping JFK car-free. He said that it was important for the city to have safe places for children to ride their bikes and skateboards. He wanted there to be more places in the city to ride electric bikes and scooters and said he would like to see other streets become car-free as well.



Leslie Rod, a resident of District 1 who suffered from a stroke, has been re-learning how to walk and ride her bike at car-free JFK. She and her husband have lived across the street from the park for 24 years and they said that they have never seen more kids or seniors enjoying the park. She said that she wanted JFK to remain closed to cars permanently.

Michael Smith, a San Francisco resident, and cofounder of Walk San Francisco. He said that he has been visiting the park for several decades. He said that some of the park's streets have already been converted for other uses. He said that one street was converted into the rose garden and that another street was converted into a skating area. He said that he wants car-free JFK to be extended for one year while the City works on increasing transit and shuttle services in the park.

A District 4 resident said that she, along with 5,000 people who signed the Kid Safe JFK petition, wanted the Commissioners to extend car-free JFK until all studies, outreach, and access improvements are completed. She said that the city needed more car-free spaces. She also said that the City needed to address the important access and equity needs identified in the report, including traffic bottlenecks on surrounding streets.

A caller from District 6 said that he fully supported keeping JFK car-free. He said that people have tried to argue that reopening JFK to cars would improve equity, but he argued that the opposite is true. He stated that people who cannot afford cars benefited more from having JFK car-free.

Derek Johnson, a District 2 resident, asked the Commissioners to keep JFK car-free. He said that he biked to car-free JFK almost every day to exercise and to visit businesses. He said that car-free JFK gave countless other San Franciscans a place to breathe, play, and enjoy the city.

A caller said that many people are not being heard because they could not call into the meeting during work hours. She said that the City needed to hear more from people who are elderly and people who are disabled. She asked the Commissioners to accept the report.

Rich Concord from District 7 said that he did not own a car and that he biked all over San Francisco. He said that he enjoyed car-free JFK. He said that the City needed to work more to increase transit service and increase bike access. He also said that the City needed to create more car-free spaces.

A caller, who lives with a person with a disability in Oakland, said that they travel to San Francisco regularly to visit the museums and that they have no trouble finding a parking. He said that it was not a problem for them to access the park with JFK closed to cars and that more streets should be closed to cars.

A caller said that she was concerned about people not being able to access the riding academy in the park with JFK closed to cars.

Brian Shulman lives in District 8 and said he supported JFK remaining car-free. He said that he appreciated the safety of car-free JFK and that the City should prioritize transit, walkability, safety, and the environment.

A caller from District 1 said that she is concerned that many residents believe that car-free JFK is temporary and that there needed to be better outreach to inform them



about decisions being made. She said that she is also concerned about large vehicles entering and exiting the park.

A resident expressed support for car-free JFK and said that he would like to see more car-free streets. He said that he has seen some drivers attempt to drive on car-free JFK and they caused a huge disruption for everyone.

A resident of District 8 called to express support for car-free JFK. He said that he agreed with the report that there needs to be a good path for traffic through the park and that parking should be maintained for folks who cannot afford the garage. He said he would like the report to include the metrics by which the City will evaluate the success of the project.

A caller who has been a long time resident of San Francisco and visits the park regularly said that she meets her parents at the park and that they have never had a hard time finding parking. She said that the shuttle was very helpful and that whenever they end up parking farther away that they were able to take the shuttle.

Erica Simmons, a resident of District 9, called in support of keeping JFK car-free. She said she has had no trouble finding parking in the park. She said she enjoyed car-free JFK and considered it a place for community. She said that she wanted JFK to remain safe. She said that she wanted the City to find ways to accommodate concerns about accessibility but did not believe that re-opening the road to vehicles was the correct way to solve that.

Pi Ra, a member of the working group from Senior and Disability Action, said that there needed to be more focus on making JFK accessible for seniors and people with disabilities. He also said that there was no representation in the working group from the Bayview and Excelsior districts.

A caller from District 8 said that his parents visited and that they rode bikes through the park. He said that his parents came from the suburbs and that they were impressed by car-free JFK. He said that he wanted as much car-free space as possible.

Commissioner Preston shared that he was supportive of car-free JFK for many reasons including climate change and safety. Commissioner Preston reminded listeners that many roads in the park remain open to cars. He shared that a robust shuttle needed to be part of any plan going forward. Commissioner Preston also said that a large portion of traffic through the park was not actually stopping anywhere in the park. He asked Director Tumlin whether estimates were available of how many people use park roads without stopping in the park.

Director Tumlin responded that about 75% of traffic on eastbound JFK was passing through the park, not stopping at any destinations.

Commissioner Preston commented that facts should shape the discussion. He said that there were very real access concerns, but that enabling cut-through traffic does not seem to be a legitimate public concern.

Commissioner Walton shared that his concerns were not about cars versus bikes versus pedestrians. Rather, he was concerned with equity and transparency. He said that everyone was not included in conversations around the current process, or the original closure. Commissioner Walton clarified that he was not supportive of more cars on San Francisco streets, but was supportive of desegregating San Francisco and





said that this policy did the opposite. He said that when they looked at who is using car-free JFK it was clear that many people are excluded.

Commissioner Chan responded to Commissioner Preston's discussion of cut-through travel by highlighting her office's work pushing forward improvements to Fulton Street. She also asked for a confirmation of the actions and timeline for next steps shown in the Final Report, including whether the recommendation that would include California Environmental Quality Act (CEQA) clearance in October is actually for a one-year pilot and not for a permanent project.

Ms. Hiatt spoke about the time frame for the equity study requested by Commissioner Walton. She shared that the Transportation Authority hoped to conduct the equity study in parallel with the Recreation and Park Department and the SFMTA's next steps, but that she will need to return to the Transportation Authority Board with an appropriation request to fund the work. This request would likely come in June or July. She said that may mean the equity study would finish in the November timeframe and added that the allocation request would include a schedule.

Director Tumlin shared that his agency's equity analytics were an important aspect of all large policy decisions he made, and that work will be coordinated with the Transportation Authority.

Ms. Jones shared that any recommendation brought to the Board of Supervisors would need to have clearance under the California Environmental Quality Act. She said that whether a 1-year pilot or a permanent solution is brought forward will depend on findings and outreach conducted as part of the study.

Ms. Madland shared that her agency is committed to the schedule which Commissioner Chan mentioned.

Commissioner Chan noted that 120 days after San Francisco's COVID emergency expires, temporary measures including car-free JFK will also expire. She asked what will happen if a recommendation is not brought forward by the time this happens.

Director Tumlin explained that law requires that changes made during the emergency order be reversed. He said that this is one reason that the SFMTA is working quickly to bring forward solutions.

Commissioner Chan asked for clarification that a pilot closure would need to be approved by the SFMTA Board of Directors, the Park Commission, and Board of Supervisors.

Ms. Jones clarified that approval would be needed from the Board of Supervisors. She said the Recreation and Park Commission and the SFMTA Board are advisory bodies on this matter which would be expected to offer input prior to the Board of Supervisors' vote.

Commissioner Chan added that she saw comments made by many San Franciscans who wanted JFK Drive fully open or fully closed to vehicles. She said that the majority of her constituents appreciated the open space, however they also wanted to make sure that there is adequate access, and that people can travel safely and efficiently.

Commissioner Mar noted how deeply felt this issue was to so many people in San Francisco. He said that while he did support the vision of car-free JFK and expanded car-free streets, there are some significant issues that need to be addressed to



responsibly plan for this vision. With respect to the Great Highway, he said the question is how vehicle traffic can be managed safely. With JFK Drive, access, and equity for people of color, people with disabilities and seniors are the issues.

Commissioner Mar also said that they need to accommodate north/south trips which are a separate issue from park access. He said the West Side Operations Analysis, a part of the next phase of work, would be an important to do this work.

Chair Mandelman shared that he has a long record of supporting car-free JFK and has experienced the joy of that car-free space. He shared that his colleagues have raised critical equity concerns and that City staff have a lot of work ahead of them to ensure that everyone is benefitting.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, and Stefani (10)

Absent: Commissioner Walton (1)

**8. 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 - ACTION**

This item was deferred to the call of the Chair.

**9. Preliminary Fiscal Year 2021/22 Budget and Work Program - INFORMATION**

This item was deferred to the call of the Chair.

**Other Items**

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

No new items were introduced.

**11. Public Comment**

During public comment, a caller suggested that when the next study is conducted, to consider Middle Drive as a candidate for a potential road closure.

Patricia Arack expressed support on behalf of the Concerned Residents of the Sunset towards Commissioner Mar's earlier comments as it relates to the traffic mitigations and suggested the opening of the Upper Great Highway during the work week so that the residents can feel safe again.

Roland Lebrun said he would be submitting his comments in writing due to time constraints.

Charles Perkins of District 7 said that it is not debatable that diverting 20 thousand plus cars from the Great Highway onto alternative residential streets necessarily undermines Vision Zero.

Stacy Randecker said that cars are the problem as they are hurting the city and the environment. She said that San Francisco is a transit first city, but they need better transit to serve the people.



A caller said that San Francisco has a climate goal where 80% of the trips in the city need to be taken by non-automobile by 2030. He asked if the Commissioners were contributing or achieved this goal in their personal lives and if not, what actions were they taking to make sure that they can. He said the City is on track for defeating a deadly pandemic in less time that it will take them to study a 1.5 mile portion of one street in the city and its embarrassing.

Luke Bornheimer encouraged the Commissioners to visit the Great Walkway, Outer Sunset, and the Lower Great Highway. He said it is a great way for them to be aware of the light and joy it brings the community, and it is a way for them to see the traffic calming firsthand. He also extended an invite for everyone to join them on Sunday, at 10:30 a.m. on May 17, for a rally celebrating the Great Walkway and advocating for it to stay.

A caller said cars are dangerous and added that San Francisco is a transit first city. He said the Great Highway not being open encourages equity. He said as a destination city they can either be pedestrian and tourist friendly or an unequitable city that caters to a car first society.

Julie Roberts a parent said she hopes they do not lose focus on the equity needs for the families that are walking to school in the Tenderloin. She said she wants to be sure as they are talking about the SFMTA budget they are finding dollars to extend the Safe Passage program north of the Tenderloin to the District 3 schools. For 2 years they have been advocating and she hopes they can get the funds together for the September launch.

Jessica Jenkins echoed the previous callers request for a budget for better programs and infrastructure improvements for families walking from the Tenderloin. She said the Tenderloin is uniquely challenging for families that walk in the Redding neighborhood and it would be a huge help for families in that area.

## **12. Adjournment**

The meeting was adjourned at 1:58 p.m.

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San Francisco  
County Transportation  
Authority



RESOLUTION ADOPTING A SUPPORT POSITION ON SENATE BILL (SB) 339 (WIENER), AND AN OPPOSE UNLESS AMENDED POSITION ON ASSEMBLY BILL (AB) 859 (IRWIN)

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 a new support position on SB 339 (Wiener), and a new oppose unless amended position on AB 859 (Irwin), as shown in Attachment 1; and

WHEREAS, At its May 11, 2021 meeting, the Board reviewed and discussed AB 859 (Irwin) and SB 339 (Wiener); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a new support position on SB 339 (Wiener) and a new oppose unless amended position on AB 859 (Irwin); and be it further

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

Attachment:

1. State Legislation - May 2021

## San Francisco County Transportation Authority

**State Legislation - May 2021**

(Updated May 4, 2021)

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

Staff is recommending a new support position on Senate Bill (SB) 339 (Wiener), and an oppose unless amended position on Assembly Bill (AB) 859 (Irwin) as show in **Table 1**.

**Table 2** provides an update on AB 550 (Chiu) 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
Oppose Unless Amended	<a href="#">AB 859</a> <a href="#">Irwin D</a>	<p><b>Mobility devices: personal information</b></p> <p>This bill would significantly restrict a public agency's authority to collect anything but anonymized, aggregated, deidentified data from shared bicycles, scooters, transportation network companies (TNCs), and autonomous vehicles (AVs).</p> <p>The San Francisco Municipal Transportation Agency (SFMTA) has developed data-driven permit programs for bikeshare and e-scooters to address key safety, consumer protection, and equity concerns, and integrate emerging mobility modes with the city's transportation infrastructure. It requires access to individual device data from permittees to enforce geographic distribution requirements, ensure adherence to the permitted number of devices on our streets, and monitor coverage of required service areas. San Francisco does not collect any personally identifiable information about riders of shared mobility devices, only data about the device itself. Under AB 859, SFMTA (nor any other public agency) would no longer be able to collect this critical data.</p> <p>Further, AB 859 expands these data sharing limitations to TNCs and AVs. This broad limitation would hinder what little regulation exists today for TNCs and would preemptively tie the City's and state's hands from having any information about AVs in the future. These restrictions would leave regulatory agencies in the dark when it comes to understanding how these for-profit services operate on the public right of way, while potentially increasing congestion, safety, and environmental concerns.</p> <p>The City's State Legislation Committee has adopted an oppose unless position on this bill, and we are recommending the Transportation Authority adopt a similar position. We will join SFMTA and other cities such as Oakland, San Jose and Los Angeles on amendments that ensure our ability to collect information needed to effectively manage our streets while ensuring personal data privacy.</p>

## San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Support  (Currently Watch)	<a href="#">SB 339</a> <a href="#">Wiener</a> D	<p><b>Vehicles: road usage charge pilot program</b></p> <p>The state's existing Road Usage Charge (RUC) Technical Advisory Committee is currently working to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax, which has been declining in revenues as fuel efficiency increases and as the state moves toward electric and other clean fuel alternatives. This bill would extend the operation of the provisions for the RUC Technical Advisory Committee and require the California State Transportation Agency (CalSTA) to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program.</p> <p>The bill was amended in April to include deadlines for reporting to the Legislature, requiring an interim status report by January 1, 2024 and a final report with the findings of the pilot by July 1, 2016. The original bill required the pilot to be designed as revenue-neutral, and as amended the pilot program would now require one group in the pilot to charge all vehicles the same mileage-based fee regardless of their fuel efficiency in order to evaluate how much revenue the state is currently losing due to electric vehicles not currently paying gas taxes.</p>

Table 2. Notable Updates on Bills in the 2021-2022 Session

Adopted Positions	Bill # Author	Title and Update
Support	<a href="#">AB 550</a> <a href="#">Chiu</a> D	<p><b>Vehicles: speed safety system pilot program.</b></p> <p>At the time of the April 27 Board meeting, this bill would have authorized six jurisdictions, including San Francisco, Oakland, and San Jose, to implement a pilot program after approving a Speed Safety System Use Policy and Speed Safety System Impact Report. The bill limited the locations as to where they could be implemented to streets on a high injury network or within 2,500 feet of a school, senior zone, public park, or recreational center. Subsequently, the bill has been amended to eliminate one of the Southern California pilot locations and to further restrict the number of sites based on the jurisdiction's population. Jurisdictions with a population between 800,000 and 3,000,000 would be limited to no more than 33 systems.</p> <p>Securing authorization for a speed safety camera pilot program has been a top priority for SFMTA and the Transportation Authority for years. Mayor Breed and the Board of Supervisors are on record supporting AB 550. SFMTA continues to work closely with the author to improve some parts of the language.</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 5/3/2021)
Support	<a href="#">AB 43</a> <a href="#">Friedman</a> D	Traffic safety.  Authorizes local jurisdictions or the state to further reduce speed limits than currently allowable, when justified.	Assembly Transportation to <i>Assembly Floor</i>
	<a href="#">AB 117</a> <a href="#">Boener</a> <a href="#">Horvath</a> D	Air Quality Improvement Program: electric bicycles.  Creates statewide Electric Bicycle Incentive Pilot Program to provide consumer rebates for the purchase of electric bicycles, with priority given to low-income households.	Assembly Transportation to <i>Assembly Appropriations</i>
	<a href="#">AB 455</a> <a href="#">Bonta</a> D  Coauthors: <a href="#">Chiu</a> D <a href="#">Wicks</a> D <a href="#">Wiener</a> D	Bay Bridge Fast Forward Program.  Authorizes the Bay Area Toll Authority to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.	Assembly Transportation to <i>Assembly Appropriations</i>
	<a href="#">AB 550</a> <a href="#">Chiu</a> D	Vehicles: speed safety system pilot program.  Authorizes speed safety camera pilot program, subject to conditions, in San Francisco and four other cities. See Table 2 for additional detail.	Assembly Transportation to <i>Assembly Appropriations</i>
	<a href="#">AB 917</a> <a href="#">Bloom</a> D	Vehicles: video imaging of parking violations.  Authorizes the use of forward-facing cameras on buses to enforce parking violations in transit-only lanes and in bus stops statewide.	Assembly Privacy and Consumer Protection to <i>Assembly Floor</i>
	<a href="#">AB 1238</a> <a href="#">Ting</a> D	Pedestrian access.  Removes prohibition on pedestrians entering the roadway outside of a crosswalk, as long as no immediate hazard exists.	Assembly Transportation to <i>Assembly Appropriations</i>
	<a href="#">AB 1499</a> <a href="#">Daly</a> D	Transportation: design-build: highways.  Removes January 1, 2024 expiration of authority to use design-build method of contract procurement.	Assembly Transportation to <i>Assembly Appropriations</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.  Suspends appropriation of cap and trade funds to the HSRA for two years and transfers moneys collected for use on K-12 education.	Assembly Transportation



## San Francisco County Transportation Authority

<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.

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San Francisco  
County Transportation  
Authority



RESOLUTION ALLOCATING \$640,000 IN PROP K FUNDS, WITH CONDITIONS, FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of \$640,000 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

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

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

WHEREAS, One of the two requests is consistent with the 5YPP for its Expenditure Plan category; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Safe Routes to Schools Program Administration requires a 5YPP amendment as summarized in Attachment 3 and detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$640,000 in Prop K funds, with conditions, for two projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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

WHEREAS, At its April 28, 2021 meeting, the Citizens Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now therefore, let it be

RESOLVED, That the Transportation Authority hereby amends the Prop K Transportation Demand Management/Parking Management 5YPP, as detailed in the attached



allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$640,000 in Prop K funds, with conditions, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

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

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

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

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

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

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



Attachments:

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

Attachment 1: Summary of Requests Received

						Leveraging			
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)	Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>	Phase(s) Requested	District(s)
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
TOTAL				\$ 640,000	\$ 690,000	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.

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

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.

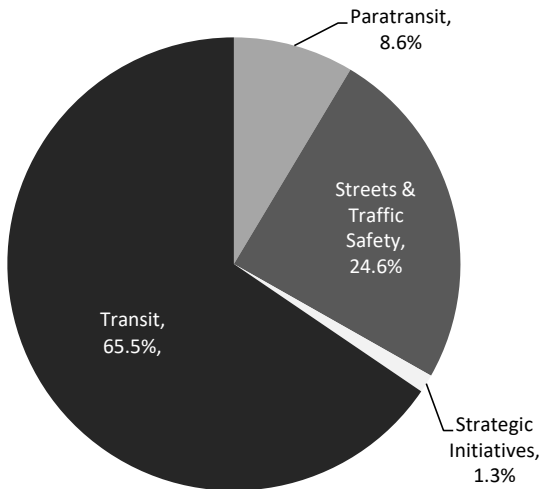
**Attachment 4.**  
**Prop K Allocation Summary - FY2020/21**

**PROP K SALES TAX**

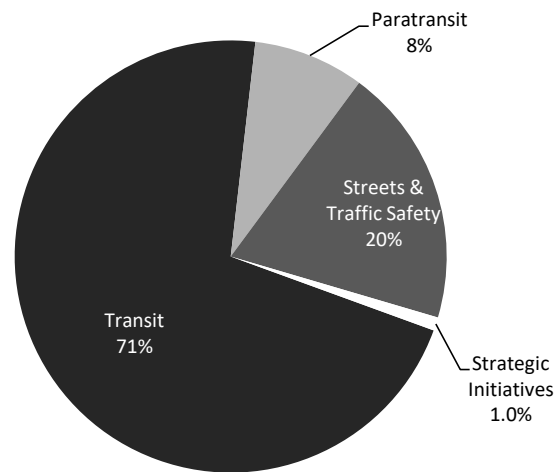
<b>FY2020/21</b>	<b>Total</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ 78,814,291	\$ 18,842,802	\$ 32,735,179	\$ 20,459,635	\$ 6,360,718	\$ 415,957	\$ -
Current Request(s)	\$ 640,000	\$ -	\$ 540,000	\$ 100,000	\$ -	\$ -	\$ -
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>	\$0	\$400,000	\$50,000	\$450,000

## 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>	\$0	\$0	\$50,000	\$50,000

## 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		
<b>Total:</b>	<b>\$500,000</b>	<b>\$400,000</b>	

<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>	\$ 300,000				\$ 300,000
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
Total	\$ 450,000



# 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

## 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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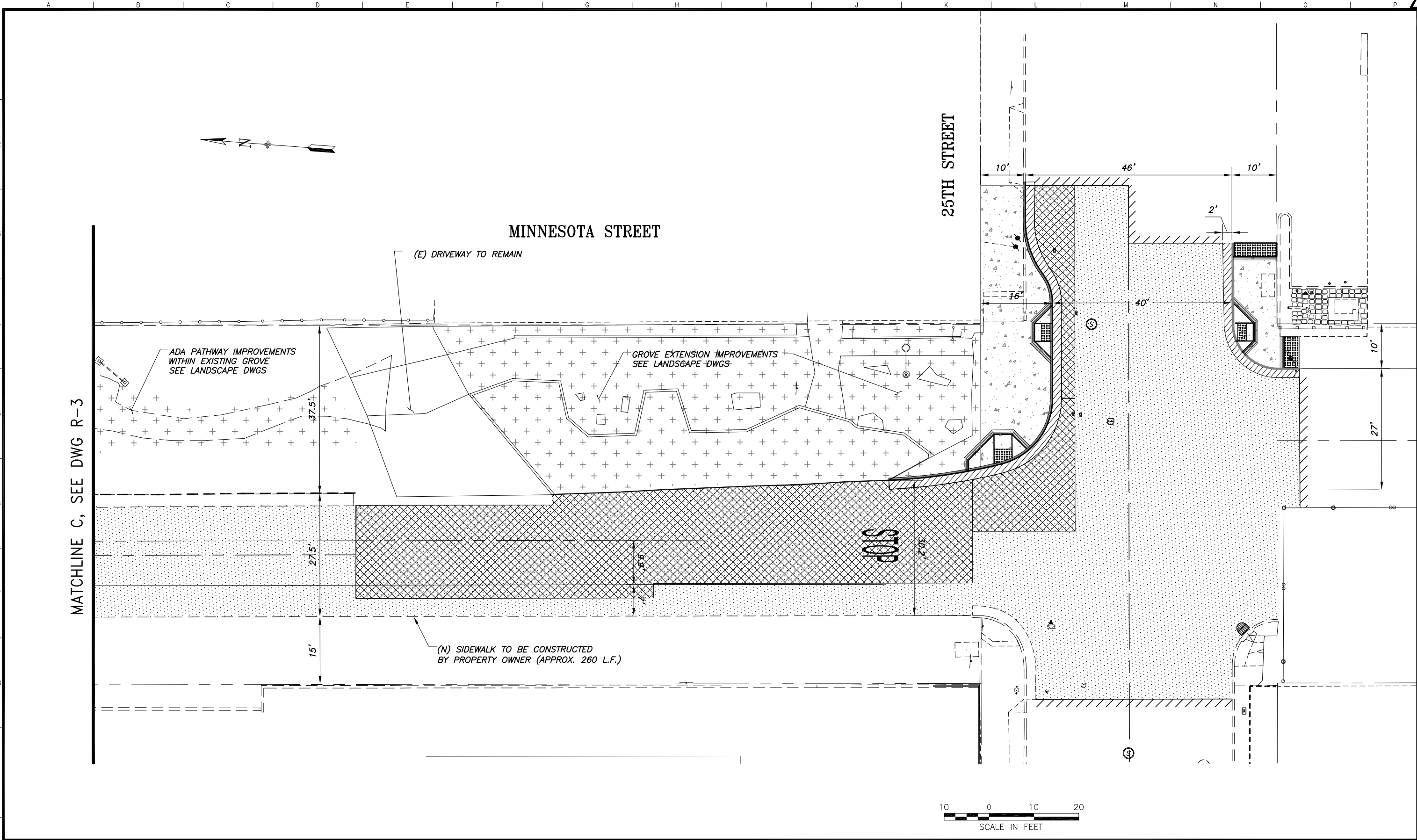
- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

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



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 04/13/21 13:23, BY: callered				

REFERENCE INFORMATION & FILE NO. OF SURVEYS
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BUREAU OF ENGINEERING

CITY & COUNTY OF SAN FRANCISCO

SAN FRANCISCO PUBLIC WORKS

49 SOUTH VAN NESS AVENUE, SUITE 800

SAN FRANCISCO, CA 94103

Acting Section Mgr: E. KJELSBERG	Date:
Deputy Bureau Mgr: FERNANDO CISNEROS F. CISNEROS	
Acting Bureau Mgr: IQBAL DHAPA I. DHAPA	

DESIGNED: DMC	DATE: 2/13/2020
DRAWN: DMC	DATE: 2/13/2020
CHECKED:	DATE:

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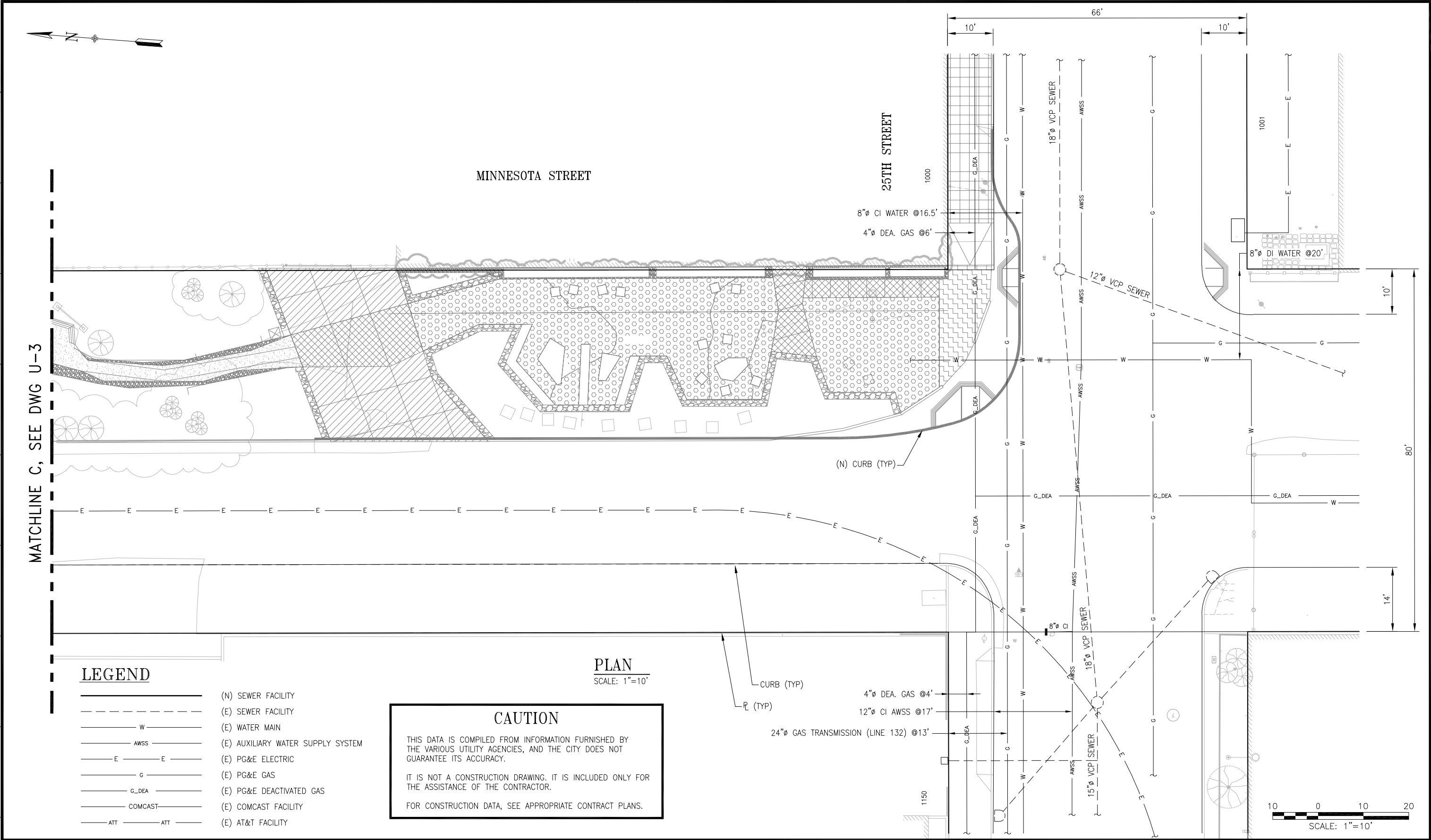
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MINNESOTA STREETSCAPE  
IMPROVEMENTS PROJECT

SIDEWALK AND GROVE IMPROVEMENTS  
MINNESOTA STREET  
AT 25TH STREET

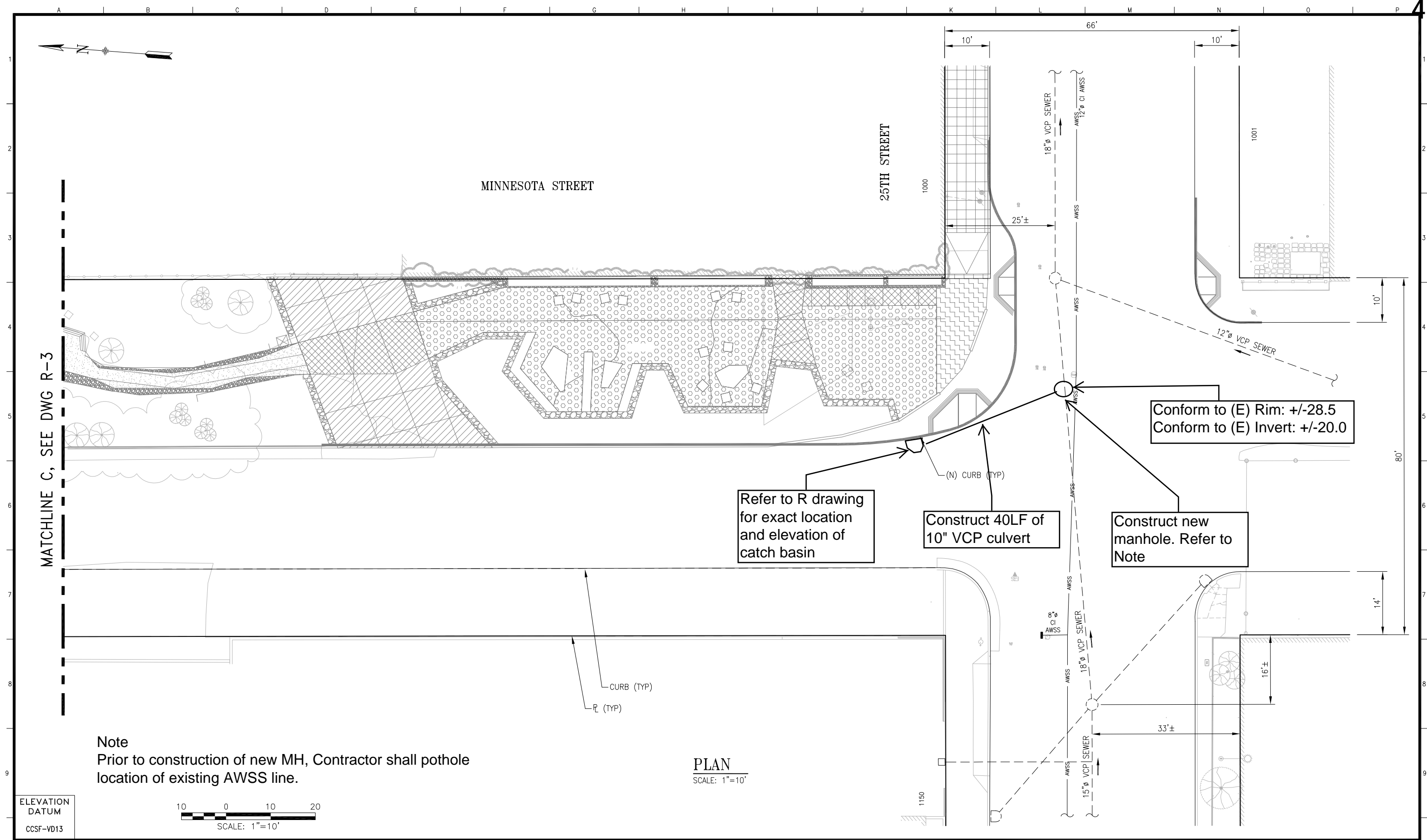
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Model Units: Feet



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**BUREAU OF ENGINEERING**  
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49 SOUTH VAN NESS AVENUE, SUITE 800  
SAN FRANCISCO, CA 94103

Section Mgr:	LESLEY WONG	Date:	
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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



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- 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.

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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>	% of Free and Reduced Price Meals (2018-2019)	Pedestrian involved Collisions within ¼ mile
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		
<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.	<input type="checkbox"/> Walk & Roll to School Day (October)  <input type="checkbox"/> Bike & Roll to School Week (April)	<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>
<b>Programming Support</b> The SF SRTS team can offer organizing tools, promotion, and incentives to help sustain or kick off recurring programming.	<input type="checkbox"/> Regular/Recurring Walk & Roll to School Days  <input type="checkbox"/> Multilingual Walking School Buses   <input type="checkbox"/> Group walks for Middle/High School	<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> <p><input type="checkbox"/> MTAP Assembly</p> <p><input type="checkbox"/> Bike Blender</p>	<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>	<p><input type="checkbox"/> Free Muni for Youth and Lifeline Pass Resource Fair</p> <p><input type="checkbox"/> Transit Field Trip</p> <p><input type="checkbox"/> Community Safety Training</p>	<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>

	<input type="checkbox"/> Biking with Children  <input type="checkbox"/> Volunteer Crossing Guard Training	<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.

<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>	\$0	\$240,000	\$0	\$240,000

## 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**

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

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





# 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



**SF Environment**



San Francisco  
Department of Public Health



**SFUSD** SAN FRANCISCO  
PUBLIC SCHOOLS



**YMCA OF  
SAN FRANCISCO**



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

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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\****

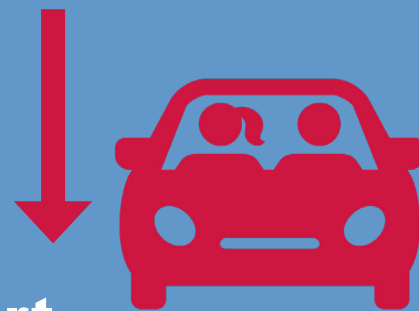
*\* An art contest was launched in 2020 to celebrate Bike and Roll to School Day. When schools were canceled due to the shelter-in-place order, the art contest provided an opportunity for students to participate in transportation-related activity that they could safely do from home. There were 44 entries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



# 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

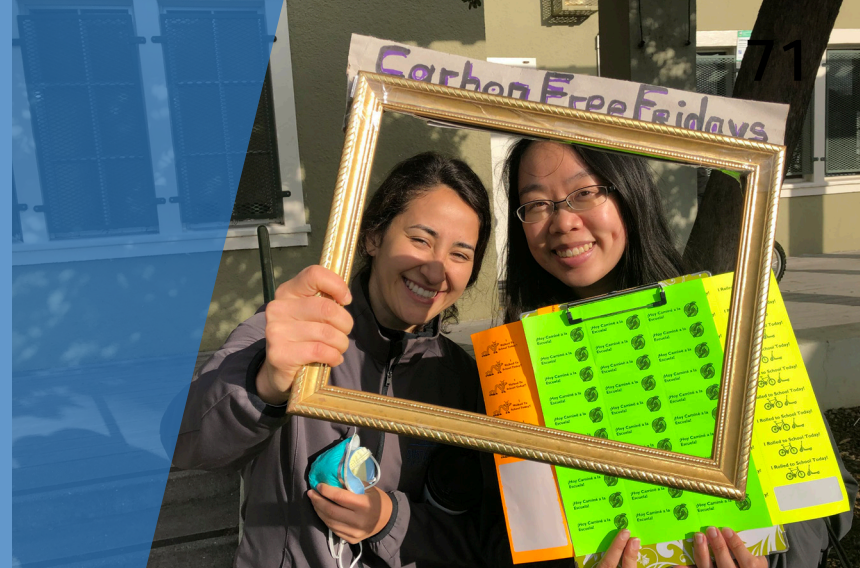
SF-SRTS prioritized deep engagement at 33 schools (serving approximately 21,237 students) based on:

- **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:

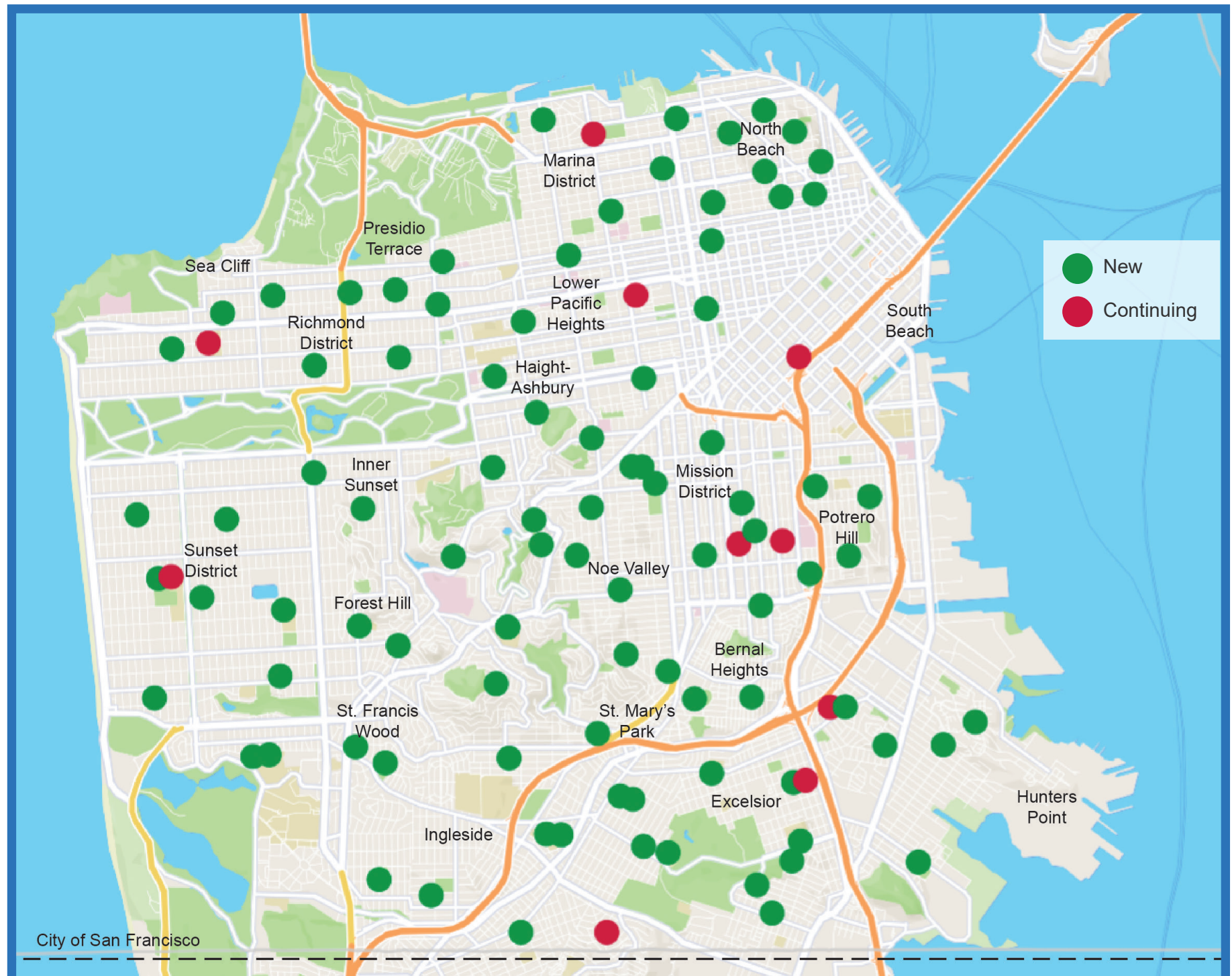
- Engaging families in multilingual program planning and implementation including direct outreach by multilingual staff and translated collateral resources
- Increasing access to culturally appropriate resources guided by community requests
- Providing on-the-ground support by SF-SRTS staff for events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





# 72 SFUSD Schools Participating in SF-SRTS

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



## Core Programming



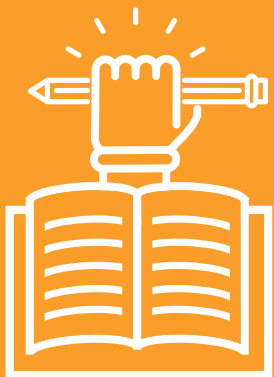
### Encouragement

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:

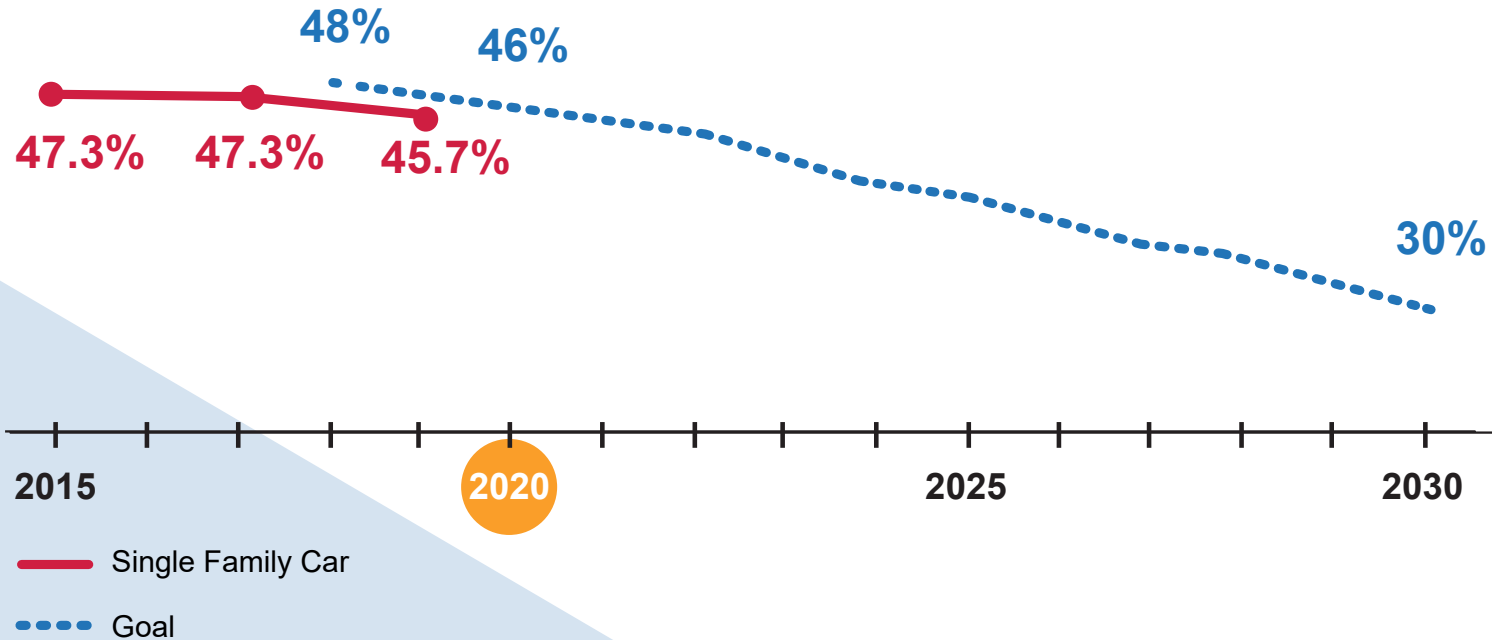
- Tracking progress to achieving mode-shift and safety goals
- Recording activity and outreach metrics to measure school-level impacts
- Ensuring that program components are meeting identified metrics for success

# Goal 1 Findings: Mode Shift

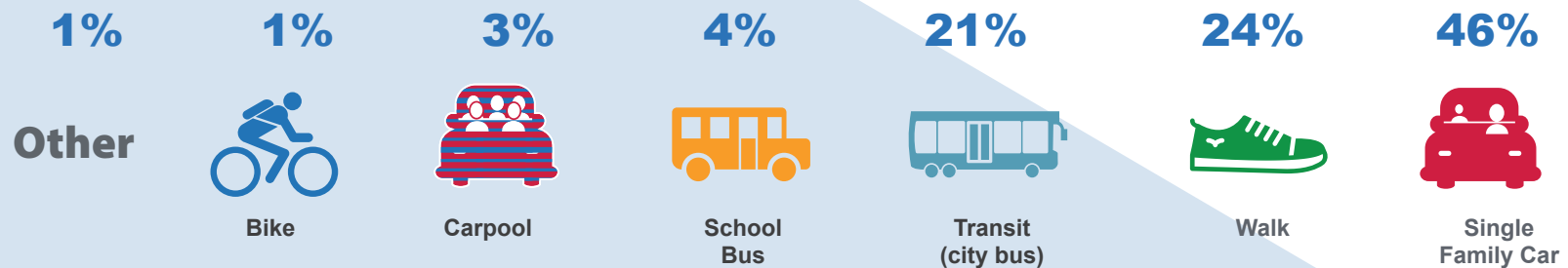
**Goal 1: Reduce single family vehicle trips from 48% in 2018 to 46% in 2020.**



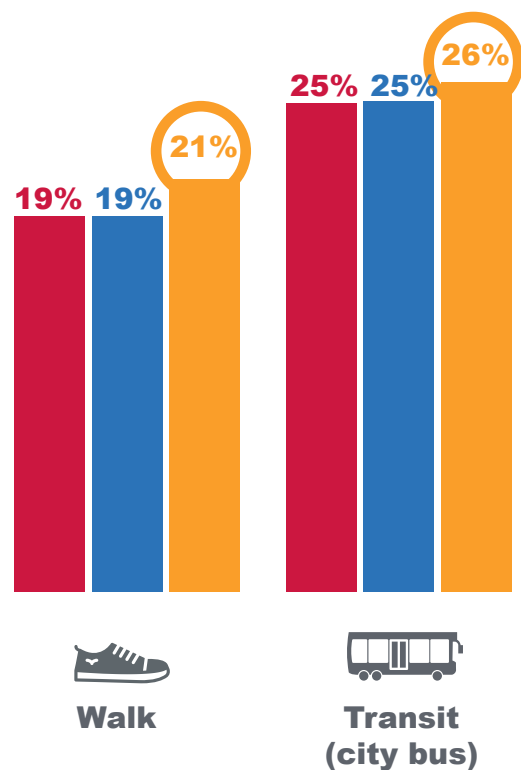
**Goal met for 2020! On track to reach 2030 goal.**



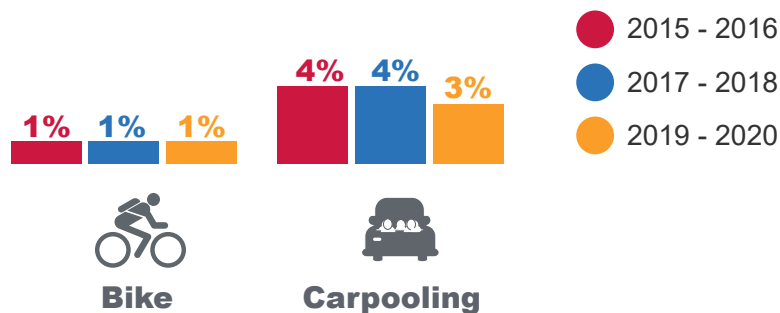
## Distribution of Transportation Modes to Get to School



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

27%



**Walk**

16%



**Take  
a bus**

### Middle School Students

18%



**Walk**

32%



**Take  
a bus**

### High School Students

14%



**Walk**

52%



**Take  
a bus**

## 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.**

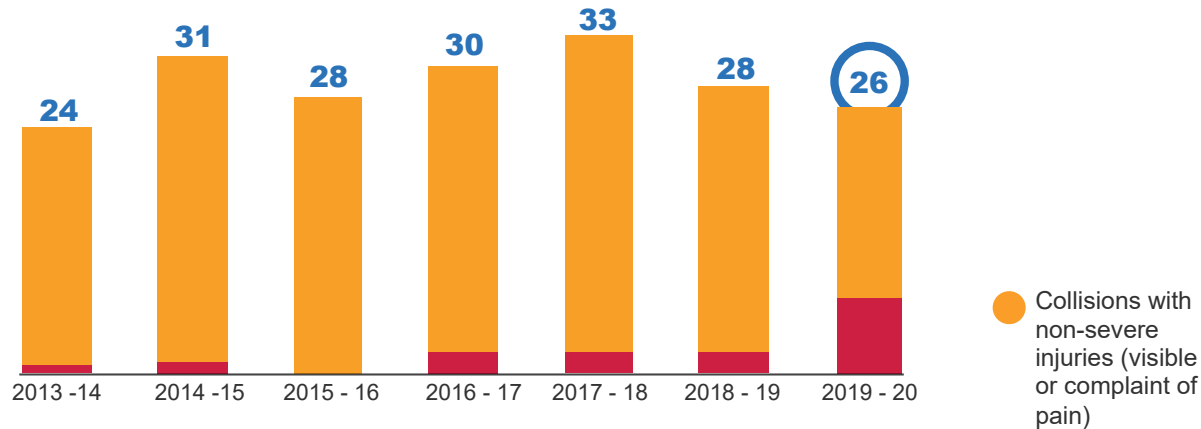
In other words, by 2030 there will be an annual average of 0 or 1 school-related collisions resulting in severe injuries.



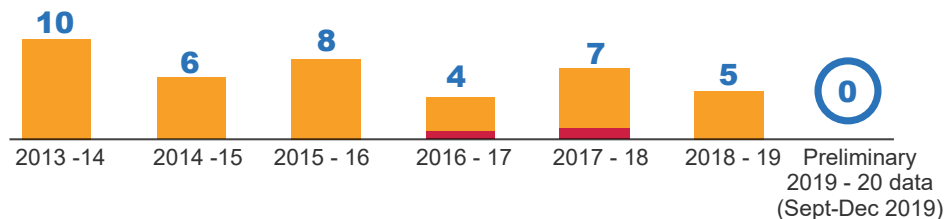
**Working to meet 2030 goal.**



### School-Related Collisions Involving Pedestrians



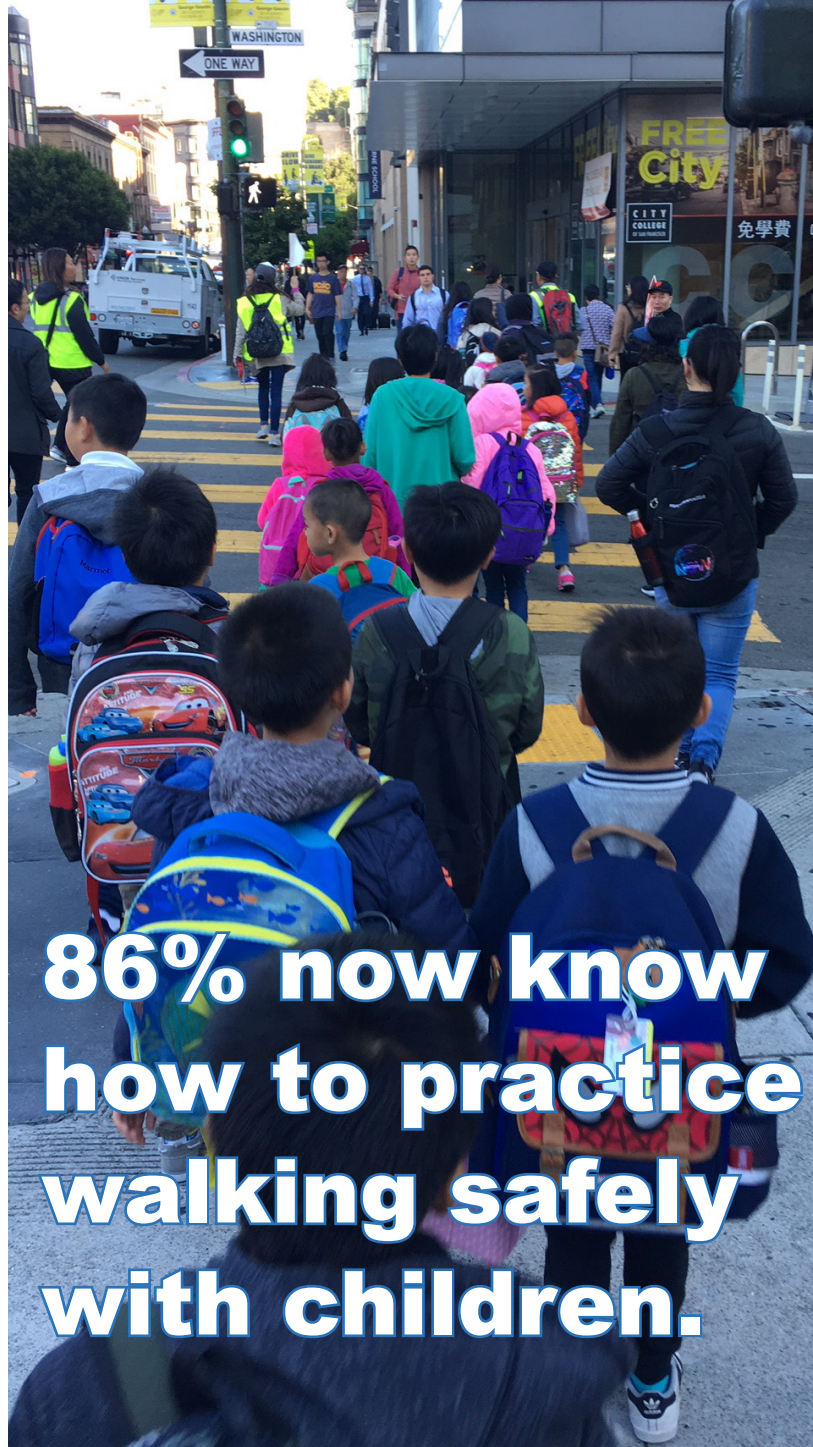
### School-Related Collisions Involving Bicyclists



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%).**

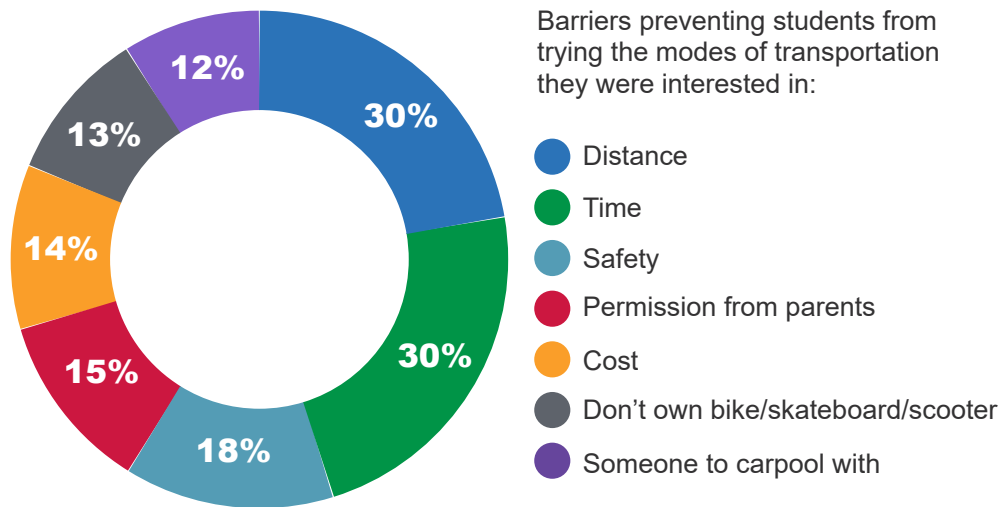
**50% of students** reported that the decision about their mode of travel to/from school was their parents' and **only 30% reported making the decision for themselves.**

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



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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.



**SFMTA**



## Memorandum

### AGENDA ITEM 6

**DATE:** April 29, 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>1. 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>2. 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>
--	--

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

## **CAC POSITION**

The CAC considered this item at its April 28, 2021 meeting and unanimously adopted a motion of support.

## **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)



RESOLUTION APPROVING SAN FRANCISCO'S PROGRAM OF PROJECTS FOR THE 2021  
MID-CYCLE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, As Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for programming San Francisco's county share of Regional Transportation Improvement Program (RTIP) funds, subject to approval by the Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC); and

WHEREAS, The State Transportation Improvement Program (STIP) is a five-year investment plan for state transportation money, distributed through the RTIP and the Interregional Improvement Program, and is typically updated every two years by the CTC;

WHEREAS, The current STIP was adopted in 2020 and covers Fiscal Years 2020/21 through 2024/25; and

WHEREAS, On April 8, 2021, the 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; and

WHEREAS, This mid-cycle program was developed to distribute the CRRSAA funds equitably across the state to help address funding shortfalls in existing transportation programs due to the impacts of the COVID-19 pandemic; and

WHEREAS, As Congestion Management Agency for San Francisco, the Transportation Authority is responsible for prioritizing San Francisco's share of RTIP funds and to guide that process, the agency has longstanding RTIP priorities (Attachment 1) which designate the San Francisco Municipal Transportation Agency's (SFMTA's) Central Subway as the highest priority for the next \$32,712,892 in RTIP funds; and

WHEREAS, Per CTC guidelines, the Transportation Authority cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded; thus, the Transportation Authority honors this commitment by programming RTIP to other SFMTA RTIP-eligible projects; and

WHEREAS, 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 and the Transportation Authority must submit its Board approved 2021 Mid-Cycle RTIP priorities





to MTC by May 31, 2021; and

WHEREAS, CTC guidelines allow up to 5% of RTIP funds to be used for Planning, Programming, and Monitoring (PPM) activities such as regional transportation planning and oversight of state and federally funded projects, and staff has proposed programming the full 5% allowable or \$160,170 in new PPM programming, leaving \$3,043,238 in RTIP funds to program to a San Francisco project; and

WHEREAS, At SFMTA's request and after evaluating the project against the CTC's and MTC's guidelines, Transportation Authority staff recommended programming the remaining \$3,043,238 in RTIP funds to the construction phase of the SFMTA's Folsom Streetscape project, which will improve bicycle and pedestrian safety and transit reliability on Folsom Street between 2nd and 11th streets, as shown in Attachment 3; and

WHEREAS, Attachment 3 contains additional detail on the scope, schedule, cost and funding for the PPM funds and the Folsom Streetscape project; and

WHEREAS, At its April 28, 2021 meeting, the Citizens Advisory Committee was briefed on the staff recommended 2021 Mid-Cycle RTIP Program of Projects and unanimously adopted a motion of support for the staff recommendation; now, therefore let it be

RESOLVED, That the Transportation Authority hereby approves San Francisco's program of projects for the 2021 Mid-Cycle RTIP as summarized in Attachment 2; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to MTC by its deadline and to all other relevant agencies and interested parties.

Attachments:

- Attachment 1 – Remaining RTIP Commitments
- Attachment 2 – Proposed Program of Projects
- Attachment 3 – 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**

<b>Project <sup>2</sup></b>	<b>Initial RIP Commitment</b>	<b>Current Remaining RIP Commitment</b>	<b>Proposed New Funds</b>	<b>Proposed Remaining RIP Commitment</b>
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

## 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>		\$3,203	\$3,203			
<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).



### General Instructions

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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)									San Francisco County
CON SUP (CT)									
R/W									San Francisco County
CON	5,052	260	259	259	46	199		6,075	
TOTAL	5,117	260	259	259	46	199		6,140	
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	
TOTAL	5,117	260	419	259	46	199		6,300	

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 \$58 CON voted 05/21/03 \$59 CON voted 02/26/04 \$65 PAED voted 07/14/05 \$65 CON voted 03/15/07 \$466 CON voted 07/26/07 \$541 CON voted 07/24/08
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	259	259	46	199		6,075	
TOTAL	5,117	260	259	259	46	199		6,140	
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	
TOTAL	5,117	260	419	259	46	199		6,300	

## PROJECT PROGRAMMING REQUEST

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

General Instructions

Amendment (Existing Project) No					Date:	5/7/21
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

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**PROJECT PROGRAMMING REQUEST**

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

Date: 5/7/21

**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.

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**Date:** 5/7/21

Fund No. 2:	Developer Fees								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	1,300	500						1,800	San Francisco Planning Department
PS&E	2,300	4,000						6,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,227	750	4,464			6,441	
TOTAL	3,600	4,500	1,227	750	4,464			14,541	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:	Prop B								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									City and County of San Francisco
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,000			1,000	
TOTAL					1,000			1,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:	STIP	Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,043					3,043	
TOTAL			3,043					3,043	

Fund No. 5:	AHSC	Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Strategic Growth Council
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,716	4,000				5,716	
TOTAL			1,716	4,000				5,716	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

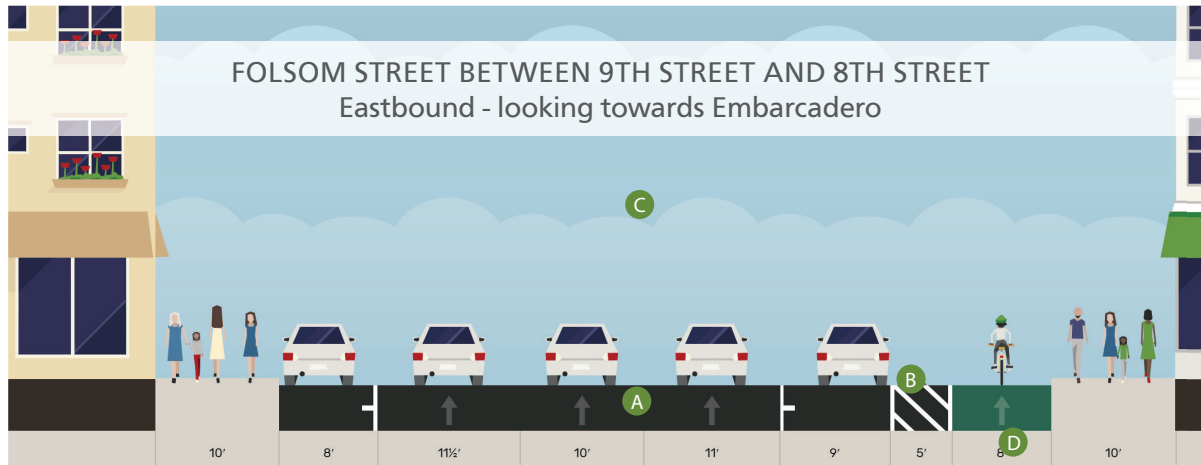
99



## Folsom Street - Cross Sections

TYPICAL CROSS SECTION BETWEEN 8TH TO 11TH STREETS

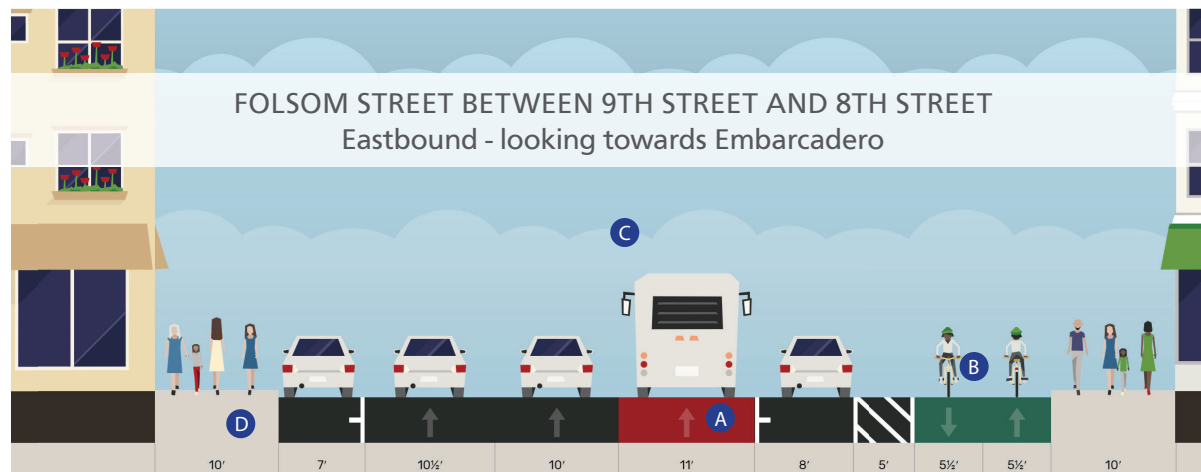
### EXISTING CONDITIONS



### EXISTING CONDITIONS

- A Four travel lanes create a wide, high-speed street with little pedestrian infrastructure
- B Intersection conflicts between turning vehicles and through bicycles
- C Congested and unpredictable travel patterns
- D Bicycle lane only runs one way along this corridor

### PROPOSED IMPROVEMENTS



### PROPOSED IMPROVEMENTS

- A Convert one travel lane to a transit-only lane with transit boarding islands along corridor
- B Expand bicycle lane to two-way for access to other bike connections
- C Upgrade traffic signals and improve crossing at alleyways
- D Install better pedestrian safety features at intersections and crossings

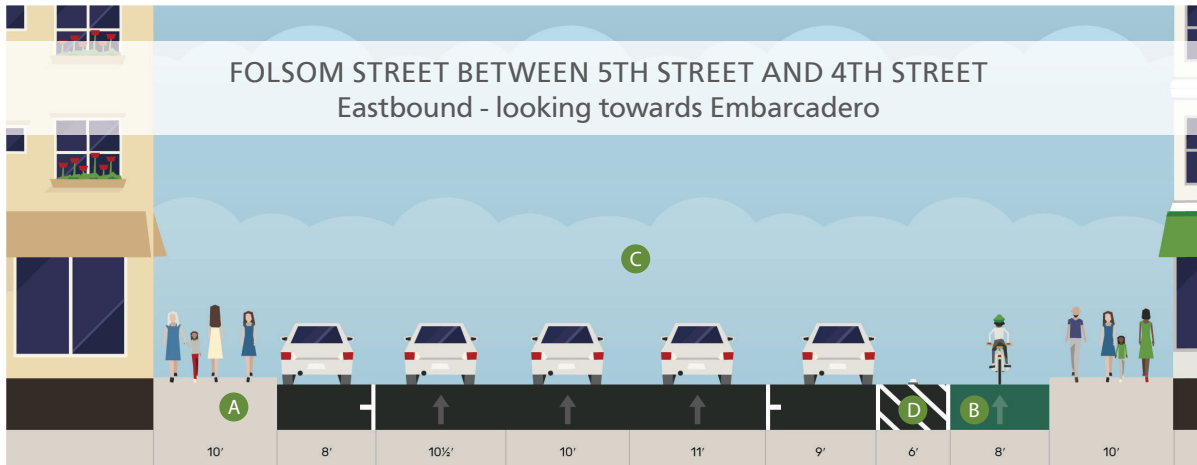




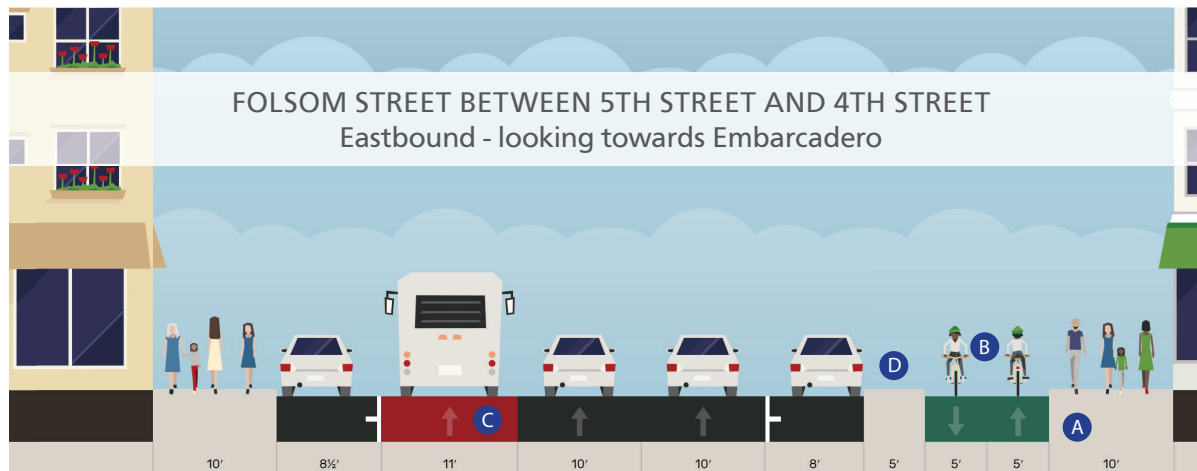
## Folsom Street - Cross Sections

TYPICAL CROSS SECTION BETWEEN 5TH TO 2ND STREETS

### EXISTING CONDITIONS



### PROPOSED IMPROVEMENTS



### EXISTING CONDITIONS

- A Long pedestrian crossings and fast-moving vehicle traffic
- B Lack of westbound bike connection
- C Infrequent, unreliable Muni service
- D Bike facilities utilize temporary materials from quick-build

### PROPOSED IMPROVEMENTS

- A Pedestrian bulb-outs that shorten crossing distances and increase visibility
- B Two-way protected bikeway to reduce conflicts with vehicles/bikes in the opposite direction
- C Dedicated transit-only lane with increased service
- D Permanent, better-protected bike facilities to encourage wider bicycle use



## Memorandum

### AGENDA ITEM 7

**DATE:** April 29, 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 amended FY 2020/21 budget. The proposed PPM funds are included in the agency's proposed FY 21/22 budget.

### **CAC POSITION**

The CAC considered this item at its April 28, 2021 meeting and unanimously adopted a motion of support.

### **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 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>	



RESOLUTION ADOPTING THE GOLDEN GATE PARK STAKEHOLDER WORKING GROUP AND ACTION FRAMEWORK FINAL REPORT [NTIP Planning]

WHEREAS, In September 2020, with the support of former Commissioner Fewer and Commissioner Mar, the Transportation Authority approved Resolution 21-09, appropriating \$60,000 in Prop K sales tax Neighborhood Transportation Improvement Program (NTIP) funds to convene a working group of residents, businesses, and public and community organizations to identify ways to improve travel to and within Golden Gate Park; and

WHEREAS, The working group included 17 active members representing short distance and long-distance park visitors, citywide park interests, park institutions, modal advocacy organizations, and travelers with special needs such as people with disabilities and children; and

WHEREAS, The Working Group was led by the Transportation Authority in partnership with the San Francisco Municipal Transportation Agency (SFMTA) and the Recreation and Park Department; and

WHEREAS, The Working Group's findings are summarized in the enclosed final report and include nine identified access needs and an Action Framework which identifies 42 short- and long-term actions to address the needs articulated by the Working Group; and

WHEREAS, The values, needs, and priority actions identified through the Working Group process will be carried forward by the Recreation and Parks Department and the SFMTA into subsequent planning processes for Golden Gate Park and JFK Drive; now, therefore be it

RESOLVED, That the Transportation Authority hereby accepts the enclosed Golden Gate Park Stakeholder Working Group and Action Framework Final Report; and be it further



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

Enclosure:

1. Golden Gate Park Stakeholder Working Group Final Report



## Memorandum

### AGENDA ITEM 8

**DATE:** May 7, 2021  
**TO:** Transportation Authority Board  
**FROM:** Rachel Hiatt- Assistant Deputy Director for Planning  
**SUBJECT:** 5/11/2021 Board Meeting: Accept the Final Report for the Golden Gate Park Working Group and Action Framework [NTIP Planning] - ACTION

#### RECOMMENDATION

☐ Information ☒ Action

Accept the Golden Gate Park Stakeholder Working Group and Action Framework [NTIP Planning] Final Report.

#### SUMMARY

In September 2020, with the support of former Commissioner Fewer and Commissioner Mar, the Transportation Authority appropriated \$60,000 in Prop K sales tax Neighborhood Transportation Improvement Program (NTIP) funds to convene a working group of residents, businesses, and public and community organizations to identify ways to improve travel to and within Golden Gate Park. Over four meetings, the working group developed a set of shared values and park access needs which the Recreation and Park Department (RPD) and the San Francisco Municipal Transportation Agency (SFMTA) will carry forward into subsequent planning processes for Golden Gate Park and JFK Drive. The enclosed draft final report describes the working group process and findings. At the May 11 Board meeting, we will provide an overview of the working group's contributions, and representatives of SFMTA and the RPD will outline their next steps.

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

### BACKGROUND

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

On April 28, 2020 Mayor Breed ordered that John F Kennedy Drive (JFK) through Golden Gate Park be designated car-free seven days per week in order to create more recreation space for San Franciscans and allow park users to physically distance during the COVID-19



pandemic. The same section of JFK Drive has been car-free on Sundays since 1967. A shorter section has also been car-free on Saturdays since 2007. The current car-free designation will expire 120 days after San Francisco's COVID-19 emergency order is lifted.

## **DISCUSSION**

The working group included 17 active members representing short distance and long-distance park visitors, citywide park interests, park institutions, modal advocacy organizations, and travelers with special needs such as people with disabilities and children. Working group invitees included representatives from the Chinatown Community Development Center and multiple District 10 groups including the Participatory Budgeting task force, the Southeast Community Facilities Commission, BMAGIC, and the Transportation Authority's Citizens Advisory Committee representative, however none were able to participate.

The major contribution of this working group, documented in the Final Report, are a set of shared values and identified park access needs which can be carried forward into subsequent planning processes for Golden Gate Park and JFK Drive. The needs are assembled from statements contributed by Working Group members throughout the process, especially during meeting #2. The general areas of access needs identified by the working group are: access for key groups including youth, seniors, people with disabilities, people of color, and park volunteers; clear signage for vehicles, pedestrians, and bicycles; improved signage for the park shuttle; safe access from adjacent neighborhoods; safe and efficient transit; improved parking management; support for regional tourism; and clear communications and decision-making process.

Also included in the report is an Action Framework developed jointly by SFMTA and the Recreation and Parks Department. The Action Framework responds to the needs articulated by working group members and identifies completed, short term, and long-term actions necessary to support improved access and experience for all in Golden Gate Park.

The values, needs, priority actions identified through this process will be used as inputs to an upcoming public process jointly led by the Recreation and Parks Department and the SFMTA. This upcoming process will build on working group findings, conduct additional public outreach, and evaluate alternatives for JFK Drive operations.

## **FINANCIAL IMPACT**

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

## **CAC POSITION**

This report is being brought straight to the Transportation Authority Board for acceptance to ensure implementing agencies can incorporate working group findings in subsequent processes in a timely manner. The report was not ready in time to present to the CAC at its April 28 meeting.





**San Francisco  
County Transportation  
Authority**

Agenda Item 8

Page 3 of 3

## **SUPPLEMENTAL MATERIALS**

Enclosure 1 - Golden Gate Park Working Group and Action Framework Final Report

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San Francisco  
County Transportation  
Authority



RESOLUTION AWARDING 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, AND AUTHORIZE THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, Under its respective fiscal policies, the Transportation Authority, and the Treasure Island Mobility Management Agency financial transactions and records are to be audited by an independent certified public accountant firm at least annually and a report be submitted to its respective Boards on the results of the audit; and

WHEREAS, The audit must be conducted in accordance with generally accepted government auditing standards applicable to financial audits established by Governmental Accounting Standards Board (GASB) and the Controller General of the United States; and

WHEREAS, The Transportation Authority's prior auditing services contract with Eide Bailly, LLP will expire on June 30, 2021; and

WHEREAS, The Transportation Authority's policy is to competitively re-bid professional services contract after five years; and

WHEREAS, On March 4, 2021, the Transportation Authority issued a Request for Proposal for annual audit services for a three-year contract covering audits for Fiscal Years 2020/21, 2021/22 and 2022/23, with two one-year extension options; and

WHEREAS, The Transportation Authority received three proposals in response to the RFP by the due date of April 2, 2021; and

WHEREAS, A review panel comprised of staff from the City's Controller's Office and the Transportation Authority interviewed the three firms on April 14, 2021; and

WHEREAS, Based on the results of this competitive selection process, the panel



recommended award of annual audit services to the top-ranked firm of Eide Bailly, LLP; and

WHEREAS, The annual audit services will be funded from Prop K sales tax funds and local contributions from the Treasure Island Development Authority; and

WHEREAS, The scope of work described in the RFP is included in the Transportation Authority's proposed Fiscal Year 2021/22 Budget, and sufficient funds will be included in future budgets to cover the remaining cost of the contract; and

WHEREAS, At its April 28, 2021 meeting, the Citizens Advisory Committee considered/was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards 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; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.



## Memorandum

### AGENDA ITEM 9

**DATE:** April 29, 2021

**TO:** Transportation Authority Board

**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 2020/21 through 2022/23, 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 considered this item at its April 28th meeting and unanimously adopted a motion of support.

## **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.



RESOLUTION APPROVING THE SCHEDULE AND PROCESS FOR DEVELOPMENT OF A NEW EXPENDITURE PLAN FOR REAUTHORIZATION OF THE LOCAL SALES TAX FOR TRANSPORTATION AND ESTABLISHING AN EXPENDITURE PLAN ADVISORY COMMITTEE STRUCTURE

WHEREAS, The half-cent sales tax for transportation was first approved by San Francisco voters in 1989 (Prop B) and then extended by voters in 2003 along with the adoption of the Prop K Expenditure Plan; and

WHEREAS, The half-cent sales tax generates about \$110 million per year (pre-pandemic) and helps fund transportation projects large and small across the city; and

WHEREAS, The Expenditure Plan guides the way the half-cent sales tax program is administered by identifying eligible project types and activities; designating eligible sponsoring agencies; establishing limits on sales tax funding by Expenditure Plan line item; setting expectations for leveraging of sales tax funds with federal, state and other dollars; and providing policies to guide program implementation; and

WHEREAS, Most of the major capital projects in the Prop K Expenditure Plan have been delivered or are under construction, and several categories in the Prop K Expenditure Plan, such as transit enhancements and Muni vehicles, are running out of funds, which will leave a funding gap for some ongoing project and program needs; and

WHEREAS, The Transportation Authority is participating in ConnectSF, a multi-agency collaboration to build an effective, equitable, and sustainable transportation system for San Francisco's future; and

WHEREAS, In 2018, ConnectSF defined a 50-year vision of San Francisco's future to guide planning for the city's transportation system; and

WHEREAS, As Congestion Management Agency for San Francisco, the Transportation Authority is charged with the development of the long-range



Countywide Transportation Plan (also known as the San Francisco Transportation Plan or SFTP) which is intended to provide a framework for the orderly implementation of the City's transportation priorities to help achieve the City's long-range transportation vision; and

WHEREAS, The current SFTP update, known as SFTP 2050, is occurring under the umbrella of the ConnectSF effort, which has and will continue to engage in significant outreach with the public, agencies and other stakeholders; and

WHEREAS, In the process of developing a comprehensive inventory of improvements and their costs for ConnectSF and SFTP 2050, it has become clear that the need for transportation funding will outstrip projected resources for San Francisco's transportation program; and

WHEREAS, Recommendations from the ConnectSF Transit Corridors Study and Streets and Freeways Study, along with other studies and plans from City agencies, regional transit operators, and other San Francisco stakeholders, will be prioritized within the SFTP 2050 to develop a financially constrained transportation investment strategy, along with complementary policies to help achieve the long-range vision; and

WHEREAS, The SFTP will play a critical role in providing a road map for funding advocacy, and serve as the strategy for the use of local transportation revenues for transportation improvements in San Francisco, including, but not limited to informing development of a new Expenditure Plan for the existing half-cent transportation sales tax; and

WHEREAS, A new Expenditure Plan will allow the Transportation Authority to replenish ongoing programs, continuing project delivery and maintaining jobs, and will provide an opportunity to fund new and emerging priorities being identified in the SFTP 2050; and





WHEREAS, California Public Utilities Code Division 12.5 governs the authorization of Bay Area local sales taxes for transportation, and requires that, as a condition of bringing a new Expenditure Plan to the ballot to reauthorize the Prop K sales tax, the Transportation Authority must first establish, by resolution, a schedule and process for the development of the proposed new Expenditure Plan; and

WHEREAS, Adoption of the schedule and process as shown in Attachments 1 and 2 enables staff to proceed with the specific task of developing an Expenditure Plan that may, if adopted by the Board, be placed on the June 2022 ballot, but does not commit the Transportation Authority to placing the measure on the ballot; and

WHEREAS, The proposed process and schedule will allow sufficient time for the development of the Expenditure Plan and to address other statutorily required steps such as adoption of the Expenditure Plan by the Transportation Authority following a public hearing and submission of the plan to the Metropolitan Transportation Commission for a consistency review; and

WHEREAS, Community and stakeholder engagement are crucial components of the Expenditure Plan development process, and the Transportation Authority will build on existing ConnectSF and SFTP community and stakeholder engagement to inform development of a new Expenditure Plan through community interviews, town hall meetings, and other targeted equitable engagement strategies, and will engage with project sponsors and partner agencies through regular meetings including the Transportation Authority's Technical Working Group; and

WHEREAS, As part of the new Expenditure Plan development engagement process, and as required by the Prop K Expenditure Plan, the Transportation Authority will also constitute an Expenditure Plan Advisory Committee (EPAC) with diverse representation (Attachment 3) to provide an opportunity for public review and discussion among representatives of communities, advocacy organizations, business and civic interests, and other stakeholders, in order to provide feedback



and advice on the make-up of the Expenditure Plan; and

WHEREAS, At its March 24, 2021 meeting, the Citizens Advisory Committee was briefed on the staff-recommended schedule and process for development of a new Expenditure Plan for reauthorization of the local sales tax for transportation and the proposed EPAC structure and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, Subsequent to the Citizens Advisory Committee, and in response to Transportation Authority Board office feedback, staff recommended revising the EPAC to include two additional seats, specifically to provide one additional representative for seniors and people with disabilities and one for small business as shown in Attachment 3; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the schedule and process for development of a new Expenditure Plan for reauthorization of the local sales tax for transportation, as show in Attachments 1 and 2, and be it further

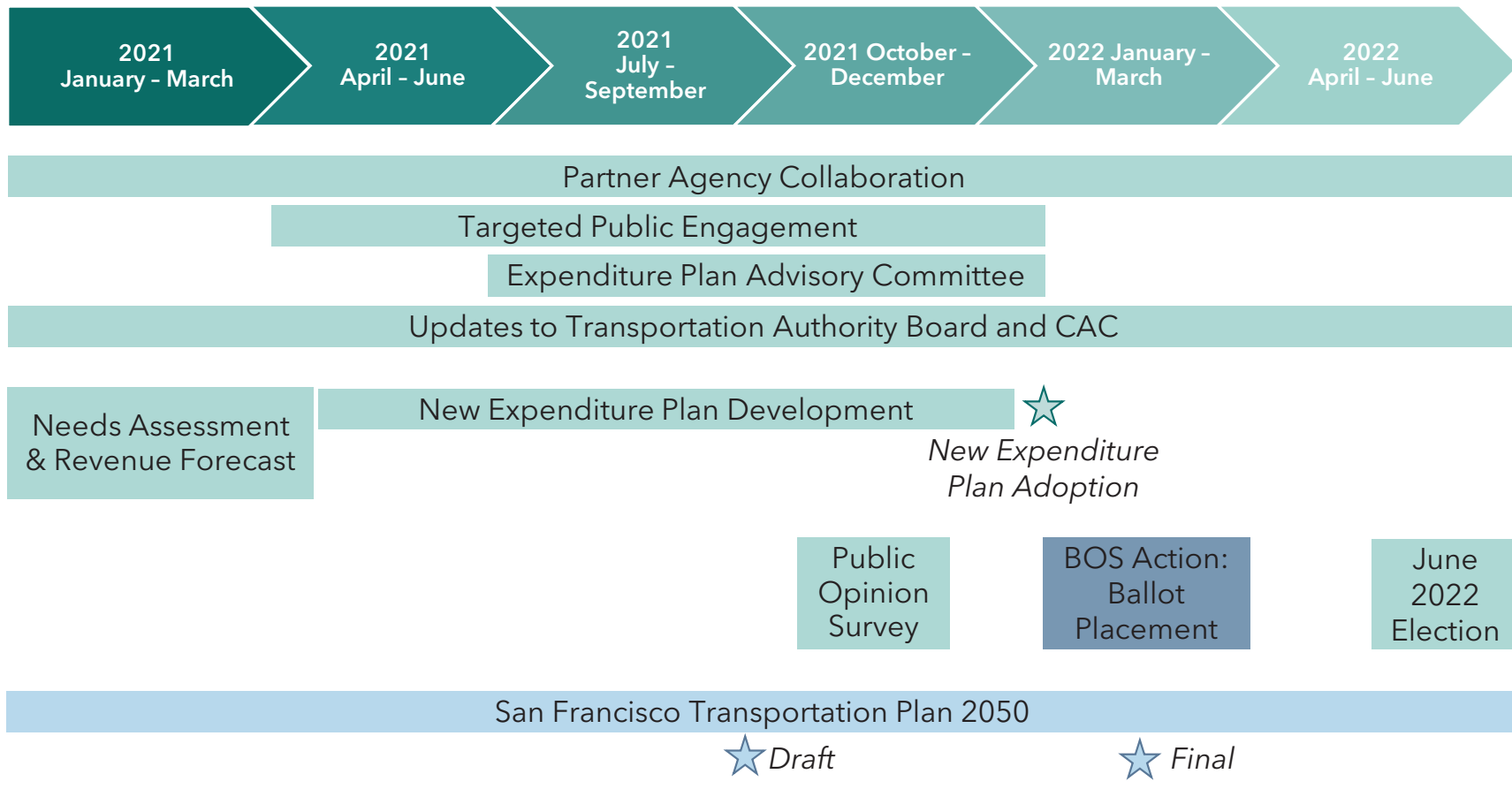
RESOLVED, That the Transportation Authority hereby establishes an EPAC to provide feedback and advice on the make-up of the new Expenditure Plan and approves the EPAC structure shown in Attachment 3, to be seated by the Transportation Authority Chair and Executive Director in consultation with other Board members, and be it further

RESOLVED, That the Executive Director is authorized to work on the Expenditure Plan for the reauthorization of Prop K.

Attachments:

- Attachment 1 - Schedule and Process
- Attachment 2 - Milestone Schedule
- Attachment 3 - Expenditure Plan Advisory Committee Structure

# Proposed Process and Schedule



**Attachment 2**  
**Proposed Milestone Schedule for Development of a New Expenditure Plan**

<b>Dates</b>	<b>Milestone</b>
November 9 or 16, 2021	<b>Transportation Authority Board Meeting:</b> Public Hearing on draft Expenditure Plan  Submit near-final draft to Metropolitan Transportation Commission (MTC)
November 2021	<b>Expenditure Plan Advisory Committee Meeting:</b> approve final Expenditure Plan
December 7, 2021	<b>Transportation Authority Board Meeting:</b> first approval action on Expenditure Plan
December 10, 2021	<b>MTC Planning Committee Meeting:</b> reviews/recommends the Expenditure Plan consistency finding
December 14, 2021	<b>Transportation Authority Board Meeting:</b> final approval action on Expenditure Plan
December 22, 2021	<b>MTC Commission Meeting:</b> approves consistency finding
February 2022	<b>Board of Supervisors</b> approves the Expenditure Plan and submits to Elections Commission for inclusion of the ordinance on the June 2022 ballot

*\*Anticipated schedule, subject to change. Could also be adapted to a November 2022 ballot measure if directed by the Board.*

## Attachment 3 - (Revised May 2021)

Expenditure Plan Advisory Committee Structure<sup>1</sup>

Category	Affiliation / Representation	Target # of Members
Equity and Neighborhood Focus <sup>2</sup>	Communities of Concern / Equity Priority Communities / low-income communities / communities of color	9
	Other Neighborhoods / Communities	4
	<i>Subtotal</i>	<b>13</b>
Advocacy Organizations	Equity & Environment	2
	Modal: Bike	1
	Modal: Transit	1
	Modal: Walk	1
	Seniors and People with Disabilities	2
	Youth	1
	<i>Subtotal</i>	<b>8</b>
Business/Civic Groups	Civic	1
	Labor	1
	Large Businesses	1
	Small Businesses	2
	Tourism	1
	<i>Subtotal</i>	<b>6</b>
<b>TOTAL</b>		<b>27</b>

<sup>1</sup>Target of a 25-to-27-member committee. It is possible that some interest areas may overlap, and members may be able to represent more than one interest area.

<sup>2</sup>Intent to include 1 to 2 Citizens Advisory Committee members.



## Memorandum

### AGENDA ITEM 10

**DATE:** May 19, 2021

**TO:** Transportation Authority Board

**FROM:** Maria Lombardo - Chief Deputy Director

**SUBJECT:** 05/25/2021 Board Meeting: 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

#### RECOMMENDATION ☐ Information ☒ Action

- Approve the schedule and process for development of a New Expenditure Plan for the reauthorization of the local sales tax for transportation
- Establish an Expenditure Plan Advisory Committee (EPAC) Structure

#### SUMMARY

At the direction of the Board, we have been working on an effort to develop a New Expenditure Plan for Prop K, the half-cent transportation sales tax measure approved by voters in November 2003. In January 2021, we gave a presentation to the Board describing the reasons for seeking voter approval of a New Expenditure Plan and extension of the existing transportation sales tax in 2022 and outlining a proposed process and schedule for a potential June or November 2002 ballot measure. The Transportation Authority's authorizing statute requires that the anticipated schedule and process for development of a New Expenditure Plan be established through resolution. Further, the Prop K Expenditure Plan requires the Board to establish an Expenditure Plan Advisory Committee or EPAC to help develop the New Expenditure Plan. The proposed process and schedule targeting a June 2022 election are described in the memo below and are shown in Attachment 1. Both can be adapted to a November 2022 schedule if that is the Board's desire. The proposed EPAC structure is shown in Attachment 3. Approval of the proposed resolution does not commit the Board to placing a measure on the ballot.

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





## **BACKGROUND**

The half-cent sales tax for transportation was first approved by San Francisco voters in 1989 (Prop B) and then extended by voters in 2003 along with the adoption of the new Prop K Expenditure Plan, which is currently in place. Since then, the Transportation Authority has directed more than \$1.9 billion in half-cent sales tax funding citywide. On average, every dollar in half-cent sales tax funding leverages an additional \$4-\$7 from federal, state, or other sources.

The half-cent sales tax generates about \$110 million per year (pre-pandemic) and helps fund transportation projects large and small across the city. Major capital investments have included the purchase of new Muni buses and light rail vehicles, Salesforce Transit Center, the electrification of Caltrain (under construction), Muni Central Subway, and reconstruction of Doyle Drive, now known as Presidio Parkway. It also makes a big difference in people's lives through smaller projects like traffic calming, street repaving projects, paratransit service for seniors and persons with disabilities, protected bicycle lanes, new and upgraded signals, and, during the pandemic, taxi rides home for essential workers.

The Expenditure Plan guides the way the half-cent sales tax program is administered by identifying eligible project types and activities, designating eligible sponsoring agencies, and establishing limits on sales tax funding by Expenditure Plan line item. It also sets expectations for leveraging of sales tax funds with other federal, state, and local dollars to fully fund the Expenditure Plan programs and projects and includes policies for program administration. Finally, the current Prop K Expenditure Plan requires that the Transportation Authority Board establish an EPAC to help develop a new Expenditure Plan.

**Reauthorization and a New Expenditure Plan.** Recapping the staff presentation given at the January 21 Board meeting, there are several reasons to bring a New Expenditure Plan to the voters now:

- All but one of the major capital projects in the Prop K Expenditure Plan is complete or under construction, and many of the programs are already out or are running out of funds in the next few years, such as transit enhancements, upgrades to major arterials and procurement of new Muni vehicles to replace vehicles at the end of their useful life.
- A New Expenditure Plan will allow us to replenish those ongoing programs, continuing project delivery and maintaining jobs. This is crucial to COVID recovery, in addition to addressing the ongoing needs of the city such as for upgraded traffic signals, street resurfacing, and transit infrastructure maintenance.
- There are new and emerging priorities that we can capture in a New Expenditure Plan, such as providing critical early funding for the next generation of major capital projects, COVID recovery-focused investments, upgrades to Muni's train control system, and freeway management (to improve safety and person throughput) and



redesign. The city is currently working on ConnectSF, a long-range transportation vision for the city, and the Transportation Authority is leading the update to the San Francisco Transportation Plan (SFTP 2050), which will identify new priorities for investment through 2050.

- The sales tax provides crucial matching funds to highly competitive state and federal fund sources. We expect to see a new federal stimulus and/or surface transportation authorization bill passed before the end of the year, and the sales tax can help position San Francisco to be as competitive for new funding as possible.

## DISCUSSION

**Approach to the New Expenditure Plan.** Our approach to this work starts with a strong focus on equity, which will include robust engagement particularly to residents with low-incomes and communities of color. We acknowledge that a sales tax has regressive aspects, but it is also a large, reliable, and flexible fund source. We can use the revenues to continue to advance equity through the projects and programs it funds and by adhering to a transparent and accountable process for its administration. To maintain our equity-focus, we are using the Government Alliance on Race & Equity's (GARE's) Racial Equity Toolkit to inform every step of our process.

Working with San Francisco project sponsors, including the SFMTA, other City agencies, regional transit operators serving San Francisco, Caltrans, etc., we are identifying the funding needs for all modes of travel and all operators as part of the SFTP 2050 process. Through SFTP 2050, we are analyzing the benefits of different long-range investment packages to help San Francisco achieve its long-range vision for transportation. SFTP 2050 will include both a financially constrained investment package (fits within forecasted revenues) and a vision investment package (including new potential revenue sources) that will show how much closer we can get to our long-range vision with additional revenues. These investment packages will inform the New Expenditure Plan as well as advocacy for new revenue sources.

We also plan to draw on our long experience with the sales tax (Prop K and its predecessor) and to build on its successes, for example, by maintaining funding for ongoing programs that have been working well. In other areas, we plan to propose refinements, such as changes to the size of ongoing programs and/or revising eligibility. Finally, the pandemic has significantly impacted travel and has hit hard some of the fund sources that the SFMTA, in particular, depends on. We may want to be able to address some of those short-term recovery needs while also planning for funding long-term transportation needs. We are doing all of this work while participating in funding conversations regionally, with our local partners, and at the state and federal levels as well, to ensure that we continue to use the sales tax to leverage other funding opportunities.

**Recommended Process and Schedule.** Our proposed schedule and process for development of a New Expenditure Plan are shown in graphic form in Attachment 1 to the draft Resolution with a proposed milestone schedule shown in Attachment 2. California Public Utilities Code (CPUC) Division 12.5, which governs the authorization of Bay Area local sales taxes for



transportation including Prop K, requires that, as a prerequisite for bringing a new Expenditure Plan to the ballot the Transportation Authority must first establish, by resolution, a schedule and process for the development of the proposed Expenditure Plan. The proposed milestone schedule reflects other procedural requirements in the CPUC Division 12.5, such as the requirement that the draft Expenditure Plan be reviewed and approved by the Metropolitan Transportation Commission (MTC) within 45 days of receipt of the plan. The MTC must approve the plan unless certain findings are made such as the plan would result in a significant negative regional impact as a result of the proposed projects or the estimates of the proceeds from the sales tax are not reasonable. Following MTC approval, the Board of Supervisors, if it so chooses, would act to place the sales tax measure on the ballot.

Outreach is a crucial component of this process and will support our focus on equity for this plan. We will be taking lessons learned from other projects at the Transportation Authority, such as our Downtown Congestion Pricing Study, to help ensure that we hear from folks who may be disproportionately affected by the sales tax while being respectful of the organizations that serve low-income communities and communities of color, many of which are stretched thin right now due to the lengthy pandemic. Our proposed outreach plan includes:

- **Community Interviews:** We will start by reaching out to organizations that serve low-income communities and communities of color across the city for one-on-one interviews. These interviews have two goals: to identify the needs of the communities they serve, and to identify how best to engage with those communities moving forward as we develop the New Expenditure Plan.
- **Town Hall Meetings:** We are planning to host several town hall-style meetings in order to listen to members of the community and allow community members to hear from each other as well. We anticipate hosting at least two English language meetings, and at least one each in Spanish and Chinese, and potentially other language as needed (potentially as identified through our community interviews).
- **Joining Existing Meetings:** We will offer presentations to stakeholder groups across the city in order to meet people where they are already meeting. Our goal here is to gather more specific feedback by neighborhood, by interest group, or by sector. We will reach out to groups who have expressed interest and with whom we have worked in the past and have a sign-up on our website where any group can request a presentation.
- **Traditional, Social, and Multi-lingual Media:** To reach as many people as possible, we engage with traditional print, radio and television media, online social media platforms, and through multi-lingual media to reach mono-lingual populations across the city.



- **Expenditure Plan Advisory Committee (EPAC):** Development of the Expenditure Plan for both of the prior sales tax ballot measures (Prop B and Prop K) was informed by an EPAC. The section below describes the proposed composition of the EPAC. We anticipate that this group will meet regularly (about bi-monthly) from late summer 2021 through the end of the calendar year before making a recommendation on a New Expenditure Plan to the Transportation Authority Board. In the next section, we describe the recommended EPAC structure.

Our ability to successfully develop and deliver the New Expenditure Plan, just like the current one, depends on working collaboratively with San Francisco project sponsors, including city agencies, regional transit operators serving the city such as BART and Caltrain, Caltrans, and funding partners such as the MTC. We have been and will continue to regularly agendaize reauthorization of the sales tax at our monthly Technical Working Group meetings. We have requested identification of point persons at each agency to assist with support of the EPAC, including coordination of agency presentations and responses to information requests. We also meet with project sponsor staff in smaller groups, as requested/needed and through our long-range planning efforts on ConnectSF and the SFTP 2050. Lastly, we have regular staff and management level meetings with the SFMTA, the largest recipient of Prop K sales tax funds, to coordinate on local, regional, state and federal funding strategy.

**Recommended EPAC Structure.** The EPAC provides an opportunity to engage stakeholders deeply in the development of a new Expenditure Plan. We anticipate bi-monthly meetings of the EPAC where Transportation Authority and San Francisco project sponsors staff will support the EPAC with the goal of reaching broad consensus on a New Expenditure Plan by the end of calendar year 2021. The proposed EPAC structure is shown in Attachment 3 and described in the bullets below. We acknowledge that some interests may overlap, and that individual community members may be able to represent multiple perspectives on the EPAC. We also recognize that many community-based organizations across the city are facing significant capacity constraints due to the COVID pandemic. With that in mind, we are recommending that the Board establish an EPAC with the following representation targets to get to a 25 to 27 member EPAC:

- Equity and Neighborhood Focus (target approximately 50% of the EPAC)
  - We are proposing an equity and neighborhood focus for the committee, which will include targeting recruitment efforts in our communities of concern or equity priority communities, low-income communities and communities of color
  - We will ensure district representation
  - We will invite 1-2 Citizens Advisory Committee members to participate, while also returning to the Citizens Advisory Committee for regular updates throughout the process
- Advocacy organizations (target approximately 30% of the EPAC), which will include:



- Multi-modal transportation interests
- Stakeholders from equity- and environment-focused organizations
- Perspectives of youth, seniors, and people with disabilities
- Business and civic interests (target approximately 20% of the EPAC)
  - Include both small and large business representation

**Next Steps.** We have been seeking input from Board members on the proposed EPAC structure and on potential organizations that could be invited to sit on the EPAC. Following Board action, we will work with the Chair and Vice Chair to finalize an invitation list for the EPAC that reflects input from all Board members. We will continue to work with our partner agencies to assess San Francisco's transportation funding needs, and with the SFTP 2050 team and San Francisco project sponsors to bring investment recommendations to the EPAC when it begins meeting this summer. We also anticipate finalizing an initial long-range sales tax revenue forecast for the New Expenditure Plan by the end of May. As noted above, we will return to the Board and CAC with regular updates throughout the process.

## **FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's amended FY 2020/21 budget associated with the recommended action. This year's budget as well as the proposed FY 2021/2022 budget include revenues to cover work on development of a New Transportation Expenditure Plan.

## **CAC POSITION**

The Citizens Advisory Committee considered this item at its March 24, 2021 meeting and adopted a motion of support. Subsequent to the CAC meeting and in response to feedback from Board member offices, we are recommending adding two seats to the EPAC: one additional seat representing seniors and people with disabilities (bringing the total to two), and one additional seat representing small businesses (bringing the total to two). These changes are reflected in Attachment 3 to the resolution.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Proposed Schedule and Process
- Attachment 2 – Proposed Milestone Schedule
- Attachment 3 – Proposed Expenditure Plan Advisory Committee Structure

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RESOLUTION OF LOCAL SUPPORT AUTHORIZING THE EXECUTIVE DIRECTOR TO FILE AN APPLICATION FOR REGIONAL DISCRETIONARY FUNDING ASSIGNED TO THE METROPOLITAN TRANSPORTATION COMMISSION, COMMITTING ANY NECESSARY MATCHING FUNDS, AND STATING ASSURANCE TO COMPLETE THE YERBA BUENA ISLAND MULTI-USE PATHWAY PROJECT (PROJECT) AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE FUNDING AGREEMENTS WITH CALTRANS FOR RECEIPT OF FEDERAL AND STATE FUNDS FOR THE 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

WHEREAS, The San Francisco County Transportation Authority (Transportation Authority) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$1,000,000 and an application for \$3,800,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program funding, Congestion Mitigation and Air Quality Improvement Program funding, Transportation Alternatives set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program funding (herein collectively referred to as Regional Discretionary Funding) for the Yerba Buena Island (YBI) Multi-use Pathway Project (herein referred to as Project) for the Priority Conservation Area Grant (\$1,000,000 for preliminary engineering and the environmental document) and Regional ATP (\$3,800,000 for final design) (herein referred to as Program); and

WHEREAS, 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; and

WHEREAS, This path would also tie into the planned SFOBB West Span Bicycle and Pedestrian facility currently being developed by the Bay Area Toll Authority and MTC; and





WHEREAS, The United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the Federal Transportation Act) including, but not limited to the Surface Transportation Block Grant Program (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (23 U.S.C. § 149) and the Transportation Alternatives set-aside (23 U.S.C. § 133); and

WHEREAS, State statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, Pursuant to the Federal Transportation Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of Regional Discretionary Funding; and

WHEREAS, The Transportation Authority is an eligible sponsor for Regional Discretionary Funding; and

WHEREAS, As part of the application for Regional Discretionary Funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- The commitment of any required matching funds; and
- That the sponsor understands that the Regional Discretionary Funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and
- That the Project will comply with the procedures, delivery milestones and



funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and

- The assurance of the sponsor to complete the Project as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- That the Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application; and
- That the Project will comply with all project-specific requirements as set forth in the Program; and
- That the Transportation Authority has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency, MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the Transportation Authority; and

WHEREAS, That the Transportation Authority is authorized to submit an application for Regional Discretionary Funding for the Project; and

WHEREAS, There is no legal impediment to the Transportation Authority making applications for the funds; and

WHEREAS, There is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the Transportation Authority to deliver such Project; and

WHEREAS, The Transportation Authority authorizes its Executive Director to execute and file an application with MTC for Regional Discretionary Funding for the Project as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application; and



WHEREAS, Approval of the recommended action would facilitate compliance with MTC funding requirement deadlines, avoid 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; and

WHEREAS, At its April 28, 2021 meeting, the Citizens Advisory Committee was briefed on the staff recommended Resolution of Local Support for the Project and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED that the Executive Director is authorized to execute and file an application for Regional Discretionary Funding for the Project under the Federal Transportation Act or continued funding; and be it further

RESOLVED That the Transportation Authority will provide any required matching funds; and be it further

RESOLVED, That the Transportation Authority understands that the Regional Discretionary Funding for the Project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the Transportation Authority from other funds, and that the Transportation Authority does not expect any cost increases to be funded with additional Regional Discretionary Funding; and be it further

RESOLVED, That the Transportation Authority understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and the Transportation Authority has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency (which is the Congestion Management Agency for San Francisco), MTC, Caltrans, FHWA, and CTC on all communications, inquiries or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the Transportation Authority; and be it further

RESOLVED, That the Project will be implemented as described in the complete



application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED, That the Transportation Authority has reviewed the Project and has adequate staffing resources to deliver and complete the Project within the schedule submitted with the Project application; and be it further

RESOLVED, That Project will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the Program; and be it further

RESOLVED, That the Transportation Authority is an eligible sponsor of Regional Discretionary Funding funded projects; and be it further

RESOLVED, that there is no legal impediment to the Transportation Authority making applications for the funds; and be it further

RESOLVED, That there is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the Transportation Authority to deliver such Project; and be it further

RESOLVED, That a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED, That the MTC is requested to support the application for the Project described in the resolution, and if approved, to include the Project in MTC's federal TIP upon submittal by the project sponsor for TIP programming; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute funding agreements with Caltrans for receipt of federal and state funds for the 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; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to the MTC, Caltrans, other relevant agencies, and interested parties.



## Memorandum

### AGENDA ITEM 11

**DATE:** April 29, 2021

**TO:** Transportation Authority Board

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

**SUBJECT:** 05/25/2021 Board Meeting: Adopt a Resolution of Local Support Authorizing the Executive Director to File an Application for Regional Discretionary Funding with the Metropolitan Transportation Commission, Committing Any Necessary Matching Funds, and Stating Assurance to Complete the Yerba Buena Island (YBI) Multi-use Pathway Project (Project); and Authorize the Executive Director to Execute Funding Agreements with Caltrans for Receipt of Federal and State Funds for the 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

#### RECOMMENDATION ☐ Information ☒ Action

- Adopt a Resolution of Local Support authorizing the Executive Director to file an application for regional discretionary funding with the Metropolitan Transportation Commission (MTC) for the YBI Multi-use Pathway Project (Project)
- Authorize the Executive Director to execute funding agreements with Caltrans for receipt of federal and state funds for the Project in the amount of \$1,000,000 from a Priority Conservation Area Grant (PCA) and \$3,800,000 from a Regional Active Transportation Program (ATP) Grant

#### SUMMARY

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 Local Support by July 1, 2021, to file an application for funding, and commit any necessary matching funds. Grant

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



<p>agreements for the above mentioned grants 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 approved by the MTC Commission on April 28, 2021. Subsequently, MTC submitted 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 Transportation Improvement Program. Although MTC administers the funds on a regional level, the Transportation Authority is required to work with Caltrans to receive federal and state funding. Thus, the proposed Board resolution would also authorize 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.



**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.

## **CAC POSITION**

The CAC considered this item at its April 28th meeting and unanimously adopted a motion of support for the staff recommendation.

## **SUPPLEMENTAL MATERIALS**

None

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San Francisco  
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# Service Restoration & Transit Update

San Francisco County Transportation Authority

May 25, 2021

# Contents

1. Transit Performance Update
2. May Service Restoration
3. August Service Restoration
4. Next Steps



# Transit Performance Update







# Subway Work





# Operations Drills



# Opening Day Recap

- All lines performed as planned
- Ambassadors helped direct Muni passengers
- Customers appreciated quicker subway travel and fewer rail bottlenecks
- Several unrelated incidents impacted service
- Mock service proved valuable



36/52 Speical at Forrest Hill Station



First K/T exits West Portal Station on 5/15



Two multilingual outreach ambassadors at Castro





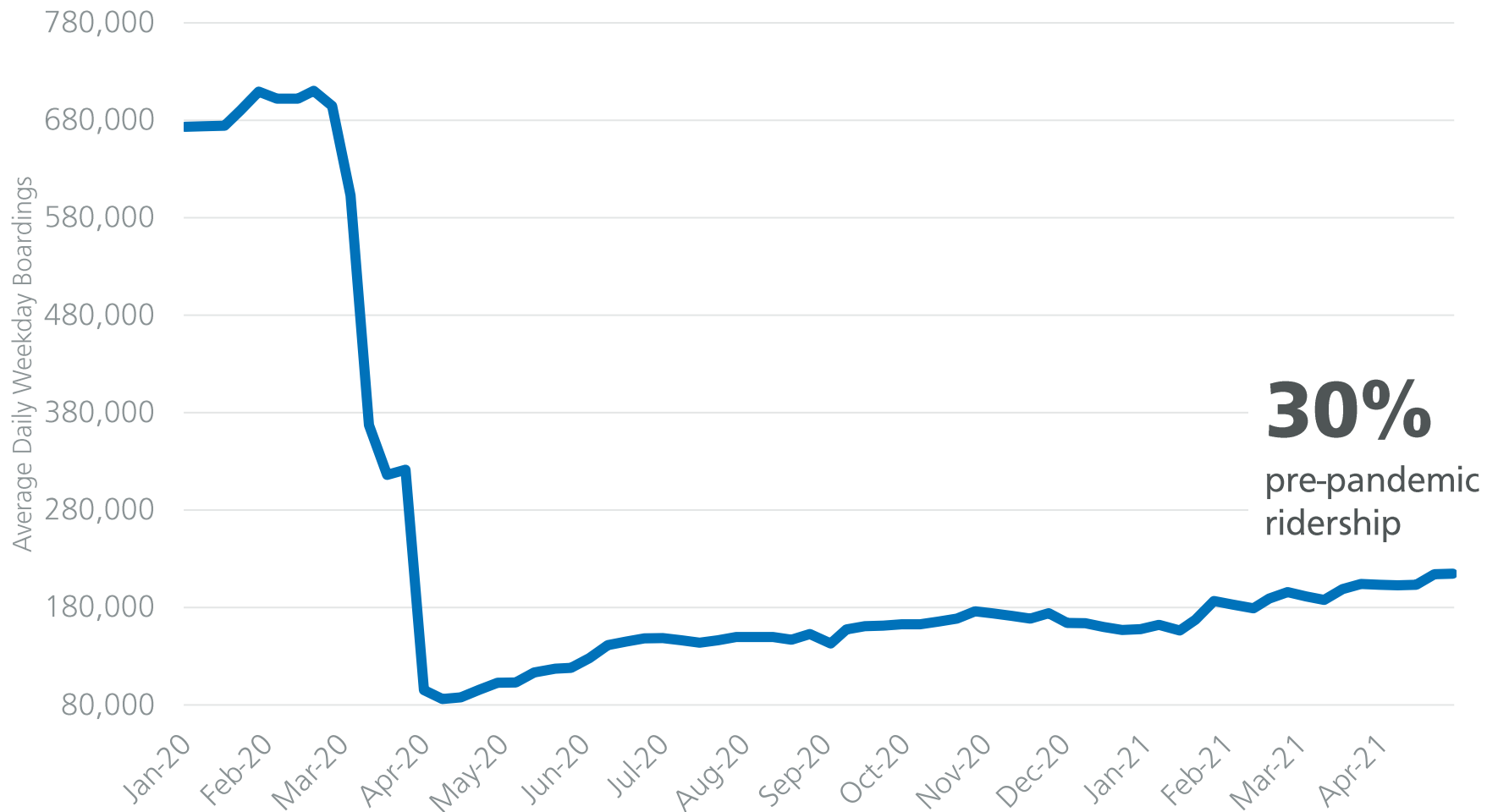
Ambassadors





# Troubleshooting Train Control

# Ridership

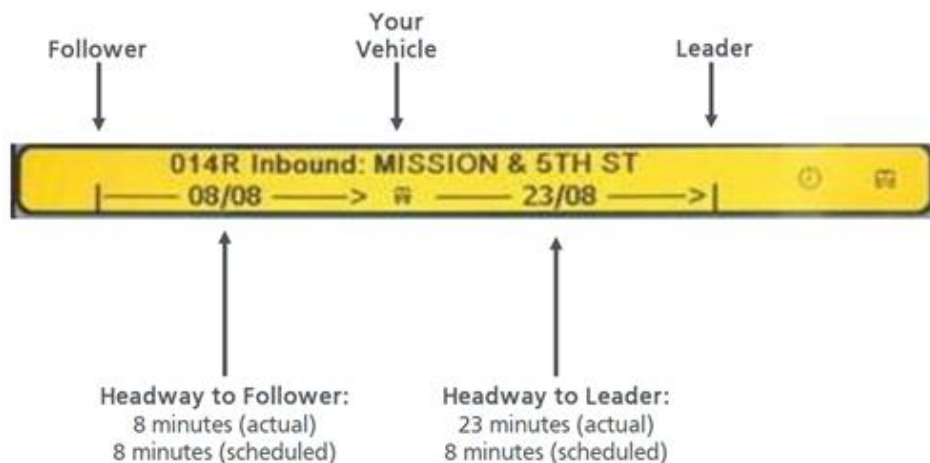




# 154 Systemwide Changes

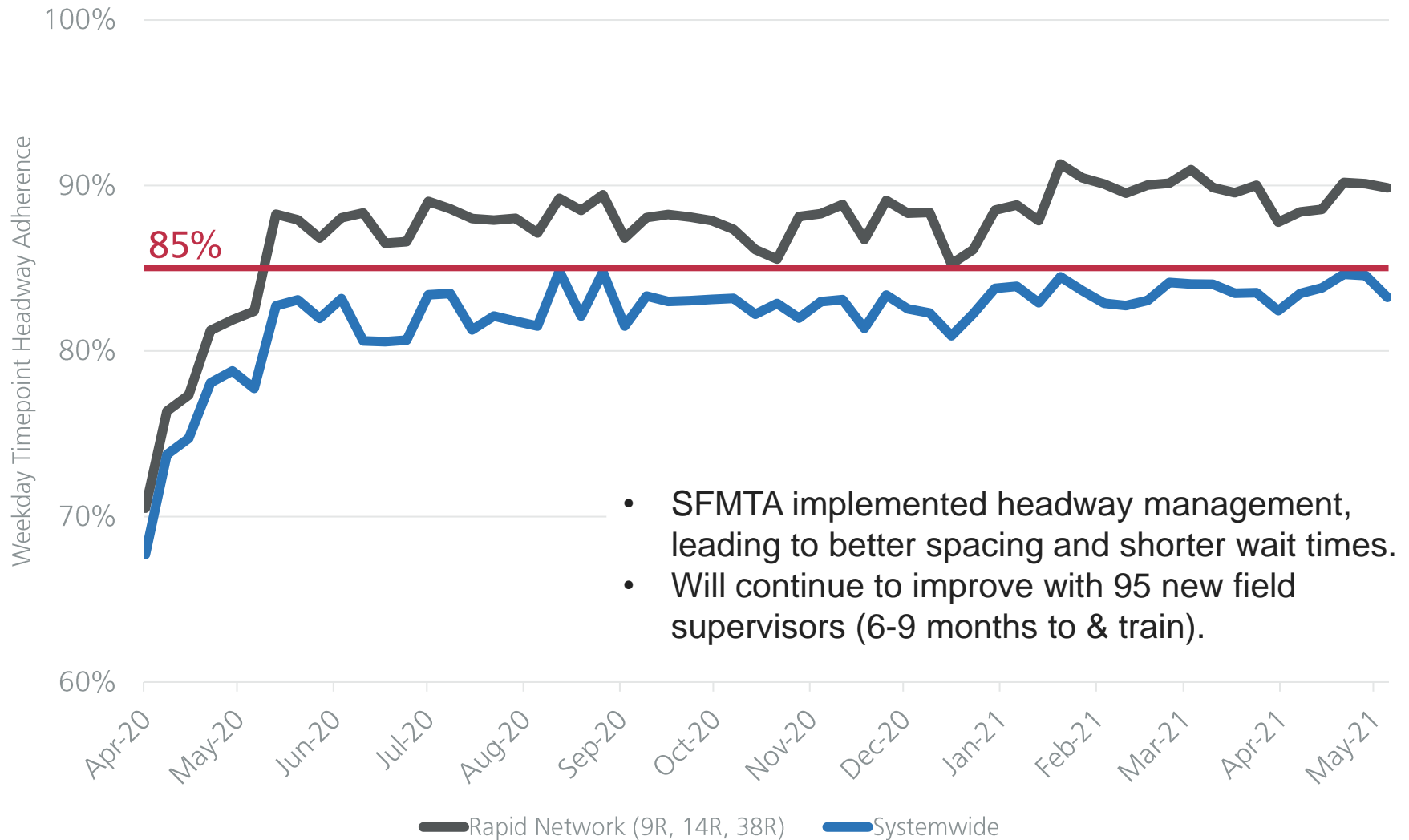
## Service Management

- Hiring 95 transit supervisors to support Operators and service delivery (6-9 months to onboard and train)
- Continuing to manage frequent service based on headway
- Returning to in-service reliefs (summer)
- Some changes to relief points to increase Operator/Supervisor connections



# Headway Adherence

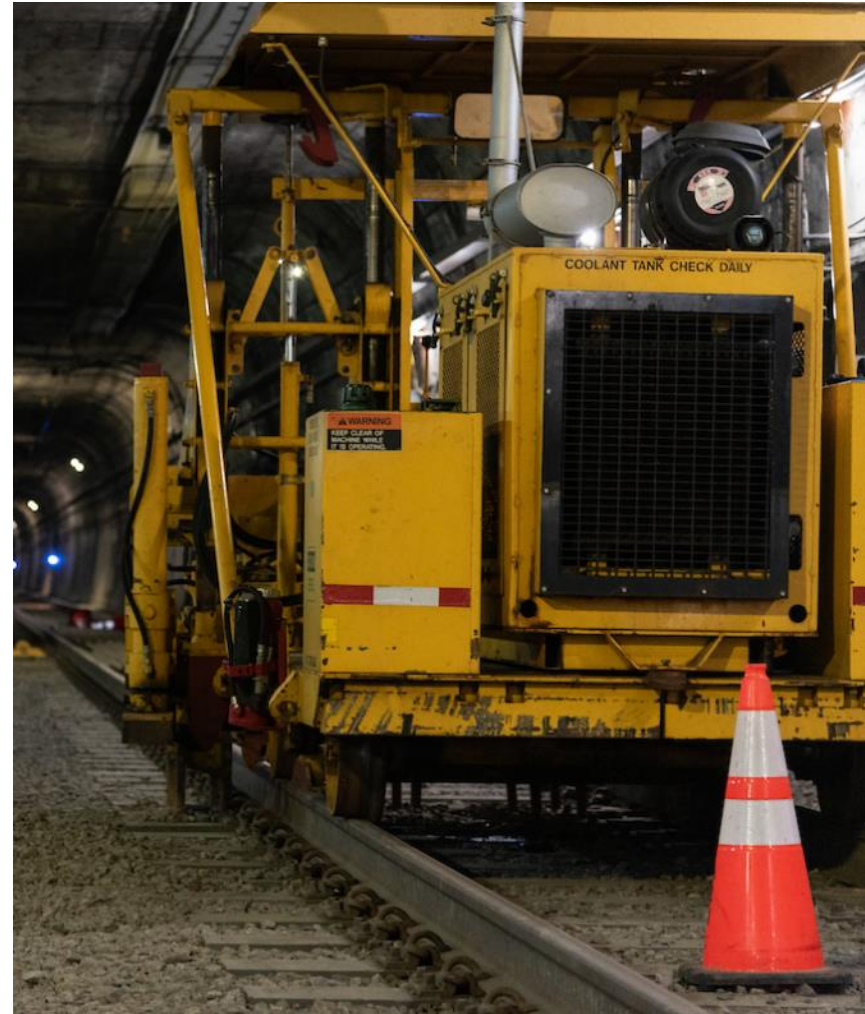
*We manage high frequency routes to headway*





# Summary: System Performance

- Subway work has made **major down payment on system reliability**
- Operations drills provided staff time to **prepare for the demands of a fully-operational Metro system**
- **Ridership is steadily increasing**, currently at ~30% pre-pandemic levels
- Headway-based management for most Muni routes has **improved rider experience**
- Rubber tire **fleet (bus/trolley) reliability remains high**
- **Passengers continue to wear masks on board**, consistently at or above our 95% target



# May Service Restoration





# Core Values

Safe Transportation System

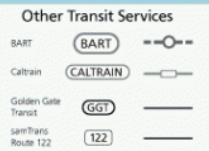
Equity

Decarbonization

Work Culture that delivers  
excellent customer service

Transportation services and investments  
supporting a strong economic recovery

# Core Service (as of March 2021)



## Core Service

- Core service network for essential travel
- Prioritized high frequencies
- Restored service, prioritizing Muni Equity Strategy neighborhoods
- Restoring service citywide as resources allow

# 160 May 15 Service Restoration

## Coverage

- 91% of residents and 100% of equity neighborhoods have transit access within walking distance

## Metro

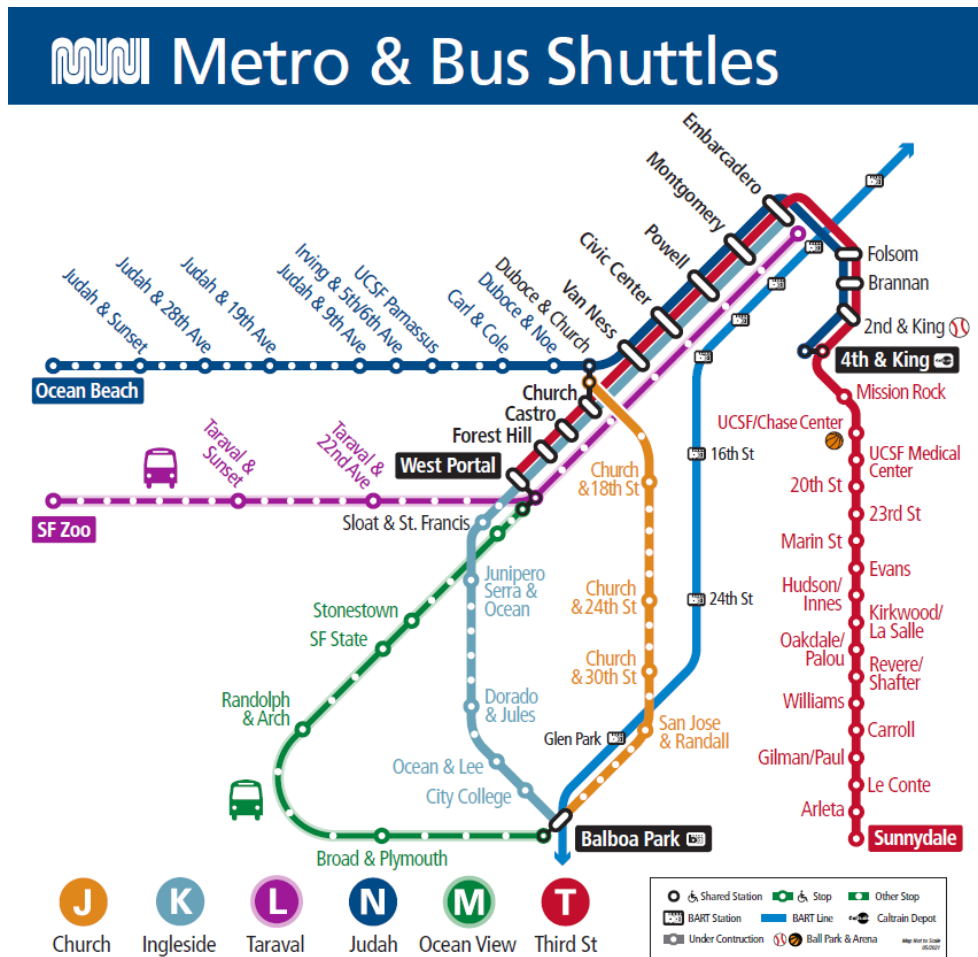
- All subway stations (Embarcadero to West Portal)
- K/T from Balboa to Sunnydale
- N Judah rail from Ocean Beach to Caltrain

## Historic

- F Market & Wharves (11am-7pm)

## Bus

- Increased frequency on busy routes to reduce crowding and pass ups
- Closed hilltop gap with 36/52 Special





# August Service Restoration

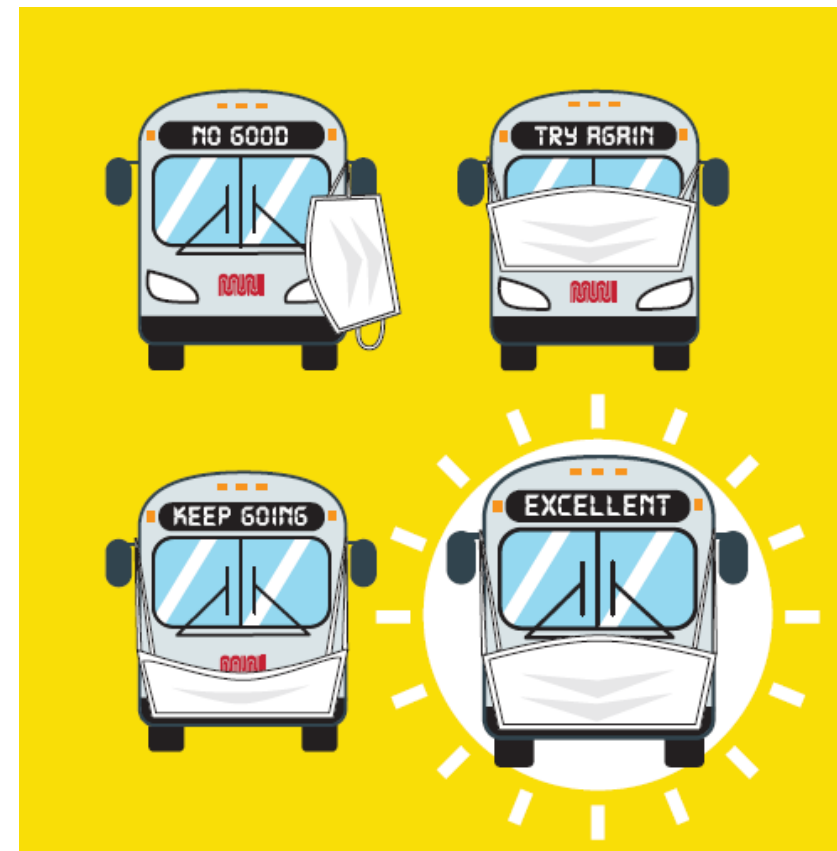




# 162 Systemwide Changes

## COVID Safety

- Continue mask requirements and compliance monitoring (currently 95-98% compliance)
- Continue to provide PPE and cleaning wipes to Operators
- End midday vehicle sanitizing and returning to industry standard of end of the day cleaning
- Return to pre-COVID vehicle capacities (pending DPH approval)



# Bus Changes: August 7

*Assumes elimination of COVID restrictions*

- **Draft Service Plan:**

- Extensions: 48 to Ocean Beach, 12 to Rincon Hill + Mission
- Route restoration: 5R, 18, 35, 36, 39
- Reintroduce school trippers
- Modified restorations:
  - 23 Monterey (from Bayview to West Portal)
  - 52 Excelsior (extended to include portion of 6 Parnasus)
  - 56 Rutland (extended to connect to 29 Sunset)
  - 57 Parkmerced (split into two routes to include Sloat segment of 23)
  - 66 Quintara (extended to include portion of the 6 Parnasus)
- Service being redistributed by returning frequency to pre COVID levels:  
9/9R, 14/14R, 19, 38R
- Working with stakeholders to finalize service plan by end of May

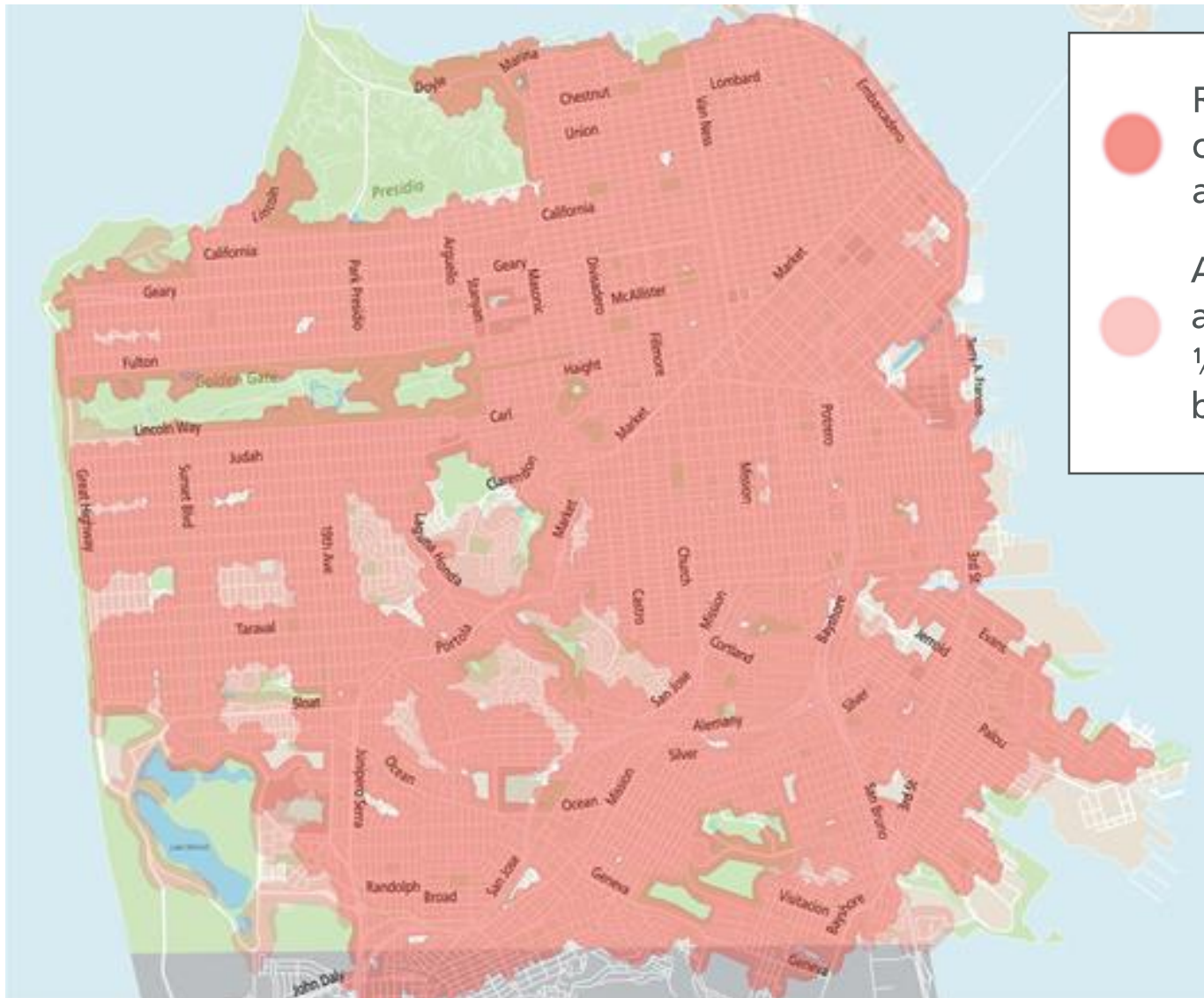
# 164 August 7 Service Restoration

**98% of residents** and  
**100% of equity**  
neighborhoods will be  
**within a 1/4 mile** of a  
Muni stop



# Transit Access

*98% of residents will have transit access within a 2-3 block walk by August 2021*



- Residential areas that are currently within 1/4 mile of a transit stop
- Additional residential areas that will be within 1/4 mile of a transit stop beginning in August 2021



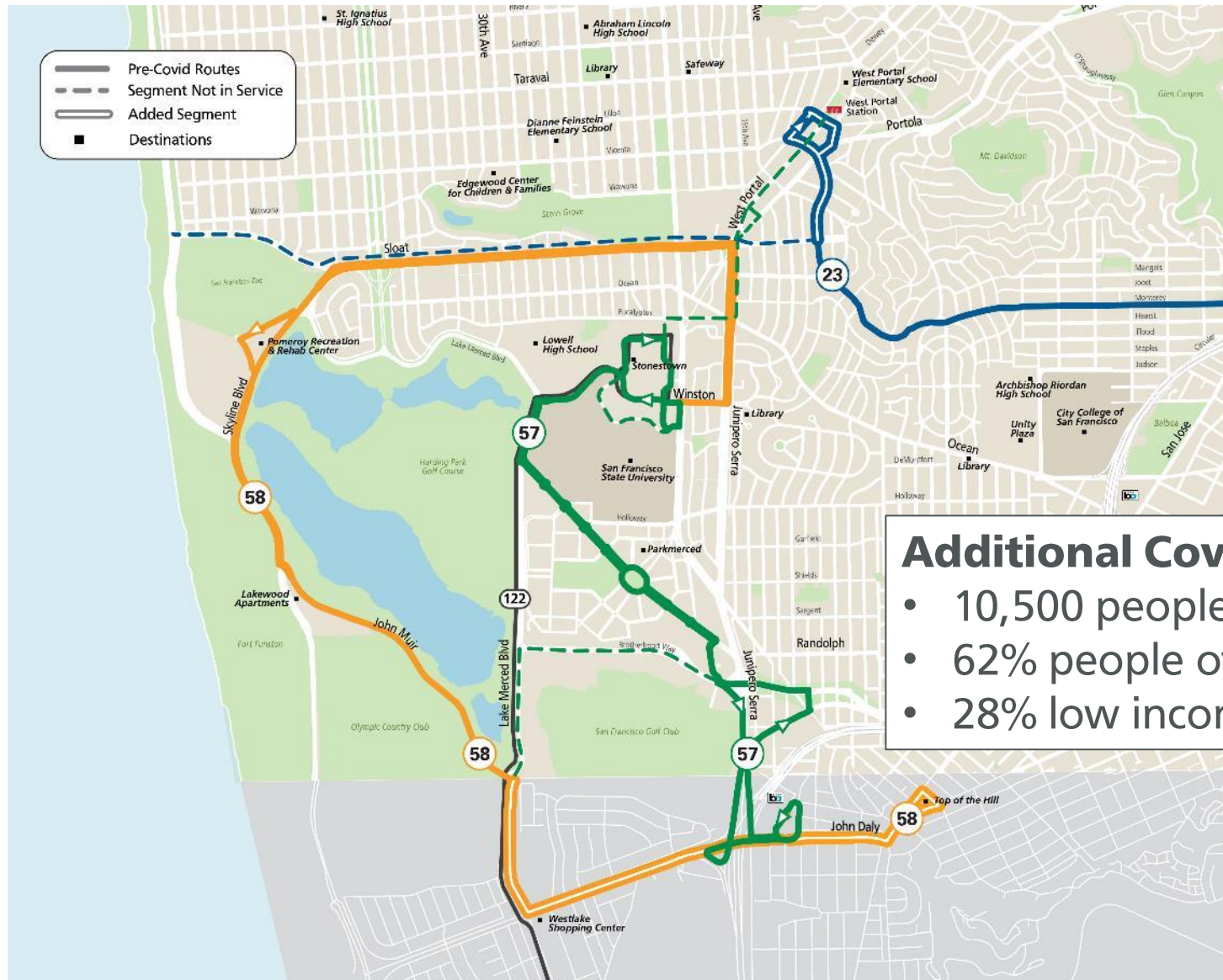
# 56 Rutland Extension







## 23 Monterey & 57 Parkmerced: Re-Routes

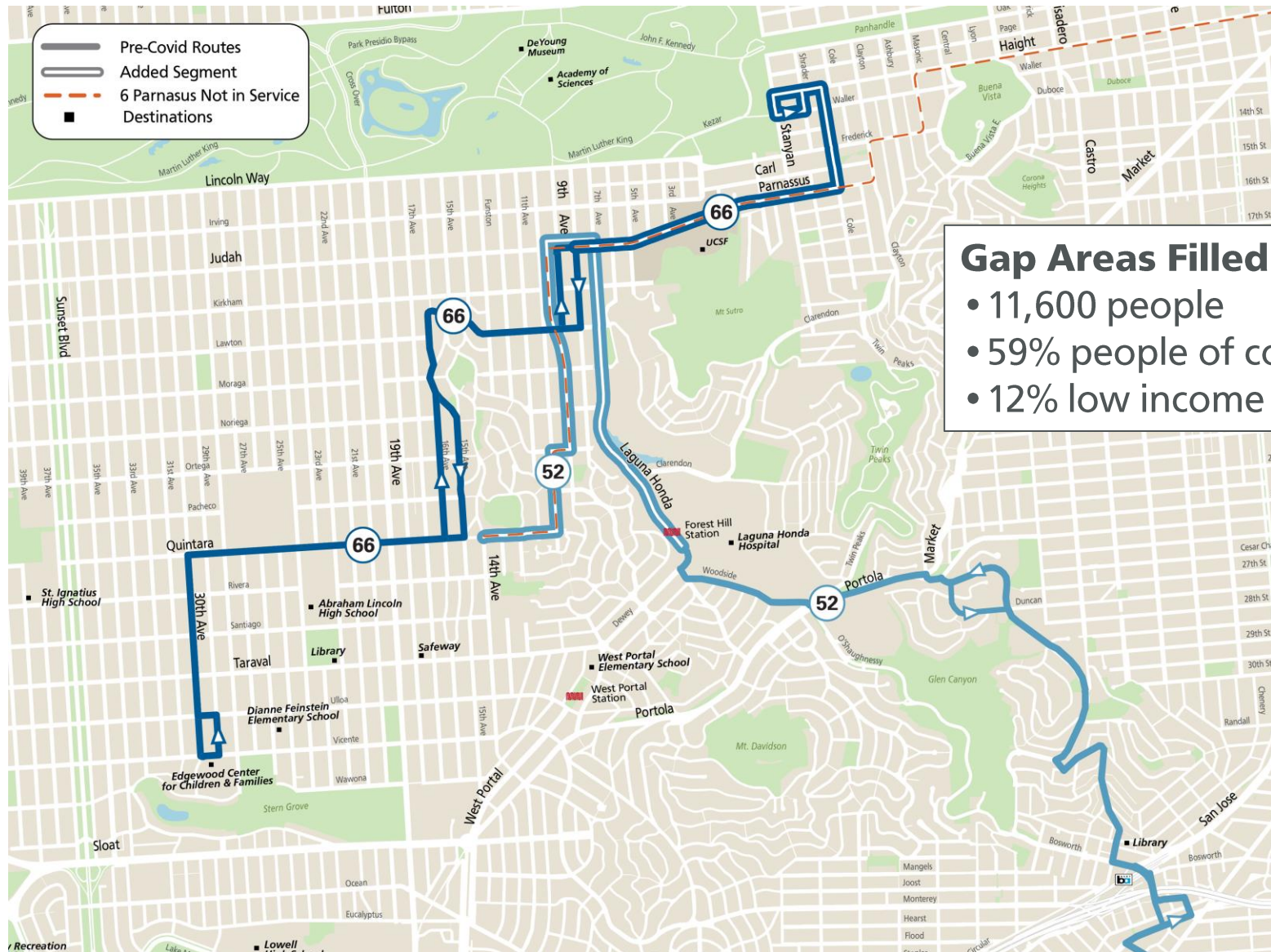


# 66 Quintara & 52 Excelsior: Pre-COVID Routes

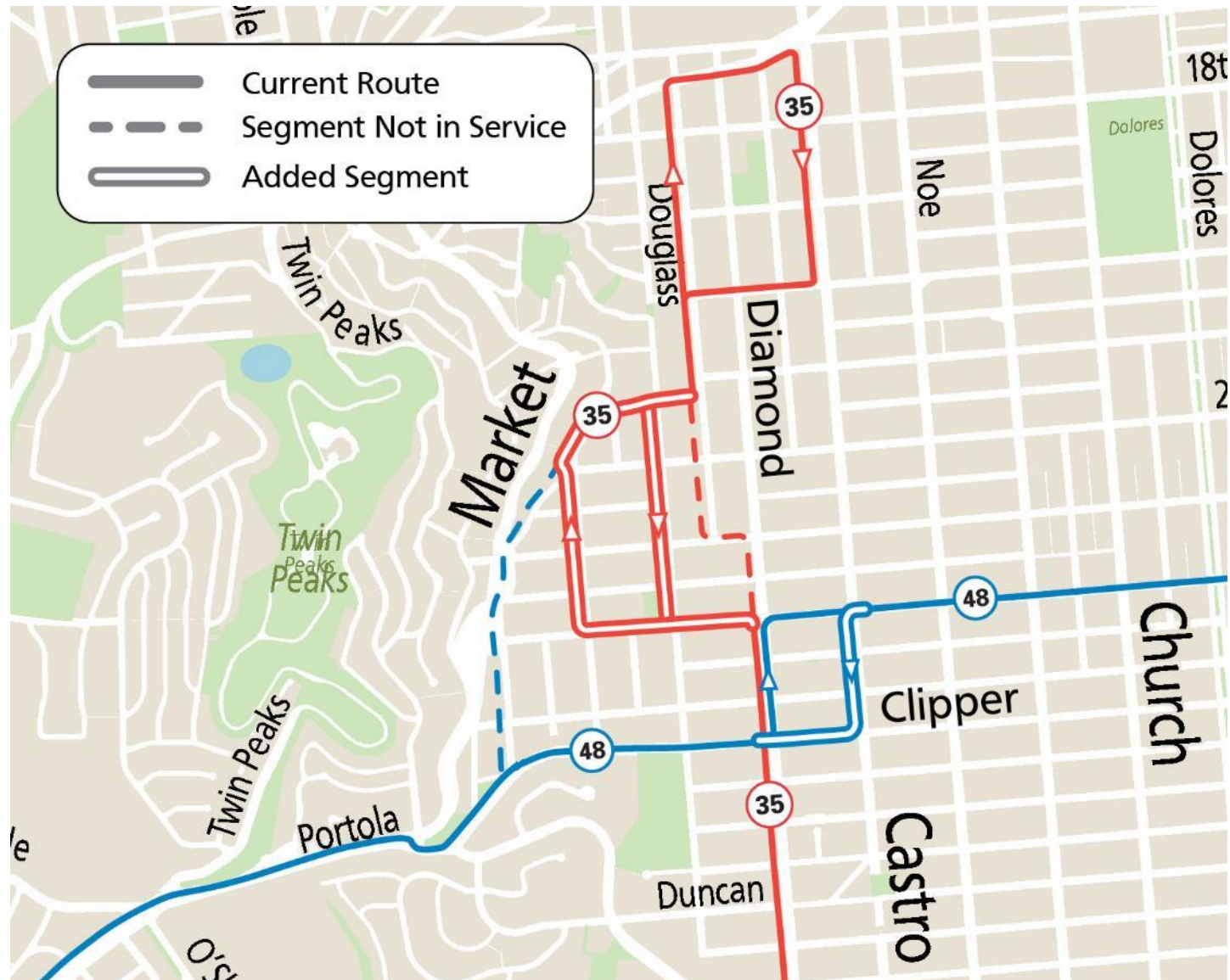




# 66 Quintara & 52 Excelsior: Restored & Extended



# 35 Eureka & 48 Quintara-24<sup>th</sup>: Route Changes





## Summary: Service Restoration

- **All subway stations** now open to passengers
- **J, N, and K/T light rail** restored
- **F-Line is back in service**
- **We're addressing gaps** with updated route alignments
- By August **98% of residents** and **100% of equity neighborhoods** have transit access within walking distance
- **Cable Car will be restored** by Fall 2021





# Next Steps





# Cable Car Start Up

*Planning to resume revenue service Fall 2021*

## Service Plan

- Hyde, Mason, California lines (11am-7pm)
- Hyde line will start up first

## Key start up tasks

- Return staff from other duties
- Conduct detailed maintenance inspections on all major systems
- Test safety circuits
- Conduct Operator refresher
- Hire/train line supervisors
- Complete System stress test



# Next Steps: Prepare for Winter

- Plan next service restoration (Winter 2022)
- Work with stakeholders to **weigh tradeoffs such as:**
  - **Deliver 5 min network and equity priorities** (e.g. new 29R Sunset Rapid)
  - **Re-introduce routes with parallel service** (e.g. 21 Hayes)
  - **Fully restore cable car system**
  - **Increase evening service** (10PM-midnight)
  - **Re-introduce downtown expresses**

# 176

## Summary

- Preparing 12 month hiring needs for all positions for Human Resources
- Starting first post-pandemic new Operator training in June 2021
- Focusing on hiring and training to increase service levels and restore additional routes
- Working to make 20 miles of temporary transit lanes permanent







Thank You!



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San Francisco  
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## Memorandum

### AGENDA ITEM 13

**DATE:** April 29, 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. During the first quarter of the fiscal year, we anticipate bringing a new Revolving Credit Loan Agreement to the Board for approval, 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 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. The preliminary budget and work program were presented to the CAC at its April 28 meeting with the final returning to the CAC at its May 26 meeting as noted above.

## **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

### Preliminary 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



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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.

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## 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

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- 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

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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

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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



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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. During the first quarter of the fiscal year, we anticipate bringing a new Revolving Credit Loan Agreement to the Board for approval, 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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#### 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

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advance critical phasing opportunities analysis, long range rail network planning, and funding 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

### Preliminary 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****Preliminary 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	<b>Budget Annual Fiscal Year 2021/22</b>
<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>		



**San Francisco  
County Transportation  
Authority**

**Attachment 4  
Preliminary Fiscal Year 2021/22 Budget Annual  
Line Item Detail**

	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>							
Federal							
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
State							
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
Regional and other							
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

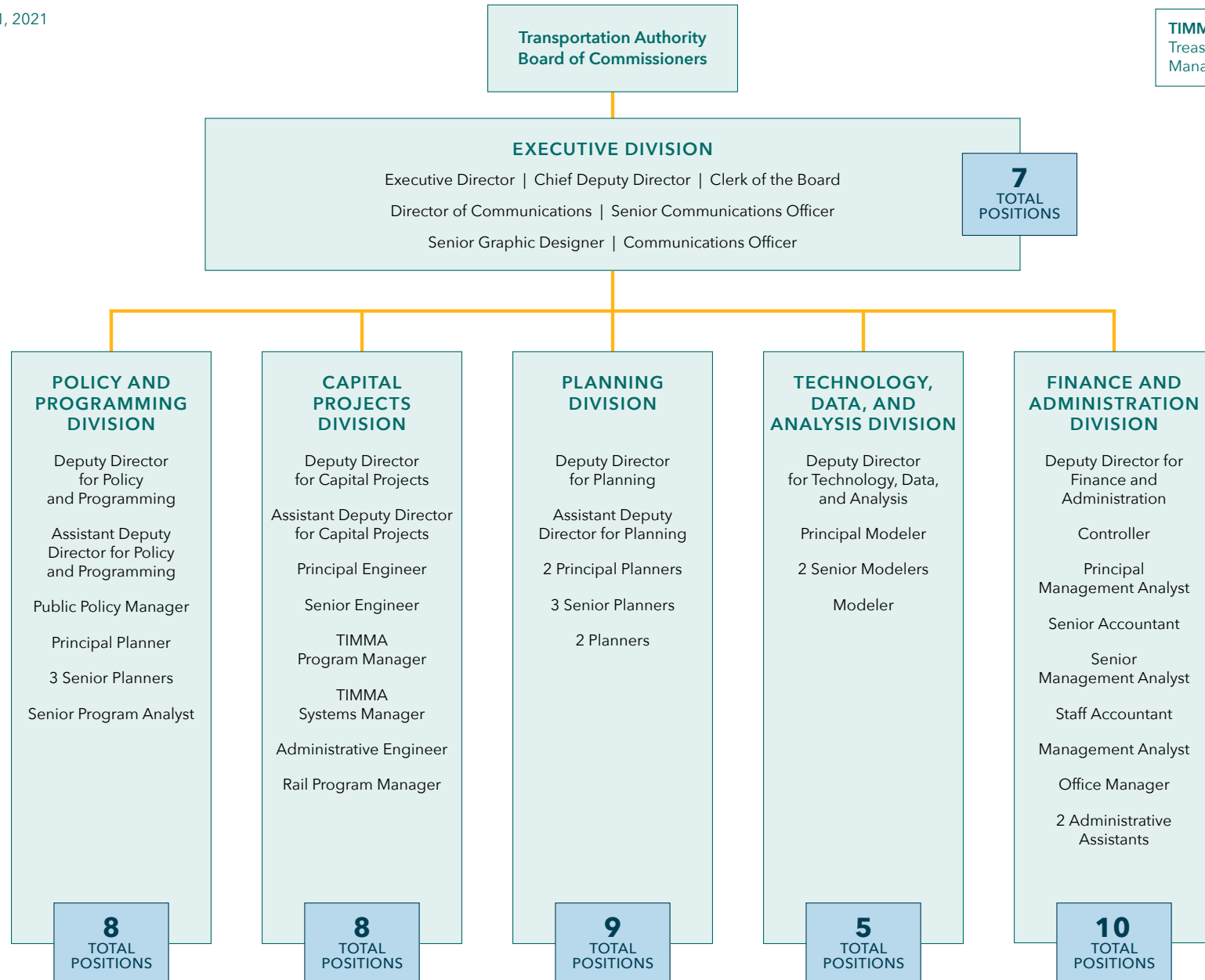
## ATTACHMENT 5

# Agency Structure 47 STAFF POSITIONS



**San Francisco  
County Transportation  
Authority**

Revised April 21, 2021



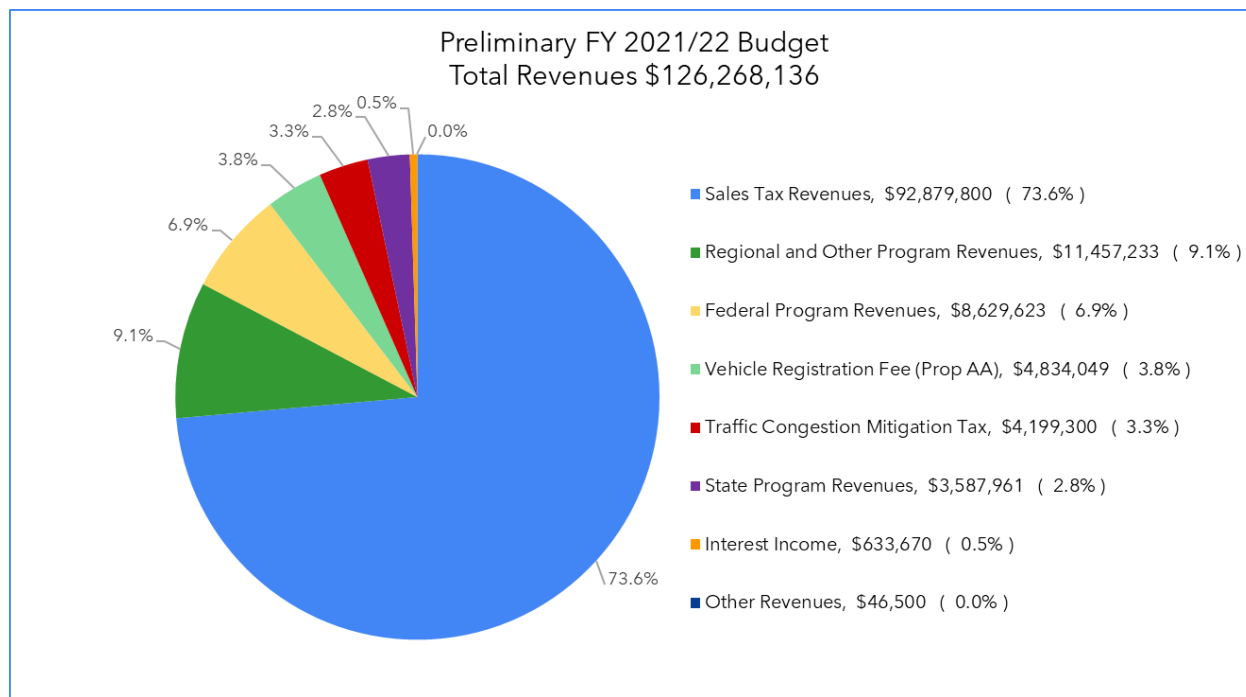


## Attachment 6

### 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**

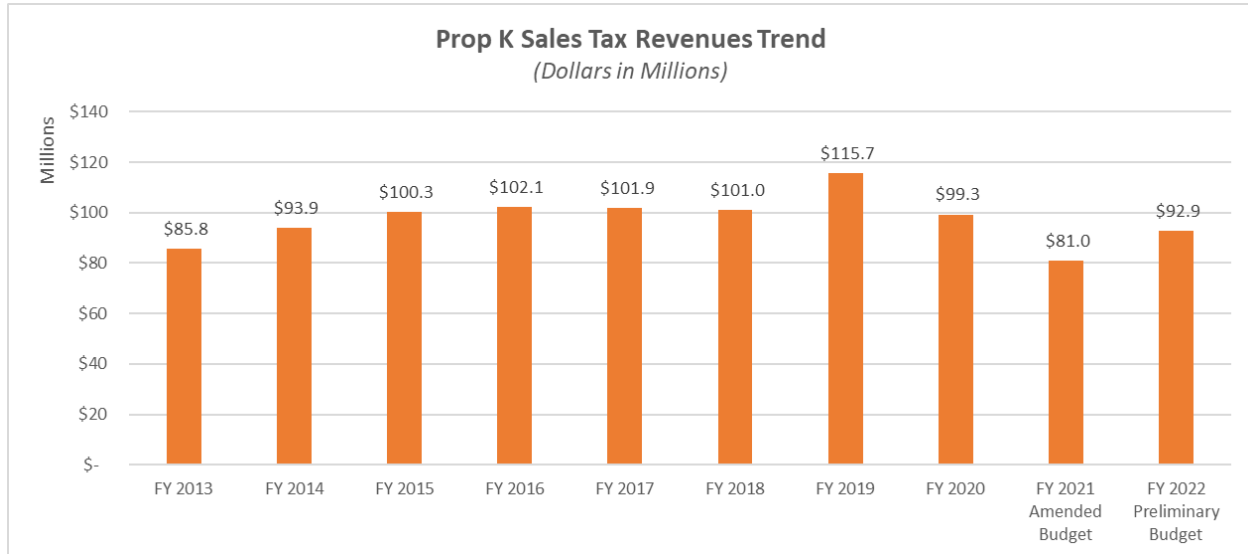
On November 4, 2003, San Francisco voters approved Proposition K (Prop K), the imposition of retail transactions and use tax of one-half of 1% in the City and County of San Francisco and the funding of the Prop K Expenditure Plan. The 30-year expenditure plan extends through March 31, 2034 and prioritizes \$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.

## Attachment 6

### Line Item Descriptions

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



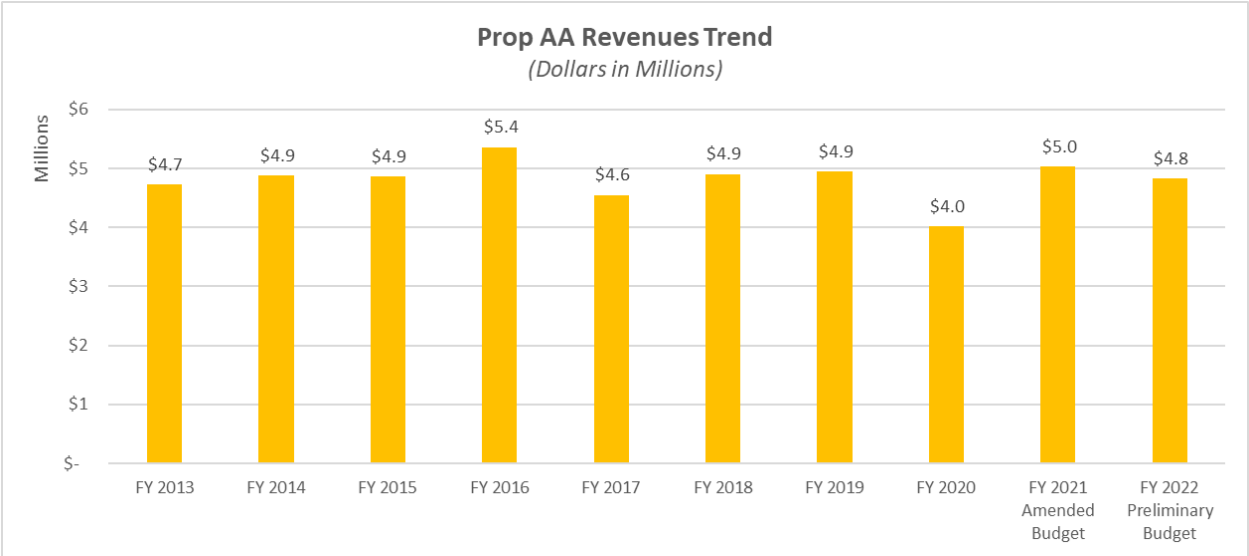
### **Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Revenues...\$4,834,049**

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.

Attachment 6  
Line Item Descriptions



**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**

## Attachment 6

### Line Item Descriptions

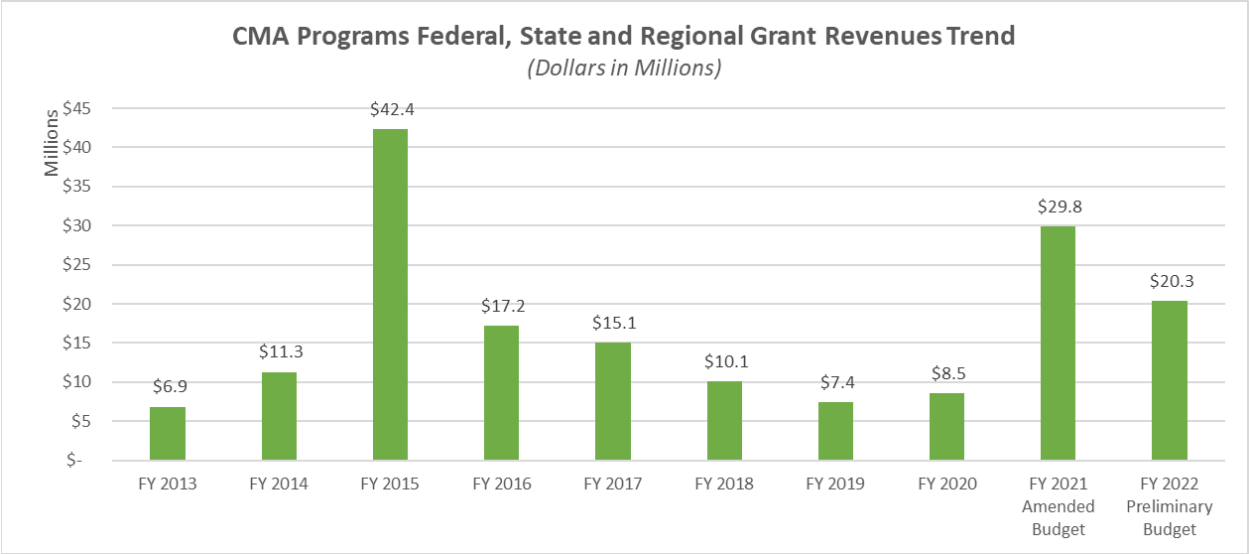
The Transportation Authority is designated under state law as the CMA for the City. Responsibilities resulting from this designation include developing a Congestion Management Program, which provides evidence of the integration of land use, transportation programming, and air quality goals; preparing 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.

Attachment 6  
Line Item Descriptions



**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.



**Attachment 6**  
Line Item Descriptions

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

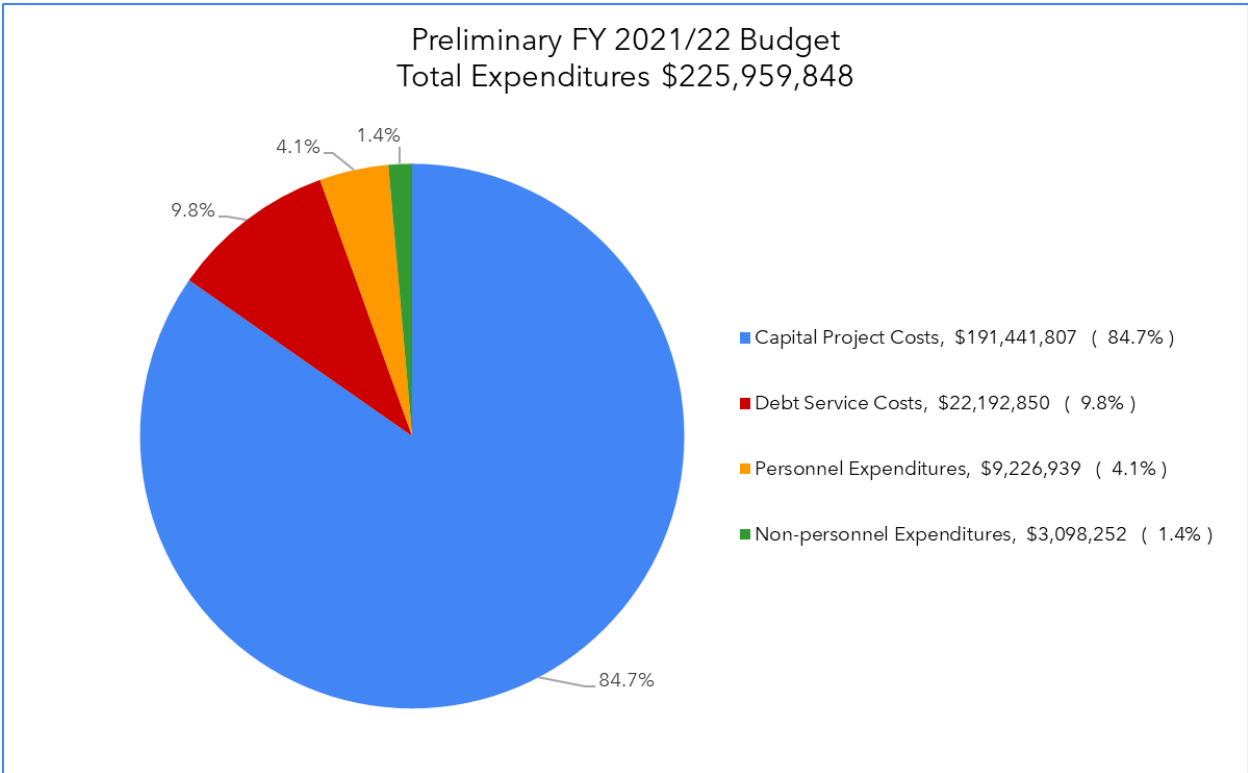
Other revenues budgeted in FY 2021/22 include revenues from the sublease of our office space.

Attachment 6  
Line Item Descriptions

**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.

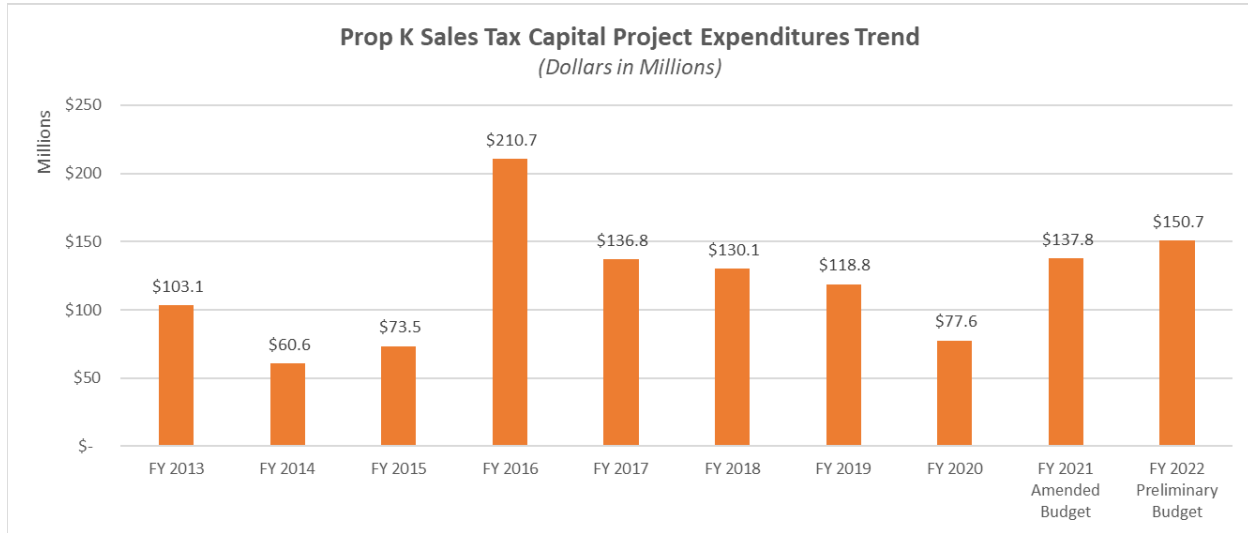
**Sales Tax Program Expenditures:..... \$150,674,687**

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).

## Attachment 6

### Line Item Descriptions

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

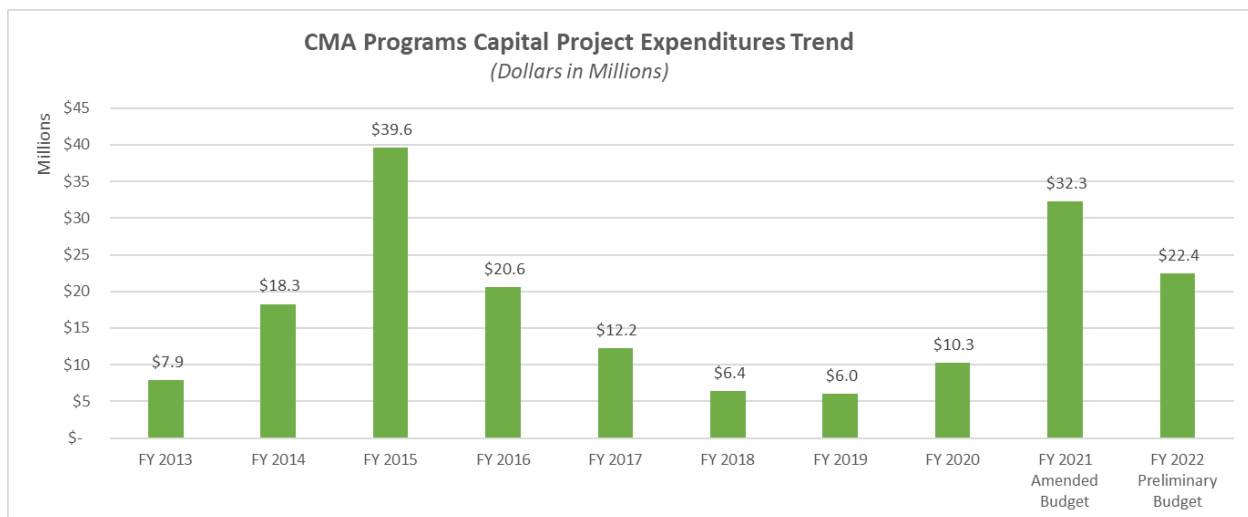


**CMA Programs Expenditures:..... \$22,422,367**

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.



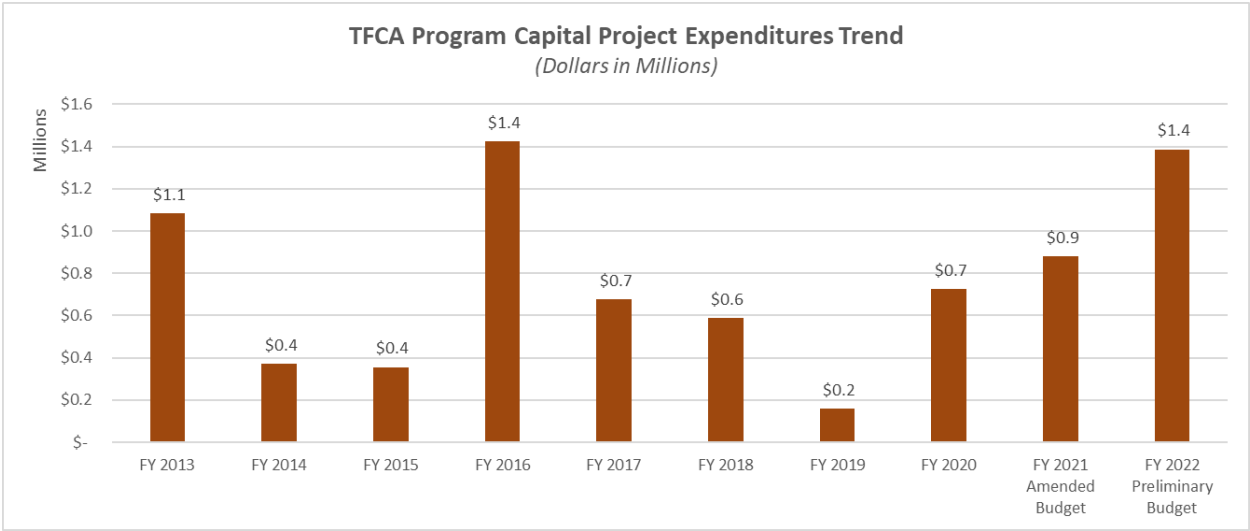
Attachment 6  
Line Item Descriptions

**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**

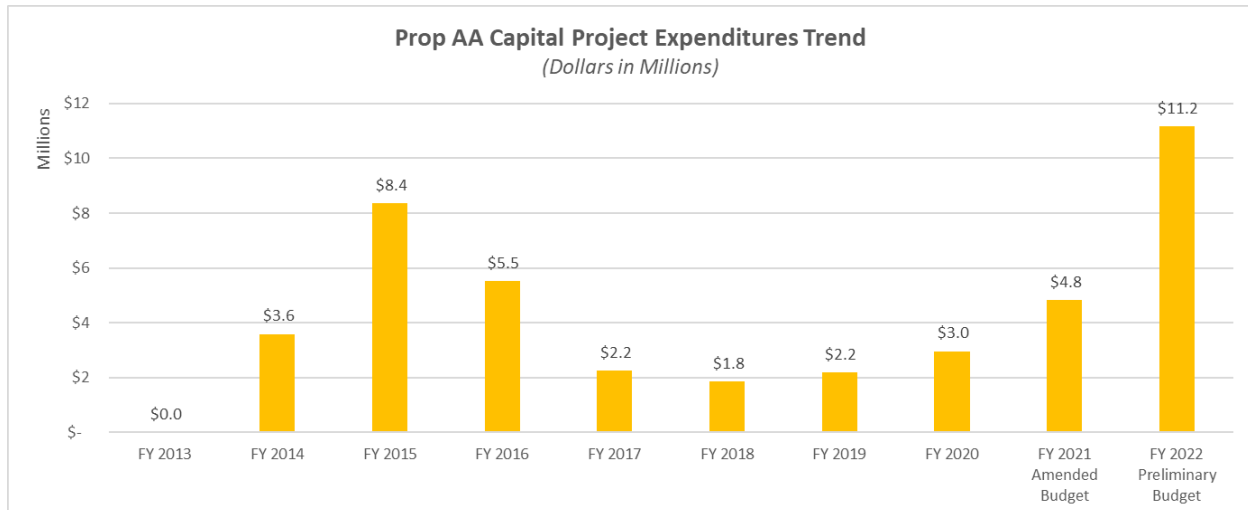
This line item includes projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Prop AA Expenditure Plan, the revenues will be used for design and construction of local road repairs, pedestrian safety improvements, transit reliability improvements, and travel 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.

## Attachment 6

### Line Item Descriptions

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



Attachment 6  
Line Item Descriptions

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

Attachment 6

Line Item Descriptions

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.

# Preliminary Fiscal Year 2021/22 Budget and Work Program



**San Francisco  
County Transportation  
Authority**

Agenda Item #13

May 25, 2021

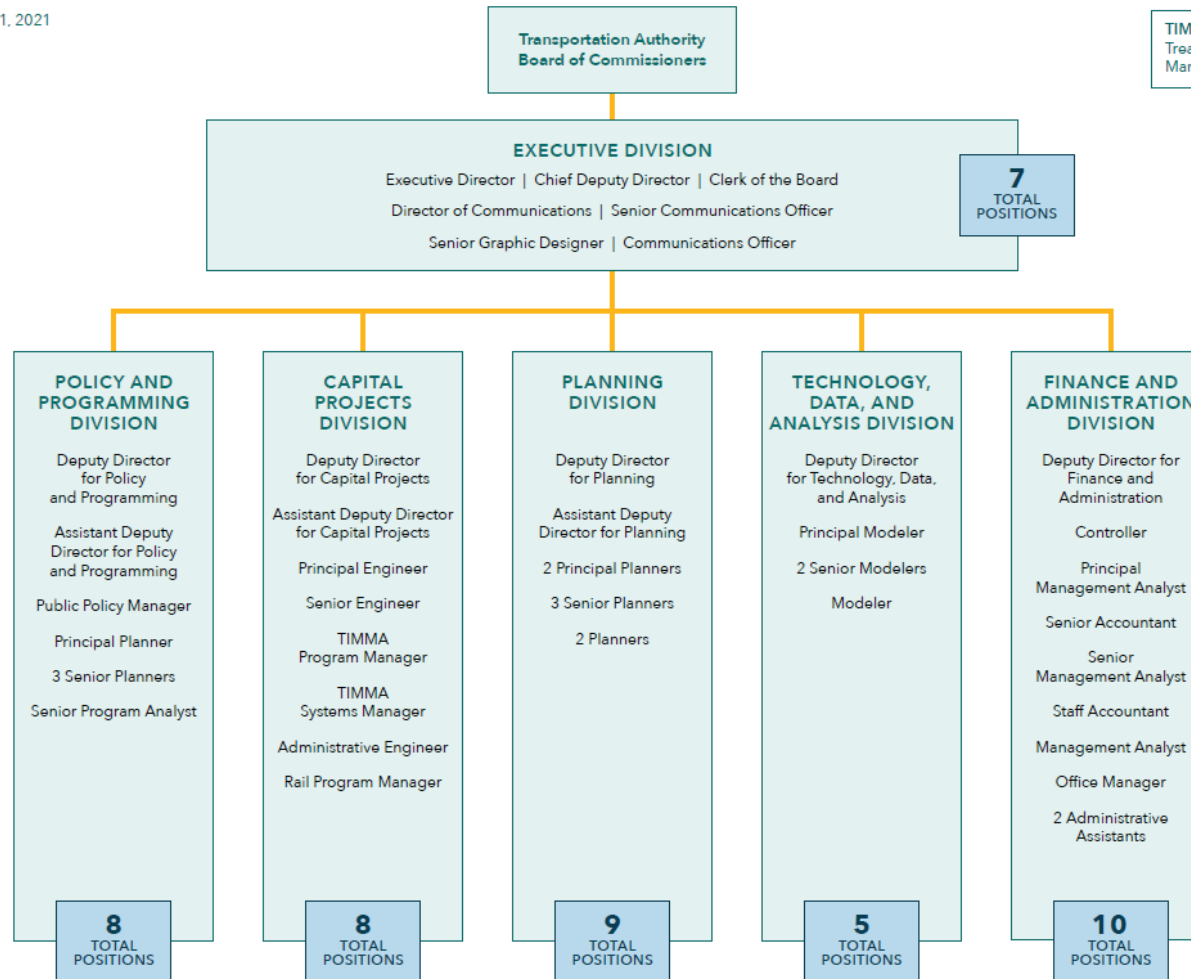
# Agency Structure: 47 Staff Positions

Revised April 21, 2021

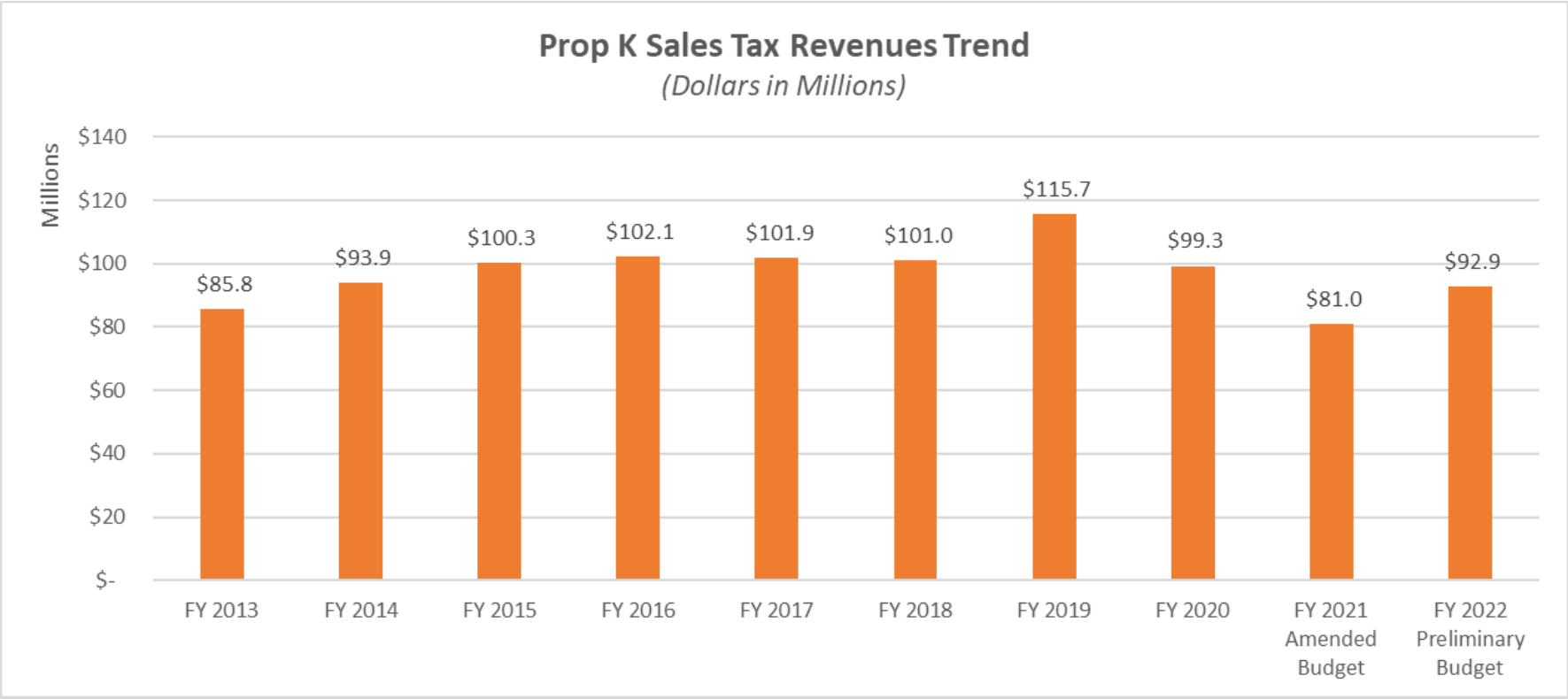


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Authority**

TIMMA:  
Treasure Island Mobility  
Management Agency



# Sales Tax Revenue History

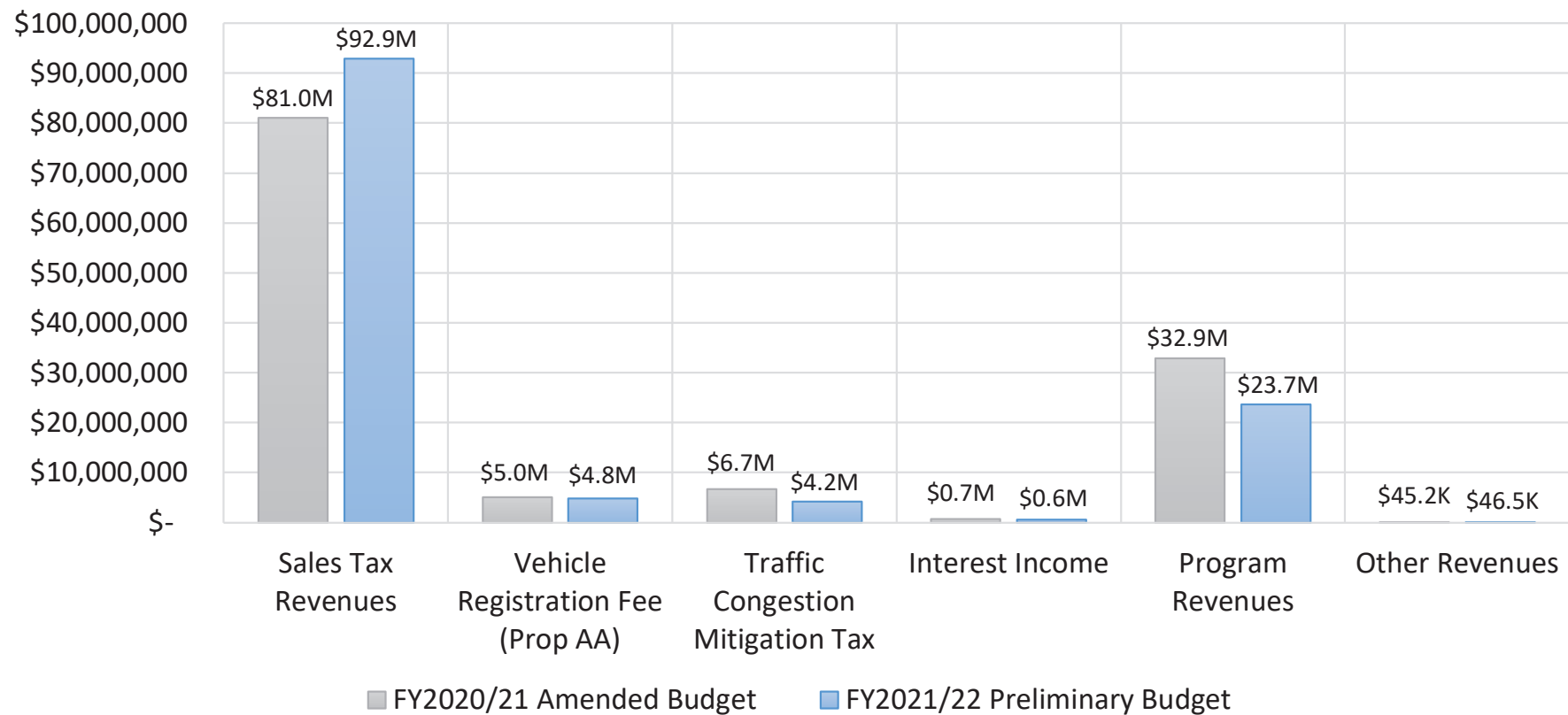




# Revenues: \$126.3 Million



Revenues (Year-to-Year) Comparison



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## Expenditures

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Projects shown are anticipated to make the largest reimbursement requests this FY for their respective programs



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## Capital Project Expenditures Highlights - Prop K

- Siemens Light Rail Vehicle (LRV) Procurements
- Paratransit service
- Motor Coach Procurement
- Muni Maintenance Facility Projects
- Downtown Rail Extension
- Van Ness Bus Rapid Transit
- Caltrain State of Good Repair Projects
- Caltrain Electrification including Electrified Vehicles
- John Yehall Chin and 6<sup>th</sup> Street Traffic Calming Projects
- Breda LRV Overhauls

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## Expenditures

---

Projects shown are anticipated to make the largest reimbursement requests this FY for their respective programs

### Capital Project Expenditures Highlights - Prop AA

- SF Public Works Western Addition Pedestrian Lighting Project
- Geary Boulevard Pavement Renovation Project
- Richmond Residential Streets Pavement Renovation Project
- 23<sup>rd</sup> Street, Dolores Street, York Street, and Hampshire Street Pavement Renovation Project
- SFMTA's L-Taraval Transit Enhancements (Segment B) Project

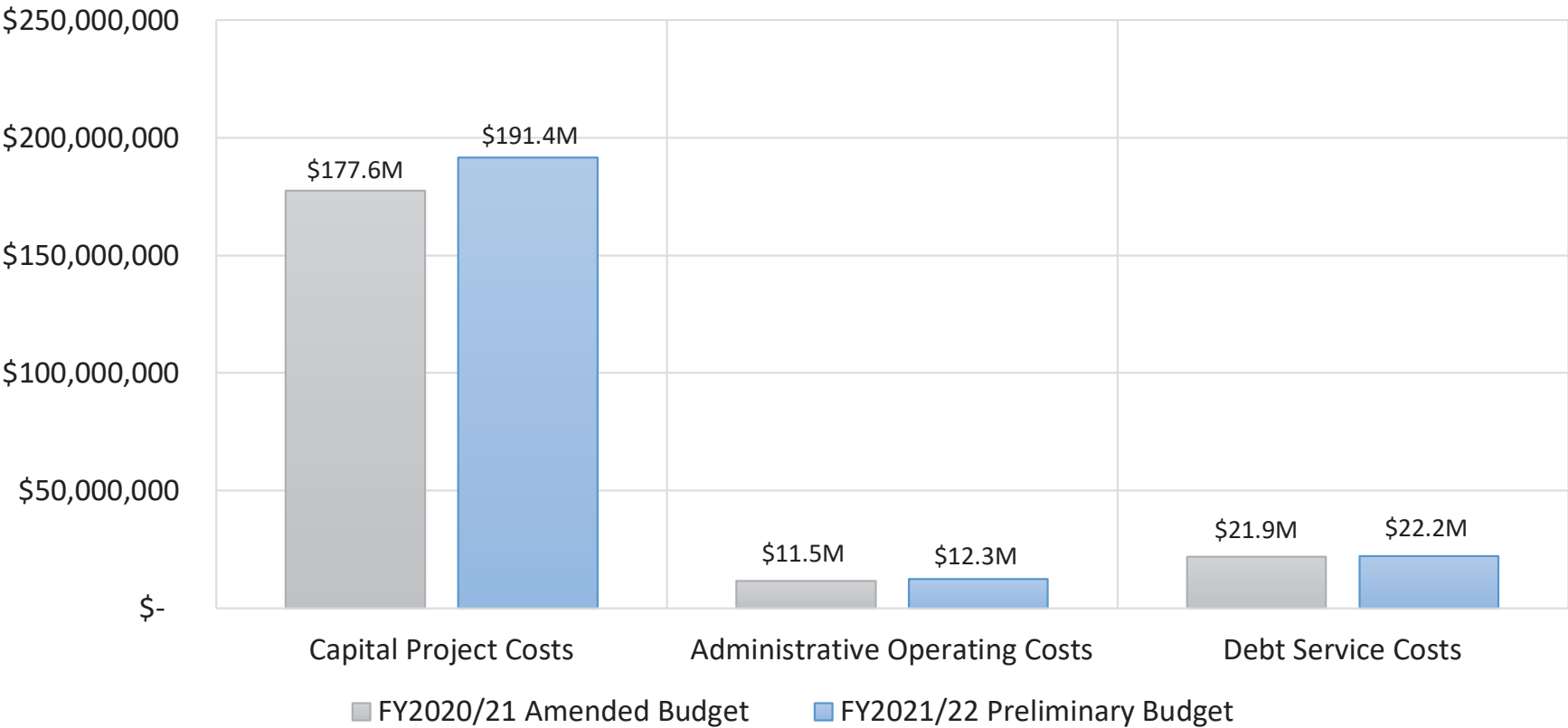


San Francisco  
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# Expenditures: \$225.9 Million



Expenditures (Year-to-Year) Comparison



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## Work Program

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## Plan

- Congestion Management
  - Economic Recovery – Transit and Transportation coordination
  - COVID-Era Congestion Tracker & Recovery Scenario Analysis
  - Downtown Congestion Pricing Study
- Long Range, Countywide, & Inter-Jurisdictional Planning
  - Managed Lane & Express Bus System Planning & Policy Support
  - San Francisco Transportation Plan (SFTP) 2050 & ConnectSF implementation studies
  - Support Regional & Statewide Planning, e.g. PBA implementation, state Climate Action Plan



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## Work Program

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## Plan

- SFTP Implementation & Board Support
  - Neighborhood Transportation Improvement Program (NTIP) Cycle 2
    - District 1 NTIP Work on JFK & Golden Gate Park Access
    - District 4 Mobility Improvements Study
    - District 5 Octavia Circulation and Access Study
    - District 9 Alemany Realignment Study
  - District 11 I-280 Geneva Off-Ramp (pending)
  - San Francisco School Access Plan
  - JFK Equity Study (pending D10 request)



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## Work Program

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### Plan

- Transportation Forecasting, Data & Analysis
  - Travel Forecasting & Analysis for Transportation Authority Studies
  - SF-CHAMP Model Enhancements
  - Congestion Management Program update
  - Modeling Service Bureau
  - New Mobility Rulemaking
  - Transportation Sustainability Program Evaluation



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## Work Program

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## Fund

- Fund Programming and Allocations
- Senate Bill 1 and other discretionary programs
- Prop K and Prop AA Strategic Plan Updates
- Sales Tax Reauthorization (New Expenditure Plan)
- New Revenue Options (regional transportation measure, new opportunities at federal/state levels)
- Legislative Advocacy
- Funding & Financing Strategy Opportunities
- Capital Financing Program Management
- Prop K Customer Service & Efficiency Improvements (e.g. Portal, MyStreet)



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## Work Program

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## Deliver

- Lead Construction
  - I-80/Yerba Buena Island (YBI) East Bound Off Ramp/Southgate Road Realignment Project
  - YBI West Side Bridges (assuming funding is secured)
- Lead Project Development
  - Pennsylvania Avenue Rail Extension
  - US 101/I-280 Managed Lanes and Express Bus Project
  - I-280 Ocean Avenue Off-Ramp Realignment (design)
  - YBI Bike/Pedestrian Path (design)
  - Bayview Quint/Jerrold Connector Road
  - US101 Geneva/Harney Interchange (pending)



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## Work Program

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## Deliver

- Project Delivery Support
  - Caltrain Downtown Rail Extension & Transbay Salesforce Transit Center
  - Caltrain Railyards, 22<sup>nd</sup> Street ADA & Southeast Station Location Studies
  - Caltrain Early Investment Program & California High-Speed Rail Program
  - Central Subway
  - Geary & Van Ness Avenue Bus Rapid Transit
  - Better Market Street
  - Presidio Parkway/Tunnel Tops
  - Capital Project Delivery Reform & Best Practices



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## Work Program

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# Transparency & Accountability

- Communications & Community Relations
- Budget, Reports, Financial Statements & Audits
- Accounting & Grants Management
- Debt Oversight & Compliance
- Systems Integration
- Contract Support
- Racial Equity Action Plan
- Disadvantaged Business Enterprise & Local Business Enterprise
- Office Management & Administrative Support



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## Fiscal Year 2021/22 Annual Budget Process

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### Next Steps:

- Citizens Advisory Committee
  - May 26: present the final proposed budget to CAC
- Board
  - June 8: public hearing on final proposed budget at Board, first reading
  - June 22: Board approval of the final proposed budget



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# Thank you.

[sfcta.org](https://sfcta.org)



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## Memorandum

### AGENDA ITEM 14

**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**

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



José Cisneros, Treasurer

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>	<b>Current Month</b>		<b>Prior Month</b>	
	<u>Fiscal YTD</u>	<u>March 2021</u>	<u>Fiscal YTD</u>	<u>February 2021</u>
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>	<b>% of</b>	<b>Book</b>	<b>Market</b>	<b>Wtd. Avg.</b>	<b>Wtd. Avg.</b>	
<b>Investment Type</b>	<b>Portfolio</b>	<b>Value</b>	<b>Value</b>	<b>Coupon</b>	<b>YTM</b>	<b>WAM</b>
U.S. Treasuries	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.

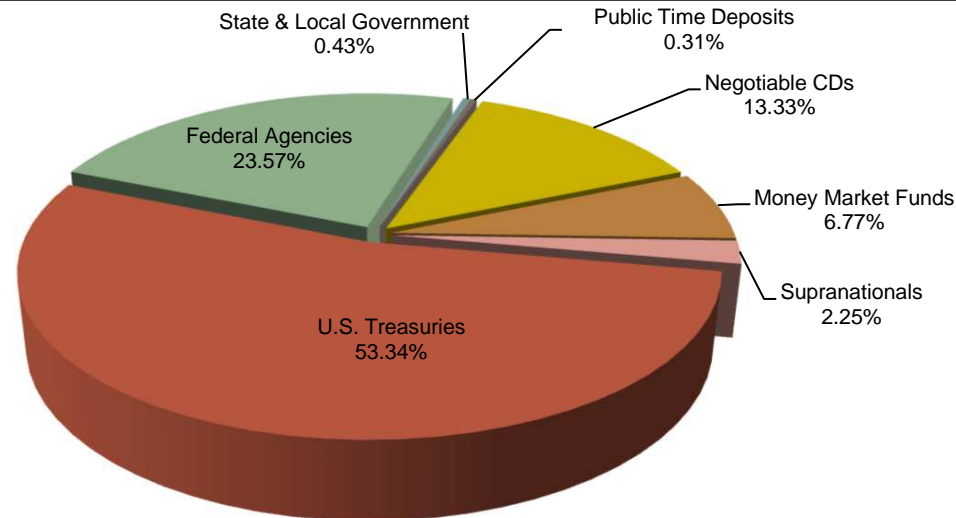
## City and County of San Francisco

### 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

<b>Investment Type</b>	<b>(\$ million)</b>	<b>Par Value</b>	<b>Book Value</b>	<b>Market Value</b>
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>

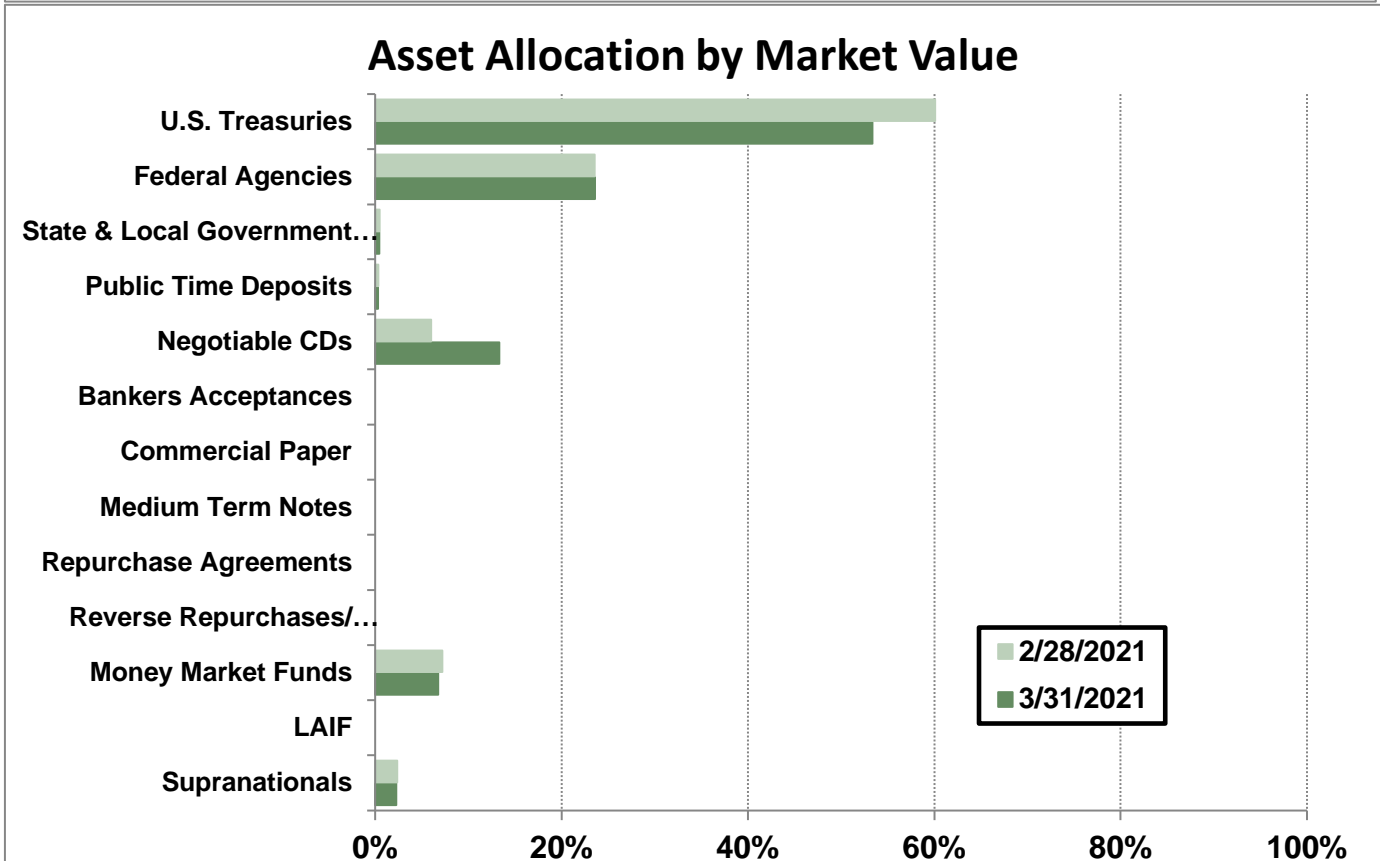
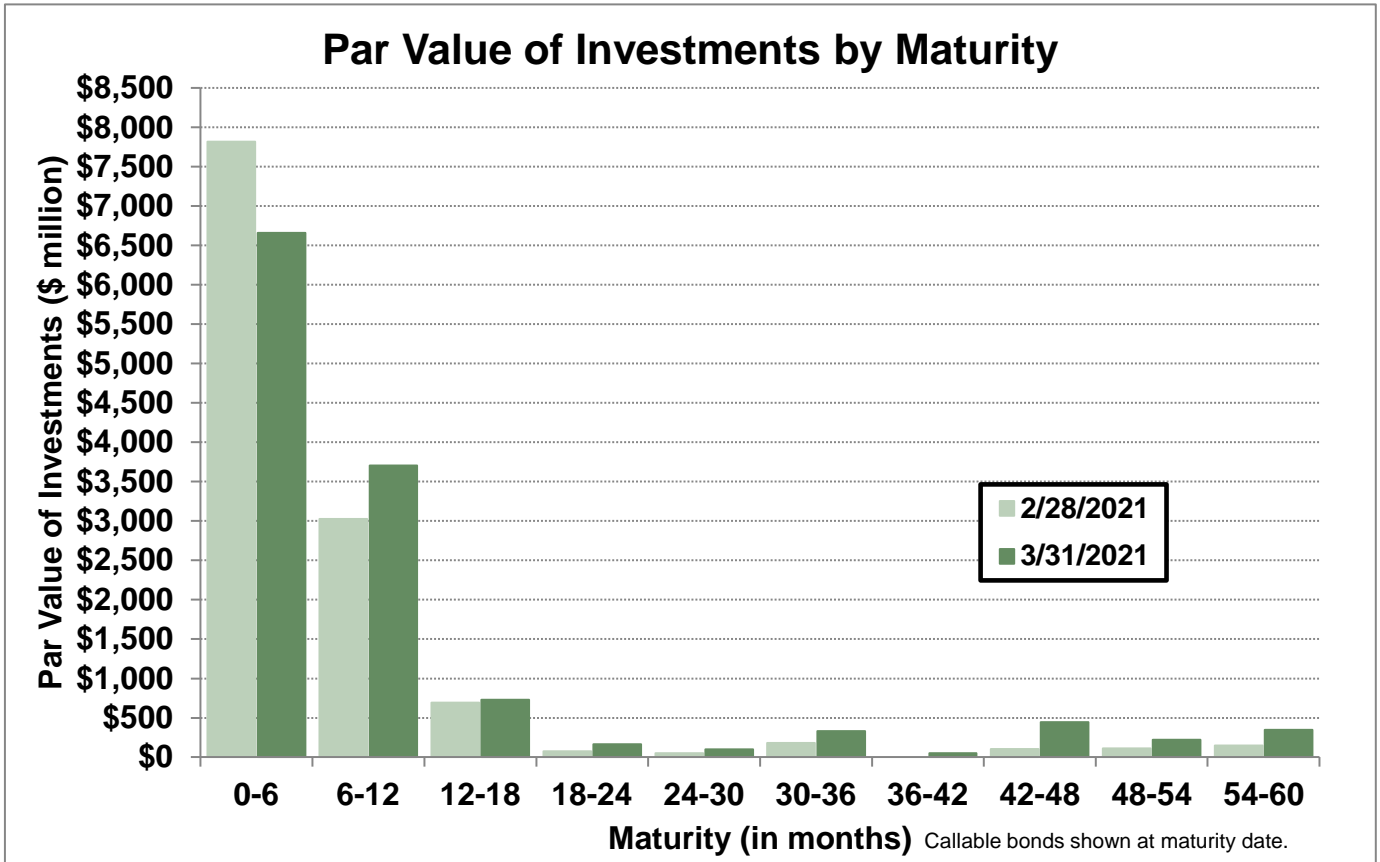


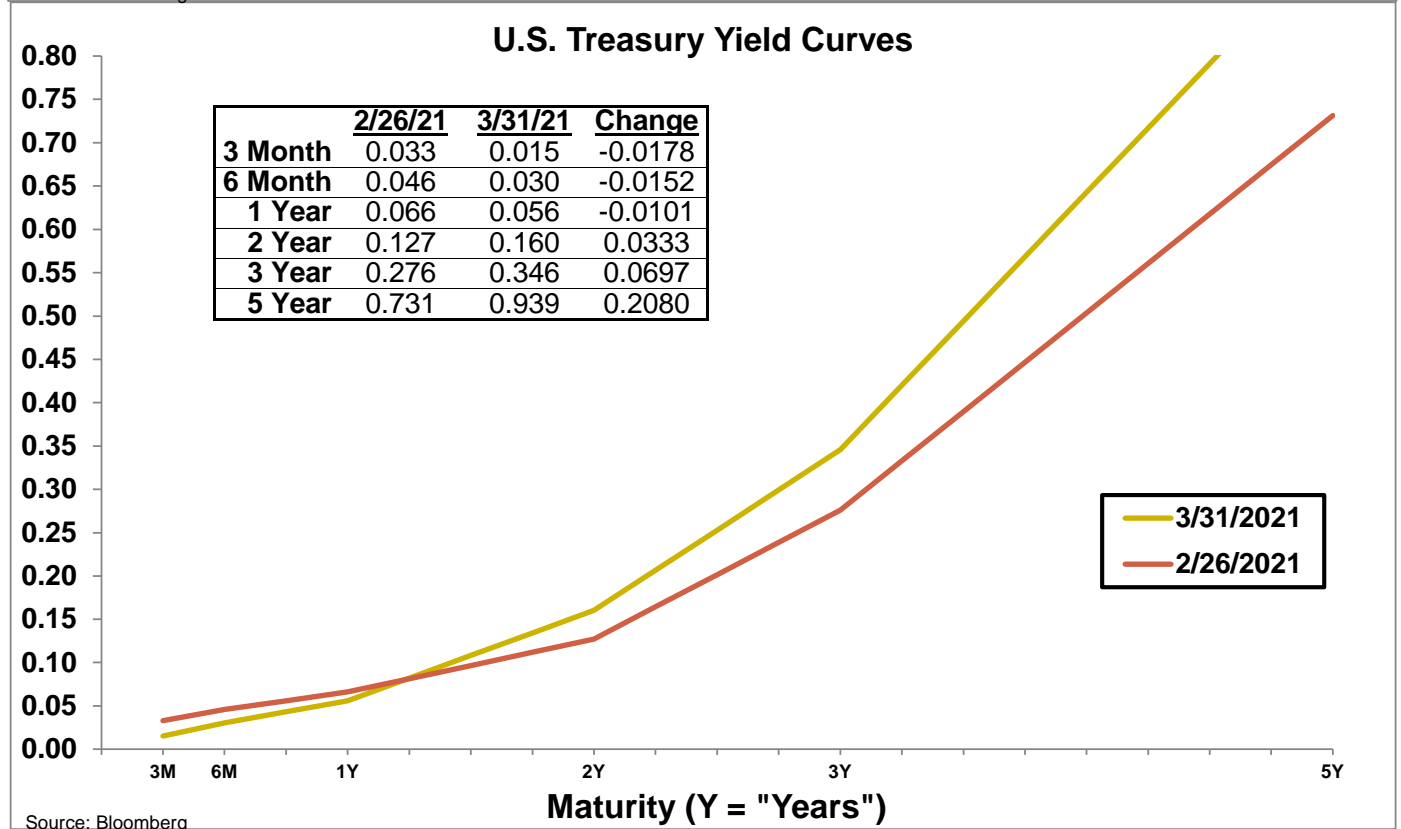
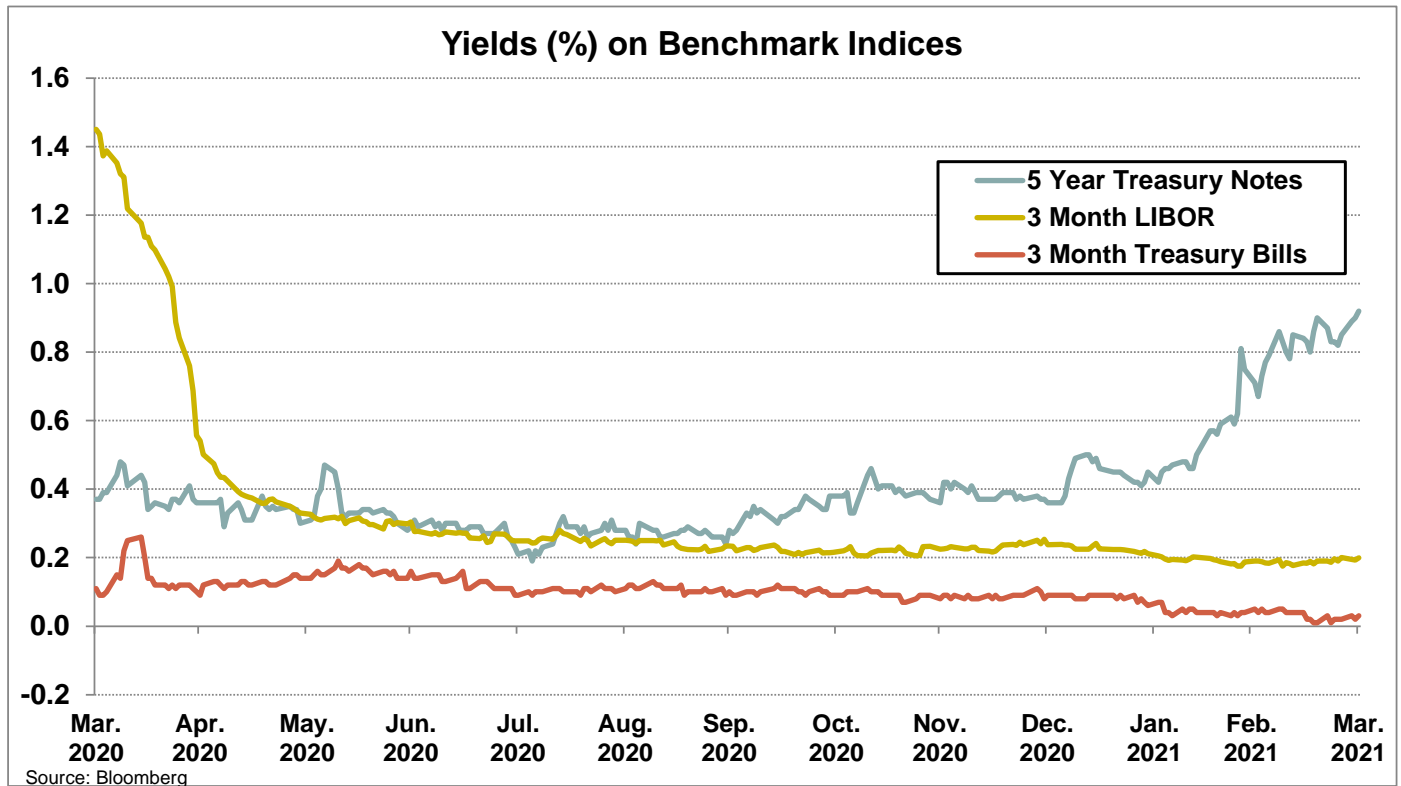
**Asset Allocation by Market Value**



# Portfolio Analysis

## Pooled Fund





# Investment Inventory

## Pooled Fund

As of March 31, 2021

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				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
U.S. Treasuries	9127964P1	TREASURY BILL	10/1/2020	4/1/2021	0.00		100,000,000		99,946,917	100,000,000
U.S. Treasuries	9127964X4	TREASURY BILL	10/8/2020	4/8/2021	0.00		50,000,000		49,972,826	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
U.S. Treasuries	9128284G2	US TREASURY	12/9/2019	4/15/2021	2.38		50,000,000		50,462,891	50,013,145
U.S. Treasuries	9128284G2	US TREASURY	12/11/2019	4/15/2021	2.38		50,000,000		50,457,031	50,013,031
U.S. Treasuries	912796D97	TREASURY BILL	11/19/2020	4/20/2021	0.00		50,000,000		49,981,844	49,997,731
U.S. Treasuries	9127962Q1	TREASURY BILL	3/11/2021	4/22/2021	0.00		30,000,000		29,998,950	29,999,475
U.S. Treasuries	9127962Q1	TREASURY BILL	10/22/2020	4/22/2021	0.00		50,000,000		49,973,332	49,996,923
U.S. Treasuries	9127962Q1	TREASURY BILL	1/27/2021	4/22/2021	0.00		50,000,000		49,992,622	49,998,177
U.S. Treasuries	912796F20	TREASURY BILL	11/24/2020	4/27/2021	0.00		50,000,000		49,981,392	49,996,858
U.S. Treasuries	912796F20	TREASURY BILL	12/10/2020	4/27/2021	0.00		50,000,000		49,984,667	49,997,111
U.S. Treasuries	9127964Z9	TREASURY BILL	10/29/2020	4/29/2021	0.00		50,000,000		49,974,596	49,996,092
U.S. Treasuries	9127964Z9	TREASURY BILL	1/28/2021	4/29/2021	0.00		50,000,000		49,989,889	49,999,889
U.S. Treasuries	912796F79	TREASURY BILL	12/1/2020	5/4/2021	0.00		50,000,000		49,981,285	49,995,990
U.S. Treasuries	912796F79	TREASURY BILL	12/2/2020	5/4/2021	0.00		50,000,000		49,981,300	49,995,967
U.S. Treasuries	912796F79	TREASURY BILL	12/29/2020	5/4/2021	0.00		50,000,000		49,983,506	49,995,680
U.S. Treasuries	9127965A3	TREASURY BILL	11/5/2020	5/6/2021	0.00		50,000,000		49,974,722	49,995,139
U.S. Treasuries	9127965A3	TREASURY BILL	11/5/2020	5/6/2021	0.00		50,000,000		49,975,228	49,995,236
U.S. Treasuries	9127965A3	TREASURY BILL	11/5/2020	5/6/2021	0.00		50,000,000		49,976,618	49,995,503
U.S. Treasuries	912796F87	TREASURY BILL	12/9/2020	5/11/2021	0.00		50,000,000		49,982,469	49,995,417
U.S. Treasuries	912796F87	TREASURY BILL	12/10/2020	5/11/2021	0.00		50,000,000		49,982,583	49,995,417
U.S. Treasuries	912796F87	TREASURY BILL	12/14/2020	5/11/2021	0.00		50,000,000		49,983,535	49,995,550
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
U.S. Treasuries	912796F95	TREASURY BILL	12/15/2020	5/18/2021	0.00		50,000,000		49,982,675	49,994,713
U.S. Treasuries	912796F95	TREASURY BILL	12/17/2020	5/18/2021	0.00		50,000,000		49,981,844	49,994,386
U.S. Treasuries	9127962Y4	TREASURY BILL	10/21/2020	5/20/2021	0.00		50,000,000		49,970,694	49,993,194
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	Market Value
				Date					Book 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	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	Market Value
				Date					Book 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	91282ZD5	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	91282ZU7	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	91282S35	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	91282WE6	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	91282Y87	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	91282G38	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	91282G38	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	91282YY0	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	91282S25	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	91282ZC7	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	91282ZC7	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	91282ZW3	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	91282ZW3	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	3133EKF6	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	3133EKF6	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	3133EGJ7	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	3133EGJ7	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	Market Value
				Date					Book 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	9,999,142	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	45,543,636	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	3133EKLK5	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	3133EKLK5	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	3133EHLK7	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	3133EHLK7	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	<u>Maturity</u> Date	Coupon	Par Value	Book Value	<u>Amortized</u> 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 FUN	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		Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
							Date	Earned Interest			
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 Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /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 Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /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 Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /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 Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /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	3133EKLRS	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	3133EKLRS	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

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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	PPE62MSZ8	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	3137EAXE3	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 Area-wide Plans)	131,795	-	131,795
<b>Total</b>	<b>\$ 204,272,932</b>	<b>\$ -</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				